I HEREBY CERTIFY, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF, THAT THE PLAN SHOWN HEREON CONFORMS WITH THE MONTGOMERY COUNTY SUBDIVISION REGULATIONS AS ADOPTED OCTOBER 1961 AND AS AMENDED THEREAFTER.

WILGUS TRACT

# 120200140

PRELIMINARY PLAN

MISS UTILITY NOTE

NO. DATE:

DESIGNED:

TECHNICIAN:

REVISIONS CHECKED BY

DATE

10/1326-02-01

1" = SHEET OF PROJECT NO.

ONE INCH

A

B

C

D

E

F

G

H

I

J

K

L

M

N

O

GRID REFERENCE

MAP

WSSC 200' SHEET

HORIZONTAL:

VERTICAL:

ADC

CRN-0.75, C-0.0, R-0.75, H-50

CR-2.0, C-0.25, R-1.75, H-75

CR-2.0, C-1.0, R-1.50, H-200

GQ62

NAD83

NAD83

SITE DATUM

215 NW 06

WILGUS-MONTROSE ASSOCIATES LLC

7811 MONTROSE ROAD

SUITE 200

POTOMAC, MD 20854

PHONE: (240) 399-1500

RCOHEN@WILLCO.COM

RICHARD COHEN

JANUARY 2020

POTOMAC (1ST) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND

PROFESSIONAL CERTIFICATION

P:

1/10/2020 2:14:21 PM

www.solteszco.com

P. 301.948.2750  F. 301.948.9067

Rockville, MD  20850

2 Research Place, Suite 100

ROCKVILLE OFFICE

THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

IF CLEARANCES ARE LESS THAN TWELVE (12) INCHES, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS THE START OF EXCAVATION. MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST HOLES OR OPENING THE GROUND. SITE INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR IS RESPONSIBLE FOR Verifying all existing underground utilities. Contractor shall coordinate with all utilities for the protection of existing utilities when excavating for this project.

THE CONTRACTOR IS RESPONSIBLE FOR THE PREPARATION OF ALL BLUEPRINTS AND REVISIONS TO THESE DRAWINGS. IF TECHNICAL QUESTIONS ARE RAISED, PLEASE CONTACT ME AT 301-948-1500.

THE ORIGINAL OF THIS DRAWING WAS PREPARED BY SOLTENZ, INC. (SOLTESZ). IF THIS DRAWING IS TRANSMITTED ELECTRONICALLY, CONTACT SHOULD BE MADE DIRECTLY WITH SOLTESZ. SOLTESZ MAKES NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACCURACY OF ANY INFORMATION THAT HAS BEEN TRANSMITTED ELECTRONICALLY.


SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was completed for the intersection of Stonehenge Place and Montrose Parkway based on conversation between the County and Client on May 7, 2020. The email correspondence is included in Appendix I.

This intersection study was conducted in accordance with the MUTD, 2009 Edition. The purpose of the analysis is to determine if a traffic signal at the Stonehenge Place and Montrose Parkway intersection would be warranted under future conditions. The MUTCD lists nine warrants that could indicate the need for, and appropriateness of, a new traffic signal. The warrants are listed below and shown in Attachment I:

Warrant 1, Eight-Hour Vehicular Volume,  Warrant 6, Coordinated Signal System,
Warrant 2, Four-Hour Vehicular Volume,  Warrant 7, Crash Experience,
Warrant 3, Peak Hour,  Warrant 8, Roadway Network,
Warrant 4, Pedestrian Volume,  Warrant 9, Intersection Near a Grade Crossing,
Warrant 5, School Crossing,

One or more of the nine warrants should be satisfied before a new signal is considered for installation; however, satisfaction of a warrant does not in itself does not in itself justify the need for a new signal. A new signal should improve the overall safety and/or operation of the intersection. For this analysis, warrants 1, 2 and 3 are applicable based on available data; warrants 4, 5, 6, 7, 8 and 9 are not applicable to the subject intersection, and data was not obtained to evaluate Warrant 7.

In order to conduct the Signal Warrant Analysis, MCDOT staff agreed that the existing peak hour counts from May 18, 2018 could be used. With staff agreement, the highest peak hour volume for through traffic on Montrose Parkway was used for all hours providing a worst case/conservative analysis (confirmed in correspondence included in Appendix I.)

Results

Following input of 13-hour traffic count data (as explained above), road geometry, approach delay and other study parameters into TEAPAC, the program completed an evaluation of the MUTCD guidelines. The results of the TEAPAC analysis for the study intersection are presented in Attachment J and summarized below:

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>Requirement</th>
<th>Subject Intersection Warrant Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>8-Hour Minimum Vehicular Volume</td>
<td>8 hours required</td>
<td>Not Met</td>
</tr>
<tr>
<td>1B</td>
<td>8-Hour Interruption of Continuous Traffic</td>
<td>8 hours required</td>
<td>Not Met</td>
</tr>
<tr>
<td>1C</td>
<td>8-Hour Combination of Warrants</td>
<td>8 hours required</td>
<td>Not Met</td>
</tr>
<tr>
<td>2</td>
<td>4-Hour Vehicular Volume</td>
<td>4 hours required</td>
<td>Not Met</td>
</tr>
<tr>
<td>3A</td>
<td>Peak Hour Delay</td>
<td>1 hour required</td>
<td>Not Met</td>
</tr>
<tr>
<td>3B</td>
<td>Peak Hour Volume</td>
<td>1 hour required</td>
<td>Not Met</td>
</tr>
</tbody>
</table>
CONCLUSIONS

The conclusions of this study are as follows:

1. All study intersections currently operate within their respective Policy Area congestion standard delay threshold during AM and PM peak hours.

2. Nine (9) background projects will generate 4,373 new AM peak hour trips and 6,210 new PM peak hour trips. However, not all of these trips will use each of the study intersections.

3. With the addition of traffic generated by the background developments, all of the study intersections would operate within their respective congestion standard during the AM and PM peak hours with the exception of Montrose Parkway/E. Jefferson Street, which will exceed the policy area standard with existing signal timings.

4. This study considers the development of 68 townhomes. Based on ITE trip generation rates and the LATR Guidelines, the Project would add 27 AM peak hour vehicular trips and 35 PM peak hour vehicular trips to the adjacent road network.

5. With the Project, all of the study intersections would continue to operate within their respective Policy Area congestion standard delay threshold during the AM and PM peak hours with the exception of Montrose Parkway/E. Jefferson Street. With adjustment of the signal timings to reflect the shifts in future traffic patterns this intersection will operate within the Policy Area standard.

6. The proposed Project passes the Motor Vehicle System Adequacy test as outlined in the 2017 LATR.

7. A signal warrant analysis was done for the intersection of Stonehenge Place and Montrose Parkway. The study concluded that a signal is not warranted at this intersection.
July 9, 2020

Ms. Tamika Graham, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan and Design Exceptions  
Preliminary Plan No. 120200140  
Wilgus

Dear Ms. Graham:

We have completed our review of the revised preliminary plan uploaded to eplans on April 21, 2020. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on March 17, 2020. 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 Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

Design Exceptions

1. A-1 - Modification of Context Sensitive Road Section – Stonehenge Place (B-2): The applicant is proposing to modify MCDOT Standard No. MC-2005.02, maintaining the full 70-foot right-of-way, but reducing the sidewalk and increasing the tree panel. The applicant is proposing the following street section:

- 2-foot maintenance strip
- 5-foot sidewalk
- 9-foot stormwater management/tree panel
- 8-foot parking section
- two 11-foot travel lanes
- 8-foot parking section
- 9-foot stormwater management/tree panel
- 5-foot sidewalk
- 2-foot maintenance strip
Ms. Tamika Graham  
Preliminary Plan No. 120200140  
July 9, 2020  
Page 2

MCDOT Response: MCDOT approves this Design Exception. The proposed road is shown in the master plan, and the applicant is meeting the urban road code standards. The applicant’s proposed section will provide more space for stormwater management treatment while maintaining walkability and meeting minimum ADA standards.

2. A-2 - Modification of Context Sensitive Road Section - Public Street C (Station 0+00 to Station 2+50): The applicant is proposing to modify MCDOT Standard No. MC-2005.01 from a 60-foot to a 55-foot right-of-way by placing some sidewalk outside the right-of-way in a P.I.E., eliminating the 1.5-foot curb offset but increasing the tree panel. The applicant is proposing the following street section:

- 6-foot P.U.E. (containing 6-foot sidewalk and 1-foot P.I.E.)
- 6-foot sidewalk
- 6-foot stormwater management/tree panel
- 8-foot parking
- two 11-foot travel lanes
- 11-foot stormwater management/tree panel
- 2-foot sidewalk
- 6-foot P.U.E. (containing 6-foot sidewalk and 1-foot P.I.E.)

MCDOT Response: MCDOT approves this Design Exception. The proposed street is not shown in the master plan, and the applicant is meeting the urban road code standards. The applicant’s proposed section will provide more space for stormwater management treatment while maintaining walkability and meeting minimum ADA standards.

3. A-3 - Modification of Context Sensitive Road Section - Public Street C (Station 2+50 to Station 5+01): The applicant is proposing to modify MCDOT Standard No. MC-2005.01 from a 60-foot to a 55-foot right-of-way by moving the outside edges of the sidewalks to the right-of-way line, providing a P.I.E. for sidewalk maintenance, eliminating the 1.5-foot curb offset but increasing the tree panel. The applicant is proposing the following street section:

- 6-foot P.U.E. (containing a 1-foot P.I.E.)
- 6-foot sidewalk
- 6-foot stormwater management/tree panel
- 8-foot parking
- two 11-foot travel lanes
- 7-foot stormwater management/tree panel
- 6-foot sidewalk
- 6-foot P.U.E. (containing a 1-foot P.I.E.)

MCDOT Response: MCDOT approves this Design Exception. The proposed street is not shown in the master plan, and the applicant is meeting the urban road code standards. The applicant’s proposed section will provide more space for stormwater management treatment while maintaining walkability and meeting minimum ADA standards.
4. **Right-of-Way Truncation Reduction (Stonehenge Place and Public Street C at their intersections with Montrose Parkway and Montrose Road):** The applicant is seeking a waiver from the standard truncation requirement for the intersection of Stonehenge Place and Montrose Parkway, Stonehenge Place and the west side of its intersection with Montrose Road, the intersection of Public Street C and Montrose Parkway, and Public Street C and the west side of its intersection with Montrose Road. Under Section 50-4.3.E.2.f.iii of the County Code, the right-of-way of corner lots at an intersection are required to be truncated by straight lines joining points twenty-five (25) feet from the theoretical property line intersection in each quadrant.

**MCDOT Response:** The right-of-way truncations are required per County Code Section 50.4.3.E.2.f.iii, which the Planning Board has the authority to specify a greater or lesser truncation. Therefore, MCDOT defers to them for this requirement.

5. **Stormwater Management Devices in the Public Right-of-Way:** The applicant is proposing micro-bioretenion planters within portions of the public right-of-way.

**MCDOT Response:** A Design Exception is not needed to install stormwater management in the County right-of-way for any road. Final details of the stormwater management facilities will be approved by DPS at the permit stage.

### Significant Plan Review Comments

6. The applicant must install a traffic signal at the intersection of Montrose Parkway and Stonehenge Place. Prior to issuance of the right-of-way permit, the applicant will need to submit the detailed/engineered traffic signal plans to MCDOT for review and approval. The applicant will need to obtain the Department of Transportation’s approval of the traffic signal construction plans prior to issuance of the first townhouse building permit. The traffic signal must be operational prior to the issuance of the 43rd townhouse building permit for the site.

7. The applicant is proposing signal optimization to reduce the average delay at the Montrose Parkway/East Jefferson Street intersection to be within the acceptable standards for the North Bethesda Policy Area. MCDOT has reviewed the signal optimization proposals and accepts the applicant’s consultant’s findings.

8. Prior to the final Use and Occupancy Certificate for the first phase of development, the Applicant must construct a twelve-foot breezeway along Montrose Parkway, maintaining no less than ten feet separating the facility and the roadway per the *Parking Lots to Places: White Flint 2 and Rock Spring Urban Design Guidelines*. The required facility and separation should be maintained along the entire extent of the site’s frontage.

9. The applicant will be required to contribute towards the construction of the master planned East Jefferson Street Bike Facility and associated protected intersection. The applicant shall submit a cost estimate to MCDOT, for review and approval, to determine the required payment. The payment must be made prior to approval of the record plat. 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 approval of the record plat. This payment will be used to fund other bicycle infrastructure improvements in the White Flint 2 sector area.

10. Provide dedication along the East Jefferson Street frontage to ensure that no less than twenty-five feet is available between the eastern edge of curb and the property line.

11. Per County Code Section 50.4.3.E.4.c., "Private roads must be built to the construction specifications of the corresponding public road concerning paving detail and design data, including surface depth and structural design. The road must be designed in accordance with sound engineering principles for safe use, including horizontal and vertical alignments for the intended target speed; adequate typical sections for vehicles, pedestrians, and bicyclists; compliance with the Americans with Disabilities Act; drainage and stormwater management facilities; intersection spacing and driveway locations; parking; lighting; landscaping or street trees; and utilities. The width and cross section of a private road must meet the right-of-way specified in a master plan or be equal to the corresponding public road standard unless modified by the Board."

The applicant proposes private streets in this development since they do not meet County Code design standards. The private streets that are shown are not listed in the master plan and not needed for general circulation. MCDOT does not recommend the proposed private streets become public as designed on the preliminary plan. We support the request of the private streets subject to execution and recordation of a Declaration of Restrictive Covenants (for private roads). The deed reference for this document will be identified on the record plat.

12. The storm drain analysis was reviewed by MCDOT, and we have the following comments. Prior to or before the right-of-way permit stage:

   A. The applicant will be responsible for replacing the following existing RCP pipe segments in Montrose Parkway accordingly:
      i. EX101-EX501 from 24” to 30”
      ii. EX501-EX502 from 24” to 30”

   B. The applicant will be responsible for replacing the following existing RCP pipe segments in Montrose Road accordingly:
      i. MH400-EX204 from 18” to 24”
      ii. EX204-EX203 from 21” to 30”
      iii. EX203-MH300 from 21” to 30”
      iv. MH300-EX202 from 21” to 30”
      v. EX202-EX208 from 24” to 36”
      vi. EX208-EX207 from 27” to 36”
      vii. MH200-EX201 from 24” to 30”
      viii. EX207-EX2 from 30” to 42”

   C. The applicant will be responsible to provide the spread computations for the existing inlets on Montrose Road downstream from the proposed entrances to Stonehenge Place and
Public Street C, and the existing inlet on East Jefferson Street downstream from the proposed entrance to Private Street B, for review by MCDPS. Based upon the review of the spread computations, MCDPS will determine if any improvements are required.

13. The Applicant shall coordinate with Ms. Beth Dennard at beth.dennard@montgomerycountymd.gov or 240-777-8384 to implement the following recommendations for Transportation Demand Management (TDM) elements on the Subject Property:

A. In accordance with County Code Section 42A-26 Transportation Demand Management Plans for New Development Projects (Project-based TDM Plans), the Wilgus project will be required to execute a Project-based TDM Plan. Applicants must obtain approval from the Department of Transportation for the TDM Plan prior to issuance of any building permit by the Department of Permitting Services. TDM Plan requirements apply to developments located in Transportation Management Districts (TMDs). The level of TDM Plan required is determined by the Subdivision Staging Policy (SSP) area in which the project is located and the amount of gross square footage. The Wilgus project is located within the following areas:

i. North Bethesda TMD
ii. Red Subdivision Staging Policy (SSP) Area
iii. Orange SSP Area
iv. White Flint Sector Plan Area
v. White Flint 2 Sector Plan Area

B. Plan Requirements:

An owner or applicant for a development located in a Red Policy Area must submit a Level 3 TDM Results Plan for a project with more than 40,000 gross square feet. The portion of Wilgus east of Stonehenge Drive, with its mixed-use components, is in the Red White Flint Metro Station Policy Area and is proposed for more than 40,000 gsf of mixed-use. NOTE: over 230,000 gsf per 6/16/2020 email from Tamika Graham, Lead Reviewer.

An owner or applicant for a development located in an Orange Policy Area must submit a Level 2 TDM Action Plan for a project with between 80,000 and 160,000 gsf. The portion of Wilgus west of Stonehenge Drive is in the Orange North Bethesda Policy Area and the amount of gross square footage proposed falls within this range. NOTE: 90,000 gsf per 6/16/2020 email from Tamika Graham, Lead Reviewer.

New developments that consist solely of single-family detached housing, townhouses or a mixture of both are excluded. Although the western portion of the project is proposed to be all townhouses, the total project is a mixed-use development and therefore comes under the requirements of Section 42A-26.
C. Project-Specific Requirements:

One Project-based TDM Plan will be required that addresses the residential and mixed uses located east of Stonehenge Place (in the Red SSP area) and west of Stonehenge Place (in the Orange SSP area). The plan must include transportation demand management strategies that will enable the west side to contribute to achieving the TMD goal and the east side to achieving the commuting goals for the North Bethesda TMD and the White Flint area. Those goals include achieving a 42% NADMS for both employees and residents and apply under both the White Flint and White Flint 2 Sector Plans. The basic components of the plan are providing a contact person to work with MCDOT, facilitating outreach on-site and providing transportation-related information.

D. Additional plan components include the following:

i. Level 2: Action Program (Wilgus West/Orange Area) – Must contribute to achieving the TMD goal. In addition to providing a contact person to work with MCDOT, facilitating outreach on-site, providing transportation-related information, and other basic Transportation Demand Management (TDM) actions, components are:

- Commitment to implement additional specific TDM strategies
- Minimum funding commitment for on-site TDM program
- Self-monitoring, reporting
- Addition/substitution of program elements if progress not being made
- Modest increases required in funding of on-site program for non-performance (based on TDM fee)
- Performance incentives available for ongoing contribution toward area goal

ii. Level 3: Results Program (Wilgus East/Red Area) – Must achieve TMD/Project goal. Actions must include all strategies outlined above, plus additional strategies to ensure achievement of the 50/51 percent NADMS goal for the White Flint Sector Plan (50% for employees/51% for residents):

- Independent monitoring
- More substantial increases in on-site funding if goal not met after multiple monitoring periods (based on TDM fee)
- Performance incentives available for ongoing project goal achievement

14. The applicant will be required to underground the utilities along Towne Road.

15. A Public Improvements Easement is necessary along Street C in order to accommodate the required sidewalk construction. The applicant will need to execute a Declaration of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of one (1) foot with the overlapping Public Utilities Easement being no less than five (5) feet wide.
Standard Plan Review Comments

16. For the portion of property that is in the White Flint Special Taxing District, pay the tax per Montgomery County Code Chapter 68C.

17. Provide full width dedication and construction of all interior public streets.

18. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.

19. No steps, stoops, retaining walls, private stormwater management or other permanent structures for the development are allowed in the County right-of-way.

20. 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.

21. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, 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.

22. In all underground utility installations, install identification tape or other “toning” device approximately two feet above the utility.

23. Grade establishments for all new public streets and/or pedestrian paths must be approved by MCDPS prior to submission of the record plat.

24. The sight distance study has been accepted. A copy of the accepted Sight Distance Evaluation certifications form is enclosed for your information and reference.

25. Provide a minimum five-foot continuous clear path (no grates) sidewalk along all public streets.

26. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.

27. This project falls within the Bicycle Pedestrian Priority Area (BPPA). Therefore, all driveways should be at-grade with the sidewalk and then drop down to meet the street elevation.

28. If the proposed development will alter any existing street lights, signage and/or pavement markings along Montrose Road, Montrose Parkway, Towne Road or East Jefferson Street, 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.
29. Trees in the County rights of way – spacing and species are 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.

30. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:

A. Street grading, paving, curbs, gutters, storm drain & appurtenances, sidewalks, handicap ramps, and street trees along Stonehenge Place and Public Street C.

B. Paving, curbs, gutters, storm drain & appurtenances, sidewalks, handicap ramps, and street trees along Montrose Road.

C. Two-way separated bike lanes, storm drain & appurtenances, sidewalks, handicap ramps, and street trees along Towne Road.

D. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.

E. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) 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. The 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 me at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,

William Whelan

William Whelan
Development Review Team
Office of Transportation Policy
Enclosures (1)

Sight Distances

cc: Plan letters notebook

cc-e: Robert Mazzuca WILLCO
     Keely Lauretti Soltesz
     Brandon Fritz Soltesz
     Barbara Sears Linowes and Blocher, LLP
     Patrick Reed MNCP&PC
     Patrick Butler MNCP&PC
     Chris Van Alstyne MNCP&PC
     Sandra Brecher MCDOT CSS
     Beth Dennard MCDOT CSS
     Sam Farhadi MCDPS RWPR
     Mark Terry MCDOT DTEO
     Vincent Ho MCDOT DTEO
     Kamal Hamud MCDOT TMD
DATE: 04-May-20
TO: Brandon Fritz
FROM: Marie LaBaw
RE: Wilgus 120200140

PLAN APPROVED

1. Review based only upon information contained on the plan submitted 09-May-20. 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.

*** Conditions to be finalized at site plan:
1) Parking restrictions
2) Lobby, FDC, and hydrant locations ***
May 5, 2020

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

Re: Wilgus Performance Based Design Review
Preliminary Plan #120200140

Dear Marie,

On behalf of our client, Wilgus-Montrose Associates LLC, we are requesting the review and approval of a performance based design in conjunction with a proposed mixed use development on the property described below.

The subject property is approximately 16.64 acres and is bounded by East Jefferson Street to the west, Montrose Road to the north, Towne Road to the east, and Montrose Parkway to the south. Stonehenge Road partially bisects the property. The property is currently undeveloped. The proposal is to redevelop the property with a mixed-use development, including 15,000 s.f. commercial, 604 multifamily units, 34-2 over 2 units, and 107 townhouses.

All of the townhomes will have a partial fourth story. For units where the front main side hinge door is more than 50 feet but less than 150 feet from a fire access lane, the fire access plans show an orange band in the front and a purple band in the rear to indicate they are fire height restricted in the front and require secondary rear access within 50’ from a fire access lane. These units will provide a 3’ side hinge door as a secondary egress on the rear wall of the first story. The rears of these fire restricted units will be permitted to have window sills/dormers above 27 feet, while the fronts of these units will not be permitted sills/dormers, including false dormers above 27 feet.

Since this architectural design provides front height restricted fire fighter access and rear fire department vehicular access, we believe that the performance based design in this case will provide adequate access for fire apparatus.

Please contact us with questions or if you need additional information.

Sincerely,

Brandon J. Fritz, PE
Project Manager
Soltesz, Inc.
June 30, 2020

Mr. Brandon Fritz, PE
Soltesz, Inc.
2 Research Place, Suite 100
Rockville, MD 20850

Re: Stormwater Management CONCEPT
Request for Willgus Tract
Preliminary Plan #: 122020140
SM File #: 285667
Tract Size/Zone: 12.88 ac/CR
Total Concept Area: 12.88 ac
Lots/Block: n/a
Parcel(s): N273, N279, N208, N174, N231
Watershed: Cabin John Creek/Class I

Dear Mr. Fritz:

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 measures including Microbioretention, Modular Wetland Systems, Green Roof, Permeable Paving and Structural measures including Bioretention and Proprietary Filter Cartridges.

The following items will need to be addressed prior to Planning Board approval of the Site Plan:

1. Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.

2. Required volume for Structural Stormwater Management must be calculated utilizing MDE guidance.

3. This approval is conceptual and future actions and approvals by MNCP&P or DPS may impact or reduce the development program shown on this concept.

4. At SDP stage, the applicant must demonstrate that the proposed level of compensation between the two Points of Interest is consistent with this approval.

5. At SDP stage the applicant must demonstrate that all non-residential developed lots achieve a minimum PE of 1” via ESD measures.

6. At SDP stage the applicant must demonstrate that there are no adverse impacts to the adjacent properties due to increases in runoff generated by this proposed development or demonstrate how they will be mitigated.
7. This concept proposes facilities that may impact the design and construction cost of adjacent buildings and footers. Additional information will be required at final engineering.

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

This 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 Mary Fertig at 240-777-6202 or at mary.fertig@montgomerycountymd.gov.

Sincerely,

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

MCE: mmf

cc: N. Braunstein
SM File # 285667

Point of Interest #1
ESD: Required/Provided 14,969 cf / 11,425 cf
PE: Target/Achieved: 2.0"/1.5"
STRUCTURAL: 3,112 cf/5,270 cf includes 1,888 cf of compensation volume for POI#2
WAIVED: n/a

Point of Interest #2
ESD: Required/Provided 62,408 cf / 31,467 cf
PE: Target/Achieved: 2.2"/1.1"
STRUCTURAL: 27,930 cf/ 26,042 cf
WAIVED: n/a
May 12, 2020

Ms. Tamika Graham  
Area 2 Division  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Wilgus  
Preliminary Plan No. 120200140

Dear Ms. Graham:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plans and recommends Approval. The plans are consistent with the MPDU Law and Executive Regulations.

Sincerely,

Lisa Schwartz
Lisa Schwartz, Manager  
Affordable Housing Programs Section

cc: Keely Lauretti, Soltesz  
Barbara Sears, Miles & Stockbridge

https://mcgov.sharepoint.com/teams/DHCA/Housing/Affordable/Shared Documents/MPDU/Developments/Wilgus/Wilgus DHCA Letter_5-12-2020.docx
TO: Patrick Butler, Regulatory Supervisor, Area II Division, Planning Office
FROM: Steve Wathen, President, Board of Directors, Cherington HOA
SUBJECT: Cherington Review of Wilgus Preliminary Plan

This evaluation is in response to the Preliminary Plan submitted by Wilgus for development of land on the Montrose Parkway. Please see our comments below:

BUFFER SEPARATING CHERINGTON FROM THE WILGUS DEVELOPMENT

Page 18 of the Justification Statement submitted by Wilgus provides that “the Applicant will consult with the planning staff and community representatives as appropriate regarding planting types and locations during development review. Subsequent to the public meeting on December 17, 2019, members of the Board of Cherington met with Wilgus and Soltesz staff along with Don Zimmer, their arborist, to review their proposed design for the 20 foot buffer. We also had the plan reviewed by a landscape designer. The changes below are based on our discussions with her.

Our focus in the review is based on p. 38 of the White Flint Sector II Plan, which provides for “screening via fencing, a hedge, tree planting or other appropriate means between the existing Cherington townhouses to the north, and any new development to the immediate south.”

The goals for a buffer for Cherington are to create a lush year round buffer that visually blocks, as much as possible, the 50 foot townhouses, reduces flashing car headlights as residents in the Wilgus/Winchester homes pull in and out of the alley way garages; reduces the noise from cars on the street and parkway, residents, garage door openings, trash and recycle pickup, prevents pedestrian cut-through between the two communities, and serves as a barrier to Wilgus visitors who might park their cars in Cherington and then walk through the buffer to the new development.

To achieve these goals we request the following:

1) Revise the Wilgus Landscape Design

The Wilgus design is geared toward aesthetics for the new community rather than screening between the communities. To balance these two points of view and create true screening for Cherington, the following are proposed changes to the Wilgus Design: (A visual of the proposed changes will be emailed to you on April 1, 2020).

- Concerns in the design about the closeness of some of the plantings – not conducive to plant health.
- Stagger the planting of evergreens along the Cherington property line and increase the number of screening evergreens in the plan.
- Swap out Loblolly Pines (more adapted to a Southern climate) for Cryptomeria Japonica (Cedar) and Columnar Eastern White Pine for variety.
- Swap out Leyland cypress for Green Giant Arborvitaes but allow a 8 to 10 foot planting radius.
- Anchor the East and West ends of the property with small grove of Norway spruce (3-4) in place of the Magnolias.
- Replace White Oaks which are quite large at maturity, with more medium size trees like Red Buds, Gingko (the non-fruit producing variety) or other deciduous varieties.
- Move these medium sized deciduous trees toward the Wilgus townhouse courtyards to allow for more sun on the evergreens and denser evergreen planting.
- Assure adequate ground cover plantings rather than extensive mulching throughout the buffer.

2) Install An 8 Foot Fence Along the East/West Cherington Property Line and the Buffer-

We request a fence that is the same or like the TREX composite fencing at:  [www.yournextfence.com](http://www.yournextfence.com)

A fence would:

- Add security
- Minimize invasive headlights into the back of the Cherington homes
- Aid noise abatement
- Prevent cut-through pedestrian traffic and deterring unlawful parking on Cherington property.

If this fence is installed after the forest is removed, it would protect Cherington from the undeveloped, barren landscape and Parkway.

3) Construct a 2-3 Foot Berm

We request a 2-3 foot gentle Berm that slopes across the 20 feet that runs along the east/west property line (as dictated by topography). The Berm would give added height to the landscape plantings, help manage runoff to direct water to the Wilgus/Winchester storm water area, and stabilize the ground prior to construction. Pegged burlap sheets can cover the hill on both sides to stabilize the earth and allow plug plantings through cuts made in the burlap. This promotes an early ground cover of understory type plants and grasses and controls for run-off before the construction site is developed. Finally, a Berm would level the land on the Wilgus side so their townhouse foundations are even with Cherington and the finished height will not tower over Cherington.

Implement Green Recycling

Cherington requests that the buffer be planted as soon as possible after the forest is removed. Further, we would like assurance that Wilgus/Winchester will use the forest
top soil, after the trees are felled, to create the buffer. This nutrient rich top soil, with
organic matter and conditioning added, ensures plantings will thrive in this rich source of
nutrients. Early planting allows plants to establish and grow before construction begins
and offers Cherington some protection if the fallow ground isn’t fully developed for
months or years.

OTHER ISSUES

Timing of Cutting Down the Trees on the 3.5 Acres

We understand that the all the Wilgus land will be cleared and leveled beginning March
2021. This includes the acreage behind us. We also understand that Winchester will
begin by building the townhouses on the east parcel and leave the west parcel
undeveloped until they have sold out. The 64 townhouses behind Cherington will be
last. This scenario means we could be sitting along the open west parcel for years after
the land is cleared.

Can the clearing of the west parcel land be delayed until the builder is ready to
construct the new townhouses? This will keep the forest intact until the builder is
ready to build the townhouses. We ask that this option be explored.

Managing the Sequence of Activities

We would like a timeline to include no. of months (specific dates are not required),
activities, and responsible parties to be provided by Wilgus to Cherington including for
example:

- Cutting down forest/removal of trees, etc.
- Preparation of land until construction begins/regrading, other
- Installation of construction fence (height ?) and tarp along the property line
- Installation and maintenance of the buffer until an HOA is formed

What provisions should be included in the “conditions of approval” of the Preliminary
Plan to assure buffer maintenance once it is installed? Who manages this before an
HOA is in place? Once an HOA is in place, how are we assured it is their
responsibility?

Evergreen Planting Behind Townhouses along Back of Castle Gate Rd

We request Wilgus include provisions to address landscaping with an evergreen tree
buffer behind these Cherington townhouses along Castle Gate to buffer the road going
between Montrose PkWy and Montrose Road (currently labeled as Stonehenge Pl on
the diagrams).
**Water Runoff and the Cherington Retaining Wall**

The existing retaining wall helps protect the Cherington townhouses from increased water runoff into our property. We believe the runoff will increase once the trees are removed. It is unclear how grading of the Wilgus property will affect the runoff pattern. To protect our community, we request that Wilgus extend the current retaining wall along the back of Stonehenge Place from unit 6032 to unit 6114. Also, we request that the developer repair and shore up the existing wall, including fixing or installing a new drainage system as needed.

**Traffic Issues**

We would request a “warrant analysis” to determine the need for a traffic light at Montrose Parkway and Stonehenge. We did not see that addressed in the Plan. We also would like the County to consider electronic speed signs that tell drivers how fast they are going. Are there other transportation studies to be done?

**Entrance to Cherington from Stonehenge Place**

Right now, running E to W, Stonehenge Place road curves around into Cherington. When the road is extended will the entrance to Cherington become a 90 degree corner with a stop sign before turning left or right?

**Turning Right on Montrose Parkway Into Stonehenge Place**

If it is determined that a traffic light is not warranted, we request that the Preliminary Plan consider including a deceleration lane alongside the Parkway to facilitate cars turning right and minimizing slowdown of traffic heading west on the Parkway.

**Parking Issues on the Public Part of Stonehenge Place from the Parkway to Montrose Road**

The plan proposes parking spots on each side of the road with a single car lane on each side. Currently, there are two lanes exiting out onto the Parkway to allow for a right turn onto the Parkway. If there is no traffic light installed, we do not understand how one lane each going north and south will support traffic moving in and out of the “3” developments -- Cherington, the new units behind us, and the development east of Stonehenge.

**Name of the Street**

At this time, there is Stonehenge Place which goes from our development up to Montrose Parkway. When a N/S road connects Montrose Road with the parkway, we recommend that a new street name be assigned to that public road. Stonehenge Place must remain the name of our private road. We assume that continuation of the new private road into the development east of Cherington will have a new name and not be called Stonehenge Place.

**Thank you.**
Cryphonectria japonica ‘Yoshino’ Japanese Cedar

Ficus albes Norway Spruce

Pinus strobus ‘Fastigiata’ Columnar Eastern White Pine

Thuja ‘Green Giant’ Giant Arborvitae

Cryphonectria japonica ‘Yoshino’

A fast-growing arborvitae hybrid cultivar (7 plinthus x S. strobicaria) that is often planted as a choice flower substitute for London cypress, particularly in the southeastern United States. Trays may grow to 40-60 ft tall with a dense, narrow, pyramidal habit. In the proper environment, trees can add up to 3 ft of growth per year. Horizontal to slightly upright branching with spire-like dark green foliage. foliage does not yellow in winter.

Height: 40-60 ft. Spread: 20-30 ft.
Plant Spacing: 10 ft on center.
Recommended Planting Size: 7-8.

Lifespan: 60-90 years in North America. Within its native range, Norway spruce can tolerate up to 150-200 years at the northern limits of its range. Numerous reports of 200-400 years of age in the British Isles. Very cold hardy, to -60°F (-51°C).

Ref: US Forest Service Database: www.fs.fed.us/database/feis/species/trflatns/7pstdeta.html

Thuja ‘Green Giant’

A fast-growing arborvitae hybrid cultivar (7 plinthus x S. strobicaria) that is often planted as a choice flower substitute for London cypress, particularly in the southeastern United States. Trays may grow to 40-60 ft tall with a dense, narrow, pyramidal habit. In the proper environment, trees can add up to 3 ft of growth per year. Horizontal to slightly upright branching with spire-like dark green foliage. foliage does not yellow in winter.

Height: 40-60 ft. Spread: 20-30 ft.
Plant Spacing: 10 ft on center.
Recommended Planting Size: 7-8.

Lifespan: According to the University of Washington, most arborvitae live more than 40 and 150 years. A well-cared for plant grown in the proper USDA hardiness zone, will live for at least four decades.

Ref: Elbow

The Chertington Townhouse Community

Evergreen Buffer Planting Design

This planting design was developed as a response to the planned removal of a mature forest buffer presently extending the southern property line of the Chertington Townhouse Community in Rockville, MD. From the noise, pollution, and traffic of Montgomery Road. The forest buffer is slated to completely removed and replaced with the proposed Wilga townhouse development.

A replacement buffer planting will be used to replace the lost buffer on the eastern side of the property. The buffer will be located on the eastern side of the property. The buffer will be designed to act as a visual buffer between the two communities. The buffer will be designed to act as a visual buffer between the two communities.

In the attached ‘Chertington Townhouse Community Evergreen Buffer Planting Design’ for the trees species and cultivars chosen for the buffer are well-researched, readily available in the trade, and will provide the needed screening. They are all upright, conical in shape, and have a variety of textures, shades of green, and stems, for visual and aesthetic enjoyment throughout the seasons. They are arranged in multiple clusters, to provide a rhythm of texture, color and height along the buffer line. They are punctuated intermurally with ‘Pionce albes’ Norway spruce for focal points and contrast. Although the buffer zone is narrow (~20 ft), the density of the foliage, and the height of the chosen cultivars (30 - 60 ft height) will not only provide a robust four-season evergreen buffer, but create a wide tree line profile, avoiding the appearance of a mono-cultural, or uninteresting “line of trees”. In addition to fulfilling the requirements for screening, light and noise mitigation, the proposed plan has and has the added benefit of creating habitat for birds and other wildlife. The plan also requires adequate tree spacing to allow room for better growth and health maintenance. The ‘Chertington Townhouse Community Evergreen Buffer Planting Design’ would also create a lovely backdrop for any seasonal flowering shrubs and shrubs the Wilga development plan might like to add in the foreground.

If this buffer is planted on a raised bed (1’x2’x4’), high, the attached plan) constructed of excavated material (from the site) and well-graded with as additional top soil and compost, the raised planting will more quickly achieve the privacy/buffer goals, and reduce the amount of overall site

An extension of the existing stone wall should be considered to help control runoff and provide stability for a new bed.

As with any new plant installation, success depends upon proper site preparation, planting techniques, water and care during the initial several growing seasons, until the tree are well established.
### Preliminary Forest Conservation Plan

**WILGUS TRACT**

**Project No.:** 120200140

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**Sections of Forest Protection Devices Needed:**

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Forest Protection Device Only</td>
</tr>
<tr>
<td>2</td>
<td>Protective Signage is Required; 50' Max. Spacing Along All Boundaries of Retention Areas</td>
</tr>
<tr>
<td>3</td>
<td>Root Damage Should Be Avoided When Installing Device</td>
</tr>
<tr>
<td>4</td>
<td>Retention Area Will Be Set As Part of the Review Process</td>
</tr>
<tr>
<td>5</td>
<td>Tree Protection Zones Must Be Established and Maintained To Preserve the Property</td>
</tr>
</tbody>
</table>
Statement of Justification
For the Use of Private Residential Roads
WILGUS
Preliminary Plan No. 120200140

On behalf of Wilgus-Montrose Associates, LLC (the “Applicant”) and in accordance with Section 4.3.E.4 of Chapter 50 of the Montgomery County Code (the “Subdivision Regulations”), this statement is submitted in justification of the use of private roads as part of the preliminary plan (Preliminary Plan No. 120200140) for Wilgus. Attached are the preliminary plan drawing and roadway typical cross-sections.

I. Introduction

Applicant proposes the development of up to 1,025,789 square feet of multi-unit and townhouse residential uses and up to 248,709 square feet of commercial uses for a total cumulative density of up to 1,274,489 square feet, with associated public benefits to support incentive density (the “Project”).

The Project proposes two public roads: Stonehenge Place and Street “C”. Stonehenge Place is an existing public road that provides access off Montrose Parkway to the Cherington townhouses. The Project proposes to extend Stonehenge Place (also known as Street B-2) to Montrose Road as required per the White Flint 2 Sector Plan. The second public roadway proposed for the Project is Street “C”, which will connect Montrose Parkway and Montrose Road.

As shown on the attached plan, Applicant also proposes to provide three private roads:

- Private Street “A” between Stonehenge Rd. Extended and Street “C” as a modified secondary road;
- Private Street “B” between Stonehenge Rd. Extended and East Jefferson Street as a modified tertiary road; and
- Private Street “D” between Street “A” and Alley 7 as a modified secondary road

Private Street “A” will provide access to Alleys 3-5, Private Street “B” will provide access to Alleys 8-11, and Private Street “D” will provide access to Alleys 6-7.

The Project’s private road and alleys will be maintained by a future homeowners’ association, funded by association dues, and held in an appropriate reserve fund for maintenance and replacement.

II. Requirements for Consideration

In order to be considered for approval as a private street under Section 4.3.E.4 of the Subdivision Regulations, a proposed road must not be needed to maintain area circulation, provide continuous corridors to serve the general public and quasi-public needs such as communication, utility, and future potential transportation or other systemic...
needs that serve the public on a long-term basis, and is not needed to be part of the network modeled for area capacity.

The proposed private roads and alleys are internal to the proposed development, do not serve area circulation, and are only needed for circulation within the Project. They are not part of a continuous corridor and are not part of the network modeled for the area capacity. They are not necessary to serve the general public needs for communication, utility, or future potential transportation.

The development will be served by public roads: Stonehenge Place Extended (B-2) and Street “C”, both of which are classified as business district roads. These two roads will provide full circulation through the Project and offer new connections to the surrounding street network. Applicant’s proposed private streets, therefore, do not create a segmented pattern of road ownership, or negatively affect the development of other properties.

III. Justification

In accordance with Section 4.3.E.4.b of the Subdivision Regulations, the following are design elements of the proposed private roads that do not meet public road standards for a secondary street for Private Street “A” and “D” and for a tertiary street for Private Streets “B”.

Private Street “A” (MOD. MC-2002.02)

- Right of way width of 52’
- Through lane abutting outside curb is 10’
- Tree panel is 6’
- PUE will be inside road right-of-way
- Maintenance strip behind sidewalk is 1’

The parcel width of Private Street “A” and the through lane width of the outside curb lane are narrower than a standard secondary road. Specifications for the remaining pavement width, surface depth and structural design will be designed in accordance with sound engineering principles for safe use and will be in accordance with public secondary road standards. Specifically, the Private Street “A” standards relative to horizontal and vertical alignment for the intended target speed, adequate typical sections for vehicles, pedestrians, and bicyclists, compliance with the Americans with Disabilities Act, drainage and stormwater management facilities, intersection spacing and driveway locations, parking, lighting, landscaping, utilities and turning radii will be in accordance with County standards for public roads. Private Street “A” will not be discernable as different from the public street that it connects to, and will function properly for safe vehicular and pedestrian traffic and emergency access.
Private Street “B” (MOD. MC-2001.01)

- Right of way width of 33’
- Superelevated cross slope of 3%
- Grass panel and sidewalk only on one side of road
- PUE will be inside road right-of-way
- Maintenance strip behind sidewalk is 1’
- Centerline radius of 35’

The parcel width of Private Street “B” is narrower than a standard tertiary road. Specifications for pavement width, surface depth and structural design will be designed in accordance with sound engineering principles for safe use and will be in accordance with public tertiary road standards. The road cross slope and horizontal alignment of Private Street “B” are nonstandard. Although the centerline radius does not meet the minimum standards, the smaller radius is more beneficial because it creates traffic claiming along a street where vehicles will be backing out of the driveways. The Private Street “B” standards relative to vertical alignment for the intended target speed, adequate typical sections for vehicles, pedestrians, and bicyclists, compliance with the Americans with Disabilities Act, drainage and stormwater management facilities, intersection spacing and driveway locations, parking, lighting, landscaping, utilities and turning radii will be in accordance with County standards for public roads. The private street will not be discernable as different from the public street that it connects to, and will function properly for safe vehicular and pedestrian traffic and emergency access.

Private Street “D” (MOD. MC-2002.02)

- Right of way width of 45’
- Through lane abutting outside curb is 10’
- Superelevated cross slope of 3%
- Tree panel is 6’ and only on one side
- PUE will be inside road right-of-way
- Maintenance strip behind sidewalk is 1’

The parcel width of Private Street “D” and the through lane width of the outside curb lane are narrower than a standard secondary road. The road cross slope of Private Street “D” are also nonstandard. Specifications for the remaining pavement width, surface depth and structural design will be designed in accordance with sound engineering principles for safe use and will be in accordance with public secondary road standards. Specifically, the Private Street “D” standards relative to horizontal and vertical alignment for the intended target speed, adequate typical sections for vehicles, pedestrians, and bicyclists, compliance with the Americans with Disabilities Act, drainage and stormwater management facilities, intersection spacing and driveway locations, parking, lighting, landscaping, utilities and turning radii will be in accordance with County standards for public roads. Private Street “A” will not be discernable as different from the public street that it connects to, and will function properly for safe vehicular and pedestrian traffic and emergency access.
The justification why these design elements are necessary for the proposed development are:

A. Private Street “A”

The location and alignment of proposed Private Street “A” were selected to align with Stonehenge Place in the Cherington townhouse development and the main driveway in the east portion of the site. Existing Stonehenge Place in the Cherington townhouse development is a private road and the proposed driveway on the east side of the site will be a private drive. Therefore, it makes sense that the road segment in between them, Private Street “A”, should also be a private road. Street “A” needs to be private to fit the PUE inside the road right-of-way. However, at a meeting with MCDOT on October 8, 2019, MCDOT indicated a possibility of allowing the PUE in the public right of way. If this modification is allowed, Private Street “A” could be made public with a design modification and Applicant is revising its previously submitted design exception package to reflect this option.

B. Private Street “B”

The location and alignment of proposed Private Street “B” were selected for two reasons. First, the street access points were based on the required 150' intersection spacing from Montrose Parkway per Section 4.3.E.2.f.ii of the Subdivision Regulations. Second, Private Street “B” in previous layouts was a straight tangent form the access points with townhomes in the configurations as currently shown on the ends where the sticks run north to south. However, M-NCPPC requested that the Project’s townhomes front East Jefferson, Montrose Parkway, and Stonehenge Place Extended. This request caused the street to shift south as it is currently shown. This shift caused the horizontal alignment to not meet the minimum standards. However, this shift also benefits the Cherington community because it moves the road away from the existing townhouses to mitigate noise. Private Street “B” needs to have a superelevated cross slope to assist with grading, keep surface flow from flowing towards the existing community that already has drainage problems, and to reduce the area where stormwater facilities are proposed.

C. Private Street “D”

Private Street “D” needs to have a superelevated cross slope to assist with grading and to reduce the area where stormwater facilities are proposed.

IV. Additional Information

All alleys will be built to the 20-foot paving width and surface depth standard, and will serve as secondary access to the Project’s rear-loaded townhouses. Specifications for pavement width, surface depth and structural design will be in accordance with public tertiary road standards. The proposed road and sidewalks will comply with ADA standards.
The private road and alleys will each be within its own separate parcel and will be subject to public access and utility easements.

The proposed private secondary roads, Private Streets “A” and “D”, only connect to no more than one higher classification road. The roads do not need to be extended onto adjacent property to facilitate a future subdivision. In addition, the proposed private tertiary road, Private Street “B”, is not a cul-de-sac (pg.50-54 of the County Code).

The use of private roads will serve the public good by providing appropriate access while addressing the particular characteristics of the site and overall compatibility with the surrounding neighborhood.

If you should have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Soltesz, Inc.

Brandon J. Fritz, PE
Project Manager

cc: Bob Mazzuca
Barbara Sears
I HEREBY CERTIFY, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF, THAT THE PLAN SHOWN HEREON CONFORMS WITH THE MONTGOMERY COUNTY SUBDIVISION REGULATIONS AS ADOPTED OCTOBER 1961 AND AS AMENDED THEREAFTER.

WILGUS MONTROSE ASSOCIATES LLC
7811 MONTROSE ROAD
SUITE 200
POTOMAC, MD 20854
PHONE: (240) 399-1500
RCOHEN@WILLCO.COM
RICHARD COHEN
JANUARY 2020

Planning Department Use Only (E-Plans)