



Isiah Leggett
*County
Executive*

DEPARTMENT OF TRANSPORTATION

Al R. Roshdiah
Director

July 30, 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: Amended St. Elmo
Traffic Impact Study Review

Dear Mr. Folden:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review (TIS) report for the proposed St. Elmo Apartments. This study, dated May 4, 2018, was prepared by Wells + Associates. Total development evaluated by the report and analysis includes:

- Remove 16,350 square feet of office space and 9,100 square feet of retail space; and
- Construction of 245 residential dwelling units with up to 10,000 square feet of office space and 6,000 square feet of retail space.

We offer the following comments:

Motor Vehicles System Adequacy

1. The TIS indicates this study was prepared in accordance with the Fall 2017 Local Area Transportation Review (LATR) guidelines.
2. The site is in the Bethesda CBD Policy Area. This policy area has an overall delay of 120 seconds per vehicle for the congestion standard.
3. The consultant analyzed the network delay for Norfolk Avenue and for Old Georgetown Road between St. Elmo Avenue and Woodmont Avenue.
4. The consultant also evaluated the impact of the following programmed improvements:
 - a. Adding separated bike lanes on Woodmont Avenue; and
 - b. Norfolk Avenue to operate with one travel lanes in each direction and a turn lane between Woodmont Avenue and Wisconsin Avenue.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178

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Located one block west of the Rockville Metro Station

5. Under background conditions, the Old Georgetown Road corridor will continue to operate within the congestion standard during the AM peak hour, but will exceed the standard during the PM peak hour. The delay in the PM peak hour will be 129 seconds.
6. Under the total future conditions, with or without the programmed improvements the AM peak hour will continue to operate within the congestion standard; however, the PM peak hour with the programmed improvements will increase the delay to 132 seconds. The applicant has proposed to optimize the signals to reduce the corridor delay. MCDOT staff have reviewed this request and found it acceptable.

Pedestrian and Bicycle Impact Statement

1. The consultant provided an evaluation of the pedestrian and bicycle access and circulation in the vicinity of the site and the transit and other non-automotive operations in the study area. The consultant provided the location of sidewalks, pedestrian signal heads, accessible ramps and bus stops and routes within the study area.
2. The consultant stated that bus shelters are not provided at most stops. Only one stop, located on the north side of Old Georgetown Road and Fairmont Avenue has a bench.
3. The consultant determined that all the off-site study intersections provide sufficient timing for pedestrians to cross the respective road at a walking speed of 3.5 feet per second.

Transit, Pedestrian, and Bicycle System Adequacy

1. The study indicates that the analysis for pedestrian, transit and bicycle system adequacy is not required since the proposed development does not generate more than 50 trips for any of the tests. We accept this conclusion.

SUMMARY

1. We concur with the consultant's conclusion regarding the motor vehicle, transit and bicycle system adequacy. MCDOT agrees with the consultant's proposal to optimize the traffic signals along the Old Georgetown Road corridor.

Mr. Matthew Folden
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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 rebecca.torma@montgomerycountymd.gov or at (240) 777-2118.

Sincerely,



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

[sharepoint/transportation/director's office/development review/Rebecca/developments/Bethesda/St. Elmo/amended st elmo TIS.docx](#)

cc: Nancy Randall, Wells + Associates, Inc.
Barbara Mosier, Wells + Associates, Inc.
Preliminary Plan letters notebook

cc-e: Grace Bogdan, M-NCPPC Area 1



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Al R. Roshdieh
Director

DEPARTMENT OF TRANSPORTATION

September 5, 2018

Ms. Grace Bogdan, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital Park
& Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 32015004A
Preliminary Plan Amendment
No. 12015020A
St. Elmo Apartments

Dear Ms. Bogdan:

We have completed our review of the amended preliminary and sketch plans dated August 7, 2018. This plan was reviewed by the Development Review Committee at its meeting on July 17, 2018. This letter supersedes all comments previously approved in DOT's letter dated August 11, 2018. 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.

Previously Approved Design Exceptions

- **Design Exception Request:** "Driveway separation [as it] applies to the location of proposed entrances on St Elmo Avenue and Fairmont Avenue":
MCDOT Response: Due to limited site frontage on these roads, MCDOT approves the request to allow less than 100 feet between driveways.

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Significant Plan Review Comments

1. The following comment from the previous approval letter was modified and remains in our comments:
We have reviewed the vehicle turning movement drawings dated August 7, 2018, for the garage entrance proposed on St. Elmo Avenue and the truck loading dock proposed on Fairmont Avenue.
Regarding the driveway for the truck loading docks proposed on Fairmont Avenue, the vehicle turning movement diagrams (for an SU-30 truck) are based on one-way entrance and exit via northbound Fairmont Avenue. **We accept the turning movements conditioned on the west side of that apron being physically channelized to limit truck entry and exit movements be limited to northbound-only operations.**
2. Submit storm drain and/or flood plain studies, with computations, for our review and approval. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
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 existing and proposed driveway(s), for DPS review and approval.

Standard Plan Review Comments

4. Necessary dedication for Fairmont Avenue and St. Elmo Avenue in accordance with the Master Plan.
5. Provide a minimum five (5) foot wide continuous open sidewalk (no grates) along all street frontages to comply with current Americans with Disabilities Act.
6. Recorded covenant for the operation and maintenance of storm drainage systems and/or open space areas.
7. In all underground utility installations, install identification tape or other "toning" device approximately 2' above the utility.
8. 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.
9. 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.
10. We recommend that the applicant coordinate with Matt Johnson of our Transportation Engineering Section at matt.johnson@montgomerycountymd.gov or at 240-777-7237.
11. 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.
12. Prior to issuance of any building permits, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Commuter Services Section. Ms. Brecher may be contacted at 240-777-8380. The TMAg will include but not be limited to the following provisions:

Car Sharing Parking. Provide two (2) car sharing vehicle parking spaces or the number required by law, whichever is greater, in highly visible, preferentially-located spots in the parking garage.

Electric Car Charging. Provide two (2) electric car charging stations on site or the number required by law, whichever is greater.

Bicycle Facilities. Significant bicycle activity will likely occur at this site due to its proximity to the Capital Crescent Trail and bicycle shops. Provide bike racks/lockers in weather-protected, highly visible/active locations. Provide secure bicycle storage area in garage for resident use (e.g., bike cage) and a bicycle repair station. Consider installing a bicycle repair stand with tools and air.

Real Time Information (RTI). Provide opportunity and connections for the display of RTI in residential and commercial space lobb(ies) accessed by residents, employees and visitors. RTI can be incorporated into planned lobby display monitors/software system for buildings. Applicant will pay for five years of maintenance for any County-provided sign(s); if RTI is incorporated in the building's planned monitor systems, there are no additional costs.

Bikesharing. Provide space for a bikeshare station on the Project. If no space can be identified that meets siting criteria, MCDOT will select an off-site bikeshare station location. Based on demand projected to be generated by the project, the Applicant will be required to contribute an amount equivalent to approximately ½ the capital cost of a 19-dock bikeshare station, or \$30,000. This contribution will support bikeshare facilities and service in the Bethesda TMD per MCDOT policy. The Applicant will be required to take other actions in concert with MCDOT to promote use of bikeshare.

Design Features. We recommend the following:

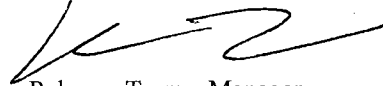
- Design building frontages on Fairmont and St. Elmo with two-way visibility for transit vehicles, shuttles and taxis.
- If there is a concierge/reception desk or similar opportunity, provide an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
- Incorporate space for a standing transportation information display into office and retail lobbies and other high pedestrian activity areas.

13. 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. Physical channelized driveway aprons for the proposed loading access on Fairmont Avenue site frontage.
 - b. Bethesda Central Business District streetscaping along the St. Elmo and Fairmont Avenues site frontages.
 - c. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - d. 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.
 - e. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Ms. Stephanie Dickel
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September 5, 2018
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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, Manager
Office of Transportation Policy
Development Review Team

Sharepoint/transportation/director's office/development review/Rebecca/developments/Bethesda/12015020A St Elmo apts.docx

cc: Edward Lenkin, The Lenkin Company
William Landfair, Vika Maryland LLC
Steven Robins, Learch, Early & Brewer
Letters notebook

cc-e: Matthew Folden, M-NCPPC Area 1
Sam Farhadi, MCDPS RWPR
Benjamin Morgan, MCDOT PM
Matt Johnson, MCDOT DTE
Kamal Hamud, MCDOT DTEO
Sandre Brecher, MCDOT OTP