



Attachment E

DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

May 14, 2004

Mr. Richard A. Weaver, Senior Planner
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-03110A
Cabin Branch

Dear Mr. ^{Rich} Weaver:

We have completed our review of the revised preliminary plan dated March 2004. 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 DPS 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.

This letter uses two formats, our standard numbered comments, followed by a section of comments by sheet number from the plan. All comments from each section carry equal weight. As agreed upon with MNCPPC and the applicant's consultant, Rodgers Consulting, an "Infrastructure Roads only Site Plan" will be submitted and reviewed prior to submission of any site plans. This plan will finalize the widths of all public and private rights of way, cross sections of all roads, median breaks, intersection spacing and any special features to be allowed within the public rights of way.

1. Full width dedication and construction of all interior public streets, and necessary right of way for a future I-270 interchange along Newcut Road Extended/Little Seneca Parkway (phase II construction).
2. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
3. Grade-establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat.

Division of Operations

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page two

4. Necessary dedication for future widening of West Old Baltimore Road, Clarksburg Road (MD 121) and I-270 in accordance with the master plan. Show all of West Old Baltimore Road – Profile and Grade Establishment must be provided by applicant for entire frontage from I-270 to MD 121. This includes area not under applicant's control. Construct a class I bikeway on West Old Baltimore Road and on Street "W" from "A-302" to the Park Entrance at West Old Baltimore. Written offers and responses should be presented to show that the applicant has made a concerted effort to obtain right of way and easements to build West Old Baltimore Road in its entirety. Now that Linthicum Property is in for subdivision, we believe that West Old Baltimore Road may need turn lanes, (details to be determined in the future upon receipt of additional traffic data). Coordinate the construction with Linthicum and others as needed (DPWT for Black Hill Park frontage)
5. We are in possession of the detailed internal traffic circulation study, but awaiting review of additional traffic data provided by the applicant before making decisions on traffic circles/ellipses and locations of median breaks on divided roadways prior to the infrastructure plan review. There are still several intersections spaced too close to allow breaks and we have not decided on the proposal to use signage rather than physical barriers to prevent unwanted traffic movements.
6. A Public Improvements Easement will be necessary along all open section roadways, in order to accommodate the required sidewalk or bikeway construction. Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way to permit this construction. If not, the applicant will need to either dedicate additional right of way or execute a Declaration of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.
7. At this time, DPWT cannot agree to less than the twenty-five foot truncations at intersections. There is no provision for this type of waiver. Experience in other recent developments has shown that fitting in all necessary elements within the public rights of way must be assured and that proposed restrictions on homeowners have not been successful.
8. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page three

9. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.
10. The sight distances study has been accepted, except for the intersection of Second Avenue and West Old Baltimore Road. Improvements will be required to achieve adequate visibility before this intersection may be opened to traffic. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
11. Record plat to reflect denial of access along West Old Baltimore Road or the Newcut/Little Seneca Parkway Extension, except for approved public street intersections.
12. Private irrigation systems in the medians of roadways will not be permitted. If DPWT approved streetscape is used, tree irrigation from those standards will be allowed.
13. Recorded maintenance and liability agreements will be required prior to approval of the record plat(s) for any streetscaping amenities (brick sidewalks, closely spaced street trees, street furniture, tec.) approved for installation in the public rights of way.
14. Waiver from the Montgomery County Planning Board for a reduction in the minimum intersection spacing along an arterial (or major) classification roadway.
15. This site is partially located in the Little Seneca (Class IV) watershed. In accordance with Section 49-35(k) of the Montgomery County Code, curb and gutter may not be installed in an environmentally sensitive watershed unless certain waiver criteria have been satisfied. **DPS has issued the necessary waivers.**
16. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalks are required to serve the proposed subdivision. Sidewalks are to be provided on both sides of the proposed public streets unless the applicant is able to obtain a waiver from the appropriate government agency.

The following comments (# 17 through #28) are "heads up" for items that are to be reviewed at the site plan stage for individual parcels, sections, or phases.

17. The parking layout plans within the commercial/institutional zones will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6298 to discuss the parking lot design.

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page four

18. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
19. 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.
20. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
21. In order to ensure adequate driveway capacity, particularly egress volume, provide a minimum fifty (50) foot tangent section before encountering cross traffic on-site.
22. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and DPS. 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.
23. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline nor the curbline.
24. Truck loading space requirements to be determined in accordance with the DPWT "Off-Street Loading Space" policy.
25. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
26. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
27. 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.

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page five

28. 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 DPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
29. Access and improvements along Clarksburg Road (MD 121) and I-270 as required by the Maryland State Highway Administration.
30. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
31. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Pat Bradley of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations or new installation shall be the responsibility of the applicant.
32. 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. Robert Gonzalez of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations or new signal design and construction shall be the responsibility of the applicant.
33. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards.
34. All residential alleys are to be private, but must meet sight distance and right of way truncation requirements at intersections with public streets. Based on experience elsewhere we suggest the Planning Board require these alleys to have sixteen foot wide paving.
35. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
 - A. Details for public streets not already discussed above shall be determined at the Roads Only Infrastructure Site Plan stage.

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page six

- B. The following streets shall be Tertiary roads; D (west of First Avenue), E, F, G, H, J, K, L, N, O, S, T, U, V, X, Y, AA, BB, CC, DD, and EE. Streets M, R, and Q shall be Tertiary west of Second Avenue.
- C. The following Streets shall be Primary Roadways; Street Z.
- D. The following Streets shall be Commercial Industrial with sixty foot rights of way and parking on one side; Street B and D east of First Avenue.
- E. The following Streets shall be Commercial Industrial with sixty foot rights of way and parking on both sides; Streets C, D and FF.
- F. The following Streets shall be Commercial Industrial with seventy foot rights of way and no parking or restricted parking; Streets M, Q, and R east of Second Avenue.
- G. The following Streets are to be Commercial Industrial with eighty foot plus rights of way (depending on medians) and potentially restricted parking; Streets A, I, P, Second Avenue and First Avenue. Some of these streets may have right of way up to one-hundred feet in width if either storm water management facilities are excepted within the median, or the applicant wishes to plant trees in the median.
- H. On West Old Baltimore Road, widen the existing pavement to provide adequate width to meet the Master Plan requirements and to provide necessary turn and/or by-pass lanes both to development north and south of the road per the discussion above.
- I. Construct A-302, Newcut/Little Seneca Parkway as determined at Infrastructure Plan stage and per discussion elsewhere in this letter.
 - * **NOTE: the Public Utilities Easements should be provided on all public streets and are to be graded on a side slope not to exceed 4:1.**
- J. Construct a cul-de-sac at the end of Street "B".
- K. Additional road improvements may be required as a result of a review of the traffic study required by the Planning Board staff.
- L. Enclosed storm drainage and/or engineered channel (in accordance with the DPWT Storm Drain Design Criteria) within all drainage easements.

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page seven

- M. Erosion and sediment control measures as required by Section 50-35(i) 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 Montgomery County 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.
- N. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- O. Developer shall ensure final and proper completion and installation of all utility lines underground for new road construction.
- P. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the DPWT Division of Traffic and Parking Services.

The following sheet by sheet comments did not fall neatly into the standard DPWT format letter, but as stated above carry equal weight to all other comments included in this letter.

Sheet 4 of 24 Gosnell

- Although we will reserve the decision on allowing the Second Avenue ellipse/oval at streets "C & D", we are contemplating adding a circle at street "T" –this will make the road "framed" by "roundabout" at 1st and 2nd Avenue. We understand the applicants desire to allow the projected low traffic volume free movement to access the greenspace, but are concerned enough to either want a circle or a closed median. (Treat Street "P" the same way – this assumes our analysis will lead to acceptance of a roundabout (s) at these locations).
- Transit Services will reserve operations decisions on 1st and 2nd Avenues to a later date. Direction of bus travel – could be "one way pair" one or two bus lay-over areas will be needed.
- Street "Z" should be a 36" wide primary street to serve the public school site.
- We are concerned that the conceptual parent drop-off shown for the school is not adequate in length of in the proper location. Queues could back up onto the public street and interfere with school bus traffic in the adjacent driveway. The drop-off should either be flipped, extended to the west or completely shifted to the west.
- Build class I bikeway (8' min) on the east side of MD121

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page eight

- We will abide by the Planning Bd decision to provide two (2) parallel divided business district roads (1st and 2nd Avenues) instead of the four (4) lane divided Arterial. Transportation Planning Division Analysis of Traffic data provided by the applicant shows this will serve the same purpose. We do have recommendations for the pavement widths on these roads as well as others. Our concern is that bus traffic (which the development is being built to accommodate) will have difficulty with one through lane of traffic. Also vehicles parking and leaving spaces on these streets will impede traffic flow. Along with the suggestions that follow, we may restrict on-street parking during peak periods as part of our normal on-going traffic operations.
- 1st and 2nd Avenues should have twenty two (22) feet of pavement on either sides of the island for two lane configuration (May have peak hour parking restrictions). We conceptually agree to the modifications provided to us by Rodgers Consulting during May 2004, showing eight-three and eighty-nine foot wide rights of way to potentially be used on business district streets. We will finalize the locations and exact cross sections as part of the infrastructure plan. One element we do not find acceptable is switching sections mid-block, i.e; abruptly changing from a divided to undivided section. There must be a logical and safe transition at intersections where motorists would expect such changes. Median widths can transition as needed if done with appropriate tapering. Street trees will be allowed within median sections of sixteen feet width and above.
- The master plan p.114 has MD 121 (A-27) as a 150' row with 6 lanes (divided) from "2nd Avenue" to I-270. We understand MSHA and MNCPPC have agreed on the cross section for MD 121.

Sheet 3 of 24
Gosnell

- Streets "B" & "D" may have a thirty-two foot wide pavement in a 60' wide right of way within the commercial district with parking restricted to one side only. We suggest that parking be on the wetland side and sight distances be kept open on the building sides. The nature of this street requires us to require that center line radii minimums be met, one hundred and fifty feet vs. the one hundred shown.
- Street "A" should have twenty two (22) feet of paving on either side of the median. The parking lane may have restrictions as noted elsewhere in this letter for First and Second Avenues.
- Coordinate w/ DPWT Transit Services, MSHSA and MC Economic Development for Park & Ride Lot in vicinity of MD 121 and Whelan Drive.
- MSHA will decide suitability of roundabout at MD 121 and "Street A".

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page nine

Sheet 5 of 24 Adventist Residential

- The extensive and meandering trail through the wetlands area shall be the responsibility of either an HOA or the MNCPPC and not DPWT. Care should be taken in recommending a mid-block crossing of the trail along street "J". The sidewalk on street "x" should meet the trail end. Adequate sight distance must be available for any such crossing.

Sheet 6 of 24
Adventist Commercial

- Provide bus pull-off and shelter adjacent to the Health Care Facility
- As on sheet 4 street "P" (at 1st and 2nd) should be framed by some type of roundabout).
- Street "P" should have twenty-two foot paving on either side of the median. Parking must be pulled back away from the roundabouts and pedestrians should be given appropriate crossings that meet ADA and County Standards.
- Streets "M" "R" and "Q" should have 70' rights of way and 40' paving (east of Second Avenue) in order to allow parking on both sides of the street. These streets will serve a different type of development and may need two through traffic lanes at all times. They serve as entrances to the potential medical center and should not be blocked by parkers or transit vehicles.
- All divided streets where intersections are shown less than 600' apart are subject to review for sufficiency of stacking distance for turns (study of projected internal traffic has been provided by applicant). This applies to all sheets. We will decide at infrastructure plan review which medians may be closed.

Sheet 7
Adventist Commercial

- "A-302" should be built as instructed by MDSHA and MNCPPC to serve the future interchange of I-270 with "Newcut Road extended/Little Seneca Parkway. Although Montgomery County DEP may maintain storm water management facilities within the public rights of way, DPWT must be presented with adequate justification before allowing them to be placed there. The waiver package to DPWT needs to document and quantify (in writing and plan view) the pros and cons for both the public and private sectors of economics, slope grading, avoidance and minimization measures that were evaluated, details of the proposed storm water management facilities, frequency and duration of maintenance activities, impact on traffic operations and safety and any other pertinent justification for our consideration.

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page ten

- In a development this large, reducing the number of residences or parking spaces to find space for these facilities should not be a burden to the applicant. The applicant has taken a leap of faith in stating that the "County" desires to place these facilities in its rights of way. As part of the above, the applicant has proposed reversed crowns on some of these roadways to send runoff to the medians. This must be justified as part of the request for modification.
- Street "R" should have 70' row and 40' paving to allow parking on both sides. See sheet six discussion.
- See sheet 4 note on 2nd Avenue.

Sheet 8 Faller

- Per the master plan – build a Class I bikeway along A 302 (New Cut/Little Seneca Parkway), Street T and through the Stream Valley (direct if possible) to MD 121 (sheet 9). We understand the Planning Board will decide on the desirability of crossing the wetlands.
- 2nd Avenue should provide 4 lanes of traffic capacity from A 302 to West Old Baltimore Road (total of 50' closed section).
- Continue street "R" through the commercial district as a 70' row, 40' paved street which will allow two lanes of traffic and two lanes of parking at all times.

Sheet 9 Faller

- Continue "Newcut" Road class I bikeway all the way to MD 121 (see sheet 8) can street BB & the private drive be used?
- If MSHA approves a roundabout at MD 121 and West Old Baltimore Road - show detail of how the roads will depart from same.
- (Also sheet 7 & 8)

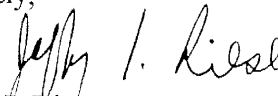
Sheet 10 Winchester

- We agree with MNCPPC staff that better connectivity of the streets would serve pedestrians and transit buses as well as open up options for serving the school site. We also do not wish to see one straight uninterrupted roadway with no built in traffic calming. The revised Plan dated March 11, 2004 adequately addresses this.

Mr. Richard A. Weaver
Preliminary Plan No. 1-03110A
May 14, 2004
page eleven

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please call Mr. Jeffrey Riese on (240) 777-2190.

Sincerely,



Jeffrey I. Riese, Senior Planning Specialist
Traffic Safety, Investigations and Planning Team
Traffic Engineering and operations Section

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Enclosures (1)

cc: Gary Unterberg; Rodgers Consulting
Chuck Faller; FFTM I
Steve Nardella; Winchester Homes
Griff, John, and Barry Gosnell; Monroe, King Farm, Gosnell
Larry Walker; Adventist Healthcare
Joseph Y. Cheung; DPS Land Development Services
Christina Contreras; DPS Land Development Services
Robert Harris; Wilkes Artis
Stephen Orens; DuFour and Kohlhoss
Jody Kline; Miller, Miller Canby