



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

Christopher R. Conklin
Director

May 14, 2024

Ms. Grace Bogdan, Planner III
DownCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Dr
Wheaton, MD 20902

RE: Sketch Plan No. 320240070
PLD Lot 25 Redevelopment

Dear Ms. Bogdan:

We have completed our review of the revised sketch plan uploaded to eplans on April 9, 2024. A previous plan was reviewed by the Development Review Committee at its March 26, 2024, meeting. We recommend approval of the plan subject to the following comments that shall be addressed at Preliminary Plan Stage:

Significant Comments

1. Maple Avenue is classified as a Downtown Street with 2 travel lanes. Per the Master Plan of Highways and Transitways, the minimum right-of-way (ROW) is 60-feet. Plat #23643 shows that the current ROW is 45-feet. Based on this plat, we recommend the Applicant dedicate the additional distance to achieve 30-feet from centerline.
2. Highland Avenue is classified as a Downtown Street with 2 travel lanes and a minimum right-of-way (ROW) of 60-feet. Per the Master Plan of Highways and Transitways, the minimum right-of-way (ROW) is 60-feet. Plat #23294 shows that the current ROW is 40-feet. Based on this plat, we recommend the Applicant dedicate the additional distance to achieve 30-feet from centerline.
3. Tilbury Street is classified as a Neighborhood Connector with 2 travel lanes and a minimum right-of-way (ROW) of 60-feet. Per the Master Plan of Highways and Transitways, the minimum right-

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of-way (ROW) is 60-feet. Plat #23643 shows that the current ROW is 40-feet. Based on this plat, we recommend the Applicant dedicate the additional distance to achieve 30-feet from centerline.

4. According to Plat #8589, an existing public alley, ten feet wide and running north-south, is platted parallel to Wisconsin Avenue along the PLD Lot 25 frontage. No additional dedication is required.
5. At the time of preliminary plan stage remove the shift of curb along Maple Avenue.
6. The applicant has provided roadway cross sections for the proposed roads. Comments were provided by MCDOT on eplans based on the Sector Plan and Complete Streets guidelines. Final cross sections shall be reviewed and decided at the Preliminary Plan stage.
7. At the time of preliminary plan stage the curb radii needs to be truncated at Tilbury Street.
8. Access and improvements will be determined at the preliminary plan stage. However, note the following:
 - a. Narrow width of driveways.
 - b. Tighten the radius of access points.
 - c. The proposed tree locations may obstruct sight distance at the driveways.
9. Transportation Demand Management (TDM) Plan Requirements: TDM provisions of County Code 42A-26 apply to this development application. An owner or applicant for a development located in a District in a Red Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 40,000 gross square feet (gsf). The PLD Lot 25 Redevelopment project, located in the Bethesda TMD and Red Policy Area, proposes to develop more than 40,000 gsf. Hence, Level 3 TDM Results Plan must be approved by MCDOT and submitted prior to the issuance of any building permit by DPS.

A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a project Non-Auto Driver Mode Share (NADMS) goal that is 5% higher than the base NADMS goal for the District, which is the 55 percent NADMS goal for the Bethesda TMD (55% for residents and employees blended), and related commuting goals for that project. Level 3 Results plans must include the following:

- Appointment of a Transportation Coordinator (a person to work with MCDOT and TMD representatives to achieve NADMS and other commuting goals).
- Notification of the Transportation Coordinator's contact information
- Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the department to promote TDM).
- TDM Information (TDM-related information must be displayed in a location(s) visible to employees, residents, and other project users).
- Selection of Strategies: The plan must include project-based strategies and demonstrate that the plan is achieving the goals established for the project.

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- Additional or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 6 years after final occupancy, revisions to the plan or strategies initially selected may be required.
- Additional Funding: If strategies selected by the owner or applicant do not result in achievement of the project goals by 6 years after final occupancy, the Department may require increased funding by the owner for existing or new TDM strategies. Additional increases in funding may be required if goals have still not been met within 8 years of final occupancy.
- Conduct independent monitoring to determine if the project is meeting its goals, until the goals are achieved.

The Applicant shall coordinate with MCDOT Commuter Services Section (CSS) staff: Samuel Damesa at Samuel.Damesa@montgomerycountymd.gov or (240) 777-8384 and James Carlson at James.Carlson@montgomerycountymd.gov or (240) 777-8382 to implement the aforementioned recommendations of the Transportation Demand Management (TDM) plan for the new development project.

Standard Comments

10. 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 (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.
11. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM (“Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents”).
12. At the Preliminary Plan stage provide roadway cross sections for existing and proposed roads.
13. Must follow the Bethesda Streetscape Standards. Local standards and guidelines may override Complete Streets.
14. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
15. Ensure ADA ramps are provided on-site, including for ADA parking spaces.
16. Submit storm drainage and/or flood plain studies, with computations for any portion of the subject site that drains to the Montgomery County public storm drain system. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.

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17. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
18. Design all access points and alleys to be at-grade with sidepath/sidewalk, dropping down to street level between the sidepath/sidewalk and roadway.
19. Pedestrian ramps and crosswalks along public streets will be reviewed and completed during the signing and marking stage.
20. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
21. Ensure there are no obstructions or impedances along Walkways and Bikeways. Identify any utility appurtenances and vaults and ensure that they are ADA accessible. Grates are prohibited in areas where walking users are expected.
22. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and 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. Ensure curve radii are as small as practicable to accommodate target design vehicles as per the Complete Streets Design Guide, without intrusion into bicycle or pedestrian travel ways.
24. Submit a Traffic Impact Study if required, by the Planning Department.
25. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
26. No steps, stoops, transformers, electrical vaults, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
27. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
28. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me for this project at brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

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Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Sketch Plan\SP320240070 PLD Lot 25 Redevelopment\Letter\320240070-PLD Lot 25 Redevelopment-DOT Sketch Plan Letter_05.14.24](#)

cc: Correspondence folder FY 2024

cc-e:	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Scott Bruton
Director

May 14, 2024

Mr. Grace Bodgan
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: PLD Lot 25
Sketch Plan # 320240070

Dear Ms. Bogdan:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval of the development of up to 235-unit development including 20% MPDUs.

The PLD Lot 25 development is part of a larger General Development Agreement (GDA) with Montgomery County which requires 15% of the total dwelling units to be provided as MPDUs for those earning up to 70% AMI. An additional 11 units are to be provided as deeply affordable MPDUs for those earning up to 50% AMI, resulting in the project providing 20% of the units as MPDUs overall.

An Agreement to Build must be submitted to, reviewed and executed by DHCA before building permits are obtained from the Department of Permitting Services (DPS). The final MPDU locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build stage.

Sincerely,

A handwritten signature in blue ink that reads "Maggie Gallagher".

Maggie Gallagher, Program Manager I
Affordable Housing Programs Section

Affordable Housing

Division of Housing
Landlord Tenant Affairs

Multifamily Housing

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