

DEPARTMENT OF TRANSPORTATION


Isiah Leggett
County Executive

Al R. Roshdieh
Acting Director

January 6, 2016

Mr. Elza Hisel-McCoy, Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320160040
7272 Wisconsin Avenue


Dear Mr. Hisel-McCoy:

We have completed our review of the sketch plan dated December 1, 2015. This plan was reviewed by the Development Review Committee at its meeting on December 21, 2015. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, preliminary 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. Include this letter and all other correspondence from this department.

1. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
2. 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.) on the preliminary plan.
3. Necessary dedication along Wisconsin Avenue (MD 355) in accordance with the master plan. We understand that Wisconsin Avenue is required to have a right-of-way of 114 feet wide. We believe the Applicant should dedicate right-of-way to provide for fifty-seven (57) feet from the centerline of the street. If the existing building at 7250 Wisconsin Avenue is not relocated prior to the plat stage, the applicant should enter into a covenant for future dedication (to be completed at no cost to the public at such time as the building is removed).

Office of the Director

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4. With additional dedication along Wisconsin Avenue (MD 355) the applicant will need to dedicate a twenty-five (25) foot truncation right-of-way at its intersection with Elm Street.
5. The Capital Crescent Trail will run underneath this building. The trail should be a minimum of sixteen (16) feet wide and should be more straight than shown on the sketch plan.
6. Upgrade the pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
7. Consider whether the building would access or have any retail frontages along the Capital Crescent Trail. If so; provide satisfactory setbacks for a sufficiently wide section designed to allow for the continuous and safe flow of through bicyclists while accommodating visitors to the building.
8. A Transportation Area Policy Review (TPAR) payment is not required for this project.
9. Delineate on the plan the locations for two (2) bikeshare stations on the preliminary plan as discussed in the TMAg condition below.
10. Dedicate additional right-of-way along Elm Street to accommodate the sidewalk within the public right-of-way. If infeasible, then grant a ten (10) foot wide Public Improvement Easement (PIE) the site frontage.
11. Storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
12. Show the location of proposed driveways on the preliminary plan.

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 width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.

13. At the preliminary plan stage, 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.

14. Improvements in the public rights-of-way will need to comply with Executive Regulation No. 31-08AM ("Context Sensitive Road Design").

The preliminary plan submission should address how this Executive Regulation has been satisfied – particularly with respect to target speeds, typical sections for the existing and proposed public streets, locations of existing and proposed public utilities, and stormwater management within the public rights-of-way.

15. Access and improvements along Wisconsin Avenue (MD 355) as required by the Maryland State Highway Administration.
16. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
17. Construct Bethesda Central Business District streetscaping along the Elm Street and Wisconsin Avenue (MD 355) site frontages.
18. On the preliminary and site plans, delineate the location and dimensions of the proposed truck loading and dumpster spaces.
19. At the preliminary plan stage, submit a truck circulation 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 a left-side backing maneuver. Passenger vehicle travelways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
20. We recommend that the applicant coordinate with Mr. Michael Madden of the Maryland Transit Authority to coordinate with the Purple Line project. Mr. Michael Madden may be reached at mmadden@mta.maryland.gov or at 410-767-3694.

On the preliminary plan, show the latest MTA design for the Purple Line, including any elevators, emergency stairs, vaults and/or transformers, etc.

21. We recommend that the applicant coordinate with Ms. Patricia Shepherd of our Transportation Engineering Section on the Capital Crescent Trail & bike lanes along Elm St. Ms. Shepherd can be reached at patricia.shepherd@montgomerycountymd.gov or at 240-777-7231.

22. We recommend that the applicant coordinate with Ms. Joana Conklin, the BRT Development Manager for Montgomery County on issues related to BRT & Purple Line.. Ms. Conklin can be reached at joana.conklin@montgomerycountymd.gov or at 240-777-7155.
23. At or before the permit stage, please coordinate with Mr. Benjamin Morgan of our Division of Parking Management to coordinate the impacts on public parking facilities in the vicinity of this project. Mr. Morgan may be contacted at 240 777-8704.
24. At or before the permit stage, please coordinate with Mr. Lee Winestone or Ms. Deanna Archey of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Mr. Winestone and Ms. Archey may be contacted at 240 777-5800.
25. 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.
26. The current mode share goal for the Bethesda TMD is 37% during the peak period. The forthcoming Bethesda Downtown Plan will update the 1994 Bethesda Central Business District Sector Plan and is considering establishing more aggressive goals in the area. Therefore, MCDOT recommends the following provisions be made conditions of approval.
 - a. Parking
 - i. Minimize Parking. To be awarded 15 Optional Method Public Benefits points, provide no more than the minimum number of parking spaces required in all structured parking facilities (above and below grade).
 - ii. Take advantage of Shared Parking Provisions of Zoning Ordinance. Developers are encouraged to take advantage of the Shared Parking provisions of the Zoning Ordinance to reduce the total amount of parking.
 - iii. Flexibility in design of parking critical. Provide flexibility in design of parking areas to enable multiple uses to share parking areas so as to make most efficient use of them. This also strengthens the incentive to reduce drive-alone commuting and parking among employees and residents, since doing so frees up spaces for other uses including retail and restaurant customers. That approach will only work if the unused

employee and resident parking can be made available for other parking purposes once a decrease in demand is realized.

- iv. Carpool/Vanpool Parking. Provide adequate numbers of carpool and vanpool employee parking spaces in highly visible, preferentially-located spots.
- v. Car Sharing Parking. Provide adequate number of car sharing vehicle parking spaces in highly visible, preferentially-located spots.
- vi. Electric Vehicle Charging Stations. Provide two electric car charging stations on site in each parking facility, or the number required by law, whichever is greater.

b. Bicycle Facilities

- i. Showers and changing rooms/lockers in convenient locations within the office portion of the development. These enable larger numbers of employees to bike or walk to work, or to/from transit, in a variety of weather conditions.
- ii. Bikesharing. Bikeshare at this multi-modal transit hub location will support the award of the Optional Method Public Benefits points requested in 4 categories: Major Public Facilities (50 points), Transit Proximity (20 points) and Connectivity and Mobility (20 points). Provide space in the Project for at least two (2) bikesharing docking stations (or similar provision required by MCDOT) to enable this form of transportation to be used by employees, residents and visitors at the Project. One station should be located along the Elm Street frontage of the Project. Since this is closest to the Purple Line stop it is anticipated that this would be a highly used location; therefore, provide space for two (2) 19-dock bikeshare stations, one on each side of the garage access. A 19-dock station requires a space of 52 feet by 12 feet (6 feet for actual station footprint and 6 feet for access).
- iii. In the event it is not possible to locate 2 bikeshare stations along Elm Street, we recommend Applicant be required to provide space for a station along Wisconsin Avenue.
- iv. Additionally, it is recommended the development be required to pay the capital costs for the station, and a portion of operating costs in accordance with MCDOT policy, County Code and regulations in place at the time of occupancy. Applicant will be required to take other actions in concert with the TMD to promote use of bikesharing among employees, residents, and visitors at the Project, in order to accomplish the objectives of the TMD.

- c. Displays and Communication of TDM Information
 - i. Provide pavilions in public plaza to enable outreach events to be staged more readily. These should have electric and water connections.
 - ii. Provide kiosks in any busy outdoor areas to provide opportunity for information displays, assistance.
 - iii. Incorporate display space into lobbies and other high pedestrian activity areas and opportunity for information on each level of parking facilities
 - iv. 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, tenants, employees, visitors, etc.
 - v. Provide concierge/reception desk in residential building with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
- d. Design Guidelines
 - i. To support the award of 20 points for Quality Building and Site Design, design building frontages/lobbies facing Wisconsin Avenue to provide two-way visibility for transit vehicles, taxis, etc.
- e. Traffic Mitigation Agreement
 - i. Submit a draft Traffic Mitigation Agreement (TMAg) for review at preliminary plan. Trip reduction measures in this Agreement should include but not be limited to the measures addressed above (bikesharing, carpool/vanpool parking; car sharing parking and electric vehicle charging spaces). Contact Sande Brecher at (240) 777-8383 or Beth Dennard (240) 777-8384 for the most recent TMAg template for mixed use development.

27. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements:

- a. Improvements to the County rights-of-way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
- b. Enclosed storm drainage and/or engineered channel in all drainage easements.
- c. Underground utility lines.
- d. Bethesda Streetscaping.

Mr. Elza Hisel-McCoy
Sketch Plan No. 320160040
January 6, 2016
Page 7

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Ms. Rebecca Torma, our Development Review Senior Planning Specialist for this project, at (240) 777-2118 or at rebecca.torma-kim@montgomerycountymd.gov.

Sincerely,



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

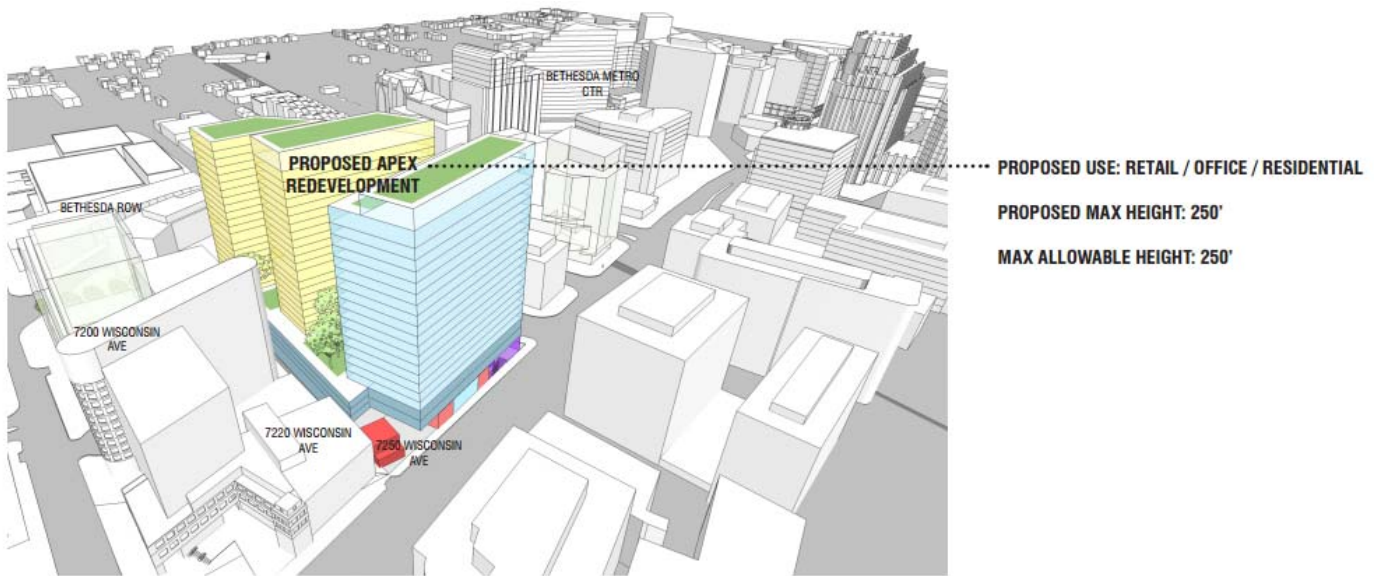
m:/subd/tormar01/developments/Bethesda/7272 Wisconsin/320160040, 7272 Wisconsin, Sketch plan letter

cc: Jason Bockenek, Carr Properties
Kevin Johnson, Johnson Bernat Assoc., Inc.
Robert Harris, Lerch, Early & Brewer
Cynthia Bar, Lerch, Early & Brewer
Robert Kronenberg, MNCPPC Area 1
Neil Braunstein, MNCPPC Area 1
Matthew Folden, MNCPPC Area 1
Michael Madden, MTA
Pranoy Choudhury, MSHA District 3
Sketch Plan file folder

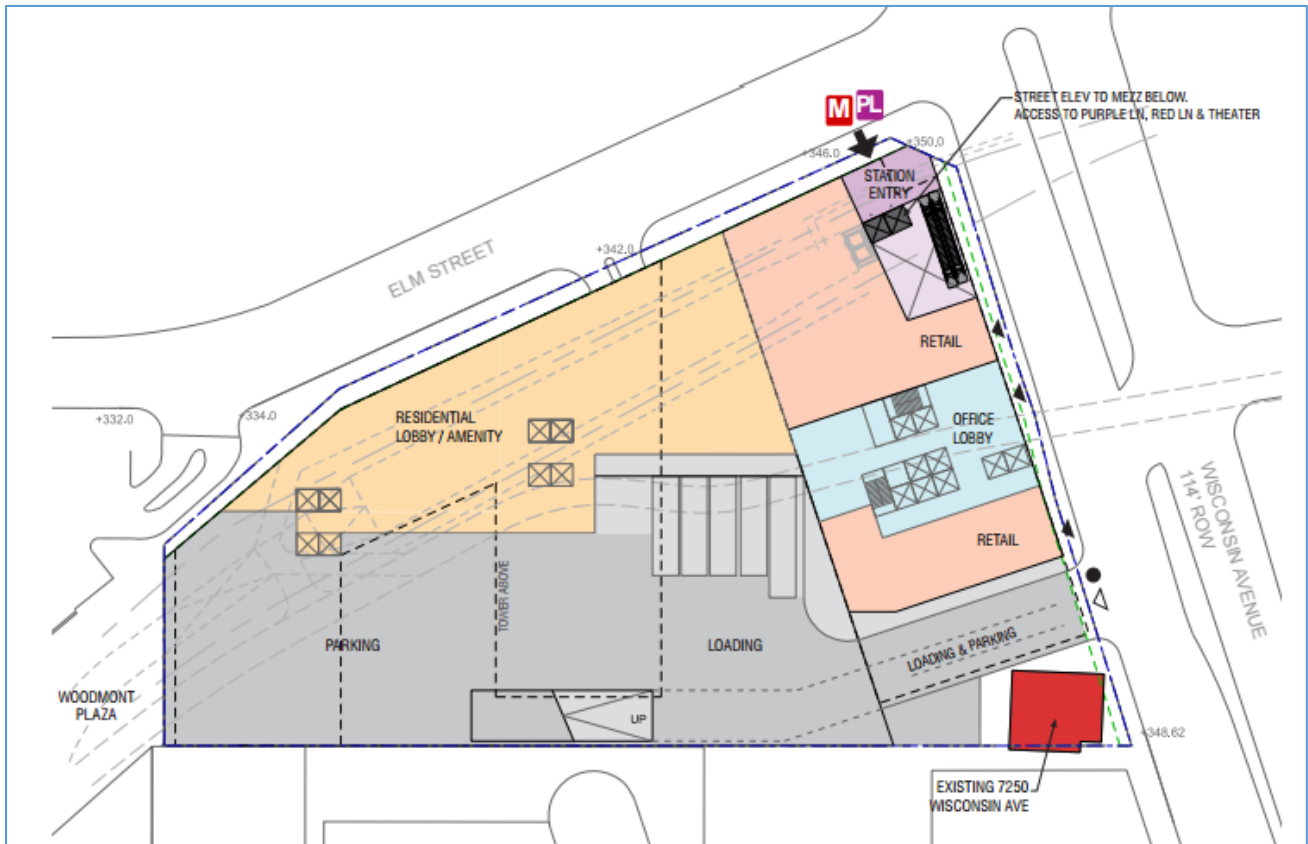
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Sandra Brecher, MCDOT OTP
Beth Dennard, MCDOT OTP
Deanna Archey, MCDOT CSS
Bruce Johnston, MCDOT DTE
Timothy Cupples, MCDOT DTE
Joana Conklin, MCDOT DO
Patricia Shepherd, MCDOT DTE
Bruce Mangum, MCDOT DTEO
Benjamin Morgan, MCDOT DPM
Rebecca Torma, MCDOT OTP

Attachment B: Design Studies

Alternative 1

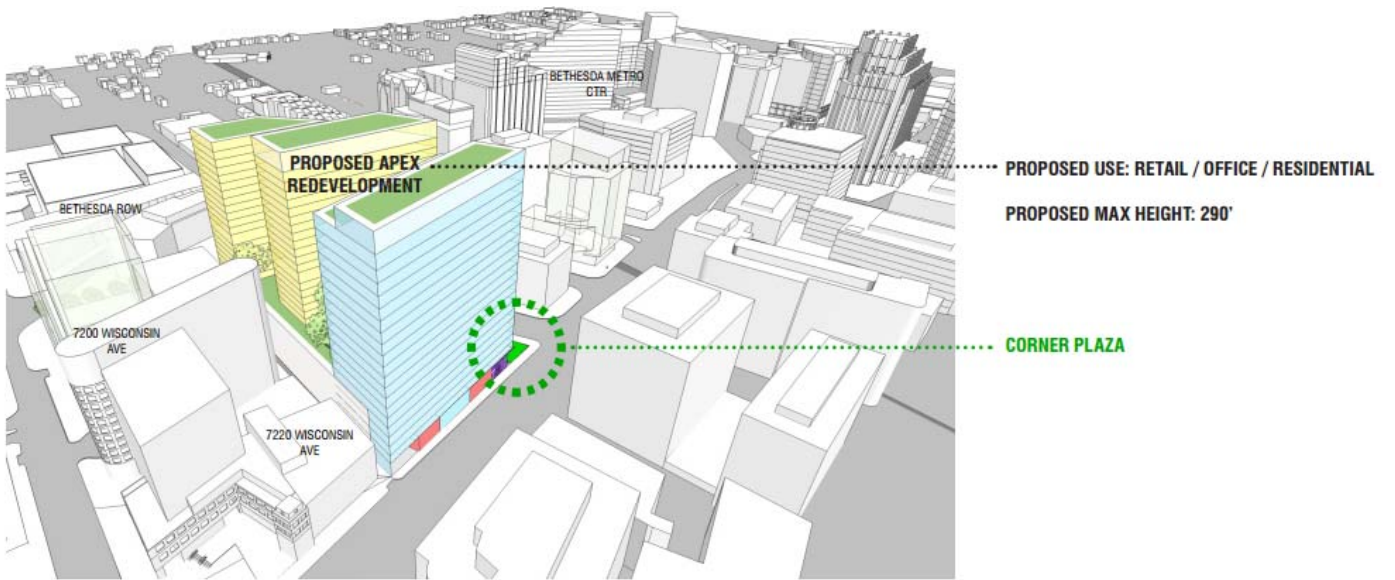


Aerial Massing Diagram

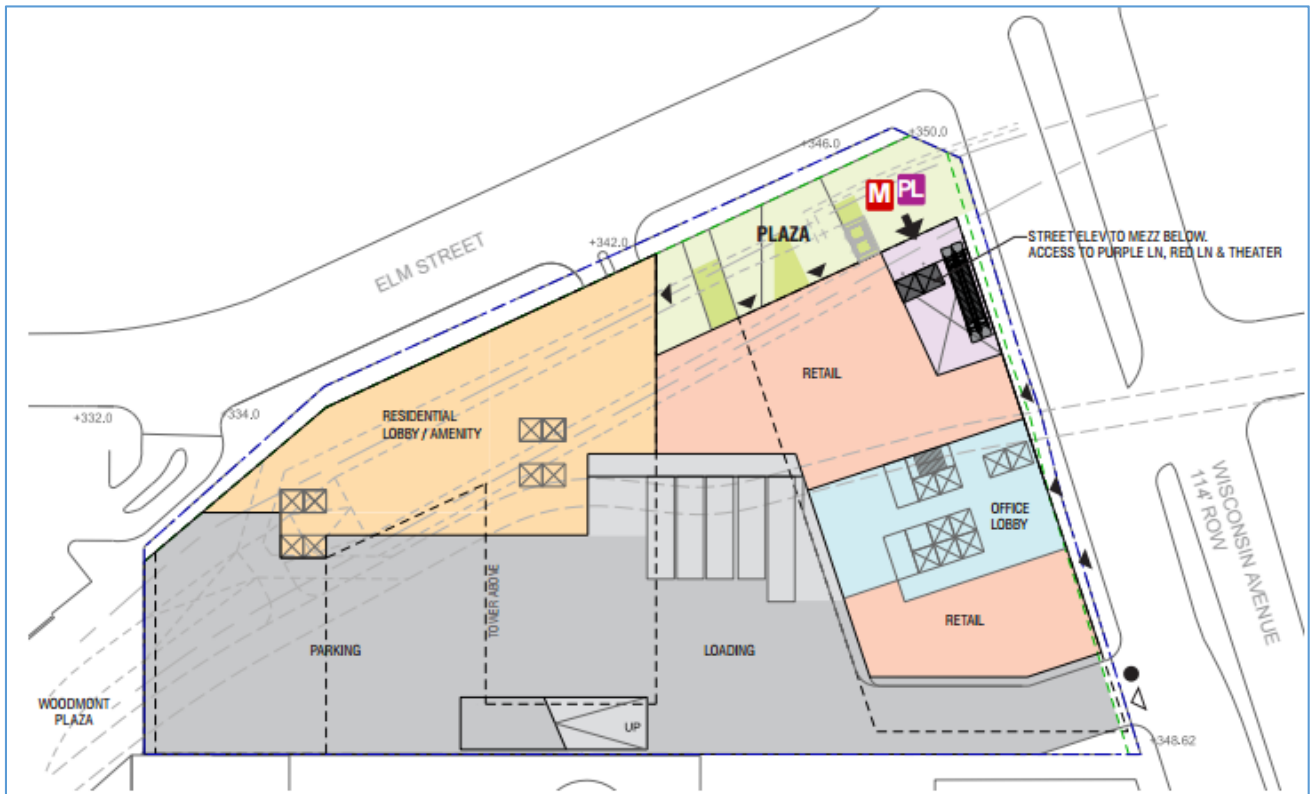


Conceptual Wisconsin Avenue Ground Floor Diagram

Alternative 2



Aerial Massing Diagram



Conceptual Wisconsin Avenue Ground Floor Diagram

Attachment C: Traffic Impact Estimates

The Applicant has prepared two alternative options to estimate potential traffic impacts. Option 1, weighted towards office development, would generate up to 1,134 net new morning peak-hour trips and 1,085 net new evening peak-hour trips. Option 2, weighted toward residential development, would generate up to 127 net new morning peak-hour trips and 78 net new evening peak-hour trips. As a result of this illustrative traffic impact, a full traffic study will be submitted with the subsequent Preliminary Plan application.

Table 1: Proposed 7272 Wisconsin Avenue
 Proposal 1: Office Plan
 Trip Generation

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Existing to be Removed						
113,000 SF General Office	(145)	(25)	(170)	(43)	(127)	(170)
46,000 SF General Retail (Less 34% PM Pass-by)	(15)	(15)	(30)	(20)	(21)	(41)
Existing Trip Credit	(160)	(40)	(200)	(83)	(166)	(249)
Proposed						
878,610 SF General Office	1,120	198	1,318	330	988	1,318
53 High Rise Apartments	3	13	16	11	5	16
Proposed Trips	1,123	211	1,334	341	993	1,334
Net New Trip Total	963	171	1,134	258	827	1,085

Source: Wells & Associates Traffic Statement.

Table 2: Proposed 7272 Wisconsin Avenue
 Proposal 2: Residential Plan
 Trip Generation

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Existing to be Removed						
113,000 SF General Office	(145)	(25)	(170)	(43)	(127)	(170)
46,000 SF General Retail (Less 34% PM Pass-by)	(15)	(15)	(30)	(20)	(21)	(41)
Existing Trip Credit	(160)	(40)	(200)	(83)	(166)	(249)
Proposed						
58,574 SF General Office	75	13	88	22	66	88
798 High Rise Apartments	48	191	239	160	79	239
Proposed Trips	123	204	327	182	145	327
Net New Trip Total	(37)	164	127	99	(21)	78

Source: Wells & Associates Traffic Statement.