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BLOOM MV AREAS I-VI 9TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND

TAX MAP: FU341, 342, 343

AREA VI LOTTING PLAN

VIKA PROJECT VM1920

DOT Approval Letter

DEPARTMENT OF TRANSPORTATION

Isiah Leggett County Executive 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

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

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

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d) The roadway centerline station for the proposed pedestrian near Lot 43 should be identified

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

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

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 is responsible to build the NBRT lane after the review of the TSWA. The proposed right-

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 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:

note to the Certified Preliminary Plan.

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

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

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

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

minor arterial road with on-street parking within a seventy (70) foot wide right-of-way; that

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 he 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."

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 $fifty\hbox{-}six\ (56)\hbox{-}ft.\ right\hbox{-}of\hbox{-}way\ between\ Montgomery\ Village\ Avenue\ and\ Watkins\ Mill$

Mr. Troy Leftwich Preliminary Plan No. 120170150 September 26, 2017 Page 9

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

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 A copy of the accepted Sight Distances Evaluation certification form is enclosed for your

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

b) The road should be designed as a two (2) lane undivided section with on-street parking

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 We <u>recommend Planning Board approval</u> 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.

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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 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 outfall

i. Study Point -1; Based on the storm drain report dated August 2017, the 25-year 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

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 outfal analysis demonstrates that one of the existing storm drain pipe was over capacity. 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

and the applicant is not responsible for any improvements to the existing storm iv. Based on the Spread Analysis per report dated May 2017, please see below for the

existing storm drain outfall pipes have the adequate capacity for the 10-year storn

Preliminary Plan No. 120170150 September 26, 2017

Mr. Troy Leftwich

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

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

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

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miles per hour.

> 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 Existing Inlet EX F-2: A proposed inlet was added to decrease the spread

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

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.

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

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

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.

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in conjunction with the review of the amended report.

Reduced monumental entrance lengths per the Master plan.

the centerline of the proposed alleyway (Parcel 'E').

Residential standard per following criteria:

in the certified preliminary plan:

Avenue) in accordance with the master plan.

set at the building restriction line.

and/or bicycle improvements, etc. outside the travel lanes.

Preliminary Plan No. 120170150 September 26, 2017 Page 12 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

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

The proposed monumental entrance on proposed Stewartown Road extended at the intersection of

As mentioned above in Comment #1; we anticipate proposed Stewartown Road extended

We <u>recommend approval</u> 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

> The tapering of the eastbound pavement after the monumental back to the two lanes as

> The westbound Stewartown Road pavement shall be twenty (20)-ft. from the intersection

PRELIMINARY PLAN COMMENTS:

1. Full width dedication of Stewartown Road (between Watkins Mill Road and Montgomery Village

3. Necessary dedication for potential widenings along the site frontages of Watkins Mill Road and

4. Grant necessary slope and drainage easements. Slope easements are to be determined by study or

Montgomery Village Avenue to accommodate acceleration and/or deceleration lanes, pedestrian

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.

curb return to the two (2) ft. radius of the monumental entrance and shall be labelled.

shown in the modified roadway cross section entrance should be revised to transpire after

to function as a Secondary Residential street unless approved, even though it is classified

Watkins Mill shall be modified from the standard detail MC-224.01 to meet the Secondary

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 or

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. Bilgram may be contacted at 240 777-2190.

22. Transportation Demand Management and Transit related comments: "In response to the Applicant's responses to DRC Préliminary 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 bikesha locations need to be shown so that it can be determined if they meet bikeshare siting criteria. The 2nd 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) are Rothbury Drive. The site should receive 4 to 6 hours of sunlight per day and accommodate a 19dock 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 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 stre

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

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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

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

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

a) If a signal is warranted at either of the following intersections, the applicant will be

b) If it is determined that a right turn lane is required on either of the following roadways, the

> Right turn lane on Northbound Stewartown Road at Watkins Mill Road.

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

applicant shall be responsible for constructing the right turn lane(s) at the permit stage,

> Right turn lane on Southbound Montgomery Village Avenue at Stewartown Road.

responsible for constructing the traffic signal(s) at the permit stage, prior to opening

were submitted by the applicant to MCDOT on September 7, 2017 and remain under review:

Montgomery Village Avenue and Stewartown Road.

prior to opening Stewartown Road to traffic:

calculations for the proposed dedication.

> Watkins Mill Road and Stewartown Road/Crested Iris Drive.

curves and tangents: we defer these waivers to the Planning Board for these findings under Chapter

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 #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 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

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 1. Erosion and sediment control measures as required by Section 50-35(i) 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

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

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 coordinate 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

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

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

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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

comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team

Engineer for this project, at deepak.somarajan@montgomerycountymd.gov or (240) 777-7170. Gregory M. Leck, Manager

Office of Transportation Policy SharePointIteams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\ Bloom Montgomery Village \Letter \ 120170150-Bloom MV Final Prelim-DE ftr

cc-e: Patrick Butler
Daniel Janousek
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Sandra Brecher
Beth Dennard
Patricia Shepherd
Christopher Conklin
Deepak Somarajan

M-NCPPC Area 2
M-NCPPC Area 2
M-NCPPS WRM
MCDPS RWPR
MCDPS RWPR
MCDPS TOTEO
MCDOT DTEO
MCDOT DTEO
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MCDOT CSS
MCDOT CSS
MCDOT CSS
MCDOT OTTE

REVISIONS

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JEFFREY AMATEAU

PROFESSIONAL SEAL

PREPARED OR APPROVED BY ME, AND THAT I AM A

BLOOM MV AREAS I-VI 9TH ELECTION DISTRICT MONTGOMERY COUNTY,

MARYLAND WSSC GRID: 227NW09,10 & 226NW09 TAX MAP: FU341, 342, 343

DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. NAME: JEFFREY AMATEAU LICENSE NUMBER: 20510

EXPIRATION DATE: JULY 14, 2022

PP # 12017015A

PLAN **APPROVALS**

DESIGNED BY: LA DATE ISSUED: AUG, 2021

PROJECT VM1920

SHEET NO. PP-02A

PRELIMINARY PLAN RESOLUTION 12017015A

PENDING

PRELIMINARY PLAN AMENDMENT 12017015A: 1. INCREASE OF OVERALL RESIDENTIAL UNITS FROM 494 TO A MAXIMUM OF 514.

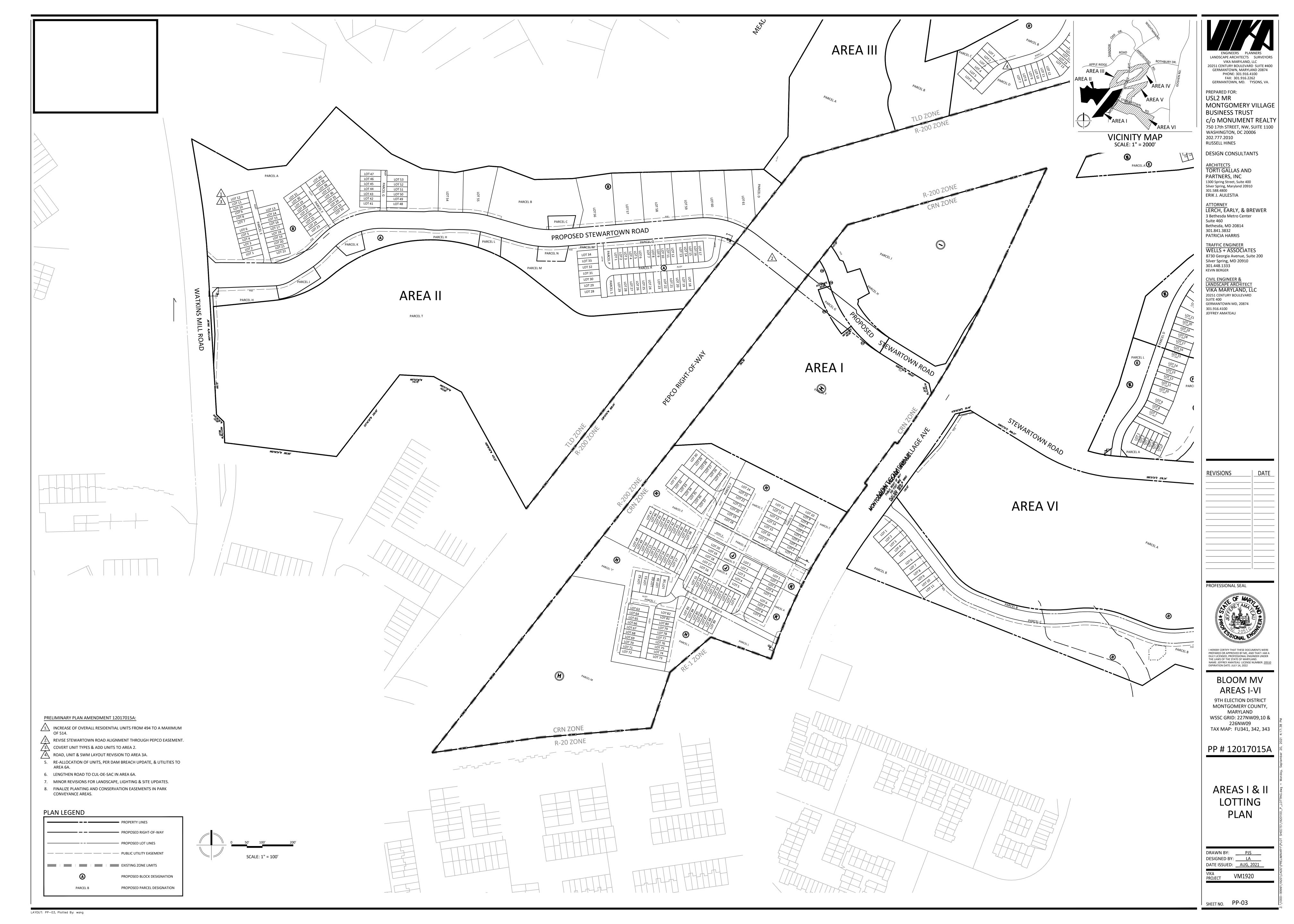
2. REVISE STEWARTOWN ROAD ALIGNMENT THROUGH PEPCO EASEMENT. 3. COVERT UNIT TYPES & ADD UNITS TO AREA 2.

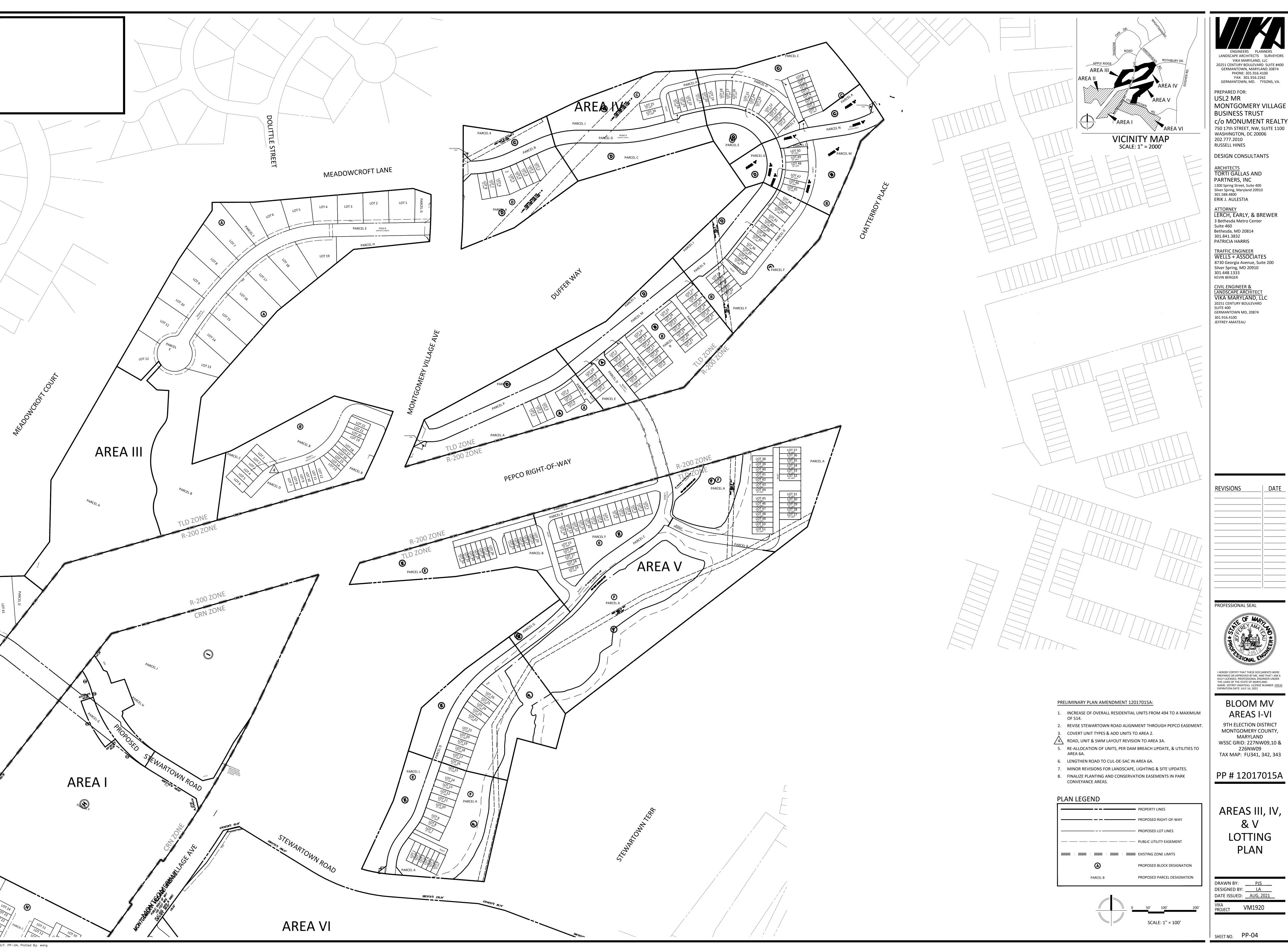
4. ROAD, UNIT & SWM LAYOUT REVISION TO AREA 3A. 5. RE-ALLOCATION OF UNITS, PER DAM BREACH UPDATE, & UTILITIES TO AREA 6A.

6. LENGTHEN ROAD TO CUL-DE-SAC IN AREA 6A. 7. MINOR REVISIONS FOR LANDSCAPE, LIGHTING & SITE UPDATES.

8. FINALIZE PLANTING AND CONSERVATION EASEMENTS IN PARK CONVEYANCE AREAS.

LAYOUT: PP-02A, Plotted By: alomar





LANDSCAPE ARCHITECTS SURVEYORS

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I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

NAME: JEFFREY AMATEAU LICENSE NUMBER: 20510 EXPIRATION DATE: JULY 14, 2022

BLOOM MV AREAS I-VI 9TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND

PP # 12017015A

226NW09

AREAS III, IV, & V LOTTING

PLAN

DRAWN BY: PJS
DESIGNED BY: LA
DATE ISSUED: AUG, 2021

VIKA PROJECT VM1920

SHEET NO. PP-04