



Attachment F

Douglas M. Duncan
County Executive

DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Arthur Holmes, Jr.
Director

November 3, 2004

Ms. Catherine Conlon, Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No.1-05020
Site Plan 8-05006
Fairland Golf Course Community

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated October 6, 2004. This plan was reviewed by the Development Review Committee at its meeting on September 7, 2004. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to MCDPS 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.

1. 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. While we understand that using a 50 scale drawing would add much paper to the review packet, this plan has been a challenge to review with 100 scale sheets.
2. Necessary dedication for future widening of Sandy Spring Road (MD 198) in accordance with the master plan.
3. Full width dedication and construction of all interior streets. The primary street fronting the proposed school site may be built by the County School system (MCPS). If this is the case (agreed to in writing) the applicant will dedicate right of way and easements and gain approval of grade establishment and necessary design plans.



Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850-2540 • 240/777-7170, FAX 240/777-7178
Located one block west of the Rockville Metro Station

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4. We are in receipt of a November 1, 2004 letter from Barbara Sears at Linowes and Blocher, and a November 2 letter from Mr. Donald K. Cochran, Deputy Director of the Montgomery County Department of Park and Planning (MNCPPC-MC), regarding the extension or termination in cul de sacs of Greene Avenue, Birmingham Road, and Saddle Creek Drive.

Both letters, from representatives of the co-applicants ask for waiver of the required terminus of a public street.

The request from MNCPPC-MC is accepted, the public street, Saddle Creek Drive, may stay in its current configuration. The public will continue to use the parking lot for the existing McKnew Local Park for turnaround as it has done since the Park's opening. This lot has not been gated and shall not be, even though the park closes at dusk. We ask that the Planning Board consider having the applicant add street lights at the driveways to the park, if there is no major objection from the community. These could be low level lights such as exist along Saddle Creek Drive, and can be placed so that they do not add light internally to the parking lot thus possibly encouraging after hours use.

The Linowes and Blocher letter will be addressed for each of the other two roads individually.

Along Greene Avenue, we will accept the dedication of right of way, for future extension of the road. This will extend from the applicant's property line to connect with the internal extension of Riding Stable Road and will include corner truncations at that intersection.

Along Birmingham Drive, we cannot accept the applicant's request for waiver. One of two options are available for termination of this roadway. First the applicant may dedicate right of way for a future cul de sac. This right of way must be configured so that dedication would be shared as equally as possible between the applicant's property, and existing lots 4 and 7 along Birmingham (if they can be and are subdivided). The second option is to dedicate right of way for a future modified tertiary roadway that would connect Birmingham Drive to the proposed internal street system. The latter is the preferred option.

5. The proposed school site will be served by a closed section primary street along its entire western frontage, and ending in a cul de sac.
6. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat.

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7. Public Improvements Easements will be required along all Modified Tertiary classification roadways. The Declaration of Public Improvements Easement document is to be recorded in the Land Records of Montgomery County. The deed reference is to be provided on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.
8. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
9. Necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
10. Show the location of proposed driveways on the preliminary plan. All residential lots that have driveways on or adjacent to significant curves should have sight distance evaluations submitted with the preliminary plan. This includes all lots on the "inside" of the elongated or modified cul de sacs.
11. The roadway serving over 80 single family dwelling units, adjacent to the club house causes us some concern. This should be a private street, maintained by an association, since it falls within Montgomery County but has no connection to other County maintained roadways. Ordinarily, this would not be a problem, since townhouses may be served by private streets. In this case, half of the townhouses will be MPDU, and therefore should be served by a public street. In addition the detached homes proposed must be served by a public street. We suggest that the applicant obtain agreement from Prince George's County DPW&T, to perform routine maintenance on this roadway, prior to submission of the preliminary plan. To avoid drawn out negotiations at the record plat stage, we suggest this agreement be similar to the one worked out for the West Laurel Acres Subdivision.
12. Any easements or roadways proposed to cross utility rights of way should be approved in writing by the applicable utility company prior to approval of the preliminary plan.
13. The first driveway on the public street (Riding Stable Road?) leading in from MD 198 should be set back sufficiently far enough to allow development of adequate left, right and through lanes for stacking of exiting traffic.
14. MCDPW&T access permit policy typically allows no more than four (4) lots to be served by a common driveway.

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15. Preliminary plan and record plat to reflect a reciprocal access and public utilities easement to serve the lots served by a common driveway.
16. Waiver from the Montgomery County Planning Board for overlength cul-de-sac(s).
17. Waiver from the Montgomery County Planning Board for lot(s) on a private right of way.
18. Golf cart crossings of the public roadway system should be clearly delineated. We would prefer grade separation of these crossings, depending on the classification of the particular roadway, but understand that to date none have been proposed. We will review individual crossings if requested in writing to Mr. Gregory Leck. Justification for at grade crossings should be provided along with the proposed safety enhancements to be constructed by the applicant. This should include sight distance evaluation for each proposed location.
19. Traffic calming measures should be built in to all roads longer than five hundred feet (500'). Specific areas needing attention are Cedar Tree Drive as it enters the subject property, which may be a candidate for a traffic circle and the first circular roadway coming off of that street and serving 178 residential units. Please provide detailed proposals prior to record plat (since right of way could be an issue in a few limited locations) for review by this office and DPS.
20. The proposed circle on the road leading to the golf club house is within prince Georges County, but still causes us some concern. The large number of transient visitors to the golf course leads us to suggest that there should be a tee intersection instead of a circle at this location. The residents of the large court or cul de sac should have right of way and the road exiting the golf course should be controlled.
21. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.
22. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
23. Bikeways are to be constructed per the Master Plan as follow: Class I on MD 198, in the BG&E right of way and from Gunpowder Road to Cedar Tree Drive. Class I on Cedar Tree Drive.
24. Access and improvements along Spencerville Road (MD 198) as required by the Maryland State Highway Administration.

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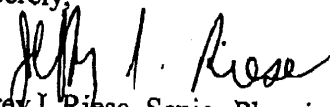
25. Street H, the first street intersecting Cedar Tree Drive to the south, shall be built as a three lane cross section at that intersection. Approximately one hundred (100) feet of a full width third lane and one hundred eighty (180) feet of taper shall be provided. This is in order to serve the more than one hundred and fifty (150) homes served by this street prior to the point it splits into several internal modified tertiary streets. A similar treatment is to be used at the intersection of MD 198 and the extension of Riding Stable Road.
26. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements. The PIA details to be determined at the record plat stage. The PIA will include, but not necessarily be limited to the following improvements:
 - A. Cedar Tree Drive shall be constructed as a closed section primary roadway with sidewalk and bikeway, street trees, street lights and storm drainage and appurtenances, from the existing pavement to the Prince Georges County Line.
 - B. The street fronting the proposed school site shall be constructed as a closed section primary roadway with sidewalks, street trees, street lights and storm drainage and appurtances from Cedar Tree Drive through the cul de sac. Per the discussion above, if the MCPS agrees in writing to construct this street, the applicant will be relieved of this requirement.
 - C. The first block of the first residential street intersecting Cedar Tree Drive to the south (Street H) shall be built as a thirty-six (36) foot wide street with curbs, gutters, and sidewalks, street trees, street lights and storm drainage and appurtances. One hundred (100) foot of a full width lane and one hundred eighty (180) feet of taper down to the twenty six (26) foot wide pavement should suffice.
 - D. All other streets shall be constructed as reduced width tertiary streets if approved by the Planning Board.
 - * **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
 - E. Enclosed storm drainage and/or engineered channel (in accordance with the MCDPWT Storm Drain Design Criteria) within all drainage easements.
 - F. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.

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- G. 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 Montgomery County Department of Permitting Services (MCDPS) 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 MCDPS.
- H. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
- I. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDPWT Division of Traffic and Parking Services.

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

Sincerely,



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

M:/subd/jir/prel/1-05020frlndgolf

cc: Donald K. Cochran; MNCPPC-MC
Mary Pat Wilson; MCPS
Marc Mezzanotte, AICP; Dewberry & Davis LLC
Bernie Rafferty, Alan Stackman & Ken Berg; Artery Ryland Fairland LLC
Cherian Eapen; MNCPPC, TPD
Sarah Navid; MCDPS, Land Development Services
Barbara Sears; Linowes and Blocher
Robert Kronenberg; MNCPPC, DRD