



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

October 3, 2017

Ms. Shannon Flickinger
VIKA Maryland, LLC.
20251 Century Blvd., Suite 400
Germantown, MD 20874

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
7359 Wisconsin Avenue
Preliminary Plan #: 120180040
SM File #: 283281
Tract Size/Zone: 0.84 Ac.
Total Concept Area: 1.09
Lots/Block: 6-11 / 4
Watershed: Lower Rock Creek

Dear Ms. Flickinger:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP with the use of green roof and micro-bioretenion. Due to site constraints and existing shallow storm drains the request for a waiver is hereby granted for the remaining untreated volume.

The following items will need to be addressed during the detailed sediment control/stormwater management 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 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 green roof is to be designed by a professional with green roof experience.
6. You are providing at a minimum 7,850 square feet of eight-inch green roof. At time of plan submittal try to provide additional square footage of green roof.



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

Ms. Shannon Flickinger
October 3, 2017
Page 2 of 2

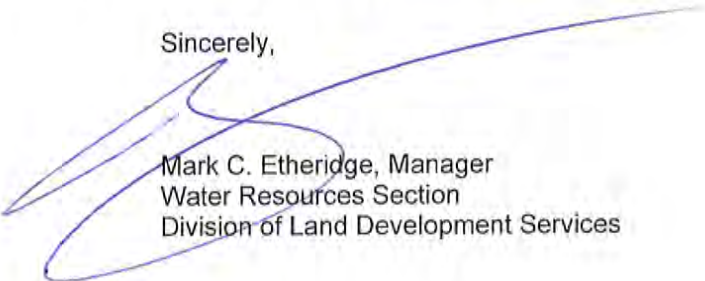
7. All covered parking is to drain to WSSC. Provide a copy of the mechanical drawing profiles showing where the garage drains go.
8. Provide copy of the mechanical drawing profiles to show where the roof drains outfall.
9. Use MCDPS latest design criteria at time of plan submittal.
10. The green roof and the micro-bioretenion will need easements and covenants.

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

This letter must appear on the sediment control/stormwater management 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.

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6332.

Sincerely,



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

MCE: me CN283281 7359 Wisconsin Ave.DWK

cc: C. Conlon
SM File # 283281

ESD: Required/Provided 7496 cf / 3752 cf
PE: Target/Achieved: 2.00"/1.00"
STRUCTURAL: 0.00 cf
WAIVED: 1.09 ac.



Isiah Leggett
*County
Executive*

DEPARTMENT OF TRANSPORTATION

Al R. Roshdieh
Director

January 19, 2018

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: 7359 Wisconsin Avenue
Traffic Impact Study
Montgomery Avenue Analysis

Dear Mr. Folden:

We have completed our review of the revised Local Area Transportation Review and Transportation Policy Area Review (TIS) report dated December 21, 2017, and the Montgomery Avenue analysis, dated December 5, 2017. These studies were prepared by Wells + Associates. The total development evaluated by the analyses includes:

- 400,000 square foot office and 225-room hotel.

We offer the following comments:

Motor Vehicle System Adequacy

1. The TIS indicates this study was prepared to satisfy Local Area Transportation Review (LATR) requirements in accordance with the draft M-NCPPC Local Area Transportation Review Guidelines, Spring 2017.
2. The consultant discusses the loading scheme and operations, and states that loading will occur outside of peak hours on weekdays, trucks will back into the designated loading areas and the trucks will not block the sidewalk. In addition, trash is not allowed to be collected in the right-of-way.
3. The LATR test for the Bethesda CBD policy area uses the Highway Capacity Manual (HCM) with an average vehicle delay standard of 120 seconds. The consultant studied ten (10) intersections, including one (1) driveway/loading access point. They concluded that the total

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FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

future conditions for these intersections will not exceed the congestion standard for the Bethesda CBD policy area.

4. The applicant evaluated Montgomery Avenue as a two-lane roadway with the addition of the separated bicycle lanes as recommended in the Bethesda Downtown Sector Plan. The consultant's "capacity analysis results indicate that the network would continue to operate within the congestion standard and therefore passes the motor vehicle adequacy test.... More specifically, the implementation of separated bike lanes with a direct connection to the Bethesda Metro Station and planned Purple Line Station will contribute to shifting mode share away from motor vehicles towards bicycle, transit, and pedestrian trips...." MCDOT supports the findings; however, SHA will need to approve the lane reduction prior to implementation. In the MCDOT Sketch and Preliminary Plan letter MCDOT recommends the applicant make a monetary contribution for the cost of the separated bike lanes along their site frontage.

Pedestrian and Bicycle Impact Statement

1. The consultant provided an evaluation of the pedestrian, bicycle and transit facilities in the study area. The consultant provided the location of sidewalks, pedestrian signal heads, accessible ramps and bus stops within the study area.
2. The consultant evaluated the pedestrian crossing times of the nine (9) off-site study intersections. Their study shows that the intersections provide adequate "Walk" time and flashing "Don't Walk" time. However, they did not identify whether APS is at any of the intersections.
3. The consultant discussed the bus stop locations and routes, and the Capital Crescent Trail (CCT) located near the site.

Pedestrian System Adequacy

1. The pedestrian system adequacy is required, as the development will generate more than 50 pedestrian peak hour trips. The survey to identify ADA compliance within 500 feet of the development site was not completed. The consultant states "that the survey of the ADA facilities at intersections and along sidewalks within 500 feet of the site boundary, and identification of any ADA deficiencies will be submitted under separated cover prior to certified site plan." MCDOT prefers that this survey be completed and improvements to be determined prior to approval of the preliminary plan; however, for this project completed prior to certified site plan approval is acceptable. MCDOT would like the improvements that the applicant must complete, be determined prior to issuance of any building permit.

Mr. Matthew Folden
7359 Wisconsin Avenue
January 19, 2018
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Transit System Adequacy

1. The study indicates the proposed development will exceed 50 transit trips threshold; however, the site is within 1,000 feet from a Metrorail station entrance. Therefore, the proposed development is exempt from this analysis. We accept this conclusion.

Bicycle System Adequacy


1. The bicycle System Adequacy is required, as the development will generate more than 50 non-motorized trips. We accept the consultant's Bicycle System Adequacy and conclusions that the Level of Traffic Stress would be reduced when the separated bike lanes along Montgomery Avenue are installed. This is a comment in our MCDOT Sketch and Preliminary Plan letter dated January 18, 2018.

SUMMARY

1. We concur with the consultant's conclusion regarding the motor vehicle, transit and bicycle system adequacy. The motor vehicle delay will not exceed the Bethesda CBD policy threshold.
2. We support the lane reduction in order to install separated bike lanes along Montgomery Avenue and concur that these lanes will reduce the LTS for bikes. MCDOT recommends the applicant contribute to the separated bike lanes along their Montgomery Avenue street frontage.
3. We recommend all improvements for pedestrian adequacy be determined prior to issuance of any building permit.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact myself for this project, at (240) 777-2118 or at Rebecca.torma@montgomerycountymd.gov.

Sincerely,



Rebecca Torma, Acting Manager
Development Review Team
Office of Transportation Policy

Mr. Matthew Folden
7359 Wisconsin Avenue
January 19, 2018
Page 4

cc: Michael J. Workosky Wells + Associates, Inc.
Kevin A. Berger Wells + Associates, Inc.
Christopher L. Kabatt Wells + Associates, Inc.
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Stephanie Dickel M-NCPPC Area 1

Isiah Leggett
*County
Executive*



Al R. Roshdieh
Director

DEPARTMENT OF TRANSPORTATION

January 18, 2018

Mr. Elza Hisel-Mc-Coy, Supervisor
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320180040
Preliminary Plan No. 120180070
7359 Wisconsin Avenue

Dear Mr. Hisel-McCoy:

We have completed our review of the sketch and preliminary plans uploaded to eplans on December 5, 2017. A previous plan was reviewed by the Development Review Committee at its meeting on October 17, 2017. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

Design Exception Package

The applicant is requesting design exceptions for their vehicular access points along Waverly Avenue. Their request is as follows:

1. A-1: Driveway Spacing Reduction – 39 feet tangent between the Montgomery Avenue and Waverly Street intersection and the loading/service access

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FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

2. A-2: Driveway Spacing Reduction – Seven (7) foot tangent between the loading/service access and the vehicular garage access
3. A-3: Driveway Spacing Reduction – No (zero feet) tangent between the vehicular garage access and the adjacent private driveway

Design Exceptions Needed by Applicant but not Requested

4. A design exception for the vehicular garage access and the existing opposite driveway of eight (8) feet tangent.
5. A design exception for the loading/service entrance and the existing opposite driveway of 57 feet tangent.

Applicant's Response: The site is located in the Bethesda Central Business District (CBD). It has approximately 93 feet along Wisconsin Avenue (MD 355), classified as a Major Highway, 318 feet along Montgomery Avenue, classified as a Business District, and 135 feet along Waverly Street, also classified as a Business District. The applicant proposes a wide sidewalk to make Wisconsin Avenue a pedestrian-friendly experience, and a layby for the hotel along Montgomery Avenue. Based on existing street classification, vehicular and pedestrian circulation and based on the proposed uses, the applicant believes that the best place for the vehicular access and loading is along Waverly Street even though it has limited street frontage.

MCDOT Response: DOT's 100-foot tangent policy is often waved for many projects in the Bethesda CBD. This applicant is providing all the vehicular access, including loading, along the Waverly Street frontage. No vehicular access points are proposed for Wisconsin Avenue (MD 355) and only a layby is proposed along Montgomery Avenue. DOT's policy recommends vehicular access points on the lowest classified street. While Montgomery Avenue and Waverly Street are both classified as a Business District street, the higher traffic volume on Montgomery Avenue makes Waverly Street a more preferred access location. Therefore, MCDOT **recommends approval** of the design exception for the vehicular access and loading along Waverly Street.

Significant Plan Review Comment

1. The applicant must participate in a pro-rata basis towards the construction of a master planned two-way, separated bike lane along the Montgomery Avenue street frontage. To determine the amount of the contribution, the developer must prepare a concept plan (30 percent engineering design/horizontal alignment) for the proposed bike facility and be approved by MCDOT prior to the issuance of the right-of-way permit. The cost shall include, but not be limited to, repaving, restriping, flex posts, curbs, signing and other related improvements for the separated bike lanes. The payment must be made prior to the issuance of the first Use and Occupancy permit. If the County has already completed the project, or decides not to implement the project, the applicant will continue to make the payment prior to issuance of the first use and occupancy permit. This payment will be used to fund other bicycle infrastructure improvements in the Bethesda CBD.

Plan Review Comments

1. On the certified preliminary plan, show the typical street section for Waverly Street.
2. Necessary dedication of Wisconsin Avenue (MD 355), Montgomery Avenue and Waverly Street in accordance with the master plan.
3. The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this project.
4. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
5. Construct Bethesda Central Business District streetscaping along the Wisconsin Avenue (MD 355), Montgomery Avenue and Waverly Street site frontages.
6. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
7. In all underground utility installations, install identification tape or other "toning" device approximately 2' above the utility.
8. Access and improvements along Wisconsin Avenue (MD 355) and Montgomery Avenue (MD 410) as required by the Maryland State Highway Administration.
9. The traffic impact study dated September 1, 2017 was reviewed. The DOT letter containing our comments is dated January 19, 2018.
10. 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.

11. 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.
12. 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.
13. Traffic Mitigation Agreement: Work with Commuter Services to revise and finalize the draft Traffic Mitigation Agreement submitted with the combined Sketch, Preliminary and Site Plan application. Prior to the issuance of any building permits by MCDPS, the Applicant must execute a final Traffic Mitigation Agreement with MCDOT and the Planning Board.
14. Bikeshare: At a meeting with the Applicant on August 15, 2017, it was agreed that the Applicant will pay the capital costs for one (1) off-site bikesharing docking station to enable this form of transportation to be used by employees and visitors at the Project. Payment of capital costs must be made to the County or its designees. The location of this docking station will be selected by MCDOT, based upon the requirements of the bikesharing system in the County, and in a highly visible, publicly accessible, convenient and well-lit location in proximity to the Property. A typical station is 19 docks and requires a space of 53 feet by 12 feet. Applicant must take other actions in concert with MCDOT to promote use of bikesharing among employees and visitors at the Project, to accomplish the objectives of the TMD.
15. We recommend that the applicant coordinate with Ms. Patricia Shepherd of our Transportation Engineering Section regarding the bicycle facilities along Montgomery Avenue. She can be reached at patricia.shepherd@montgomerycountymd.gov or at 240-777-7231.
16. We recommend that the applicant coordinate with Ms. Joana Conklin, the BRT Development Manager for Montgomery County. Ms. Conklin can be reached at 240-777-7195 or at joana.conklin@montgomerycountymd.gov.
17. 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.
18. 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. Curbs and gutters, sidewalks and handicap ramps, and street trees along Waverly Street.

Mr. Elza Hisol-McCoy
Sketch Plan No. 320180040
Preliminary Plan No. 120180070
January 18, 2018
Page 5

- b. Construct Bethesda Central Business District streetscaping along the Waverly Street.
- 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 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 myself for this project at rebecca.torma-kim@montgomerycountymd.gov or (240) 777-2118.

Sincerely,



Rebecca Torma, Acting Manager
Development Review Team
Office of Transportation Policy

Sharepoint/dot/director's office/development review/Rebecca/developments/Bethesda/7359 Wisconsin/120180040 7359
Wisconsin sketch prelim.docx

Enclosure

cc: Jane Mahaffie Stonebridge Carras, LLC
Mike Goodman VIKA Maryland, LLC
Bob Dalrymple Linowes and Blocher LLP__
Preliminary Plan folder
Preliminary Plan letters notebook

Mr. Elza Hisol-McCoy
Sketch Plan No. 320180040
Preliminary Plan No. 120180070
January 18, 2018
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cc-e:	Matt Gordon	Linowes and Blocher LLP
	Matthew Folden	M-NCPPC Area 1
	Dan Sanayi	MCDOT DTEO
	Joana Conklin	MCDOT DO
	Sandra Brecher	MCDOT CSS
	Beth Dennard	MCDOT CSS
	John Thomas	MCDOT DTE
	Patricia Shepherd	MCDOT DTE
	Benjamin Morgan	MCDOT PMS
	Sam Farhadi	MCDPS RWPR



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

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: 7359 Wisconsin Ave. Preliminary Plan Number: 1- 20180040

Street Name: Waverly Street Master Plan Road Classification: Business District

Posted Speed Limit: 30 mph

Street/Driveway #1 (Garage Entrance)
 Study Point #1

Sight Distance (feet) OK?
 Right 151'
 Left 336'

Street/Driveway #2 (Loading Entrance)
 Study Point #2

Sight Distance (feet) OK?
 Right 209'
 Left 264'

Comments: Due to 90 degree bend on
Waverly Street, vehicles will slow to 25
mph Tertiary speed to provide safe
stopping distance.

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

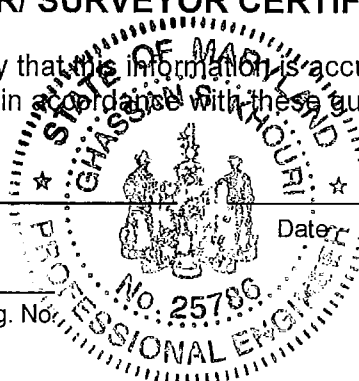
ENGINEER/ SURVEYOR CERTIFICATE

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

[Signature] 12-5-17
 Signature Date

25786

PLS/P.E. MD Reg. No.



Montgomery County Review:

Approved
 Disapproved:

By: [Signature]
 Date: 1/10/18

820180040 7359 Wisconsin Ave

Contact: Sam Farhadi at 240 777-6333

We have reviewed site and landscape plans files:

“07-SITE-820180040-SP-3.pdf V4” uploaded on/ dated **“12/5/2017”** and
“08-LL-820180040-L1.00.pdf V4” uploaded on/ dated **“12/5/2017”**.

The followings need to be addressed prior to the certification of site plan:

1. Provide standard Bethesda Streetscaping along the site frontage on County maintained Waverly Street and label accordingly. Any deviation should be clearly specified for our review and approval.
2. Widen the southernmost sidewalk island along the site frontage on Waverly Street to five feet so it can function as a pedestrian refuge island.



Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 16-Jan-18
TO: Michael Goodman
VKA, Inc
FROM: Marie LaBaw
RE: 7359 Wisconsin Ave
820180040

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **16-Jan-18** .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 narrative *****



Transmittal

To: MCDPS – Fire Department Access and Water Supply	Date: January 16, 2017
Department of Permitting Services	Project No: VM1539M
255 Rockville Pike, 2 nd Floor	Project Name: 7359 Wisconsin Avenue
Rockville, MD 20850	Reference: Fire Access Plan
Attn: S. Marie LaBaw, PhD, PE	Phone No: (240) 777-6202

- | | | |
|---------------------------------------------------|--------------------------------------------|----------------------------------------------------|
| We transmit: | the following: | for: |
| <input type="checkbox"/> as per your request | <input checked="" type="checkbox"/> prints | <input checked="" type="checkbox"/> your approval |
| <input type="checkbox"/> by mail | <input type="checkbox"/> short form | <input type="checkbox"/> your review and comment |
| <input type="checkbox"/> by messenger | <input type="checkbox"/> change order | <input type="checkbox"/> your file/use |
| <input type="checkbox"/> overnight | <input type="checkbox"/> proposal | <input type="checkbox"/> revision and resubmission |
| <input checked="" type="checkbox"/> hand delivery | <input checked="" type="checkbox"/> letter | <input type="checkbox"/> please acknowledge |
| <input type="checkbox"/> by pick up | <input type="checkbox"/> disk | <input type="checkbox"/> as requested by |
| | <input type="checkbox"/> invoice | <input type="checkbox"/> as approved by |
| | <input type="checkbox"/> report | <input type="checkbox"/> as submitted for approval |
| | <input type="checkbox"/> computations | <input type="checkbox"/> return enclosures to us |
| | <input type="checkbox"/> descriptions | |
| | <input type="checkbox"/> disclaimer | |

Copies	Description
2	Fire Access Plan & Details (2 sheets)
2	Fire Access Narrative

Comments:

Marie,

Please let me know if you have any questions. Thank you,

CC:

Signed: Shannon Flickinger, LEED AP BD&C
Project Manager

If enclosures are not as noted, kindly notify us at once.





January 15, 2018

S Marie LaBaw, PhD, PE
Fire Department Access and Water Supply
Department of Permitting Services
255 Rockville Pike
2nd Floor
Rockville, MD 20850

Dear Ms. Labaw,

This letter is in reference to the 7359 Wisconsin Avenue Project in Bethesda, Maryland. Per our January 5, 2018 phone conversation, we are formally submitting the Fire Access Plan for the above-named project. The Fire Access Plan for this project adheres to the prescriptive code requirements for fire access.

In order to meet the prescriptive code requirements for this project we have provided an access lane onto the site from Wisconsin Avenue. The fire access lane will be delineated with a special paver that will extend to all areas of the building below that meet the structural requirements for the 85,000 lb loading. This area will be accessible to fire trucks via a mountable curb (MC-104.1) and will extend to the building overhang to the east and to a building column to the north which will act as a physical and/or visible barrier to non-load bearing areas of the structure.

Please contact us with any questions regarding this submission.

Sincerely,

VIKA Maryland, LLC

Michael B. Goodman, P/E
Vice President



FIRE CODE ENFORCEMENT

Fire Department Access Review

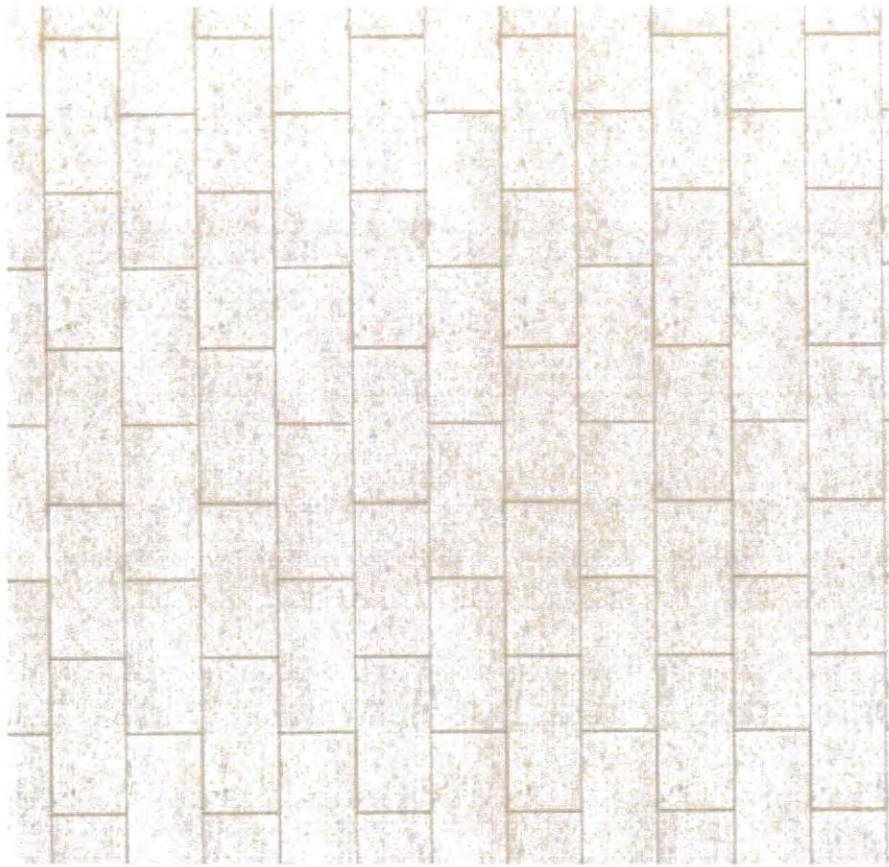
Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

1/16/2018

BY: SJA FM: 43 DATE: _____

K:\1501-2000\1539\ DOCUMENTS\1539M\ENGINEERING\FIRE\Fire Marshal Narrative_VM1539M.DOCX





PATTERN



COLOR

January 19, 2018

Mr. Matthew Folden
MNCPPC
8787 Georgia Avenue
Silver Spring MD 20910

Dear Mr. Folden,

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Wells & Associates, dated September 1, 2017 for the **7359 Wisconsin Ave- 17APMO016XX** in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- The proposed site consists of 400,000 square feet of office space and a 225-room hotel. Site access will be provided via a driveway along Waverly Street south of Montgomery Avenue.
- The following intersections were analyzed under existing, background and future conditions:
 - Wisconsin Avenue/East-West Highway/Old Georgetown Road
 - Waverly Street/East-West Highway
 - Pearl Street/East-West Highway
 - Wisconsin Avenue/Montgomery Lane
 - Waverly Street/Montgomery Avenue
 - Pearl Street/Montgomery Avenue
 - Woodmont Avenue/Elm Street
 - Wisconsin Avenue/ Elm Street/Waverly Street
 - Wisconsin Avenue/Elm Street (East leg)
- 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:

Travel Forecasting and Analysis Division (Scott Holcomb):

1. We have no additional comments on this TIS report.

Traffic Development & Support Division (Errol Stoute):

2. Awaiting comments

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Kwesi Woodroffe. 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. Kwesi Woodroffe at 301-513-7347, by using our toll free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@sha.state.md.us.

Sincerely,

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

BWY/ar

cc:

Matt Baker (OPPE - RIPD - MO Co)
Samantha Biddle (OPPE - RIPD)
Rola Daher (OPPE - TFAD)
Mr. Derek Gunn, Acting ADE Mo Co., District #3 – Traffic
Scott Holcomb (TFAD - MO Co.)
Elisa Mitchell (OPPE - TFAD)
Thomasina Saxon (OPPE - RIPD)
Errol Stoute (OOTS - TDSD)
William Stroud (OOTS - TDSD)



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

FROM: Molline Jackson,
Art Review Panel Coordinator

PROJECT: 7373 Wisconsin Avenue
Site Plan No. 820180040

DATE: January 18, 2018

*The Art Review Panel has generated the following meeting minutes based on our discussion of the design concept for the public amenities on **December 12, 2017 for 7373 Wisconsin Avenue - Site Plan Application**). The Panel's recommendations should be incorporated into the Staff Report and strongly considered prior to the certification of the Site Plan and/or prior to the release of the first building permit. Should you have any additional questions and/or comments please feel to contact the Art Review Panel Coordinator.*

Attendance:

Molline Jackson (Public Art Coordinator)
Claudia Rousseau (Panelist)
Judy Sutton-Moore (Panelist)
Mark Kramer (Panelist)
Ralph Bennett (Panelist)
Germano Gomez (Panelist)

Applicant's Development Team

Jane Mahaffie (Applicant)
Christopher Smith (Applicant)
Trini Rodriguez (Landscape Architect)
Michael Scheider (Artist/ Design Firm)
Jessica Fiorini (Artist/ Design Firm)
Kristen SvorKa (Artist/ Design Firm)
Bob Dalrymple (Attorney)

Meeting Notes:

1. The Site Plan Application No. 820180040, Preliminary Plan Application No. 120180040, and Sketch Plan Application No. 320180070 were filed at the same time. The Sketch Plan Application No. 302180070 has requested 400,000 square feet of office and 135,000 square feet of hotel space (225-rooms), for a of 535,000 square feet of non-residential development (including an

allocation of 214,795 square feet going toward the Park Impact Payment) on 1.47 acres of land zoned CR within the Bethesda Downtown Master Plan area.

2. The proposed development will assemble 6 existing lots into one lot with office and hotel space, and some retail and public benefits (including but not limited to public art and exceptional design).
3. The subject property is located at 7373 Wisconsin Avenue, near the intersection of Wisconsin Avenue and Montgomery Avenue; zoned CR-5.0, C-5.0, R-4.75, H 250 in the Bethesda Overlay Zone (BOZ).
4. The Applicant is required to provide 10% (or 3,650 square feet) of public use space on-site, and public art is integrated into the overall site design.
5. The Applicant presented the design concepts for a light sculpture. The light sculpture is approximately 70 feet long, by 12 feet wide, by 9 feet tall and will be suspended on an angle and will fill an approximately 12 feet tall volume. The sculpture will be comprised of painted steel tubes, wire mesh and small, variously sized LED panels.
6. The public use space provides cover and ample day-light. Physical barriers and obstructed views into the “living space” have been minimized. The design team worked with planning staff to optimize the accessibility of the public space from the street edge.
7. The Police Department will release their parking spaces (100 spaces) to the north of the subject property.

Panel Discussion:

1. The light sculpture will be suspended from the soffit above the public plaza, approximately 40-45 feet from the ground plane (5-floors above grade). The public plaza resembles a living system that reflects the rhythms and energy of the site in what the Applicant calls a “interactive sculptural network.” The interactive sculpture network is an ever-changing and responsive experience that thrives through the synergy of urban culture, design innovation and social engagement. At different activation points, the public will collaboratively influence the system to create new narratives, patterns and connections with the dynamic media. It will be designed so that visitors can engage with it and each other at multiple levels of engagement. The interactive sculptural network provides an invitation to people to linger, explore and connect within the plaza.
2. The intensity of the color may change depending on the number of people holding hands and touching the column activation point. The artwork will have an element of surprise and is intended to be unpredictable.
3. The Panel was concerned about the location of activation points/ “touch point” and the long-term maintenance of this feature. The artist has ensured that the touch points will be built into the column of the building.
4. The Applicant may want to track the number of people that engage with the artwork. Alternatively, they may generate a video that can be watched online. This would be similar to the live feed of the birth of the baby giraffe on YouTube.
5. The title of the proposed artwork was discussed, as no name has been selected. The Applicant indicated that the title of the development (Avocet Tower) is a reference to an American wading bird with a profile not unlike the proposed shape of the artwork. Therefore, titling the work “The Avocet” or something similar would make sense.

Panel Recommendations/ Conditions of Approval:

1. The Panel recommends approval of the artwork, because the proposed artwork is appropriately scaled and is designed to be more than just another stand-alone sculpture. The iconic work of art engages with the visitor and enlivens the public use space to create a memorable experience.
2. The site details of certified plan will include the overall dimensions, prescribed materials, necessary lighting fixtures, footers, and fasteners to ensure adequate safety and proper inspection of the artworks by the Arts and Humanities Council of Montgomery County (“AHC MC”) and Montgomery County Department of Permitting Services (“DPS”). The Panel recommends that the site details of the artwork be drawn by a certified professional.
3. Signage of the newly installed artwork should be clearly visible to the public, and should identify the title of the artwork, artist name, materials, completion date, and overall dimensions.
4. Prior to final inspection of the public artwork(s), the Applicant must submit to the Public Art Coordinator with the Maryland – National Capital Park and Planning Commission at least three images of the artwork(s) on-site and information regarding the 1) associated project number, 2) title of the piece, 3) date of completion, 4) description of materials used, and 5) address. This information will be added to the existing inventory of the public artworks throughout the County (<http://www.mcatlas.org/art/>).

Bethesda Downtown Design Advisory Panel

FROM: Laura Shipman
Design Advisory Panel Liaison

PROJECT: Avocet Tower
Sketch Plan No. 320180070 and Site Plan No. 820180040

DATE: December 13, 2017

*The **Avocet Tower** project was reviewed by the Bethesda Downtown Design Advisory Panel on **December 13, 2017**. The following meeting notes summarize the Panel's discussion, and recommendations regarding design excellence and the exceptional design public benefits points. The Panel's recommendations should be incorporated into the Staff Report and strongly considered by Staff prior to the certification of the Site Plan. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

Attendance:

Karl Du Puy (Panelist)
George Dove (Panelist)
Damon Orobona (Panelist)
Rod Henderer (Panelist)
Qiaojue Yu (Panelist)
Paul Mortensen (Panelist, Senior Urban Designer in the Director's Office)

Laura Shipman (Design Advisory Panel Liaison)
Elza Hisel-McCoy (Lead Plan Reviewer)
Gwen Wright (Planning Department Director)
Robert Kronenberg (Area 1 Division Chief)
Michael Brown (Area 1 Master Plan Supervisor)
Leslye Howerton (Area 1 Planner Coordinator)
Neil Sullivan (Area 1 Planner Coordinator)
Margaret Rifkin (Director's Office)

Jane Mahaffie (Developer, Applicant Team)
Chris Smith (Developer, Applicant Team)
Doug Firstenberg (Developer, Applicant Team)
John Pickard (Architect, Applicant Team)
(continued on next page)



Justin Doro (Architect, Applicant Team)
Steve Smith (Architect, Applicant Team)
Trini Rodriguez (Landscape Architect, Applicant Team)
Robert Dalrymple (Attorney, Applicant Team)
Matthew Gordon (Attorney, Applicant Team)

Bethany Rodgers (Member of the Public, Bethesda Magazine)

Discussion Points:

- Is the floorplate designed for single or multi-tenant use?
 - *Applicant response:* The design works best with full-floor users on the top floors and multi-tenant on lower floors. The site is a fairly narrow and longer site and a center core would have made narrow bands on sides. The site configuration lends itself to this plan with a side core.
- What happens if the adjacent Marriott property redevelops in terms of tower separation?
 - *Applicant response:* There is a setback on the glass areas. The existing Marriott building has an interesting play with the proposed building and is off-angle so windows not directly facing. There would not be much impact on glass areas particularly.
- What happens with the curtain wall at night?
 - *Applicant response:* Lights for the parking garage are really softly done so that at night you get a sense that there is activity back there.
- Do you have any rendered images of the Waverly elevation?
 - *Applicant response:* No do not but reviewed in plan. The loading doors to be carefully detailed.
- Waverly façade upper floors do not seem to interlock or integrate with the base.
- What is the lane on Montgomery Ave?
 - *Applicant response:* A future two-way cycle track.
- Having a two-way cycle track on a one-way street is confusing.
- How does the lay-by for the hotel on Montgomery work with the bike lanes?
- Consider how the bike path should function and how it relates to vehicular and pedestrian traffic. Consider raising the pedestrian crossing from the lay-by on Montgomery Avenue so that cyclists yield to pedestrians.
- The idea of the plaza living rooms is a good one, and so is the water feature. Is the water feature going to be stone? It will look great in the winter when the water is off.
 - *Applicant response:* yes, the water feature will be stone.
- How is stormwater management integrated into the design?
 - *Applicant response:* stormwater retention is provided on the green roof and stormwater biofiltration is provided in the building setback.



- The addition of the public artwork scales down the scale of the entrance plaza and is positive addition.
- With the use of ipe wood there is a concern about sustainability. Should explore local sourcing of materials.
 - *Applicant response:* We are considering local material alternatives.
- The sidewalk transition is abrupt between the proposal and the adjacent property. Is there a way to maintain consistent sidewalk paving color to integrate with the streetscape standard for continuity particularly in the transition zone?
 - *Applicant response:* Opportunity to expand the plaza out into sidewalk, pulls people in and expands area to feel integrated. Originally the sidewalk was designed as separate from the plaza, but wanted space to be permeable and porous. There is a change in texture at the south end to smaller-sized pavers to transition to the adjacent property sidewalk.
- How the adjacent historic building integrates with the plaza space is still unclear. Bringing the streetscape in may help with the transition.
- Are food and beverage provided on the ground floor of the hotel? Is there a hard line between hotel and office lobby areas?
 - *Applicant response:* Totally integrating technology throughout building as well as food and beverage throughout and in the outdoor space. Seating will be provided throughout the plaza and ground floor to activate the whole area. There is no hard line between the Hotel and Office lobby areas, this should act as a free-flowing space that can be used by anyone. This should be a place to meet and conference indoors or outdoors.
- In Bethesda they have avoided having covered public spaces for many years. In this case plenty of light will be available because of the height of the space.
- The design is refreshing because of the layering of uses, and allows different uses on different floors.
- The models do not do justice to project as well as the renderings to show the quality of the skin. Through multifaceted massing and subtle variation in façade. There is an underlying scrim of the façade onto which other materials are layered.
- The building will serve as a dramatic landmark.
- Concern on the Waverly side of the building, is there any way to internalize the loading? I know the answer is no, but it is too bad if Waverly is neglected.
 - *Applicant response:* Waverly will continue to be thought through as a way to have it thoughtfully detailed. Based on staff comments have narrowed driveways and added trees. There are utility conflicts and we have been working on how to best design this side of the building.
- Are there any uses on the roofscape?
 - *Applicant response:* The roofscape will be purely a garden because of 250 foot height cap. Only architectural embellishments will be included on top.
- The proportions of the bars on the Wisconsin Avenue façade seem too similar, one should be dominant. (Note: some other panelists disagree).



- *Applicant response:* There is a plan logic for the massing based on the structural frame. One side acts as light house and is dominant in height and prominence.
- Public realm terrific, but not convinced by three pieces of architecture in one building. Certain lines could come across all three volumes to provide better integration. (Note: some other panelists disagree).

Panel Recommendations:

The following recommendations should be incorporated into the Staff Report.

1. Public Benefit Points: The majority of the panel recommends the 30 of 30 Exceptional Design points requested. However, there was a dissenting opinion that the project did not provide enough integration between the base and upper floors or between the three distinct pieces of architecture articulated on the Montgomery Avenue façade to achieve this many points.
2. Further consider how the bike path should function and how it relates to vehicular and pedestrian traffic. Consider raising the pedestrian crossing from the lay-by on Montgomery Avenue so that cyclists yield to pedestrians.
3. Explore local sourcing of materials rather than using materials such as ipe.
4. Provide a less abrupt transition between the proposed and adjacent sidewalk. Consider using the same color as the streetscape standard paving for continuity.

