

**BRICKYARD ESTATES, ADMINISTRATIVE SUBDIVISION PLAN  
NO. 620230150 AND PRELIMINARY / FINAL FOREST  
CONSERVATION PLAN NO. F20230390**

**Description**

Application to create three (3) new residential lots for three (3) one-family detached units.

No. 620230150 & F20230390

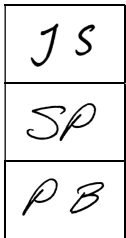
Completed: 2-16-2024

MCPB Item No. 13

Date: 2-29-2024

2425 Reddie Drive  
Floor 14  
Wheaton, MD 20902

## Planning Staff



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### Summary:

- Staff recommends approval with conditions of the Administrative Subdivision and the Preliminary/Final Forest Conservation Plan.
- Staff supports the extension of New London Drive from its current terminus to Brickyard Road as a through road on existing public right-of-way for conformance to the Master Plan, General Plan, and Subdivision Code, as well as to improve emergency access.
- Impacts to existing tree canopy and Protected Trees have been greatly minimized by this Application with the re-orientation of the lots towards New London Drive and by locating the proposed units along the northern property boundary where the property is mostly flat and with the least amount of tree cover.
- The Application provides a six-foot-wide sidewalk along the Property frontage on Brickyard Road, and a 5-foot-wide sidewalk on New London Drive. The Application does not require a site plan application as detailed in Section 59.7.3.4.
- Although this Application is an Administrative Subdivision Plan, typically acted on by the Planning Director, the Application requires Planning Board action because Community correspondence has been received in opposition to the recommended extension of New London Drive as a through road.

#### LOCATION/ADDRESS

7601 Brickyard Road, Potomac

#### MASTER PLAN

2002 Potomac Subregion Master Plan

#### ZONE

RE-2

#### PROPERTY SIZE

6.64 acres

#### APPLICANT

7601 Brickyard, LLC

#### ACCEPTANCE DATE

August 3, 2023

#### REVIEW BASIS

Chapters 59, 50, and 22A

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## SECTION 1: RECOMMENDATIONS AND CONDITIONS

### ADMINISTRATIVE SUBDIVISION PLAN

Staff recommends approval with conditions of the Administrative Subdivision Plan Application to create three (3) new residential lots for three (3) one-family detached units. All site development elements shown on the latest electronic version of the Administrative Subdivision Plan No. 620230150 as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions:

#### GENERAL APPROVAL

1. This Administrative Subdivision Plan is limited to three (3) lots for three (3) one-family detached dwelling units.

#### ADEQUATE PUBLIC FACILITIES AND OUTSIDE AGENCIES

2. The Adequate Public Facilities (“APF”) review for the Administrative Subdivision Plan will remain valid for five (5) years from the initiation date (as defined in Montgomery County Code Section 50.4.3.J.5).

#### PLAN VALIDITY PERIOD

3. The Administrative Subdivision Plan will remain valid for three (3) years from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and prior to the expiration date of this validity period, a final record plat for all property delineated on the approved Administrative Subdivision Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

#### OUTSIDE AGENCIES

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated February 7, 2024, and incorporates them as conditions of the Administrative Subdivision Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Administrative Subdivision Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated November 14, 2023, and incorporates them as conditions of the Administrative Subdivision Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDPS – Water

Resources Section if the amendment does not conflict with any other conditions of the Administrative Subdivision Plan approval.

7. The Planning Board has reviewed and accepts the recommendations of the MCDPS, Fire Department Access and Water Supply Section in its letter dated January 29, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Administrative Subdivision Plan approval.

#### OTHER APPROVALS

8. Before approval of a record plat or any demolition, clearing or grading for the Subject Property, the Applicant must receive Staff certification of this Administrative Subdivision Plan.

#### TRANSPORTATION

##### Frontage Improvements

9. The Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:
  - a) All land necessary to accommodate thirty-five (35) feet from the existing pavement centerline along the Subject Property frontage for Brickyard Road, for a total right-of-way width of (seventy) 70 feet.
  - b) All land necessary to accommodate thirty-five (35) feet from the existing pavement centerline along the Subject Property frontage for New London Drive, for a total right-of-way width of (seventy) 70 feet.
10. Prior to the recordation of plat(s), the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of a 6-foot-wide sidewalk along the property frontage on Brickyard Road, and a 5-foot sidewalk along the property frontage on New London Drive.
11. Prior to issuance of the building permit for the second dwelling unit, the Applicant must obtain construction permits and post bonds for the construction of New London Drive Extended, from the existing terminus 400 feet east of Brickyard Road, with MCDOT approval. Further, before issuance of a Use and Occupancy Certificate for the second dwelling unit, New London Drive must be constructed and open to traffic with MCDOT and/or MCDPS approval.

#### RECORD PLATS

12. There shall be no clearing or grading of the site prior to recordation of plat(s).

#### Easements

13. The record plat must show necessary easements.

#### CERTIFIED ADMINISTRATIVE SUBDIVISION PLAN

14. The certified Administrative Subdivision Plan must contain the following notes:

- a. *Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Administrative Subdivision Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of issuance of building permit(s). Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.*
  - b. *The Applicant must schedule an on-site preconstruction meeting with M-NCPPC inspection staff before any demolition, clearing, or grading occurs on-site. The Applicant, along with their representatives, must attend the pre-construction meeting with the M-NCPPC inspector. A copy of the approved Certified Administrative Subdivision Plan is required to be on-site at all times.*
15. Prior to submittal of the Certified Administrative Subdivision Plan, the Applicant must make the following changes:
- a) Show resolutions and approval letters on the certified set.
  - b) Include the approved Fire Department Access plan in the certified set.
  - c) Update the data table to match the Staff Report.

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**PRELIMINARY/FINAL FOREST CONSERVATION PLAN F20230390**

Staff recommends approval with conditions of Preliminary/Final Forest Conservation Plan No. F20230390 (“FFCP”) Application to create three (3) new residential lots for three (3) one-family detached units in the RE-2 zone. All site development elements shown on the latest electronic version of the Preliminary Forest Conservation Plan No. F20230390, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions:

- 1. The Applicant must schedule the required site inspections by M-NCPPC Forest Conservation Inspection Staff per Section 22A.00.01.10 of the Forest Conservation Regulation.
- 2. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC Forest Conservation Inspection Staff.
- 3. The Limits of Disturbance (“LOD”) shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.
- 4. Before recordation of the plat and the start of any demolition, clearing, grading, or construction, whichever comes first, for the accompanying Administrative Subdivision Application, the Applicant must:
  - a) Record a Category I Conservation Easement over all areas of forest retention, forest planting and environmental buffers as specified on the approved Final Forest Conservation Plan. The Category I Conservation Easement must be in a form approved by the M-NCPPC Office of the General Counsel and must be recorded in the Montgomery County Land Records by deed. The Book/Page for the easement must be referenced on the record plat.

- b) Install permanent conservation easement fencing and signage along the perimeter of the conservation easements as shown on the FFCP, or as directed by the M-NCPPC Forest Conservation Inspection Staff.
  - c) Execute a five-year Maintenance and Management Agreement (“MMA”) in a form approved by the M-NCPPC Office of the General Counsel. The MMA is required for all forest planting areas, mitigation tree plantings, including variance tree mitigation plantings, and landscape plantings credited toward meeting the requirements of the FFCP. The MMA includes invasive species management control measures as deemed necessary by the M-NCPPC Forest Conservation Inspection Staff.
  - d) Submit financial surety, in a form approved by the M-NCPPC Office of the General Counsel, to the M-NCPPC Planning Department for the 1.62 acres of new forest planting, mitigation trees and maintenance, including invasive species management controls, credited toward meeting the requirements of the FFCP.
5. The Applicant must install the Afforestation/Reforestation plantings for the 1.62-acre planting area as shown on the approved FFCP, within the first planting season following the release of the first Sediment and Erosion Control Permit from the Montgomery County Department of Permitting Services for the Subject Property, or as directed by the M-NCPPC Forest Conservation Inspection Staff.
  6. Within the first planting season following the release of the first Sediment and Erosion Control Permit from the Montgomery County Department of Permitting Services for the Subject Property, or as directed by the M-NCPPC Forest Conservation Inspection Staff, the Applicant must install the variance tree mitigation plantings on the Subject Property as shown on the approved FFCP. The variance tree mitigation plantings must be a minimum size of 3-caliper inches totaling 66.25 caliper inches, as shown on the approved FFCP. Adjustments to the planting locations of these trees is permitted with the approval of the M-NCPPC Forest Conservation Inspection Staff.

## SECTION 2: COMMUNITY OUTREACH

A pre-submittal community meeting is not required for an Administrative Subdivision Plan or Forest Conservation Plan. However, applicants must post signs on the development site and provide written public notice. A notice of the Application was sent to all required parties by the Applicant on July 14, 2023. The notice gave the interested parties 15 days to review and comment on the contents of the Application.

As of the date of this report, Staff has received community correspondence from neighboring residents regarding this Application (Attachment H). The correspondence received included questions and concerns regarding the extension of New London Drive, traffic, pedestrian safety, the proposed density, the removal of trees on the Subject Property, and general procedural questions.

Much of the community response concerned the proposed construction of an unbuilt portion of New London Drive. Several community members expressed concern that the extension of New London

Drive will increase traffic through the neighborhood. The concern is that at present this portion of New London Drive does not directly access any higher classification street and is generally quiet. The connection is feared to increase traffic, add noise, and change the character of the neighborhood. Additionally, there is concern that an increase in traffic would result in conflict between pedestrians and vehicles as there are no sidewalks in the neighborhood, and pedestrians must walk in the road. Community members noted the increasing frequency of delivery service vehicles serving the community which often do not obey speed limits. Members are also concerned that an additional connection would damage the community's image and cohesion. There is worry that an additional connection will ease access for non-community members into the community. Additionally, the other two existing entrances to the community contain monumental entrance signs demarking the "Avenel" name for branding purposes. The New London extension would not provide such a sign as part of the development, causing what some have voiced as possibly confusing and detrimental to community identity. Additionally, there is some noted concern that the extension of the road could be detrimental to housing prices.

To better understand the community concerns, Staff met on-site with the community on December 1, 2023, in addition to communicating via email and phone calls. As discussed in greater detail later in the report, Staff's response regarding the road is that the extension of New London Drive is driven primarily by Subdivision Code requirements, in particular Section 4.3(E)(b) which states that a subdivision must provide for the continuation of existing roads, either built or recorded, along with any Master Plan road recommendations. The Potomac Master Plan as well as Thrive 2050 additionally recommend the completion of new road connections to improve access, particularly for cyclists and pedestrians. Along these lines, the roadway completion will improve connectivity into and out of the neighborhood which currently has only two points of access by adding a new connection to Brickyard Road. This will significantly reduce walking and biking distance and time to access points and communities to the west. The road will be built to current public standards, which meet all safety standards as discussed in greater detail in the transportation section of this report. The low-density nature and relative seclusion of the neighborhood means that most beneficiaries to the extension of New London Drive will be residents. New London Drive Extended will also provide a more direct connection for emergency vehicles traversing onto both halves of New London Drive. At present, the only connection into the neighborhood is Darmuid Green Drive, approximately 1300 feet to the south of the New London Drive/Brickyard Road T-intersection.

Additionally, the proposed density for the Application is permitted per the RE-2 zoning and is compatible with surrounding residential density. Staff worked closely with the Applicant to revise the layout for the three residential lots to provide a simpler, refined lot configuration and to reduce tree removal, while maintaining as much existing tree cover as possible. As a result, the Application has minimized impacts to the character of the existing neighborhood and community while providing safe and efficient connectivity.



## SECTION 3: SITE DESCRIPTION

### VICINITY

The Subject Property, Parcel 239, is located in the southeastern corner at the intersection of Brickyard Road and New London Drive in Potomac (“Subject Property” or “Property”) (Figure 1). The Subject Property is southwest of the Rock Run Stream Valley. The property is southwest of the TBC Potomac at Avenel Farm Golf Course and southeast of the River Falls Community Center.



Figure 1 - Vicinity Map

### PROPERTY DESCRIPTION

The Subject Property is within the 2002 *Potomac Subregion Master Plan* area. The Property consists of 6.64 acres of land zoned Residential Estate (RE-2). The Property is improved with a single-family dwelling, detached garage, and a driveway on Brickyard Road. As depicted in Figure 2, properties surrounding the Subject Property are zoned RE-2 and R-200. Surrounding properties range in size, with smaller lots to the north and larger ones to the southeast.



*Figure 2 - Subject Property*

The Property is within the Rock Run watershed. While the Property does not contain environmentally sensitive features, such as forest, streams, and stream buffers, the Property has significant tree cover (Figure 3) encompassing approximately 4.85 acres in the southern half of the Property. This treed area contains 73 significant and 42 specimen trees. No historic resources or cemeteries are known to exist on the Property.



Figure 3 – Aerial View of Tree Cover

## SECTION 4: PROJECT DESCRIPTION

### PROPOSAL

This is an application to convert a deeded parcel (P239) into three (3) lots for three (3) new single-family detached dwelling units with driveway access off the extension of New London Drive.

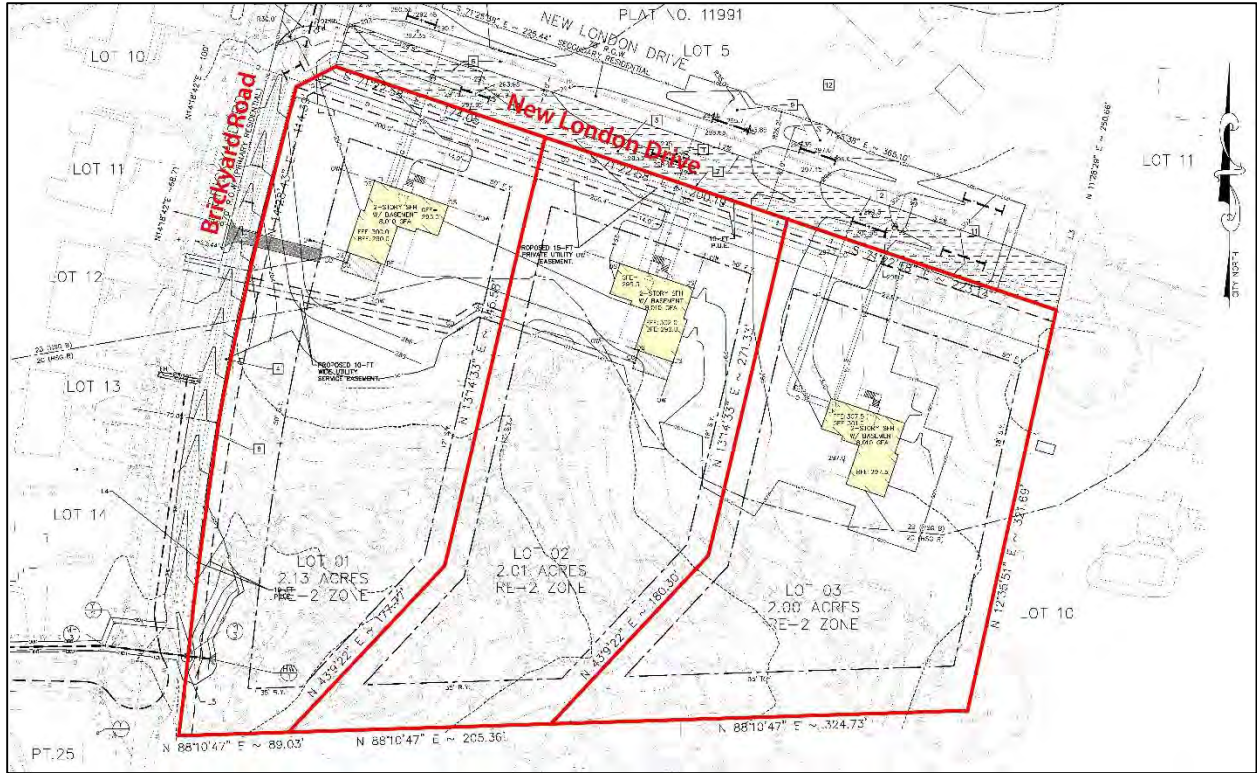


Figure 4 - Administrative Subdivision Plan

The new houses will be served by public water and sewer. As proposed, stormwater management goals will be met with acceptable ESD practices.

## TRANSPORTATION

The Application proposes to construct an extension of New London Drive to fill an existing gap in the road alignment, connecting the current terminus of the road to Brickyard Road to the west along the Subject Property's northern edge. Currently, New London Drive exists in two segments; the first segment along the frontage for the Site is used as a primary access for two existing homes north of the Subject Property. This portion of New London Drive extends east from Brickyard Road for about 400 feet before terminating close to the eastern property line of the Subject Property. Approximately 200 feet from the existing terminus, the second portion of New London Drive continues east from 10120-21 New London Drive. As part of this Application, Staff is conditioning the Applicant to reconstruct New London Drive in compliance with the *Complete Streets Design Guide*. The Applicant will be required to construct the unfinished section of New London Drive as a full movement through street. There is existing right-of-way dedication along the northern side of the road segment and this Application proposes additional dedication for public use along the southern side of New London Drive. The extension of New London Drive will connect the two termini. The proposed three new dwelling units will draw access from New London Drive.



*Figure 5 - Location of New London Drive Section to be Completed*

As part of the Mazza Woods and Brickyard Meadows subdivision applications approved in the 1970s, New London Drive was platted and constructed in its current alignment. However, the Brickyard Meadows (Figures 5 and 6) subdivision only dedicated 35 feet in width of ROW along the alignment currently under review and did not construct the link to Brickyard Road; the rationale for why this section of road was not constructed has been lost. However, the dedication provided by the Brickyard Meadows subdivision aligns directly with the remainder of New London Drive, indicating a plan to continue that road. Additionally, when New London Drive was constructed, it was completed with a temporary road terminus (as opposed to a permanent cul-de-sac) where the road reaches the Brickyard Meadows subdivision as well as Subject Property, again indicating the intent to provide a complete vehicular connection in this location between Brickyard Road and the remaining New London Drive.

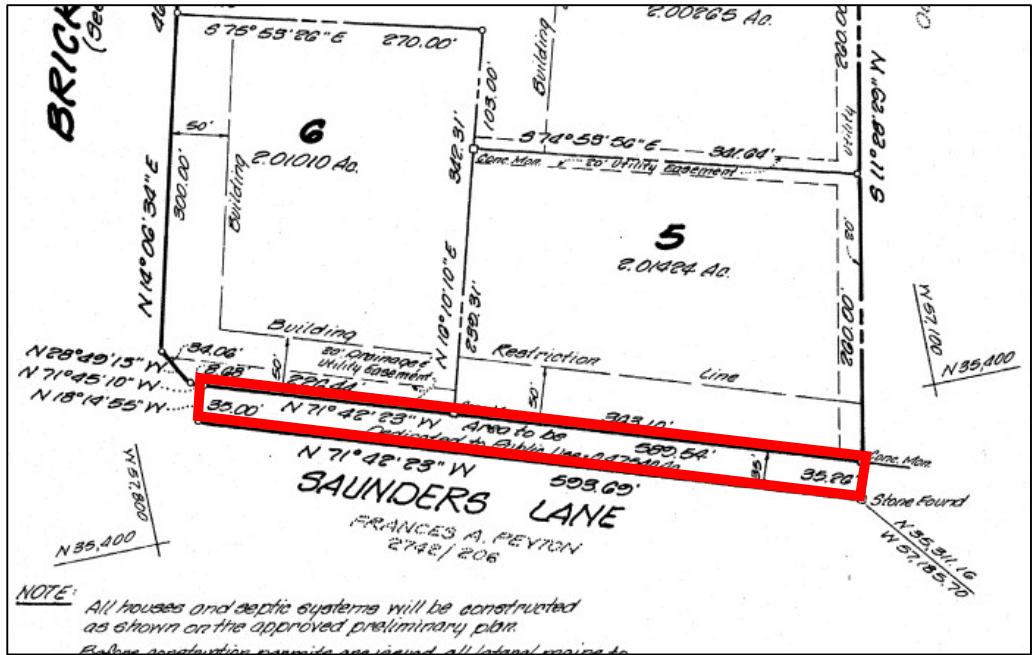


Figure 6 - 1977 Plat for Brickyard Meadows Illustrating ROW Dedication

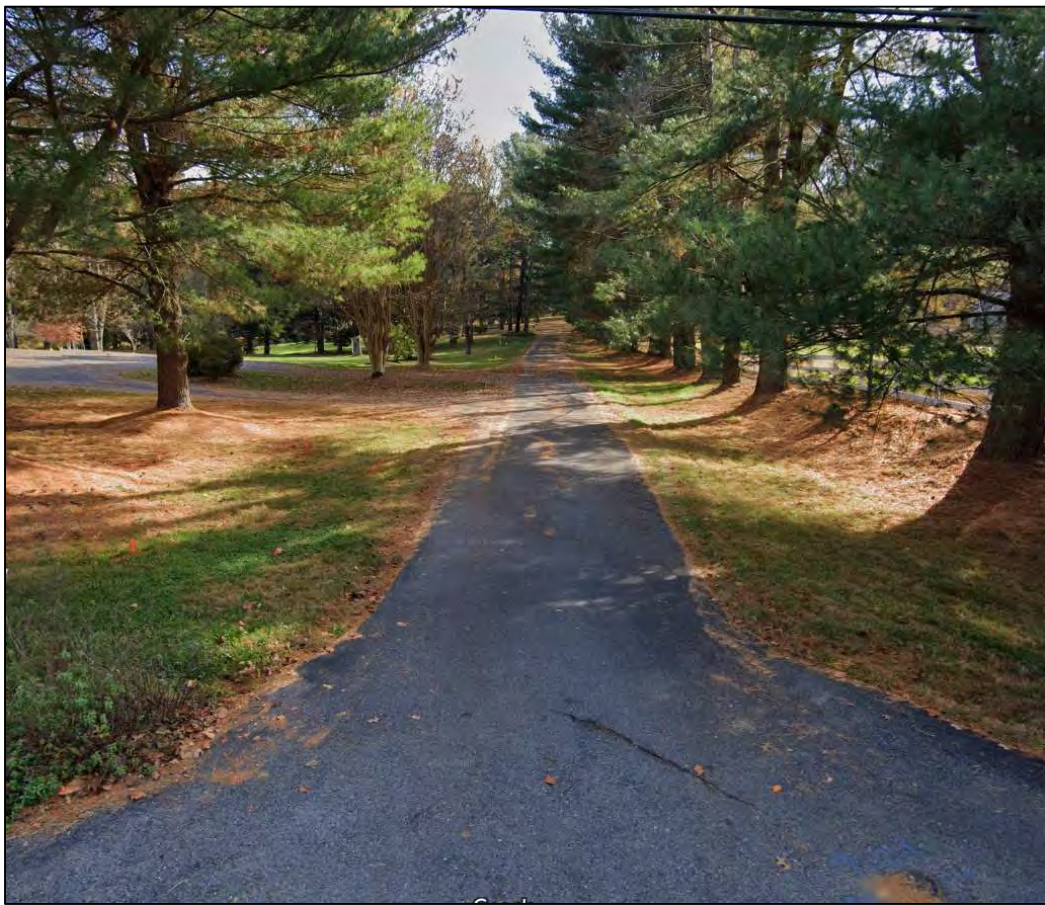


Figure 7 - Unbuilt but Dedicated Portion of New London Drive, currently used as a driveway

Presently, the dedicated ROW is used for primary access for two properties (Labeled as numbers 5 and 6 in Figure 6 above). The existing driveway is proposed to be removed and replaced with a standard Neighborhood Street with a 70-foot-wide ROW. The road will be designed to minimum dimensions to limit impact to existing trees and to encourage traffic calming. The roadbed itself will be constructed to be 21 feet wide, the minimum allowed under the Complete Streets Design Guide and roughly 2-4 feet narrower than the existing New London Drive. A sidewalk is proposed on only one side of the road along the Applicant frontage (south side). The sidewalk will be five feet in width as opposed to the current six-foot standard, minimizing impact. Much of the remaining space is to be used to hold open section drainage for the road.



*Figure 8 - Portion of New London Drive Extension Illustrating Alignment and Cross Section*

The proposed roadbed will tie into the existing section of New London Drive at its current terminus at the eastern edge of the Subject Property. At present, New London Drive ends in a non-standard temporary terminus that without the road extension would need to be properly terminated as a cul-de-sac. A cul-de-sac is not recommended as part of this application due to limited ROW availability, environmental impact, and would not provide master plan recommended connectivity.



*Figure 9 - Existing Non-Standard Temporary Terminus of New London Drive*

Planning Staff supports the completion of New London Drive for conformance to the Master Plan, General Plan, and Subdivision Code, as well as to improve emergency access. Ch. 50.4.3.E.1.b states that “the subdivision must provide for continuation of any existing roads (constructed or recorded) in satisfaction of the Road Design and Construction Code, unless otherwise determined by the Board, considering the recommendations of other appropriate agencies.” Given the current alignment and dedication for New London Drive, Staff recommends construction of the final portion of road in line with the Code’s intent.



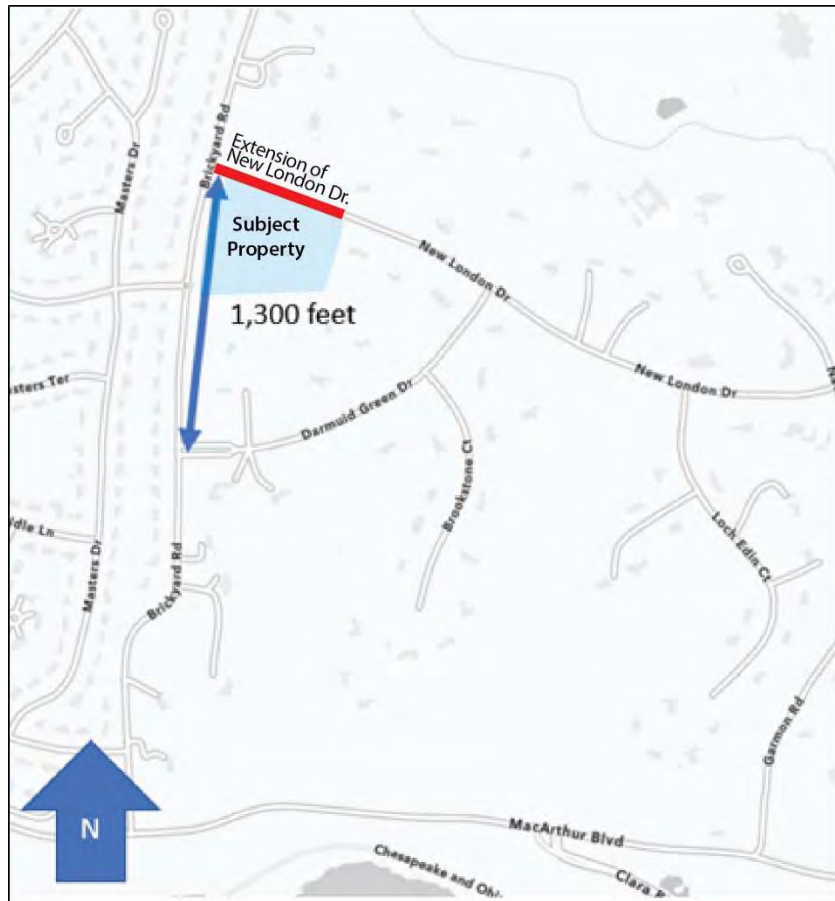


Figure 10 - Surrounding Neighborhood Illustrating Limited Connectivity

The 2004 *Potomac Master Plan* additionally offers several recommendations encouraging increased community connectivity such as establishing “a street pattern of short blocks and main axes that allow walking” (p. 34) and to “provide pedestrian and bike links to surrounding streets and neighborhoods” (p.34). Thrive 2050 similarly has extensive language recommending increased connectivity in order to achieve “complete communities”. The completion of the road would accomplish these goals by introducing a new intersection and by creating a more manageably sized block for a neighborhood that currently has very limited connectivity. At present, the closest intersection is approximately 1,300 feet to the south with Darmuid Green Dr., requiring a lengthy ½ mile detour for residents to access Brickyard Road, a major hurdle for cyclists and pedestrians. This proposed connection would significantly shorten and improve bike and pedestrian access. Along similar lines, an additional access point to the community using New London Drive would improve emergency response by providing a third access point for contingency and reducing driving distance, likewise reducing response time.

## ENVIRONMENT

The Preliminary/Final Forest Conservation Plan No. F20230390 (“FFCP”) shows no forest, streams or wetlands on the Property. However, the Property is heavily treed with numerous specimen trees. The Subject Property has an afforestation requirement of 1.62 acres. The Applicant will satisfy this requirement by providing 1.62 acres of augmented reforestation plantings on the Subject Property by planting understory trees and shrubs within a portion of the overstory treed area and placing it within a Category I Conservation Easement. Please see the analysis in Section 6 for an expanded explanation of the FFCP.

## SECTION 5: ADMINISTRATIVE SUBDIVISION PLAN FINDINGS AND ANALYSIS

### APPLICABILITY, SECTION 50.6.1 OF THE SUBDIVISION ORDINANCE

The Application meets the criteria for the Administrative Subdivision process per Section 50.6.1.C as demonstrated below:

**C) Subdivision for creation of certain residential lots. Up to 3 lots for detached houses may be created in any residential or rural residential zone under these procedures if:**

**1. The lots are approved for the standard method of development;**

The lots were submitted and are approved for standard method development within the RE-2 zone.

**2. Written approval for any proposed well and septic area is received from the Department of Permitting Services, Well and Septic Section before approval of the plat;**

The lots will not be served by wells or septic areas. The Property is designated in the W-1 and S-1 categories and is served by public water and sewer service.

**3. Any required road dedications and associated public utility easements are shown on the plat and the Applicant provides any required improvements;**

As conditioned, the Application provides road dedication in accordance with the Master Plan, which designates an approximate right-of-way width of 70 feet for both New London Drive and Brickyard Road, and the associated required improvements. The Applicant will coordinate with County agencies to ensure that any necessary public utility easements are shown on the plat.

**4. The requirements for adequate public facilities under Section 4.3.J are satisfied before approval of the plat; and**

Adequate public facilities exist to support and service the Property in accordance with Section 50.4.3.J of the Subdivision Regulations. Please refer to Finding No. 3b., starting on page 21 of this Staff Report, for additional information.

**5. *Forest conservation, stormwater management, and environmental protection requirements are satisfied before approval of the plat.***

The Subject Property is subject to Chapter 22A of the County Code. As conditioned, the Forest Conservation Plan complies with the requirements of the Forest Conservation Law. The Subject Property has an afforestation requirement of 1.62 acres, which will be met on-site and protected with a Category I Conservation Easement.

The Application received approval of a Stormwater Management Concept Plan from the Department of Permitting Services, dated November 14, 2023, per Chapter 19 of the County Code. The SWM Concept Plan demonstrates that stormwater will be managed through acceptable ESD practices. There are no additional environmental protection requirements to be met.

**FINDINGS REQUIRED BY SECTION 50.6.3.C, INCLUDING TECHNICAL REVIEW CRITERIA OF SECTION 50.4.3 OF THE SUBDIVISION ORDINANCE**

**1. *The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.***

The Administrative Subdivision Plan meets all applicable sections of the Subdivision Regulations. The size, width, shape, and orientation of the proposed lots are appropriate for the location of the subdivision, considering the recommendations of the 2002 *Potomac Subregion Master Plan*, and for the residential use contemplated for the Subject Property. The three proposed lots continue the existing lot pattern established by the existing lots and roads, and as part of this subdivision, the existing block will be completed.

The lots were reviewed for compliance with the dimensional requirements for the RE-2 zone as specified in the Zoning Ordinance. The lots will meet all the dimensional requirements and can accommodate houses with its width and setback requirements. A summary of this review is included in Table 1 below. The Application is proposed under the standard method in accordance with Section 4.5.3.C. of the Zoning Ordinance. The Administrative Subdivision Plan has been reviewed by other applicable County agencies, all of whom have recommended approval.

Table 1 - Brickyard Estates Administrative Subdivision Plan Data Table for RE-2 Zone, Standard Method, Section 59.4.5.3

| <b>Development Standard</b>                    | <b>Permitted / Required</b> | <b>Proposed</b>              |
|--|-----------------------------|------------------------------|
| <b>Tract Area</b>                              | N/A                         | 6.64 acres                   |
| <b>Proposed Dedication</b>                     | N/A                         | 0.50 acres                   |
| <b>Lot Area (min.)</b>                         | Each Lot: 2 acres           | All Lots: 2 acres or greater |
| <b>Lot width at front building line (min.)</b> | 150 ft.                     | All Lots: 150 ft. or greater |
| <b>Lot width at front lot line (min.)</b>      | 25 ft.                      | All Lots: 25 ft. or greater  |
| <b>Frontage on street or open space</b>        | Required                    | Required                     |
| <b>Density (max.)</b>                          | 1 DU per 2 acres            | 1 DU per 2 acres             |
| <b>Lot Coverage (max.)</b>                     | 25%                         | 25% or less                  |
| <b>Principal Building Height (max.)</b>        | 50 ft.                      | 50 ft. or less               |
| <b>Principal Building Setbacks (min.)</b>      |                             |                              |
| Front  | 50 ft.                      | All Lots: 50 ft. or greater  |
| Side street                                    | 50 ft.                      | Lot 1: 50 ft. or greater     |
| Side   | 17 ft.                      | All Lots: 17 ft. or greater  |
| Sum of sides                                   | 35 ft.                      | All Lots: 35 ft. or greater  |
| Rear   | 35 ft.                      | All Lots: 35 ft. or greater  |

**2. The Administrative Subdivision Plan substantially conforms to the Master Plan.**

**a) Land Use**

The Property is subject to the 2002 *Potomac Subregion Master Plan* and is zoned for Single-Family Residential use, consistent with the proposed project.

The Potomac subarea is recommended for infill development of remaining vacant properties with residential use. While the Subject Property is not vacant and contains a single, detached residential home, the proposed subdivision to create two additional residential lots is consistent with this recommendation, as well as with the smaller lot residential neighborhood west of Brickyard Road.

The modest increase in residential density from the creation of three (3) residential lots is also consistent with Thrive Montgomery 2050, the county’s General Plan, since the proposed subdivision would add housing supply to the County.

**b) Environment**

Protection of existing forest stands, and tree canopy is a primary goal of the 2002 *Potomac Subregion Master Plan*. Configuration of the proposed subdivision to create three (3) parallel lots fronting the new street connection of New London Drive to Brickyard Road allows the maximum amount of existing tree canopy protection possible, compared to other subdivision layout alternatives, and is consistent with the 2002 Plan.

**c) Transportation**

The 2002 *Potomac Subregion Master Plan* recommends improving community wide connectivity as mentioned previously, particularly to improve bike and pedestrian connectivity. The extension of New London Drive to intersect with Brickyard Road would follow this guidance and provide greater multimodal connectivity for residents and visitors of the surrounding neighborhoods.

**3. Public facilities will be adequate to support and service the area of the subdivision.**

Adequate public facilities exist to support and service the Property in accordance with Section 50.4.3.J of the Subdivision Regulations. As noted above, the Property is served by public water and sewer and is classified in the W-1 and S-1 categories. Public water and sewer mains currently serve the Property, which will be adequate to serve the proposed subdivision. Other utilities, public facilities and services, such as electric, telecommunications, police stations, firehouses and health services are currently operating within the standards set by the 2020 – 2025 *Growth and Infrastructure Policy* (the “GIP”) currently in effect.

**a) Roads and other Transportation Facilities**

**i. Existing Facilities**

The Subject Property contains frontages on two public roads – Brickyard Road and New London Drive. Brickyard Road is the Site’s main frontage and is classified as a Neighborhood Connector in the 2024 *Master Plan of Highways and Transitways* and 2021 *Complete Streets Design Guide*. The road does not have any drainage or pedestrian facilities. New London Drive, whose eastern and western halves are currently truncated, is unbuilt along the property frontage but has 35 feet in width of right-of-way dedication.

New London Drive does not contain any drainage or pedestrian facilities. Currently, the road exists in two segments between Brickyard Road (west) and Natelli Woods Lane (east). From Brickyard Road, New London Drive continues east for approximately 400 feet before terminating at the eastern property line of the Subject Property. A 200-foot gap exists between the two segments of New London Drive, east of the Subject Property. The remainder of existing New London Drive is dedicated with 70 feet of ROW with a 23-25 ft. paved road section.

**ii. Proposed public transportation infrastructure**

The 2018 *Bicycle Master Plan* has no recommendations for either Brickyard Road or New London Drive. However, the Applicant will construct a six-foot-wide sidewalk along the Property frontage on Brickyard Road, and a 5-foot-wide sidewalk on New London Drive. The sidewalk along Brickyard Road will contain a 6-foot-wide street buffer consistent with the 2021 *Complete Streets Design Guide* recommendation for Neighborhood Streets. New London Drive Extended, to be dedicated and constructed by the Applicant, will contain a 21-foot-wide pavement width, the minimum size recommended in the *Complete Streets Design Guide*. New London Drive is also classified as a Neighborhood Street and will be built to the appropriate road design standards. The impetus for the

extension of New London Drive is due to road construction requirements in Chapter 50 of the County Subdivision Regulations, which states in part, “The subdivision must provide for continuation of any existing roads...in satisfaction of the Road Design and Construction Code.” As proposed, roads and transportation facilities are adequate to support the Application.

**iii. Local Area Transportation Review (LATR)**

The Subject Property currently exists as one residential corner lot. As part of this Application, the Applicant is further subdividing the Subject Property into three lots for three single-family homes. The Property is located in the Potomac Policy Area, which is categorized as a Yellow Policy Area under the 2020 – 2025 *Growth and Infrastructure Policy* (the “GIP”). As demonstrated via the Applicant’s Traffic Exemption Statement (“TES”) dated March 28th, 2023, the Application will generate fewer than 50 peak-hour person trips in the morning and evening peak hours. The Property will generate a maximum of two net-new person trips during the AM peak-hour period, and three net-new person trips during the PM peak-hour period. As this is below the 50-person threshold to trigger a full-scale transportation study, the Application is not subject to additional Local Area Transportation Review (“LATR”) and is exempt from completing further transportation adequacy analysis.

**b) Schools**

**Overview and Applicable School Test**

The FY24 Annual School Test, approved by the Planning Board on June 22, 2023 and effective July 1, 2023 is applicable to this application. This plan proposes 7 new single-family detached units.

**School Adequacy Test**

The project is served by Carderock Springs ES, Thomas W. Pyle MS, and Walt Whitman HS. Based on the FY24 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

*Table 2 - Applicable FY2024 School Adequacy*

| School                       | Projected School Totals, 2027 |            |               |                   | Adequacy Status | Adequacy Ceilings |        |        |
|------------------------------|-------------------------------|------------|---------------|-------------------|-----------------|-------------------|--------|--------|
|                              | Program Capacity              | Enrollment | % Utilization | Surplus / Deficit |                 | Tier 1            | Tier 2 | Tier 3 |
| Carderock Springs ES         | 430                           | 369        | 85.8%         | +61               | No UPP          | 146               | 163    | 212    |
| Thomas W. Pyle MS            | 1,523                         | 1,301      | 85.4%         | +222              | No UPP          | 348               | 527    | 756    |
| Walt Whitman HS <sup>1</sup> | 2,231                         | 2,182      | 97.8%         | +49               | No UPP          | 229               | 496    | 830    |

<sup>1</sup> Projected enrollment reflects the estimated impact of CIP P651908, which will reassign students between the Down County Consortium, Bethesda-Chevy Chase HS, Walter Johnson HS, Walt Whitman HS, and Charles Woodward HS in 2026.

The school adequacy test determines the extent to which an applicant is required to make a Utilization Premium Payment (UPP) based on each school's adequacy status and ceilings, as determined in the Annual School Test. Under the FY24 Annual School Test, development projects approved within these school service areas are not automatically subject to Utilization Premium Payments as identified in Table 2.

Based on the school capacity analysis performed, using the FY2024 Annual School Test, this application is not subject to a Utilization Premium Payment. Therefore, no UPP condition is required.

**c) Other Public Facilities and Services**

Other public facilities and services are available and adequate to serve the proposed lots. The Administrative Subdivision Plan is within the W-1 and S-1 categories, respectively, and will utilize existing public water and sewer lines.

The Administrative Subdivision Plan was reviewed by the MCDPS, Fire Department Access and Water Supply Section, and a Fire Department Access Plan was approved on January 29, 2024 (Attachment E). Other utilities, public facilities, and services, such as electric, telecommunications, police stations, firehouses and health services are currently operating within the standards set by the 2020-2024 Growth and Instructure Policy (GIP) in effect at the time that the Preliminary Plan was accepted.

**4. All Forest Conservation Law, Chapter 22A requirements are satisfied.**

The Preliminary/Final Forest Conservation Plan satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and is in compliance with the Montgomery County Planning Department's Environmental Guidelines. Please refer to Section 6 below for the analysis and findings for the Preliminary/Final Forest Conservation Plan.

**5. All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.**

The Administrative Subdivision application received an approved stormwater concept plan from the Montgomery County Department of Permitting Services, Water Resources Section on November 14, 2023 (Attachment D). The Application will meet stormwater management goals using acceptable ESD practices.

**6. Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Cemetery Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.M.**

There is no evidence, actual notice, or constructive notice of a burial site within the Administrative Subdivision Plan. The Subject Property is not included within the Montgomery County Inventory.

**7. Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.**

There are no other applicable provisions specific to the Administrative Subdivision Plan that are necessary for approval of this Application.

## **SECTION 6: PRELIMINARY/FINAL FOREST CONSERVATION PLAN F20230390 ANALYSIS AND FINDINGS**

The Property is subject to the Montgomery County Forest Conservation Law, Chapter 22A of the County Code, and requires a Forest Conservation Plan. Included with the FFCP is a request for a tree variance for impacts and removal of trees protected under Sec. 22A-12(b)(3) of the Chapter 22A. The FFCP complies with the Montgomery County Environmental Guidelines and the Forest Conservation Law, as conditioned in the Staff Report and described below.

### **FOREST CONSERVATION**

#### **Natural Resource Inventory/Forest Stand Delineation Plan**

The Natural Resource Inventory/Forest Stand Delineation (“NRI/FSD”) 420230870 for this Property was approved on April 12, 2023. The NRI/FSD identifies the environmental features and forest resources on the Subject Property. The Subject Property is comprised of one parcel totaling 6.66 acres. The Subject Property is located within the Rock Run watershed, classified as a Use Class I-P by the State of Maryland. The Subject Property contains no forest but has significant tree cover encompassing approximately 4.85 acres of the Subject Property. This treed area contains 73 significant and 42 specimen trees. Even though the tree count meets stem count for a forest as defined in 22A-3, there is no understory trees or shrubs and as such doesn’t qualify as forest. The ground cover is comprised of some turf grasses, but most of the area is covered in Japanese Stiltgrass (*Microstegium vimineum*). The Subject Property has no streams, wetlands, springs, seeps, or other sensitive environmental features.

The Subject Property has a moderate downhill slope from northeast to southwest of approximately 9% as it comes off the alignment of New London Drive with a low spot in the southwest corner of the property draining into a SWM drainpipe. Adjacent to New London Dr. the site is relatively level and mostly clear of vegetation. This is the area where the existing home and outbuilding is located.

#### **Forest Conservation Plan**

The Applicant has submitted a Preliminary/Final Forest Conservation Plan No. F20230390 (“FFCP”) (Attachment F) for concurrent review with the Administrative Subdivision Plan No. 620230150. The Application satisfies the applicable requirements of the Forest Conservation Law, Montgomery County



Code, Chapter 22A and is in compliance with the Montgomery County Planning Department’s approved Environmental Guidelines.

The Subject Property is zoned RE-2 and is assigned a Land Use Category of Cluster Medium Density Residential (“MDR”) as defined in Section 22A-3 of the Montgomery County Forest Conservation Law (“FCL”) and in the Land Use Table of the Trees Technical Manual. This results in an afforestation threshold of 20% and a conservation threshold of 35% of the Net Tract Area.

The Net Tract Area for forest conservation purposes includes the 6.66-acre Total Tract Area plus 1.45 acres of offsite disturbance associated with this Application, for a total Net Tract area of 8.11 acres. There is a total of 0.00 acres of existing forest on the Subject Property resulting in a total afforestation/reforestation requirement of 1.62 acres within either the Same watershed/Priority and Outside of the same watershed/Priority Area. The Applicant proposes to meet this planting requirement onsite by augmenting an area of tree cover with plantings of MD native understory trees and shrubs and placing this area into a Category I Conservation Easement. (Figure 11).

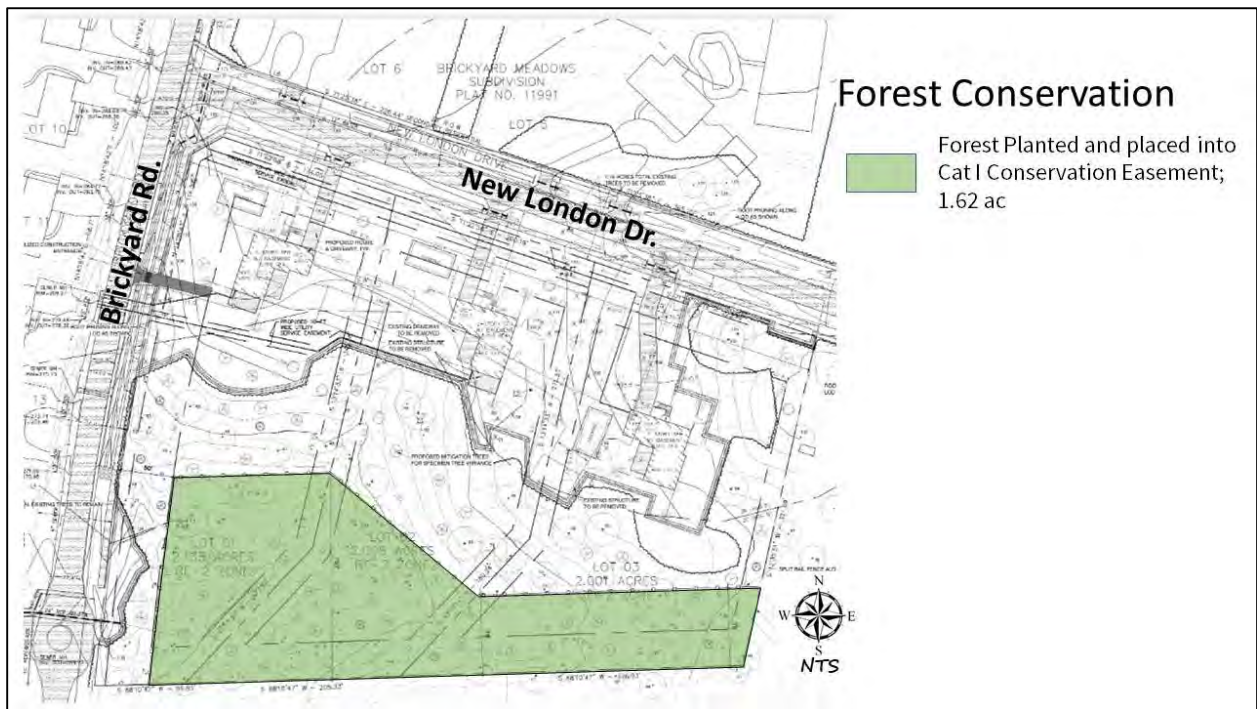


Figure 11 - Forest Conservation Plan

#### FOREST CONSERVATION VARIANCE

Section 22A-12(b)(3) of Montgomery County Forest Conservation Law provides criteria that identify certain individual trees as high priority for retention and protection (“Protected Trees”). Any impact to these trees, including removal of the subject tree or disturbance within the tree’s critical root zone (“CRZ”) requires a variance under Section 22A-12(b)(3) (“Variance”). Otherwise, such resources must be left in an undisturbed condition. An applicant for a variance must provide certain written

information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law. The law requires no impact to trees that: measure 30 inches or greater DBH; are part of an historic site or designated with an historic structure; are designated as a national, State, or County champion trees; are at least 75 percent of the diameter of the current State champion tree of that species; or trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species.

### Variance Request

The Applicant submitted a variance request in a letter dated January 30, 2024 (Attachment G). In the request, the Applicant proposes to impact eleven (11) trees and remove eight (8) trees that are 30 inches or greater DBH, that are considered high priority for retention under Section 22A-12(b)(3) of the County Forest Conservation Law (Tables 1 and 2).

Table 3 – Protected Trees to be Impacted

| <b>Impacted Trees Table</b> |                                |                    |                 |                       |                       |   |
|-----------------------------|--------------------------------|--------------------|-----------------|-----------------------|-----------------------|---|
| <b>Tree Number</b>          | <b>Botanical Name</b>          | <b>Common Name</b> | <b>Size DBH</b> | <b>Tree Condition</b> | <b>% CRZ Impacted</b> | <b>Status</b>                               |
| 2                           | <i>Fagus grandifolia</i>       | American Beech     | 46”             | Good                  | 27%                   | Retain; minimal impacts only                |
| 23                          | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 37”             | Good                  | 10%                   | Retain; minimal impacts only                |
| 49                          | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 32”             | Good                  | 8%                    | Retain; minimal impacts only                |
| 57                          | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 33”             | Good                  | 5%                    | Retain; minimal impacts only                |
| 65                          | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 40”             | Fair                  | 14%                   | Retain; minimal impacts only                |
| 66                          | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 34”             | Fair                  | 7%                    | Retain; minimal impacts only                |
| 67                          | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 32”             | Good                  | 30%                   | Retain; minimal impacts only                |
| 99                          | <i>Catalpa speciosa</i>        | Catalpa            | 39”             | Poor                  | 30%                   | Retain; minimal impacts only                |
| 101                         | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 32”             | Good                  | 12%                   | Retain; minimal impacts only. Off-site tree |
| 102                         | <i>Quercus phellos</i>         | Willow Oak         | 35”             | Fair                  | 20%                   | Retain; minimal impacts only                |
| 103                         | <i>Quercus phellos</i>         | Willow Oak         | 30”             | Good                  | 23%                   | Retain; minimal impacts only                |

Table 4 – Protected Trees to be Removed

| <b>Removed Trees Table</b> |                                |                    |                 |                       |                       |   |
|----------------------------|--------------------------------|--------------------|-----------------|-----------------------|-----------------------|---|
| <b>Tree Number</b>         | <b>Botanical Name</b>          | <b>Common Name</b> | <b>Size DBH</b> | <b>Tree Condition</b> | <b>% CRZ Impacted</b> | <b>Status</b>   |
| 27                         | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 36”             | Good                  | 44%                   | Severe impacts to CRZ; remove                                   |
| 54                         | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 30”             | Fair                  | 38%                   | Poor structure, exposed roots, potential hazard tree            |
| 60                         | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 30”             | Poor                  | 100%                  | N/A   |
| 61                         | <i>Carya glabra</i>            | Pignut Hickory     | 31”             | Fair                  | 50%                   | LOD removing structural roots on 3 sides, potential hazard tree |
| 106                        | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 36”             | Good                  | 100%                  | N/A   |
| 115                        | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 37”             | Fair                  | 100%                  | N/A   |
| 120                        | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 31”             | Poor                  | 100%                  | N/A   |
| 126                        | <i>Liriodendron tulipifera</i> | Tulip Poplar       | 36”             | Fair                  | 100%                  | N/A   |

### Unwarranted Hardship Basis

Per Section 22A-21, a variance may only be considered if the Planning Board finds that leaving the requested trees in an undisturbed state would result in unwarranted hardship, denying the Applicant reasonable and significant use of their property. The Subject Property is 6.66 acres located in the RE-2 zone. A reasonable and significant use of the property is the ability to subdivide the property into 3 residential lots pending compliance with all other applicable laws and ordinances. In this case, the unwarranted hardship is caused by the combination of the necessary layout of the proposed subdivision on the Subject Property which is dictated by the existing site conditions, development standards of the zone and Montgomery County agency requirements combined with the location of the Protected Trees.

The initial FFCP application proposed a different lot layout with one lot fronting on Brickyard Road, one lot fronting on New London Drive, and one corner lot in between with frontages on both roads. This lot layout resulted in unnecessary impacts and removal to a larger number of Protected Trees than what is currently proposed. In coordination with Staff, the Applicant was able to revise the lot

layout to have all 3 lots parallel to each other and fronting onto New London Drive. This layout responds best to the unique site conditions by locating the proposed units along the northern property boundary where the property is mostly flat and with the least amount of tree cover. This minimizes the amount of required site grading and impacts to the existing tree cover and protected trees.

The revised lot layout (Figure 12) shows there are 8 Protected Trees proposed to be removed and 11 to be impacted. Of the 8 trees to be removed, 5 of these trees, Trees 60, 106, 115, 120 and 126, are located within the proposed development area within the LOD. Three of these 8 trees, Trees 27, 54 and 61, are located near the periphery of the site just outside the LOD. However, these trees are heavily impacted by the LOD, losing portions of their structural root systems thereby creating a situation where these trees could develop into potential hazard trees given their conditions and locations to the proposed homes and roadway. The 11 trees to be impacted are all located outside, but in proximity of the LOD. All 12 are proposed to be retained.

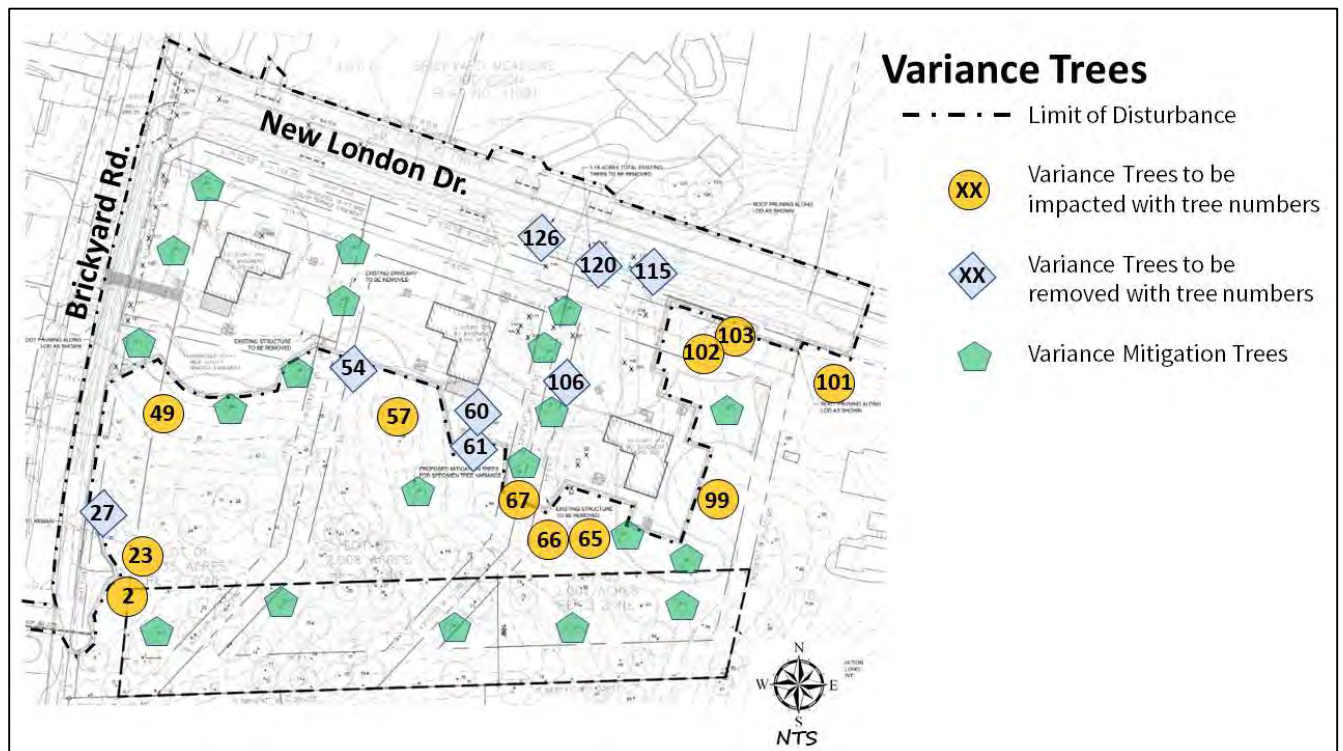


Figure 12 - Variance Trees

The inability to impact or removed these Protected Trees would prevent the reasonable and significant use of this property. Given that this site contains a large number of Protected Trees that are generally scattered throughout the site, it would not be feasible to develop this property and not impact or remove Protected Trees in some manner. However, the number of Protected Trees being impacted and removed has been greatly minimized by this application with the re-orientation of the lots towards New London Drive.

Section 22A-21 of the County Forest Conservation Law sets forth the findings that must be made by the Planning Board or Planning Director, as appropriate, in order for a variance to be granted.

### Variance Findings

The following determinations are based on the required findings for granting of the requested variance:

**i. Will not confer on the applicant a special privilege that would be denied to other applicants.**

Granting the variance will not confer a special privilege on the Applicant as the impacts to the 11 trees and the removal of 8 trees are due to the development of the Property, location of the trees in proximity to the limits-of-disturbance (“LOD”) and necessary site design requirements for this residential development. Granting a variance to allow disturbance within the developable portion of the site is not unique to this Applicant. Therefore, granting of this variance is not a special privilege that granted only this Applicant and denied to other applicants.

**ii. Is not based on conditions or circumstances which are the result of the actions by the applicant.**

The requested variance is not based on conditions or circumstances which are the result of actions by the Applicant. The requested variance is based upon the existing site conditions, development standards of the zone, and necessary design requirements of this Application.

**iii. Is not based on a condition relating to land or building use, either permitted or non-comforming, on a neighboring property.**

The requested variance is a result of the existing conditions and the proposed site design and layout of the Subject Property, and not as a result of land or building use on a neighboring property.

**iv. Will not violate State water quality standards or cause measurable degradation in water quality.**

The variance will not violate State water quality standards or cause measurable degradation in water quality. The Protected Trees being impacted are not located within a stream buffer, wetland or Special Protection Area. These trees being impacted are fully expected to recover and to continue providing the ecological and water quality functions that may be initially reduced by the impacts of the Protected Trees. Therefore, the Application will not violate State water quality standards or cause measurable degradation in water quality.

### Mitigation for Trees Subject to the Variance Provisions

There are 8 Protected Trees proposed for removal in this variance request, resulting in a total of 265 inches of DBH being removed. Five of these trees, Trees 60, 106, 115, 120 and 126, are located within the proposed development area within the LOD. Three of these 8 trees, Trees 27, 54 and 61, are located near the periphery of the site just outside the LOD. However, these trees are heavily impacted

by the LOD, loosening portions of their structural root systems. It is recommended that these 3 trees be removed given their condition, the level of impacts and to prevent these trees from becoming potential hazard trees in the future given their proximity to the proposed homes and roadway.

The Applicant proposes mitigation at a rate that approximates the form and function of the trees removed. These trees will be replaced at a ratio of approximately 1-inch caliper for every four inches removed using trees that are a minimum of three caliper inches in size. This results in a total mitigation of 66.25 inches with the installation of 23 3-inch caliper overstory trees native to the Piedmont Region of Maryland on the Property outside of any rights-of-way and outside of any utility easements.

Although these trees will not be as large as the trees lost, they will be planted on the Subject Property and provide some immediate benefit, ultimately replacing the canopy lost by the removal of these trees. There is some disturbance within the CRZ of 12 trees; however, they will receive adequate tree protection measures, their roots will regenerate, and the functions they currently provide will continue. Therefore, no mitigation is recommended for trees that are impacted but retained. As conditioned, the mitigation trees will be protected as part of a 5-year maintenance and management agreement.

#### Recommendation on the Variance

Staff recommends approval of the variance request.

## SECTION 7: CONCLUSION

The Administrative Subdivision meets the requirements of Section 50.6.3.C and the technical requirements of Section 50.4.3 of the Subdivision Regulations, and the applicable requirements of Section 50.6.1.C. The lots meet all requirements established in the Subdivision Regulations and the Zoning Ordinance and substantially conform to the recommendations of the *2002 Potomac Subregion Master Plan*. Access and public facilities will be adequate to serve the proposed lot(s), and the Application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan. The Preliminary/Final Forest Conservation Plan satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and is in compliance with the Montgomery County Planning Department's Environmental Guidelines. Therefore, as conditioned, Staff recommends approval of Administrative Subdivision Plan No. 620230150 and Preliminary/Final Forest Conversation Plan No. F20230390 with the conditions as specified at the beginning of this report.

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## ATTACHMENTS

*Attachment A: Statement of Justification*

*Attachment B: Administrative Subdivision Plan Composite*

*Attachment C: MCDOT Approval, February 7, 2024*

*Attachment D: MCDPS Stormwater Management Approval, November 14, 2023*

*Attachment E: MCDPS Fire Department Access and Water Supply Approval, January 29, 2024*

*Attachment F: Preliminary/Final Forest Conservation Plan Composite*

*Attachment G: Tree Variance Request Letter, January 30, 2024*

*Attachment H: Community Correspondence*

**Statement of Justification**  
**ADMINISTRATIVE SUBDIVISION APPLICATION #520230020**  
**BRICKYARD ESTATES**  
**7601 Brickyard Road, Potomac, Maryland**  
**Administrative Subdivision Application**

On behalf of 7601 Brickyard, LLC (the “Applicant”), we respectfully submit this application to the Montgomery County Planning Director (the “Director”) for approval of an administrative subdivision (the “Administrative Subdivision,” or the “Application”). The Administrative Subdivision proposes to create three new residential lots from an existing unrecorded parcel located at 7601 Brickyard Road in Potomac, Maryland (as defined herein, the “Property”). One of the proposed lots will have direct access to Brickyard Road, while the other two proposed lots will have access to a new public street segment that will connect existing New London Drive to Brickyard Road. The Applicant proposes to dedicate the right-of-way for this extension of New London Drive for public use following approval of the Administrative Subdivision and the recordation of associated plats, and to construct the street in accordance with applicable Montgomery County standards.

This Administrative Subdivision is submitted in accordance with the requirements and procedures specified for such applications in Division 50.6 of Chapter 50 of the Montgomery County Code (the “Subdivision Regulations”), as well as the development standards of the Residential Estate – 2 (RE-2) zone (the “RE-2 Zone”) set forth in the Chapter 59 of the Montgomery County Code (the “Zoning Ordinance”), as such standards may be applicable to the Property.

**I. Background – Property Description**

The Property, which the Applicant owns, is comprised of a single unrecorded parcel in the RE-2 Zone known as “Parcel P239.”<sup>1</sup> Consisting of approximately 6.638 acres of land, the Property is located on the east side of Brickyard Road and south of a partially dedicated right-of-way segment for the future extension of New London Drive.<sup>2</sup> Vehicle access to the Property currently is facilitated by a single driveway entrance located on Brickyard Road.

The Property currently is improved with a frame single-family dwelling, a detached frame garage, and related improvements that are typical for residential development (*e.g.*, driveways, surface parking areas, landscaping). The existing improvements are representative of development in the neighborhood surrounding the Property, which is comprised of other single family homes in the

<sup>1</sup> The Property is described more specifically in that certain Deed by and between Nikesh Bhut and Chandrika Bhut, as sellers, and the Applicant, as purchaser, dated October 28, 2022, and recorded in the Montgomery County Land Records (the “Land Records”) at Book 66444, Page 001 ([Exhibit A](#)).

<sup>2</sup> Montgomery County previously acquired an approximate 0.3852 acre portion of the original unrecorded parcel along Brickyard Road pursuant to a Deed recorded in the Land Records at Liber 4321, folio 287 ([Exhibit B](#)). Based on the Deed, we understand that the County acquired this portion of the original unrecorded parcel for the improvement of Brickyard Road, and for only nominal consideration.



RE-2 and Residential – 200 (“R-200”) zones. However, the Property is considerably larger than other residential lots in the immediate area.

The Property is subject to the 2002 Approved and Adopted Potomac Subregion Master Plan (the “Master Plan”). The Master Plan does not include specific recommendations for the Property, or for the future extension of New London Drive. However, in order to obtain preliminary guidance on the Administrative Subdivision from the Montgomery County Planning Department (“Planning Department”) and other reviewing agencies, the Applicant submitted a Concept Plan application in the Fall of 2022. Among other things, the Montgomery County Department of Transportation (“MCDOT”) confirmed at the time of Concept Plan review that the County considers New London Drive to be a secondary residential street, requiring a minimum right-of-way of 70 feet. MCDOT also confirmed that a minimum right-of-way of 70 feet is required for Brickyard Road, a primary residential street.

Because the required widths for each of these roads adjacent to the Property have not yet been achieved, MCDOT advised that dedications for public use would be needed along the Property’s western and northern frontages with any proposed subdivision.<sup>3</sup> The Administrative Subdivision now proposes to facilitate those dedications in connection with the creation of new residential lots, as described in Section II below.

## **II. Administrative Subdivision Request**

The Administrative Subdivision proposes to create three new residential lots from the existing unrecorded parcel. The proposed new lots are described more particularly as follows:

- i. “Lot 1,” which will encompass approximately 2 acres of site area along the southwestern portion of the Property with frontage on Brickyard Road;
- ii. “Lot 2,” which will encompass approximately 2 acres of site area along the northwestern portion of the Property with frontage on Brickyard Road and future New London Drive;
- iii. “Lot 3,” which will encompass 2.14 acres of site area on the easternmost portion of the Property with frontage on future New London Drive.

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<sup>3</sup> With respect to New London Drive, MCDOT confirmed that the northern side of the right-of-way segment directly adjacent to the Property was dedicated to a width of 35 feet in 1977, with the recordation of Plat No. 11991 for the confronting properties to the north (Exhibit C). However, the southern side of New London Drive directly adjacent to the Property still remains to be dedicated for public use and constructed.

Following approval of the Administrative Subdivision and recordation of an associated record plat, the Applicant intends to demolish the existing improvements on the Property and to develop the proposed new lots for single-family residential use.

Importantly, the Administrative Subdivision also proposes to dedicate land for public use along Brickyard Road (approximately 0.0143 acres) and New London Drive (approximately 0.4810 acres), for the approximate length of each of the Property's public street frontages. The proposed dedications will allow both rights-of-way to achieve their recommended minimum widths of 70 feet. Given that two of the proposed residential lots will utilize New London Drive for vehicle access, the Applicant also proposes to construct the segment of New London Drive adjacent to the Property. As part of the work associated with the extension of New London Drive, the Applicant proposes to reconstruct the existing driveway aprons for the confronting properties at 7701 Brickyard Road (*i.e.*, Lot 6, Brickyard Meadows subdivision) and 7613 Brickyard Road (*i.e.*, Lot 5, Brickyard Meadows subdivision) in accordance with applicable County standards.

### **III. Requirements for Approval**

Section 50.6.1.C of the Subdivision Regulations sets forth the findings that the Planning Director must confirm in order to approve an administrative subdivision plan for the creation of up to three lots for detached houses in any residential zone. The proposed Administrative Subdivision addresses each of these required findings, as follows:

1. *[T]he lots are approved for standard method development;*

As shown on the plans submitted with the Administrative Subdivision, the proposed residential lots will comply with the applicable standards of the RE-2 Zone for the standard method of development, which are specified in Section 59.4.4.1 of the Zoning Ordinance.

2. *[W]ritten approval for any proposed well and septic area is received from the Department of Permitting Services, Well and Septic Section before approval of the plat;*

This requirement does not apply since the Property is served by public water and sewer and is classified as service areas W-1 and S-1.

3. *[A]ny required road dedications and associated public utility easements are shown on the plat and the applicant provides any required improvements;*

The Administrative Subdivision will provide required dedications and easements to facilitate the Master Plan and/or the provision of utilities to the new lots to be created under this subdivision, including dedications to achieve the recommended right-of-way width on Brickyard Road and New London Drive. The Applicant also proposes to construct the entire width of the segment of

New London Drive along the length of the Property's northern lot line, in accordance with road sections that have been submitted with the Administrative Subdivision.

4. *[T]he requirements for adequate public facilities under Section 4.3.J are satisfied before approval of the plat; and*

The County's 2020-2024 Growth and Infrastructure Policy (the "Growth and Infrastructure Policy") confirms that the Property is located in the Yellow Policy Area. With respect to the adequacy of transportation facilities in this area, the Applicant's transportation consultant has submitted a Transportation Study Exemption Statement (the "Transportation Study") with this Application. The Transportation Study confirms that the Administrative Subdivision — in creating a total of three new lots — will generate fewer than 50 peak-hour person trips. Thus, this Administrative Subdivision is exempt from Local Area Transportation Review ("LATR") under the Growth and Infrastructure Policy. Therefore, roads and transportation facilities are adequate to support the Administrative Subdivision.

Public school facilities also are adequate. Schools serving the Property include Carderock Springs Elementary School, Thomas W. Pyle Middle School and Walt Whitman High School. The results of the FY 2023 Schools Test confirms that none of these schools require a Utilization Premium Payment and that the County considers each to be considered adequate, with an "open" service area status.

With respect to water and sewer infrastructure, as noted in Section III-2 above, the Property is classified in service categories W-1 and S-1 and is served by public water and sewer mains. Thus, these two utilities are available for the requested Administrative Subdivision. Additionally, dry utilities including electric, gas and communications lines are available to serve the Property.

Finally, with respect to public safety, Fire and Rescue protection is located approximately 2.2 miles from the Property at 9404 Falls Road, at Cabin John Park Volunteer Fire Department Station 30.

5. *[F]orest conservation, stormwater management, and environmental protection requirements, if applicable, are satisfied before approval of the plat.*

This Administrative Subdivision complies with applicable forest conservation, stormwater management, and environmental protection requirements. A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD Case No. 420230870) (the "NRI/FSD") was submitted and approved prior to submission of the Application. The Applicant has prepared a Preliminary Forest Conservation Plan in accordance with Chapter 22A of the County Code, which will be submitted for review with the Administrative Subdivision. Thus, all applicable criteria for forest conservation approval will be met.

With respect to stormwater management, a Stormwater Management Concept Plan (SWM Case No. 289414) (the "SWM Concept Plan") has been submitted to the Montgomery County

Department of Permitting Services (“MCDPS”). The Stormwater Management Concept Plan provides stormwater runoff treatment using Environmental Site Design (“ESD”) to the Maximum Extent Practicable (“MEP”). The ESD volume for each proposed lot will be met on that lot through the implementation of gravel dry wells, non-rooftop disconnections, and micro-bioretenement facilities. A separate HOA or Common Space lot is not proposed to meet the ESD to the MEP.

**V. Conclusion**

As described herein, the Administrative Subdivision complies with all applicable requirements of the Subdivision Regulations for an administrative subdivision plan that proposes to create up to three lots for detached houses in any residential zone. Therefore, we respectfully require that the Planning Department approve the Administrative Subdivision as proposed. We appreciate your consideration of this matter.





## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
County Executive

Christopher Conklin  
Director

February 7, 2024

Mr. Jeffrey Server, Planner III  
Up-County Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive  
Wheaton, Maryland 20902

RE: Administrative Plan No. 620230150  
Brickyard Estates

Dear Mr. Server:

We have completed our review of the administrative plan uploaded to Eplans on January 29, 2024. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on August 1, 2023. We recommend approval of the plan subject to the following comments:

Significant Plan Review Comments

1. New London Drive is designated as a Neighborhood Street, per the Complete Streets Design Guide, with a 70-foot right-of-way. The existing road is considered a driveway and is substandard. The applicant will be required to do the following:
  - Rebuild New London Drive so that it connects to the existing New London Drive east of the subject property.
  - Dedicate 35' feet along the existing New London Drive frontage.
  - **Along this property's street frontage:** Construct New London Drive to Neighborhood Street standards with the following dimensions, as shown on Sheet 07-ADSUB-006 of the plan:
    - i. **Two, 10.5' travel lanes**
    - ii. **5' grass shoulders**
    - iii. **8.3' ditches with 4:1 inner slope, 2' bottom and 2.3:1 outer slope**
    - iv. **1' buffer** between the ditch and sidewalk (along the project frontage)
    - v. **5' sidewalk** (along the project frontage)
    - vi. **5.2' buffer** between the sidewalk and right-of-way line (along the project frontage)
    - vii. **11.2' buffer** between the ditch and the north right-of-way line
2. The applicant shall construct a **6'** wide, concrete sidewalk within the right-of-way along the **property's** Brickyard Road frontage.

**Office of the Director**

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

*Located one block west of the Rockville Metro Station*

3. On the certified plan, remove all references to the concrete channel shown on the Brickyard Road cross section on Sheet 07-ADSUB-006.

Standard Plan Review Comments

4. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.
5. Design all access points to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
6. The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.
7. The sight distance study has been accepted. A copy of the accepted Sight Distance Evaluation certification form is enclosed for your information and reference.
8. Relocation of utilities along New London Drive and Brickyard Road to accommodate the required roadway improvements shall be the responsibility of the applicant.
9. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
10. Trees in the County rights-of-way – spacing and species are to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
11. 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 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.
12. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
  - A. Street grading, paving, shoulders, sidewalk, handicap ramps, side drainage ditches, storm

drain & appurtenances, streetlights and street trees along New London Drive.

- B. Sidewalk and street trees along **the property's** Brickyard Road street frontage.
- C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.

Thank you for the opportunity to review this administrative plan. If you have any questions or comments regarding this letter, please contact me at [william.whelan@montgomerycountymd.gov](mailto:william.whelan@montgomerycountymd.gov) or (240) 777-2173.

Sincerely,

*William Whelan*

William Whelan  
Development Review Team  
Office of Transportation Policy

Enclosures (1)

Sight Distances

Sharepoint/transportation/**director's office/development review/WhelanW/620230150** Brickyard Estates - MCDOT Review Letter 020724.docx

cc: Sharepoint Correspondence 2024

|                      |                       |
|----------------------|-----------------------|
| cc-e: Patrick Horgan | Huska Consulting, LLC |
| Brett Brown          | MNCP&PC               |
| Sam Farhadi          | MCDPS RWPR            |
| Marie LaBaw          | MCFRS                 |





## DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Rabbiah Sabbakhan  
Director

November 14, 2023

Mr. Patrick Horgan  
Huska Consulting, LLC  
1050 30th ST, NW  
Washington, DC 20007

Re: **COMBINED STORMWATER MANAGEMENT  
CONCEPT/SITE DEVELOPMENT  
STORMWATER MANAGEMENT PLAN** for  
Brickyard Road  
Preliminary Plan #: 620230150  
SM File #: 289414  
Tract Size/Zone: 6.64 ac/ RE-2  
Total Concept Area: 6.08 ac  
Lots/Block: N/A  
Parcel(s): P239  
Watershed: Potomac Direct  
Redevelopment (Yes/No): No

Dear Mr. Horgan:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of acceptable ESD practices.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this project.

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

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311  
[www.montgomerycountymd.gov/permittingservices](http://www.montgomerycountymd.gov/permittingservices)

*Mr. Horgan*  
*November 14, 2023*  
*Page 2 of 2*

If you have any questions regarding these actions, please feel free to contact Elvina Newton Tryer at 240-777-6342 or [Elvina.NewtonTryer@montgomerycountymd.gov](mailto:Elvina.NewtonTryer@montgomerycountymd.gov).

Sincerely,

*Mark Etheridge*

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

cc: Neil Braunstein  
SM File # 289414



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

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**DATE:** 29-Jan-24  
**TO:** Patrick Horgan - phorgan@huskaconsulting.com  
Huska Consulting, LLC  
**FROM:** Marie LaBaw  
**RE:** Brickyard Estates  
620230150

---

**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **29-Jan-24** .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.

**\*\*\* Approval of two options: 1) Connecting New London Road or 2) Maintain existing dead end with new compliant turnaround \*\*\***

**Existing Non-Compliant Condition Letter**

**MNPPC Plan #:** 620230150  
**Location:** 7601 Brickyard Road  
Potomac, MD 20854

We are writing this letter to address regulations surrounding turning radii per Montgomery County Executive Regulation 8-16 on an existing traffic circle located at the Brickyard Rd and Hackamore Drive intersection. The existing traffic circle contains curves with radii less than those required by Montgomery County Fire Safety Code. We are providing an adequate Fire Department turnaround at the proposed intersection of Brickyard Road and New London Drive. We are requesting that this existing traffic circle be classified as an existing non-compliant condition.

The work proposed in our development will have no adverse effects on existing road conditions and is detailed below:

The subdivision will create three new lots zoned RE-2, each to be developed with a new detached single-family dwelling. The subdivision requires that New London Drive be built along the Property's northern frontage to connect with Brickyard Road. Additional public improvements will include concrete sidewalks along New London Drive and Brickyard Road, new asphalt driveway aprons for each lot located off the New London Drive expansion, one new fire hydrant within the Brickyard Rd R.O.W. and one new fire hydrant within the New London Dr R.O.W.

**Professional Certification:**

I hereby certify that these documents were prepared or approved by me, and that I am a duly license professional engineer under the laws of the state of Maryland.

Patrick Horgan, P.E.  
License no. 55393  
Expiration Date: 2025-12-15



**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: SAC FM: 43 DATE: 1/29/2024



| REVISIONS:         | DATE:      |
|--------------------|------------|
| INITIAL SUBMISSION | 6/28/2023  |
| SECOND SUBMISSION  | 10/16/2023 |
| FINAL SUBMISSION   | 12/12/2023 |
| LOD REVISED        | 01/25/2024 |

PROJECT  
7601 BRICKYARD RD  
POTOMAC, MD 20854

ACCOUNT #00860084  
PARCEL P239  
NO RECORD PLAT EXIST  
10TH ELECTION DISTRICT

WSSC GRID 209NW10  
POTOMAC DIRECT WATERSHED

APPLICANT  
MICHAEL TAYLOR  
AMT DEVELOPMENT, LLC  
240.478.1877

CIVIL ENGINEER  
PATRICK HORGAN  
HUSKA CONSULTING, LLC  
1050 30TH STREET, NW  
WASHINGTON, DC 20007  
703.425.3862

LAND SURVEYOR  
THOMAS A. MADDOX  
8933 SHADY GROVE CT  
GAITHERSBURG, MD 20877  
301.330.0812

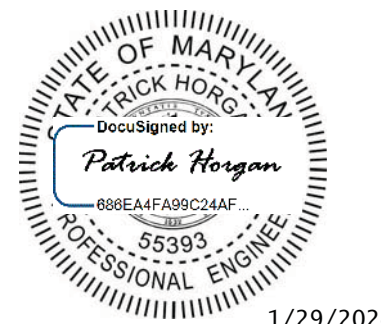
# BRICKYARD ESTATES

Plan #620230150

## PROFESSIONAL CERTIFICATION

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

PATRICK HORGAN, P.E.  
LICENSE No. 55393  
EXPIRATION DATE: 2025-12-15



SEAL  
DRAWN BY: PH CHECK BY: PH

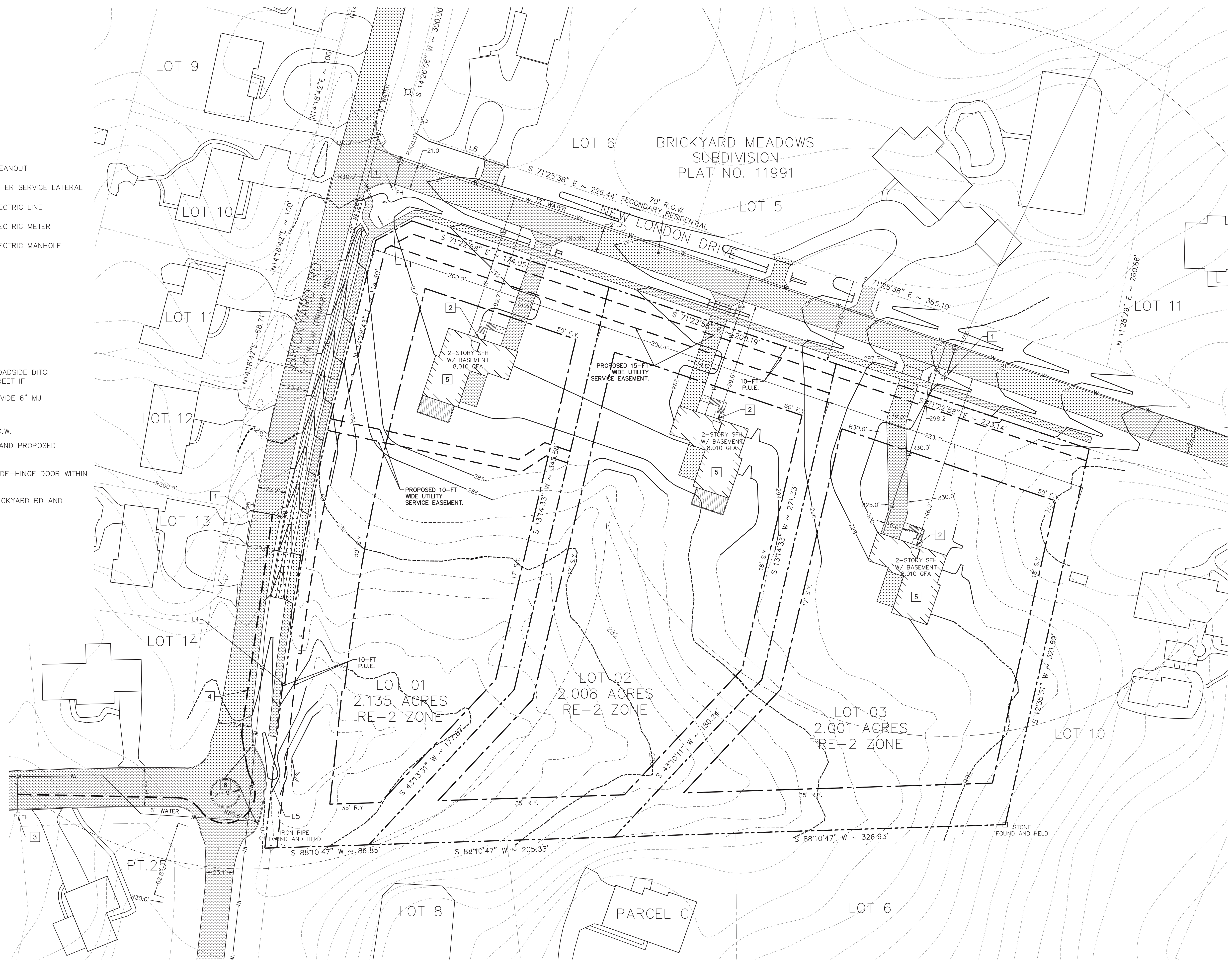
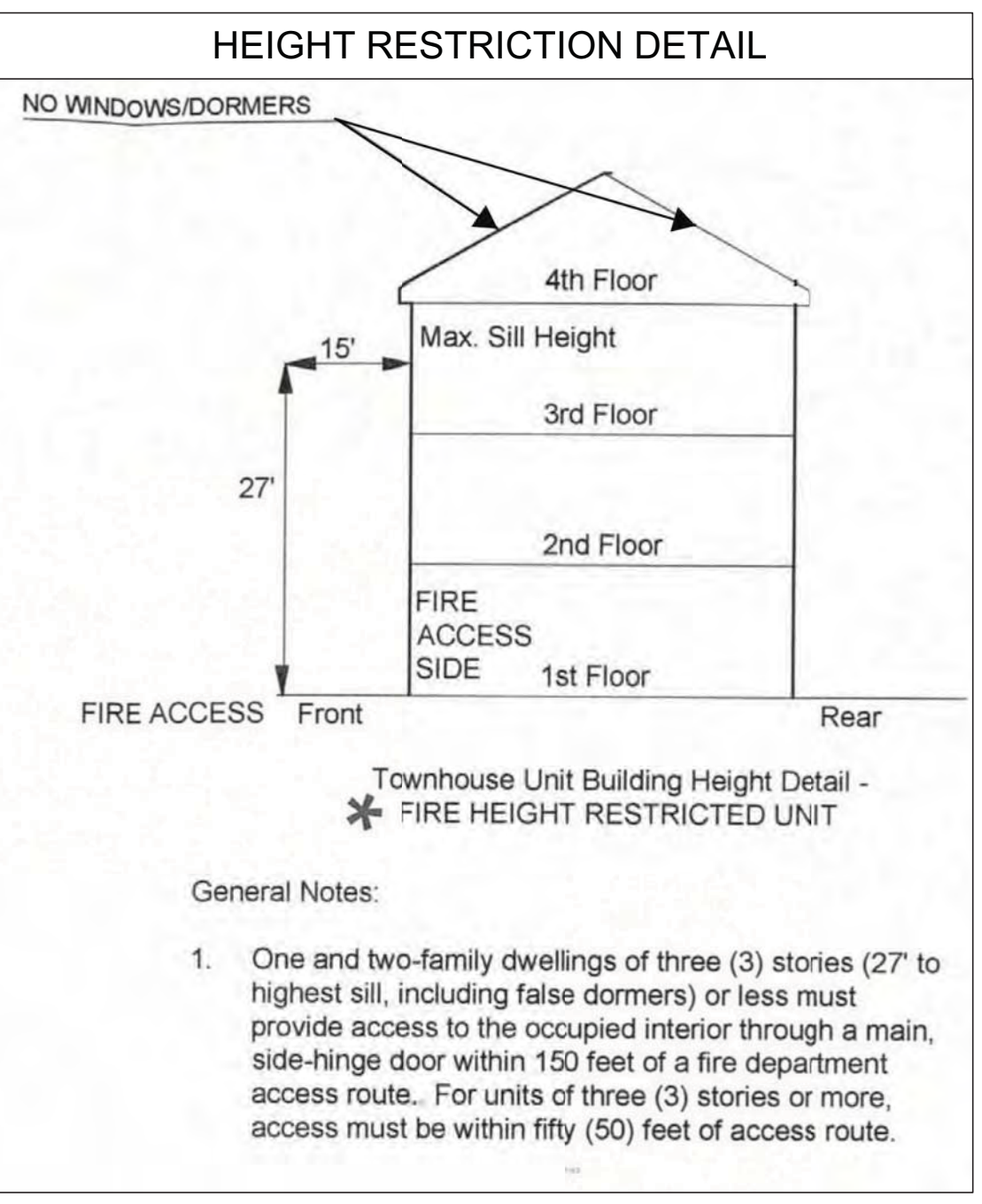
## FIRE ACCESS PLAN

DRAWING TITLE

**PLAT LEGEND**

|  |                           |  |                       |
|--|---------------------------|--|-----------------------|
|  | PROPOSED PROPERTY LINE    |  | CLEANOUT              |
|  | PROPOSED EASEMENT         |  | WATER SERVICE LATERAL |
|  | BUILDING RESTRICTION LINE |  | ELECTRIC LINE         |
|  | BUILDING FACE             |  | ELECTRIC METER        |
|  | RETAINING WALL            |  | ELECTRIC MANHOLE      |
|  | STAIRS                    |  |                       |
|  | EXTERIOR DOOR             |  |                       |
|  | ASPHALT PAVEMENT          |  |                       |
|  | CONCRETE PAVEMENT         |  |                       |
|  | PROPOSED CONTOUR          |  |                       |

- FIRE ACCESS PLAN KEYNOTES**
- NEW FIRE HYDRANT LOCATED OUTSIDE OF PROPOSED CONCRETE ROADSIDE DITCH AND 3' OFFSET ROAD SURFACE OR ON THE OPPOSITE SIDE OF STREET IF LOCATION IS NOT POSSIBLE. CONNECT TO EXISTING 12" WATER MAIN WITH 12"x6" TEE AND PROVIDE 6" MJ VALVE (WSSC STD. W-8.1)
  - PRINCIPLE BUILDING ENTRANCE
  - NEAREST EXISTING FIRE HYDRANT LOCATED IN HACKMORE DR. R.O.W.
  - 457 LF TRAVEL PATH BETWEEN NEAREST EXISTING FIRE HYDRANT AND PROPOSED FIRE HYDRANT
  - ALL NEW STRUCTURES TO BE HEIGHT RESTRICTED TO 3-STORIES (27' TO HIGHEST SILL) AND PROVIDE ACCESS THROUGH A MAIN, SIDE-HINGE DOOR WITHIN 150' OF A FIRE DEPARTMENT ACCESS ROUTE. SEE HEIGHT RESTRICTION DETAIL ON THIS SHEET
  - EXISTING NON-COMPLIANT CONDITION AT THE INTERSECTION OF BRICKYARD RD AND HACKMORE DR



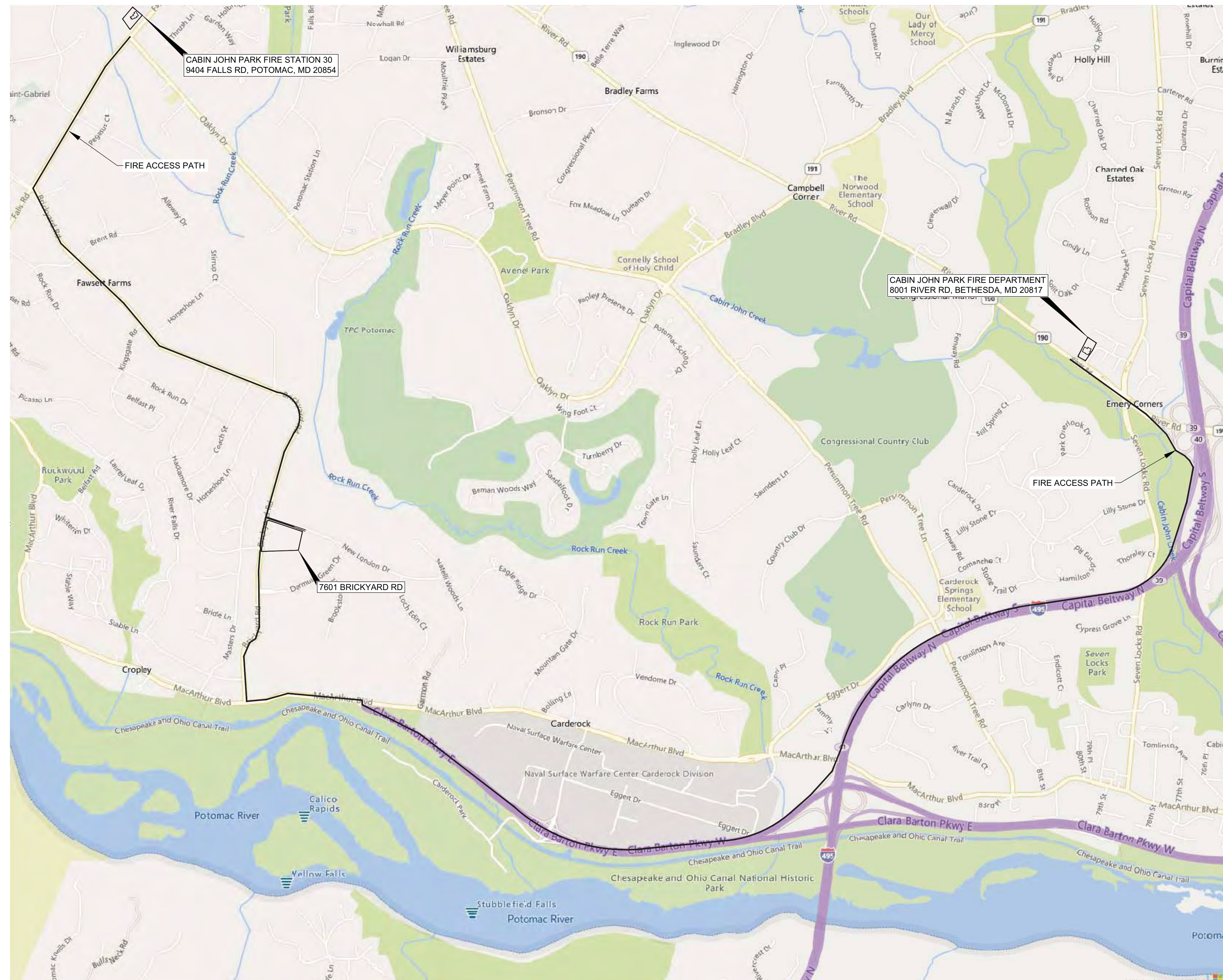
**FIRE CODE ENFORCEMENT**

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: S.M.C. P.M. 43 DATE: 1/29/2024

- FIRE ACCESS PLAN NOTES**
- THE LAYOUT SHOWN ABOVE SHOWS THE PROPOSED NEW LONDON DRIVE EXPANSION CONNECTING THROUGH TO THE EXISTING NEW LONDON DRIVE



NOT FOR CONSTRUCTION  
 ADMINISTRATIVE  
 SUBDIVISION  
 01/26/2024



| REVISIONS:         | DATE:      |
|--------------------|------------|
| INITIAL SUBMISSION | 6/28/2023  |
| SECOND SUBMISSION  | 10/16/2023 |
| FINAL SUBMISSION   | 12/12/2023 |
| LOD REVISED        | 01/25/2024 |

PROJECT  
 7601 BRICKYARD RD  
 POTOMAC, MD 20854  
 ACCOUNT #00860084  
 PARCEL P239  
 NO RECORD PLAT EXIST  
 10TH ELECTION DISTRICT  
 WSSC GRID 209NW10  
 POTOMAC DIRECT WATERSHED

APPLICANT  
 MICHAEL TAYLOR  
 AMT DEVELOPMENT, LLC  
 240.478.1877

CIVIL ENGINEER  
 PATRICK HORGAN  
 HUSKA CONSULTING, LLC  
 1050 30TH STREET, NW  
 WASHINGTON, DC 20007  
 703.425.3862

LAND SURVEYOR  
 THOMAS A. MADDOX  
 8933 SHADY GROVE CT  
 GAITHERSBURG, MD 20877  
 301.330.0812

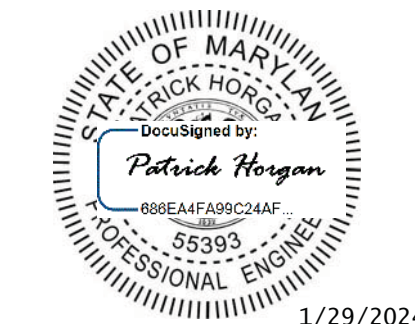
# BRICKYARD ESTATES

Plan #620230150

## PROFESSIONAL CERTIFICATION

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

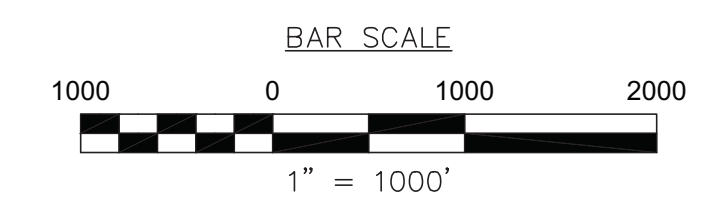
PATRICK HORGAN, P.E.  
 LICENSE No. 55393  
 EXPIRATION DATE: 2025-12-15



SEAL  
 DRAWN BY: PH CHECK BY: PH

## FIRE ACCESS VICINITY MAP

DRAWING TITLE





| REVISIONS: | DATE: |
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PROJECT  
7601 BRICKYARD RD  
POTOMAC, MD 20854

ACCOUNT #00860084  
PARCEL P239  
NO RECORD PLAT EXIST  
10TH ELECTION DISTRICT

WSSC GRID 209NW10  
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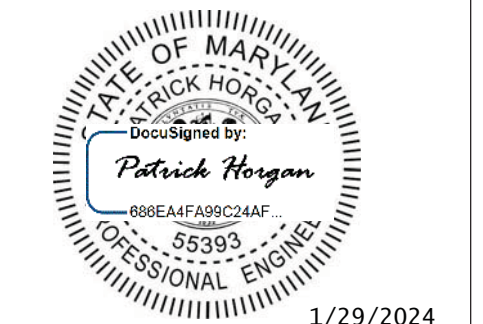
# BRICKYARD ESTATES

Plan #620230150

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PATRICK HORGAN, P.E.  
LICENSE No. 55393  
EXPIRATION DATE: 2025-12-15



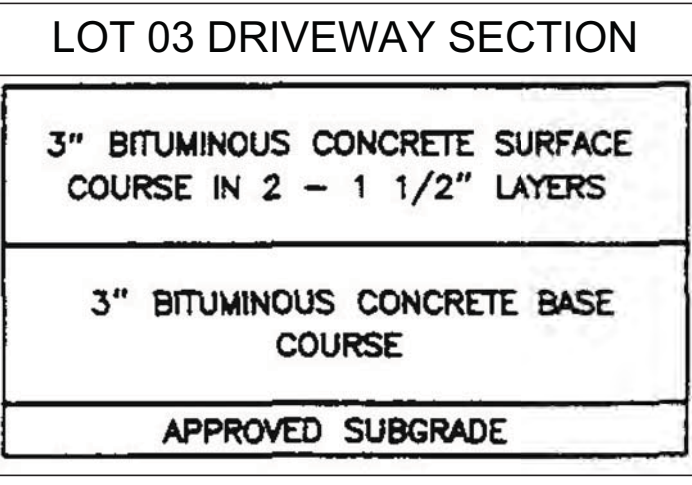
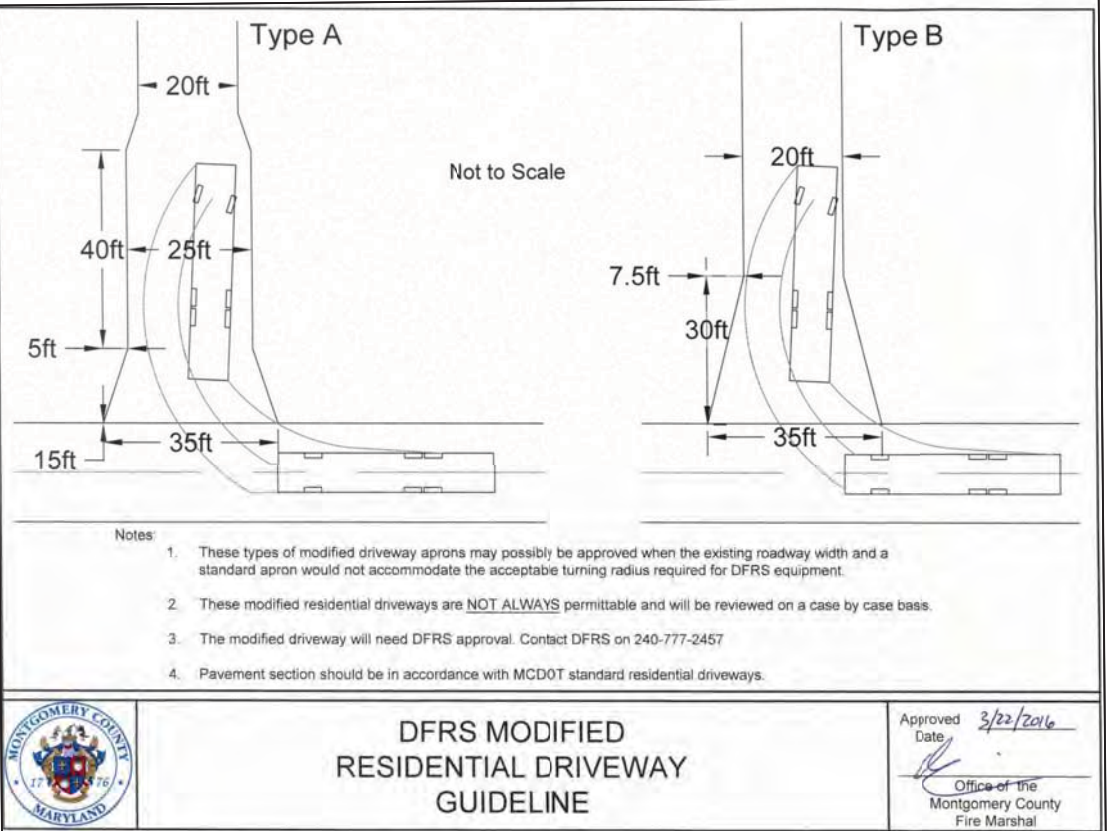
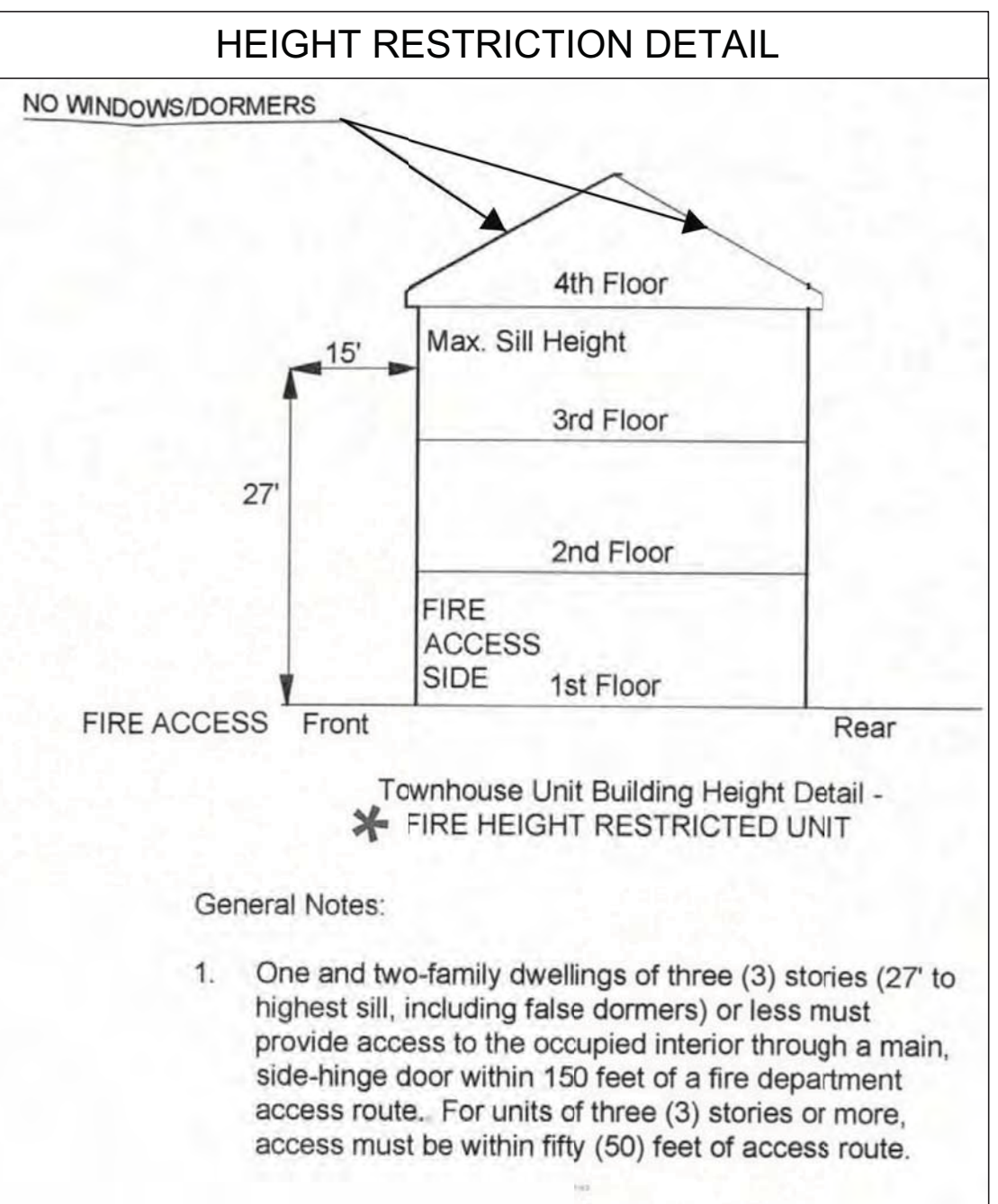
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## FIRE ACCESS PLAN - ALTERNATIVE NEW LONDON DR EXTENSION

DRAWING TITLE

**PLAT LEGEND**

|  |                           |  |                                 |
|--|---------------------------|--|---------------------------------|
|  | PROPOSED PROPERTY LINE    |  | 6" COPPER WATER SERVICE LATERAL |
|  | PROPOSED EASEMENT         |  | WATER METER                     |
|  | BUILDING RESTRICTION LINE |  | ELECTRIC METER                  |
|  | BUILDING FACE             |  | ELECTRIC MANHOLE                |
|  | RETAINING WALL            |  | TEE CONNECTION W/ SOLID SLEEVES |
|  | STAIRS                    |  |                                 |
|  | EXTERIOR DOOR             |  |                                 |
|  | ASPHALT PAVEMENT          |  |                                 |
|  | CONCRETE PAVEMENT         |  |                                 |
|  | 60' PROPOSED CONTOUR      |  |                                 |



- FIRE ACCESS PLAN KEYNOTES**
- NEW FIRE HYDRANT LOCATED OUTSIDE OF PROPOSED CONCRETE ROADSIDE DITCH AND 3' OFFSET ROAD SURFACE OR ON THE OPPOSITE SIDE OF STREET IF LOCATION IS NOT POSSIBLE. CONNECT TO EXISTING 12" WATER MAIN WITH 12"x6" TEE AND PROVIDE 6" MJ VALVE (WSSC STD. W-8.1)
  - PRINCIPLE BUILDING ENTRANCE
  - NEAREST EXISTING FIRE HYDRANT LOCATED IN HACKAMORE DR. R.O.W.
  - 45' LF TRAVEL PATH BETWEEN NEAREST EXISTING FIRE HYDRANT AND PROPOSED FIRE HYDRANT
  - ALL NEW STRUCTURES TO BE HEIGHT RESTRICTED TO 3-STORIES (27' TO HIGHEST SILL) AND PROVIDE ACCESS THROUGH A MAIN, SIDE-HINGE DOOR WITHIN 150' OF A FIRE DEPARTMENT ACCESS ROUTE. SEE HEIGHT RESTRICTION DETAIL ON THIS SHEET
  - EXISTING NON-COMPLIANT CONDITION AT THE INTERSECTION OF BRICKYARD RD AND HACKAMORE DR
  - 20' WIDE LOT 03 RESIDENTIAL DRIVEWAY TO BE USED AS FIRE DEPARTMENT TURNAROUND PROVIDED LENGTH: 63' MINIMUM 60' ROADWAY PROVIDED ON EITHER SIDE OF DRIVEWAY ENTRANCE PROVIDE PAVING AND SUBGRADE PER TERTIARY RESIDENTIAL STREET (MC-201.01) SEE DRIVEWAY SECTION ON THIS SHEET

**FIRE CODE ENFORCEMENT**

Fire Department Access Review

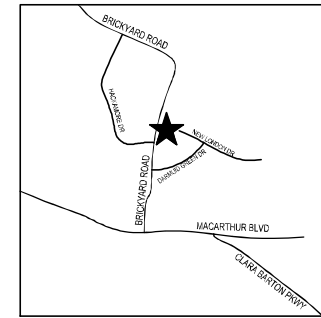
Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.

BY: SMC FM: 43 DATE: 1/29/2024

**FIRE ACCESS PLAN NOTES - ALTERNATIVE NEW LONDON DR EXTENSION**

- THE LAYOUT SHOWN ABOVE SHOWS THE PROPOSED NEW LONDON DRIVE EXPANSION THAT IS TERMINATED BY A TURNAROUND AND DOES NOT CONNECT THROUGH TO THE EXISTING NEW LONDON DRIVE

RESERVED FOR M-NCPPC



VICINITY MAP  
NTS

**TDA**

TJADEN DESIGN ASSOCIATES, LLC  
LANDSCAPE ARCHITECTURE & LAND PLANNING

22405 FITZGERALD DRIVE  
GAITHERSBURG, MD 20882

(301) 253-1702  
www.tjaden.design



**PLAN LEGEND**

- PROPERTY BOUNDARY
- DEVELOPMENT RESTRICTION LINE
- EXISTING 2' CONTOUR
- PROPOSED 2' CONTOUR
- PROPOSED SPOT ELEVATION
- PROPOSED SLOPE
- EXISTING STRUCTURE
- PROPOSED STRUCTURE
- EXISTING HARDSCAPE
- PROPOSED HARDSCAPE
- PROPOSED LOT
- PROPOSED FENCE
- PROPOSED TREE PROTECTION FENCE
- ROOT PRUNING
- STABILIZED CONSTRUCTION ENTRANCE
- STORMWATER MANAGEMENT SYSTEM
- EXISTING TREE CANOPY TO REMAIN
- EXISTING SPECIMEN TREE
- EXISTING SPECIMEN TREE
- CRITICAL ROOT ZONE
- SHRUB/TREE REMOVAL
- SPECIMEN TREE REMOVAL
- PROPOSED MITIGATION TREE
- PROPOSED EASEMENT
- PROPOSED SPUR FENCE
- PERMANENT FENCE

PROJECT:  
BRICKYARD ESTATES  
7601 BRICKYARD ROAD  
POTOMAC, MD

SHEET TITLE:  
PRELIMINARY/ FINAL  
FOREST CONSERVATION  
PLAN F20230390

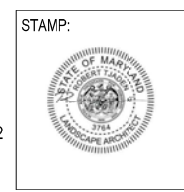
DATE: 2/9/2024  
DRAWN BY: RLT  
DRAWING SCALE: 1"=40'

| REV | DESCRIPTION | DATE |
|-----|-------------|------|
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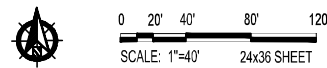
DRAWING NUMBER:  
**3 OF 5**

PLAN PREPARER:  
Robert L. Tjaden III, ASLA

22405 FITZGERALD DRIVE  
GAITHERSBURG, MD 20882  
BOBBY@TJADEN.DESIGN



BRICKYARD ESTATES - PRELIMINARY/ FINAL FOREST CONSERVATION PLAN



**DEVELOPER'S CERTIFICATE**

The Undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. F20230390 including, fence bonding, forest planting, maintenance, and all other applicable agreements.

Developer's Name: AMT DEVELOPMENT, LLC  
Printed Company Name

Contact Person or Owner: MICHAEL TAYLOR  
Printed Name

Address: 3540 CRAIN HWY SUITE 677 BOWIE, MD

Phone and Email: 240-478-1877

Signature: \_\_\_\_\_

**PROFESSIONAL CERTIFICATION**

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Landscape Architect under the laws of the State of Maryland.

RLT 2/9/2024  
Signature Date

ROBERT TJADEN, ASLA 3/27/2024  
Printed Name Expiration Date

License No. 3764





**Tjaden Design Associates, LLC**  
Gaithersburg, MD  
www.tjaden.design  
301-253-1702

January 30, 2024

Montgomery County Planning Department  
Maryland-National Capital Park and Planning Commission  
2425 Reddie Drive  
Wheaton, MD 20902

Request for Specimen Tree Variance  
Preliminary/ Final Forest Conservation Plan F20230390  
Brickyard Estates 7601 Brickyard Road Potomac, MD

To Whom it may concern,

This specimen tree variance request is part of a Preliminary/ Final Forest Conservation Plan. We are writing to request a variance per *Montgomery County Code, Section 22A-21 Variance Provisions* to allow impacts and removals for the following trees identified on the approved Natural Resource Inventory plan and shown as part of the Preliminary/ Final Forest Conservation Plan package.

**Project Description:**

The subject property is in Potomac, MD at 7601 Brickyard Road, in the RE-2 Residential zone, and can be identified as Parcel P239, Liber 56843, Folio 058, Brickyard Estates. The property is an existing single family residential lot with a large quantity of existing trees across the property and generally slopes toward the southwest. The lot has existing structures, driveways, and is surrounded to the west by Brickyard Road and to the north by a private shared driveway which aligns with New London Drive. The 6.6-acre parcel is proposed to be subdivided into three lots for single family residential homes to be built. In addition, master plan required upgrades such as pedestrian walkway and street trees are also shown on the proposed plan. These improvements and required utilities make a broad impact to the site, mostly along the West and North sides. The trees in these areas will need to be removed and/ or have their critical root zones (CRZ) impacted to construct necessary improvements.

The approved NRI/ FSD 420230870 is also included with this package. While no forest exists on the property, large tracts of specimen and significant trees are scattered across the site, but mostly consolidated to the middle north and to the south of the parcel. For the proposed subdivision and single-family home construction there are 1.16 acres of tree removal that will be required, but 3.61 acres (157,251sf) of existing canopy coverage will remain. 1.53 acre of existing trees will be added to a Category 1 easement as shown on the plan and amended with native trees and shrubs to create a healthier biome to eventually become a forest stand. The location of these remaining trees are also at the most critical part of the site which will benefit from water quality since there is an outfall at the southwest portion of the site near the natural low point of the property. The afforestation requirement for the site is 1.53 acres and met through planting on site near remaining trees.



**Tjaden Design Associates, LLC**  
 Gaithersburg, MD  
 www.tjaden.design  
 301-253-1702

The following specimen tree will require a variance:

| Specimen Tree Summary >30" |                |                         |              |           |            |                   |                |   |  |                |
|----------------------------|----------------|-------------------------|--------------|-----------|------------|-------------------|----------------|---|--|----------------|
| Tree #                     | Common Name    | Botanical Name          | DBH (Inches) | Condition | CRZ (Feet) | CRZ Coverage (SF) | CRZ Impact (%) | Comments                                |  | Project Status |
| 2                          | American Beech | Fagus grandifolia       | 46           | Good      | 69         | 14,957            | 27%            | Co-dominant                             |  | Impact Only    |
| 23                         | Tulip Poplar   | Liriodendron tulipifera | 37           | Good      | 55.5       | 9,677             | 13%            | Co-dominant                             |  | Impact Only    |
| 27                         | Tulip Poplar   | Liriodendron tulipifera | 36           | Good      | 54         | 9,161             | 44%            |   |  | Removal        |
| 49                         | Tulip Poplar   | Liriodendron tulipifera | 32           | Good      | 48         | 7,238             | 8%             | Fungus, leaning crown                   |  | Impact Only    |
| 54                         | Tulip Poplar   | Liriodendron tulipifera | 30           | Fair      | 45         | 6,362             | 38%            | Poor form, exposed roots                |  | Removal        |
| 57                         | Tulip Poplar   | Liriodendron tulipifera | 33           | Good      | 49.5       | 7,698             | 5%             |   |  | Impact Only    |
| 60                         | Tulip Poplar   | Liriodendron tulipifera | 30           | Poor      | 45         | 6,362             | n/a            | Root impact, depression on trunk        |  | Removal        |
| 61                         | Carya glabra   | Pignut Hickory          | 31           | Fair      | 46.5       | 6,793             | n/a            |   |  | Removal        |
| 65                         | Tulip Poplar   | Liriodendron tulipifera | 40           | Fair      | 60         | 11,310            | 14%            | Poor form, exposed roots, dead branches |  | Impact Only    |
| 66                         | Tulip Poplar   | Liriodendron tulipifera | 34           | Fair      | 51         | 8,171             | 7%             | Insects, exposed roots, broken scaffold |  | Impact Only    |
| 67                         | Tulip Poplar   | Liriodendron tulipifera | 32           | Good      | 48         | 7,238             | 30%            |   |  | Impact Only    |
| 99                         | Catalpa spp    | Catalpa speciosa        | 39           | Poor      | 58.5       | 10,751            | 30%            | Co-dominant, poor form, canopy dieback  |  | Impact Only    |
| 101                        | Tulip Poplar   | Liriodendron tulipifera | 32           | Good      | 48         | 7,238             | 12%            | Co-dominant                             |  | Impact Only    |
| 102                        | Willow Oak     | Quercus phellos         | 35           | Fair      | 52.5       | 8,659             | 20%            | Leaning, roots exposed                  |  | Impact Only    |
| 103                        | Willow Oak     | Quercus phellos         | 30           | Good      | 45         | 6,361             | 23%            | Lean form overall                       |  | Impact Only    |
| 106                        | Tulip Poplar   | Liriodendron tulipifera | 34           | Fair      | 51         | 8,171             | n/a            | Poor form, exposed roots                |  | Removal        |
| 115                        | Tulip Poplar   | Liriodendron tulipifera | 37           | Fair      | 55.5       | 9,677             | n/a            | Co-dominant, poor form                  |  | Removal        |
| 120                        | Tulip Poplar   | Liriodendron tulipifera | 31           | Poor      | 46.5       | 6,504             | n/a            | visible cavity                          |  | Removal        |
| 126                        | Tulip Poplar   | Liriodendron tulipifera | 36           | Fair      | 54         | 9,161             | n/a            | Co-dominant, poor form                  |  | Removal        |

**Requirements for Justification of Variance:**

Section 22A-21(b) *Application requirement* state that the applicant must:

1. Describe the special conditions peculiar to the property which would cause the unwarranted hardship;
2. Describe how enforcement of these rules will deprive the landowner of the right commonly enjoyed by others in similar areas;
3. Verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance; and
4. Provide any other information appropriate to support the request.

**Justification of Variance:**

1. Describe the special conditions peculiar to the property which would cause the unwarranted hardship.

Response: The existing site has extensive, scattered tree coverage which makes any subdivided lot layouts impossible to avoid impact to existing specimen trees. This is made even more difficult with the additional improvements required per Master Plan guidelines such as pedestrian sidewalks, street trees, connecting New London Drive through to Brickyard Road, and necessary grading for these.

2. Describe how enforcement of these rules will deprive the landowner of the right commonly enjoyed by others in similar areas.

Response: Owner will not be able to subdivide existing lot as shown on proposed plan. Surrounding community lots are all closer to lot sizes proposed – 2-acres.

3. Verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance.



**Tjaden Design Associates, LLC**  
Gaithersburg, MD  
www.tjaden.design  
301-253-1702

Response: The remaining large tract of trees on-site totals approximately 3.61 acres is near the existing outfall of the property. No impacts are proposed in this area and water quality will not degrade from these proposed improvements but will be enhanced by improved understory plantings within the proposed Category 1 easement area.

4. Provide any other information appropriate to support the request.

Response: The proposed lot layout shown on the Preliminary/ Final Forest Conservation Plan was the result of extensive study to find the lowest impact development for the site while also allowing the 3-lot subdivision. The proposed limits of disturbance (LOD) shown was drawn in such a way to reduce overall impact to site and avoid as many existing specimen trees as possible to construct necessary improvements.

**Conclusion:**

For all reasons explained in this memo, the applicant and property owner request M-NCPPC staff to approve this request for a variance from the outlined provisions of section 22A of the Montgomery County Forest Conservation Ordinance and give permission to the owner to subdivide and construct improvements on their property, removing and impacting existing specimen trees.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'Robert Lee Tjaden III', with a long horizontal flourish extending to the right.

Robert Lee Tjaden III, ASLA

Tjaden Design Associates, LLC  
22405 Fitzgerald Drive  
Gaithersburg, MD 20882

[bobby@tjaden.design](mailto:bobby@tjaden.design)

Phone: 301-253-1702

**From:** [Lucy Wilson](#)  
**To:** [Duprey, Alexandra](#)  
**Cc:** [cmruhlen@lercheary.com](mailto:cmruhlen@lercheary.com); [Friedson's Office, Councilmember](#)  
**Subject:** Brickyard Estates  
**Date:** Wednesday, July 26, 2023 3:50:04 PM  
**Attachments:** [image003.png](#)  
[DOC072623-001.pdf](#)

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

Dear Ms. Duprey:

I am writing on behalf of the Avenel Community Association, a community of 900 homes located in Bethesda and Potomac, Maryland.

We recently received the Notice of Application relating to Plan Number 620230150 and F20230390 and the proposal for three single family residential homes. Copy attached.

The subject notice provides 15 days to comment and is currently not set for a public hearing.

The plan appears to include extension of New London Drive, a which is a street that intersects with Natelli Woods Lane. It is the back entrance/exit to Avenel's Eagle Ridge Village.

The Association anticipates that some residents of the Village of Eagle Ridge may have views and opinions on the attached application and may wish to submit comments for consideration by the M-NCPPC. However, given the time of year and vacation schedules, many residents may miss the small comment window that has been provided.

As this matter may be of importance to several county residents within the Avenel community, we respectfully request that the comment period be extended until after Labor Day to provide those impacted and interested a reasonable amount of time to review and comment rather than a two-week window in the middle of July.

The Association is not currently taking a position on The Application, however, are advocating for our residents right to review and comment.

Your consideration is greatly appreciated. Feel free to contact me if you have any questions or would like to discuss.

My Best

Lucy

---

Lucy P. Wilson, CMCA, AMS  
General Manager  
Avenel Community Association  
Voted “Best Neighborhood in Potomac”  
Bethesda Magazine  
9501 Beman Woods Way  
Potomac, Maryland 20854  
301-299-5916 phone  
301-651-1987 cell  
301-299-7169 fax  
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## Server, Jeffrey

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**From:** Joel Szabat <joelszabat@gmail.com>  
**Sent:** Thursday, August 3, 2023 10:12 PM  
**To:** Pereira, Sandra; Duprey, Alexandra; Brown, Brett  
**Cc:** Butler, Patrick; Connie Barnes  
**Subject:** 7601 Brickyard Road Development  
**Attachments:** FINAL- 7601 Brickyard Development - JSz.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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Chief Butler, [et.al](#);

Residents of the two communities – Mazza, Avenell -- that would be affected by the proposed development at 7601 Brickyard Road, and the connection of New London Drive met to discuss their views on the project on July 31st. After the discussion, Ms. Connie Barnes of New London Drive, our host, asked the attendees to write down their views on the project.

No one was against the development into three 2-acre residential properties.

Twenty-two people, from 19 homes, oppose the extension of New London Drive. Four people, from 3 homes, were in favor. Two people were indifferent. No one who lived on New London Drive was in favor of connecting it to Brickyard Road.

The letter attached reflects the views of those, including me, who oppose the extension of New London Drive.

We appreciate the time you provided to us to gather and share our thoughts. If there is anything else we can do to make it easier for you to consider and evaluate our views, please do not hesitate to ask.

YMOS

~ Joel

Chief Butler and Team,

I am writing on behalf of those residents in Potomac who oppose the New London Drive extension to Brickyard Road. We are aware that the Master Plan has included that extension for many decades. We think that the decades-old rationale for the connection is no longer relevant today.

Two residential communities – Mazza, Avenell – exist side-by-side in a rough triangle. The north-south axis is Brickyard Road, the east-west axis is MacArthur Boulevard, and the hypotenuse is Rock Run. All residents of the communities can access both MacArthur (via Mountain Gate Drive) and Brickyard Road (via Darmuid Green Drive). A New London Drive connection would establish a second access to Brickyard Road, about 500' north of the existing access point.

Decades after the Master Plan called for an eventual New London Drive connection, the County made Brickyard a 'slow road' with eleven speed bumps and three mini-roundabouts, specifically to keep 'at speed' commuting traffic on Falls Road - MacArthur Boulevard. That design is working as intended. The County has also committed to seek alternatives to vehicle travel, such as bicycling. A new road connection between New London Drive and Brickyard Road runs counter to both of these County initiatives.

There are valid reasons for creating a new road connection, none of which seem to apply here:

(1) Relieve Congestion or Anticipate Future Traffic Growth: Currently there is no congestion on New London Drive, or on its Darmuid Green outlet to Brickyard Road. The Mazza/ Avenall communities served by the road network around New London Drive are built out. There is no prospect of major new growth. The post-pandemic impact in Potomac, as elsewhere, has been a decrease in commuting traffic compared to prior years.

(2) Emergency Services: The closest ambulance and fire facility is at the federal installation at Carderock, directly across MacArthur Boulevard from the Mazza/ Avenall communities. The existing connections at Mountain Gate Drive and Darmuid Green Drive are both closer than the proposed new connection. If federal support is not available, much of the area can most rapidly be reached from Cabin John Station #10 down Seven Locks/ MacArthur or 495/Clara Barton, depending on traffic. Both of the existing connections are more accessible from this route than the new connection would be. A third option is from Cabin John #30 on Falls Road. If the response comes directly down Brickyard Road, a new connection would provide access to the communities 500' closer than Darmuid Green already does. But a direct Brickyard Road response requires vehicles to go over 10 speed bumps, and through two mini-roundabouts to reach the new connection. Alternatively, emergency response could take the 'through traffic' route of Falls Road to MacArthur, and come up Brickyard from the south, crossing over a single speed bump to reach Darmuid Green, again more quickly than at a new connection.

(3) Evacuations. For all the South Potomac communities roughly bordered by MacArthur Boulevard to Clara Barton Parkway to Rock Run to Falls Road, there are only three egress points (a) MacArthur Boulevard across 495 (b) Brickyard Road & MacArthur Boulevard to Clara Barton Parkway, and (c) Brickyard Road and Alloway Drive to Falls Road. A New London Drive connection to Brickyard Road is not relevant for (a). For (b) and (c) the evacuation chokepoints are the Brickyard Road intersections with Falls Road and MacArthur. The proposed connection would feed traffic in behind, not past, the bottlenecks to an evacuation.

Conversely, there are at least two good reasons for the county not to connect New London Drive to Brickyard Road.

(1). Through traffic: Potomac residents who access MacArthur Boulevard from Brickyard Road may see a New London Drive connection as an irresistible shortcut; from New London Drive, through the residential community, and east onto MacArthur Boulevard via Mountain Gate Drive. This shortcut avoids a roundabout, a speed bump, and the two traffic lights and associated congestion at Brickyard/ MacArthur and Clara Barton/MacArthur. Even with two stop signs, the shortcut can be navigated in about 3.5 minutes at 25 mph. If either of the traffic lights are red it takes longer to drive the intended route on Brickyard and MacArthur – even with no traffic on MacArthur.

Much of the community now takes advantage of the residential neighborhood to walk and bike on the streets. Consistent with the County's plans, we would like to leverage the new development to enable others to walk and bike in the neighborhood as well. [see Alternatives, below]. A connection that enables more through traffic would put those activities, and those who practice them, at risk. It would be ironic, if, after all the work the County has done to ensure that Brickyard Road did not become a through route, we were to inadvertently establish the Mazza/Avenell community as a parallel alternative to MacArthur Boulevard.

(2). Safe Access: There are currently 10 roads that connect with Brickyard Road between Falls Road and MacArthur. Far and away the safest connection is at Darmuid Green Drive, the current access road from Brickyard to the Mazza community. Of all the connections, Darmuid Green has the only divided entrance, and the lanes are double-wide on each side of the median which separates them. Darmuid Green is also located at the bottom of two hills, with clear lines-of-sight in both directions. A new connection at New London Drive would divert traffic away from the safest connection to Brickyard Road.

All things being equal, a third access road into a community is better than two. But the arguments against the additional connection outweigh those in favor. The existing two connections are already one more than is standard in this area. Palisades, an adjacent community, has a single point of access (Vendome Drive to MacArthur Boulevard). A second Avenall Community, across Rock Run, is also single access (Beman-Woods Way to Oaklyn Drive) and is about the same size as the combined Mazza/Avenall



communities that now use both Darmuid Green and Mountain Gate Drives. At the July 31<sup>st</sup> community meeting to discuss the development, residents recalled two incidents over the years where access to Darmuid Green Drive was blocked, and none where both access roads were blocked. Some of the residents first moved in in the early 1980s. The existing two points of access have provided continuous access to the Mazza/Avenall community for over 40 years, at least.

In the absence of any compelling reason to connect New London Drive and Brickyard Road, and in view of the arguments against, we respectfully ask the Planning Commission to consider the following alternatives:

- (1) Maintain the status quo. Do not connect New London Drive with Brickyard Road. Require the developer to expand the existing driveway connection to Brickyard Road for all three properties; alternatively, require a “L-shaped” driveway, serving the three properties, from Brickyard Road connecting to the existing New London right-of-way opposite 7613 Brickyard Road. This would allow easier access for emergency vehicles.
- (2) Maintain the status quo and sell the unused portion of the New London Drive right-of-way to the adjacent property owners (7601, 7613, 7701 Brickyard Road) relieving the county of future maintenance costs
- (3) Consistent with the County's objective to increase bicycle use, require the developer to construct a bicycle lane and walkway between Brickyard Road and New London Drive, in lieu of a road. Bicyclists diverting to the less-trafficked New London Drive will be safer. Conversely, a new road connection that puts increased car traffic onto New London Drive will put existing walkers and cyclists at greater risk. If additional emergency access is deemed essential, design the adjacent bike path and sidewalk so rescue and response vehicles could utilize them if necessary.

Our conclusions and recommendations are the informed observations from people who have lived in the neighborhood for years or decades, some with transportation backgrounds, but they are not backed by any traffic engineering studies or similar data. If the County has data that challenges any of our assumptions, we would appreciate you sharing whatever information you can.

Thank you, again.

YMOS

~ Joel  
Joel Szabat  
7613 Brickyard Road  
Potomac, MD 20854  
202-412-0350

**From:** [Joel Szabat](#)  
**To:** [Pereira, Sandra](#); [Duprey, Alexandra](#); [Brown, Brett](#)  
**Cc:** [Butler, Patrick](#); [Connie Barnes](#)  
**Subject:** Re: 7601 Brickyard Road Development  
**Date:** Tuesday, September 26, 2023 2:32:26 PM

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Chief Butler, [et.al](#)

A little over a week ago Michael Taylor, the developer of the 7601 Brickyard Road property, briefed neighbors on the status of the development proposal. Specifically, Mr. Taylor mentioned that he had offered to pay to widen the New London Drive right-of-way off of Brickyard Road to meet county road standards, but to keep it as a dead-end road. The two families living across the New London Drive right-of-way from 7601 (myself at 7613 and Mr. Pal at 7701) would prefer to maintain the status quo and not widen the right-of-way at all, as the widening will take out trees and otherwise mess with what is currently the front yards\* of our two properties.

However, we far prefer Mr. Taylor's 'Dead End' alternative to the staff's 'Through Road' proposal, and we would not raise any objections if the staff agrees with the developer's suggestion. Moreover, if I need to make changes to my driveway to allow for a turn around that meets county standards, I am willing to do so.

As I mentioned in my original letter on August 3rd, the vast majority of community residents we polled opposed making New London Drive a through road, including everyone who lived on New London Drive. All of the residents I have spoken to since we were briefed by the developer are comfortable with the 'Dead End' alternative, and prefer it to a through road.

Mr. Taylor also informed us that staff has asked him to consider building the three new units side-by-side along the New London Drive. As you might expect, Mr. Pal and I oppose having five driveways - where there are currently two - funnel into a narrow stretch of road, as well as to the aesthetics of having a wall of three new houses built as closely as possible to, and facing the front of, our two existing properties. The side-by-side proposal is inconsistent with the layout of the other two-acre zoned properties along Brickyard Road, New London Drive and throughout the Mazza community, where land is used to space the houses and maximize separation.

We, and our closest neighbors on Brickyard Road, much prefer the developer's alternative proposal with three houses spaced apart, one with entry to the New London Drive extension, and the other two entering onto Brickyard Road, as the current house already does. Insofar as the process allows, we would object to the side-by-side plan. We would not object to the developer's alternative. If I understand correctly, staff prefers to have all three houses on New London Drive, as that is the 'less travelled' road. But the Brickyard Road access from 7601 Brickyard Road is bracketed by a 15 MPH traffic circle to the immediate south, and a 20 mph 'speed bump' to the immediate north. It would be hard to design a spot for multiple driveways to enter that is less likely to affect safety or traffic.

I recognize and sympathize with some of the challenges facing the planning staff. I realize that this is the last opportunity to avoid having the county pay to turn New London Drive into a through street. I think Mr. Taylor's proposal is a clever compromise. For the reasons mentioned in my letter, it is hard to imagine road traffic ever justifying the need for a through road. But, if the need does arise, the 'dead end' alternative means that the county could make the conversion at a fraction of the current cost, while avoiding the downsides of punching through a new road connection at this time.

Thank you again for your consideration,

YMOS

~ Joel

Joel Szabat

7613 Brickyard Road

Potomac, MD 20854

\*- while acknowledging it is county property, we have a keener interest in its disposition than others do, since it is also the front yard for both families.

On Thu, Aug 3, 2023 at 10:12 PM Joel Szabat <[joelszabat@gmail.com](mailto:joelszabat@gmail.com)> wrote:

Chief Butler, [et.al](#);

Residents of the two communities – Mazza, Avenell -- that would be affected by the proposed development at 7601 Brickyard Road, and the connection of New London Drive met to discuss their views on the project on July 31st. After the discussion, Ms. Connie Barnes of New London Drive, our host, asked the attendees to write down their views on the project.

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We appreciate the time you provided to us to gather and share our thoughts. If there is anything else we can do to make it easier for you to consider and evaluate our views, please do not hesitate to ask.

YMOS

~ Joel

**From:** [Ruhlen, Christopher M.](#)  
**To:** [Lisa Warsinger Martin](#); [patrickbutler@montgomeryplanning.org](mailto:patrickbutler@montgomeryplanning.org)  
**Cc:** [Duprey, Alexandra](#)  
**Subject:** RE: Brickyard Road and New London Drive  
**Date:** Tuesday, October 3, 2023 4:46:44 PM

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Dr. Martin,

Thank you for this e-mail. I believe that it would be appropriate to direct it to the Montgomery County Planning Department's lead reviewer for the project, Alexandra Duprey. I have copied Ms. Duprey on this email, and her address is above for future reference.

Thanks,  
Chris

---

**Christopher M. Ruhlen**, Attorney

Pronouns: He, Him, His

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7600 Wisconsin Ave | Suite 700 | Bethesda, MD 20814

T 301-841-3834 | F 301-347-1762 | Main 301-986-1300

[cmruhlen@lerchearly.com](mailto:cmruhlen@lerchearly.com) | Bio

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**From:** Lisa Warsinger Martin <[lwarsingermartin@gmail.com](mailto:lwarsingermartin@gmail.com)>

**Sent:** Tuesday, October 3, 2023 4:16 PM

**To:** Ruhlen, Christopher M. <[cmruhlen@lerchearly.com](mailto:cmruhlen@lerchearly.com)>; [patrickbutler@montgomeryplanning.org](mailto:patrickbutler@montgomeryplanning.org)

**Cc:** L Martin <[lwarsingermartin@gmail.com](mailto:lwarsingermartin@gmail.com)>

**Subject:** Brickyard Road and New London Drive

Dear Mr Christopher Ruhlen, Chief Butler,  
I am writing regarding the Brickyard Estates 7601 Brickyard Road zone RE-2 road extension. The Mazza neighborhood had a meeting and wrote a letter, but I had COVID and could not attend. Therefore, my concerns were not addressed at the meeting and were not included in the letter from the neighborhood. Most of the objectors to the road extension were from the New London Drive court that dead-ends before the extension of the road; this contingent was worried about more traffic, I assume.  
I think that they will be the main beneficiaries of the road, however, as most traffic is going down towards the city rather than north on Brickyard road.  
Our roads were just repaved and more building traffic as the new houses are built will just damage the newly finished roads. The New London Drive is much less steep than Darmuid

Green Drive, which is quite challenging when there is snow and ice. The New London Drive exit would be helpful. Additionally, we have had a number of trees fall across Darmuid Green Drive, and the extension of New London Drive would allow the ability to exit the neighborhood before tree removal can be completed.

--

Lisa Warsinger Martin MD FACC

**From:** [conniesquash@gmail.com](mailto:conniesquash@gmail.com)  
**To:** [Butler, Patrick](#); [Brown, Brett](#); [Duprey, Alexandra](#)  
**Cc:** [conniesquash@gmail.com](mailto:conniesquash@gmail.com)  
**Subject:** New London Drive, Potomac, Md. extension road  
**Date:** Thursday, October 12, 2023 4:18:44 PM  
**Attachments:** [image001.png](#)

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Dear Montgomery County planning staff

My name is Connie Barnes and I reside at 10105 New London Drive, Potomac, Md. We enjoy a quiet calm environment with many residents walking with pets, strollers and friends. The extension of New London Drive through to Brickyard will cause more traffic which will make these activities more dangerous. We have 2 access roads to the community already, I do not see we need a third.

Regards

*Connie Barnes*

Chief Operating Officer  
AussieNick Squash LLC  
Penthouse 18<sup>th</sup> fl Barlow Building  
5454 Wisconsin Ave  
Chevy Chase MD 20815  
Mobile +1 (301) 807 9905



[www.aussienicksquash.com](http://www.aussienicksquash.com)

[www.myccac.com](http://www.myccac.com)

**From:** [Martha Cacciamani](#)  
**To:** [Brown, Brett](#)  
**Cc:** [Duprey, Alexandra](#); [Pereira, Sandra](#)  
**Subject:** extension of New London Drive to Brickyard Road  
**Date:** Saturday, October 14, 2023 3:05:28 PM

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To Planning Staff

My name is Martha Cacciamani and I reside at 10100 New London Drive, Potomac, MD 20854. I am concerned about the proposed changes to New London Drive which would extend it to Brickyard Road. I am opposed to the new road for many reasons.

I live at the corner of New London Drive and Darmuid Green, which is the entrance to the Mazza Woods neighborhood. It is a divided entrance and thus can safely handle the present amount of traffic into the neighborhood of Mazza Woods and Avenal. This is not heavy traffic but consists not only of residents but also the many delivery and service trucks coming into the neighborhood. The neighborhoods are completely built out thus no need for another entrance. New London Drive is a relatively narrow street with no sidewalks which makes becoming a cut-through to Brickyard Road a hazard to the residents who regularly use the street for biking and walking babies, small children and dogs. These peaceful activities would be at risk with the trucks which would opt to use that exit from the neighborhood. When leaving most trucks speed up as well as teenage drivers who would also use the street as a speedy exit. With an easy exit I fear we would attract crime to the area as well.

The plan to cut the road through was put in place over 50 years ago. Time has changed the need for that to be done as the current options of Darmuid Green and Mountain Gate Rd. easily handle all traffic. Alternatives to consider are a bike path where the proposed road would be or maintaining the status quo.

Please consider the disruption to our neighborhood and don't let the road be built. Thank you for your thoughtful consideration.

Sincerely,  
Martha Cacciamani

**From:** [Faye Elliott Thorlacius](#)  
**To:** [Butler, Patrick](#); [Brown, Brett](#); [Duprey, Alexandra](#); [Pereira, Sandra](#)  
**Cc:** [Faye Elliott](#); [Connie Barnes](#)  
**Subject:** No Brickyard/New London Connection  
**Date:** Sunday, October 15, 2023 8:55:16 PM

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

Dear planning staff:

My name is Faye Thorlacius and I reside at 7017 Natelli Woods Lane. I am contacting you about the proposed changes to New London Rd extension from Brickyard Rd into Mazza Woods at Potomac, Md. I am opposed to the new road, for safety on the street which would have a higher, faster and resultantly more dangerous traffic volume than when I purchased my home. This would adversely affect the safety of my family and the resale value of my home. I do not see an offsetting value to the road extension and would therefore seek compensation from your committee, which was not forthcoming about the extension which may have directly affected the outcome, for any losses of safety or value incurred.

Sincerely,

Faye Thorlacius



**From:** [Alice Wong](#)  
**To:** [Butler, Patrick](#); [Brown, Brett](#); [Duprey, Alexandra](#); [Pereira, Sandra](#)  
**Subject:** Concerns with Extending New London Dr. in Mazza Wood Neighborhood  
**Date:** Monday, October 16, 2023 2:40:51 AM

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

Dear all,

My name is Alice Wong and I live on Brookstone Court, which is two streets away from New London Drive. I have been a resident of the Mazza Woods Development for 37 years, and my family is against the extension from New London Drive to Brickyard Road.

Safety is our utmost concern and priority. My husband and I are daily walkers who enjoy walking around in this quiet neighborhood through Darmuid Green Rd, New London Drive to the Avenel Development. There are many walkers, dog-walkers, parents with baby strollers, bicyclists who enjoy walking or biking through the neighborhood. This is one of the greatest benefits of the Mazza Wood Development.

By extending the New London Drive to Brickyard Road, there will be more traffic, especially through New London Drive cutting into the Avenel Development. This would impose dangers of more traffic and car traveling in fast speed "racing" through the neighborhood, which would totally negate all the safety and health benefits that I stated in the previous paragraph. Currently there are NO sidewalks for pedestrians on either side of New London Drive.

We recommend not building the extension and are against it for safety reasons. We would really appreciate your careful consideration of the New London Drive extension vs. our safety of the daily walkers and bicyclists in the neighborhood.

As a fallback option, another alternative is to build up a dead-end road: The developer offered to build out the New London Drive extension from Brickyard Road into a cul-de-sac that would stop short of the existing cul-de-sac at the end of New London Drive. In the future, if traffic ever did justify a connecting road, the county could complete the connection at little extra cost. If that is the case, we also recommend sidewalks to be built along the New London Dr. for safety reasons.

Thank you for the opportunity to express our voice on this New London Drive Extension.

Sincerely,

Alice & Gene Wong

7208 Brookstone Ct., Potomac, Potomac, MD 20854

**From:** [Daniel Wacker](#)  
**To:** [Butler, Patrick](#); [Duprey, Alexandra](#); [Brown, Brett](#); [Pereira, Sandra](#)  
**Subject:** New London Drive Extension  
**Date:** Tuesday, October 17, 2023 11:34:33 AM

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

Dear Planning Board Members.

I am writing about the proposed extension of New London Drive (currently a dead end) to Brickyard Road in the Mazza Woods subdivision in Potomac.

My wife and I have owned our home at 10117 New London Drive for over twenty years. Our driveway enters New London approximately 100 feet from its current dead end. This portion of New London Drive from Darmuid Green to the dead end has served us and our neighbors as a quiet section where our children could bike and play without fear of encountering transiting vehicles. Our neighbor has set up a basketball net at the end of the street where neighborhood children can gather to play basketball. Many of the residents walk this section of road every day because it is relatively safe given that there are no sidewalks and essentially resident-only traffic.

I oppose this extension because it would completely change the character of the street. New London would become a heavily traveled short cut for all traffic from both the northern Avenel and Mazza Woods subdivisions to Brickyard Road. The extension is simply unnecessary as there already is a 4 lane divided exit/entrance to Mazza Woods from Brickyard.

I respectfully request that each of you oppose this extension.

Sincerely,

Daniel J. Wacker  
Yon H. Wacker

**From:** [peggyindc@yahoo.com](mailto:peggyindc@yahoo.com)  
**To:** [Duprey, Alexandra](#)  
**Subject:** Fwd: Concerns related to the proposed extension of New London Drive in Mazda Wood Neighborhood  
**Date:** Wednesday, October 18, 2023 1:56:29 PM

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

Sent from my iPad

Begin forwarded message:

**From:** [peggyindc@yahoo.com](mailto:peggyindc@yahoo.com)  
**Date:** October 18, 2023 at 1:47:44 PM EDT  
**To:** [patrick.butler@montgomeryplanning.org](mailto:patrick.butler@montgomeryplanning.org),  
[brett.brown@montgomeryplanning.org](mailto:brett.brown@montgomeryplanning.org),  
[alexandra.duprey@montgomeryplanning.org](mailto:alexandra.duprey@montgomeryplanning.org),  
[sandra.pereira@montgomeryplanning.org](mailto:sandra.pereira@montgomeryplanning.org)  
**Subject: Concerns related to the proposed extension of New London Drive in Mazda Wood Neighborhood**

Dear Committee,

Our names are John and Peggy McCarthy. We have lived on New London Drive for about 25 years. We are strongly opposed to the extension of New London Drive to Brickyard Road.

We are particularly concerned about the potential added volume of traffic that will come with the extension. There will be more traffic, particularly on New London Drive, connecting through and with the Avenel area. There are already a number of cars driving too fast through this residential area, a number of which pay no attention to stop signs. A direct connection to Brickyard will magnify this risk and problem significantly.

We walk regularly through the area as do a number of other residents. Our grandchildren are often here, walking with us in the street. There are no sidewalks to use as an alternative to walking in our neighborhood streets. An extension will clearly lead to safety issues for both walkers and the many people who use this area for bicycles, walking dogs and children walking.

We do endorse the alternative where the developer offered to build out the New London Drive extension from Brickyard Road into a cul-de-sac at the end of New London. That would leave open a future alternative, if circumstances necessitated, where the County could complete the connection with minimal impact.

We appreciate you giving consideration to our concerns. This is an issue that is extremely important to our family and many friends and acquaintances in the neighborhood.

Sincerely,

John and Peggy McCarthy  
10020 New London Drive, Potomac, Md

Sent from my iPad

## 7601 Brickyard Rd

Whitney Clegg <whitney.j.clegg@gmail.com>

Thu 10/19/2023 9:57 AM

To: Butler, Patrick <patrick.butler@montgomeryplanning.org>; Brown, Brett <Brett.Brown@montgomeryplanning.org>; Duprey, Alexandra <Alexandra.Duprey@montgomeryplanning.org>; Pereira, Sandra <sandra.pereira@montgomeryplanning.org>  
Cc: Riley Clegg <riley.clegg@gmail.com>

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

Dear planning staff,

We are Whitney and Riley Clegg and we live at 7120 Natelli Woods Ln. We are contacting you about the proposed changes to the New London Rd extension from Brickyard Rd into Mazza Woods in Potomac, MD. We are opposed to the new road. We believe the new road will add extra traffic making it much more dangerous to walk our 14 month old daughter.

Thank you for your consideration.

Best,

Whitney

**From:** [ERIK CORWIN](#)  
**To:** [Butler, Patrick](#); [Duprey, Alexandra](#); [Brown, Brett](#); [Pereira, Sandra](#)  
**Cc:** [Erik Corwin](#)  
**Subject:** Proposed extension of New London Drive  
**Date:** Friday, October 20, 2023 5:56:53 PM

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

Dear Planning Commission members:

I have lived at 10017 New London Drive since 2013. I am writing to oppose the proposed extension of New London Drive to connect with Brickyard Road.

My neighbor Paul Dwyer's email, copied in below, provides a cogent statement of the reasons not to extend New London Drive as proposed. I am in full agreement with his views.

In particular, I agree with his observations that connecting the roads will (1) create a long straight stretch of road that, without further measures such as stop signs Darmuid Green and speed bumps, will be conducive to high speeds in an area with a lot of pedestrians and no sidewalks, creating an unsafe situation; and (2) create an attractive cut through from Brickyard Road to MacArthur Boulevard that will increase traffic through the Mazza and Avenel/Eagle Ridge neighborhoods and the potential hazards of drivers moving at high speeds up and down New London Drive as previously described.

Thank you for your consideration of my views on this matter.

Best regards,

Erik Corwin

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**From:** Paul Dwyer  
**Sent:** Friday, October 20, 2023 4:37 PM  
**To:** [patrick.butler@montgomeryplanning.org](mailto:patrick.butler@montgomeryplanning.org); [alexandra.duprey@montgomeryplanning.org](mailto:alexandra.duprey@montgomeryplanning.org); [Brett.Brown@montgomeryplanning.org](mailto:Brett.Brown@montgomeryplanning.org); [sandra.pereira@montgomeryplanning.org](mailto:sandra.pereira@montgomeryplanning.org)  
**Subject:** Proposed extension of New London Drive

Dear Planning Commission members:

I am writing about the proposed extension of New London Drive to connect with Brickyard Road.

Lillian Argilagos and I have lived at 10001 New London Drive since 1997. We have raised our four children there, and have enjoyed the tranquility of the Mazza neighborhood. When our older kids were young, we often walked to the current end of New London, where the kids brought carrots to feed Buckshot, the horse that lived there.

Buckshot moved on years ago, and the parcel that he lived on is now being developed. The road that will serve the three or four houses that will be built on that parcel COULD connect to New London Drive, connecting New London to Brickyard Road. We respectfully request that those roads NOT be connected. We feel that there are many reasons to not connect them, and no good reasons to do so.

Reasons to not connect the road:

- Connecting the roads will encourage traffic exiting from Mazza and Avenel/Eagle Ridge continue straight on New London (rather than turning left onto Darmuid Green, as it currently does) in order to go to the closest major commercial area in Potomac Village. Currently, when one exits the neighborhood at Darmuid Green, it takes about the same amount of time to turn left, and then right on Macarthur to get to the village, or right, and traverse Brickyard (and its 11 speed bumps and four traffic circles) to get to the Village. The County has obviously tried to direct traffic along Macarthur, rather than Brickyard – thus the signage on Macarthur and Falls, the speed bumps and the traffic circles on Brickyard. Creating a new exit from (and entrance to) Mazza and Avenel by connecting New London to the new development's access road would be a huge step in the wrong direction toward discouraging the use of Brickyard as a cut-through route to the Village.
- Connecting the roads will create a long straight stretch of road between Natelli Woods and Brickyard that will be conducive to high speeds. This is a residential neighborhood, with a lot of pedestrians. There are no sidewalks. People tend to drive quickly when roads are straight and no turns are required. Will sidewalks be installed? Speed bumps? Stop signs on New London on both sides of the intersection with Darmuid Green? All of these would be necessary if the roads are connected. None will be needed if they are not. In the current configuration, the exit from the neighborhood on Darmuid Green is quite wide; New London is not. Safety issues that do not now exist would be created.
- Connecting the roads will eliminate a tranquil cul de sac in the existing neighborhood, and not create a similar tranquil cul de sac in the new development. Instead, the current situation on that part of New London will be deteriorated, and the potential tranquility of a new cul de sac in the new development will be foregone.
- Connecting the roads will create an attractive cut through (through the Mazza and Avenel/Eagle Ridge neighborhoods, emerging on Mountain Gate Road) for motorists travelling south on Brickyard Road and intending to turn east on Macarthur. Motorists taking that short cut would avoid the traffic lights at the corner of Brickyard and Macarthur and at the intersection of Macarthur and the Clara Barton Parkway. The current configuration of the entrance to the neighborhood on Darmuid Green discourages that.

Against all of these reasons to NOT unify the roads stands only the fact that in a 40 year old master plan New London continued through to Brickyard. 40 years have intervened, and a neighborhood has developed with a quiet cul de sac that no one wants to change. There are many examples in the



County of roads that could be connected but are not; please don't make the mistake of requiring or permitting that these roads be connected. No one's interests will be served.

Respectfully,

Paul Dwyer and Lillian Argilagos  
10001 New London Drive

M: 202-321-9723

**From:** [Paul Dwyer](#)  
**To:** [Butler, Patrick](#); [Duprey, Alexandra](#); [Brown, Brett](#); [Pereira, Sandra](#)  
**Subject:** Proposed extension of New London Drive  
**Date:** Friday, October 20, 2023 4:37:10 PM

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

Dear Planning Commission members:

I am writing about the proposed extension of New London Drive to connect with Brickyard Road.

Lillian Argilagos and I have lived at 10001 New London Drive since 1997. We have raised our four children there, and have enjoyed the tranquility of the Mazza neighborhood. When our older kids were young, we often walked to the current end of New London, where the kids brought carrots to feed Buckshot, the horse that lived there.

Buckshot moved on years ago, and the parcel that he lived on is now being developed. The road that will serve the three or four houses that will be built on that parcel COULD connect to New London Drive, connecting New London to Brickyard Road. We respectfully request that those roads NOT be connected. We feel that there are many reasons to not connect them, and no good reasons to do so.

Reasons to not connect the road:

- Connecting the roads will encourage traffic exiting from Mazza and Avenel/Eagle Ridge continue straight on New London (rather than turning left onto Darmuid Green, as it currently does) in order to go to the closest major commercial area in Potomac Village. Currently, when one exits the neighborhood at Darmuid Green, it takes about the same amount of time to turn left, and then right on Macarthur to get to the village, or right, and traverse Brickyard (and its 11 speed bumps and four traffic circles) to get to the Village. The County has obviously tried to direct traffic along Macarthur, rather than Brickyard – thus the signage on Macarthur and Falls, the speed bumps and the traffic circles on Brickyard. Creating a new exit from (and entrance to) Mazza and Avenel by connecting New London to the new development's access road would be a huge step in the wrong direction toward discouraging the use of Brickyard as a cut-through route to the Village.
- Connecting the roads will create a long straight stretch of road between Natelli Woods and Brickyard that will be conducive to high speeds. This is a residential neighborhood, with a lot of pedestrians. There are no sidewalks. People tend to drive quickly when roads are straight and no turns are required. Will sidewalks be installed? Speed bumps? Stop signs on New London on both sides of the intersection with Darmuid Green? All of these would be necessary if the roads are connected. None will be needed if they are not. In the current configuration, the exit from the neighborhood on Darmuid Green is quite wide; New London is not. Safety issues that do not now exist would be created.

- Connecting the roads will eliminate a tranquil cul de sac in the existing neighborhood, and not create a similar tranquil cul de sac in the new development. Instead, the current situation on that part of New London will be deteriorated, and the potential tranquility of a new cul de sac in the new development will be foregone.
- Connecting the roads will create an attractive cut through (through the Mazza and Avenel/Eagle Ridge neighborhoods, emerging on Mountain Gate Road) for motorists travelling south on Brickyard Road and intending to turn east on Macarthur. Motorists taking that short cut would avoid the traffic lights at the corner of Brickyard and Macarthur and at the intersection of Macarthur and the Clara Barton Parkway. The current configuration of the entrance to the neighborhood on Darmuid Green discourages that.

Against all of these reasons to NOT unify the roads stands only the fact that in a 40 year old master plan New London continued through to Brickyard. 40 years have intervened, and a neighborhood has developed with a quiet cul de sac that no one wants to change. There are many examples in the County of roads that could be connected but are not; please don't make the mistake of requiring or permitting that these roads be connected. No one's interests will be served.

Respectfully,

Paul Dwyer and Lillian Argilagos  
10001 New London Drive

M: 202-321-9723

**From:** [Craig Holden](#)  
**To:** [Butler, Patrick](#); [Brown, Brett](#); [Duprey, Alexandra](#); [Pereira, Sandra](#)  
**Subject:** 7601 Brickyard Road Development  
**Date:** Sunday, October 29, 2023 1:32:51 PM

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

Good afternoon,,

I'm writing to you as a resident of the Mazza neighborhood to express my disapproval of the proposed street extension.

First, from my observations, our streets are fairly peaceful and traffic is pretty manageable. In fact, since many of us have transitioned to working from home post-COVID, I've noticed even less congestion. I worry a new connection will bring more cars into our residential areas.

What's more, many of us enjoy walking and biking around the neighborhoods, especially along New London Drive and Mountain Gate Drive. The thought of these peaceful routes being disrupted by additional traffic, without any sidewalks or traffic control devices, is troubling.

I also want to point out that the Master Plan, which envisions this connection, is outdated. Over the past 50 years, our communities have fully developed and the need for this new connection just isn't there. It's also worth noting that the county has been encouraging less driving as well as to consider other forms of transportation. I'd much rather see a bike lane connection from Brickyard to New London instead.

It's important to mention that of all the roads connecting to Brickyard Road, Darmuid Green Road is the most efficient and safest option we have. I'm really not sure why we would risk diverting traffic to a smaller, undivided road by creating a new connection.

While I understand that the new connection may provide a slightly quicker route for some to Brickyard Road, saving a few seconds is not worth the additional risk to pedestrians. Additionally, while Darmuid Green can be a bit steep and icy in winter, we already have alternative routes like Mountain Gate Drive to use on those rare icy days.

Thank you for taking the time to consider my thoughts on this matter. I believe that the proposed street extension is not in the best interest of our community and I hope you'll join me in opposing it.

Best,

Craig Holden  
10120 New London Dr.  
Potomac, MD 20864

**From:** [Kristen Fischer](#)  
**To:** [Butler, Patrick](#); [Brown, Brett](#); [Duprey, Alexandra](#); [Pereira, Sandra](#)  
**Subject:** New London Drive extension  
**Date:** Sunday, October 29, 2023 2:38:04 PM

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

Dear Mr. Butler, Mr. Brown, Ms. Duprey, and Ms. Pereira,  
I am writing to express my deep concern about the proposed plan for the Mazza Woods community to connect New London Drive to Brickyard Road.

Currently, the east end of New London Drive serves as a safe place for many neighbors who enjoy walking and biking in our peaceful neighborhood. Every single day I see people out on their own, with friends, with their dogs, or with their children as they walk or ride bikes past my house. They slowly circle around the cul de sac, often stopping to chat with fellow passers-by along the way.

Extending New London Drive to Brickyard Road will not only be disruptive to the tranquil environment so many of us enjoy here everyday, it will also present a significant safety hazard. With the proposed extension, instead of people enjoying a safe walk or ride on New London Drive, they will need to be wary of cars rushing past to get to the Avenel neighborhood or trying to bypass traffic on near-by Macarthur Boulevard.

Is it worth it to put our community members at risk just to have an entrance to Mazza that is less than 1/10th of a mile closer to Potomac Village? The people who want to save mere seconds getting to Potomac Village are the same people I worry about racing their cars down the street. Leaving New London Drive as is, or connecting New London to Brickyard via a bike lane, would help maintain tranquility in the neighborhood and be much safer for our residents.

I recognize this road extension has been under consideration for 50 years, but I think we can all agree there were many ideas proposed 50 years ago that are no longer in the community's best interest.

Thank you in advance for your time and thoughtful consideration. Thanks as well for the work you do for the Montgomery County Planning department. It is greatly appreciated.

Sincerely yours,  
Kristen Fischer, VMD

**From:** [Gaurav Pal](#)  
**To:** [Duprey, Alexandra](#)  
**Subject:** 7601 Brickyard Road, Potomac MD 20854 Development Project  
**Date:** Monday, November 6, 2023 8:14:35 AM  
**Attachments:** [image001.png](#)

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

Ms. Duprey:

Good Morning!

My name is Gaurav Pal and I reside at 7701 Brickyard Road, Potomac MD 20854. I am contacting you about the proposed changes to New London Rd extension from Brickyard Rd into Mazza Woods at Potomac, MD. I just wanted to share with you my opposition to the development of the new road, for the extra traffic that it will bring into our quiet neighborhood as well as impact the wildlife that includes a diverse group of animals and birds that make use of the quiet street. If you have any questions please do not hesitate to contact me.

Very Sincerely,

GP

**Gaurav Pal**

Principal



*Cloud Solutions for Security Focused Customers*

**Email** [gpal@stackarmor.com](mailto:gpal@stackarmor.com)

**Mobile** (571) 271-4396

**Web** [www.stackarmor.com](http://www.stackarmor.com)

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To: Montgomery County Planning Department

November 17, 2023

We have been waiting for the road connecting New London Drive to Brickyard Road for several years.

It would be very helpful to have this access to Brickyard Road during snowy and icy weather. Darmuid Green Drive has much steeper hills and is difficult to traverse with bad weather. There have been times when it has not been possible to get up the hill, and people have left their cars on the road and have had to walk home. Night comes early in the winter, so this scenario is scary.

The commercial business, the sports facility, on New London Drive, would be best served by direct access from Brickyard Road, rather than driving through the Mazza neighborhood. This access would be particularly important if there is an injury at the sports center and emergency help is needed.

Maps show that the road is open, so people trying to come to the Mazza development can become confused. All the maps would need to be changed.

If the New London Drive dead-end becomes permanent, there will need to be creation of a circle, as it is difficult to turn around on the road. All other terminating roads have a circle for that purpose.

I do not think that there is any need to worry about extra cars on New London Drive, as some people who live on New London Drive have mentioned. The road will probably be used mostly by people who live on New London Drive, in any case.. Some Mazza residents might go through to Potomac Village, and perhaps a few from Avenel. However, people from other neighborhoods are not likely to change their pattern of driving to avoid one speed- bump on Brickyard Road between Darmuid Green and New London Drive. Most people are going towards the Beltway and downtown Washington from Brickyard Road, and one would not expect more vehicles through the neighborhood. The GPS guides almost always show travel to the beltway, unless one is going to Potomac Village.

The delivery people have separate teams for Bethesda for the Avenel residents, and for Potomac for the Mazza residents. I would not expect more delivery vehicles. I have spoken with the vehicle drivers for UPS, Fedex, and the US mail, who gave me that information. I have seen vehicles come up Mountain Gate Drive to get to Avenel, not from Darmuid Green and New London Drive, for the most part. There are very few cars in general in the neighborhood.

Sincerely, Mazza Family