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**Department of Permitting Services  
Fire Department Access and Water Supply Comments**

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**DATE:** 18-Aug-16  
**TO:** Aaron Smith  
A Morton Thomas  
**FROM:** Marie LaBaw  
**RE:** Washington Episcoapl Day School  
820150080

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**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **18-Aug-16** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett  
County Executive

Clarence J. Snuggs  
Director

April 18, 2016

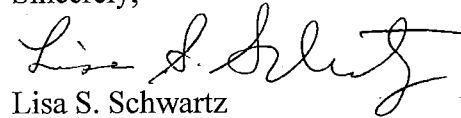
Mr. Matthew Folden  
Area 1 Division  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Washington Episcopal Day School, Inc.  
Preliminary Plan No. 120150160  
Site Plan No. 820150080

Dear Mr. Folden:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the revisions to the above referenced Preliminary Plan and Site Plan and recommends Approval of the plans. Please note that the applicant must execute an agreement with DHCA that satisfies the requirements of Chapter 25A of the County Code before any residential building permits will be issued.

Sincerely,

  
Lisa S. Schwartz  
Senior Planning Specialist

cc: Aaron Smith, A. Morton Thomas & Associates, Inc.  
Jody S. Kline, Miller, Miller and Canby

S:\Files\FY2014\Housing\MPDULisa Schwartz\Washington Episcopal Day School DHCA Letter 4-18-2016.doc

<b>Division of Housing</b>			
Affordable Housing Program FAX 240-777-3709	Multifamily Housing Programs FAX 240-777-3691	Landlord-Tenant Affairs FAX 240-777-3691	Licensing & Registration Unit 240-777-3666 FAX 240-777-3699

100 Maryland Avenue, 4th Floor • Rockville, Maryland 20850 • 240-777-0311 • www.montgomerycountymd.gov/dhca



Larry Hogan, *Governor*  
Boyd K. Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*  
Gregory C. Johnson, P.E., *Administrator*

May 17, 2016

Mr. Matthew Folden  
Montgomery County Planning Department  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue, Area 1  
Silver Spring MD 20910

RE: Montgomery County  
MD 190  
Washington Episcopal School (WES)  
SHA Tracking No. 15APMO022XX  
Mile Point: 15.02

Dear Mr. Folden:

Thank you for the opportunity to review the revised Traffic Impact Study (TIS) and Traffic Signal Warrant Analysis (TSWA) prepared by Symmetra Design, LLC, for the proposed Washington Episcopal School expansion in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 600-student school and 121-unit independent senior living facility is via the site's existing access along Little Falls Parkway (for general use) and the existing access along Landy Lane (gated access for faculty/staff). Both Little Falls Parkway and Landy Lane are municipal roadways.
- The following intersections were analyzed under existing, background and future conditions:
  - MD 190 intersection with Springfield Road
  - MD 190 intersection with Ridgefield Road/Brookside Drive
  - MD 190 intersection with Landy Lane
  - MD 190 intersection with Little Falls Parkway
  - MD 190 intersection with Willard Avenue
  - MD 396 intersection with Little Falls Parkway
  - MD 355 intersection with Dorset Avenue
  - Little Falls Parkway intersection with Dorset Avenue
  - Little Falls Parkway intersection with Hillendale Road
  - Little Falls Parkway intersection with Site Access

Mr. Matthew Folden  
SHA Tracking No.: 15APMO022XX  
Page 2 of 3  
May 17, 2016

- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, the SHA offers the following comments:

1. The SHA concurs with the findings/methodology of the revised TIS report and finds the applicant's point-by-point response to be satisfactory. However, signalization of the MD 190 (River Road) intersection with Landy Lane is not supported at this time. The SHA does not support installation of a traffic signal until a signal warrant study shows that warrants are met by prevailing traffic. The "open gate" scenario is based on forecast traffic, which may or may not be realized. The SHA recommends that Signal Warrant Studies be performed at 50% and 100% occupancies.
2. The SHA recommends frontage improvements, including, but not limited to the following: drainage structures, sidewalks, curb and gutter, signage, ramps and the access point on the MD 190.

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way. Please submit two (2) hard copies and one (1) electronic copy of the design plans to Mr. Brian Young at 9300 Kenilworth Avenue, Greenbelt, MD 20770, attention of Mr. Pranoy Choudhury. This plan submittal must include a signing and pavement marking plan along with maintenance of traffic plans (as applicable). Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Pranoy Choudhury at 301-513-7325 or via email at [pchoudhury@sha.state.md.us](mailto:pchoudhury@sha.state.md.us).

Sincerely,



Brian W. Young  
District Engineer

BWY/ kw

cc: Ms. Samantha Biddle, SHA – RIPD  
Mr. Pranoy Choudhury, SHA – District 3 Access Management  
Mr. Jack Goode, SHA – District 3 Traffic

Mr. Matthew Folden  
SHA Tracking No.: 15APMO022XX  
Page 3 of 3  
May 17, 2016

Ms. Elisa Mitchell, SHA – DSED  
Mr. David Murnan, SHA – District 3 Traffic  
Mr. Eric Waltman, SHA – TDSD  
Ms. Nicole White, Symmetra Design, LLC

Larry Hogan, *Governor*  
Boyd K. Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*  
Gregory C. Johnson, P.E., *Administrator*

August 26, 2016

Ms. Marnie Shaul  
Somerset Council Vice President  
Town of Somerset  
4510 Cumberland Avenue  
Chevy Chase MD 20815

Dear Ms. Shaul:

Thank you for your interest regarding the operations of MD 190 (River Road) at Landy Lane. Your concerns in addressing safety in Somerset are appreciated.

Maryland Department of Transportation's State Highway Administration (SHA) has reviewed the signal warrants prepared for Washington Episcopal School in March 2016. The conclusion of the study was that no signal warrants were met under existing conditions. Our examination of current volumes from Landy Lane also indicates that intersection traffic volumes are currently less than what we normally require for a safe and efficient signal operation.

SHA is open to revisiting this issue in the future. New development and changing traffic patterns may change the results of future traffic signal warrant studies. As the area undergoes changes, SHA will continue to monitor the situation and perform additional engineering studies as needed to determine the appropriate traffic control devices.

Thank you again for your concerns. If you have any further questions or comments, please do not hesitate to contact Steven M. Rochon, P.E., Chief, Traffic Development and Support Division (TDSD), SHA at 410-787-5860, toll-free 1-888-963-0307, or via email at [srochon@sha.state.md.us](mailto:srochon@sha.state.md.us).

Sincerely,

A handwritten signature in blue ink that reads 'Cedric Ward'. The signature is fluid and cursive.

Cedric Ward, P.E., Director  
Office of Traffic and Safety

cc: Steven M. Rochon, P.E., Chief, TDSD, SHA

Ms. Marnie Shaul  
Page Two

bcc: Ms. Kamlesh Kumar, Administrative Assistant, TDSO, SHA  
Ms. Anyesha Mookherjee, Assistant District 3 Engineer for Traffic, SHA  
Mr. Benjamin Myrick, Team Leader, TDSO, SHA  
Mr. Dilip Patel, Assistant Chief, TDSO, SHA  
Mr. Saed Rahwanji, Assistant Chief, TDSO, SHA  
Mrs. Julie Strain, Executive Assistant, Office of Traffic and Safety, SHA  
Mr. William Stroud, Assistant Chief, TDSO, SHA  
Mr. Brian Young, District 3 Engineer, SHA

Dictated by: Benjamin Myrick

08/24/16

typed by: kkumar

**DO-143**

**From:** [Leck, Gregory](#)  
**To:** [Folden, Matthew](#)  
**Cc:** [Kronenberg, Robert](#); [Hisel-McCoy, Elza](#); [william.whelan](#); [Roshdieh, Al](#); [Conklin, Christopher](#); [Erenrich, Gary](#); "[Jody Kline](#)"; "[aaron.smith@amtengineering.com](#)"; "[Frank Bossong](#)"  
**Subject:** RE: Washington Episcopal School - Landy Lane - AMENDMENT email  
**Date:** Friday, September 16, 2016 10:43:28 AM  
**Importance:** High

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Good morning Matt,

Thank you for taking the time yesterday afternoon to discuss the Planning Department's concerns regarding the terminus of Landy Lane contemplated under this project.

As we discussed, this email is to AMEND our plan review our August 30, 2016 letter to be consistent with the current positions of our respective agencies regarding public and private streets:

- MCDOT supports the dedication and construction of the Landy Lane cul-de-sac as a closed section public secondary residential street. Due to right-of-way limitations on the north side of the cul-de-sac, we support Planning Board approval of a reduced width right-of-way (50' within the tangent section, to be engineered in the vicinity of the bulb).
- If the terminus of Landy Lane is dedicated and constructed as a public street, comment no. 1 in our August 30<sup>th</sup> letter (regarding the need to execute and record a new/replacement Public Access Easement document) is unnecessary and may be deleted.
- We also support Planning Board approval to not require construction of a sidewalk on the north side of the cul-de-sac.
- Prior to approval of the Certified Preliminary Plan, the applicant's consultant will need to either widen the cul-de-sac pavement to comply with standard MC-222.01 ("Cul-de-Sac, Curb and Gutter Roads") or provide truck turning templates that satisfactorily demonstrate the proposed pavement will be adequate to accommodate anticipated vehicle turning movements.
- The conceptual improvements for the public cul-de-sac should be reflected on the Certified Preliminary Plan.
- The details for the improvements within the Landy Lane right-of-way will be finalized and approved at the permit stage, as part of the review of the Storm Drain and Paving Plans by the Department of Permitting Services/Right-of-Way Plan Review Section.

All other comments in our comments in our August 30<sup>th</sup> letter remain applicable.

Please share these comments with others as necessary and appropriate. Should you



have any questions or have a different understanding from our call, please contact either Mr. Billy Whelan or me at your earliest convenience.

Thank you to you and your colleagues for your cooperation and insights.

Sincerely,

Greg

*Greg Leck, Manager  
Development Review  
Office of Transportation Policy  
Montgomery County Department of Transportation*

*101 Monroe Street, 10<sup>th</sup> floor  
Rockville, Maryland 20850*

*greg.leck@montgomerycountymd.gov  
office: 240-777-7170  
fax: 240-777-7178*



---

**From:** Folden, Matthew [mailto:matthew.folden@montgomeryplanning.org]  
**Sent:** Wednesday, September 14, 2016 11:39 AM  
**To:** Leck, Gregory <Gregory.Leck@montgomerycountymd.gov>  
**Cc:** Kronenberg, Robert <robert.kronenberg@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Whelan, William <William.Whelan@montgomerycountymd.gov>  
**Subject:** Washington Episcopal School - Landy Lane

Greg,

The extension of Landy Lane associated with the Washington Episcopal Day School is currently identified as a private street extension, as per coordination with your office last fall. This e-mail is a follow-up to our conversation this morning regarding recent coordination on the public/ private designation of streets through the development review process. I would like your confirmation that the following approach is consistent with that recent coordination:

Landy Lane should be improved as a 26-foot wide public street within a reduced width public right-of-way measuring 50'.

This staff report needs to be posted by 12pm on Friday in order to meet the noticing requirements for the upcoming 9.29 hearing.

For reference, the 1982 Westbard Sector Plan is silent on both the classification and minimum right-of-way recommended for Landy Lane. Additionally, the 2016 Westbard Sector Plan does not recommend extending Landy Lane along this alignment and instead recommends extending the roadway along the west side (front) of the WES school property if that campus ever ceases to be used as a school and redevelops.

**Matthew Folden, AICP** | Planner Coordinator  
Montgomery County Planning Department | Planning Area 1  
8787 Georgia Avenue | Silver Spring, MD 20910  
301.495.4539 | [matthew.folden@montgomeryplanning.org](mailto:matthew.folden@montgomeryplanning.org)



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdieh  
Director

August 30, 2016

Mr. Matthew Folden, Planner Coordinator  
Area 1 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120150160  
Washington Episcopal Day School

*Matt:*  
Dear Mr. Folden:

We have completed our review of the revised preliminary plan submitted July 26, 2016. An earlier version of this plan was reviewed by the Development Review Committee at its meeting on June 22, 2015. We recommend approval of the revised 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.

1. This site is subject to the terms and conditions of a "Declaration and Grant of Public Access Easement" document that is recorded in the Land Records of Montgomery County in liber 20877 at folio 313. This Public Access Easement allows the general public to turn around in the existing parking lot. Since that parking lot will be removed and replaced with a private cul-de-sac, constructed within a private parcel, that document will need to be extinguished and replaced with either a new Public Access Easement document – or – a restrictive covenant document that provides similar permissions. Prior to approval of the record plat, this new document will need Executive Branch and Planning Department text approvals. The new document will need to be recorded and referenced on the record plat.
2. MCDOT defers to MNCP&PC for access and improvements for private streets (including alignment, profile, typical section, drainage, maintenance and liability, etc.).
3. Private streets are to be built to tertiary roadway structural standards.
4. Access and improvements to Little Falls Parkway as required by MNCP&PC.

Office of the Director

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov/dot](http://www.montgomerycountymd.gov/dot)



Mr. Matthew Folden  
Preliminary Plan No. 120150160  
August 30, 2016  
Page 2

5. The applicant shall coordinate with MSHA District 3 Office of Engineering Systems Team (EST) on Project MO0815177, currently in design, which proposes safety and resurfacing along River Road between MD 614 (Goldsboro Road) and the Washington, DC line.
6. The applicant shall also coordinate with MSHA for issues concerning access, improvements and storm drain connections to River Road.
7. The storm drainage study is acceptable. The applicant will not be required to make improvements to the downstream county-maintained storm drain system for this plan. We defer to MSHA for any necessary improvements to the MD Route 190 (River Road) storm drain system.
8. MCDOT recommends the Planning Board require the applicant to construct the offsite sidewalk extension (minimum six (6) foot width if adjacent to the sidewalk, or minimum five (5) foot width with a one (1) foot wide lawn panel between the curb and sidewalk) in the Landy Lane right-of-way to MD Route 190 (River Road). Label and dimension the sidewalk and lawn panel prior to Certified Preliminary Plan.
9. At the existing Bikeshare station on Landy Lane, in the location of the proposed sidewalk extension, provide a minimum seven (7) foot clearance between the back of the bikes and the back of the curb. Change the label from "Bike Rack" to "Existing Bikeshare Station" prior to Certified Preliminary Plan. Coordinate with Ms. Anne Root regarding any necessary modifications to the existing Bikeshare station. Ms. Root can be reached at 240-777-7192 or [anne.root@montgomerycountymd.gov](mailto:anne.root@montgomerycountymd.gov).
10. The Traffic Impact Study (TIS) was approved by MCDOT on May 5, 2016.
11. The Transportation Policy Area Review ("TPAR") test under the *Subdivision Staging Policy* must be satisfied by paying the "transportation impact tax" that equals 50% of the development impact tax for a site located in the Bethesda-Chevy Chase Policy Area.
12. At or before the permit stage, the applicant will need to coordinate with Ms. Stacy Coletta of our Division of Transit Services regarding the potential need for improvements to RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240-777-5800.
13. At or before the permit stage, the applicant will need to coordinate with Mr. Kyle Liang regarding the proposed crosswalk to access the Capital Crescent Trail (CCT). Mr. Liang may be contacted at 240-777-2180 or [kyle.liang@montgomerycountymd.gov](mailto:kyle.liang@montgomerycountymd.gov).
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. The sight distance study has been accepted. A copy of the accepted Sight Distance Evaluation certification form is enclosed for your information and reference.

Mr. Matthew Folden  
Preliminary Plan No. 120150160  
August 30, 2016  
Page 3

16. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
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. Kamal Hamud 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. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following modifications:
  - A. If required by the Planning Board as a condition of approval, construct a concrete sidewalk in the Landy Lane right-of-way to MD Route 190 (River Road) as described above in comment no. 8.
  - B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
  - C. Erosion and sediment control measures as required by Section 50-35(j) 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.
  - D. 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 amended preliminary plan. If you have any questions or comments regarding this letter, please contact William Whelan, our Development Review Area Engineer for this project, at (240) 777-2170 or at [william.whelan@montgomerycountymd.gov](mailto:william.whelan@montgomerycountymd.gov).

Sincerely,



Gregory M. Leck, Manager  
Development Review  
Office of Transportation Policy

Mr. Matthew Folden  
Preliminary Plan No. 120150160  
August 30, 2016  
Page 4

M:\corres\FY17\Traffic\Active\120150160, Washington Episcopal Day School – MCDOT FINAL prelim plan review ltr.docx

Enclosure

cc:     Britt Snyder                 Washington Episcopal School  
          Greg Fernebok             Sheridan Development LLC  
          Aaron Smith                A. Morton Thomas & Associates  
          Jody Kline                 Miller, Miller & Canby  
          Pranoy Choudhury         MSHA District 3  
          Preliminary Plan folder  
          Preliminary Plan letters notebook

cc-e:   Atiq Panjshiri             MCDPS RWPR  
          Sam Farhadi               MCDPS RWPR  
          Anne Root                 MCDOT OTP  
          Dan Sanayi                MCDOT DTEO  
          Kyle Liang                MCDOT DTEO  
          Kamal Hamud             MCDOT DTEO  
          William Whelan          MCDOT OTP

Mr. Matthew Folden  
Preliminary Plan No. 120150160  
August 30, 2016  
Page 5

Mr. Matthew Folden, Planner Coordinator  
Area 1 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Britt Snyder  
Washington Episcopal School  
5600 Little Falls Parkway  
Bethesda, MD 20816

Greg Fernebok  
Sheridan Development LLC  
6931 Arlington Road, Suite 500  
Bethesda, MD 20814

Jody Kline  
Miller, Miller & Canby  
200 B Monroe Street  
Rockville, MD 20850

Aaron Smith  
A. Morton Thomas & Assoc.  
800 King Farm Boulevard, 4th Floor  
Rockville, MD 20850

Pranoy Choudhury  
MSHA District 3  
9300 Kenilworth Avenue  
Greenbelt, MD 20770



**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Washington Episcopal Day School Preliminary Plan Number: 1-20150160

Street Name: Landy Lane Master Plan Road Classification: Secondary

Posted Speed Limit: 30 mph

* Street/Driveway #1 ( <del>Proposed Loading Dock</del> )	Street/Driveway #2 ( <u>Ex. School Entr./Exit</u> )
Sight Distance (feet) OK?	Sight Distance (feet) OK?
Right <u>278.60</u> ✓	Right <u>280.56</u> ✓
Left <u>190.88</u>	Left <u>286.40</u> ✓

Comments:  
 - Left: eyesight blocked partially by trees  
 - Right: sight ends at school entrance bend

Comments:  
 - Left: sight ends at school gate  
 - Right: sight extends to main road

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
<b>Secondary - 30</b>	<b>200'</b>
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

[Signature]  
 Signature  
31146  
 PLS/P.E. MD Reg. No.



**Montgomery County Review:**

Approved \*

Disapproved:

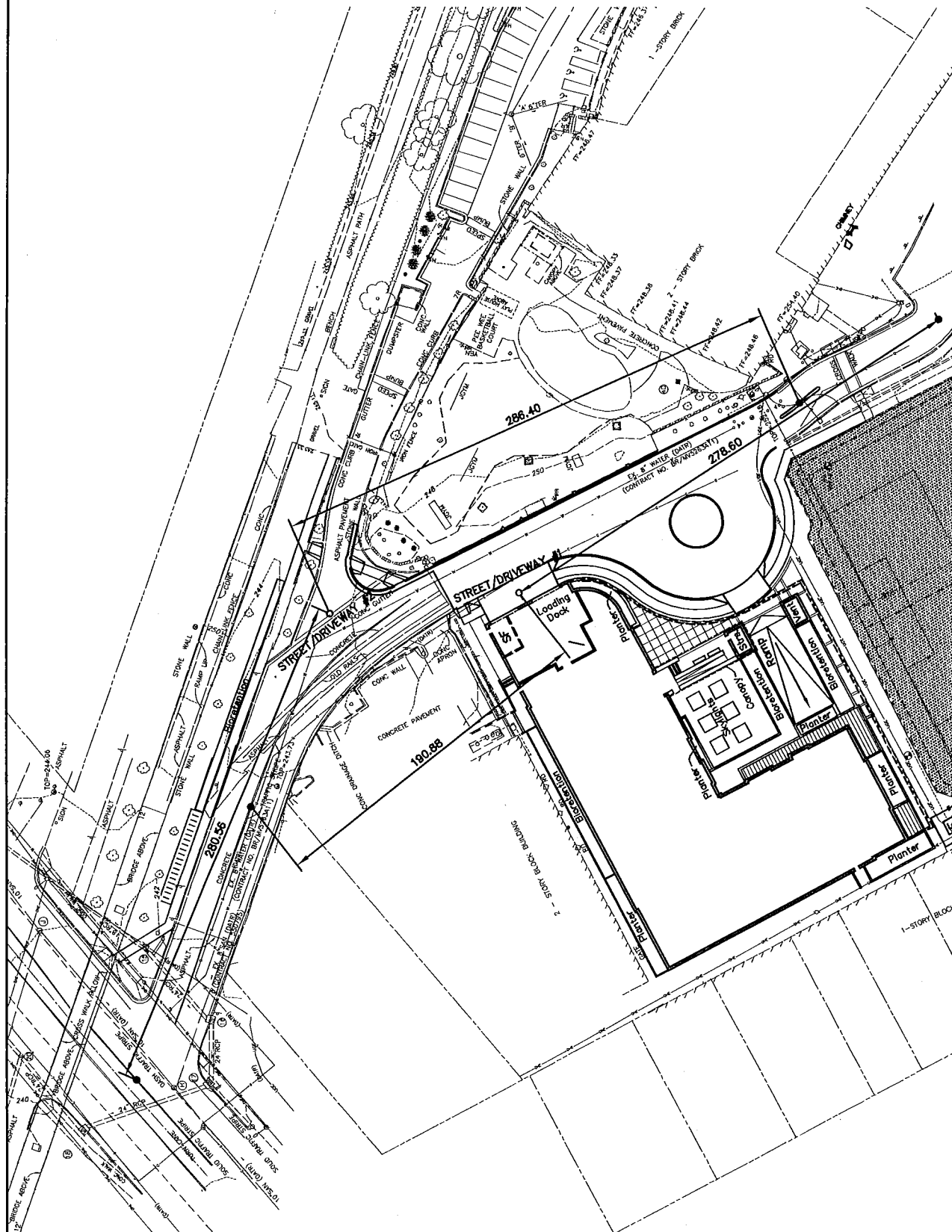
By: [Signature]

Date: 08/30/16

\* **NOTE: THE LOADING DOCK ACCESS IS WITHIN PRIVATE PROPERTY. THEREFORE, MCDOT IS ONLY APPROVING THE SCHOOL ENTRANCE ONTO THE PUBLIC PORTION OF LANDY LANE.**



SITE PLAN		SCALE	DATE	PROJECT NO.
WASHINGTON EPISCOPAL DAY SCHOOL, INC.		1" = 30'	APR 2013	188-388-000
LOT 2				
LIBER 14394 / FOLD 300				
7th EDITION DISTRICT				
HARMONY COUNTY, MONTANA				



NO.	DATE	BY	REVISION



**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: WASHINGTON EPISCOPAL DAY SCHOOL Preliminary Plan Number: 1-

Street Name: LITTLE FALLS PARKWAY Master Plan Road Classification: PRIMARY

Posted Speed Limit: 35 mph

Street/Driveway #1 ( DRIVEWAY 1 ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>845</u>	<u>YCS</u>	Right _____	_____
Left <u>1050</u>	<u>YCS</u>	Left _____	_____

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

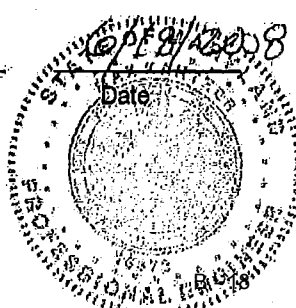
\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

[Signature]  
 Signature

16872  
 PLS/P.E. MD Reg. No.



**Montgomery County Review:**

Approved  
 Disapproved:

By: [Signature]  
 Date: 04/14/16



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdiah  
Acting Director

November 19, 2015

Mr. Matthew Folden, Planner/Coordinator  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120150160  
Washington Episcopal School  
Traffic Impact Study Review

*MATT:*  
Dear Mr ~~Folden~~:

We have completed our review of the revised Local Area Transportation Review and Transportation Policy Area Review dated June 15, 2015, and prepared by Nicole White of Symmetra Design. Total development evaluated by the analysis includes:

- 21,282 SF future expansion of existing school (increasing student population by 300 and teachers by 35)
- an 8 story, 121 unit age-restricted independent senior residential apartment building

We offer the following comments:

**Local Area Transportation Review (LATR)**

1. The CLV values at the three intersections studied are less than the applicable congestion threshold standards. We accept the consultant's conclusions.

**Transportation Policy Area Review (TPAR)**

1. The Transportation Policy Area Review test under the *Subdivision Staging Policy* must be satisfied by paying the "transportation impact tax" that equals 50% of the development impact tax for a site located in the Bethesda-Chevy Chase Policy Area.

**Pedestrian and Bicycle Impact Statement (PBIS)**

1. We accept the consultant's inventory of existing facilities.

Office of the Director

---

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
www.montgomerycountymd.gov/dot

Mr. Matthew Folden  
Preliminary Plan No. 120150160  
November 19, 2015  
Page 2

2. Page 52 of the report proffers applicant construction of a new section of sidewalk along the west side of Landy Lane and on the east side of Landy Lane fronting the entrance of the new apartment building; the limits of these improvements are unclear. However, we do not see where these improvements are proposed on pages 27-28. We support the implementation of the applicant's proffers.

**SUMMARY**

1. The findings of the LATR have been accepted.
2. The applicant will need to pay a transportation impact tax equal to 50% of the development impact tax.
3. We support requiring the applicant to construct the proffered sidewalk improvements; the limits of these improvements should be clearly detailed in the document.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. William Whelan, our Development Review Area Engineer for this project, at [william.whelan@montgomerycountymd.gov](mailto:william.whelan@montgomerycountymd.gov).

Sincerely,



for Gregory M. Leck, Manager  
Development Review Team  
Office of Transportation Policy

Mr. Matthew Folden  
Preliminary Plan No. 120150160  
November 19, 2015  
Page 3

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cc:     Britt Snyder             Washington Episcopal School  
          Greg Fernebok         Sheridan Development LLC  
          Nicole White          Symmetra Design  
          Jody Kline            Miller, Miller & Canby  
          Carlton Gilbert       M-NCPPC Area 2  
          Lori Shirley          M-NCPPC Area 2  
          Pranoy Choudhury     MSHA District 3  
          Preliminary Plan folder

cc-e:   William Whelan         MCDOT DTEO  
          Greg Leck             MCDOT DTEO  
          Kyle Liang            MCDOT DTEO  
          Bruce Mangum         MCDOT DTEO

Britt Snyder  
Washington Episcopal School  
5600 Little Falls Parkway  
Bethesda, MD 20816

Greg Fernebok  
Sheridan Development LLC  
6931 Arlington Road, Suite 500  
Bethesda, MD 20814

Aaron Smith  
A. Morton Thomas & Assoc.  
800 King Farm Boulevard, 4th Floor  
Rockville, MD 20850

Jody Kline  
Miller, Miller & Canby  
200 B Monroe Street  
Rockville, MD 20850

Pranoy Choudhury  
MSHA District 3  
9300 Kenilworth Avenue  
Greenbelt, MD 20770



## DEPARTMENT OF ENVIRONMENTAL PROTECTION

Isiah Leggett  
County Executive

Lisa Feldt  
Director

September 2, 2016

Casey Anderson, Chair  
Montgomery County Planning Board  
Maryland National Capital Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

RE: Washington Episcopal Day School, ePlan 120150160/820150080, NRI/FSD application accepted on 10/10/2013

Dear Mr. Anderson:

All applications for a variance from the requirements of Chapter 22A of the County Code submitted after October 1, 2009 are subject to Section 22A-12(b)(3). Accordingly, given that the application for the above referenced request was submitted after that date and must comply with Chapter 22A, and that the Montgomery County Planning Department ("Planning Department") has completed all other reviews required under applicable law, I am providing the following recommendation pertaining to this request for a variance.

Section 22A-21(d) of the Forest Conservation Law states that a variance must not be granted if granting the request:

1. Will confer on the applicant a special privilege that would be denied to other applicants;
2. Is based on conditions or circumstances which are the result of the actions by the applicant;
3. Arises from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; or
4. Will violate State water quality standards or cause measurable degradation in water quality.

Applying the above conditions to the plan submitted by the applicant, I make the following findings as the result of my review:

1. The granting of a variance in this case would confer a special privilege on this applicant that would be denied other applicants as long as the same criteria are applied in each case. Therefore, the variance cannot be granted under this criterion.
2. Based on a discussion on March 19, 2010 between representatives of the County, the Planning Department, and the Maryland Department of Natural Resources Forest Service, the disturbance of trees, or other vegetation, as a result of development activity is not, in and of itself, interpreted as a condition or circumstance that is the result of the actions by the applicant. Therefore, the



variance can be granted under this criterion, as long as appropriate mitigation is provided for the resources disturbed.

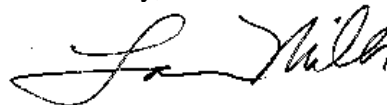
3. The disturbance of trees, or other vegetation, by the applicant does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property. Therefore, the variance can be granted under this criterion.
4. The disturbance of trees, or other vegetation, by the applicant will not result in a violation of State water quality standards or cause measurable degradation in water quality. Therefore, the variance can be granted under this criterion.

Therefore, I recommend a finding by the Planning Board that this applicant does not qualify for a variance. Based on careful consideration of the documents provided with the application in ePlans, the applicant has failed to provide information consistent with other applications subject to the variance provisions. For example, the variance letter requests permission to disturb trees # 17 and 19 as part of the proposed Phase 1 and shows proposed limits of disturbance (LOD) on Exhibit 1B of the letter, yet this LOD is not shown on the forest conservation plan (08-FCP-120150160-LF101). All other applicants are required to show accurate LODs on forest conservation plans. Further, the variance requests disturbance to more than 39% of the CRZ of tree # 28 and more than 40% of the critical root zones (CRZ) of trees #21, 22, and 26. Typically, additional details are required for retaining trees with disturbance in more than a third of the CRZ, as well as on-site oversight by a qualified arborist rather than reliance on Planning staff as stated in the variance request. Additionally, the applicant failed to provide reasons why alternative designs or other methods of managing stormwater are not viable in order to retain tree #41 and reduce impacts to trees #21 and 22.

As shown by these examples, the information included in the request for a variance is inconsistent with nearly all other plans. Granting this request would grant special privileges denied to other similarly-situated applicants for impacts to trees subject to the variance provisions. Therefore, I do not recommend that the Washington Episcopal Day School project be granted a variance from the requirements of Chapter 22A of the Montgomery County Code.

If you have any questions, please do not hesitate to contact me directly.

Sincerely,



Laura Miller  
County Arborist

cc: Marco Fuster, Senior Planner





DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett  
County Executive

Diane R. Schwartz Jones  
Director

September 8, 2016

Mr. Evan Smith  
A. Morton Thomas and Associates, Inc.  
800 King Farm Boulevard, 4<sup>th</sup> Floor  
Rockville, MD 20850

Re: **SITE DEVELOPMENT STORMWATER  
MANAGEMENT PLAN** Request for Washington  
Episcopal School / WES Senior Residences  
Project Phase(s): 1 & 2  
Preliminary Plan #: 120150160  
SM File #: 261216  
Tract Size/Zone: 11.45 Ac.  
Total Concept Area: 3.25 Ac.  
Parcel(s): A & Unit 1  
Watershed: Little Falls Branch

Dear Mr. Smith:

Based on a review by the Department of Permitting Services Review Staff, the Site Development Stormwater Management Plan for the above mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via ESD to the MEP with the use of green roof, micro-bioretenion structures/planter boxes, and a rain garden. The remaining volume will be treated by three structural proprietary filtration practices.

The following **items** will need to be addressed **during** the final stormwater management design plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Landscaping shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
5. The structural filter must have an external flow splitter.
6. At design if infiltration tests are satisfactory micro-bioretenion #7, 8, and 10 may be built as landscape infiltration.

Mr. Evan Smith  
September 8, 2016  
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7. Provide easements and covenants for all ESD and stormwater structures (including the green roof).
8. The green roof is to be designed by a professional with green roof experience. The green roof is to be a minimum of 6 inches thick and cover a minimum of 13,895 square feet of roof. At design try to increase the thickness of the green roof.
9. Provide a copy of the mechanical drawings to show that the roof drains are going to the stormwater structures where required.
10. Use the latest MCDPS design requirements for the stormwater management structures at time of plan submittal.
11. Additional micro-bioretenion treatment is being required by MNCPPC for stream valley buffer mitigation. These are not necessary for compliance with DPS stormwater management requirements and therefore will not be considered as such. At time of design plan submittal these structures are to be clearly labeled as "Non Stormwater Management MNCPPC Enhancements". They are not to be covered by stormwater management easement/covenant. They will not be reviewed for stormwater management compliance. DPS will review them for conformance with requirements for erosion and sediment control, and safe conveyance of the ten-year storm only.

This list may not be all-inclusive and may change based on available information at the time.

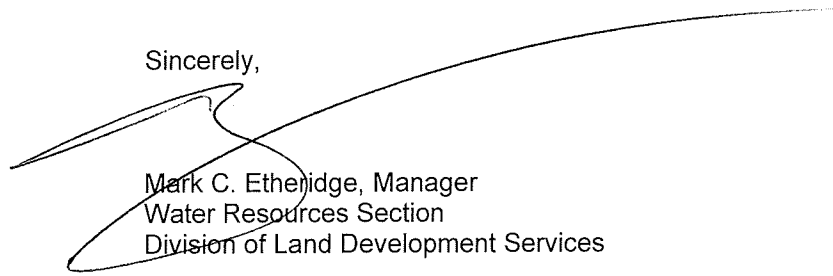
Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the final stormwater management design plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

Mr. Evan Smith  
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If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6322.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark C. Etheridge', is written over the typed name and title.

Mark C. Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

MCE: CN261216 Washington Episcopal School Revised.DWK

cc: C. Conlon  
SM File # 261216

ESD Acres:	3.26
STRUCTURAL Acres:	1.02
WAIVED Acres:	0.00



September 19, 2016

**MEMORANDUM**

**TO:** Matthew Folden, AICP, Planner Coordinator  
Area 1 Planning Division

**FROM:** Dominic Quattrocchi, AICP, Park Planner  
Department of Parks

**SUBJECT:** Washington Episcopal Day School  
Preliminary Plan 120150160 and Site Plan 820150080  
Westbard Sector Plan Area

- 
1. Prior to issuance of any building permit for Phase 1 of this project, the Applicant shall make a Park Amenity Payment in the amount of \$70,000 payable to M-NCPPC. The correspondence regarding the payment shall be addressed to the attention of the Park Development Division Chief. The payment will be applied to the appropriate fund in the Capital Improvements Program.
  2. At the time of Park Construction Permit review, the final design of any and all aspects of the project affecting Parkland including, but not limited to, encroachments, grading, stream valley buffer mitigation, stormwater management, tree removal and/or planting, trails, parking, limits of disturbance and storm drainage, must be approved by Department of Parks staff. No work on Parkland shall commence prior to issuance of a Park Construction Permit.
  3. The Department of Parks recommend that the Planning Department allow that minor changes may be made to location and construction details of amenities and plantings to be located on Parkland during the Park Construction Permit process without the need to amend the Site Plan.
  4. All required work on Parkland must be completed prior to issuance of a building permit for Phase I of this project, unless otherwise approved by Department of Parks staff.
  5. No construction access to the site (equipment, personnel or materials) is to occur via Little Falls Parkway or the Capital Crescent Trail, except as needed to fulfill Park Construction Permit requirements and as specified in the Park Construction Permit.
  6. As part of the mitigation for the Stream Valley Buffer Encroachment, the concept of creating an enhanced stormwater outfall along the concrete channel removal area between Structure 23 and Structure 24 is acceptable to Parks. The creation of an enhanced stormwater outfall below Structure 28 should be extended down to existing Structure 41 on the downstream end, with the option for a polygonal stormwater management system between Structure 29 and Structure 41.

7. A full tree survey (6" DBH and greater) shall be completed for areas of Parkland anticipated to be within 30' of the anticipated LOD. In coordination with a Parks arborist, tree protection measures where specified and replacement for impacted park trees will be required.
8. Parks will require the applicant to pursue SWM retrofits for the existing entrance area as part of the Park Permit. The existing Little Falls Parkway entrance creates ongoing park impacts due to the untreated impervious area, crossover, acceleration and deceleration lanes. Montgomery Parks holds a NPDES MS4 Permit from MDE that requires the pursuit of SWM retrofits for all existing impervious areas on Parkland.
9. Parks will not review details associated with the regenerative conveyance channel design until a detailed survey of the area is completed and the concept plan updated based on that survey. This review can occur during the Technical Review Park Construction Permit process.