DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

August 12, 2016

Al R. Roshdieh
Director

Ms. Stephanie Dickel, Master Planner
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan Letter
Preliminary Plan No. 120160190
Ripley II

Dear Ms. Dickel:

We have completed our review of the revised Preliminary Plan dated June 27, 2016. An earlier version of this plan was reviewed by the Development Review Committee at its meeting on June 13, 2016. We recommend approval for the plan based 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.

Significant Comments:

1. Dixon Avenue/Silver Spring Avenue:
   a. Before the record plat approval provide the following for review and approval:
      i. Show roadway centerline and the radius for Dixon Avenue/Silver Spring Avenue on the plan.
      ii. Provide roadway centerline profile along Dixon Avenue/Silver Spring Avenue for the interim and ultimate conditions.
b. Provide roadway cross sections for Dixon Avenue/Silver Spring Avenue on the plan.

c. Our Division of Transportation Engineering has plans to build a bike lane on Dixon Avenue between Wayne Avenue and Ripley Street. Please coordinate with Mr. Matt Johnson of the MCDOT Division of Transportation Engineering at 240-777-7237 for information regarding the Separated Bike Lane project.

d. Based on the meeting on August 10th (and documented in Heather Dhopolsky’s email dated August 11, 2016), it was agreed by all parties that the proposed bike lanes on Dixon Avenue will be accommodated within the fifty (50)-foot curb-to-curb width. The fifty (50)-foot pavement width will likely be composed of the following elements: two (2)-eleven (11)-foot travel lanes, an eight (8)-foot parking lane, two (2) - five (5)-foot bike lanes, and ten (10) feet of buffer width to be allocated between the travel lane and bike lane on either side of the roadway. The final configuration of the travel lanes and bike lanes within the fifty (50) - foot paving section will be determined by the County during the review of pavement and marking plan at the permit stage. The Applicant will provide MCDOT an illustrative/conceptual exhibit depicting both the interim and final Dixon Avenue conditions along the property frontage, as discussed at the August 10th meeting.

2. We recommend the Planning Board require the applicant to construct an off-site extension of the east side sidewalk on Dixon Avenue adjacent to a temporary curb to connect with the existing sidewalk on Ripley Street.

**Standard Comments:**

1. MCDOT approves the location of the proposed driveway entrance (less than 100-ft separation from the adjacent driveway) and mid-block pedestrian crossing considering the existing conditions of the site. A Design Exception package will not be required for this proposal.

2. We anticipate the property owner east of the subject property and north of Silver Spring Avenue will be responsible to build Silver Spring Avenue to the ultimate roadway cross section when the property is subdivided or redeveloped in the future.
3. Prior to approval of the record plat by the Department of Permitting Services, submit a completed, executed and sealed MCDOT Sight Distances Evaluation certification form, for the proposed driveway and loading dock entrance, for our review and approval.

4. Provide a refuge island for pedestrian crossing between the proposed driveways for the loading and garage entrances.

5. **Storm Drain Analysis:** The storm drain study is accepted. Therefore, the applicant is not responsible for any improvements to the existing storm drain.

6. The applicant should coordinate with Mr. Kenneth Kendall of the MCDOT Division of Transportation Engineering at 240-777-7267 for information regarding the Ripley Street project (501403) and the Metropolitan Branch Trail (Phase 2) project (501110).

7. 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.

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

9. Prior to the issuance of any building permits by MCDPS, the applicant will need to finalize the draft Traffic Mitigation Agreement (TMAg) submitted with the application. Within MCDOT, the applicant should send the draft TMAg as a Word document to be revised per the most recent TMAg template. The draft TMAg should be sent to Ms. Sandra Brecher at Sandra.Brecher@montgomerycountymd.gov. Ms. Brecher can be reached by phone at 240-777-8380. The TMAg must include but not be limited to the following:
   - **Car Sharing Parking.** Provide two (2) car sharing vehicle parking spaces in highly visible, preferentially-located spots.
   - **Electric Car Charging.** Provide at least two (2) electric car charging stations on site or other EV charging arrangements acceptable to MCDOT.
• **Bicycle Facilities.** Bike racks/lockers should be located in weather-protected, highly visible/active locations. Consider providing secure bicycle storage area in garage for resident use (bike cage) as well as a small bicycle repair station for resident use.

• **Real Time Transit Information,** electronic display. Incorporate a display screen (monitor) in residential lobby, to enable information to be readily accessed by building residents, employees, visitors, etc. Applicant will reimburse the County for the cost of County-provided monitors, or, alternatively, a display can be incorporated into planned lobby display monitors/software system for building(s).

10. **Static Information Displays** - Incorporate static display space into residential lobby and other high pedestrian activity areas, to provide opportunity for display of transit and other alternative transportation information. Information on alternatives should also be displayed on each level of parking facilities and in elevators.

11. **Bikesharing:** Provide a bikeshare station to enable this form of transportation to be used by residents, employees and visitors at the Project. The location of this docking station will be selected by the Applicant with approval of MCDOT, based upon the requirements of the bikesharing system and in a highly-visible, convenient and well-lit location on the Project. The dimensions of the space should accommodate a typical size station which requires fifty-two (52) - feet x twelve (12) - feet. The Project will be required to pay the capital cost of such station and twelve (12) years of operating expenses. Applicant will be required to take other actions in concert with the TMD to promote use of bikesharing among residents, employees and visitors at the Project.

12. The owner will be required to submit a recorded covenant for the operation and maintenance of any private 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.

13. 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.
14. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.

15. 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.

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

17. 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 improvements:
   a. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Dixon Avenue and Silver Spring Avenue site frontage:
      i. Build ultimate cross section from northern property line to the proposed cross walk. See comment #1(d) for details.
      ii. Build temporary section from the proposed crosswalk to transition back to the existing pavement and sidewalk at Silver Spring Avenue.
      iii. The streetscaping shall be per Silver Spring Central Business District (SSCBD) Sector Plan for any improvements that will remain in-place after the construction of the ultimate curblines.
   b. Temporary curb, six (6) – foot wide temporary sidewalk and handicap ramp(s) along the east side of Dixon Avenue between the subject property line and Ripley Street, if required as a condition of approval by the Planning Board.
   c. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
d. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.

e. 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.

f. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.

g. 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 preliminary plan. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,

[Signature]

Gregory M. Leck, Manager
Development Review Team
Office of Transportation Policy
cc:  Daryl South  Ripley West, LLC
     Brad Fox  Bohler Engineering
     Bob Dalrymple  Linowes and Blocher LLP
     Heather Dlhopolsky  Linowes and Blocher LLP
     Pranoy Choudhury  MDSHA District 3

Preliminary Plan folder
Preliminary Plan letters notebook

cce:  Robert Kronenberg  MNCPPC Area 1
     Matthew Folden  MNCPPC Area 1
     David Anspacher  MNCPPC
     Seifu Kerse  MCDOT DTEO
     Khursheed Bilgrami  MCDOT DTEO
     Dan Sanayi  MCDOT DTEO
     Kamal Hamud  MCDOT DTEO
     Bruce Johnston  MCDOT DTE
     Matt Johnson  MCDOT DTE
     Patricia Shepherd  MCDOT DTE
     Kenneth Kendall  MCDOT DTE
     Atiq Panjshiri  MCDPS RWPR
     Sam Farhadi  MCDPS RWPR
     Marie LeBaw  MCDPS FRS
     Stacy Coletta  MCDOT DTS
     Gary Erenrich  MCDOT OTP
     Sandra Brecher  MCDOT OTP
     Beth Dennard  MCDOT OTP
     Deepak Somarajan  MCDOT OTP
Matt,

MCDOT concur with the response letter dated August 22, 2016 from Mr. Edward Papazian to the TIS comments. Please consider this email in lieu of an amended letter.

Thank you

Deepak Somarajan

Deepak,

I know you are just getting this document, but do you have an idea of how long it will be before you issue a final comment letter?

Hi Deepak,

First I wanted to thank you for discussing this project with me over the phone a couple of weeks ago. Please see our comment response memorandum for the comments we received from MCDOT on the Ripley II Traffic Study, which details what we discussed. Please let me know if you have any questions or comments.

Thanks!
Andy

Andrew T. Smith, P.E.
Kimley-Horn | 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
Direct: 703.674.1385 | Main: 703.674.1300
Connect with us: Twitter | LinkedIn | Facebook | Instagram

Celebrating nine years as one of FORTUNE’s 100 Best Companies to Work For
July 26, 2016

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

RE: Preliminary Plan # 120160190
Ripley II
Traffic Impact Study Review

Dear Mr. Folden:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review dated January 21, 2016 (Received on June 6, 2016), and prepared by Kimley Horn, for the Ripley II development. The analysis addresses the impact of:

- 440 Dwelling Units, and up to 18,088 SF of non-residential commercial space that is assumed to be retail space in this traffic study.

Based on the review of the Local Area Transportation Review and Transportation Policy Area Review report we offer the following comments:

**Local Area Transportation Review (LATR)**

1. Figure 5-Site Concept and Access: The plan does not reflect new roadway cross section being proposed for proposed Dixon Avenue/Silver Spring Avenue connector. Since this design has not been approved by the Planning Board, we recommend this figure be dated January 21, 2016.

2. The master planned Dixon Avenue connection between Ripley Street and Silver Spring Avenue should have been included in the analysis. Please update the report to show the current street pattern and the proposed alignment of the Purple Line. Why are the traffic counts along the
proposed Dixon/Silver Spring Avenue and the proposed driveway entrance not included in the report?

3. At the right-of-way construction permit stage and during the review of the signing and marking plan, the applicant shall provide an all-way stop analysis using the total projected traffic volume at the intersection of Ripley Street and Dixon Avenue.

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

1. Page 8:
   a. The second paragraph should indicate if the existing sidewalks are generally consistent with the County’s Road Code Design Standards and for sidewalk/path width and landscape panel width. The consultant should identify those sidewalks that do not meet Road Code Standards and why it does not meet the standards.
   b. Third Paragraph: Please mention that the crosswalk across Ripley Street at the intersection of Georgia Avenue and Ripley Street is not signalized.
   c. Last Paragraph: Montgomery County Department of Transportation Engineering has plans to build a separated bike lane on Dixon Avenue between Wayne Avenue and Ripley Street extended to Georgia Avenue. Please note the separated bike lanes proposed along Dixon Avenue in the report.

2. Page 12: A separated bike lane on proposed Dixon Avenue as discussed above should be included in the report.

3. Why are the pedestrian/bicycle projections along the proposed Dixon/Silver Spring Avenue connection not included in the report?

**Transportation Policy Area Review (TPAR)**

1. The site is located within the Silver Spring CBD policy area. This policy area is exempt from the transit test and considered adequate under the roadway test. Therefore, no TPAR payment is required for this development.
SUMMARY

1. We recommend the study be updated to address the above review comments prior to the Planning Board hearing.
2. We concur with the applicant finding that no TPAR payment is required.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Area Engineer for this project, at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,

[Signature]

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

cc: Daryl South; Ripley West, LLC
Ed Papazian, Kimley Horn
Brad Fox; Bohler Engineering
Bob Dalrymple; Linowes and Blocher LLP
Heather Dlhopolsky; Linowes and Blocher LLP
Pranoy Choudhury; MDSHA District 3
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cc-e: Seifu Kerse; MCDOT DTEO
Khursheed Bilgrami; MCDOT DTEO
Kamal Hamud; MCDOT DTEO
Gary Erenrich; MCDOT OTP
Deepak Somarajan; MCDOT OTP
July 27, 2016

Mr. Matthew Folden  
Maryland – national Capital Park and Planning Commission  
8787 Georgia Avenue, Area 1  
Silver Spring Maryland  20770

Dear Mr. Folden:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Kimley-Horn Associates, dated January 21, 2016 (received on June 14, 2016), for the Ripley II development – 16APMO022XX in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 440 residential units and mixed-use retail space is via one (1) site access to the extended Dixon Avenue.

- The following intersections were analyzed under existing, background and future conditions:
  - MD 384 (Colesville Road) and Wayne Avenue/Second Avenue
  - US 29 (Georgia Avenue) and Wayne Avenue (MD 594A)
  - US 29 (Georgia Avenue) and Bonifant Street (MD 594 B/C)
  - US 29 (Georgia Avenue) and Thayer Avenue
  - US 29 (Georgia Avenue) and Ripley Street
  - US 29 (Georgia Avenue) and Silver Spring Avenue

- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.
Based on the information provided, please address the following comments in a point-by-point response:

**Regional and Intermodal Planning Division (RIPD) Comments (Ms. Samantha Biddle):**

1. The State’s fiscally constrained 2016-2021 Consolidated Transportation Program (CTP) includes projects under construction and/or development and evaluation. The CTP includes the US 29 bus rapid transit (BRT) planning study, a study of improvements necessary to implement BRT along MD 384 (Colesville Road) and US 29 (Colesville Road/Columbia Pike) between Silver Spring Transit Center and Burtonsville Park and Ride. The Maryland Department of Transportation’s (MDOT) Maryland Transit Administration (MTA) and State Highway Administration (SHA), in cooperation with the Montgomery County Department of Transportation (MCDOT), are completing a study to evaluate alternatives. For additional information, contact Ms. Laura Barcena, Consultant Project Manager, Project Management Division, SHA, at 410-828-3836 or LBarcena@sha.state.md.us.

2. The State’s fiscally unconstrained Highway Needs Inventory (HNI), the State’s long-range plan, includes projects that are critical to Maryland’s transportation needs. The HNI includes the 3.9-mile US 29 (Colesville Road) divided highway reconstruction, to include managed and bus lanes, between US 29/MD 97 (Georgia Avenue) and MD 650 (New Hampshire Avenue). If and when such improvements proceed, they may affect right-of-way.

3. The MTA’s Purple Line light-rail project extending 16.2 miles from Bethesda to New Carrollton will operate mainly in dedicated or exclusive lanes. The project is funded for construction with construction expected to take five years from 2016-2021. In preparation for the alignment of the Purple Line through the Silver Spring Central Business District, MDOT and Montgomery County executed a road transfer agreement on March 15, 2016 to transfer four road segments to MDOT. The road segments and new State route designations are listed below.
   - Wayne Avenue from east of US 29 (Georgia Avenue) to and including the intersection of Wayne Avenue and Flower Avenue is now designated as MD 594A.
   - Bonifant Street from and including its intersection with Ramsey Avenue to the west side of US 29 (Georgia Avenue) is now designated as MD 594B.
   - Bonifant Street from the east side of US 29 (Georgia Avenue) to and including its intersection with Fenton Street is now designated as MD 594C.
   - Arliss Street from and including its intersection with Flower Avenue to the north side of MD 320 – Piney Branch Road is now designated as MD 594D.

4. The March 2001 Maryland-National Capital Park and Planning Commission (M-NCPPC) Silver Spring Central Business District Sector Plan, as amended, in which this development lies, recommends to “construct Dixon Avenue to provide a continuous four-lane undivided roadway within an 80-foot right-of-way between Wayne Avenue and Silver Spring Avenue.”
5. Multimodal services and facilities are provided to the development site and along analyzed SHA facilities.
   a. WMATA, MTA, and Montgomery County Ride On train and bus services are provided at the Silver Spring Transit Center and along local and state road approaching the Center.
   b. The M-NCPPC March 2005 Countywide Bikeways Functional Master Plan (CBFMP), as amended, identifies a network of on-road and off-road facilities through the study area including extending the Metropolitan Branch Trail south from the Transit Center between the subject property and existing train tracks.
      - Please note, in July 2015, M-NCPPC began work on a comprehensive update to the M-NCPPC 1978 Master Plan of Bikeways, of which the CBFMP is the most recent update.
      - Please note, Montgomery County has designated the Silver Spring CBD as a Bicycle and Pedestrian Priority Area (BiPPA) and has identified a phased-plan for improvements to local and state routes analyzed in this TIS. For additional information on the County’s BiPPA, please contact Mr. Matt Johnson, Consultant Transportation Planner, MCDOT, at 240-777-7237 or Matt.Johnson@montgomerycountymd.gov.
   c. Any improvements to SHA roadway facilities should allow for full ADA-compliant access to all transit, bicycle, and pedestrian facilities. For further information, please contact Jeff Folden, SHA Innovative Contracting Chief, at 410-545-8824 or jfolden1@sha.state.md.us and Anyesha Mookherjee, District 3 Traffic Assistant District Engineer, at 301-5513-7498 or amookherjee@sha.state.md.us.

Data Services Engineering Division (DSED) Comments (Ms. Elisa Mitchell):

1. Table 2 provides trip generation rates for the following five land use types based on the Montgomery County Planning Board's LATR and TPAR Guidelines: hotel, office, residential (high rise) residential (townhouse) and retail. However, two of the proposed background developments consist of land use types that are not provided in Table 2, including a public library, arts center and community center. Please provide the trip generation rates for these land use types in Table 2.
2. The following land use types appear to have incorrect trip generation values in Table 4:
   - The Blairs Master Plan - residential (high rise) and office space
   - Falkland Chase - residential (high rise)
3. The Elizabeth Square background development is not listed in the scoping documents in Appendix A. Please provide the source for this background development.
4. There are discrepancies in some of the values listed in the table in Appendix A under "Number of Units or SF or Other", and Table 4 under "Quantity". Please be consistent.
Traffic Development & Support Division (TDSD) Comments (Mr. Minseok Kim):

1. The effect of at-grade light rail transit (LRT) crossing was not considered in analyzing the intersection of Georgia Avenue and Bonifant Street under the total future traffic conditions with Purple Line rerouting. While cars are not permitted for eastbound (EB) and westbound (WB) through movements with the Purple Line, northbound and southbound traffic still need to be stopped due to at-grade LRT crossing in the EB and WB directions. We would recommend the effect of at-grade transit crossing be accounted for by calculating the (car equivalent) time demand of LRT vehicles from the frequency (based on design headway) and the clearance time (required for LRT to cross the intersection). An example of the modified CLV analysis is attached assuming 6-minute headway and 15-second clearance time.

Please submit a CD containing the revised traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Pranoy Choudhury. 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 web page at http://www.roads.maryland.gov/pages/amd.aspx. If you have any questions, or require additional information, please contact Pranoy Choudhury at 301-513-7325, by using our toll free number in Maryland only at 1-800-876-4742 (x7325) or via email at pchoudhury@sha.state.md.us.

Sincerely,

Brian W. Young,
District Engineer, District 3, SHA

BWY/kw

Attachment – example of Modified CLV analysis

cc: Ms. Samantha Biddle, SHA-RIPD
    Ms. Meredith Hill, SHA-RIPD
    Mr. Scott Holcomb, SHA DSED
    Mr. Minseok Kim, OOTS-TDSD
    Ms. Elisa Mitchell, OPPE-DSED
    Mr. David Murnan, District 3 Traffic
    Mr. Edward Papazian, Kimley-Horn Associates
    Mr. Errol Stoute, OOTS-TDSD
DATE: 28-Jan-16
TO: Matthew Jones - mjones@bohlereng.com
    Bohler Engineering
FROM: Marie LaBaw
RE: Ripley II
     820160070 120160190

PLAN APPROVED

1. Review based only upon information contained on the plan submitted 28-Jan-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.

*** See Statement of Performance Based Design ***

*** 8/10/2016 Amendment Approval ***
August 9, 2016

Montgomery County
Engineering Fire Code Enforcement
Office of Fire Marshal
255 Rockville Pike, 2nd Floor
Rockville, Maryland 20850

Attn: Marie LaBaw

Re: Fire Department Access Plan Revision
Ripley II
Ripley Street and Dixon Avenue
Silver Spring, Montgomery County, MD
BEPC # MB122050

Dear Ms. LaBaw:

On behalf of Ripley West, LLC, Bohler Engineering is pleased to present this Fire Department Access Plan revision for your review and approval. The Fire Department Access Plan for the Ripley II project was previously approved on January 28, 2016. Per Montgomery County Department of Permitting Services Water Resources Division, a stairway was requested to be added to provide access to the bio-retention area on the terrace level between the Ripley I and Ripley II buildings.

The plans have been revised to show the proposed 48 inch wide stairway that will provide access for stormwater management inspection and also the ships ladder location. The proposed stairway is steel with a closed riser, due to constructability concerns concrete stairs were not feasible. Because of the steel stairs, the ships ladder remains as previously approved, in addition both accesses are within a gated area with a Knox Box.

Please find enclosed the following material for your review:

- One (1) copy of the Revision to Approved Fire Department Access Plan Exhibit.

Should you have any questions or require additional information, please do not hesitate to contact this office at (301) 809-4500. Thank you.

Sincerely,

Bohler Engineering VA, LLC

Bradford Fox, P.E.

cc: Matthew Jones, P.E., Bohler Engineering (w/o Enc.)
File BF/as H:\12\MB122050\Administrative\Letters\160809-Fire Marshal revision.doc
FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.

BY: SML FM: 43 DATE: 8/10/16

M. K. JONES

PROFESSIONAL ENGINEER
MARYLAND BOARD NO. 1600424
PROFESSIONAL CERTIFICATION
I, MATTHEW JONES, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 39560, EXPIRATION DATE: 3/15/2017

RIPLEY II
DIXON AVENUE AND SILVER SPRING AVENUE
SILVER SPRING, MD

BOHLER ENGINEERING

16701 MELFORD BLVD., SUITE 310 BOWIE, MD 20715
PHONE: (301) 803-4500 FAX: 301) 803-4501
NOTES:

1. THE PROPOSED BUILDING HAS A FIRE HYDRANT LOCATED 200 FT FROM THE PROPOSED FIRE DEFENSE STATION.

2. ALL SIMULATED TURNING MOVEMENTS WERE CREATED USING AUTO-CAD AUTOTURN PRO.

Aerial Tower 729 feet

- Track Width: 8.25 ft
- Lock to Lock Time: 6.0 seconds
- Steering Angle: 33.2 degrees

NOTE: TRUCK DIMENSIONS OBTAINED FROM THE MONTGOMERY COUNTY FIRE MARSHAL.
We have reviewed the site plan file:

“07-SITE-820160070-004.pdf V4” uploaded on/ dated “7/22/2016”.

According to the above plan, the applicant will not be responsible for any improvements outside of their frontage. As such, we do not have any further comment at this point.
July 29, 2016

Ms. Stephanie Dickel
Area 1 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Ripley II
      Sketch Plan Amendment No. 320150003A
      Preliminary Plan No. 120160190
      Site Plan No. 820160070

Dear Ms. Dickel:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the applicant’s revisions to the above referenced plans and recommends Approval of
the plan, with the following condition:

• If the current bedroom distribution changes at certified site plan, DHCA will need to
  review the distribution again.

Please provide DHCA with floor plates showing MDPU locations and MPDU unit
layouts as soon as they are available.

Sincerely,

Lisa S. Schwartz
Senior Planning Specialist

cc: Brad Fox, Bohler Engineering
    Heather Dhopolsky, Linowes and Blocher