

# ATTACHMENT D



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

February 28, 2022

Mr. Troy Leftwich, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan Letter  
Preliminary Plan No. 12017015A  
Bloom Montgomery Village

Dear Mr. Leftwich:

We have completed our review of the amended Preliminary Plan uploaded to eplans on January 26, 2022. Based on our review, we have the following comments pertaining to this preliminary plan amendment:

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.

### **PRELIMINARY PLAN COMMENTS:**

1. All previous comments in our September 26, 2017 (see attachment), letter remain applicable unless modified below in this letter.
2. The applicant is changing the horizontal and vertical alignments along the proposed Stewartown Road from STA 16+00 +/- to Sta 24+00 +/- . These changes are acceptable to MCDOT.
3. The following comments from the Preliminary Plan letter dated September 26, 2017, are amended:

#### **Comment# 22- Original Language:**

*Transportation Demand Management and Transit related comments: "In response to the Applicant's responses to DRC Preliminary Plan comments dated January 24, 2017, we accept the Applicant's provision of 2 bikeshare stations, one located at the MVF park in Area I and one in*

#### **Office of the Director**

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*Located one block west of the Rockville Metro Station*

*Area IV. CSS located the bikeshare station shown in Area I/Parcel E on Detailed Site Plan Area 1 (#829170130, SP-07). However, the second location in Area IV was not identified. Bikeshare locations need to be shown so that it can be determined if they meet bikeshare siting criteria. The 2<sup>nd</sup> bikeshare station in Area IV should be located so as to provide a connection from Montgomery Village Avenue to destinations along Arrowhead Road (e.g., North Creek Community Center) and Rothbury Drive. The site should receive 4 to 6 hours of sunlight per day and accommodate a 19-dock bikeshare station, 53 feet x 12 feet in dimension. Please contact Commuter Services regarding the locations of bikeshare stations in both Areas."*

**REVISED Language:**

**Micromobility Corrals:**

The previous preliminary plan approval required space for 2 bikeshare docking stations. One was to be located at the MVF park in Area I and one in Area IV. CSS identified one location shown in Area I/Parcel E on Detailed Site Plan Area 1 (#829170130, SP-07). The second location had not been identified but the recommendation was made that the Area IV site should be located so as to connect Montgomery Village Avenue to destinations along Arrowhead Road (e.g., North Creek Community Center) and Rothbury Drive. Both sites should receive 4 to 6 hours of sunlight per day and meet siting criteria for a 19-dock bikeshare station.

Since the time of that approval, the County's policy regarding bikeshare program expansion has changed. Capital Bikeshare is still in operation region-wide, and the County fully funds the operations of its existing stations; however, the County is not currently expanding the program with additional stations. The current policy is that in space previously required for the installation of a bikeshare station, the developer must pay for and install a micromobility corral. The space must still meet the siting criteria for a bikeshare station in case new station installations are able to resume in the future. Micromobility corrals are designated parking areas for shared-use and privately-owned mobility devices (i.e., personal, or shared e-bikes, e-scooters, etc. plus pedal bikes) that might otherwise become impediments to pedestrian and other movement. The Applicant is required to prepare a concrete pad (54-ft X 7-ft) and provide certain facilities (racks, flexi-posts, bumpers, lighting, etc.) at the two locations previously required by Planning Board approval, albeit not a bikeshare station. We will provide the applicant with information that includes siting criteria for use in identifying the 2nd space and standards for the micromobility corrals. The detail of the corral is attached below.

Developers who are interested in installing bikeshare stations on their property must commit to paying both the capital cost and the ongoing operating expenses. For more information, please contact Sande Brecher at (240) 777-8383 or [Sandra.Brecher@montgomerycountymd.gov](mailto:Sandra.Brecher@montgomerycountymd.gov).

Mr. Troy Leftwich  
Preliminary Plan No. 12017015A  
February 28, 2022  
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If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team Engineer for this project, at (240) 777-7170 or at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov).

Sincerely,

*Deepak Somarajan*

Deepak Somarajan, Engineer III  
Development Review  
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\ 12017015A-Bloom Montgomery Village I-VI\ Letter \ 12017015A-Bloom Montgomery Village I-VI Prelim ltr

Attachment(s): Attachment-1: Micromobility Alternatives & Standard Details.  
Attachment-2: Previous Letter dated September 26, 2017.

Cc: Sharepoint Correspondence folder FY'22

cce:	Logan Alomar	VIKA Maryland LLC
	Patricia Harris	Lerch, Early & Brewer, Chtd
	Mark Etheridge	MCDPS WRM
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Cathy Xie	MCDPS RWPR
	Christina Contreras	MCDPS DLD
	Marie LaBaw	MCDPS Fire
	Kamal Hamud	MCDOT DTEO
	Mark Terry	MCDOT DTEO
	Wayne Miller	MCDOT DTS
	Sandra Brecher	MCDOT CSS
	Beth Dennard	MCDOT CSS
	Corey Pitts	MCDOT DTE
	Patricia Shepherd	MCDOT DTE
	Rebecca Torma	MCDOT OTP

# ATTACHMENTS



# ATTACHMENT-1



## MICROMOBILITY ALTERNATIVES

### BIKESHARE STATIONS AND CORRALS FOR DOCKED/UNDOCKED MICROMOBILITY DEVICES

#### CAPITAL BIKESHARE STATIONS

##### 1. Siting Criteria

Bikeshare station siting criteria involves a variety of safety issues related to bikeshare and other street users, pedestrian access around the station, and sunlight. Key siting criteria includes:

- Does not create a negative impact on pedestrian, bicyclist, or motorist sight distance.
- Minimum 6' clearance around the station; overhead clearance for boom truck access.
- Station is to be 2' from the face of curb if on a sidewalk with no bike lane, or 1' with a bike lane.
- Does not sit on a tree well or otherwise block utilities.
- Must get 4+ hours of daily direct sunlight to power the station.
- Temporary parking at a location visible from the station is needed for a service/rebalancing vehicle
- Location adjacent to a bike lane or trail, when feasible.
- Adequate visibility and lighting for safety of users during non-daylight hours

Stations include a map frame, kiosk, solar panels, and a number of docks. New stations are generally 15-dock stations with 8 bikes or 19-dock stations with 10 bikes. This allows enough bikes to provide for those taking a bike out, while providing enough empty docks for riders to return bikes. The stations are modular and are easily expanded or contracted. They are placed on a concrete pad, not bolted to the sidewalk. Conduit must be run to the pad to provide for potential future vehicle charging needs. The weight of a 15-dock station is 5,200 pounds with each 4-dock expansion weighing 1,200 pounds. Stations have a roughly 10-year life, while bikes have roughly a 6-year life.

Capital Bikeshare stations require sufficient space for the footprint of the station plus access space around the station. The access space can be shared with pedestrian space, such as on a sidewalk or plaza.

- The footprint of a 15-dock station is 42' x 6' -- or 42' x 12' with access space added.  
A concrete pad should be 1' longer than the station's 42' length (= 43') and 1 foot wider than the station's 6' or 12' width.
- The footprint of a 19-dock station is 53' x 6' -- or 53' x 12' with access space added.  
A concrete pad should be 1' longer than the station's 53' length (= 54') and 1 foot wider than the station's 6' or 12' width.

The County's preference is to place stations on publicly owned land. If sufficient space is not available, then use of an adjoining area may be necessary to provide some or all of the required space. In some cases, an easement for use of land may be required.

For stations on private property, especially where a location is more internal to a development, public access easement agreements are typically required to ensure public access and to ensure contractor access to the space for maintenance.

## 2. Configuration Options

### Standard Linear



## U-Shaped

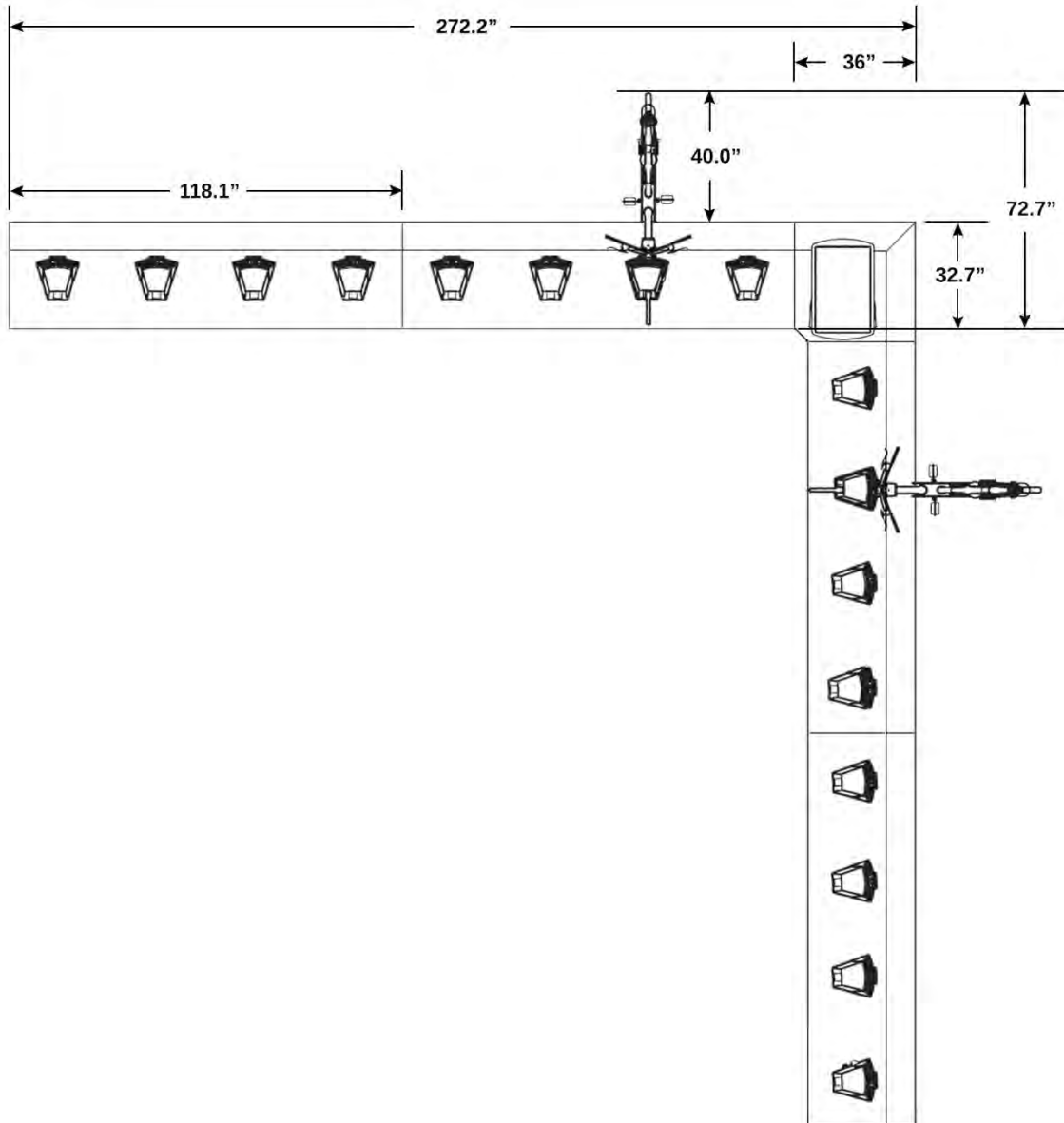
SLABS > SINGLE-RAMP STATION CONFIGURATIONS

### Single-ramp station - square design configuration

1 terminal, 12 docks, 3 4-position single-ramp slabs, 2 elbow plates (left and right), 1 ad panel



L-Shape



### 3. Cost Information for Bikeshare Stations

(All figures approximate and may have changed since originally developed)

One time capital cost of each 15 -19 dock station	\$38,000 – 46,000
One time installation cost for each 15 -19 dock station (+ pad *)	\$ 4,000 -- 5,000
One time cost for set of bikes for each 15 - 19 dock station	\$10,000 – 13,000
Annual operations & maintenance cost for each 15 - 19 dock station	\$18,000 – 23,000
Total First-Year Cost for 15 – 19 dock station	\$70,000 – 87,000

*\* Note: A concrete pad is required if not already available at the site.*

*Estimated costs for a pad are \$5K but costs may be lower if construction is already underway on-site.*

## STANDARDS FOR MICROMOBILITY CORRALS

### FOR USE BY E-SCOOTERS, BIKES & E-BIKES AND SIMILAR DEVICES

These micromobility corrals are intended for use to park personal and shared devices so as not to impede safe movement of pedestrians, wheelchair access or other circulation.

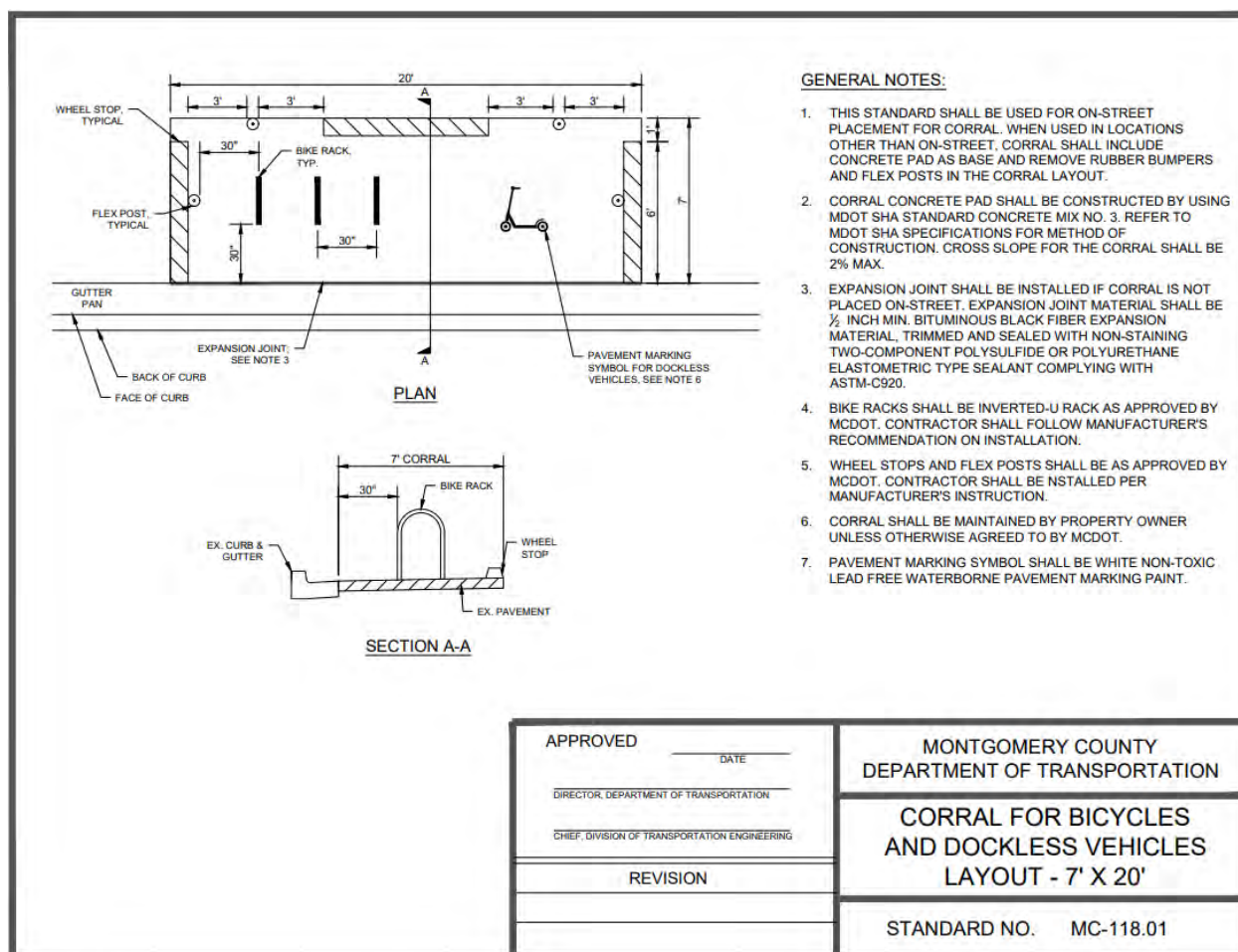
In cases where a micromobility corral is being installed at a location originally planned or required for a bikeshare station (including those where a concrete pad already has been installed), the options below should be used to determine a minimum size, consistent with the size of the required bikeshare station.

These standards also will be useful for planning purposes for corrals in other locations, though greater variation is possible in exact dimensions in order to fit available space.

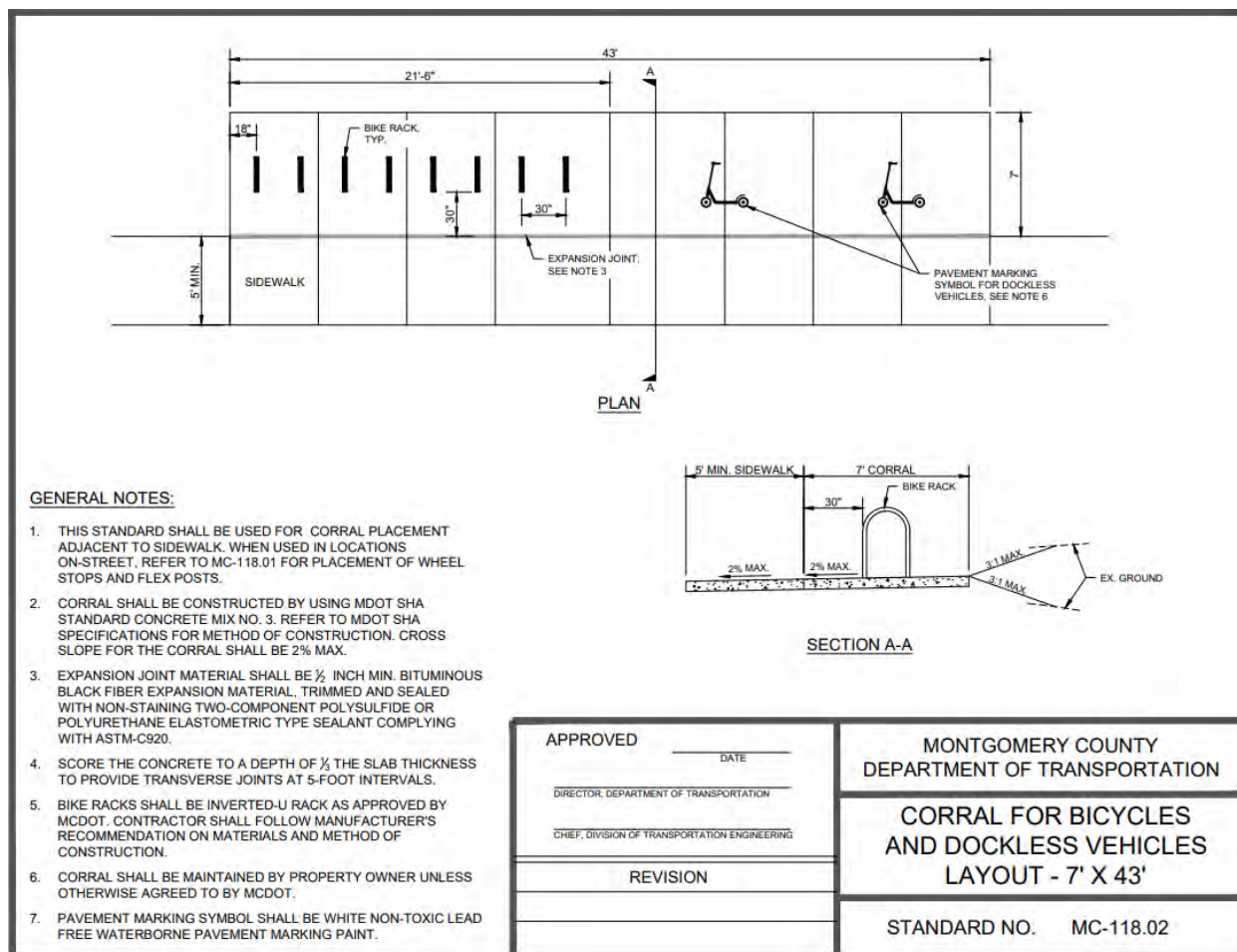
Where corrals are replacing previously required bikeshare stations, conduit must be run to the pad to provide for potential future vehicle charging needs.

Installation of lighting is required to accommodate the 24-hour availability of micromobility services.

#### 1. Based on dimensions for 11-dock bikeshare docking station

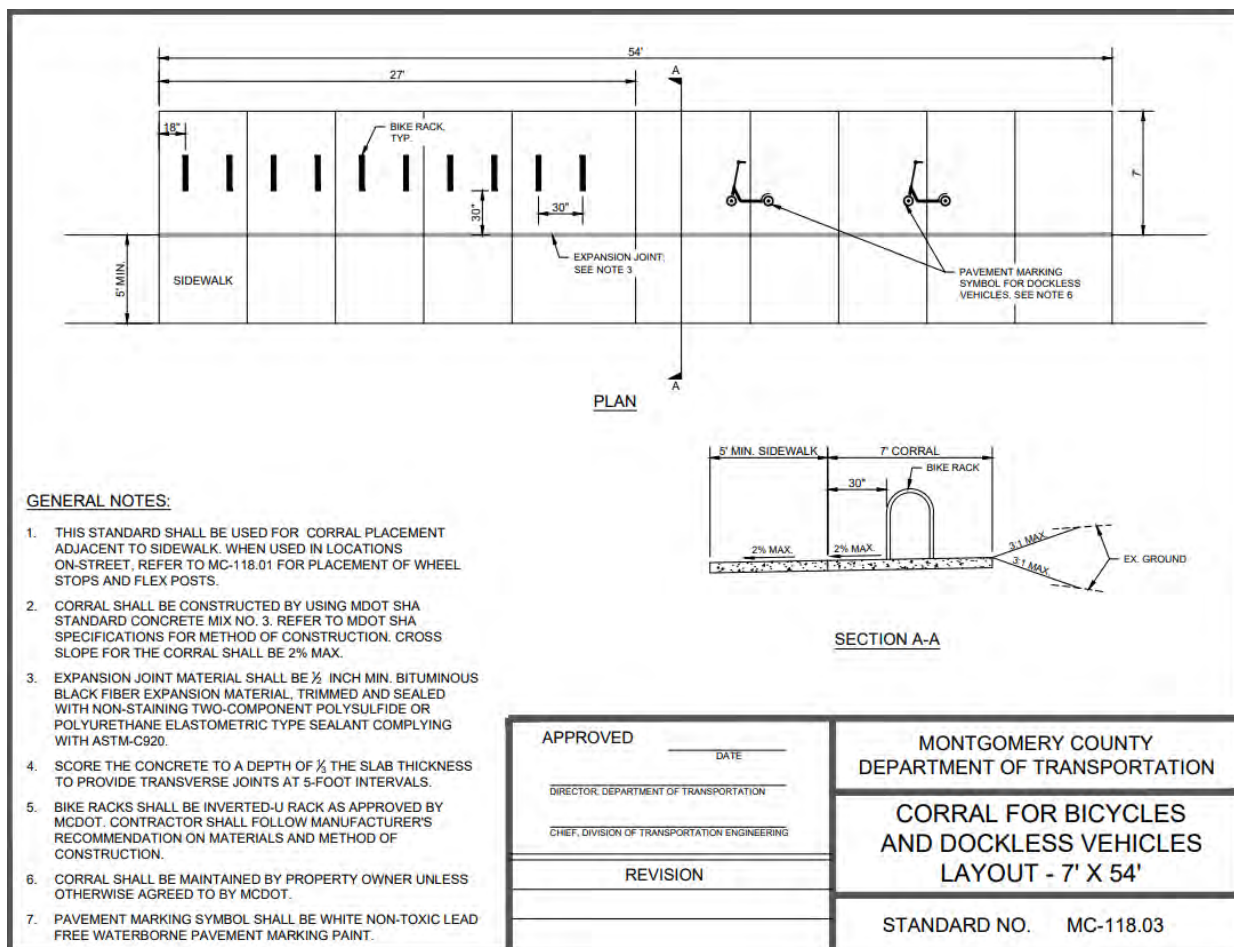


2. Based on dimensions for 15-dock bikeshare docking station





## 3. Based on dimensions for 19-dock bikeshare docking station





## 4. Corral Cost Estimates

(All figures approximate and may have changed since originally provided)

Corral Type	Cost
7x20 On-street	\$2,100
7X20 Off-street	\$1,200
7X43	\$4,200
7X54	\$5,100
Additions	Unit Cost
Lighting (Pole)	\$1,000
Signing (Each)	\$25
Sign Post (Each)	\$96



## DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

Al R. Roshdieh  
*Director*

September 26, 2017

Mr. Troy Leftwich, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan & Design Exception Letter  
Preliminary Plan No. 120170150  
Bloom Montgomery Village

*Troy*  
Dear Mr. Leftwich:

We have completed our review of the revised Design Exception Package dated August 31, 2017 and Preliminary Plan dated August 31, 2017 (Revision Date). Based on our review, we recommend that the Planning Board condition the following comments before the certified preliminary plan:

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

### **DESIGN EXCEPTION PACKAGE:**

The applicants have requested two Design Exceptions to MCDOT standards, policies, and/or procedures:

The applicants have requested Design Exceptions to MCDOT Design Standards for two scenarios:

- Modifications to the MCDOT Suburban Minor Arterial Design Standard
- Modifications to MCDOT Monumental Entrance Design Standards

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*Located one block west of the Rockville Metro Station*

## **1. Modifications to MCDOT Suburban Minor Arterial Road Section design standard**

### **Applicants' request:**

The Applicants are seeking waivers from MCDOT Suburban Minor Arterial Road Standard No. MC-2004.27 for the proposed extension of Stewartown Road between Watkins Mill Road and Montgomery Village Avenue.

Existing Stewartown Road between Montgomery Village Avenue and Goshen Road is a two-lane minor arterial road with on-street parking within a seventy (70) foot wide right-of-way; that design approximately matches standard MC-2004.27.

The Applicant is proposing a fifty-six (56) foot wide right-of-way to provide a two-lane tertiary residential road section with traffic calming features. The applicants' design, which is similar to the detail on page 72 of the 2016 Montgomery Village Master is comprised of the following elements:

- two (2) foot wide maintenance panels on each side of the road
- a ten (10) foot wide shared use path on the south side
- six and half (6.5) foot wide green panels on each side of the road,
- two twelve (12) foot wide travel lanes, and a
- a five (5) foot wide sidewalk on the north side.

The applicants' Design Exception August 31, 2017, request letter also notes: *"On-street parking is proposed near the community garden and Montgomery Village Foundation Park; it is not feasible in other areas because of environmental and slope constraints. The shared use path on the southern side will improve pedestrian and bicycle connectivity between the east and west sides of the Village. As necessary, the section has been increased above 56' to accommodate the median islands, additional path widths, and parallel parking."*

### **MCDOT Response:**

The March 2016 approved and adopted Montgomery Village Master Plan recommends the following regarding the proposed Stewartown Road (MA-298) extended:

- a) The roadway is classified as a two (2)-lane Minor Arterial Roadway with a proposed fifty-six (56)-ft. right-of-way between Montgomery Village Avenue and Watkins Mill Road.

- b) The road should be designed as a two (2) lane undivided section with on-street parking wherever feasible.
- c) A shared use path on the south side and a sidewalk along the north side.
- d) A target design speed of 25 mph to discourage speeding traffic.
- e) Due to unique environmental constraints and the particular character of the existing and proposed residential neighborhoods, several methods for slowing traffic should be considered for design modifications. These modifications may include:
  - Reduced baseline radius
  - Reduced horizontal distance between curve tangents
  - Reduced monumental entrance lengths
  - Increased maximum vertical slope
  - Allowance of median islands
  - Enhanced pedestrian and bicyclist circulation
  - Reduced planting strip

Although proposed Stewartown Road extended is classified as a Minor Arterial roadway, we recommend it be designed and constructed to meet or exceed secondary residential street criteria (unless otherwise approved) to achieve the following intentions in the Master plan:

- Reduced right-of-way width of fifty-six (56)-ft.
- Reduced horizontal roadway centerline radius, reduced horizontal distance between curve tangents and the traffic calming features proposed to achieve the reduced target speed of 25 mph.

We **recommend Planning Board approval** of the applicants' modifications to the standard cross section MC-2004.27 (Suburban Minor Arterial Road-2 Lanes with Parking) for the proposed Stewartown Road extension between Montgomery Village and Watkins Mill Road. Where the applicants have proposed on-street parking (between the PEPCO right-of-way and the Community Park on the north side of the road), we support the applicants' proposal to increase the right-of-way width by eight (8) feet – to sixty-four (64) feet.

## **2. Modifications to MCDOT Monumental Entrance design standard**

### **Applicants' request:**

The Applicants are seeking waivers from MCDOT from the MCDOT Monumental Entrance standard MC 224.01 for the intersection of proposed Stewartown Road at Watkins Mill Road (opposite Crested Iris Way).

The applicants' request notes our Monumental Entrance Design Standard for a primary road classification which exceeds that criteria. The applicant requests to provide monumental entrance designed to a secondary residential road standard for proposed Stewartown Road.

Stewartown Road is proposed to have a 56' right-of-way with a design speed of 25 mph. These design criteria are more consistent with the secondary residential road standard, which includes lane widths of 10' to 12' and tighter radii and shorter tangent lengths. Likewise, the monumental entrance for a secondary road requires the following standards, which we meet, with one caveat because we are providing a wider exit dimension to accommodate turn lanes:

- 26' of pavement within 245' of the start of the entrance.
- 18'/20' entry and exit lanes
- 16' island width is required, but we have reduced to 12' to accommodate two exit lanes
- A taper of 1:15.
- An end of the monumental entrance 140' from the start of the entrance to the 2' radius at the end.

This design is more in keeping with the neighborhood and the desired target speed limit of 25 miles per hour.

### **MCDOT Response:**

In their request letter, they focus on MCDOT Standard MC-224.01 "The Applicants are seeking waivers from MCDOT ("Monumental Entrance") while seemingly overlooking MCDOT Standard No. MC-224.02 ("Monumental Entrance with Accel./Decel. Lanes").

The amended Traffic Signal Warrant Analysis report was recently submitted; it remains under review by our Department. At this time, we have not concluded whether the applicants need to

construct acceleration and/or deceleration lanes at the proposed intersection (or at the Stewartown Road/Montgomery Village Avenue intersection). The need for those improvements will be made in conjunction with the review of the amended report.

The proposed monumental entrance on proposed Stewartown Road extended at the intersection of Watkins Mill shall be modified from the standard detail MC-224.01 to meet the Secondary Residential standard per following criteria:

- Reduced monumental entrance lengths per the Master plan.
- As mentioned above in Comment #1; we anticipate proposed Stewartown Road extended to function as a Secondary Residential street unless approved, even though it is classified as a Minor Arterial roadway in the Master plan.

We **recommend approval** of the modified Monumental Entrance detail as shown on revised Plan PP-08 (revision date 8/31/2017) with the following revisions and the revisions should be shown in the certified preliminary plan:

- The tapering of the eastbound pavement after the monumental back to the two lanes as shown in the modified roadway cross section entrance should be revised to transpire after the centerline of the proposed alleyway (Parcel 'E').
- The westbound Stewartown Road pavement shall be twenty (20)-ft. from the intersection curb return to the two (2) ft. radius of the monumental entrance and shall be labelled.

#### **PRELIMINARY PLAN COMMENTS:**

1. Full width dedication of Stewartown Road (between Watkins Mill Road and Montgomery Village Avenue) in accordance with the master plan.
2. Necessary dedication for widenings of Stewartown Road (along the property frontage east of Montgomery Village Avenue) to accommodate the master planned shared use path.
3. Necessary dedication for potential widenings along the site frontages of Watkins Mill Road and Montgomery Village Avenue to accommodate acceleration and/or deceleration lanes, pedestrian and/or bicycle improvements, etc. outside the travel lanes.
4. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.

5. Applicants' requests regarding providing a sidewalk on only one side of the private streets, allowing non-through roads over five hundred (500) feet long, intersection spacing, horizontal alignment of curves and tangents: we defer these waivers to the Planning Board for these findings under Chapter 50.
6. Sheet PP-01: The proposed Stewartown Road cross sections (with and without parking) should be reversed to match the proposed roadway centerline stationing on the Certified Preliminary Plan.
7. The following intersection improvements recommended in the Master Plan are contingent with the review of the Traffic Impact Analysis (TIS) and Traffic Signal Warrant Analysis (TSWA) which were submitted by the applicant to MCDOT on September 7, 2017 and remain under review:
  - a) If a signal is warranted at either of the following intersections, the applicant will be responsible for constructing the traffic signal(s) at the permit stage, prior to opening Stewartown Road to traffic:
    - Montgomery Village Avenue and Stewartown Road.
    - Watkins Mill Road and Stewartown Road/Crested Iris Drive.
  - b) If it is determined that a right turn lane is required on either of the following roadways, the applicant shall be responsible for constructing the right turn lane(s) at the permit stage, prior to opening Stewartown Road to traffic:
    - Right turn lane on Northbound Stewartown Road at Watkins Mill Road.
    - Right turn lane on Southbound Montgomery Village Avenue at Stewartown Road.
8. Sheet PP-07:
  - a) The plan shows proposed right-of-way dedication for future southbound right turn (SBRT) lane on Montgomery Village Avenue at proposed Stewartown Road. Our inquiries to the applicant to confirm the acceptability of the proposed dedication have not been satisfactorily answered. Prior to approval of the record plat, the applicant's consultant will need to obtain Planning Department and Executive Branch approval of the consultant's calculations for the proposed dedication.

- b) The easternmost entrance on proposed Stewartown Road to the community park (closest to the intersection of Montgomery Village Avenue at STA 26+00) does not meet the sight distance criteria. Therefore, we recommend that driveway apron function as a channelized one-way westbound-only right-in entrance; we believe the westernmost driveway will be able to adequately handle full (entrance and exit) movements.
- c) We do not support installation of the proposed curb bump outs at STA 25+00 on proposed Stewartown Road because it provides a narrower pavement section than that recommended in the master plan; they should be removed from the drawing prior to approval of the Certified Preliminary Plan.
- d) We agree with the proposed northbound left turn (NBLT) lane on Montgomery Village Avenue as shown on the plan and the applicant will be responsible for the cost of design and installation of the NBLT lane. The details of the proposed lane should be coordinated with the MCDOT Traffic Engineering Section at or before the permit stage.
- e) Prior to approval of the record plat, the applicant's consultant will need to demonstrate – to the satisfaction of Planning Department and Executive Branch staff – that the proposed additional right-of-way dedication for the proposed future northbound right turn (NBRT) lane on Montgomery Village Avenue as shown in the plan includes sufficient lawn panel and pedestrian/bike facility.

9. Sheet PP-08:

- a) We recommend that the proposed mid-block pedestrian crossing be relocated to west side of the intersection the proposed driveway entrance (Parcel 'R') with proposed Stewartown Road. The proposed location of the pedestrian crossing will be a safer location than the one shown in the plan as it is farther away from the proposed horizontal curve and is located at the intersection.
- b) The proposed single family driveway entrance shall be aligned with the proposed driveway entrance (Parcel 'R') on the opposite side of proposed Stewartown Road on the Certified Preliminary Plan.
- c) The proposed single family driveway entrance shall be aligned with the proposed driveway entrance (Parcel 'P') on the opposite side of proposed Stewartown Road on the Certified Preliminary Plan.



- d) The roadway centerline station for the proposed pedestrian near Lot 43 should be identified on the Certified Preliminary Plan.
  - e) For comments on Monumental Entrance, please refer to the response to the Design Exception comment #2.
  - f) Per the master plan recommendation for a NBLT lane on Watkins Mill Road at Crested Iris Drive, the applicant will be responsible to restripe the existing NBLT on Watkins Mill Road. Please coordinate with the MCDOT Traffic Engineering Section at or before the permit stage.
  - f) Per the master plan recommendation for a south bound left turn (SBLT) lane on Watkins Mill Road at Stewartown Road/Crested Iris Drive, the applicant will be responsible for the removal of the pedestrian refuge island to accommodate the SBLT lane on Watkins Mill Road and providing a safe pedestrian crossing of Watkins Mill Road; details of which shall be worked no later than the permit stage (depending on the outcome of the Division of Traffic Engineering & Operations's review of the Traffic Signal Warrant study).
  - g) The plan should show a minimum of right-of-way dedication for future NBRT lane on Watkins Mill Road at proposed Stewartown Road unless it is determined that the applicant is responsible to build the NBRT lane after the review of the TSWA. The proposed right-of-way dedication for the turn lane should include sufficient space for the sidewalk and lawn panel. Prior to approval of the record plat, the applicant's consultant will need to obtain Planning Department and Executive Branch approval of the consultant's calculations for the proposed dedication.
10. Sight Distance Study: As mentioned in the response to the Design Exception Comment #1, we anticipate proposed Stewartown Road to function as a Secondary Residential street unless approved. Therefore, the sight distance study should meet the minimum sight distance criteria for Secondary Residential standard which is two hundred (200) feet. The Sight Distance Study is acceptable based on the following comments:
- a) Sheet C3.0-Sight Distance Exhibit 10/28/16:
    - i. Entrance 7: The Note "No obstructions/Street Trees to be placed within this area" should be added to the location west of the proposed Entrance -7. Please add this note to the Certified Preliminary Plan.

b) Sheet 1 of 4-Sight Distance Alleys 1 and 3:

- i. The Note "No obstructions to be placed within this area" should be revised to say "No obstructions/Street Trees to be placed within this area". Please add this note to the Certified Preliminary Plan.
- ii. Revise the dimension of the pavement width north of the monumental entrance on Stewartown Road shown as "18-ft" to match the pavement width dimension shown in the monumental entrance detail on PP-8.

c) Sheet 2 of 4-Sight Distance Alley 4 and Parking Lot 2A:

- i. The Note "No obstructions/Street Trees to be placed within this area". Please add this note to the Certified Preliminary Plan.

d) Sheet 3 of 4-Sight Distance Alley 2 and Parking Lot 1:

- ii. The Note "No obstructions/Street Trees to be placed within this area" should be added to the location west of the proposed Parking Lot 2A. Please add this note to the Certified Preliminary Plan.

e) Sheet 4 of 4-Sight Distance Alley 5 and Parking Lot 2B:

- i. Please see Preliminary Plan Comment # 8(b).
- ii. Provide sight distance study for the three (3) -proposed single family house driveway entrances located between proposed Stewartown Road centerline station 16+00 to 19+00.

A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.

11. The applicant is responsible for converting the existing sidewalk on the south side of existing Stewartown Road to shared use path (per the Master Plan) along the property frontage. If the Planning Board requires the applicant build the shared use paths along the property frontages, please show the shared use path – separated from the road by an appropriate lawn panel - on the certified preliminary plan.

12. The shared use path along Montgomery Avenue (per the master plan) along property frontage should be the responsibility of the applicant and should be reflected on the plans. If the Planning Board requires the applicant to build the shared use paths along the property frontages, please show the shared use path – separated from the road by an appropriate lawn panel - on the certified preliminary plan.

13. Storm Drain Analysis:

a) The following comments shall be addressed before the permit stage:

i. A revised storm drain report which includes all the existing outfall studies, existing inlet spread computations and drainage area maps should be compiled into one single report before the certified preliminary plan.

b) We agree with the following findings based on the reports dated May 2017 and August 2017: The proposed site drains to following study points with existing storm drain outfalls.

i. Study Point -1: Based on the storm drain report dated August 2017, the 25-year water surface elevation overtops the existing Stewarttown Road under both existing and proposed conditions. Since the increase in water surface elevation is insignificant and there is a decrease in net drainage area to the study point, the applicant is not responsible for any improvements to the existing storm drain at this study point.

ii. Study Point -2: Based on the storm drain report dated August 2017, the 25-year water surface elevation does not overtop the existing Montgomery Village Avenue under the proposed conditions. Therefore, the applicant is not responsible for any improvements to the existing storm drain at this study point.

iii. Study Point -9 and Study Point 11: Based on the report dated May 2017, the outfall analysis demonstrates that one of the existing storm drain pipe was over capacity. The hydraulic grade line computations (H.G.L) computations shows that the water surface elevations are within the one (1) foot of the top of the pipe and within the ground more than one foot below the inlet grate/manhole cover. Therefore, the existing storm drain outfall pipes have the adequate capacity for the 10-year storm and the applicant is not responsible for any improvements to the existing storm drain at this study point.

iv. Based on the Spread Analysis per report dated May 2017, please see below for the following comments:

- Existing Inlet EX F-30: As per the report, the existing inlet exceeds the requirement of maximum spread of eight (8)-ft. under existing condition and since there is no increase in drainage area under proposed conditions no new inlets were proposed. We agree with the conclusion in the report.
- Existing Inlet EX F-40: The existing inlet did not exceed the requirement of maximum spread of eight (8)-ft. We agree with the conclusion in the report.
- Existing Inlet EX F-2: A proposed inlet was added to decrease the spread to meet the requirements under proposed conditions. We agree with the conclusion in the report.

**NOTE: The drainage area maps in the reports dated May 2017 and August 2017 does not include the proposed shared use paths along Montgomery Village Avenue and Existing Stewartown Road frontages. If the planning board recommends that the applicant will be responsible to build the shared use paths along the property frontages, the storm drain report must be revised to reflect the changes to be approved by Department of Permitting Services (DPS) before the permit stage.**

14. The owner will be required to submit a recorded covenant for the operation and maintenance of any private 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.
15. 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.
16. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
17. 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.
18. The applicant must pay the TPAR mitigation payment that is equivalent to 25% of the Transportation Impact Tax prior to issuance of the building permit.

19. At or before the permit stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements/relocation to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.
20. At or before the permit stage, coordinate final details for the bike paths with Ms. Patricia Shepherd of our Division of Transportation Engineering at [patricia.shepherd@montgomerycountymd.gov](mailto:patricia.shepherd@montgomerycountymd.gov) or at 240-777-7231 for Bikeways.
21. At or before the permit stage, please coordinate with Mr. Kyle Liang of our Division of Traffic Engineering & Operations to coordinate Traffic Operations and Traffic Impact Study. Mr. Bilgrami may be contacted at 240 777-2190.
22. Transportation Demand Management and Transit related comments: "In response to the Applicant's responses to DRC Preliminary Plan comments dated January 24, 2017 we accept the Applicant's provision of 2 bikeshare stations, one located at the MVF park in Area I and one in Area IV. CSS located the bikeshare station shown in Area I/Parcel E on Detailed Site Plan Area 1 (#829170130, SP-07). However, the second location in Area IV was not identified. Both bikeshare locations need to be shown so that it can be determined if they meet bikeshare siting criteria. The 2<sup>nd</sup> bikeshare station in Area IV should be located so as to provide a connection from Montgomery Village Avenue to destinations along Arrowhead Road (e.g., North Creek Community Center) and Rothbury Drive. The site should receive 4 to 6 hours of sunlight per day and accommodate a 19-dock bikeshare station, 53 feet x 12 feet in dimension. Please contact Commuter Services regarding the locations of bikeshare stations in both Areas."
23. 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. Street grading, paving, curbs and gutter, five (5) foot concrete sidewalk, ten (10) foot bituminous concrete shared use path and handicap ramps, enclosed storm drainage and appurtenances, and street trees along proposed Stewartown Road - between Watkins Mill Road and Montgomery Village Avenue - as a modified Minor Arterial Road per Response to Comment # 1 of the Design Exception Comments.
  - \* **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
  - b. Construct ten (10) foot bituminous concrete shared use path, separated from the road pavement by a minimum four (4) foot width lawn panel populated by minor species street trees - along the site frontage of existing Stewartown Road – between Montgomery Village Avenue and Arrowhead Drive – if required as a condition of plan approval by the Planning

Board. Provide a two (2) foot minimum width maintenance strip behind the shared use path and construct an acceptable transition back to existing ground.

- c. Construct a ten (10) foot bituminous concrete shared use path, separated from the road pavement by a minimum four (4) foot width lawn panel populated by minor species street trees along the site frontages of Montgomery Village Avenue if required as a condition of plan approval by the Planning Board.
- d. Installation of Traffic signal(s) on Stewartown Road at its intersections with Montgomery Village Avenue and/or Watkins Mill Road, if warranted per the Preliminary Plan Comment #7(a) and approved by the MCDOT Division of Traffic Engineering and Operations, shall be the responsibility of the Applicant. If signalization is approved at either intersection, the new traffic signal(s) must be operational before Stewartown Road is opened to traffic.
- e. Construction of the NBRT lane on Stewartown Road at Watkins Mill and the SBRT lane on Montgomery Village at Stewartown Road, if required per the Preliminary Plan Comment #7(b) shall be the responsibility of the Applicant.
- f. Construct the master planned NBLT lane on Montgomery Village Avenue at Stewartown Road, in conjunction with the construction of proposed Stewartown Road.
- g. Restripe the existing NBLT on Watkins Mill Road at Stewartown Road/Crested Iris Drive.
- h. Remove the pedestrian refuge island to accommodate the master planned SBLT lane on Watkins Mill Road at Crested Iris Drive and provide safe pedestrian crossing across Watkins Mill Road (details to be determined at the permit stage, depending on the outcome of the Division of Traffic Engineering & Operations's review of the Traffic Signal Warrant study).
- i. Construct channelized WBRT entrance into the proposed community park, as discussed in comment no. 8(b).
- j. Construct additional storm drain improvements, as necessary to address the impacts of the shared use paths on existing Montgomery Village Avenue and existing Stewartown Road, as discussed in the NOTE in comment no. 13.
- k. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- l. 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

Mr. Troy Leftwich  
Preliminary Plan No. 120170150  
September 26, 2017  
Page 14

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.

- m. Developer shall provide street lights on all public street frontages in accordance with the specifications, requirements, and standards prescribed by the Division of Traffic Engineering and Operations.
- n. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team Engineer for this project, at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or (240) 777-7170.

Sincerely,



Gregory M. Leck, Manager  
Development Review  
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\Bloom Montgomery Village \ Letter \ 120170150-Bloom MV  
Final Prelim-DE ltr

cc: Russel Hines USL2 Mont Village Business Trust  
Chanda Beaufort VIKA Maryland LLC  
Patricia Harris Lerch Early and Brewer.  
Preliminary Plan folder  
Preliminary Plan letters notebook

cc-e: Patrick Butler M-NCPPC Area 2  
Daniel Janousek M-NCPPC Area 2  
William Musico MCDPS WRM  
Atiq Panjshiri MCDPS RWPR  
Sam Farhadi MCDPS RWPR  
Marie LaBaw MCDPS Fire  
Kyle Liang MCDOT DTEO  
Dewa Salihi MCDOT DTEO  
Kamal Hamud MCDOT DTEO  
Venu Nemani MCDOT DTEO  
Stacy Coletta MCDOT  
Sandra Brecher MCDOT CSS  
Beth Dennard MCDOT CSS  
Patricia Shepherd MCDOT DTE  
Christopher Conklin MCDOT OTP  
Deepak Somarajan MCDOT OTP



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Montgomery Village Preliminary Plan Number: 1-

Street Name: Montgomery Village Avenue Master Plan Road Classification: Arterial

Posted Speed Limit: 35 mph

Street/Driveway #1 ( Entrance 1 ) Street/Driveway #2 ( Entrance 2 )

Sight Distance (feet) OK?  
Right 450 Yes  
Left 500 Yes

Sight Distance (feet) OK?  
Right N/A N/A  
Left 600 Yes

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments: \_\_\_\_\_  
Entrance is right in, right out only.  
\_\_\_\_\_  
\_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - <u>35</u> Posted Speed	250'
Arterial - 40	<u>325'</u> Requirement
(45)	400'
Major - 50	475'
(55)	550'

\*Source: AASHTO

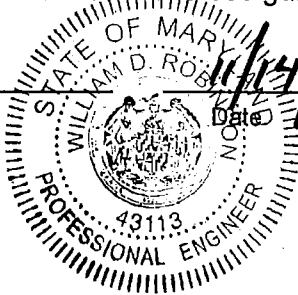
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

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

WDR  
Signature

43113  
PLS/P.E. MD Reg. No.



**Montgomery County Review:**

☒ Approved TTC

☐ Disapproved:

By: [Signature]

Date: 4/26/17





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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Montgomery Village Preliminary Plan Number: 1-

Street Name: Montgomery Village Avenue Master Plan Road Classification: Arterial

Posted Speed Limit: 35 mph

Street/Driveway #1 ( Entrance 3 ) Street/Driveway #2 ( Entrance 4 )

Sight Distance (feet) OK?  
Right N/A N/A  
Left 800 Yes

Sight Distance (feet) OK?  
Right N/A N/A  
Left 375 Yes

Comments: Entrance is right in, right out only.

Comments: Entrance is right in, right out only.

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - <u>35</u> Posted Speed	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Requirement

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

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

Signature WDR  
43113

PLS/P.E. MD Reg. No.



**Montgomery County Review:**

☒ Approved JK

☐ Disapproved:

By: [Signature]

Date: 9/26/17

Form Reformatted:  
March, 2000



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Montgomery Village Preliminary Plan Number: 1-

Street Name: Montgomery Village Avenue Master Plan Road Classification: Arterial

Posted Speed Limit: 35 mph

Street/Driveway #1 ( Entrance 10 ) Street/Driveway #2 ( Entrance 5 )

Sight Distance (feet) OK?  
Right 700 Yes  
Left 500 Yes

Sight Distance (feet) OK?  
Right N/A N/A  
Left 450 Yes

Comments: \_\_\_\_\_

Comments: \_\_\_\_\_  
Entrance is right in, right out only.

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - <u>35</u> Posted Speed	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Requirement

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

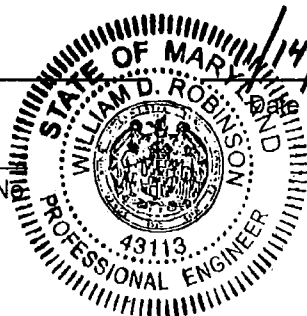
I hereby certify that this information is accurate and was collected in accordance with these guidelines.

WOK

Signature

43113

PLS/P.E. MD Reg. No.



**Montgomery County Review:**

☒ Approved PS

☐ Disapproved:

By: [Signature]

Date: 9/26/17



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Montgomery Village Preliminary Plan Number: 1-

Street Name: Montgomery Village Avenue Master Plan Road Classification: Arterial

Posted Speed Limit: 35 mph

Street/Driveway #1 ( Entrance 6 ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet) OK?  
Right 825 Yes  
Left 750 Yes

Sight Distance (feet) OK?  
Right \_\_\_\_\_  
Left \_\_\_\_\_

Comments: \_\_\_\_\_

Comments: \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - <u>35</u> Posted Speed	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

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

*Wor*

Signature

43113

PLS/P.E. MD Reg. No.



Date

11/14/16

**Montgomery County Review:**

☒ Approved *DS*

☐ Disapproved:

By: *[Signature]*

Date: 9/26/17



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Montgomery Village Preliminary Plan Number: 1-

Street Name: Stewartown Road Master Plan Road Classification: Minor Arterial  
(Formerly Residential Primary)

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Entrance 7 \* ) Street/Driveway #2 ( Entrance 8 )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>265</u>	<u>Yes</u>	Right <u>325</u>	<u>Yes</u>
Left <u>400</u>	<u>Yes</u>	Left <u>420</u>	<u>Yes</u>

Comments: Contingent upon keeping right-of-way clear of street trees (in the future).

Comments: \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	
Tertiary - <u>25 mph</u> Posted Speed	150'	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Secondary - 30	200'	
Business - 30	200'	
* Primary - 35	250'	
Arterial - 40	325'	
Major - 50	475'	
(55)	550'	

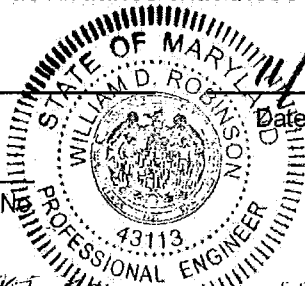
\*Source: AASHTO

\* Referencing MCPB item number 6 -- Sight distance is based off of previous classification of residential primary

**ENGINEER/ SURVEYOR CERTIFICATE**

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

Signature: WDR Date: 9/14/16  
43113  
PLS/P.E. MD Reg. No. \_\_\_\_\_



**Montgomery County Review:**

☒ Approved DS

☐ Disapproved:

By: [Signature]

Date: 9/26/17

Form Reformatted:  
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\* BASED ON THE TARGET SPEED LIMIT OF 25 MPH & MCPB ITEM # 6 (ATTACHED), MCDOT AGREES WITH THE SIGHT DISTANCE BASED ON PRIMARY RESIDENTIAL ROAD CLASSIFICATION. PLEASE SEE ADDITIONAL COMMENTS ON PRELIMINARY PLAN LETTER DATED 9/26/17.



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Montgomery Village Preliminary Plan Number: 1-

Street Name: Arrowhead Road Master Plan Road Classification: Residential Primary

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Entrance 9 ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet) OK?  
Right 400 Yes  
Left 250 Yes

Sight Distance (feet) OK?  
Right \_\_\_\_\_  
Left \_\_\_\_\_

Comments: Sight distance to the left is  
adequate, contingent upon removing one  
(1) parking space on Arrowhead Road.

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - <u>25 mph</u> Posted Speed	150'
Secondary - 30	200'
Business - 30	200'
<b>Primary - 35</b>	<b>250'</b>
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

\*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

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

WDR  
Signature  
43113

PLS/P.E. MD Reg. No.



**Montgomery County Review:**

☒ Approved DR

☐ Disapproved:

By: [Signature]

Date: 9/26/17



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Montgomery Village Preliminary Plan Number: 1-

Street Name: Watkins Mill Road Master Plan Road Classification: Arterial

Posted Speed Limit: 35 mph

Street/Driveway #1 ( Entrance 11 ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet) OK?  
Right 575 Yes  
Left 500 Yes

Sight Distance (feet) OK?  
Right \_\_\_\_\_  
Left \_\_\_\_\_

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - <u>35</u> Posted Speed	250'
Arterial - 40	325' Requirement
(45)	400'
Major - 50	475'
(55)	550'

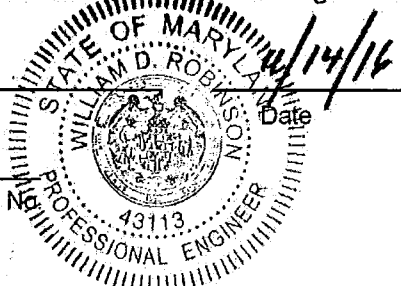
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

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

WDR  
Signature  
43113



PLS/P.E. MD Reg. No.

**Montgomery County Review:**

☒ Approved DS

☐ Disapproved:

By: [Signature]

Date: 9/26/17

## Master Plan of Highways and Transitways

---

- ☒ Larry Cole, Master Planner, [larry.cole@montgomeryplanning.org](mailto:larry.cole@montgomeryplanning.org), 301-495-4528  
☐ Leslie Saville, Senior Planner, [leslie.saville@montgomeryplanning.org](mailto:leslie.saville@montgomeryplanning.org), 301-495-2194  
☒ Pam Dunn, Acting Chief, [pamela.dunn@montgomeryplanning.org](mailto:pamela.dunn@montgomeryplanning.org), 301-650-5649  
☐

Completed: 11/13/14

---

### Description

This memo outlines the revised scope of work for a comprehensive amendment to the 1955 Master Plan of Highways, which will compile the amendments to the Plan approved and adopted since that time, as well as align the Plan with the County's Road Code, which was of a similar vintage until it was comprehensively updated in 2007.

Work on this comprehensive amendment began in July 2009 but went on hiatus from July 1, 2010 to June 30, 2011 because of budget constraints. That hiatus was extended by three years when the County Council directed us to undertake an amendment to incorporate Bus Rapid Transit, an effort that culminated with the adoption of the Countywide Transit Corridors Functional Master Plan (CTCFMP) in December 2013. With the completion of that plan, this amendment is included in our work program for FY15-16. A revised schedule for this amendment is included at the end of this memo.

### Context

The first Master Plan of Highways for Montgomery County was approved and adopted in 1931, shortly after the creation of the Maryland-National Capital Park and Planning Commission in 1927. The last comprehensive update to the Master Plan of Highways was approved and adopted in 1955. The 1955 Plan covered our portion of the Maryland-Washington Regional District as it existed at the time - roughly the area east of Georgia Avenue, east and south of the City of Rockville, and Potomac southeast of the Glen - comprising only about 1/3 of the county's area (see Attachment 1). A draft Master Plan of Highways for the entire area of both Montgomery and Prince George's Counties was proposed in 1967 but the process was never completed.

The Area Master Plans and Sector Plans that have been approved and adopted since 1955 have amended the Master Plan of Highways, as have the many limited functional Master Plan of Highways Amendments. Maps of the Master Plan of Highways for the whole county were published in 1986, 1992, and 2005 as reference documents derived from all these Plans and Amendments, rather than as standalone approved and adopted Plans.

**Geography**

The geography for the Plan will be the entire county, less the seven municipalities that have their own planning authority: Rockville, Gaithersburg, Laytonsville, Brookeville, Poolesville, Barnesville, and Washington Grove.

**Purpose**

The Amendment will:

- a. Incorporate changes to implement the Minor Arterial and Controlled Major Highway classifications developed during the 2007 update of the Road Code, as well as changes to the definitions of other classifications;
- b. Eliminate inconsistencies between adjacent area Master Plans adopted at different dates;
- c. Evaluate and potentially recommend the designation of additional candidate rustic roads; and
- d. Make the Master Plan of Highways and Transitways more readily accessible to the public by compiling the many source documents so that it can be more easily understood as a single Plan.

**Issues**

- The Minor Arterial classification was developed to recognize that some roadways serve an arterial function but have adjacent residential land uses that warrant the ability to implement certain traffic calming procedures such as speed humps that are prohibited on arterial roadways. In the past, the Council has classified most of these roads, such as Bel Pre Road and Redland Road, as Primary Residential Roads. Reclassifying Primary Residential Roads to Minor Arterials may create concern for some residents about encouraging through traffic; a similar concern may apply to the two roads that are now classified as Principal Secondary Residential Streets, which could be reclassified as Primary Residential Streets.
- Reclassifying roads from Arterials to Minor Arterials may create concern for Executive staff about lower target speeds on minor arterials and making them eligible for traffic-calming.
- Reclassifying Major Highways to Controlled Major Highways may create concerns about higher target speeds and adjacent property access
- Proposed changes to the Road Code may warrant a reassessment of the target speeds in Urban areas.

**Goals and Objectives**

A significant goal of this Amendment is to better align the Master Plan of Highways and Transitways with the current County Road Code, which was amended in 2007 to make our roads more pedestrian-friendly and context-sensitive. The following year, Executive Regulations that included new road standards consistent with the new Code were adopted.







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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: BLOOM AREAS I-VI

Preliminary Plan Number: 120170150

Street Name: PROP. STEWARTOWN ROAD \*

Master Plan Road MINOR ARTERIAL  
Classification: DESIGNED AS PRIMARY

Posted Speed Limit: 25 mph

Street/Driveway #1 ( ALLEY #1 )

Street/Driveway #2 ( ALLEY #2 )

Sight Distance (feet)	OK?
Right <u>234'</u>	<u>YES</u>
Left <u>250'</u>	<u>YES</u>

Sight Distance (feet)	OK?
Right <u>250'</u>	<u>YES</u>
Left <u>250'</u>	<u>YES</u>

Comments: STOP CONDITION ALONG WATKINS  
MILL ROAD TO THE RIGHT. SIGHT DISTANCE  
EXTENDS ONTO HOA PROPERTY ON THE LEFT.  
THERE WILL BE NO OBSTRUCTIONS PLACED IN  
THIS AREA.

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - <u>25</u> mph POSTED SPEED	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

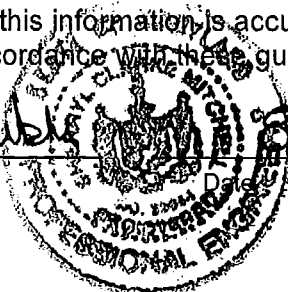
I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Sheryl C. Pablos 3-30-17

Signature

33954

PLS/P.E. MD Reg. No.



**Montgomery County Review:**

☒ Approved DS

☐ Disapproved:

By: Depeh

Date: 9/26/17

Form Reformatted:  
March, 2000

\* ALTHOUGH PROPOSED STEWARTOWN RD EXTENDED IS CLASSIFIED AS A MINOR  
ARTERIAL ROADWAY, MDOT RECOMMENDS IT BE DESIGNED & CONSTRUCTED TO MEET  
OR EXCEED SECONDARY RESIDENTIAL STREET CRITERIA (UNLESS OTHERWISE APPROVED) TO  
ACHIEVE THE MASTER PLAN INTENDS. PLEASE SEE ADDITIONAL COMMENTS ON  
PRELIMINARY PLAN LETTER DATED 9/26/17.



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: BLOOM AREAS I-VI

Preliminary Plan Number: 120170150

Street Name: PROP. STEWARTOWN ROAD \*

Master Plan Road MINOR ARTERIAL  
Classification: DESIGNED AS PRIMARY

Posted Speed Limit: 25 mph

Street/Driveway #1 ( ALLEY #3 )

Street/Driveway #2 ( PARKING LOT #1 )

Sight Distance (feet)      OK?  
Right 250'                      YES  
Left 250'                         YES

Sight Distance (feet)      OK?  
Right 250'                      YES  
Left 250'                         YES

Comments: \_\_\_\_\_

Comments: \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - <u>25</u> mph POSTED SPEED	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

\*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

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

Sheryl C. Miller      8-30-17  
Signature                      Date

33954  
PLS/P.E. MD Reg. No.

**Montgomery County Review:**

☒ Approved DS

☐ Disapproved:

By: [Signature]

Date: 9/26/17

Form Reformatted:  
March, 2000

\* REFER TO THE NOTE ON SIGHT DISTANCE EVALUATION FORM FOR  
ALLEY #1 & ALLEY #2



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: BLOOM AREAS I-VI

Preliminary Plan Number: 120170150

Street Name: PROP. STEWARTOWN ROAD

Master Plan Road MINOR ARTERIAL  
Classification: DESIGNED AS PRIMARY

Posted Speed Limit: 25 mph

Street/Driveway #1 ( ALLEY #4 )

Street/Driveway #2 ( ALLEY #5 )

Sight Distance (feet) OK?  
Right 250' YES  
Left 250' YES

Sight Distance (feet) OK?  
Right 250' YES  
Left 250' YES

Comments: \_\_\_\_\_

Comments: \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - <u>25</u> mph POSTED SPEED	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

\*Source: AASHTO

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**ENGINEER/ SURVEYOR CERTIFICATE**

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

Shaul C. Miller 03-30-17  
Signature Date

PLS/P.E. MD Reg. No. \_\_\_\_\_

**Montgomery County Review:**

☒ Approved DS

☐ Disapproved:

By: [Signature]

Date: 9/26/17

Form Reformatted:  
March, 2000

\* REFER TO THE NOTE ON SIGHT DISTANCE EVALUATION FORM FOR ALLEY #1 &  
ALLEY #2



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: BLOOM AREAS I-VI

Preliminary Plan Number: 120170150

Street Name: PROP. STEWARTOWN ROAD \*

Master Plan Road MINOR ARTERIAL  
Classification: DESIGNED AS PRIMARY

Posted Speed Limit: 25 mph

Street/Driveway #1 ( PARKING LOT 2A )

Street/Driveway #2 ( PARKING LOT 2B ) \*\*

Sight Distance (feet)	OK?
Right <u>250'</u>	<u>YES</u>
Left <u>223'</u>	<u>YES</u>

Sight Distance (feet)	OK?
Right <u>250'</u>	<u>YES</u>
Left <u>150'</u> ***	<u>YES</u>

Comments: STOP CONDITION ALONG  
MONTGOMERY VILLAGE AVENUE TO THE LEFT.

Comments: STOP CONDITION ALONG  
MONTGOMERY VILLAGE AVENUE TO THE LEFT.

\*\*\* WE RECOMMEND THAT THE DRIVEWAY APPROX  
JUNCTION AS A CHANNELIZED ONE-WAY  
WESTBOUND ONLY.

**GUIDELINES**

Classification or Posted Speed (use higher value)		Required Sight Distance in Each Direction*
Tertiary	- <u>25</u> mph POSTED SPEED	150'
Secondary	- 30	200'
Business	- 30	200'
Primary	- 35	250'
Arterial	- 40	325'
	(45)	400'
Major	- 50	475'
	(55)	550'

\*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

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

Shem C. Rubin 08-30-17  
Signature Date

Signature

33954

PLS/P.E. MD Reg. No.

**Montgomery County Review:**

☒ Approved OK

☐ Disapproved:

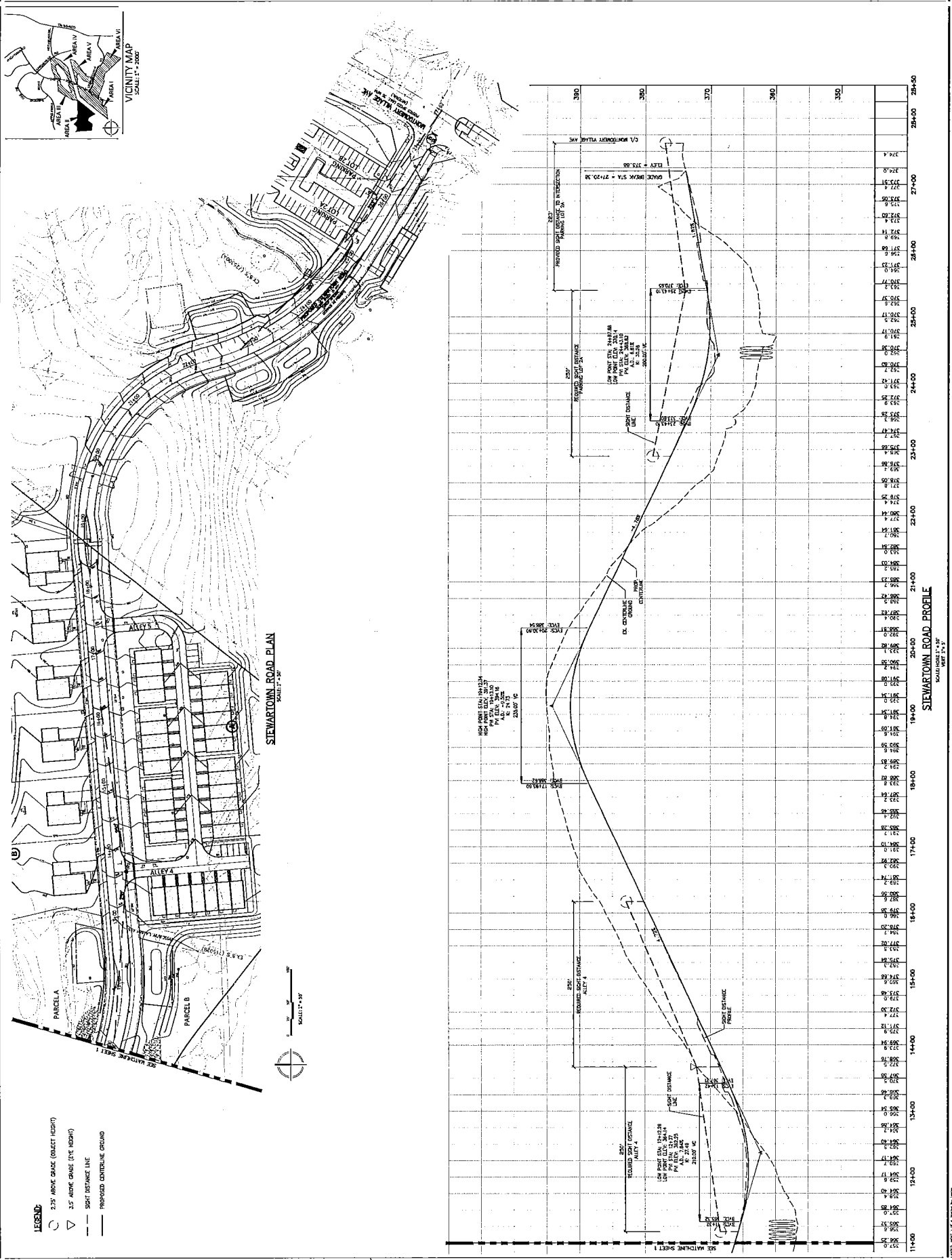
By: [Signature]

Date: 9/26/17

Form Reformatted:  
March, 2000

\* REFER TO THE NOTE ON SIGHT DISTANCE EVALUATION FOR ALLEY #1  
& ALLEY #2.











DESIGN CONSULTANTS  
02.777.2010  
USFILL MINES

**ATTORNEY  
ERICH, EARLY, & BREWER**  
Bethesda's Latino Center

**MPI ENCLOSED E.**

1

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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## PROFESSIONAL SEAL

Small Business

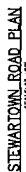
9TH ELECTION DISTRICT  
MONTGOMERY COUNTY,  
MARYLAND

SIGHT

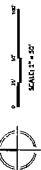
2B

SIGHT 4 OF 4





**REMARKS.** 50114014

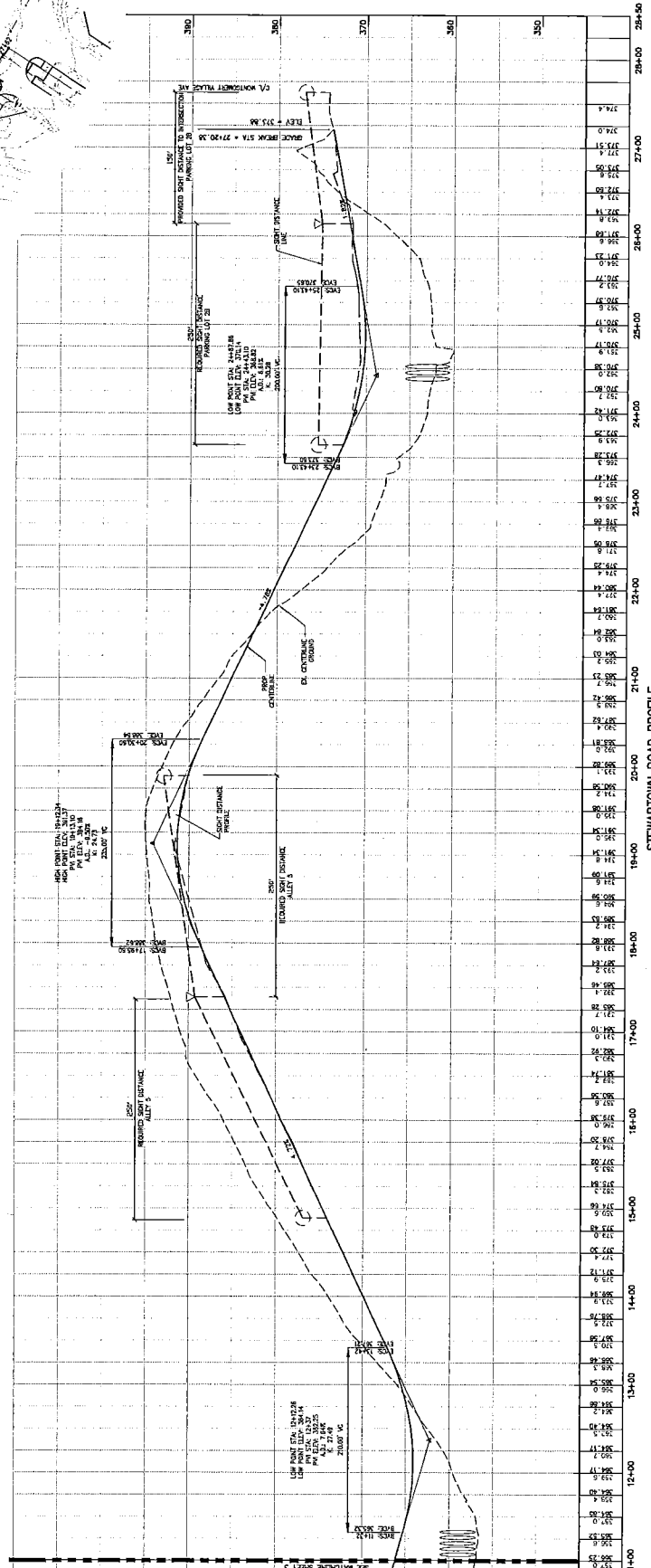


SCALE: 1" = 50'



**LEGEND:**

	2.75' ABOVE GRADE (OBJECT HEIGHT)
	3.5' ABOVE GRADE (EYE HEIGHT)
	SIGHT DISTANCE LINE
	PROPOSED CENTERLINE CURVING



STEWARTOWN ROAD PROFILE

LE: HORIZ 1" = 50'  
VERT 1" = 5'

Source: *Source: U.S. Census Bureau*



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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: BLOOM AREAS I-VI Preliminary Plan Number: 120170150

Street Name: Montgomery Village Avenue Master Plan Road Classification: Arterial

Posted Speed Limit: 35 mph

Street/Driveway #1 ( Entrance 12 ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet) OK?  
Right N/A N/A  
Left 1100 Yes

Sight Distance (feet) OK?  
Right \_\_\_\_\_  
Left \_\_\_\_\_

Comments: \_\_\_\_\_  
Entrance is right in, right out only.

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35 Posted Speed	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Requirement

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

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

Sheryl C. Muth  
Signature  
33954

PLS/P.E. MD Reg. No.

**Montgomery County Review:**

☒ Approved

☐ Disapproved:

By: [Signature]

Date: 9/26/17



## **DPS-ROW CONDITIONS OF APPROVAL**

**February 2, 2022**

\*\*\*Revision: The conditions hereon supersede previous conditions of approval dated October 7, 2021.

### **82017013D - Bloom MV I-VI**

Contact: Sam Farhadi at 240 777-6333

We have reviewed site and landscape plans files that were uploaded on/ dated  
“1/21/2022”.

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

1. Provide revised landscaping plans providing street trees per approved species list at the designated spacing and proper clearances.
2. Provide and label storm drain easements.
3. Ensure on sheet 7:
  - a. the side path presentation on the plan and legend concur.
  - b. the rip rap and sight distance easement within pavement are removed.

And the following need to be a condition of the certified site plan:

1. Ensure ROW permit drawings are updated per the revised certified site plan.



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**Department of Permitting Services  
Fire Department Access and Water Supply Comments**

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**DATE:** 29-Sep-17  
**TO:** Jeff Amateau  
VIKA, Inc  
**FROM:** Marie LaBaw  
**RE:** Bloom Montgomery Village  
120170150 820170130

---

**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **29-Sep-17** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

**\*\*\* See statement of performance based design \*\*\***

**\*\*\* 6/17/2020 Amendment B: Revision to Road B/Alley A \*\*\***

**\*\*\* 3/23/2022 Amendment 82017013D \*\*\***

March 21, 2022

Dr. S. Marie LaBaw, P.E.  
Fire Department Access and Water Supply  
Department of Permitting Services  
2425 Reddie Drive, 7<sup>th</sup> Floor  
Wheaton, MD 20902

**RE: Bloom Montgomery Village  
Performance Based Code Design Justification  
Site Plan No. 82017013D  
VIKA #VM1920W**

Dear Dr. LaBaw,

On behalf of our client, Monument Realty, and in accordance with your review and comments about unit layout changes in area 2 and 3A, along with fire hydrant separation distances in Bloom Montgomery Village Area 6A, we are requesting approval of a performance-based design for this Area, as described below.

Area 2 is located at the intersection of Watkins Mill Road and proposed Stewartown Road extended. As part of a previous site plan amendment, 82017013C, the applicant was able to yield more overall units. As a result, the single string of 8 units that was previously approved under 820170130, was split into 2 sticks and added 4 additional units. The access to serve these 2 strings still comes from Watkins Mill Road and is still within the acceptable distances for code compliance. The clouded area reflecting these changes can be found on page FAP-2.

Area 3A is located off the west side of Montgomery Village Avenue, just south of Duffers Way. This townhouse section previously had a round about road design, that was disallowed because of the Colonial Gas line that bisects the site. This area also had units relocated and reduced because of SPA 82017013C. The new layout is still code compliant and provides adequate fire vehicle maneuverability, and adequate access to the clouded units on page FAP-3.

Area 6A is located in the southeastern portion of the Bloom Montgomery Village project site, immediately south of the intersection of Montgomery Village Avenue and Stewartown Road. There are 2 sticks of townhome units located near the Area 6A entry road, with 2 hydrants directly across the street from these sticks, spaced within the 500-foot maximum distance for fire hydrant placement. Traveling further within the Area 6A site, there is a gap with a 900-foot separation between fire hydrants, which is due to this stretch being within a Dam Breach area, restricting building and utility infrastructure placement. All townhome units had to be kept out of this dam breach zone. Because there are no occupiable buildings within the dam breach area, we request a performance-based review for Area 6A, taking into account the performance needs of the fire department to best serve this community where the townhomes are actually located. Once past the dam breach, the hydrants again adhere to the 500-foot maximum spacing for the remainder of the site.

We understand that hydrant spacing is paramount for the safety of a community in the case of a fire event. Because the 500-foot maximum spacing will only be exceeded within the non-buildable dam breach area, while being adhered to within all remaining, buildable areas, the Area 6A design will still meet the fire department's performance needs to best serve this community. The revised changes can be found clouded, on page FAP-6A.

Please contact me with any questions, or if you need additional information.

Sincerely,

VIKA Maryland, LLC

Jeffrey Amateau, P.E. #20510 exp: 7/14/2022  
Vice President



### **FIRE CODE ENFORCEMENT**

#### **Fire Department Access Review**

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

BY: SMC FM: 43 DATE: 3/23/2022  
original 9/29/2017

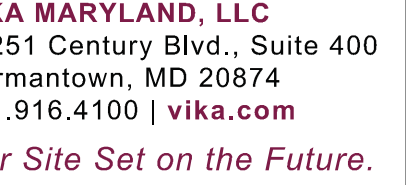












PREPARED FOR:  
GREEN BLOOM MV  
DEVELOPMENT LLC  
MONUMENT REALTY  
C, its Authorized Agent  
17th STREET, NW, SUITE 1100  
WASHINGTON, DC 20006  
.777.2010  
SELL HINES

## SIGN CONSULTANTS

**ARCHITECTS**  
**MARTI GALLAS AND**  
**PARTNERS, INC**  
10 SPRING STREET, SUITE 400  
FREDERICK SPRING, MD 20910  
588.4800  
J. AULESTIA

ORNEY  
 CH, EARLY & BREWER  
 TD.  
 O WISCONSIN AVENUE  
 E 700  
 HESDA, MD 20814  
 841.3832  
 RICIA HARRIS

**OFFICE ENGINEER**  
**WILLIS + ASSOCIATES**  
100 GEORGIA AVENUE, SUITE 200  
FARMERS SPRING, MD 20910  
448.1333  
N BERGER

DSCAPE ARCHITECT  
A MARYLAND, LLC  
51 CENTURY BOULEVARD  
E 400  
MANTOWN MD, 20874  
916.4100  
H SLOAN

L ENGINEER  
A MARYLAND, LLC  
51 CENTURY BOULEVARD  
E 400  
MANTOWN MD, 20874  
916.4100  
AMATEAU

[illegible]

**BLOOM MV  
AREA I-VI**

9TH ELECTION DISTRICT  
MONTGOMERY COUNTY,  
MARYLAND

WSSC GRID: 227NW09  
TAX MAP: FU342

**P# 82017013D**

## AREA VI FIRE ACCESS PLAN

PROFESSIONAL SEAL



ENGINEER'S NAME: JEFFREY B. AMATEAU, P.E.  
 LICENSE No.: 20510  
 EXPIRATION DATE: JULY 14, 2022

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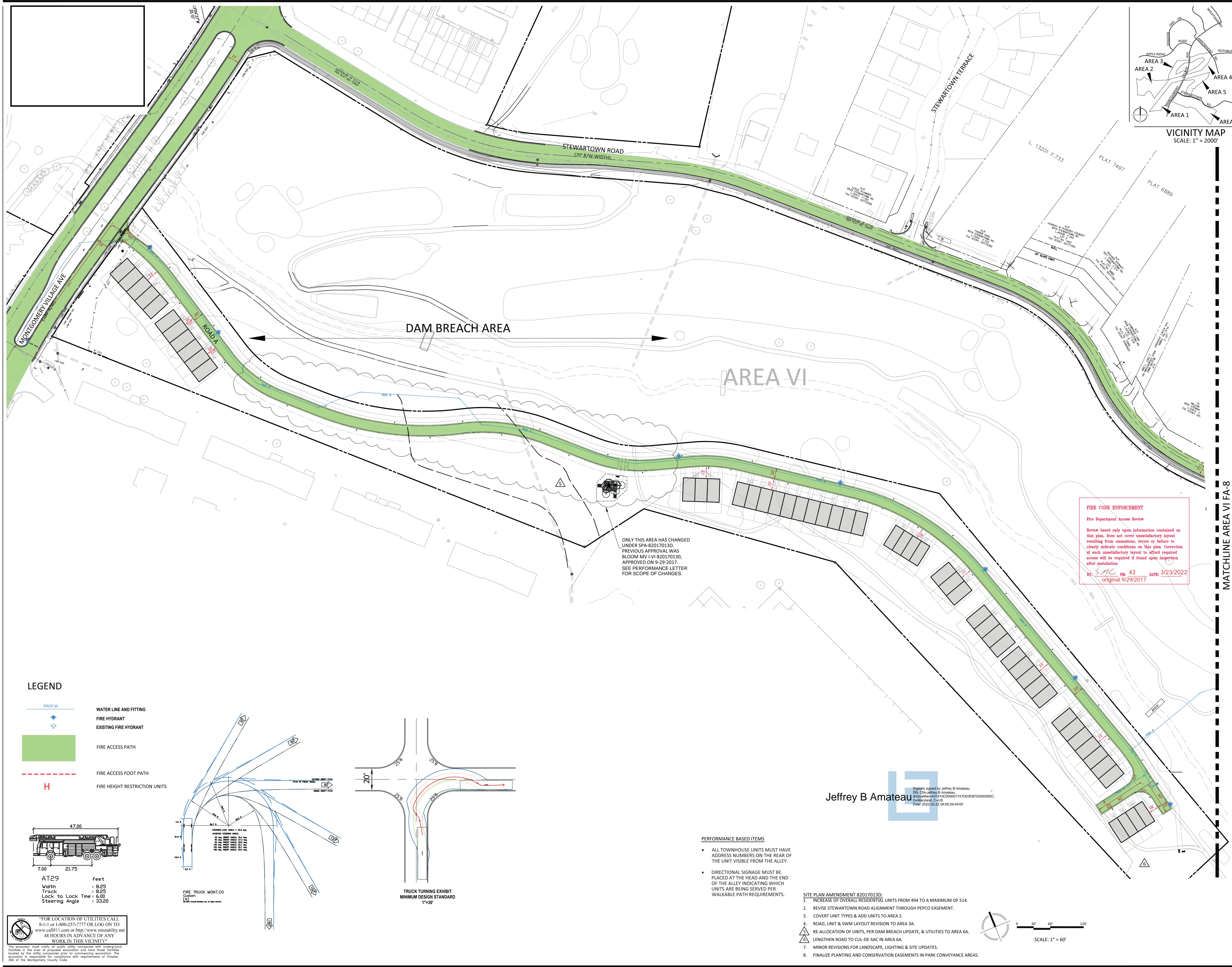
DESIGNED BY: LA

ISSUED: JULY 30, 2021

**SUBJECT** VM1920T

VIRING

ET NO. FAP -6A





**From:** [David B. Humpton](#)  
**To:** [Leftwich, Troy](#)  
**Cc:** [Anderson, Casey](#); [Peter Webb](#)  
**Subject:** Last Preliminary/ Site plan amendment to Bloom Village - Montgomery Village MD  
**Date:** Friday, February 18, 2022 3:08:15 PM

---

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Good afternoon, Troy -

I am writing to share with you our support of the Amendment to the Bloom MV I-VI Site Plan (#82017013D) and the Amendment to the Bloom MV I-IV Preliminary Plan (#12017015A). There has been tremendous progress on the planning and construction of our newest community, Bloom MV, in Montgomery Village.

I wanted to let you know that, we have received and have reviewed the proposed Site Plan Condition revisions regarding timing of the delivery of the MVF Park, and we have no concerns. When we originally tied delivery of the MVF Park to the 150th building permit, it was simply a best guess as to when the MVF Park would be ready based on phasing and schedule assumptions at that time. Since then, the Bloom MV project has made significant progress (despite the pandemic and all the supply chain issues associated with it) and we have welcomed our first residents into the new community this past December.

I understand that the condition will read as follows:

"All Montgomery Village Foundation Park facilities, including but not limited to the dog park, tot lots, play area and trail system, except for the community garden and associated trail access, must be completed in coordination with Montgomery Village Foundation by December 1, 2022; except that plantings must be installed by the end of the next growing season."

The great news is that new residents of Bloom already have close access to the Montgomery Village Foundation's North Creek Community Center amenities including a pool, tennis courts, dedicated pickleball courts, a futsal court, clubhouse and a wonderful playground for younger children. They also can walk the wonderful trails in North Creek Park. In addition, Areas 4 & 5 will have their own playgrounds by this summer. This is an added bonus for these new residents. We are supportive of the proposed change to have the MVF Park be delivered by December 1, 2022. This revised date takes into account the scheduling realities and need for this amenity. All of our residents are excited for the new dog park especially.

In addition, I might note that there has been an understanding as plans evolved and further engineering was finalized that additional units might be added or moved around in the final preliminary/site plans. From the approved conceptual plans, it was

always envisioned that there would be between 500 -525 homes on the former golf course site and is great to see that the final unit count of 514 is in that range. We appreciated that additional traffic counts were completed to determine if additional traffic controls were needed. However, it appears that the additional units do not warrant any further mitigation. We also recognize that this amendment also makes minor revisions to landscape and lighting, as well as finalizes planting and conservation easement in Park conveyance areas.

Troy - thank you for all your work on this project.

Should you have any questions or need any additional information, please don't hesitate to reach out to me at C – 301-661-3596 or [dhumpton@mvf.org](mailto:dhumpton@mvf.org).

Sincerely,

David B. Humpton  
Executive Vice President  
Montgomery Village Foundation  
10120 Apple Ridge Rd  
Montgomery Village, MD 20886  
240-243-2322  
[dhumpton@mvf.org](mailto:dhumpton@mvf.org)  
[www.montgomeryvillage.com](http://www.montgomeryvillage.com)