



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

DATE: 11-Dec-23
TO: Patrick La Vay - plavay@mhgpa.com
Macris, Hendricks & Glascock
FROM: Marie LaBaw
RE: Springvale Terrace
120240030

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **11-Dec-23** .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.

***** 2/5/2024 Revised intersection of Springvale Road and Pershing Drive *****

***** 2/8/2024 Revised intersection of Springvale Road and Pershing Drive *****

February 7, 2024

Dr. Marie LaBaw, P.E.
Montgomery County
Department of Permitting Services
Fire Department Access & Water Supply
2425 Reddie Drive, 7th Floor
Wheaton, MD 20902

Springvale Terrace
MNCPPC #'s 120240030 & 820240040
MHG Project No. 2020.315.21

Dr. LaBaw,

On behalf of our client, Enterprise Community Development, we hereby submit a revision to the previously approved Fire Department Access Plan for Springvale Terrace, a new 237-unit affordable senior housing development. The property is located at 8505 Springvale Road in Silver Spring, MD and received approval from the Department of Permitting Services Fire Department Access and Water Supply on February 5, 2024. At the request of MNCPPC and MCDOT Transportation Planning staff, the pedestrian crossing at the southwest corner of Springvale Road and Pershing Drive has been eliminated. This change alters the paving treatment along the previously approved fire department access path, therefore, this revision is being submitted to show the new mountable curb and paving treatment, per Montgomery County Traffic Circle Standards. All other elements related to fire access and water supply remain unchanged.

Given the considerations outlined above, we request your approval of the enclosed Fire Department Access Plan. We appreciate your assistance with this matter. Please let us know if you have any questions or need additional information.



Digitally signed by Stephen Crum
Date: 2024.02.08 11:42:36-05'00'

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, License No. 16805, Expiration Date: 04.21.2024

Sincerely,

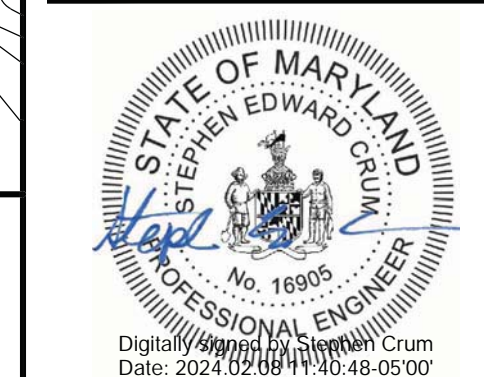
Stephen E. Crum, P.E.

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

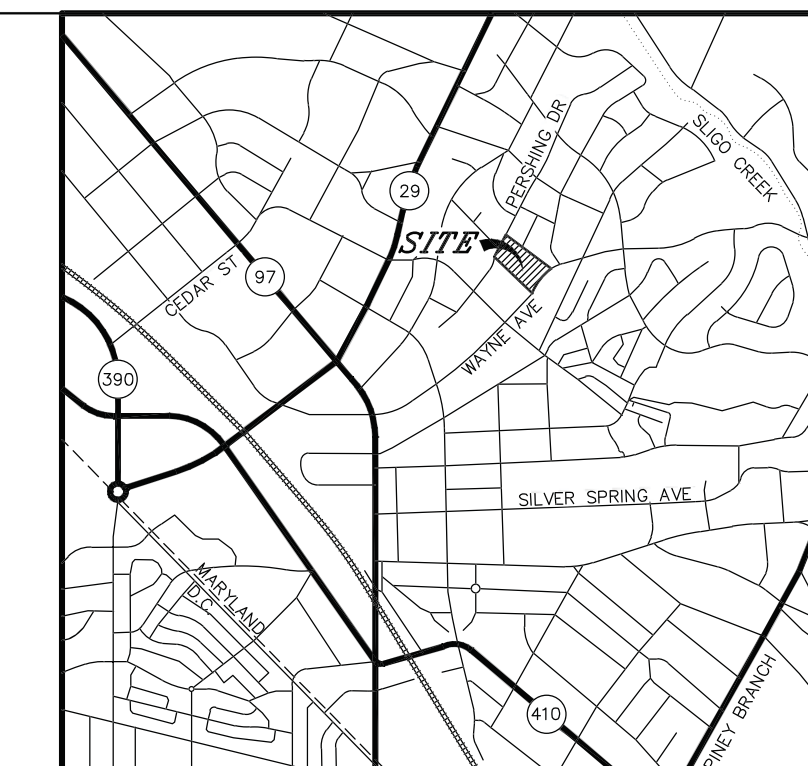
BY: SAC FM: 43 DATE: 2/8/2024



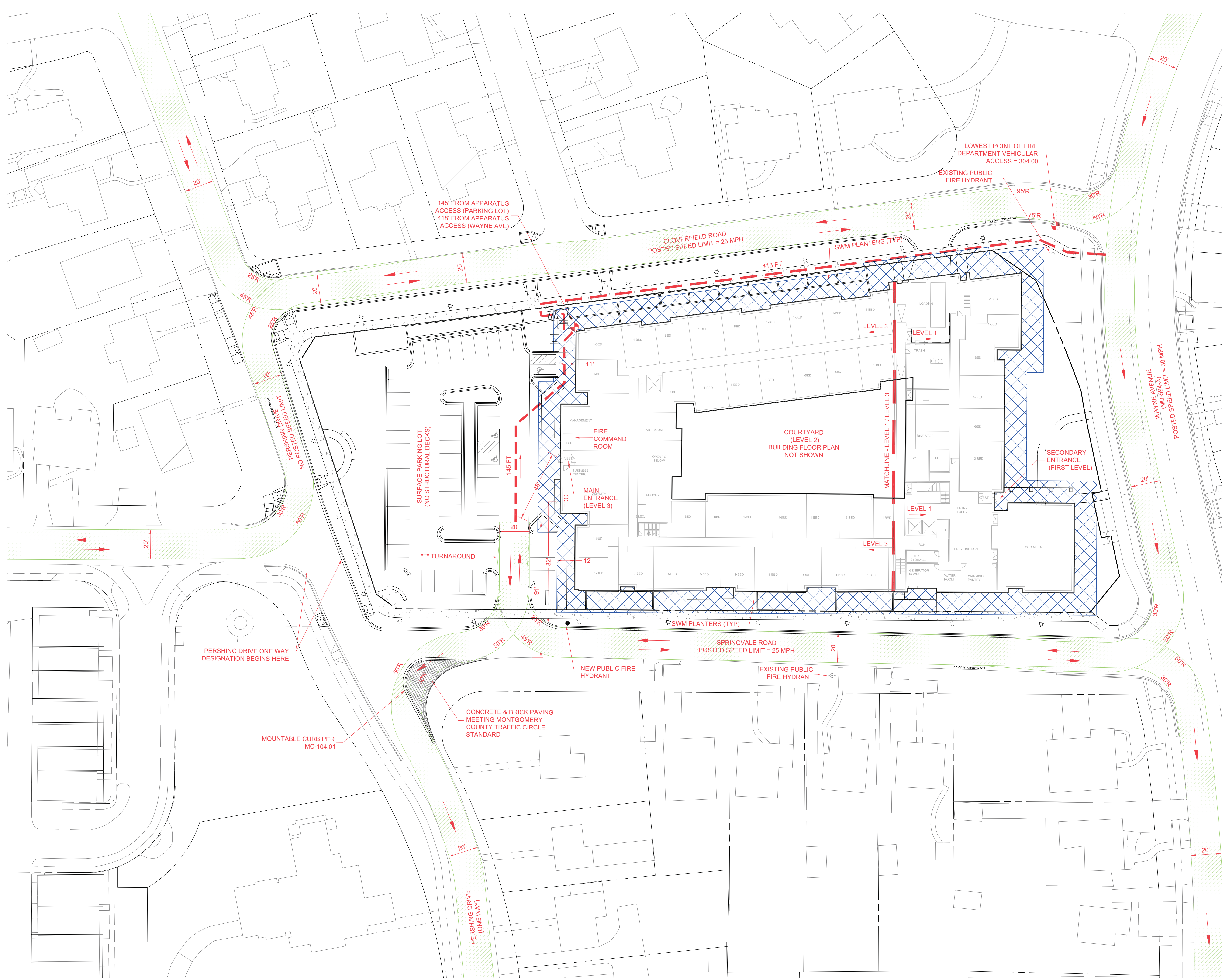
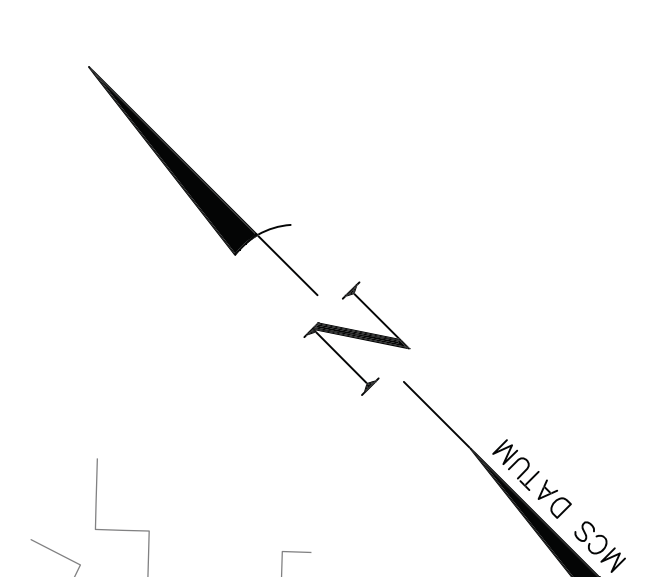
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the Laws of the State of Maryland, Lic. No. 16995 Exp. Date: 04/21/2024

PREPARED FOR:
ENTERPRISE COMMUNITY DEVELOPMENT
8403 COLESVILLE ROAD
SILVER SPRING, MD 20910

SEABURY RESOURCES FOR AGING
555 WATER STREET, SW
WASHINGTON, DC 20004

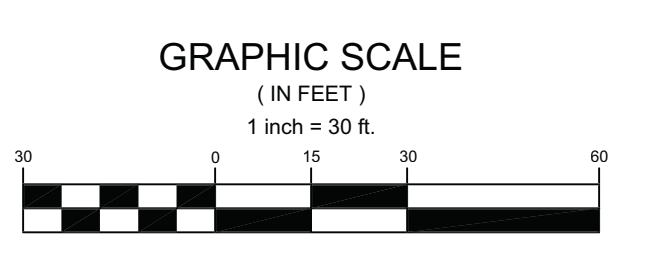


VICINITY MAP
SCALE 1" = 2,000'



LEGEND

- APPARATUS ACCESS MOVEMENT
- CLEAR AND WALKABLE GRADE AROUND BUILDING (15' WIDE EXCEPT WHERE NOTED)
- EXTERIOR DOORS
- WALKING PATH FROM APPARATUS ACCESS



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.* PM: 43 DATE: 2/8/2024

DEVELOPER'S CERTIFICATE
THE UNDERSIGNED AGREES TO EXECUTE ALL THE FEATURES OF SITE PLAN APPROVAL NO. 820240040 INCLUDING APPROVAL CONDITIONS, DEVELOPMENT PROGRAM, AND CERTIFIED SITE PLAN.
DEVELOPER: ENTERPRISE COMMUNITY DEVELOPMENT COMPANY
ADDRESS: 8403 COLESVILLE ROAD, SILVER SPRING, MD 20910
PHONE: (410) 230-2118
EMAIL: MKSISEL@ECCDCOMMUNITIES.ORG
CONTACT PERSON: MACKENZIE SISEL
SIGNATURE: _____

REVISIONS

NO.	DESCRIPTION	DATE

TAX MAP JN 33 WSSC 210RW01
L.28655 F.663
13TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

**PT. PARCEL 77
SPRINGVALE TERRACE**

PROJ. MGR PGL
DRAWN BY PGL
SCALE 1"=30'
DATE 02.07.2024

**FIRE DEPARTMENT
ACCESS PLAN**

SP0.32
PROJECT NO. 20.315.21
SHEET NO. 1 OF 1



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

April 4, 2024

Mr. Adam Bossi, Planner III
Downcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reddie Drive,
Wheaton, MD 20902

RE: Sketch Plan and Preliminary Plan Letter
Sketch Plan No. 320240020
Preliminary Plan No. 120240030
Springvale Terrace
Revised Letter

Dear Mr. Bossi:

This letter supersedes the previous letter dated February 27, 2024. We have completed our review of the Design Exception waiver dated February 26, 2024, the revised Sketch Plan and the revised Preliminary Plan uploaded to eplans on February 14, 2024. A previous Preliminary Plan was reviewed by the Development Review Committee at its January 16, 2023, meeting. We recommend approval of the plan subject to the following comments:

Design Exception Waiver:

- Applicant's request:** The applicant is requesting a reduction from the required 100 feet of separation between the driveway at Springvale Road and the intersection with Pershing Road, down to 55 feet. This design exception is requested to accommodate a replacement parking lot driveway, which will serve a new 237-unit affordable senior housing development. The new driveway on Springvale Road has been shifted as far as possible from Pershing Road, while accommodating the footprint of the new building. There is an existing parking lot in roughly the same location today, and the new driveway has been shifted approximately 33 feet further away from Pershing Road. Relocating the driveway to the opposite confronting street (Cloverfield Road) was explored but was deemed infeasible due to the elevation of the roadway relative to the site. To minimize the reduction from the standard 100 feet of separation, the curb radius at the intersection of Springvale Road and Pershing Drive has been reduced to 15 feet. The curb radii at the driveway have been reduced to the minimum to accommodate a fire truck turnaround, at 22 feet.

Office of the Director

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

MCDOT Response: We **recommend** approval of the reduced spacing of less than 100-ft tangent of the proposed driveway on Springvale Drive from the intersection of Pershing Drive for the following reasons/conditions:

- a. Both the roadways are Neighborhood Streets with low traffic volume with posted speed limits of 25 mph.
 - a. Sight distance for the driveway is met with the removal of the shrubs. The applicant shall be responsible for removing any existing/proposed obstructions in the line of sight as mentioned in Significant Plan Comment# 5.
 - b. Pershing Drive has access restrictions and is also designed for one way traffic (south) at this intersection and therefore less traffic movement conflict.
 - c. The curb radius at the intersection of Springvale Road and Pershing Drive has been reduced to 15 feet with a truck apron to slow down the right turning vehicles from Pershing Drive.
2. **Applicant's request:** The applicant is requesting a reduction from the required 100 feet of separation between the loading driveway at Cloverfield Road and the intersection with Wayne Avenue (MD-594A), down to 72 feet. The new driveway has been placed as close to Wayne Avenue as possible, to limit impacts on the surrounding residential community, while mainlining the loading space within the lowest floor footprint. Relocating the driveway to the opposite confronting street (Springvale Road) was explored but would have a similar separation from Wayne Avenue, while placing all the vehicular access on one side of the development. To minimize the reduction from the standard 100 feet of separation, the curb radius at the loading space has been limited to 15 feet.

MCDOT Response: We **recommend** approval of the reduced spacing of less than 100-ft tangent of the proposed driveway on Springvale Drive from the intersection of Pershing Drive for the following reasons/conditions:

- b. The roadway is a Neighborhood Streets with low traffic volume with posted speed limits of 25 mph.
 - c. This driveway is only used for loading and will have less traffic volume using this.
 - d. Sight distance for the driveway is met. The applicant shall be responsible for removing any existing/proposed obstructions in the line of sight as mentioned in Significant Plan Comment# 5.
3. **Applicant's request:** This design exception applies to the curb on the south side of Cloverfield Road, between Pershing Avenue and 135 feet west of Wayne Avenue (MD-594-A). The applicant

is requesting to use a grass swale between the curb and sidewalk instead of traditional curb inlets. This design exception is requested to accommodate an existing WSSC public water main, which is located directly beneath the existing and proposed curb. Drainage from the roadway will enter the swale through a series of curb openings space regularly along Cloverfield Road. The swale will have a storm drainpipe beneath with intake structures placed at end points.

MCDOT Response: We **recommend** approval of the drainage swale behind the curb to accommodate an existing WSSC public water main, which is located directly beneath the existing and proposed curb. This is not to set a precedent for other projects.

Significant Preliminary Pan Comments

1. Wayne Avenue (MD-594A):
 - a. We recommend that the applicant contact Ms. Christina Contreras to coordinate with the Purple Line project. Ms. Contreras may be reached at 240-777-7174 or at christina.contreras@montgomerycountymd.gov.
 - b. We defer to Maryland State Highway Administration (MDSHA) for any improvements.
2. The roadway cross section for the roadways along the frontage shall be the following as shown in Sheet PP2.11 dated January 31, 2024:
 - a. Springvale Road: From the existing curblines along the site frontage to the subject property.
 - Proposed minimum 6-ft landscape buffer.
 - Proposed minimum 6-ft concrete sidewalk.
 - b. Pershing Drive: From the existing curblines along the site frontage to the subject property.
 - Proposed minimum 7-ft landscape buffer.
 - Proposed minimum 6-ft concrete sidewalk.
 - c. Cloverfield Road: From the existing curblines along the site frontage to the subject property.
 - Proposed 11-ft landscape buffer including a drainage swale behind the curb per the Design Exception Comment# 3.
 - Proposed minimum 6-ft concrete sidewalk.
3. The circulation plan shows exit from the Loading Area access to outbound/eastbound on Cloverfield Road to Wayne Avenue (MD-594A), which in the current scenario is not possible. There are following existing access restriction to be mindful about:
 - a. Right turn from outbound/eastbound Springvale Road to Pershing Drive.
 - b. Inbound/northbound traffic on Pershing Drive from Cedar Street.

- c. Outbound/eastbound on Cloverfield Road between Cloverfield Place and Wayne Avenue (MD-594A).
Any modifications to the existing vehicular circulation/access will need to follow Executive Regulation 17-94 (https://www.montgomerycountymd.gov/DOT-Traffic/Resources/Files/PDF/exreg17_94am.pdf).
4. Existing Bus stop along Wayne Avenue (MD-594A): The existing bus stop shall be renovated with a shelter and ADA pad. Please coordinate with Mr. Wayne Miller for details and the location. He can be reached at wayne.miller2@montgomerycountymd.gov or at 240-777-5836.
5. **Sight Distance:**
 - a. Proposed Driveway on Springvale Road & Loading Access on Cloverfield Road: The sight distance approved. Attached the certified sight distance form with this letter.
 - b. The line of sight for the proposed driveways and roadways should not be blocked by any existing and/or proposed obstructions such as trees, shrubs, street light poles or traffic signs. **At the permit stage**, the applicant should work with MCDPS to make the necessary modifications to meet the sight distance requirements for the proposed driveways and roadways.
6. **Storm Drain:** We defer to MDSHA for any comments as the site drains to the storm drain system in Wayne Avenue (MD-594A).

Standard Plan Review Comments

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the MCDPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. The proposed driveways shall meet MC 302.01.
3. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
4. Permanent structures such as steps, stoops, walls etc. are not allowed in the public right-of-way (ROW).
5. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
6. Trees in the County ROW – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public ROW must be coordinated with MCDPS ROW Plan Review Section.

7. 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 MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by MCDPS.
8. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County ROW and all drainage easements.
9. Posting of the ROW permit bond is a prerequisite to MCDPS approval of the record plat. The ROW permit will include, but not necessarily be limited to, the following improvements:
 - a. Curbs and gutters, sidewalks and handicap ramps (if any), storm drainage and appurtenances, street lights and street trees along Springvale Road.
 - b. Curbs and gutters, sidewalks and handicap ramps (if any), storm drainage and appurtenances, street lights and street trees along Pershing Drive.
 - c. Curbs and gutters, drainage swale, sidewalks and handicap ramps (if any), storm drainage and appurtenances, street lights and street trees along Cloverfield Road.
 - d. 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 preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-2194.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review Team
Office to Transportation Policy

Mr. Adam Bossi
Sketch Plan No. 320240020
Preliminary Plan No.120240030
April 4, 2024
Page 6

cc: Sharepoint Correspondence Folder FY'24

cc-e:	Stacy Silber	Lerch, Early and Brewer
	Patrick La Vay	MHG, P.A.
	Kwesi Woodroffe	MDSHA District 3
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Mark Terry	MCDOT DTEO
	Kamal Hamud	MCDOT DTEO
	Mark Etheridge	MCDPS WRS
	Christina Contreras	MCDOT
	Wayne Miller	MCDOT DTS
	Rebecca Torma	MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number:

Project Name: Springvale Terrace

ENGINEER/ SURVEYOR CERTIFICATE

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

[Handwritten Signature]

Signature

35186

PLS/PE MD Reg. No

01.19.2024

Date



2024.01.19
09:25:53-05'00'

I hereby certify that this document was prepared or reviewed by me, and I am a duly licensed Professional Engineer under the laws of the State of Maryland, License No. 35186, Expiration Date 01/05/2026.

Montgomery County Review:

Approved

Disapproved:

By: Deepak Somarajan

Date: 2/26/2024

Proposed Parking Driveway on Springvale				
CLASS	Tertiary Residential			
SPEED (MPH)	25			
APPROACHING MOTOR VEHICLES				
VERTICAL	TARGET (FT)	MEASURED (FT)	OK?	
	L 3.5	3.5	OK	
	R 3.5	3.5	OK	
HORIZONTAL APPROACHING MOTOR VEHICLES				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	6.45%	240	420	OK
R	6.25%	280	117	OK*
HORIZONTAL APPROACHING BIKEWAYS				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L				NA
R				NA
HORIZONTAL APPROACHING SIDEWALK (IF DIRECTED)				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	Not Measured			
R				
COMMENTS				
* Right sight distance is 117' to a stop signed controlled intersection with Pershing Dr. There is clear and unobstructed view to the proposed entrance from this point.				
A bush obstructed cone placement of 6' offset from traveled way. A 5' offset was used. The 1' variance will not significantly effect the sight line or distances as measured.				
Left sight distance is 420' to the intersection with Wayne Ave. Existing shrubs between sidewalk and roadway obscure a small portion of the sight line, however these are to be removed as part of the development				

FORM APPROVED <u>11.8.2023</u> Date Chief, Division of Transportation Engineering Montgomery County Dept. of Transportation Chief, Land Development Montgomery County Dept. of Permitting Services	REVISED _____ _____ _____ _____ _____ _____	Montgomery County Department of Transportation <h2 align="center">Sight Distance Review Form</h2>
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Sight Distance Images



Looking Right From Proposed Relocated Entrance



Looking Toward the Proposed Relocated Entrance From the Right at the Sight Distance Limit

Sight Distance Images Continued



Looking Left From Near New Proposed Parking Entrance



Looking Toward New Proposed Parking Entrance From the Left at Sight Distance Limit

SOURCE:

A Policy on Geometric Design of Highways and Streets

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Used for Approaching Vehicles from the Right

Table 9-7. Design Intersection Sight Distance—Case B1, Left Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	165.4	170	20	20	41.7	45
20	115	220.5	225	30	35	62.6	65
25	155	275.6	280	40	50	83.4	85
30	200	330.8	335	50	65	104.3	105
35	250	385.9	390	60	85	125.1	130
40	305	441.0	445	70	105	146.0	150
45	360	496.1	500	80	130	166.8	170
50	425	551.3	555	90	160	187.7	190
55	495	606.4	610	100	185	208.5	210
60	570	661.5	665	110	220	229.4	230
65	645	716.6	720	120	250	250.2	255
70	730	771.8	775	130	285	271.1	275
75	820	826.9	830				
80	910	882.0	885				

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

A Policy on Geometric Design of Highways and Streets

Used for Approaching Vehicles from the Left

Table 9-9. Design Intersection Sight Distance—Case B2, Right Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	143.3	145	20	20	36.1	40
20	115	191.1	195	30	35	54.2	55
25	155	238.9	240	40	50	72.3	75
30	200	286.7	290	50	65	90.4	95
35	250	334.4	335	60	85	108.4	110
40	305	382.2	385	70	105	126.5	130
45	360	430.0	430	80	130	144.6	145
50	425	477.8	480	90	160	162.6	165
55	495	525.5	530	100	185	180.7	185
60	570	573.3	575	110	220	198.8	200
65	645	621.1	625	120	250	216.8	220
70	730	668.9	670	130	285	234.9	235
75	820	716.6	720				
80	910	764.4	765				

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number:

Project Name: Springvale Terrace

ENGINEER/ SURVEYOR CERTIFICATE

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

[Handwritten Signature]

Signature

35186

PLS/PE MD Reg. No

02/09/2024

Date



2024.02.09
15:32:10-05'00'

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. Lic. No. 35186 Exp. Date. 01.05.2026

Montgomery County Review:

Approved

Disapproved:

By: Deepak Somarajan

Date: 2/26/2024

Proposed Loading dock on Cloverfield Road				
CLASS	Tertiary Residential			
SPEED (MPH)	25			
APPROACHING MOTOR VEHICLES				
VERTICAL	TARGET (FT)	MEASURED (FT)	OK?	
	L			
R				
HORIZONTAL APPROACHING MOTOR VEHICLES				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	6.15%	240	270	OK**
R	3.75%	280	160	OK*
HORIZONTAL APPROACHING BIKEWAYS				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L				
R				
HORIZONTAL APPROACHING SIDEWALK (IF DIRECTED)				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L				
R				
COMMENTS				
* Right sight distance is 160' to the centerline of Wayne Ave. There is clear and unobstructed views to the proposed loading dock from this point				
** Cloverfield Road is a northbound one way road between Wayne Ave and Cloverfield Place. The applicant is exploring a conversion of this segment to two-way movements, to allow trucks leaving this loading area to turn right back onto Wayne Avenue, and avoid traveling through the adjacent residential street network.				

FORM APPROVED <u>11.8.2023</u> Date Chief, Division of Transportation Engineering Montgomery County Dept. of Transportation	REVISED _____ _____ _____ _____ _____ _____	Montgomery County Department of Transportation
 Chief, Land Development Montgomery County Dept. of Permitting Services		<h2>Sight Distance Review Form</h2>



At Loading Dock Looking Left



Approaching Loading Dock from Left - 270' away



At Loading Dock Looking Right



Approaching Loading Dock from Right - 160' away

Table 9-7. Design Intersection Sight Distance—Case B1, Left Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	165.4	170	20	20	41.7	45
20	115	220.5	225	30	35	62.6	65
25	155	275.6	280	40	50	83.4	85
30	200	330.8	335	50	65	104.3	105
35	250	385.9	390	60	85	125.1	130
40	305	441.0	445	70	105	146.0	150
45	360	496.1	500	80	130	166.8	170
50	425	551.3	555	90	160	187.7	190
55	495	606.4	610	100	185	208.5	210
60	570	661.5	665	110	220	229.4	230
65	645	716.6	720	120	250	250.2	255
70	730	771.8	775	130	285	271.1	275
75	820	826.9	830				
80	910	882.0	885				

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

Table 9-9. Design Intersection Sight Distance—Case B2, Right Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	143.3	145	20	20	36.1	40
20	115	191.1	195	30	35	54.2	55
25	155	238.9	240	40	50	72.3	75
30	200	286.7	290	50	65	90.4	95
35	250	334.4	335	60	85	108.4	110
40	305	382.2	385	70	105	126.5	130
45	360	430.0	430	80	130	144.6	145
50	425	477.8	480	90	160	162.6	165
55	495	525.5	530	100	185	180.7	185
60	570	573.3	575	110	220	198.8	200
65	645	621.1	625	120	250	216.8	220
70	730	668.9	670	130	285	234.9	235
75	820	716.6	720				
80	910	764.4	765				

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

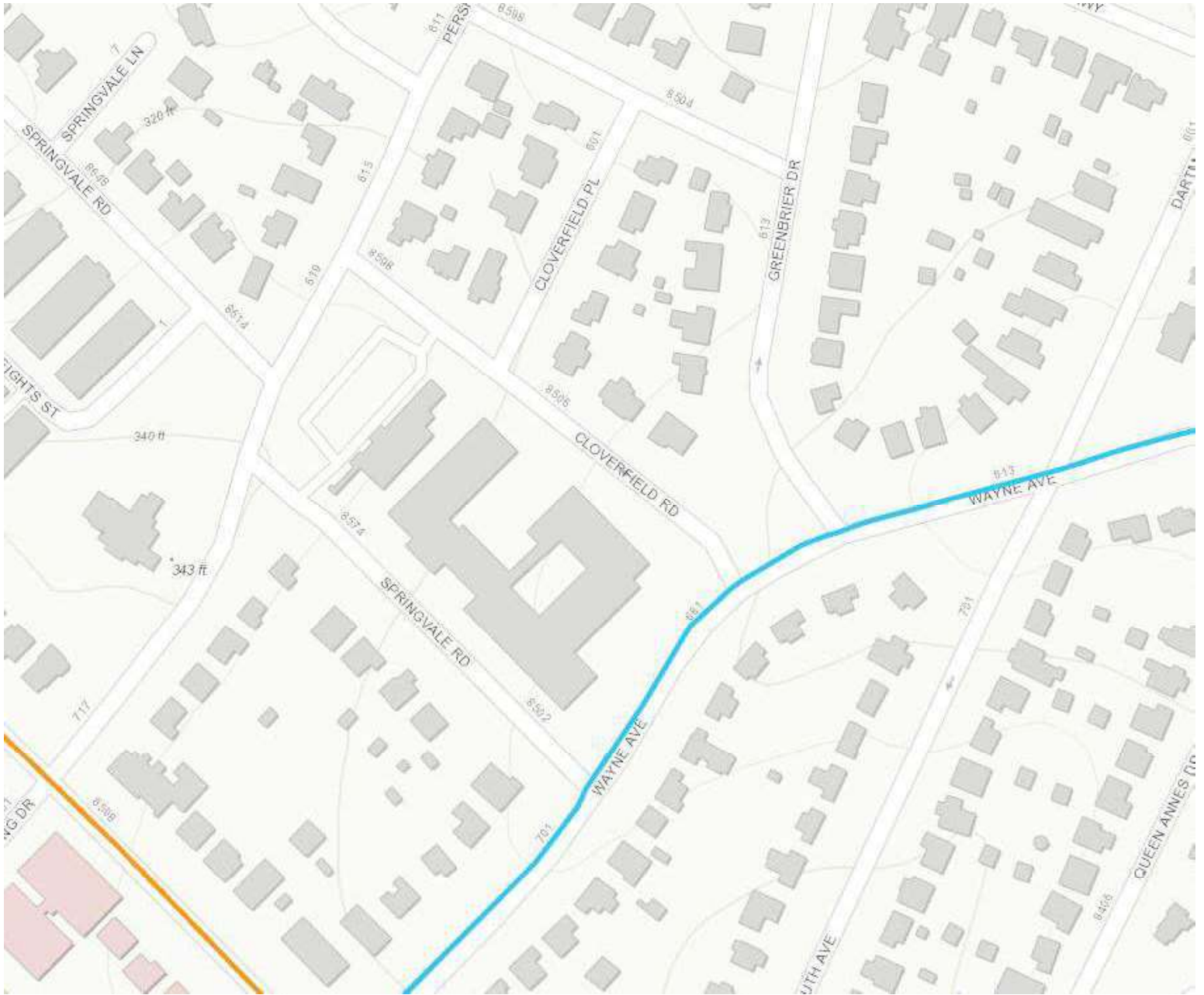


Image From Master Plan of Highways and Transit Ways
Source Address: <https://mcatlas.org/mpoht/>



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE REQUIREMENTS ATTACHMENT

GENERAL INFORMATION

All sight distance targets are to be based on Intersection Sight Distance as defined in the current version of AASHTO's *A Policy on Geometric Design of Highways and Streets* (aka the "Green Book").

All sight distance measurements must account for anticipated obstructions such as the presence of full-grown foliage, street furniture, and vehicles occupying designated curbside areas (e.g. parked vehicles).

Designs are required to ensure that all approaches to conflict points provide adequate sight distance, even when approaches are not explicitly evaluated.

SPEEDS

The Posted Speed will generally be used for sight distance analyses where it may be presumed that it is reflective of operating speeds. MCDOT may instead direct that an applicant perform a speed study, in which case the higher of the posted speed or the speed study's 85th Percentile operating speed is to be used for determining sight distance needs.

If no Posted Speed is provided: perform a 24-hour speed study to identify the 85th Percentile Operating Speed (unless otherwise directed by MCDOT) for use in determining sight distance adequacy.

Where specific issues at a location limit the meaningfulness of a Speed Study (such as short blocks of free-flow travel), then with MCDOT approval the Target Speed for that road classification may be used in lieu of a speed study.

Along Neighborhood Streets and Neighborhood Yield Streets with no Posted Speed, and where speeds of 25 MPH or less may be reasonably expected, then with MCDOT approval the Target Speed for these streets may be used.

Use a 15 MPH design speed for Bikeways.

VERTICAL SIGHT DISTANCE

Unless otherwise directed by MCDOT or MCDPS: Vertical Sight Distance only needs to be evaluated for approaches toward motor vehicle travelways; not Bikeways or Sidewalks.

HORIZONTAL SIGHT DISTANCE

Horizontal Sight Distance evaluations are required for approaches to motor vehicle travelways and Bikeways.

Where visual inspection of plans raises concern, Horizontal Sight Distance evaluations may optionally be required by MCDOT or DPS for any other approaches to conflict points.

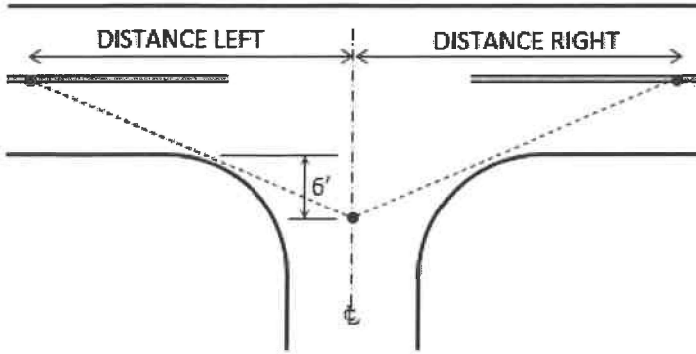
Drawings on the following pages provide guidance on how to measure horizontal sight distance.

Where Bikeways are present: measurements must consider individually the approach to the Bikeway as well as the approach to the Motor Vehicle travelway.

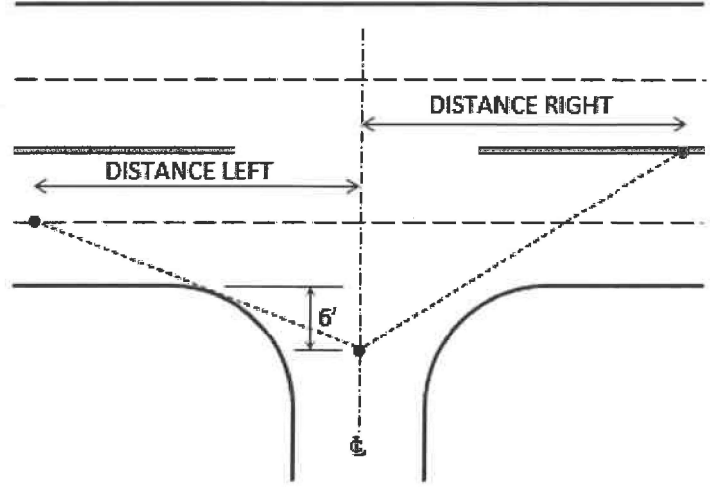


MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

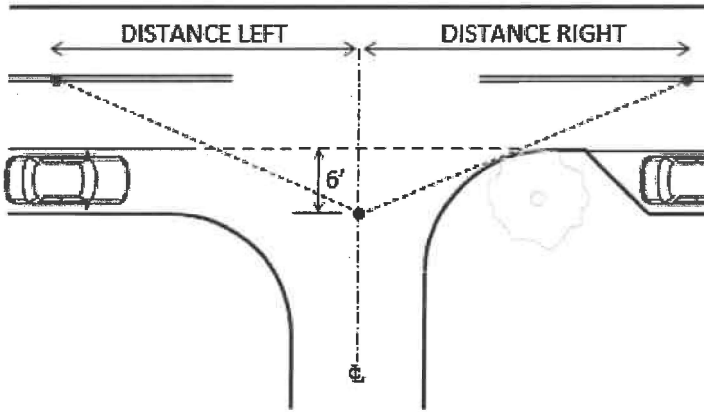
2-LANE UNDIVIDED ROADWAY



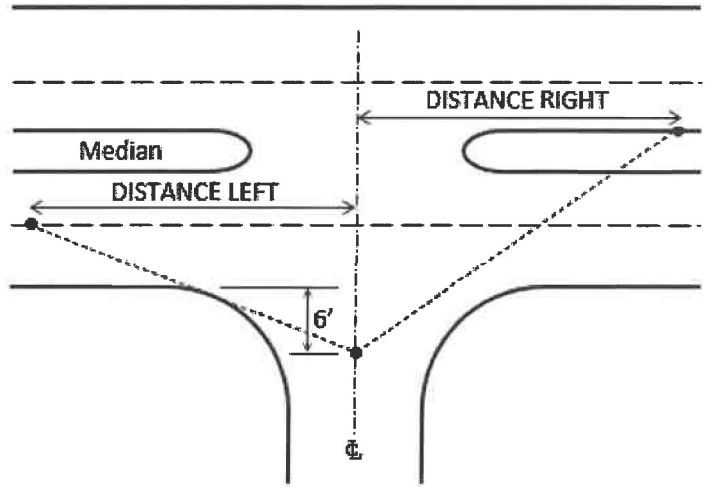
MULTI-LANE UNDIVIDED ROADWAY



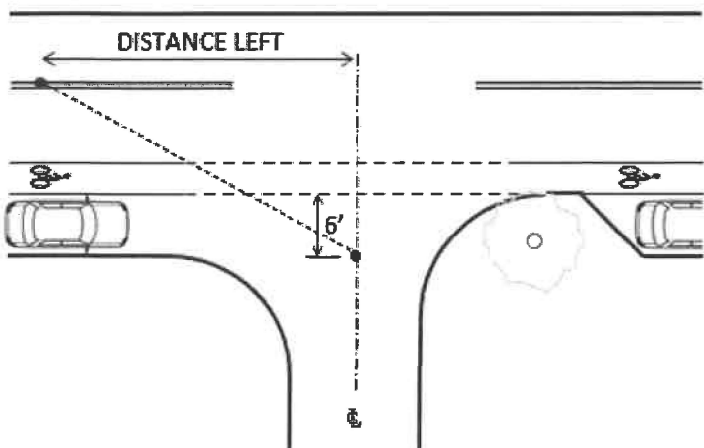
ROADWAY WITH CURBSIDE LANE



MULTI-LANE DIVIDED ROADWAY



MOTOR VEHICLE MEASUREMENT W/ CONVENTIONAL BIKE LANE



**MEASURING SIGHT DISTANCE TOWARD
 CONFLICTING MOTOR VEHICLES**

Sight distance for crossing motor vehicle travelways is measured:

- From an eye height of 3.5' at a point on the centerline of the approaching travelway 6' back from the face of curb or edge of the nearest Travel Lane,
- To a point 3.5' above the road surface along the intersecting road.
- Use the speed of the conflicting travelway.

White Lane Lines Double Yellow \oplus

820240040 Springvale Terrace

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-SITE-82024004-201.pdf V4” uploaded on/ dated **“2/14/2024”** and

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

1. Access points on public roads:
 - a. Update the Cloverfield Road access width and curb radii.
 - b. Evaluate the access points curb radii to ensure safe truck turning movements (especially right turn).
2. Ensure handicap ramps are located as close as possible to the intersection.



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

March 19, 2024

Mr. Trevor Hughes
Macris, Hendricks & Glascock, PA
9220 Wightman Road
Suite 120
Montgomery Village, MD 20886

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
Springvale Road Senior Living Facility
Preliminary Plan #: 120240030
SM File #: 290011
Tract Size/Zone: 2.66 ac.
Total Concept Area: 3.29 ac.
Parcel(s): P077
Watershed: Seneca Creek
Redevelopment (Yes/No): Yes

Dear Mr. Hughes:

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 on-site via the use of micro-bioretention. Stormwater requirements for disturbance in the right-of-way have been computed separately and are met partially via grass swale and non-rooftop disconnection, and a partial waiver of stormwater management requirements been requested for the work within the public right of way due to site constraints. The stormwater management waiver is hereby granted. The on-site portion of the project will provide full stormwater management compliance.

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.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Tiered planter box systems must be designed so that the receiving flow is split as evenly as practicable amongst each cell.

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



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

Mr. Trevor Hughes
March 19, 2024
Page 2 of 2

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is 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.

If you have any questions regarding these actions, please feel free to contact Patrick Fitzgerald at 240-777-6362; Patrick.fitzgerald@montgomerycountymd.gov.

Sincerely,



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

cc: Neil Braunstein
SM File # 290011

On-site
ESD: Required/Provided 12,863 cf / 13,820 cf
PE: Target/Achieved: 2.20"/2.36"
STRUCTURAL: N/A cf
WAIVED: N/A

ROW
ESD: Required/Provided 2,860 cf / 605 cf
PE: Target/Achieved: 2.0"/0.42"
STRUCTURAL: N/A
WAIVED: 2,255 cf.

February 26, 2024

Adam Bossi
Planner III, Downcounty Planning Division
Montgomery County Planning Department
2425 Reedie Drive, Wheaton, MD 20902


Dear Ms. Bossi:

Thank you for the opportunity to review the Sketch, Preliminary and Site Plan Applications (**No. 320240020, 120240030 and 820240040**) for the **Springvale Terrace development**. The State Highway Administration (SHA) has reviewed the plans, and we are pleased to respond.

Based on preliminary review, SHA recommends approval of the above referenced Applications and reserves the right to provide additional comments as more detailed plans and supporting documents are submitted. A District Office (DO) Permit, administered by our District 3 Utility Office, will be required for the proposed utility and storm drain connections taking place within the State's right of way.

If you have any questions or require additional information, please contact Mr. Mark Loeffler at 301-513-7350, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7350), or via email at mloeffler@mdot.maryland.gov.

Sincerely,


2/26/2024

for Derek Gunn, P.E.
District Engineer, District 3, SHA

DG/kw

cc: Patrick La Vay, MHG
Mark Loeffler, SHA, District 3 Utilities
Katherine Mencarini, Montgomery County Planning Department



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Scott Bruton
Director

March 11, 2024

Mr. Adam Bossi
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Springvale Terrace
Site Amendment # 820240040

Dear Mr. Bossi:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval of the development of 237 affordable senior housing units including 60 MPDUs.

An Agreement to Build must be submitted to, and reviewed and executed by DHCA before building permits are obtained from the Department of Permitting Services (DPS). The final MPDU locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build stage.

Sincerely,

Maggie Gallagher, Program Manager I
Affordable Housing Programs Section

Affordable Housing

Division of Housing
Landlord Tenant Affairs

Multifamily Housing

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • www.montgomerycountymd.gov/dhca

montgomerycountymd.gov/311



240-773-3556 TTY