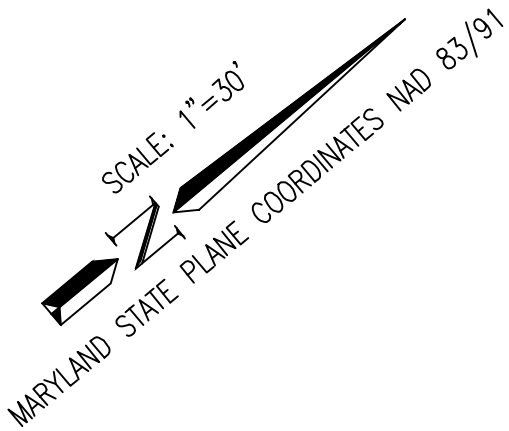
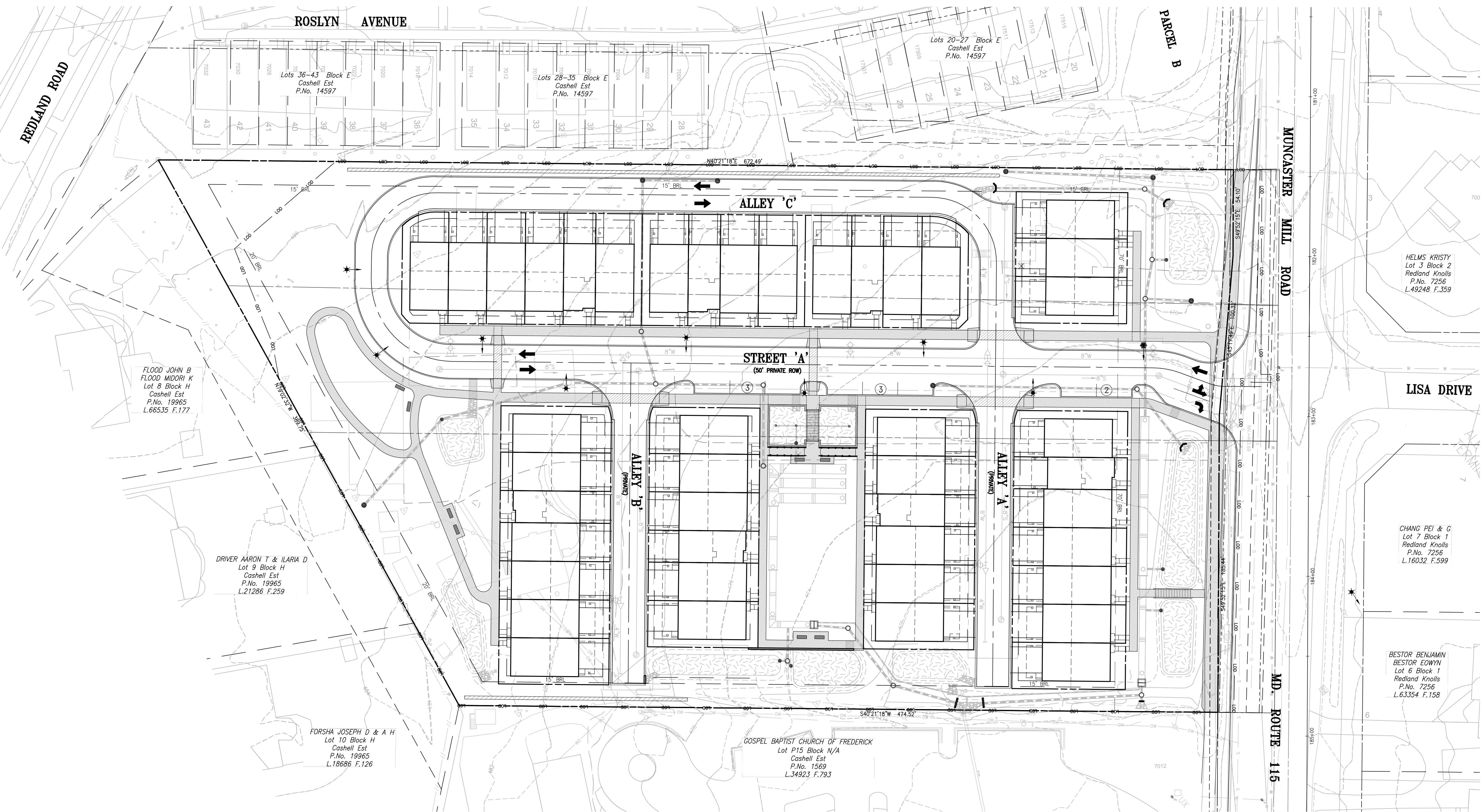
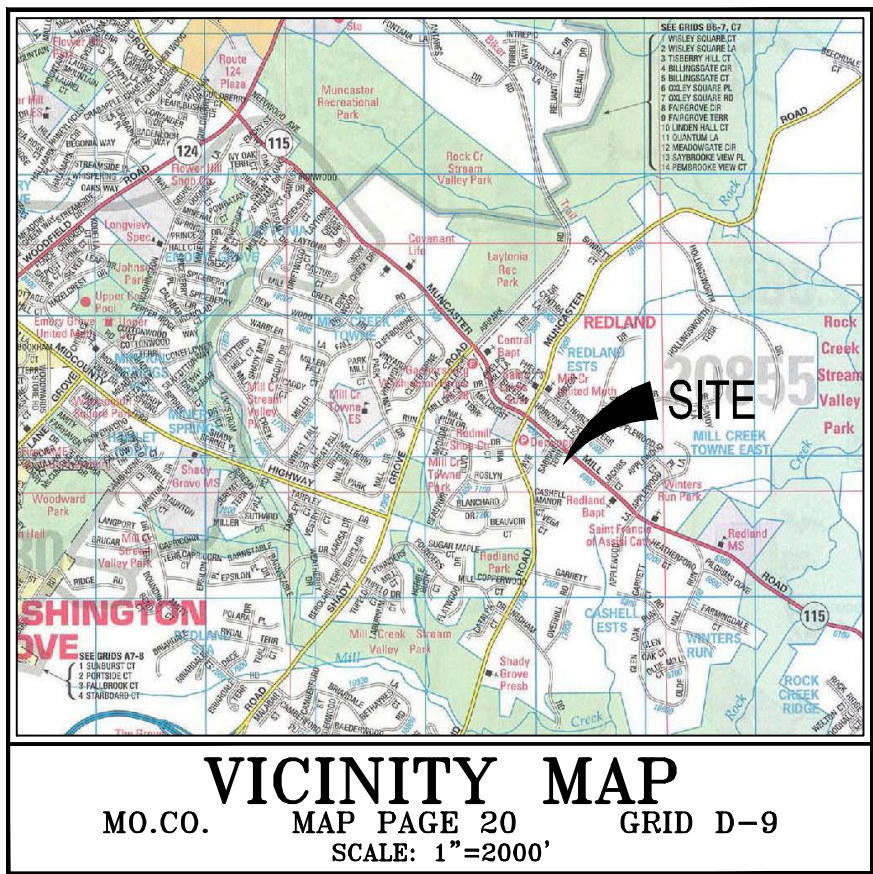


MUNCASTER MILL

PRELIMINARY FOREST CONSERVATION PLAN F20230500



LEGEND	
---	BOUNDARY LINE
---	LIMIT OF DISTURBANCE
---	EXISTING TREE LINE
---	EXISTING OVERHEAD LINES
---	EXISTING SEWER LINE
---	EXISTING WATER LINE
---	EXISTING WOOD FENCE
---	EXISTING FENCE
---	EXISTING FIRE HYDRANT
---	EXISTING CONTOUR
---	PROPOSED CONTOUR
---	TEMPORARY TREE PROTECTION FENCE
---	PERMANENT TREE PROTECTION FENCE
---	ROOT PRUNING
---	CRITICAL ROOT ZONE
---	SIGNIFICANT TREE
---	TREE TO BE REMOVED
---	MITIGATION TREE
---	FOREST CONSERVATION EASEMENT SIGN
---	FOREST CLEAR
---	REFORESTATION/AFFORESTATION (WRA)

SHEET INDEX	
SHEET 1:	COVER SHEET
SHEET 2:	APPROVAL SHEET
SHEET 3:	30-SCALE PLAN
SHEET 4:	DETAIL SHEET

CERTIFICATE OF COMPLIANCE

I DO HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND REASONABLE BELIEF, THAT ALL OF THE INFORMATION AND DATA PROVIDED WITH THIS APPLICATION IS ACCURATE, AND ALL OF THE FEATURES AND ELEMENTS PROVIDED ON THE PLANS IS CONSISTENT WITH THE STANDARDS OF THE APPLICABLE ZONE. THE CERTIFICATION INCLUDES, BUT IS NOT LIMITED TO BOUNDARY INFORMATION, PROPERTY INFORMATION AND OWNERSHIP, TOPOGRAPHY, HISTORIC RESOURCES, ETC. I AGREE THAT THE SUBMITTED PLANS MAY BE REJECTED BY MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION IF THE PLANS ARE FOUND TO INACCURATE, FALSE OR MISLEADING.

PROFESSIONAL CERTIFICATION

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

LICENSE NUMBER : 3822

EXPIRATION DATE : 03/16/2025

Not valid without signature

DEVELOPER'S CERTIFICATE

THE UNDERSIGNED AGREES TO EXECUTE ALL FEATURES OF THE PRELIMINARY FOREST CONSERVATION PLAN NO. F20230500, INCLUDING FINANCIAL BONDING, FOREST PLANTING, AND ALL OTHER APPLICABLE AGREEMENTS.

DEVELOPER'S NAME: CM MUNCASTER LLC

ADDRESS: 1355 BEVERLY ROAD, SUITE 330, WHELAN, VA 22101

PHONE: (703) 734-9855

SIGNATURE:

UPDATES/REVISIONS:	

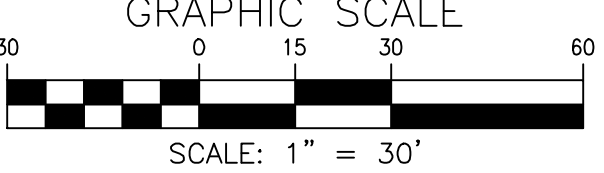
COVER SHEET
PRELIMINARY FOREST CONSERVATION PLAN F20230500
DESIGN FOR LIFE

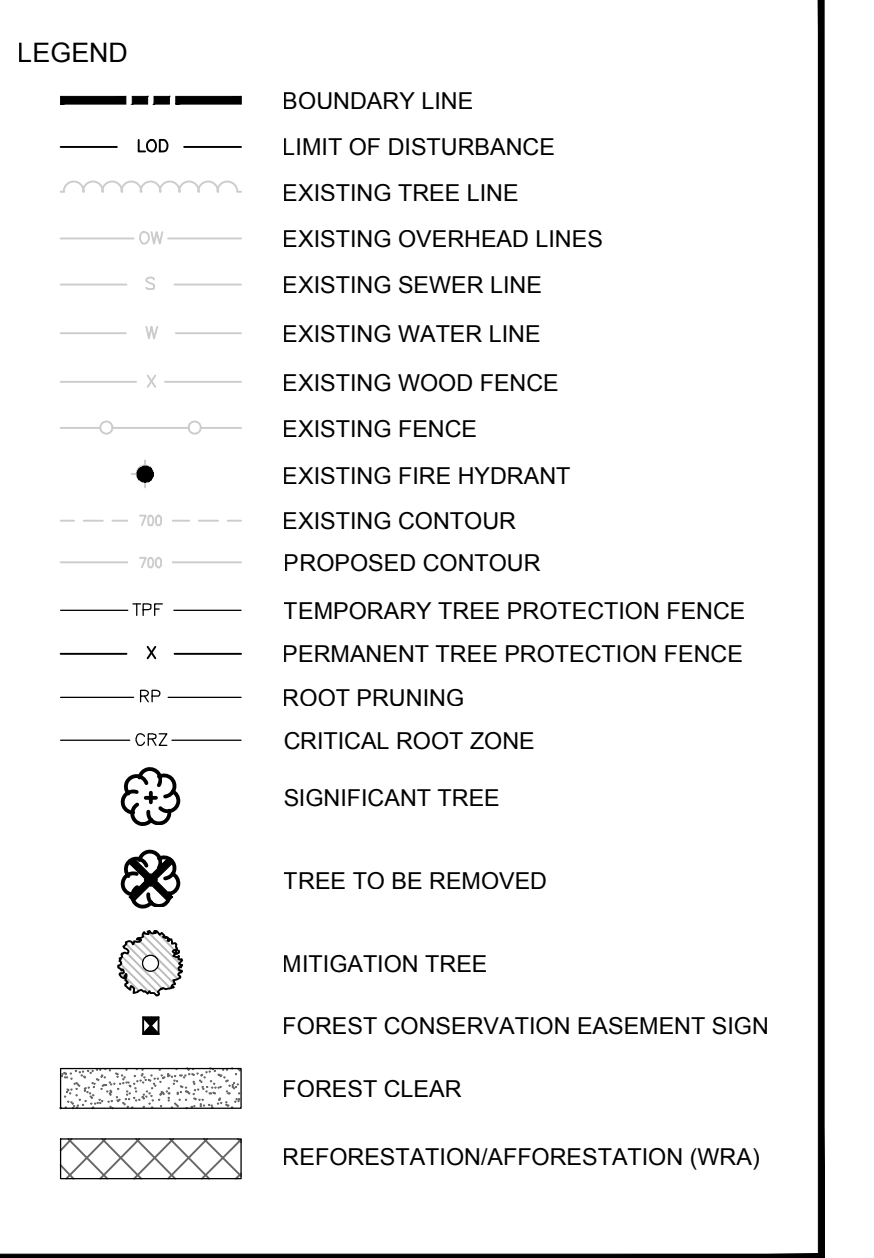
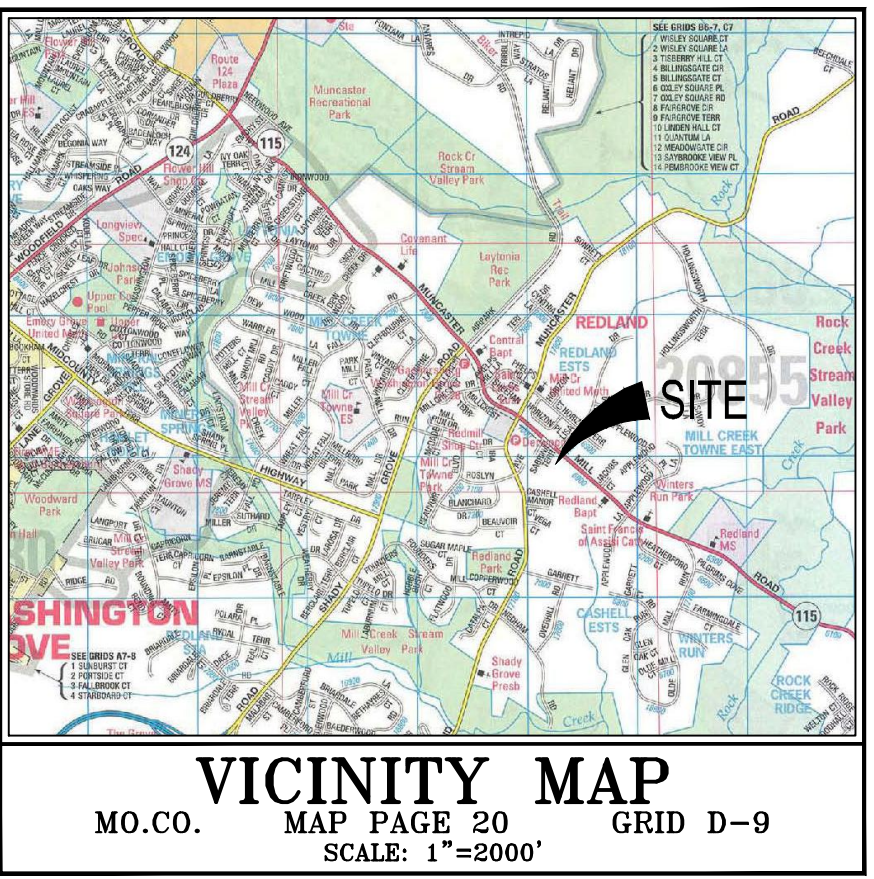
MUNCASTER MILL PROPERTY
4th ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: CM Muncaster LLC 1355 Beverly Road, Suite 330 McLean, VA 22101	WSSC GRID: 223NW07 & 224NW07 DESIGN: LWP/DHL DRAFT: DHL DATE: JAN, 2022 SCALE: 1" = 30'	TAX MAP: GT42 SHEET: 1 OF 4 FILE NO: 2021-1588-22 D
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DATA TABLE	
Ex. Zoning	R-200
Proposed Development Zone	R-200, TMD Zone Option w/ MPDU
Ex. Water/Sewer Categories	W-1/S-1
Method of SWM	Environmental Site Design
Watershed	Rock Creek
Topographical Information from	CPI Survey
Contour Interval	2'
Boundary Information from	Charles P. Johnson & Associates
Maryland State Grid Datum Used	NAD 83/91
Tax Map Reference	GT42
WSSC Base Map	223NW07 & 224NW07
Special Protection Area	Not within an SPA
Areas	
Gross Tract Area	194,216 s.f. or 4.4586 Ac.
Previous Dedication to Public	None
Net Tract Area	194,216 s.f. or 4.4586 Ac.
100 Year Floodplain	None
Stream Valley Buffer	None
Wetlands	None





CERTIFICATE OF COMPLIANCE

I DO HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND REASONABLE BELIEF, THAT ALL OF THE INFORMATION AND DATA PROVIDED WITH THIS APPLICATION IS ACCURATE, AND ALL OF THE FEATURES AND ELEMENTS PROVIDED ON THE PLANS IS CONSISTENT WITH THE STANDARDS OF THE APPLICABLE ZONE. THE CERTIFICATION INCLUDES, BUT IS NOT LIMITED TO BOUNDARY INFORMATION, PROPERTY INFORMATION AND OWNERSHIP, TOPOGRAPHY, HISTORIC RESOURCES, ETC. I AGREE THAT THE SUBMITTED PLANS MAY BE REJECTED BY MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION IF THE PLANS ARE FOUND TO INACCURATE, FALSE OR MISLEADING.

PROFESSIONAL CERTIFICATION

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LICENSE NUMBER : 3822
EXPIRATION DATE : 03/16/2025



Not valid without signature

DEVELOPER'S CERTIFICATE

THE UNDERSIGNED AGREES TO EXECUTE ALL FEATURES OF THE PRELIMINARY FOREST CONSERVATION PLAN NO. F20230500, INCLUDING FINANCIAL BONDING, FOREST PLANTING, AND ALL OTHER APPLICABLE AGREEMENTS.

DEVELOPER'S NAME: CM MUNCASTER LLC CHRIS WALSH
ADDRESS: 1355 BEVERLY ROAD, SUITE 330, MCLEAN, VA 22101 CONTACT PERSON
PHONE: (703) 734-9855
SIGNATURE: _____

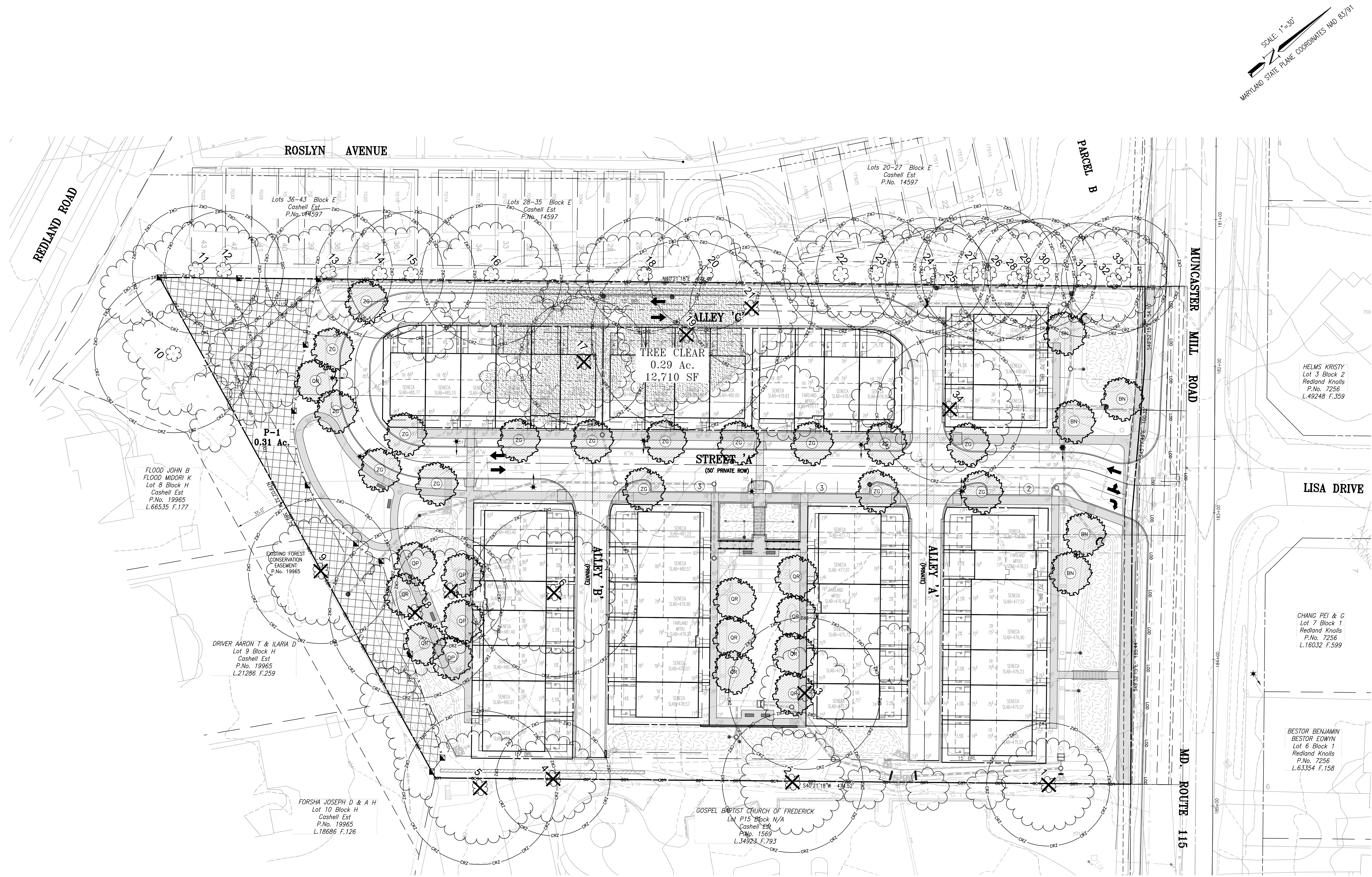
UPDATES/REVISIONS:	

30-SCALE PLAN
PRELIMINARY FOREST CONSERVATION PLAN F20230500
DESIGN FOR LIFE
MUNCASTER MILL PROPERTY
4th ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

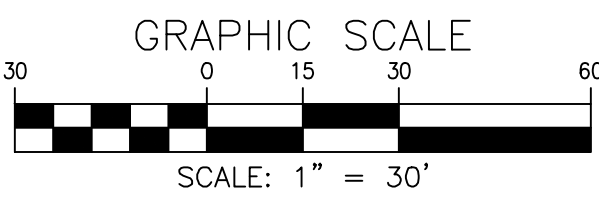
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CLIENT: CM Muncaster LLC 1355 Beverly Road, Suite 330 McLean, VA 22101	WASC GRID: 225N07 & 225W07 DESIGN: LWP/DHL DRAFT: DHL DATE: JAN, 2022 SCALE: 1" = 30'	TAX MAP: GT42 SHEET: 3 OF 4 FILE NO: 2021-1588-22 D
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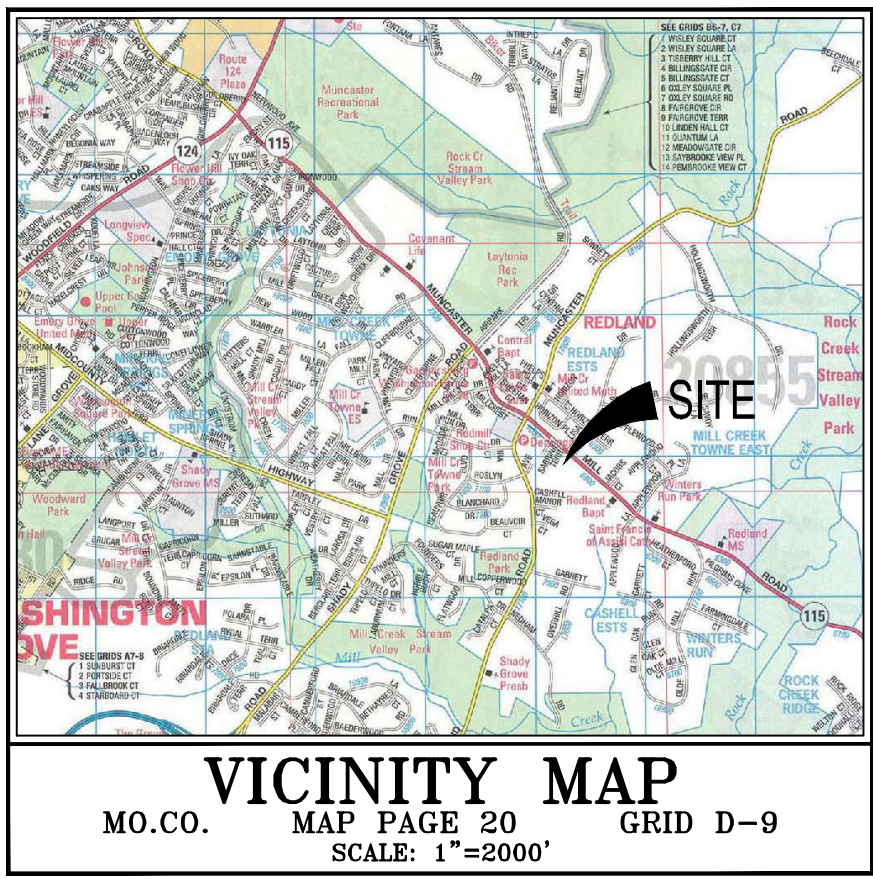


SCALE: 1"=30'
MARYLAND STATE PLANE COORDINATES NAD 83/91



MUNCASTER MILL PROPERTY
PRELIMINARY PLAN NO. 120250130

SCALE: 1" = 30'
MARYLAND STATE PLANE COORDINATES NAD 83/91



SHEET INDEX

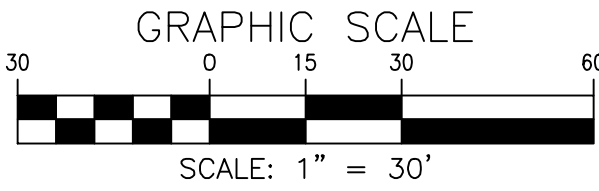
- SHEET 1: COVER SHEET
SHEET 2: APPROVALS
SHEET 3: 30 SCALE PLAN
SHEET 4: SECTIONS AND DETAILS

GENERAL NOTES

- SITE IS ZONED R-200 AND IS 4.46 ACRES.
- SITE IS LOCATED ON WSSC MAP GRID 224NW07 AND ON TAX MAP GT42.
- SITE IS LOCATED IN ELECTION DISTRICT 4
- THE SUBJECT PROPERTY IS OWNED BY:
SINAI LLC: 7106 MUNCASTER MILL ROAD, ROCKVILLE, MD 20855-1213
WRIGHT, PATRICIA E ET AL: 7100 MUNCASTER MILL ROAD, DERWOOD, MD 20855-1213
BENSON, MARY E ET AL: 7100 MUNCASTER MILL ROAD, DERWOOD, MD 20855
- THE SITE IS LOCATED ON THE FOLLOWING PARCELS:

LOT/PARCEL NO.	TAX ACCT. NO.	LIBER & FOLIO
LOT P13	00117601	L. 54414, F. 0376
LOT P13	00117485	L. 23852, F. 0760
LOT P14	00117496	L. 07589, F. 0630
- PURPOSE OF SUBDIVISION: CREATE 43 NEW TOWNHOUSE RESIDENCES INTEGRATED INTO EXISTING COMMUNITY
- PRIOR APPROVALS: NRI-420221860, SWM CONCEPT PLAN APPROVED 11/27/2023
- TOTAL ACREAGE: GROSS/NET AND BY ZONE
ZONE: GROSS ACREAGE
R-200: 4.46 AC.
- ON-SITE ENVIRONMENTAL REGULATED FEATURES: 0.00 ACRES
- EXISTING USE: IMPROVED WITH TWO EXISTING SINGLE-FAMILY DETACHED RESIDENCES, ZONED R-200
- PROPOSED DEVELOPMENT INCLUDES 43 NEW TOWNHOUSES, 7 MDPU, PROPOSED ZONE R-200 OPTIONAL METHOD OF DEVELOPMENT
- 43 DWELLING UNITS PROVIDED ON 4.46 ACRES = 10.4 DU/ACRE
- MINIMUM LOT SIZE FOR R-200 OPTIONAL METHOD DEVELOPMENT: 1,000 SF
- MINIMUM LOT WIDTH AT FRONT BUILDING LINE 12'; MINIMUM LOT WIDTH AT FRONT STREET LINE 14'
- SUBURBAN TRANSITION AREA GROWTH TIER
- STORMWATER MANAGEMENT CONCEPT PLAN PERMIT# 289505 APPROVED 11/28/23
- WSSC SERVICE CATEGORIES: S-1, W-1
- SITE TO BE SERVICED BY PUBLIC WATER AND SEWER
- MANDATORY PARK DEDICATION REQUIREMENT TO BE ADDRESSED BY CREATION OF PUBLIC PARK ONSITE
- NO BURIAL PLACES ON OR NEAR SITE PER MCATLAS
- THE SUBJECT PROPERTY IS NOT IDENTIFIED IN THE MONTGOMERY COUNTY HISTORIC PRESERVATION ON-LINE MAPPER.
- COMPANION FOREST CONSERVATION PLAN F20230500 APPROVED _____
- SITE NOT IN OR ADJACENT TO ANY AGRICULTURAL EASEMENTS, MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, MARYLAND ENVIRONMENTAL TRUST, OR OTHER LAND TRUST LANDS
- 86 PARKING SPACES PROVIDED PER MONTGOMERY COUNTY REQUIREMENT (43DUS*2 SPACES REQUIRED IN R-200 ZONE)
- APPLICANT CONTACT:
CM MUNCASTER LLC: 1355 BEVERLY ROAD, SUITE 330, MCLEAN, VA 22101

- SITE BOUNDARY PERFORMED BY CHARLES P. JOHNSON & ASSOCIATES BETWEEN DECEMBER 14, 2021 AND DECEMBER 22, 2021. ADDITIONAL VISIT ON JANUARY 12, 2022.
- SITE TOPOGRAPHY PERFORMED BY CHARLES P. JOHNSON & ASSOCIATES BETWEEN DECEMBER 14, 2021 AND DECEMBER 22, 2021 WITH 2' CONTOURS. ADDITIONAL VISIT ON JANUARY 12, 2022.
- THE SUBJECT PROPERTY IS IN THE NORTH LAKE NEEDWOOD WATERSHED, A SUBWATERSHED OF THE ROCK CREEK WATERSHED, AND HAS A USE DESIGNATION OF IV.
- SOILS INFORMATION OBTAINED FROM WWW.WEBSOILSURVEY.NCRS.USDA.GOV.
- NO MAPPED FEMA OR MNCPPC 100 YEAR FLOODPLAIN LOCATED WITHIN THE SITE PER MCATLAS.ORG.
- PER U.S. FISH & WILDLIFE SERVICES NATIONAL WETLANDS INVENTORY ON-LINE MAPPER (HTTP://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML) AND MARYLAND'S ENVIRONMENTAL RESOURCES AND LAND INFORMATION NETWORK (MERLIN)(HTTP://WWW.MDMERLIN.NET), THERE ARE NO WETLANDS LOCATED ON THE SITE.
- NO SPECIAL PROTECTION (SPA) OR PRIMARY MANAGEMENT (PMA) AREAS ON SITE.
- BUILDING HEIGHTS SOURCED FROM MONTGOMERY COUNTY ARCGIS URBAN MODEL



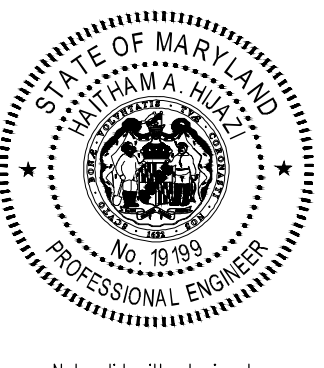
AN ON-SITE PRE-CONSTRUCTION MEETING IS REQUIRED TO BE SET UP WITH THE MNCPPC INSPECTION STAFF BEFORE ANY DEMO, CLEARING, OR GRADING OCCURS ON-SITE. THE OWNER OR HIS DESIGNEE WHO HAS SIGNATURE AUTHORITY, AND THE GENERAL CONTRACTOR MUST ATTEND THE PRE-CONSTRUCTION MEETING WITH THE MNCPPC INSPECTOR. A COPY OF THE APPROVED CERTIFIED PRELIMINARY PLAN IS REQUIRED TO BE ON-SITE AT ALL TIMES. TO SCHEDULE AN INSPECTION WITH MNCPPC STAFF, PLEASE CONTACT JOSH KAYE AT 301-495-4722.

CROSS SLOPES FOR ALL ADA ROUTES CANNOT EXCEED 2.08%. ALL ADA ROUTES EXCEEDING 5.0% SLOPE MUST HAVE RAILINGS, MEETING ADA STANDARDS, ON BOTH SIDES OF THE RAMP. A 5 FOOT LANDING AREA (2.0% MAXIMUM SLOPE) MUST BE PROVIDED FOR EVERY 30 INCHES OF RISE. NO ADA ROUTE CAN EXCEED 8.33% SLOPE.

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 NUMBER: _____
EXPIRATION DATE: _____



DEVELOPER'S CERTIFICATE

THE UNDERSIGNED AGREES TO EXECUTE ALL FEATURES OF THE PRELIMINARY PLAN APPROVAL NO. 120250130, INCLUDING APPROVAL CONDITIONS, DEVELOPMENT PROGRAM AND CERTIFIED PRELIMINARY PLAN.

DEVELOPER'S NAME: CM MUNCASTER LLC COMPANY
CHRIS MALM CONTACT PERSON
ADDRESS: 1355 BEVERLY ROAD, SUITE 330, MCLEAN, VA 22101
PHONE: (703) 734-9855
SIGNATURE: _____

UPDATES/REVISIONS:

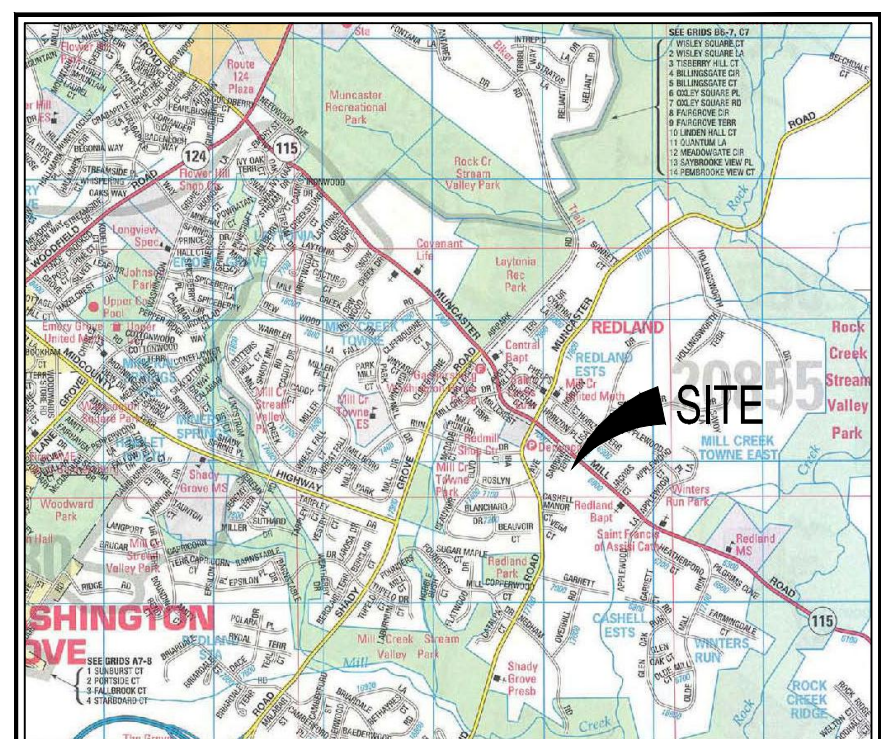
COVER SHEET
PRELIMINARY PLAN 120250130
DESIGN FOR LIFE
MUNCASTER MILL PROPERTY
4th ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

CPJ Associates Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: CM Muncaster LLC 1355 Beverly Road, Suite 330 McLean, VA 22101	WSSC GRID: 225NW07 & 225NW07 DESIGN: LWP/ML DRAFT: JJK DATE: JAN 2025 SCALE: 1" = 30'	TAX MAP: GT42 SHEET 1 OF 4 FILE NO: 2021-1588
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SCALE: 1" = 30'
MARYLAND STATE PLANE COORDINATES NAD 83/91



VICINITY MAP
MO.CO. MAP PAGE 20 GRID D-9
SCALE: 1" = 2000'

- LEGEND
- EX SIGNAL POLE
 - EX MANHOLE
 - EX STORM DRAIN MANHOLE
 - EX UTILITY POLE
 - EX GUY WIRE
 - EX LIGHT
 - EX SIGN
 - EX FIRE HYDRANT
 - EX PROPERTY LINE
 - EX EASEMENT LINE
 - EX METAL FENCE
 - EX WOOD FENCE
 - EX OVER HEAD WIRE
 - PRIVACY FENCE
 - LIMIT OF DISTURBANCE
 - PROPOSED RETAINING WALL
 - PROPOSED BIO-RETENTION AREA
 - SIDEWALK
 - PROPOSED TREE LINE
 - PROPOSED STREET LIGHT

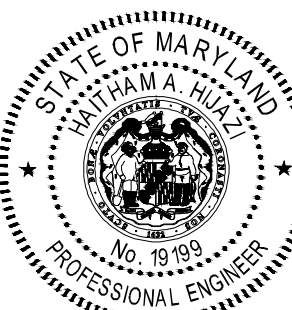
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LICENSE NUMBER: _____
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DEVELOPER'S CERTIFICATE

THE UNDERSIGNED AGREES TO EXECUTE ALL FEATURES OF THE PRELIMINARY PLAN APPROVAL NO.120250130, INCLUDING APPROVAL CONDITIONS, DEVELOPMENT PROGRAM AND CERTIFIED PRELIMINARY PLAN.

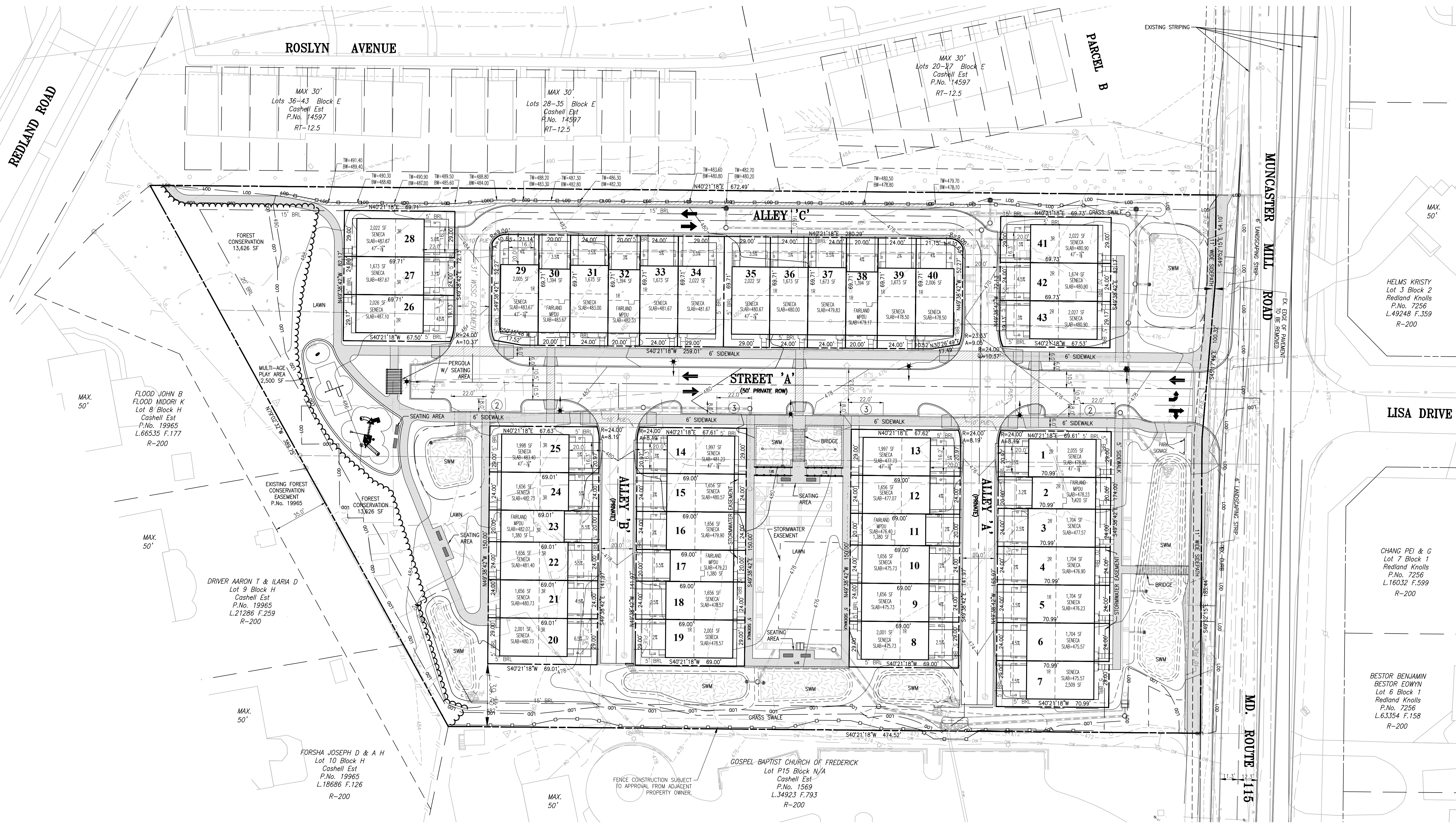
DEVELOPER'S NAME: CM MUNCASTER LLC CHRS MUM COMPANY CONTACT PERSON
ADDRESS: 1355 BEVERLY ROAD, SUITE 330, MCLEAN, VA 22101
PHONE: (703) 734-9855
SIGNATURE: _____

UPDATES/REVISIONS:

30-SCALE PLAN
PRELIMINARY PLAN 120250130
DESIGN FOR LIFE
MUNCASTER MILL PROPERTY
4th ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

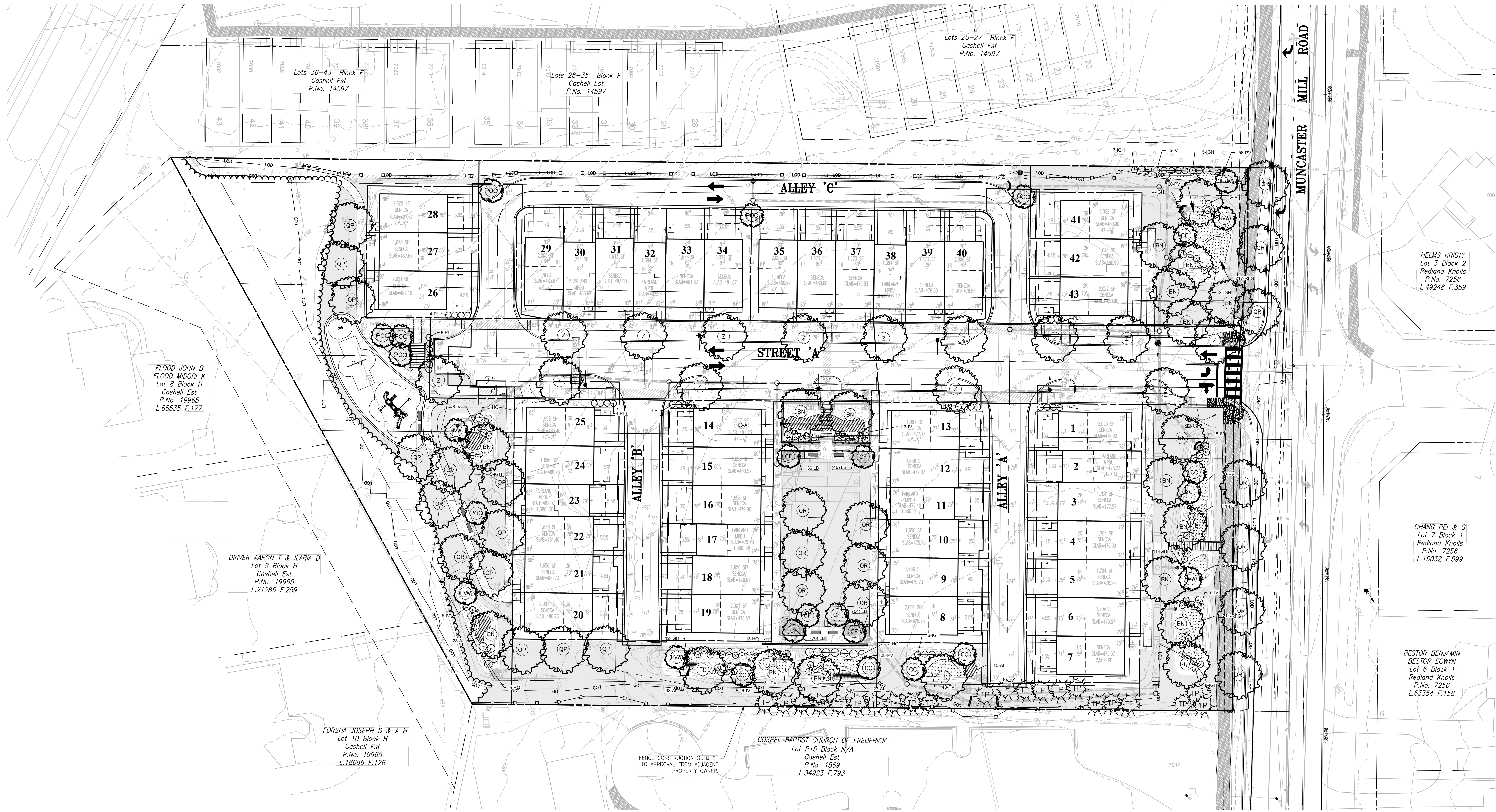
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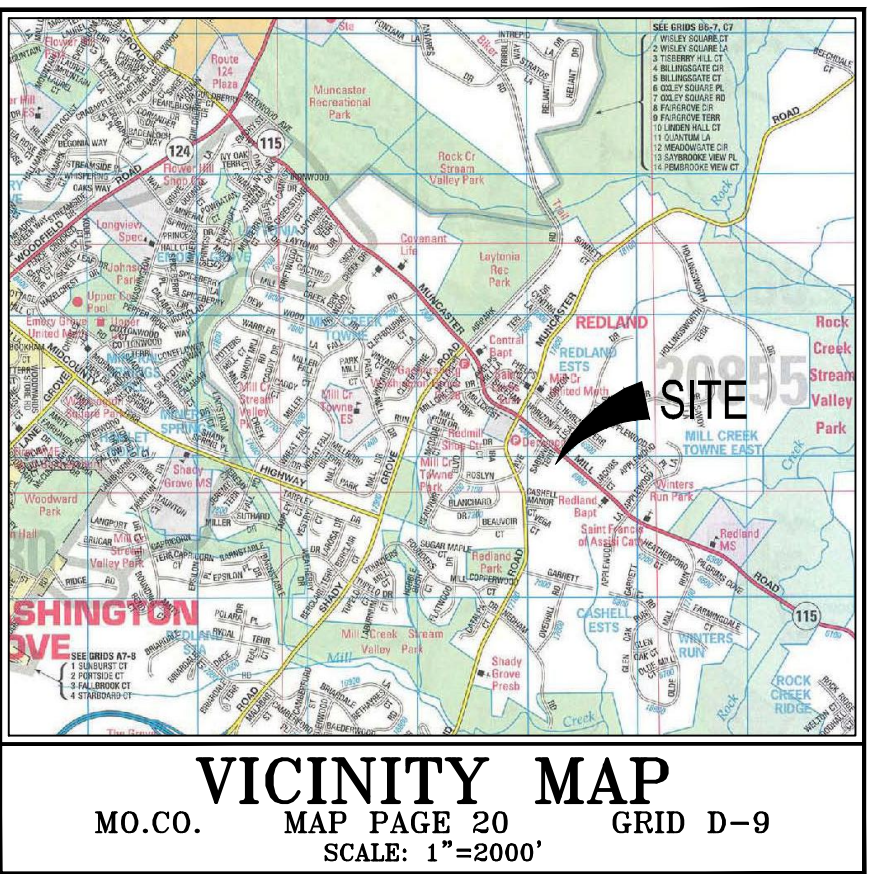


DEVELOPMENT STANDARDS		
TMD Zone, Optional Method of Development		
Zoning	Existing R-200	Proposed R-200, Optional Dev Method
Gross Tract Area	194,216 SF (4.46 Acres)	194,216 SF (4.46 Acres)
Prior Dedications	0	0
Proposed Dedications	0	0
Required/Allowed Proposed/Provided		
Tract Area	194,216 SF (4.46 Acres)	194,216 SF (4.46 Acres)
Density (Max Units/Usable Area)	12.1 DU/Acre	10.4 DU/Acre
Common Open Space	20% Min.	33% (64,593 SF)
Minimum Lot Area	800 SF	1300 SF
Lot Width at Front BRL	12 ft	12 ft
Lot Width at Front Lot Line	14 ft	14 ft
Frontage on Street or Open Space	Required	Provided
Coverage (Max.)	40%	39%
Building Height (Max.)	40'	40'
Principal Building Height	40'	40'
Accessory Building Height	25'	25'
Building Setbacks (Min.)		
Principal Building Setback	F-10'/A- / S-5' / R-4'	F-5' / S-5' / R-4'
Accessory Building Setback	F-10' / S-4' / R-4'	F-10' / S-4' / R-4'
Moderately Priced Dwelling Units	12.5%	16.3%
Vehicle Parking		
Residential (Townhouse Living)	Min. 2 SP/DU; Max. No Limit	Min. 2 SP/DU 86 Spaces (43 Proposed DU * 2 SP/DU)

DATA TABLE	
Ex. Zoning	R-200
Proposed Development Zone	R-200, TMD Zone Option w/ MPDU
Ex. Water/Sewer Categories	W-1/S-1
Method of SWM	Environmental Site Design
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Net Tract Area	194,216 s.f. or 4.4586 Ac.
100 Year Floodplain	None
Stream Valley Buffer	None
Wetlands	None



SCALE: 1"=30'
MARYLAND STATE PLANE COORDINATES NAD 83/91



VICINITY MAP
MO.CO. MAP PAGE 20 GRID D-9
SCALE: 1"=2000'

LEGEND	
	EX SIGNAL POLE
	EX MANHOLE
	EX STORM DRAIN MANHOLE
	EX UTILITY POLE
	EX GUY WIRE
	EX LIGHT
	EX SIGN
	EX FIRE HYDRANT
	EX PROPERTY LINE
	EX EASEMENT LINE
	EX METAL FENCE
	EX WOOD FENCE
	EX OVER HEAD WIRE
	PRIVACY FENCE
	LIMIT OF DISTURBANCE
	PROPOSED RETAINING WALL
	PROPOSED BIO-RETENTION AREA
	LAWN SPACE
	PROPOSED TREE LINE
	PROPOSED STREET LIGHT

PROFESSIONAL CERTIFICATION

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

LICENSE NUMBER: 4234
EXPIRATION DATE: 10/20/2025



DEVELOPER'S CERTIFICATE

THE UNDERSIGNED AGREES TO EXECUTE ALL FEATURES OF THE CONDITIONAL USE PLAN APPROVAL NO. INCLUDING APPROVAL CONDITIONS, DEVELOPMENT PROGRAM AND CERTIFIED CONDITIONAL USE PLAN.

DEVELOPER'S NAME: CM MUNCASTER LLC COMPANY CONTACT PERSON

ADDRESS: 1355 BEVERLY ROAD, SUITE 330, MCLEAN, VA 22101

PHONE: (703) 734-9855

SIGNATURE:

PLANT SCHEDULE LANDSCAPE

CODE	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING
SHADE TREES					
BN	7	BETULA NIGRA 'HERITAGE' / HERITAGE RIVER BIRCH	B & B	2 1/2" - 3" CAL.	
QP	10	QUERCUS PHELLOS / WILLOW OAK	B & B	3" CAL.	
QR	15	QUERCUS RUBRA / NORTHERN RED OAK	B & B	3" CAL.	
Z	14	ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN SAWLEAF ZELKOVA	B & B / CONT.	2.5 - 3" CAL.	
ORNAMENTAL TREES					
CF	6	CORNUS FLORIDA / FLOWERING DOGWOOD	B & B	6-8" HT.	
POC	7	PRUNUS X 'OKAME' / OKAME FLOWERING CHERRY	B & B	6-8" HT.	
EVERGREEN TREES					
TP	22	THUJA X 'GREEN GIANT' / GREEN GIANT ARBORVITAE	B & B	6-8" HT.	AS SHOWN
SHRUBS					
PL	30	PRUNUS LAUROCERASUS 'OTTO LUYKEN' / OTTO LUYKEN CHERRY LAUREL	3 GAL	18"-24" HT.	4' O.C.
GROUND COVERS					
LB	206	LIRIOPE MUSCARI 'BIG BLUE' / BIG BLUE LILYTURF			18" o.c.

PLANT SCHEDULE SWM

CODE	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING
SHADE TREES					
BN	9	BETULA NIGRA 'HERITAGE' / HERITAGE RIVER BIRCH	B & B	2 1/2" - 3" CAL.	
TD	4	TAXODIUM DISTICHUM / BALD CYPRRESS	B & B / CONT.	6-8" HT.	
ORNAMENTAL TREES					
CC	7	CERCIS CANADENSIS / EASTERN REDBUD	B & B	6-8" HT.	
HVV	6	HAMAMELIS VIRGINIANA / COMMON WITCH HAZEL	B & B	6-8" HT.	
SHRUBS					
HQ	18	HYDRANGEA QUERCIFOLIA / OAKLEAF HYDRANGEA	5 GAL	24-36" HT.	
IGH	62	ILEX GLABRA / INKBERRY HOLLY	B & B	24-36" HT.	4' O.C.
IV	57	ILEX VERTICILLATA 'JIM DANDY' / JIM DANDY WINTERBERRY	5 GAL	24-36" HT.	
GROUND COVERS					
AI	239	ASCLEPIAS INCARNATA / SWAMP MILKWEED			24" o.c.
LC	111	LOBELIA CARDINALIS / CARDINAL FLOWER			15" o.c.
PV	277	PANICUM VIRGATUM / SWITCH GRASS			24" o.c.
RFG	191	RUDBECKIA FULGIDA 'GOLDSTURM' / GOLDSTURM BLACK-EYED SUSAN			18" o.c.

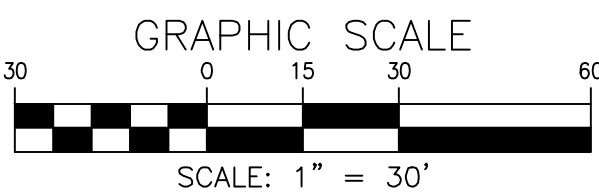


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I. STATEMENT OF THE CASE AND DESCRIPTION OF PROCEEDINGS

This decision follows a review by the Hearing Examiner on a remand from the Board of Appeals (hereafter “Board”). The Applicant, CM Muncaster Mill, LLC (Applicant or CM Muncaster), filed an application seeking approval of a conditional use for a Townhouse Living

project on September 19, 2023. It proposes to develop 43 “Design for Life” townhomes, seven of which will be Moderately Priced Dwelling Units (MPDUs) under Zoning Ordinance §59.3.3.1.D.2.b. The subject property is zoned R-200 and is located at 780 and 7106 Muncaster Mill Road, further described as Part of Lots 13 and 14 in the Cashell Estates Subdivision. Exhibit 1.

Following a public hearing held on January 29, 2024, the Hearing Examiner¹ issued a Report and Decision dated March 7, 2024, denying the proposed conditional use. (HE Report).² The HE Report cited concerns presented by residents of the neighborhood surrounding the project regarding the project’s impact on traffic safety. On March 15, 2024, the Board received a timely filed request for oral argument on the Report and Decision from Scott Wallace, Esq., and Phillip Hummel, Esq., on behalf of the Applicant, CM Muncaster LLC. (Exhibit 50). The request for Oral Argument was opposed by Alicia Taylor who had appeared before the Hearing Examiner. The Board considered the request for oral argument and the opposition at its April 3, 2024 worksession and voted to grant oral argument.

The Board held oral argument on May 15, 2024, deliberated and decided to remand this matter to the Hearing Examiner for “...further analysis of the traffic safety issue only.” (Exhibit page 17).

The Hearing Examiner’s Report and Decision discusses in detail the evidence and testimony she reviewed regarding traffic safety. (HE Report pages 24-28). Hearing Examiner Robeson

¹ The Hearing Examiner who presided over the public hearing and rendered the HE Report, Ms. Lynn Robeson Hannan, has since retired.

² Refer to the Report and Decision of Hearing Examiner Robeson Hannan for a more comprehensive discussion of the factual background of the project and the testimony at the public hearing. This Report on remand is limited to the narrow issue of traffic impact of this proposed use on the surrounding neighborhood.

Hannan expressed concern about the project's impact on traffic safety. Among her considerations in denying the application for conditional use, she opined:

"After a careful review of all the evidence and testimony, the Hearing Examiner is not persuaded that additional traffic at this location will be safe. The Hearing Examiner finds the testimony and demeanor of those in opposition very credible because it was very consistent, documented, and earnest. She also finds that the individuals who testified are truly scared by the existing conditions, and their concerns are not merely a matter of convenience, as is sometimes the case. It's undisputed that 15 reported accidents have occurred within 400 feet of Lisa Drive in the last nine years. There were 15 just last year in the general corridor. Different members of the opposition consistently testified to accidents that go unreported, and Ms. Taylor submitted a video of the sound of crash (post-hearing) outside her house.

"The record shows that the cause of the accidents include (1) driver's negligence, (2) drivers using the turn lane in the middle of Muncaster Mill Road as a through lane to get to the light at Redland Road, and (2) drivers failing to yield to traffic using the merge lane provided for traffic turning right from Redland Road onto Muncaster Mill Road. The merge lane ends at Sabrina Court. T. 131.

"The stop sign delay study and the gap study submitted by the Applicant is not as reassuring to the Hearing Examiner as it could be. This is because both cover only a one a.m. hour in the peak period and one p.m. hour for only one day. The entire delay study captured only 7 trips—4 in the morning and 3 in the evening. While it's true that the average evening delay was 30 seconds, the maximum delay was 77 seconds. The remaining two trips exited in between 4 and 8 seconds. This large difference in delay could be simply because the trips exiting that day turned right instead of left. The 77-second delay is more consistent with Ms. Taylor's testimony that she must wait for the light at Redland Road to turn before she makes a left.

"The gap study does not fully explain how it reached its conclusion that there are adequate gaps to accommodate egress. In the evening peak hour, it includes gaps of 6-7 seconds. While these may be right turns onto Muncaster Road, conforming to the AASHTO standards, there are significantly fewer 8-second combined gaps (gaps in both lanes) for vehicles turning left. There are only 7 combined eastbound/westbound (or south and north) gaps in the evening. While 6-7 second gaps may be theoretically appropriate here because cars turning left need only cross one lane to get to the middle turn lane, sitting in the middle turn lane is the action consistently described as dangerous. Even if these observations are misplaced, the Hearing Examiner doesn't find the single-day study persuasive because of the crash data.

"The credible testimony from those using the road every day demonstrates that there are crashes that go unreported, even crashes with property damage, that do not contribute to the statistics. The Applicant argues that it is up to SHA to determine whether to install safety improvements and defers the safety analysis to the access permit process. However, the record here shows that that SHA did install safety improvements (bollards at Lisa Drive) and may reinstall them at some point. Whether they are as effective as other safety measure

is not the question—the fact that SHA installed them at all is an indicator that they considered the situation unsafe at some level.

“The Applicant attempts to address this by arguing that the predominate crash pattern is rear end collisions. According to its traffic expert, this type of crash pattern shows there is nothing wrong with the configuration of the intersection. He attributes the cause to driver negligence and violation of the traffic laws over which the Applicant has no control. That’s not the standard for approval of a conditional use. The standard requires a finding that access/egress will be safe at this location. This record does not provide enough evidence for the Hearing Examiner to make that finding.” (Id).

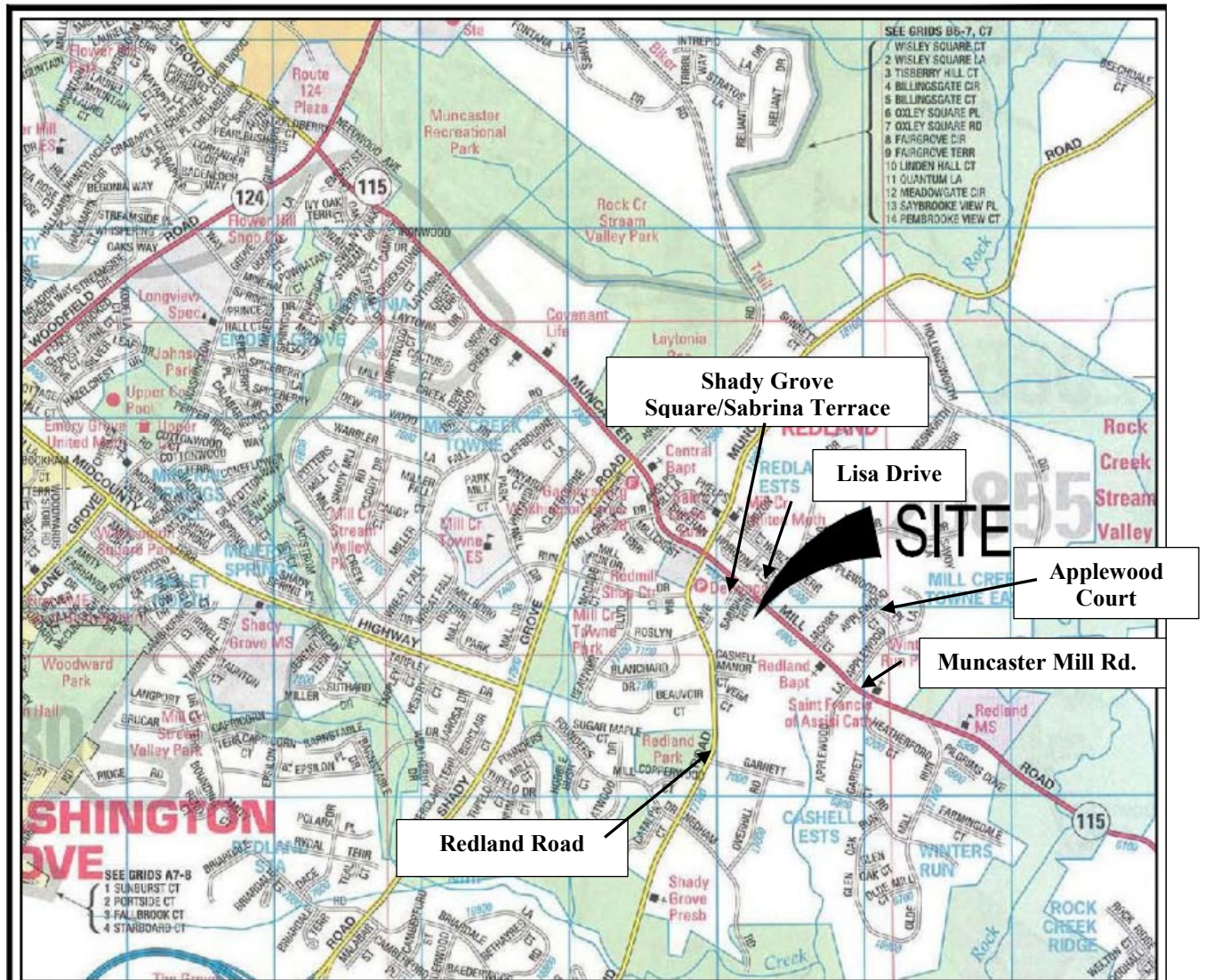
II. FACTUAL BACKGROUND³

A. The Subject Property

The property that is the subject of this conditional use application is located at 7100 and 7106 Muncaster Mill Road. The general location of the site is depicted on a vicinity map shown on the conditional use plan (Exhibit 45(d)), below):

[REFERENCED IMAGE IS ON NEXT PAGE]

³ Excerpts taken from HE Report pages 5-8

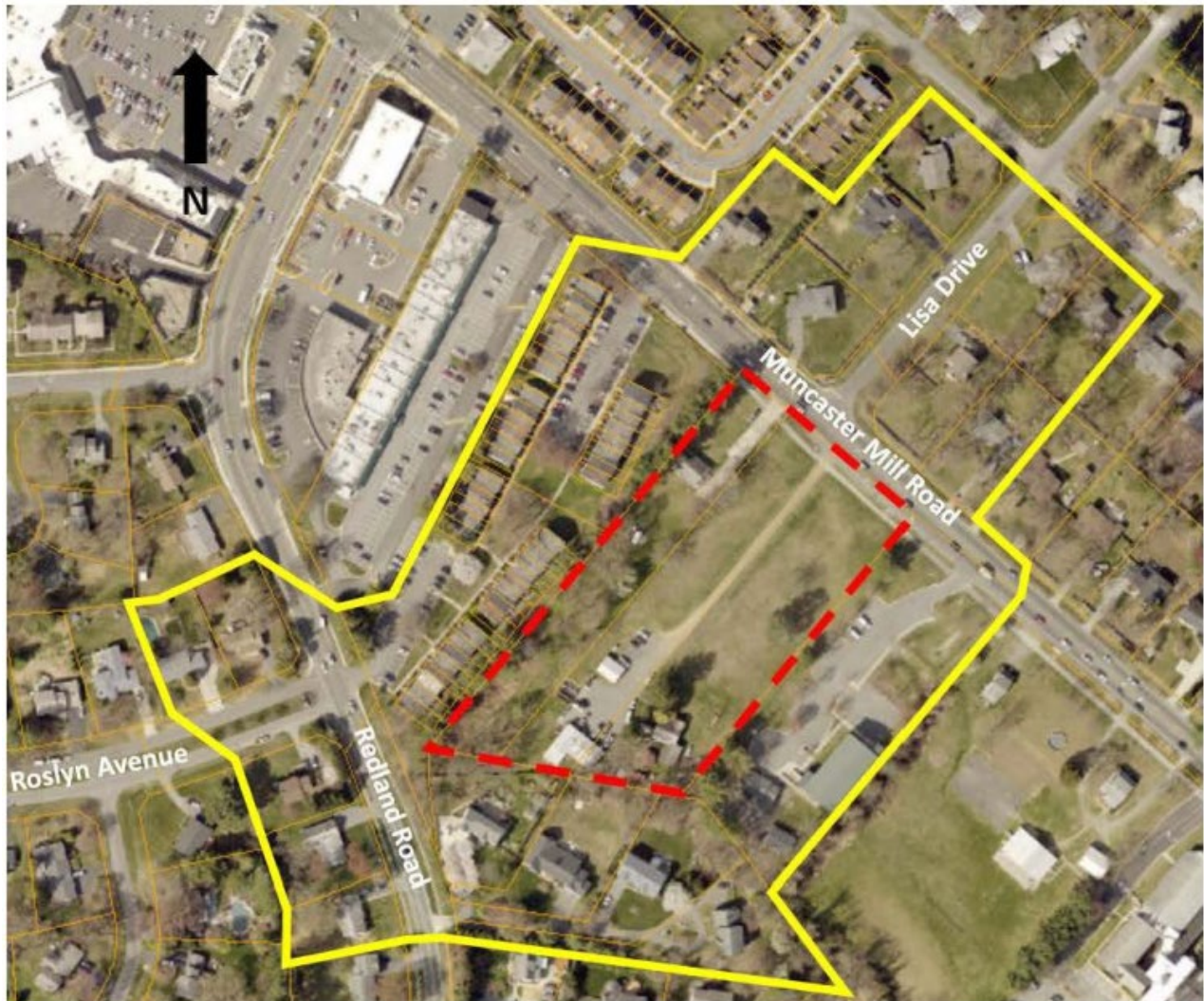


Planning Staff advises that the property consists of three unrecorded lots totaling 4.46 acres in the R-200 Zone. Exhibit 30, pp. 1, 5-6. Existing improvements include two single-family detached houses and garages, along with sheds. The property slopes downward from the western corner to the east. There are no streams, forests, or wetlands on the property. *Id.*, p. 6. An aerial photograph of the property, from the Staff Report, is shown below, outlined in red (Exhibit 30, p. 6, on the next page).



B. Surrounding Area

The Planning Staff recommended the following the boundaries of the surrounding area in its report (Exhibit 30, p. 5, shown below):



The Hearing Examiner agreed with Staff's delineation of the surrounding area and did not adopt the alternative delineation proffered by the Applicant's landscape expert Mr. Wolford .

The Hearing Examiner found that the area is characterized by a mix of moderate and high-density residential properties in the R-200 and RT-12.5 Zone with an institutional use immediately to the east.

C. Proposed Use

The Applicant seeks a conditional use to develop a “Townhouse Living” project consisting of 43 townhomes, seven of which will be Moderately Priced Dwelling Units (MPDUs). The Zoning Ordinance requires all the units conform to the “Design for Life” accessibility standards (*i.e.*, Level II Accessibility standards) defined in Section 59-107 of the County Code. (HE Report page 8).

1. Conditional Use Plan

The proposed conditional use plan (Exhibit 45(d), on page 11) shows the 43 rear-loaded, 3-story townhomes facing Muncaster Mill Road, an internal access street, and open space that will include a multi-age play area. It also shows a pathway that could connect through Shady Grove Square to Redland Road. Staff requested the Applicant to provide this pathway because the only full-service bus is located on Redland Road.

III. FINDINGS OF FACT AND CONCLUSIONS OF LAW

As outlined in the HE Report a conditional use is a zoning device that authorizes certain uses provided that pre-set legislative standards are met. Pre-set legislative standards are both specific to a particular type of use, as set forth in Article 59.3 of the Zoning Ordinance, and general (*i.e.*, applicable to all conditional uses), as set forth in Division 59.7.3 of the Zoning Ordinance. The specific standards applied in this case are those for a Townhouse Living-“Design for Life” conditional use, under Zoning Ordinance §59.3.3.1.D.2.b.

Weighing all the testimony and evidence of record under a “preponderance of the evidence” standard (*Zoning Ordinance*, §7.1.1.), the Hearing Examiner concluded that the Applicant failed to meet its burden of proof that all standards for approval have been met. On remand, upon assessing the supplemental evidence supplied by the Applicant (through an Expert witness); Planning Staff and the State Highway Administration, this Hearing Examiner has determined that weighing the evidence on remand on a preponderance of the evidence the record supports a finding that the post-

remand traffic mitigation sufficiently address the traffic safety concerns that were the basis for the prior denial of the Conditional Use. Therefore, the Conditional Use is granted with conditions.

A. Necessary Findings (Section 59.7.3.1.E)

The general findings necessary to approve a conditional use are found in Section 59.7.3.1.E. of the Zoning Ordinance. Standards pertinent to this approval, and the Hearing Examiner's findings for each standard, are set forth below. The major topics of discussion are further divided under the following headings:

1. Substantial Conformance with the Master Plan;
2. Adequate Public Services and Facilities;
3. No Undue Harm from Non-Inherent Adverse Effects; and
4. Compatibility with the Neighborhood

The only one of these that is relevant on this remand is number 4 above which the HE Report further parsed into subcategories one of which was an assessment of traffic safety.

Compatibility with the Surrounding Area

* * *

Traffic Safety

The HE Report explained that several individuals testified at the public hearing that conditions along Muncaster Mill Road, and particularly surrounding Lisa Drive (opposite the Shady Grove Square townhomes) were dangerous. The Report elaborated:

“One reason is that drivers use a middle turn lane on Muncaster Mill Road to speed straight to reach the left-turn lane at the Redland Road/Muncaster Mill Road intersection. Ms. Alicia Taylor, who lives on Sabrina Terrace in Shady Grove Square, testified that pulling out of Sabrina Terrace takes much longer than the amount of time estimated by the Applicant's gap study. T. 128. She usually must wait until the light at Redland turns red to safely turn left onto Muncaster Mill Road. T. 129. It's dangerous because people use the center turn lane for through traffic to get to the light at Redland. It is a fight to make a left turn from Sabrina Terrace onto Muncaster Mill Road. Last week, they had a “road rage” incident near there. Someone was traveling past Lisa Drive using the center turning lane as a through lane because they wanted to go faster to get to the left turn lane at Redland Road. That is a daily occurrence for them. When she leaves to take her children to school at 8:45 a.m., she must wait for the light at Redland Road to turn red so no one's coming over

Muncaster Mill Road from Redland Road to make the turn safely. She questions whether the Applicant's gap study is accurate. T. 129-130.

"Mr. Andrew Einsmann echoed Ms. Taylor's testimony. According to him, the Redland/Muncaster Mill intersection is already a failed intersection. He has lived and owned property on Applewood Court for 20 years. The County tried to alleviate rush hour traffic with the ICC, but there are times when that is a 20-minute wait going north on Muncaster Mill already. Any cars added to existing traffic will exacerbate existing congestion. His daughter tried to ride the Route 53 bus. He doesn't consider that reliable or accessible because it's only available during rush hour. He agrees with Ms. Taylor that the Sabrina Terrace/Muncaster Mill intersection is a blind intersection. It's almost four-way traffic because to make a left from the middle lane is so difficult and people use it as a through lane. He believes that the turn lane to this project will also be dangerous because people are going either to the right to merge or speed past people in the center lane or to the left due to the double turn lane at Muncaster Mill/Redland. T. 139. People fly down a hill to get to the intersection. T. 140.

"Mr. Einsmann testified that he can't get out of his street between the hours of 6:00 p.m. and 8:00 p.m. in the evening unless someone lets him out. People constantly block the intersection making the left turn in because they don't obey the laws against blocked intersections. This occurs even earlier with the school buses. These begin when they drop off children on Muncaster Mill and last until at least 7:00 pm. When school is not in session, there's a small reprieve and the back-up doesn't start until 5:00 or 5:30 pm. When school is in session, the road backs up completely. T. 141.

"Ms. Taylor testified that the State had installed bollards at Lisa Drive to stop drivers from using the middle turn lane as a through lane. The SHA removed the bollards when Muncaster Mill Road was resurfaced last year. T. 162. SHA has stated that the bollards would be reinstalled, but they haven't done so yet. She testified that she spoke with SHA representatives the morning of the hearing and was told that the bollards had to be fabricated, but SHA was "working on it." T. 164. Ms. Taylor submitted a video from December, 2023, of an accident in which a crash can be heard from her townhouse in Shady Grove Square. Exhibits 46(b). Ms. Taylor states, "These types of accidents are very common and are not reported to the police or the police do not issue a police report." Exhibit 46. Ms. Taylor also submitted a Public Information Act response from the Maryland State Police stating, "According to our Analytics & Data Management, there were 15 collisions in 2023 on Muncaster Mill Road between Redland Road and Bowie Mill." Exhibit 46(a).

"Ms. Kristy Helms lives directly across from the subject property. She testified that she has the "worse time" getting out of her house, especially when she tries to go southbound onto Muncaster Mill Road. She agrees that people use the middle turn lane to get to the double-left turns on Muncaster Mill Road. In the evenings, she uses the turn lane to try to get to her own house and she typically must sit in the middle lane at least once a week. She's scared to death that she's going to get hit head on. She believes that, if the townhomes are approved, a light should be placed at Lisa Drive and the intersection with the townhouses because someone is going to get killed. T. 147.

"In the past, she witnessed a woman try to pull out of Lisa Drive to make a left onto southbound Muncaster. Someone was driving in the middle lane and hit the front of the car, spinning her around. This was because the other driver was using the turn lane illegally to get to the light. T.

146. *She and the other driver got into a loud fight but would not let Ms. Helms call the police. T. 146.*

“Mr. Tracy McAbee, the property manager for the Shady Grove Square, testified that he travels to the project described access and egress to Shady Grove Square as a “nightmare”. He visits during the week between 9:00 a.m. and 4:00 p.m. at least twice a month. T. 156.

“Mr. Joe Callogero, the Applicant’s expert in transportation engineering, testified that his firm performed a gap study and stop sign delay study at Sabrina Terrace where it accessed Muncaster Mill Road. The stop sign delay study calculates how long it takes a vehicle to leave the stop sign when accessing Muncaster Mill Road from Shady Grove Square. Their study concluded that it takes an average of approximately 10 seconds per vehicle to enter the road during the morning peak hour. In the evening, the average increased to 30 seconds per vehicle. T. 84.

“Mr. Callogero submitted the data supporting the gap study after the public hearing. Exhibit 45(a).

“At the request of the Hearing Examiner, he also submitted crash data and a speed study.

“The GAP study contains the following AASHTO (American Highway Transportation Officials) standard for acceptable gaps:

- *Left turn from a minor street – 8.0 seconds (7.5 seconds + 0.5 seconds for multi-lane approaches)*
- *Right turn from minor street – 6.5 seconds*

The study considered delays occurring during one hour in the morning and evening for one day. The number of gaps observed in the study is shown below (Exhibit 45(a):

[DATA CONTINUES ON THE NEXT PAGE]

Gap Study (Traffic Peak Hour 7:15 AM to 8:15 AM)**➤ Eastbound**

6 to 7 Second Gaps	11
8 to 29 Second Gaps	59
>29 Second Gaps	20

➤ Combined Westbound and Eastbound

6 to 7 Second Gaps	6
8 to 29 Second Gaps	14

Gap Study (Traffic Peak Hour 4:45 PM to 5:45 PM)**➤ Eastbound**

6 to 7 Second Gaps	13
8 to 29 Second Gaps	47
>29 Second Gaps	9

➤ Combined Westbound and Eastbound

6 to 7 Second Gaps	2
8 to 29 Second Gaps	7

“The study concludes that “there are more than adequate gaps available for the right turn maneuvers as well as the left turn maneuver by utilizing the two-way left turn lane, which is allowed per The Maryland Vehicle Law Annotated Book (2023-2024 Edition.” Exhibit 45(a), p. 3.

“The crash data submitted by the Applicant covers reported accidents within 400 feet in both directions at Lisa Drive. This data shows that there were 15 crashes within that area in the last 9 years. Twelve occurred during the day, 3 were injury related, and 4 were intersection related. The report notes that 12 crashes were with other vehicles while 3 were single vehicle crashes, and “overall, the highest Collision Type was “Same Direction---Rear End with 8.” Exhibit 45(a).

“The Traffic Report submitted post-hearing then concludes (apparently) that traffic safety is at acceptable levels because the only “crash pattern” is rear end collisions (Id.):

Based on this information, it does not appear that there is a Crash Pattern except for the Rear End Crashes. A Crash Pattern is a type of Crash that continues to occur over a period of time which allows the Traffic Engineer to determine if the Crashes are based on road factors or more human behavior. In this case, typically, Rear End Crashes can most be contributed to Human Factors such as Aggressive Driving (following too closely for example) or Driver inattention (Distracted Driving) and not the road condition itself.

“The Traffic Report also notes that location is not within a “high-injury” network or targeted for a “Vision Zero” project. Id. At the public Hearing, Mr. Calleggero discounted the effectiveness of bollards. In his opinion, the only thing that could remedy the problem of drivers using the middle turn lane as a through lane would be to install a median and change the access to right-in, right-

out. This means that proceeding north would require someone to turn right out of the driveway and do a U-turn at a break in the median. There are driveways up and down the Muncaster Mill corridor that require access. It would be up to the State Highway Administration to undertake those improvements. At present, it looks like they wouldn't do such a thing, but we don't know if they have been monitoring accidents. T. 160. The problem really is people driving irresponsibly and in violation of the law. T. 160. In his opinion, SHA will look at accident history when they issue their access permit. T. 160."

HE Report pages 24-28.

TRAFFIC SAFETY ANALYSIS ON REMAND

The Board specifically directed the Hearing Examiner to "... determine if, based on adequate evidence, the proposed development would contribute in a negative and material way to the existing traffic safety situation on this part of Muncaster Mill Road, including making access and egress more hazardous there". (Exhibit 51).

This Hearing Examiner on remand presented the traffic safety concerns to the Applicant, Planning staff and to the State Highway Administration (SHA) as follows:

1. **The Applicant** was asked to provide:
 - a) An updated traffic analysis that specifically addresses any negative impact that the proposed development would have on the existing traffic safety situation on this part of Muncaster Mill Road.
 - b) An analysis of motor vehicle crash data in this vicinity of Muncaster Road, specifically addressing the sources of the data and the types of crashes.
 - c) Safety of the traffic pattern specifically relating to the use of the center left turn between Bowie Mill Road and Redland Road addressing the traffic safety concerns raised in the email of Alicia Taylor which was marked as Exhibit 32 in this case. (Exhibit 52)
2. **The Planning Department** - Attention Mr. Beall and Mr. Butler were asked to provide:

- a) An updated staff report specifically addressing any negative impact that the proposed development would have on traffic safety in the area around the proposed development.
- b) Analysis of how much traffic would likely be generated by members of the public driving to the park space planned at the proposed development and what impact, if any, this traffic would have on traffic safety.

(*Id.*)

3. **The Maryland State Highway Administration (SHA)**⁴ was asked to provide:

- a) An explanation of what traffic safety measures, including bollards may have been planned, installed or removed along Muncaster Road in the vicinity of the proposed development in the last 5 years. Please provide a detailed explanation of why these were planned, installed or removed. If there are plans to reinstall any such measures, when and why?
- b) An explanation of what factors warrant installation of traffic control signals (traffic lights) at an intersection in Montgomery County, MD.

(Exhibit 53)

⁴ The request to the SHA was accompanied by some background information explaining the nature of the inquiry and providing to the SHA a copy of the HE Report as well as a copy of the Board's resolution.

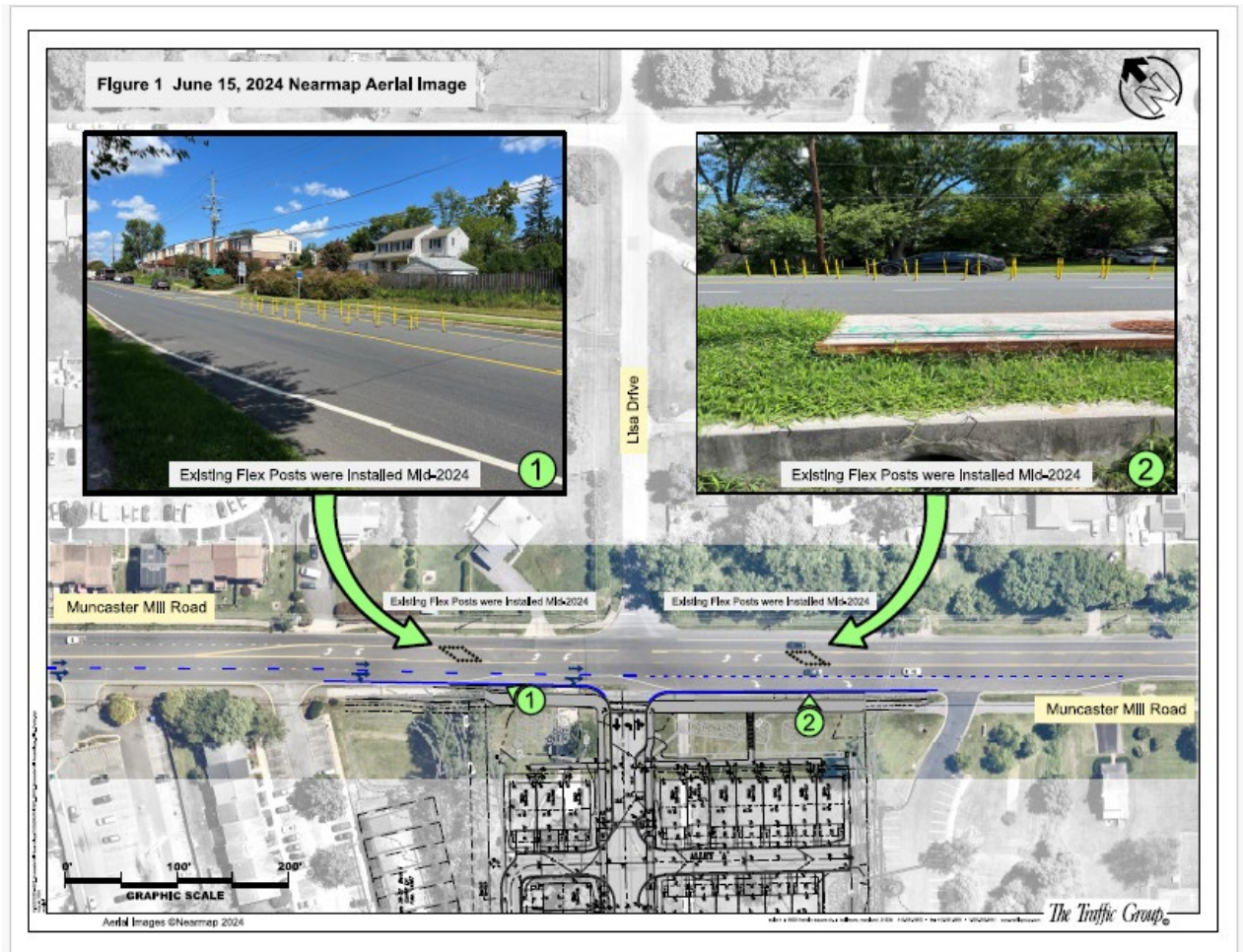
IV. ANALYSIS OF APPLICANT ON REMAND.

In correspondence dated September 3, 2024, Mr. Joseph J. Caloggero, P.E., PTOE, PTP, of the Traffic Group⁵, on behalf of the Applicant, responded that it remains their professional and expert opinion based on objective data and multiple analyses that the Conditional Use will not contribute in a negative and material way to existing traffic safety in the segment of Muncaster Mill Road in the vicinity of the Subject Property and will not make access and egress more hazardous in this location. (Exhibit 55).

The Applicant's response elaborated that as part of Applicant's post-remand review, they conducted another examination of existing conditions along Muncaster Mill Road in the vicinity of the Subject Property, and that their field study revealed SHA has recently reinstalled the FlexPost delineators east of Lisa Drive, as well as installed new FlexPost delineators between Sabrina Terrace and Lisa Drive.

Mr. Caloggero explained that as illustrated in Figure 1 below, FlexPosts are now installed along Muncaster Mill Road in both directions from the Conditional Use's proposed access roadway. This effectively prevents any traffic generated by the Conditional Use (or any traffic for that matter) from using the existing two-way center turn lane as a through route to reach the traffic light at Redland Road. He says that this was the most frequent traffic safety concern identified by those parties of record who testified in opposition to the Conditional Use.

⁵ Applicant's expert.



Mr. Caloggero also provided updated crash analysis confirming that the existing crash pattern was due to human behavior and not physical road conditions, stating that:

“In response to the Hearing Examiner’s July 26, 2024 e-mail to the parties of record, we have also prepared an updated Crash Analysis. Based on the Hearing Examiner’s specific request to consider traffic safety “on this part of Muncaster Mill Road,” we analyzed an even longer section of Muncaster Mill Road than we reviewed during the pre-remand proceedings in order to review the crash history of an approximately 1900-foot section of Muncaster Mill Road between Sabrina Terrance (which begins/ends the two-way left turn lane) to Applewood Lane (which generally begins/ends the two-way left turn lane). Thus, this section of Muncaster Mill Road was selected as it comprises the entire length of the two-way center turn lane in question.² Consistent with LATR regulations, we reviewed crash data within the past five years and considered attributes to discern any trends.”

Figure 2 – 5-Year Crash Data – Muncaster Mill Road

LIGHT	JUNCTION	COLLISION TYPE	REPORT TYPE	WEATHER	ACC DATE	ACC TIME	MAINROAD NAME	LANE DIRECTION	DISTANCE TO LISA DR (FEET)
<i>Year 2018 (4 Accidents)</i>									
Daylight	Non Intersection	Same Direction Rear End	Injury Crash	Cloudy	20180313	3:21 PM	MUNCASTER MILL RD	West	150 (East)
Daylight	Non Intersection	Same Direction Rear End	Injury Crash	Clear	20180905	5:36 PM	MUNCASTER MILL RD	West	80 (East)
Daylight	Intersection	Same Movement Angle	Property Damage	Raining	20180924	8:00 AM	MUNCASTER MILL RD	West	0
Daylight	Non Intersection	Same Direction Left Turn	Injury Crash	Raining	20181027	9:11 AM	MUNCASTER MILL RD	West	50 (East)
<i>Year 2019 (7 Accidents)</i>									
Dark No Lights	Non Intersection	Head On	Injury Crash	Clear	20190105	6:04 PM	MUNCASTER MILL RD	West	270 (West)
Dark No Lights	Non Intersection	Same Direction Rear End	Property Damage	Clear	20190126	7:01 PM	MUNCASTER MILL RD	West	325 (West)
Dark Lights On	Non Intersection	Single Vehicle	Property Damage	Clear	20190203	0:58 AM	MUNCASTER MILL RD	East	1320 (East)
Daylight	Intersection Related	Same Direction Rear End	Property Damage	Clear	20190626	5:21 PM	MUNCASTER MILL RD	West	20 (East)
Daylight	Non Intersection	Same Direction Rear End	Property Damage		20191006	11:08 AM	MUNCASTER MILL RD	West	20 (East)
Daylight	Non Intersection	Same Direction Rear End	Property Damage		20191007	3:18 PM	MUNCASTER MILL RD	West	300 (East)
	Non Intersection	Same Direction Rear End	Property Damage		20191117	4:15 PM	MUNCASTER MILL RD	West	30 (East)
<i>Year 2021 (3 Accidents)</i>									
Dark No Lights		Single Vehicle	Property Damage		20210305	7:49 PM	MUNCASTER MILL RD	West	650 (East)
Dark Lights On	Intersection Related	Single Vehicle	Property Damage	Clear	20210407	1:22 AM	MUNCASTER MILL RD	West	1500 (East)
Daylight	Non Intersection	Same Direction Sideswipe	Property Damage		20210729	6:33 AM	MUNCASTER MILL RD	East	20 (East)
<i>Year 2022 (2 Accidents)</i>									
Daylight	Intersection	Same Direction Rear End	Property Damage		20220518	6:21 PM	MUNCASTER MILL RD	East	0
Daylight	Non Intersection	Same Direction Rear End	Property Damage		20221005	5:45 PM	MUNCASTER MILL RD	West	170 (West)
<i>Year 2023 (3 Accidents)</i>									
Daylight	Intersection	Same Direction Rear End	Injury Crash		20230422	1:00 PM	MUNCASTER MILL RD	West	400 (East)
Daylight		Same Direction Rear End	Property Damage		20230509	4:02 PM	MUNCASTER MILL RD	West	1400 (East)
Dark Lights On		Single Vehicle	Property Damage	Clear	20231101	1:22 AM	MUNCASTER MILL RD	West	600 (East)

V. ANALYSIS OF PLANNING STAFF ON REMAND

Planning technical staff provided a memo dated October 3, 2024 addressing the questions posed by the Hearing Examiner, requesting specific analysis of any negative impacts the development would have on traffic safety in the area. This memorandum from Planning Staff supplements the technical report submitted by Planning in connection with the underlying hearing. (Exhibit 30).

In response on this remand, Mark Beal, Zoning, Planning, Public Projects and Ag Initiatives Section Zoning Planner in the aforementioned October 3rd memo explained that Planning staff reviewed the supplemental traffic analysis submitted by the Applicant in response to the Hearing Examiner's August 8th email, and concluded that there are no anticipated negative impacts on traffic safety that can be definitively attributed to the proposed development. (Ex 58 page 5).

Planning staff cited the Post Remand Traffic Analysis which noted that flex posts were originally installed within the center turn lane on Muncaster Mill Road to prohibit motorists from improperly using the center turn lane as a travel lane, as a means of bypassing any queuing due to

the traffic signal at Redland Road. They were removed when the road was resurfaced but have since been reinstalled, improving the safety within the vicinity of the Site.

Planning staff further explained:

“The Post Remand Traffic analysis also included an updated crash analysis spanning five years, covering 1,900 feet of Muncaster Mill Road between Sabrina Terrace and Applewood Lane. A total of 19 crashes were recorded. Eleven of the 19 crashes were rear-end crashes. Rear-end crashes are generally the result of driver error rather than design of the road network. While the Project will increase the number of vehicular trips in and out of the Site, during peak hour they are a relatively low number. Furthermore, an increase of vehicular trips is not a predictor for an increase in crashes.

“Finally, the Applicant also applied the Federal Highway Administration’s (FHWA) Highway Safety Manual to estimate crash frequency and severity using a Predictive Method. The factors considered in 5 this analysis address physical characteristics of the road, including the number of lanes, median, type, and intersection control, as well as Average Daily Traffic Volume (ADT) for the past five years, observed number of crashes over the same time period and the estimated increase in traffic volume generated by the Project. The resulting output of those factors shows that the percentage increases in predicted crashes range from 1.72% to 1.81% during the years of 2018-2023. The results of the analysis suggest that the construction of the Project will not result in an increase of crashes.”

Exhibit 58 pages 4-5.

The crash data referenced above is shown below:

Table 1: Highway Safety Manual Predictive Safety Method Results

Year	ADT: No Build	ADT: Build	Observed No. of Crashes per 1,900 ft	Predicted crashes per mile: No Build	Predicted crashes per mile: Build	% Increase Build vs. No Build
2018	16,780	17,089	4	10.543	10.724	1.72%
2019	16,781	17,090	7	18.451	18.768	1.72%
2021	16,033	16,342	3	7.903	8.046	1.81%
2022	16,134	16,443	2	5.238	5.332	1.79%
2023	16,384	16,693	3	7.897	8.037	1.77%

Source: Post-Remand Traffic Analysis prepared by The Traffic Group. Date Sept 3, 2024

VI. ANALYSIS OF SHA ON REMAND

In a memorandum to the Hearing Examiner dated October 3, 2024, SHA provided an analysis described as an evaluation of:

“...the existing capacity and safety conditions along a section of MD 115 (Muncaster Mill Road) between its intersection with Redland Road and Jacobs Court. The analysis is in response to a request from the Board of Appeals for Montgomery County and the Office of Zoning and Administrative Hearings (“OZAH”) for resolution of roadway safety related questions raised during consideration of an application for a conditional use application (CU 24-07, the “Conditional Use”) to develop 43 “Design for Life” townhouses at 7100 and 7106 Muncaster Mill Road in Derwood, Maryland.

“Key roadway traffic conditions were evaluated. These includes: i) traffic volumes, ii) roadway capacity, iii) travel speeds, iv) crash history, v) crash projections, and vi) traffic signal control. Section 2 of this memorandum presents a summary of findings. Section 3 presents a summary of the analysis and discussions. Section 4 presents a description of the roadway segment and the primary adjacent intersection.”

The memo from the SHA included an exposition of vehicle volume during peak hours of 7 AM to 8 AM; whether the Lisa Lane intersection with MD 115 operates acceptably; the posted and actual speed limits on this roadway; crash data; the criteria used by SHA to determine whether a traffic control device is required at an intersection (SHA concluded that the criteria for such an installation are not met at this intersection); and confirmation for why the ballards along the section of MD 115 with the project limits had been removed and confirmed that not only have they been re-installed but they have been reinstalled on a larger portion of the road than before. Exhibit 56. The SHA memo explained that the speeds and volumes near the intersection of MD 115 and Lisa Drive were measured over a seven-day period from September 7, 2024 to September 13, 2024. (*Id.* at page 3)

VIII. CONCLUSION AND DECISION

A. Traffic Safety

Upon reviewing the supplemental evidence from the Applicant, the Planning Staff and the SHA this Hearing Examiner is satisfied that the record on remand contains sufficient evidence to allay the traffic safety concerns cited in the prior HE Report.

The HE Report stated that the record showed that the cause of the accidents in the area around this location include (1) driver’s negligence, (2) drivers using the turn lane in the middle of Muncaster Mill Road as a through lane to get to the light at Redland Road, and (2) drivers failing to

yield to traffic using the merge lane provided for traffic turning right from Redland Road onto Muncaster Mill Road. The merge lane ends at Sabrina Court. (HE Report page 30 citing T. 131).

The fact that the FlexPosts are now installed along Muncaster Mill Road in both directions from the Conditional Use's proposed access roadway, effectively preventing any traffic generated by the Conditional Use (or any traffic for that matter) from using the existing two-way center turn lane as a through route to reach the traffic light at Redland Road is significant. The configuration of this center lane was the most frequent traffic safety concern identified by those parties of record who testified in opposition to the Conditional Use.

In addition, the Applicant's supplemental crash study for the period 2018 to 2023 shows an increase in predicted crashes without this conditional use and predicted crashes with this conditional use at between 1.72% and 1.81%. While any crashes upward of zero are a source of distress, the task at hand as charged by the Board of Appeals is for this Hearing Examiner to assess what the evidence in the record shows regarding whether this conditional use would materially worsen the traffic safety of the surrounding area. This Hearing Examiner finds persuasive and convincing the supplemental evidence supporting the conclusion of the Applicant's expert that these projected increases are *de minimis and not material* especially since these do not take into account the post hearing installation of the Flex Posts which significantly enhance the safety of this area. The conclusion of the Applicant's expert that such a minimal increase between the build and no build scenarios suggests that the build scenario is unlikely to result in any increase in actual crashes, is a reasonable one.

Based on the foregoing findings and conclusions and a thorough review of the entire record, including the Findings of Fact made by the Board of Appeals which are incorporated by reference into this Decision, the application of CM Muncaster LLC (CU 24-07) for a conditional use under Section 59.3.3.1.D.2.b. of the Zoning Ordinance to construct a "Design for Life" Townhouse Living

Community, at 7100 and 7106 Muncaster Mill Road, Maryland, is hereby ***GRANTED with the following conditions:***

1. The use is limited to Townhouse Living and must meet all the Use Standards as defined in Section 59.3.3.1.b, with a maximum of 43 dwelling units.
2. A Preliminary Plan will be required prior to implementation of the Conditional Use, and it will include consideration of the following:
 - a. As part of the Preliminary Plan, the Applicant will provide a public access easement to accommodate non-vehicular bike and pedestrian movement along a paved trail to the northwest corner of the Subject Property to support to option of a future connection to Redland Road.
 - b. As part of the Preliminary Plan, the Applicant will provide public access easements to accommodate future connectivity to the adjacent property to the southeast via alleys A and B as well as along sidewalks parallel to Alleys A and B.
 - c. As part of the Preliminary Plan, the Applicant will upgrade the existing side path along Muncaster Mill Road to 11 ft. in width with a minimum 6-foot-wide street buffer.
 - d. As part of the Preliminary Plan, all proposed intersections must provide crosswalks and ramps across all four legs of the intersection.
 - e. As part of the Preliminary Plan process, the Applicant will continue to explore options with Planning Staff to extend a paved trail connection to Redland Road.
 - f. The Applicant must enter into a Public Access Easement (PAE) at the time of Preliminary Plan (or Plat approval).
 - g. The Applicant must comply with Forest Conservation Plan F20230500.

Issued this 26th day of November, 2025.



Hearing Examiner

NOTICE OF RIGHT TO APPEAL

Any party of record may file a written request to appeal the Hearing Examiner's Decision by requesting oral argument before the Board of Appeals, within 10 days issuance of the Hearing Examiner's Report and Decision. Any party of record may, no later than 5 days after a request for oral argument is filed, file a written opposition to it or request to participate in oral argument. If the Board of Appeals grants a request for oral argument, the argument must be limited to matters contained in the record compiled by the Hearing Examiner. A person requesting an appeal, or opposing it, must send a copy of that request or opposition to the Hearing Examiner, the Board of Appeals, and all parties of record before the Hearing Examiner.

The Board of Appeals will consider your request for oral argument at a Worksession. Agendas for the Board's Worksessions can be found on the Board's website and in the Board's office. You can also call or email the Board's office to see when the Board will consider your request. If your request for oral argument is granted, you will be notified by the Board of Appeals regarding the time and place for oral argument. Because decisions made by the Board are confined to the evidence of record before the Hearing Examiner, no new or additional evidence or witnesses will be considered. If your request for oral argument is denied, your case will likely be decided by the Board that same day, at the Worksession.

Parties requesting or opposing an appeal must not attempt to discuss this case with individual Board members because such *ex-parte* communications are prohibited by law. If you have any questions regarding this procedure, please contact the Board of Appeals by calling 240-777-6600, emailing BOA@montgomerycountymd.gov, or visiting the Board's website: <http://www.montgomerycountymd.gov/boa/>.

Additional procedures are specified in Zoning Ordinance §59.7.3.1.f.1. Contact information for the Board of Appeals is:

Montgomery County Board of Appeals
100 Maryland Avenue, Room 217
Rockville, MD 20850
(240) 777-6600

<http://www.montgomerycountymd.gov/boa/>
BOA@montgomerycountymd.gov

NOTIFICATION OF DECISION SENT TO:

Scott Wallace, Esquire
Attorney for the Applicant
Barbara Jay, Executive Director
Montgomery County Board of Appeals
Carol Kosary, Ph.D.
Alicia Taylor
Andrew Einsmann
Kristy Helms
Tracy McAbee
Mark Beall, Planning Department
Patrick Butler, Planning Department



Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 29-Nov-23
TO: Tim Stemmann - tstemann@cpja.com
Charles P Johnson & Associates
FROM: Marie LaBaw
RE: CM Muncaster, LLC (Muncaster Mill Property)
CU202407

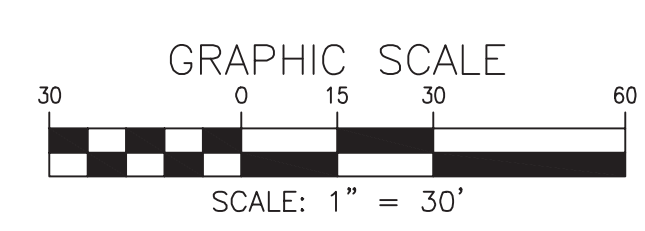
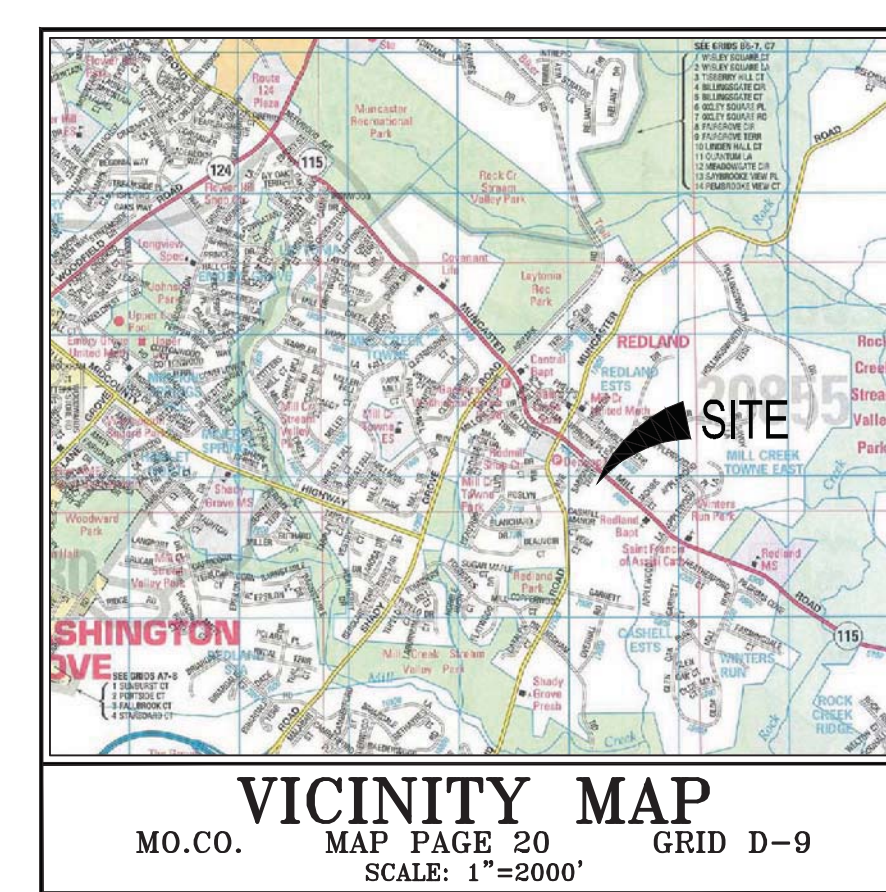
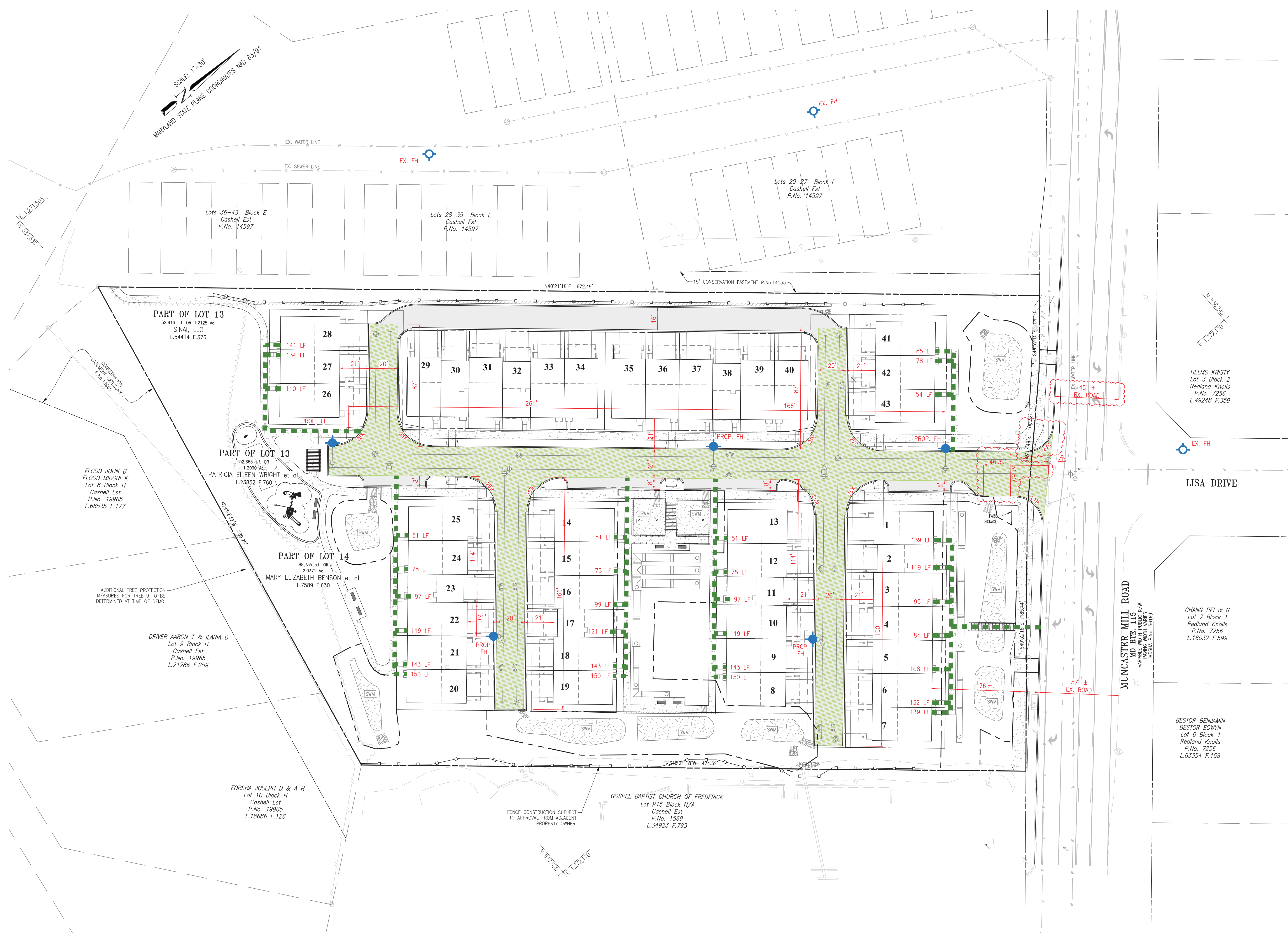
PLAN APPROVED

1. Review based only upon information contained on the plan submitted **01-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.

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

*** Fire lane orders to be processed for execution and installed prior to first occupancy ***

*** 2/20/2025 Approval of revised radii at entrance only ***



- LEGEND**
- BOUNDARY LINE
 - PROP. PAVEMENT
 - PROP. SIDEWALK
 - FIRE DEPARTMENT ACCESS ROAD
 - FIRE FIGHTER ROUTE
 - EX. FIRE HYDRANT
 - PROP. FIRE HYDRANT
 - EX. WATER LINE
 - EX. SEWER LINE
 - PROP. WATER LINE
 - PROP. SEWER LINE
 - PROP. STORM DRAIN

UPDATES/REVISIONS:
02/20/25 - RADIUS AT ENTRANCE REVISED TO 20' TO AVOID UTILITY POLE
ADDITIONAL DIMENSIONS PROVIDED TO SHOW PAVEMENT WIDTHS

MISS UTILITY
Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with under ground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 20A of the Montgomery County Code. CERTIFICATIONS ON THIS SHEET ARE REQUIRED ON ANY PLAN INVOLVING STORMWATER MANAGEMENT. THE STRUCTURAL CERTIFICATION IS REQUIRED FOR UNDERGROUND STORMWATER MANAGEMENT STRUCTURES WHERE POURED CONCRETE WALLS ARE TO BE UTILIZED, OR ON ANY OTHER STRUCTURE W/ODPS DEMS APPROPRIATE.

FIRE DEPARTMENT ACCESS PLAN

MUNCASTER MILL PROPERTY
4th ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: CM Muncaster LLC 1535 Beverly Road, Suite 330 McLean, VA 22101	NASS GRID: 225N07 & 225N07 TAX MAP: GT42
DESIGN: PH DRAFT: MED	SHEET: 1 OF 1
DATE: OCT. 2023 SCALE: AS SHOWN	FILE NO.: 2021-1588-45.0 D

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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* PM: *DPS* DATE: 2/20/2025

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 NUMBER : 30287
EXPIRATION DATE : 05/18/2026

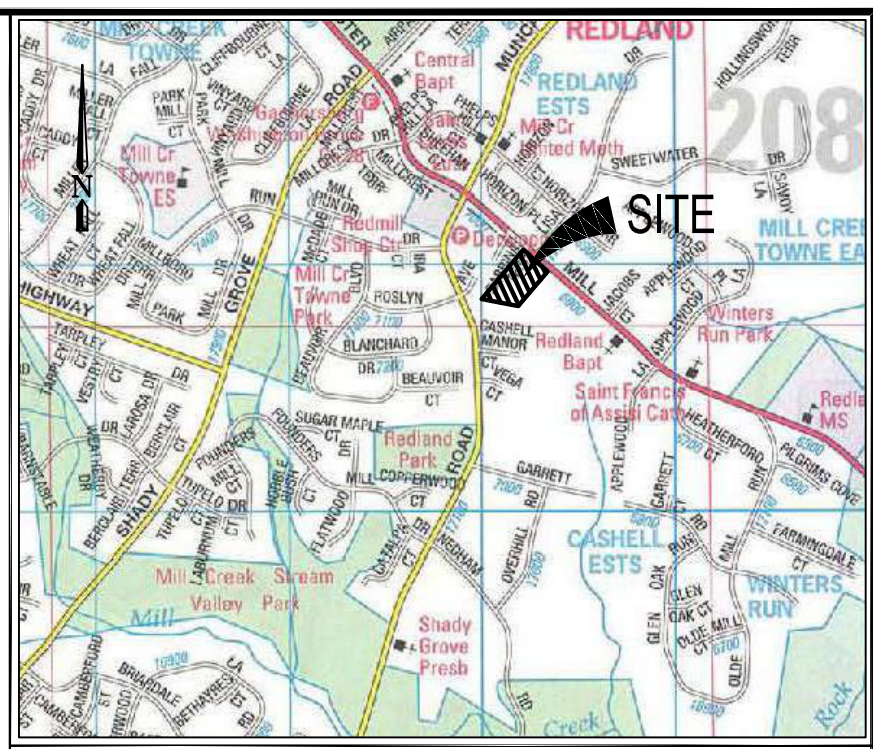
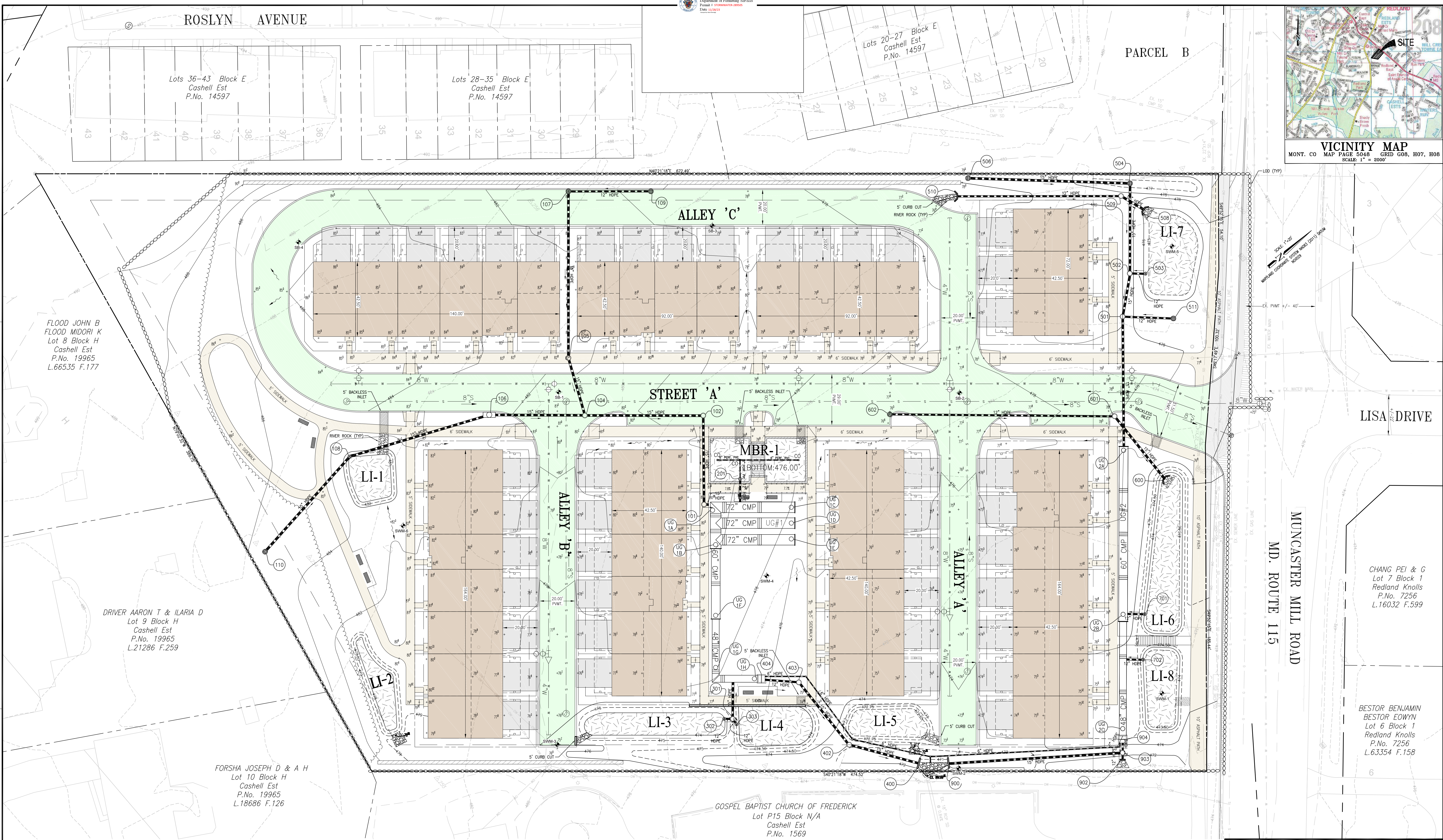
DocuSigned by:
Charles P. Johnson
A75688483F554DE
2/20/2025
Not valid without signature

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: _____ PM: _____ DATE: _____



SWM Concept Summary Table: Each line must be completed. Place table on the first sheet with initial submission.	
Contact Information for Design Engineer (for technical issues): apjones@cpja.com	
General Property Information:	
SM# 286505	
Type of Concept: Combination Concept/Site Development	
MNCP&PC Process/No: Conditional Use/	
Property Address: 7100-7106 Muncaster Mill Road	
Property Legal Description: CASHELL ESTATES	
Property Size (ac./sq.ft.): 4.48 ac./194,216 sqft.	
Total Concept Area (ac./sq.ft.): 194,956,724.48	
Zoning: Existing R-200/Proposed TMD Zone Option	
Watershed(s) and Stream Class: Rock Creek (North Lake Needwood)/IV	
Special Protection Area: N/A	
100 YR Floodplain: N/A	
Ex. % Impervious/Redevelopment or New Development: 14%/NEW DEVELOPMENT	
SWM Summary: If more than one study point or lot, provide information for each	
Target P₂/Proposed P₂: 1.01/8	
Target ESDv/Provided ESDv: 1837816.579	
ESD Measures: MICRO BIO-RETENTION & LANDSCAPE INFILTRATION	
Structural Storage Required/Provided: N/A	
Structural Measures: N/A	
Waiver Request/QL/QN/Both: N/A	
Provided ESDv + Structural Storage Provided + Requested to be Waived = 16,521 + 0 + 0 = 16,521	
Other Information: Use of two underground CMP Pipes to control the runoff to match the 10 Year runoff to match pre/post conditions.	

ESDv SUMMARY		
DEVICE	ESDv PROVIDED	PE PROVIDED
MICRO-BIO RETENTION #1	2460	1.88
LANDSCAPE INFILTRATION #1	1294	2.58
LANDSCAPE INFILTRATION #2	962	2.18
LANDSCAPE INFILTRATION #3	2537	2.24
LANDSCAPE INFILTRATION #4	1611	2.59
LANDSCAPE INFILTRATION #5	1250	1.96
LANDSCAPE INFILTRATION #6	2487	2.05
LANDSCAPE INFILTRATION #7	2916	2.40
LANDSCAPE INFILTRATION #8	1062	2.60
TOTAL PROVIDED	16,579	1.8

LEGEND

- EX. GRADE
- PROP. GRADE
- EX. EDGE OF PAVEMENT
- EX. GAS LINE
- EX. SEWER
- EX. WATER MAIN
- EX. FENCE
- EX. PHONE LINE
- EX. OVERHEAD WIRE
- SITE PROPERTY LINE
- PROP. STORM DRAIN
- LIMITS OF DISTURBANCE
- PROP. SEWER
- PROP. WATER LINE
- SOIL BORING LOCATIONS
- INFILTRATION SOIL BORING LOCATIONS
- IMPERVIOUS AREAS (PROP. STREET PAVEMENT)
- IMPERVIOUS AREAS (PROP. SIDEWALKS)
- IMPERVIOUS AREAS (PROP. SIDEWALK OFFSITE)
- IMPERVIOUS AREAS (PROP. BUILDINGS)
- IMPERVIOUS AREAS (PROP. DRIVEWAYS)
- IMPERVIOUS AREAS (OFFSITE IN LOT)
- RIVER ROCK (INFLOW/OUTFLOW PROTECTION)
- SWM MEDIA
- RIVER ROCK INFLOW
- 6" N/A SIDE SW
- BACKLESS INLET

NOTES:
1. SEE SHEET 2 FOR EXISTING & PROPOSED DRAINAGE AREA DIVIDES, AND DOWN STREAM ANALYSIS.
2. SEE SHEET 3 FOR STORM WATER MANAGEMENT DETAILS.

SOILS TABLE					
SOIL SYMBOL	SOIL NAME	DESCRIPTION	HYDROLOGIC SOIL GROUP	DRAINAGE	HIGHLY ERODIBLE (Y/N)
2B	GLENELG SILT LOAM	3 TO 8 PERCENT SLOPES	B	WELL DRAINED	N

Combined SWM Concept/SDP
Accepted for DPS
Patrick Fitzgerald
11/27/2023

GRAPHIC SCALE
0 10 20 40
SCALE: 1" = 20'

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 NUMBER: 19199
EXPIRATION DATE: 07/16/2025

MISS UTILITY
CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDER GROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION. THE EXCAVATOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 35A OF THE MONTGOMERY COUNTY CODE.

CERTIFICATIONS ON THIS SHEET ARE REQUIRED ON ANY PLAN INVOLVING STORMWATER MANAGEMENT. THE STRUCTURAL CERTIFICATION IS REQUIRED FOR UNDERGROUND STORMWATER MANAGEMENT STRUCTURES WHERE POURING CONCRETE WALLS ARE TO BE UTILIZED, OR ON ANY OTHER STRUCTURE MEMBERS APPROPRIATE.

SWM CONCEPT PLAN
7100-7106 MUNCASTER MILL ROAD
PART OF LOTS 13 & 14
MUNCASTER MILL PROPERTY
ROCKVILLE (4TH) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
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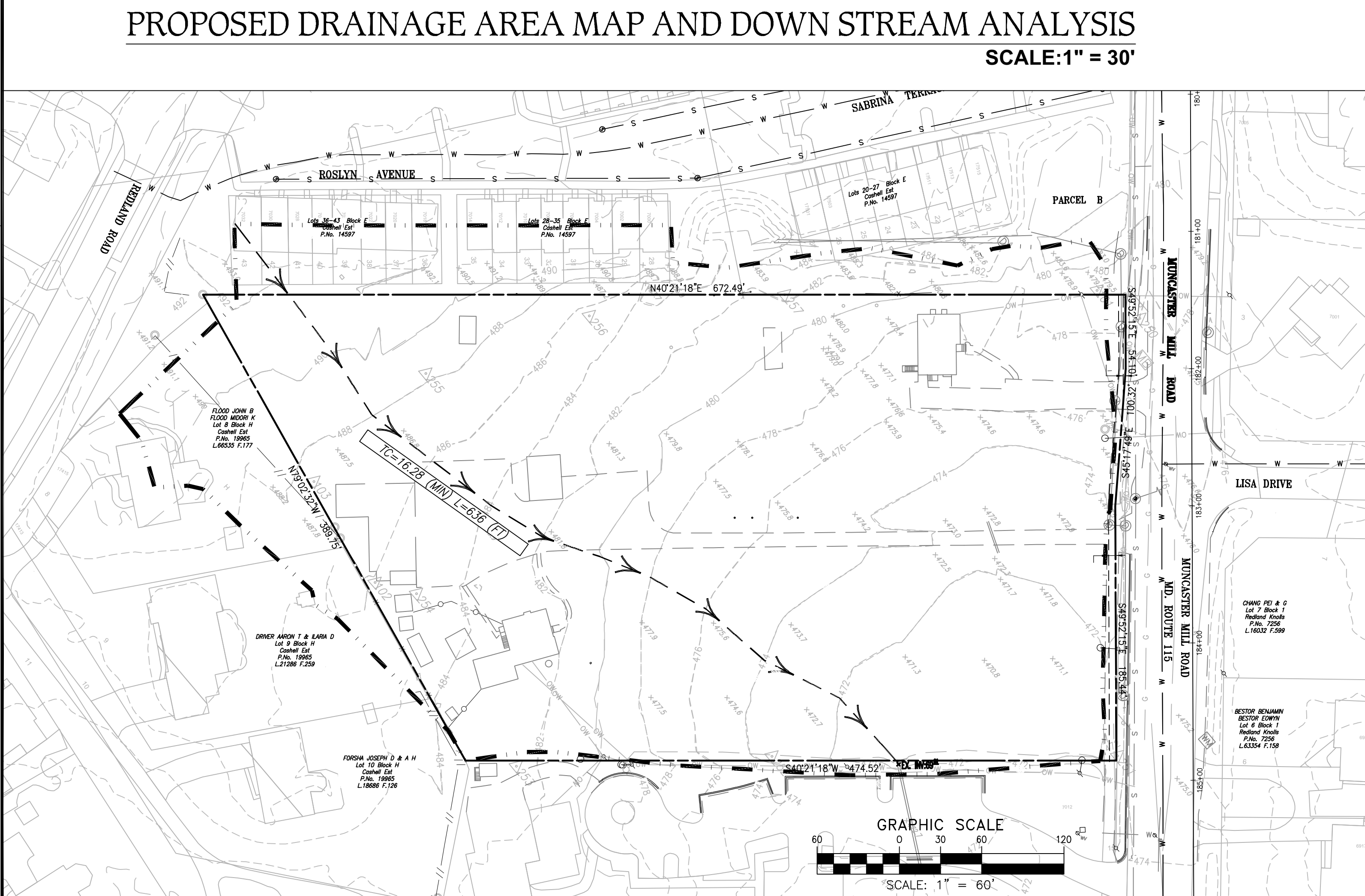
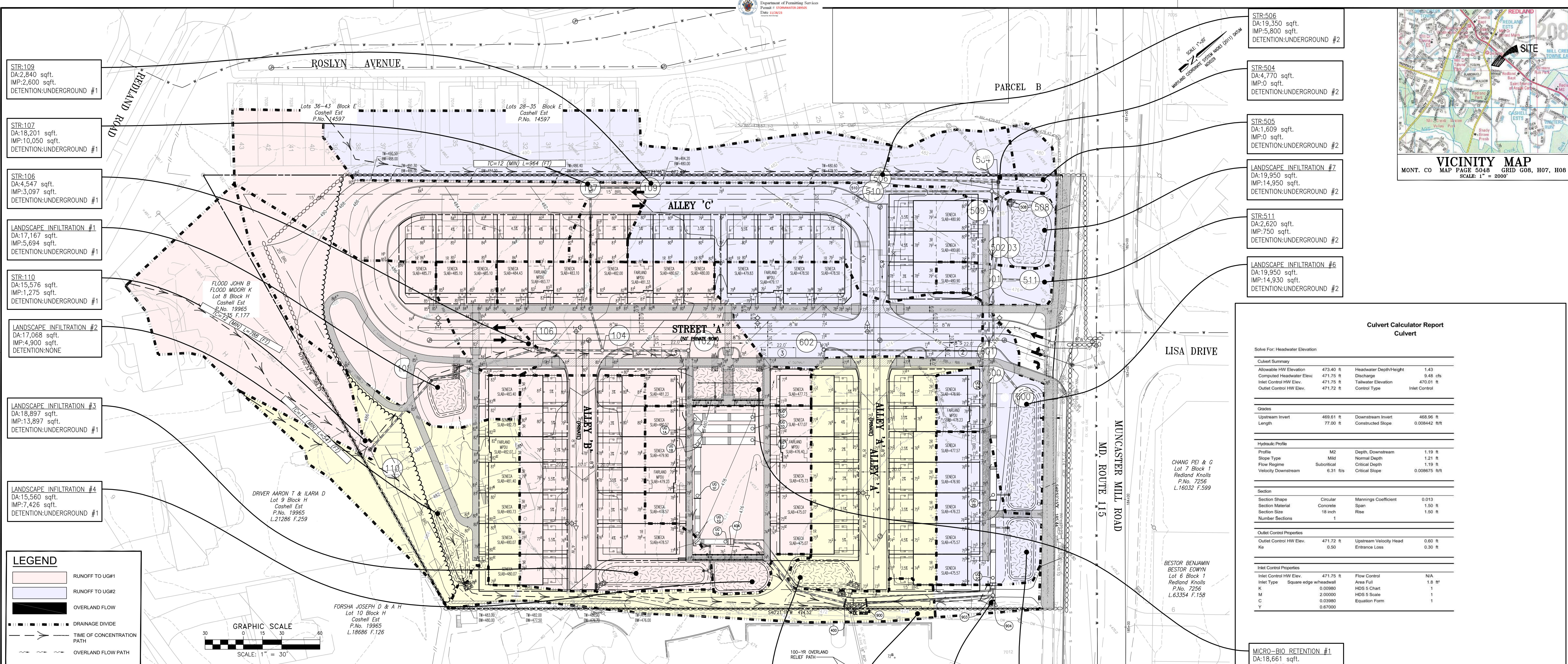
CLIENT: Craftmark Homes
1335 Beverly Road, Suite 330
McLean, VA 22101
Attn: Mr. Chris Mallin

DATE: 9/8/2023
SCALE: AS SHOWN

TAX MAP:
SHEET 1 OF 3

FILE NO.: 2021-1588-SB-01

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LICENSE NUMBER : 19199

EXPIRATION DATE : 07/16/2025

11/9/2023

NOT valid without signature

MISS UTILITY

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CERTIFICATIONS ON THIS SHEET ARE REQUIRED ON ANY PLAN INVOLVING STORMWATER MANAGEMENT. THE STRUCTURAL CERTIFICATION IS REQUIRED FOR UNDERGROUND STORMWATER MANAGEMENT STRUCTURES WHERE TYPICAL CONCRETE WALLS ARE TO BE UTILIZED, OR ON ANY OTHER STRUCTURE. MDOT'S DESIGN MANUALS ARE REQUIRED.

SWM CONCEPT DRAINAGE AREA MAP
7100-7106 MUNCASTER MILL ROAD
PART OF LOTS 13 & 14

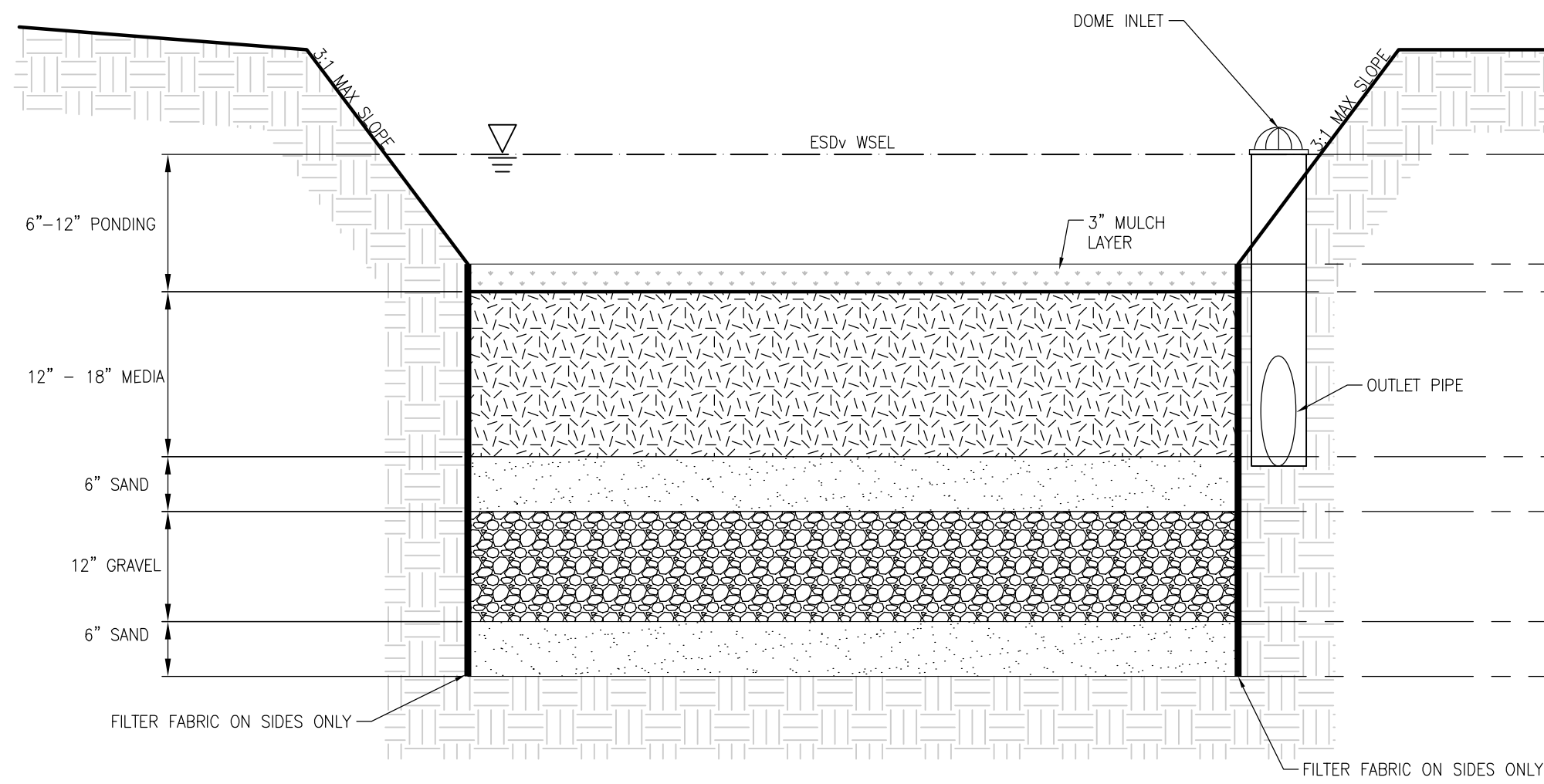
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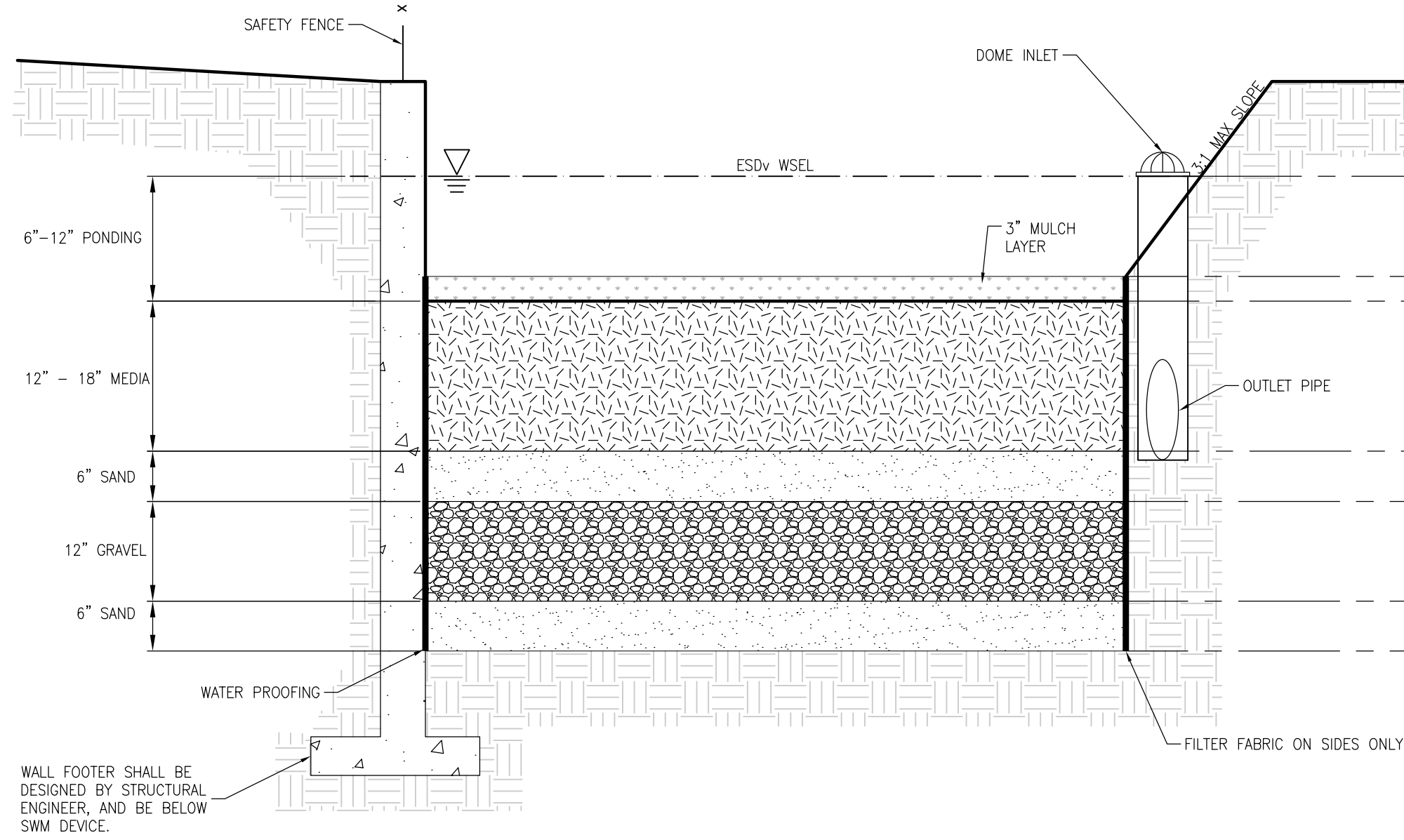
CLIENT : WSSC GRID: GT-422ENW03 TAX MAP: DESKON AMD/ARI SHEET 2 OF 3 DRAFT AMD/ARI DATE 11/08/2023 FILE NO. SCALE AS SHOWN 2021-1588-SB-01

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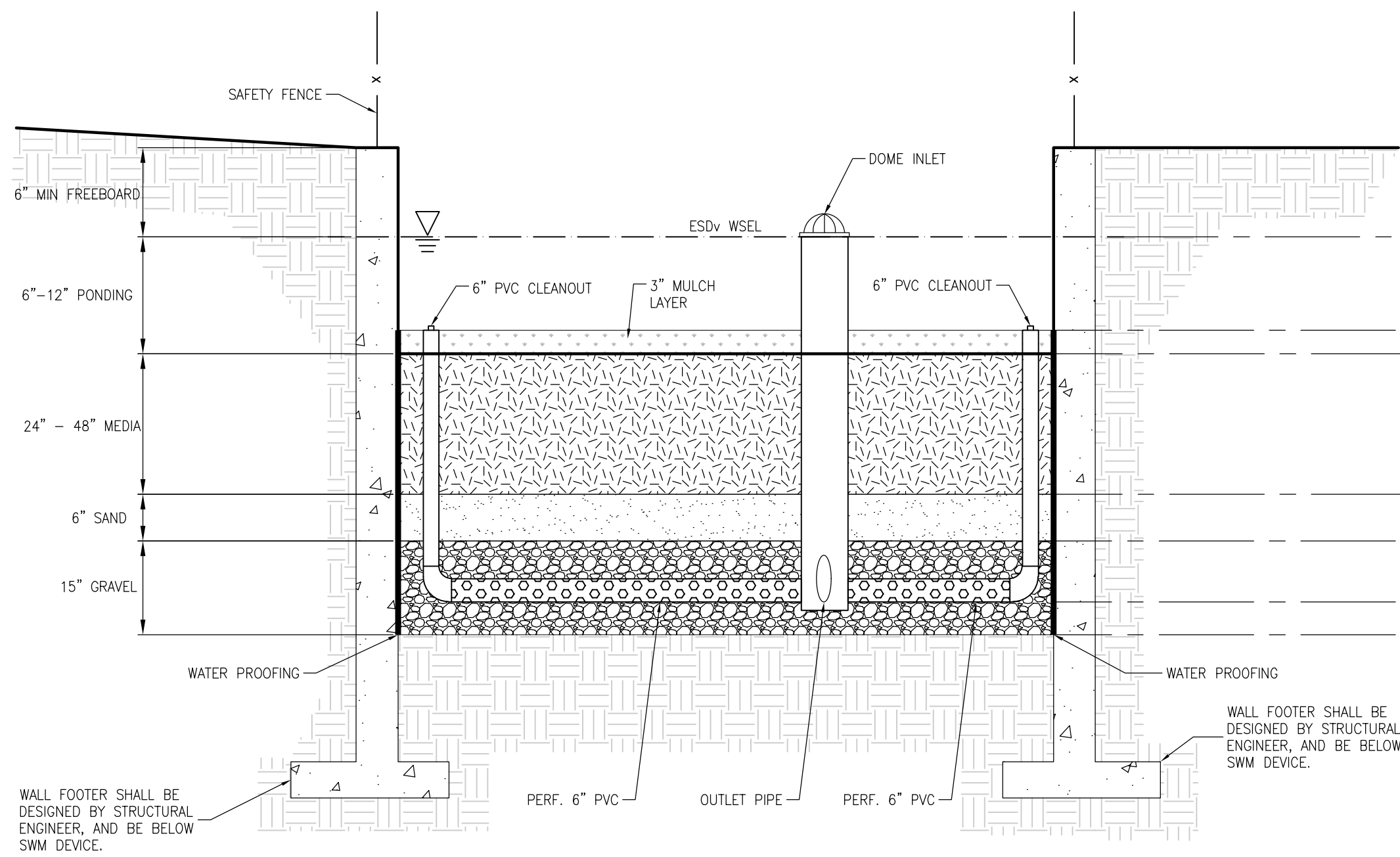
LANDSCAPE INFILTRATION 1,2,5,6,7, & 8 TYPICAL DETAIL
SCALE:N.T.S

LANDSCAPE INFILTRATION SCHEDULE (NO WALL)							
	LI. #1	LI. #2	LI. #5	LI. #6	LI. #7	LI. #8	
TOP OF EMBANKMENT	482.50	479.00	473.25	474.50	476.50	474.50	
TOP OF INLET/WEIR CREST	482.00	478.50	472.75	474.00	476.00	474.00	
FILTER BED/MULCH ELEVATION	481.25	478.00	472.50	473.75	475.25	473.75	
TOP OF MEDIA	481.00	478.00	472.50	473.50	475.00	473.50	
PLANTING SOIL DEPTH	12"	18"	18"	18"	18"	12"	
TOP OF SAND	480.00	476.50	470.75	472.00	473.50	472.50	
TOP OF MSHA #7 GRAVEL	479.50	476.00	470.25	471.50	473.00	472.00	
TOP OF SAND	478.50	475.00	469.25	470.50	472.00	471.00	
BOTTOM OF SAND	478.00	474.50	468.75	470.00	471.50	470.50	



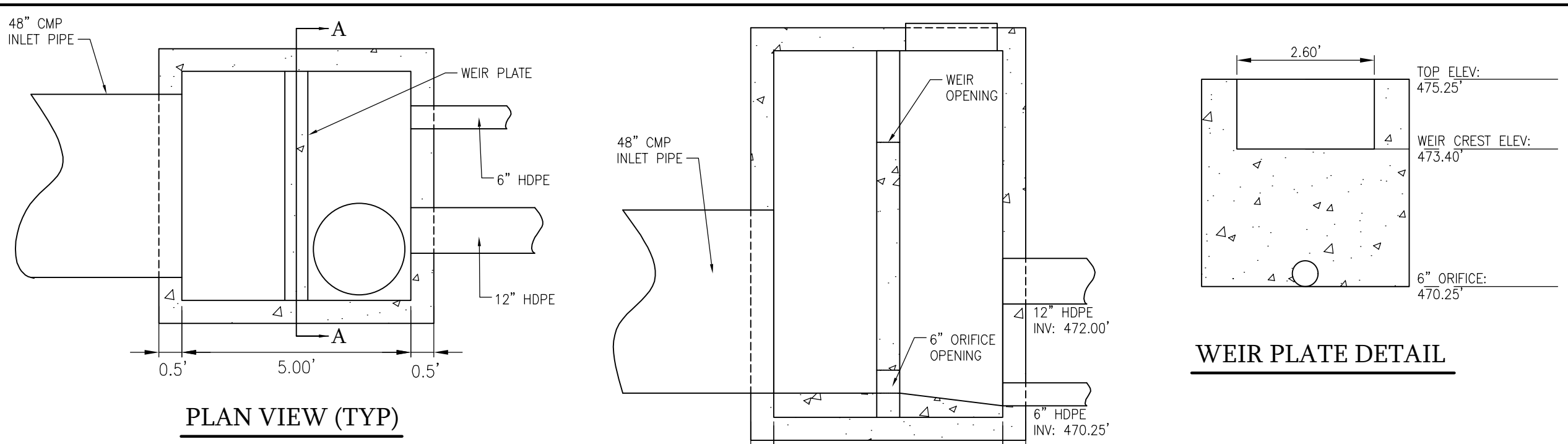
LANDSCAPE INFILTRATION 3 & 4 TYPICAL DETAIL
SCALE:N.T.S

LANDSCAPE INFILTRATION SCHEDULE (WITH WALL)			
	LI. #3	LI. #4	
TOP OF EMBANKMENT	475.50	475.00	
TOP OF INLET/WEIR CREST	475.00	474.50	
FILTER BED/MULCH ELEVATION	474.25	474.25	
TOP OF MEDIA	474.00	474.00	
PLANTING SOIL DEPTH	18"	15"	
TOP OF SAND	472.50	472.75	
TOP OF MSHA #7 GRAVEL	472.00	472.25	
TOP OF SAND	471.00	471.25	
BOTTOM OF SAND	470.50	470.75	



MICRO BIO RETENTION #1 TYPICAL DETAIL
SCALE:N.T.S

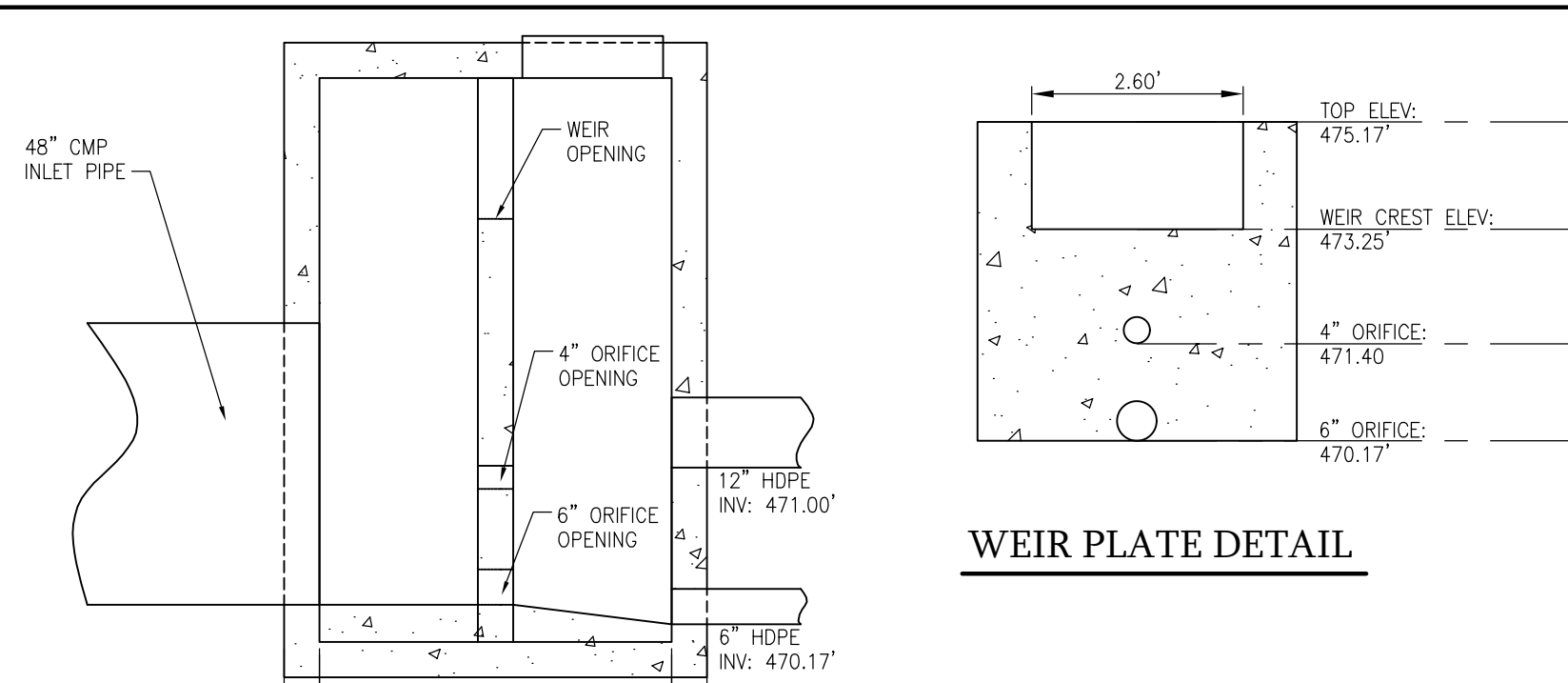
MICRO-BIO SCHEDULE		MBR#1
TOP OF WALL	477.5'-481.0'	477.00
TOP OF INLET		
FILTER BED/MULCH ELEVATION	476.25	
TOP OF MEDIA	476.00	
PLANTING SOIL DEPTH	24"	
TOP OF SAND	474.00	
TOP OF MSHA #7 GRAVEL	473.50	
6" PERF. PVC INV.	472.50	
BOTTOM OF GRAVEL	472.25	



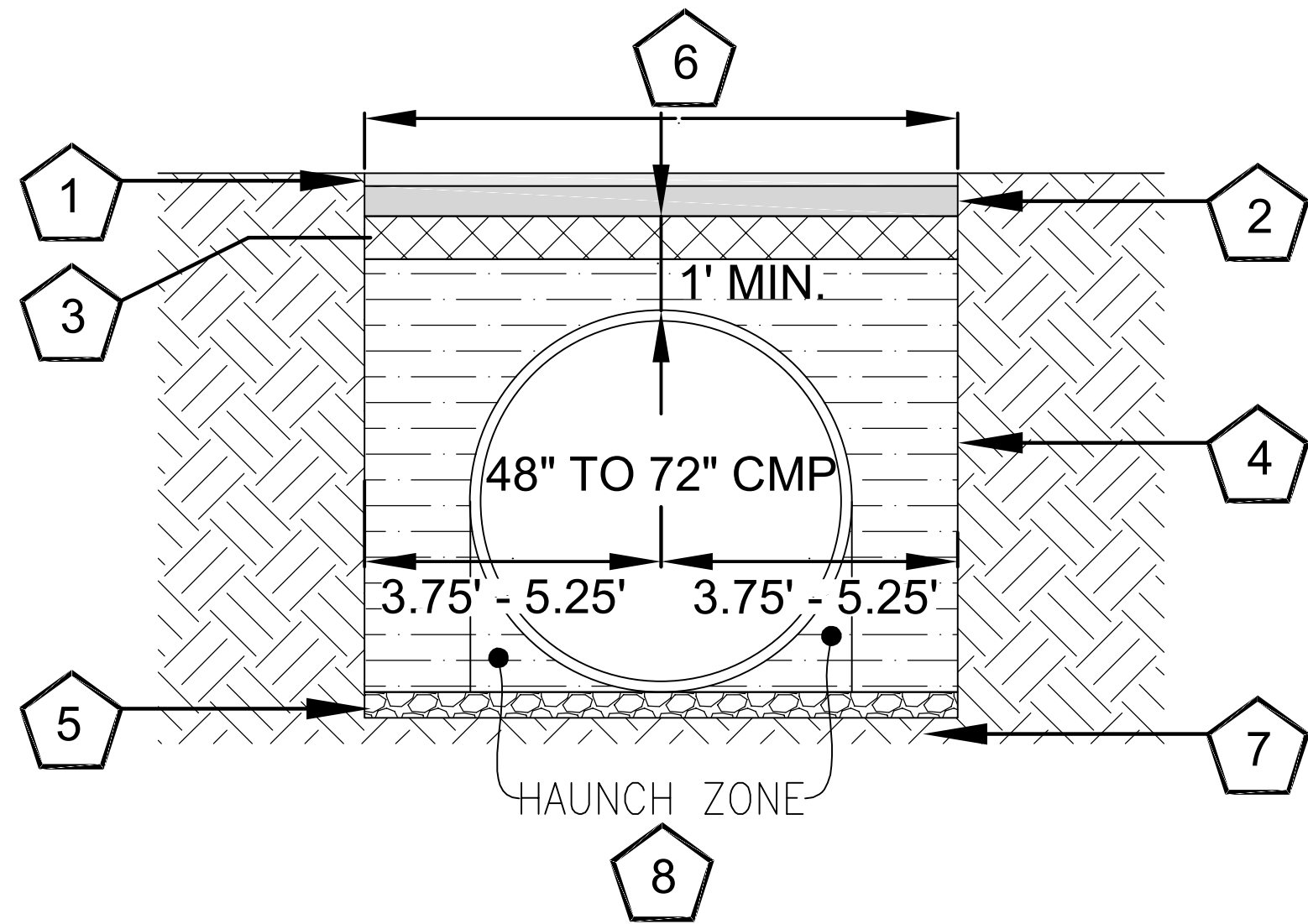
MISS UTILITY
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SECTION A-A
UNDERGROUND #1 CONTROL STRUCTURE
SCALE:N.T.S



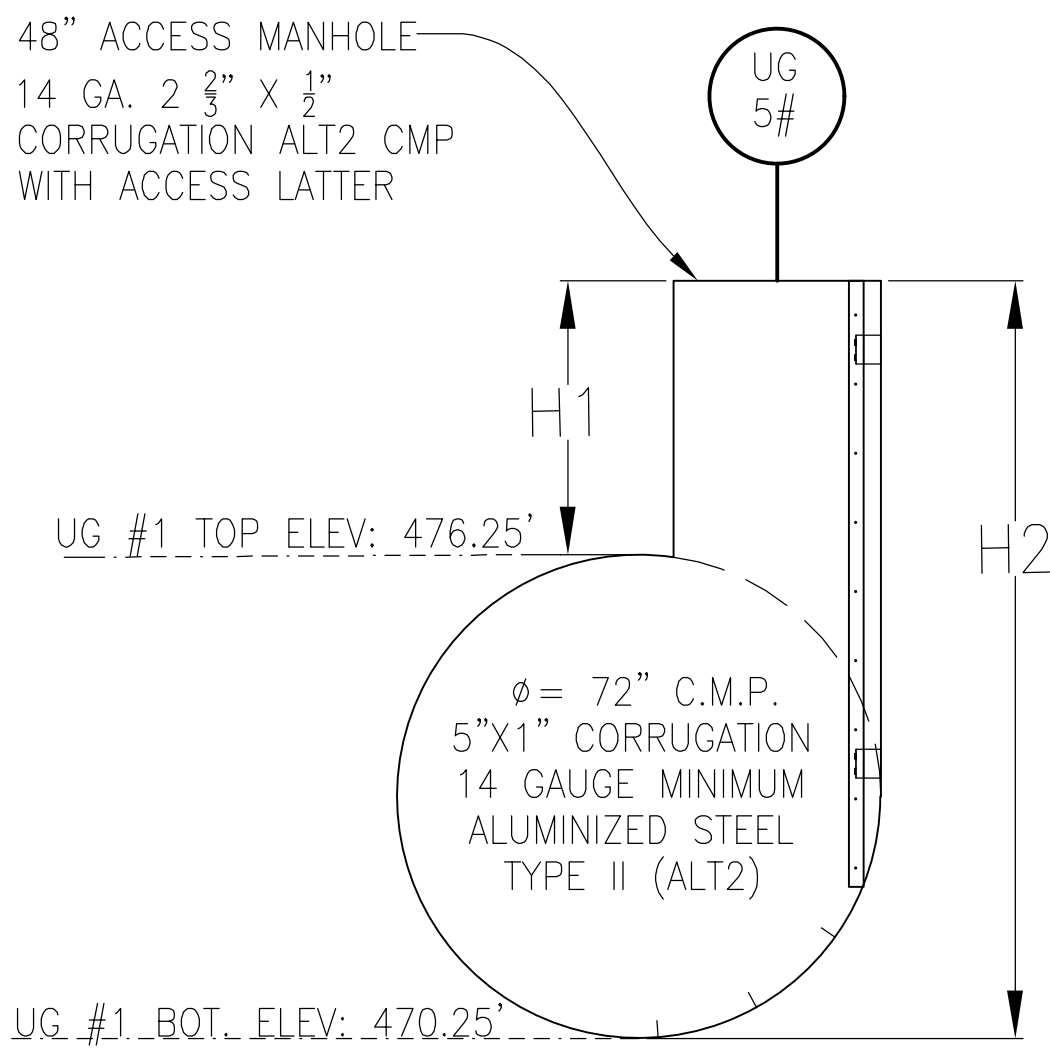
SECTION A-A
UNDERGROUND #2 CONTROL STRUCTURE
SCALE:N.T.S



48\"/>

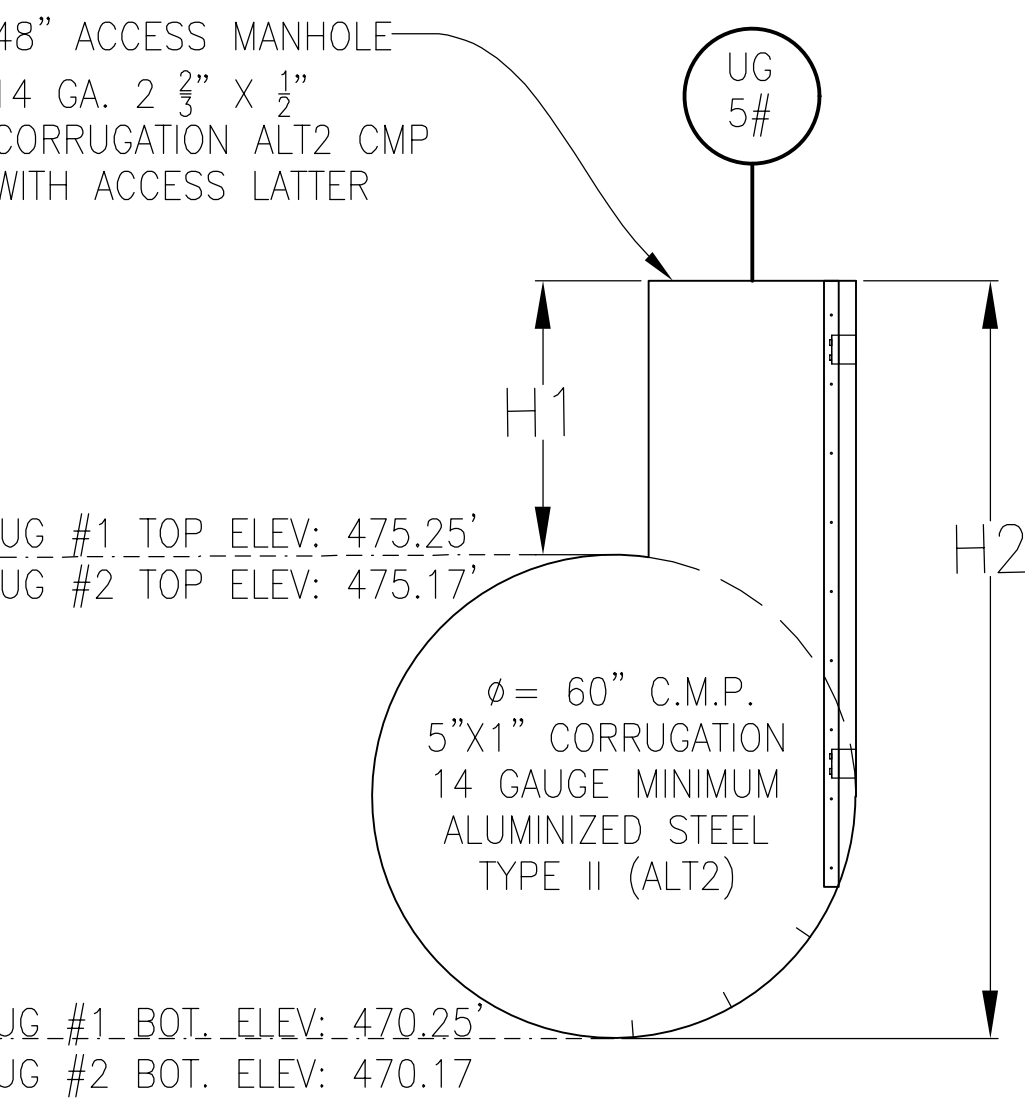
CMP STORAGE SYSTEM			
Material Location	Description	Material Designation	Designation
1 Flexible Pavement (IF APPLICABLE)	3\"/>	MC-214.01	PLACED IN 2 - 1.5\"/>
2 Road Base (IF APPLICABLE)	7\"/>	MC-214.01	PLACED IN 2 - 3.5\"/>
3 Road Base (IF APPLICABLE)	8\"/>	MC-214.01	PLACED IN 2 - 4\"/>
4 Backfill	WELL GRADED GRANULAR MATERIAL WHICH MAY CONTAIN SMALL AMOUNTS OF SILT OR CLAY.	AASHTO M 145- A-1, A-2, A-3	PLACED IN 8\"/>
5 Bedding Stone	WELL GRADED GRANULAR BEDDING MATERIAL WITH MAXIMUM PARTICLE SIZE OF 3\"/>	AASHTO M 43 - 3.357, 4.467, 5, 56, 57	BEDDING MUST EXTEND A MINIMUM OF 6-INCHES BELOW THE BOTTOM OF THE PIPE, AND SHALL EXTEND TO THE SPRINGLINE. FLOWABLE FILL IS ALSO ACCEPTABLE WITH PROPER ANCHORAGE DURING INSTALLATION. FOR FLEXIBLE PIPE (CMP), FLOWABLE FILL MUST EXTEND TO THE TOP OF THE PIPE.
A Geotextile Layer	NON-WOVEN GEOTEXTILE	CONTECH C-40 or C-45	TO PREVENT SOIL MIGRATION INTO VARYING SOIL TYPES

- * Note: Backfill using controlled low-strength material (CLSM, "flash fill" or "flowable fill") when the spacing between the pipes will not allow for placement and adequate compaction of the backfill.
- 6 MINIMUM WIDTH: 1.5 X Ø + 12" = 1.5 X 48" + 12" = 7.5' (48" CMP), 1.5 X 60" + 12" = 9.0' (60" CMP), & 1.5 X 72" + 12" = 10.5' (72" CMP)
- FOUNDATION/BEDDING PREPARATION
- 7 PRIOR TO PLACING THE BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, THEY SHALL BE REMOVED AND BROUGHT BACK TO THE GRADE WITH A FILL MATERIAL AS APPROVED BY THE ENGINEER.
- 8 HAUNCH ZONE MATERIAL SHALL BE PLACED AND UNIFORMLY COMPACTED WITHOUT SOFT SPOTS.
- BACKFILL
- WHEN PLACING THE FIRST LIFTS OF BACKFILL IT IS IMPORTANT TO MAKE SURE THAT THE BACKFILL IS PROPERLY COMPACTED UNDER AND AROUND THE PIPE HAUNCHES. BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A TWO LIFT (16") DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. THE BACKFILL SHALL BE ADVANCED ALONG THE LENGTH OF THE DETENTION SYSTEM AT THE SAME RATE TO AVOID DIFFERENTIAL LOADING ON THE PIPE.
- OTHER ALTERNATE BACKFILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS, AS APPROVED BY SITE ENGINEER.



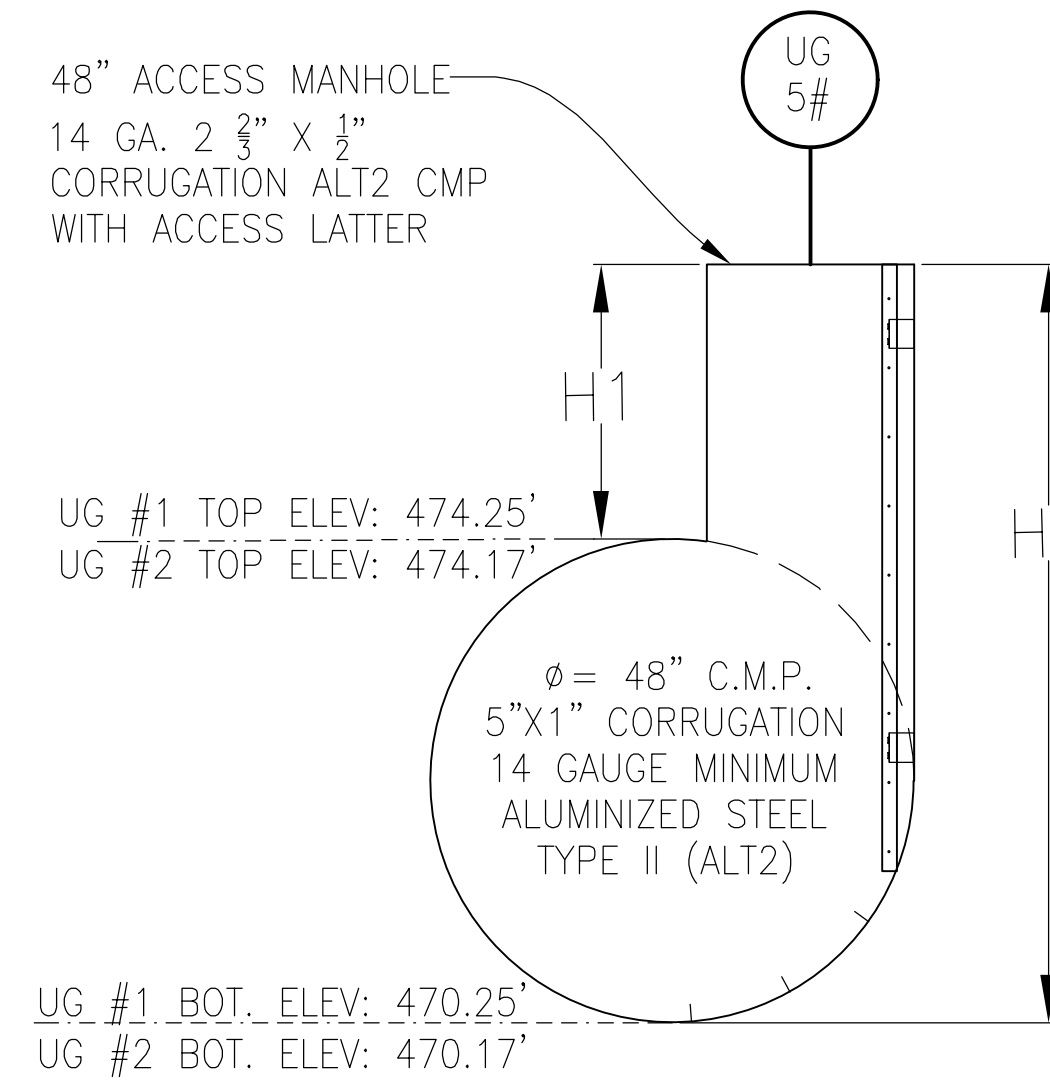
MANHOLE #	TOP ELEV.	DEPTH TO TOP OF CMP (H1)	DEPTH TO BOTTOM OF CMP (H2)
UG1A	480.25'	4.00'	10.00'
UG1B	480.00'	3.75'	9.75'
UG1C	478.04'	1.79'	7.79'
UG1D	477.85'	1.60'	7.60'
UG1E	477.50'	1.25'	7.25'

48" CMP RISER DETAIL FOR UNDERGROUND UG#1 72" CMP
(N.T.S.)



MANHOLE #	TOP ELEV.	DEPTH TO TOP OF CMP (H1)	DEPTH TO BOTTOM OF CMP (H2)
UG1F	478.62'	3.37'	8.37'
UG2A	478.00'	2.83'	7.83'
UG2B	476.25'	1.08'	6.08'

48" CMP RISER DETAIL FOR UNDERGROUND #1 & 2 60" CMP
(N.T.S.)



MANHOLE #	TOP ELEV.	DEPTH TO TOP OF CMP (H1)	DEPTH TO BOTTOM OF CMP (H2)
UG1G	478.00'	3.75'	7.75'
UG1H	476.50'	2.25'	6.25'
UG2C	475.25''	1.08'	5.08'

48" CMP RISER DETAIL FOR UNDERGROUND #1 & #2 48" CMP
(N.T.S.)

PROFESSIONAL CERTIFICATION
9/8/2023
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 NUMBER : 19199
EXPIRATION DATE : 07/16/2025

SWM CONCEPT SUMMARY & DETAILS
7100-7106 MUNCASTER MILL ROAD
PART OF LOTS 13 & 14
MUNCASTER MILL PROPERTY
ROCKVILLE (4TH) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT : Craftmark Homes 1335 Beverly Road, Suite 330 McLean, VA 22101 Attn: Mr. Chris Mallin	WSSC GRID : GT-42/22NW/07	TAX MAP :
DESIGN : AM/D/ARI	SHEET : 3	OF : 3
DRAFT : AM/D/ARI	DATE : 9/8/2023	FILE NO. : 2021-1588-38.01
COPYRIGHT © LATEST DATE HERON CHARLES P. JOHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED. UNAUTHORIZED USE OR REPRODUCTION IS PROHIBITED.	SCALE : AS SHOWN	



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

June 12, 2025

Mr. Mark Beall, Zoning Planner
UpCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Dr
Wheaton, MD 20902

RE: Preliminary Plan No. 120250130
Muncaster Mill Property
Preliminary Plan Letter

Dear Mr. Beall:

This letter replaces MCDOT's Preliminary Plan Letter dated May 22, 2021

We have completed our review of the revised preliminary plan uploaded to eplans on May 7, 2025. A previous version of the plans was reviewed by the Development Review Committee at its April 22, 2025, meeting. This plan is tentatively scheduled for the July 31, 2025, Planning Board meeting. We recommend approval of the plans, subject to the following comments:

Significant Comments

1. Since Muncaster Mill Road (MD 115) is maintained by the Maryland State Highway Administration (MDSHA), MCDOT does not have any jurisdiction other than the maintenance and operation of traffic signal and shared-use path on state-maintained roadways. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendations about the subject property for the attention of the concerned agencies.
2. Muncaster Mill Road (MD 115) is classified as a Town Center Street with 2 travel lanes and a minimum 80-foot right-of-way. According to Plat #22850, the current right-of-way

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

(ROW) is 70-feet, which indicates additional dedication is necessary. However, since Muncaster Mill Road is a state road, we defer the final decision regarding the right-of-way dedication. We would like to note that the section of the sidepath located outside of the right-of-way should be included in both a Public Improvement Easement (PIE) and a Public Access Easement (PAE). Additionally, a 10-foot Public Utility Easement (PUE) should also be incorporated into the overall cross-section in addition to the width of the PIE and PAE. The PIE and PAE are dedicated to MDSHA. The PUE should also be positioned 1 foot behind the edge of the sidepath for maintenance. However, the final determination regarding these easements is up to others.

- a. We defer to Maryland State Highway MDSHA for any improvements with the exception of the shared-use path along Muncaster Mill Road (MD 115).
 - b. We defer to MDSHA for the sight distance study along Muncaster Mill Road (MD 115).
 - c. We defer to MDSHA for storm drain study along Muncaster Mill Road (MD 115). The proposed storm drain does not appear to drain onto a county-maintained storm drain system.
3. The 2018 Bicycle Master Plan includes an 11-foot-wide sidepath along Muncaster Mill Road (MD 115). The Applicant is responsible for constructing this facility along the entirety of their frontage.
4. A bus stop located just north of the property needs a bus shelter installed; it should be moved to this site's frontage. Prior to issuance of any building permit or right-of-way permit, please contact Mr. Wayne Miller from our Division of Transit Services to determine the location of the shelter and identify any additional improvements required. The new shelter must be installed prior to the occupancy permit for this building. You can reach Mr. Miller at 240 777-5836 or via email at Wayne.Miller2@montgomerycountymd.gov.
 - a. Include the development review team in all correspondence.
5. All private streets and alleys should be located on their own separate parcel. Recorded covenant for the operation and maintenance of any private streets (including alleys), storm drainage systems, and/or open space areas. Public Access Easements may be required along select segments.

Standard Comments

6. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) 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.
7. The Forest Conservation shall not extend into Slope Easements and the Public Utility Easements.

8. Stop sign locations, crosswalks and markings will be shown on the signing and marking plans and be reviewed and approved at the right-of-way permit stage.
9. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
10. The applicant is responsible for relocating utilities along existing roads to accommodate the required roadway improvements.
11. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planting within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
12. Erosion and sediment control measures as required by Chapter 19 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.
13. 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. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - b. Permanent monuments and property line markers, as required by Section 50.4.3(G) 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 me for this project at brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office of Transportation Policy

Mr. Mark Beall
Preliminary Plan No. 120250130
June 12, 2025
Page 4

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120250130 Muncaster Mill Property\12025030-Muncaster Mill Property-DOT Preliminary Plan Letter-Rev 1_6.12.25](#)

cc: Correspondence folder FY 2025

cc-e:	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP

July 17, 2025

Ms. Florence Dwyer, Planner II
Upcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reddie Drive, Wheaton, MD 20902

Dear Ms. Dwyer:

Thank you for the opportunity to review **Preliminary Plan 120250130** for the **Muncaster Mill Property**. The State Highway Administration (SHA) has reviewed the application and is pleased to respond.

Based on review of the Preliminary Plan application, the SHA finds that the dedication shown on Plat 56169 (attached) meets the required dedication of 80-ft. SHA finds the proposed frontage improvements in the State's right of way along Muncaster Mill Rd (MD 115) acceptable; however, reserves the right to perform additional reviews as necessary as part of the Access Permit review process. Regarding the proposed shared use path being in the proposed Public Utility Easement (PUE), SHA defers to the applicable utility companies.

If you have any questions or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at kwoodroffe@mdot.maryland.gov.

Sincerely,

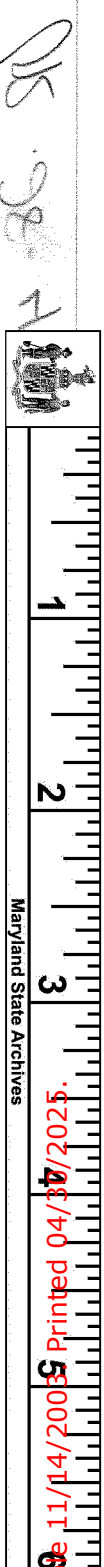


for Derek Gunn, P.E.
District Engineer, District 3, SHA

DG/kw

Attachment: Plat 56169

cc: Mark Beall, Montgomery Planning Department
Joe Caloggero, P.E., PTOE, PTP, Traffic Group
Philip Hughes, P.E., Charles P. Johnson & Associates, Inc.
Brenda Pardo, Montgomery County DOT



DEED REF "C"
POINT LOCATED AT THE SOUTHWEST END OF THE LINE DIVIDING LOTS 13 AND 14
AS LAID OUT AND SHOWN ON A PLAT ENTITLED "CASHELL ESTATES", WHICH PLAT
IS RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND,
AS PLAT No.1569.

DEED REF "D"
POINT LOCATED AT THE SOUTHWEST END OF THE LINE DIVIDING LOTS 14 AND 15
AS LAID OUT AND SHOWN ON A PLAT ENTITLED "CASHELL ESTATES", WHICH PLAT
IS RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND,
AS PLAT No.1569.

DEED REF "E"
POINT LOCATED AT THE SOUTHWEST END OF THE LINE DIVIDING LOTS 15 AND 16
AS LAID OUT AND SHOWN ON A PLAT ENTITLED "CASHELL ESTATES", WHICH PLAT
IS RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND,
AS PLAT No.1569.

<p align="center">STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STATE ROADS COMMISSION</p>	
<p>RIGHT OF WAY PROJECT :</p>	<p>MD15 FROM MUNCASTER ROAD TO MD 28</p>
<p>RIGHT OF WAY PROJECT NO.</p>	<p>MO910A31</p>
<p>FEDERAL AID PROJECT NO.</p>	<p>_____</p>
<p>ISSUED <u>APRIL 10</u> 20<u>03</u></p>	<p>SCALE _____ 1"=50'</p>
<p><i>[Signature]</i> CHIEF, PLATS, AND SURVEYS' DIVISION</p>	<p>PLAT No. <u>56169</u></p>

LOCATED IN		MONTGOMERY	COUNTY
PREPARED BY		WHITNEY, BAILEY, COX & MAGNANI/ PROGRESSIVE ENGINEERING	
		<i>LD Knight 9/10/03</i> PROJECT ENGINEER	
CONSTRUCTION PROJECT: MD115 FROM MUNCASTER ROAD TO MD 28			
CONSTRUCTION PROJECT NO:		MO910571	



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Scott Bruton
Director

July 09, 2025

Mark Beall
Zoning Planner | Upcounty Division
Zoning, Public Projects & Ag Initiatives Section
Montgomery County Planning Department
2425 Reedie Drive, 13th Floor, Wheaton, MD
20902

Re: Muncaster Mill Property

Preliminary Plan # 120250130

Dear Mark:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval for up to forty three (43) units with 15% MPDUs (up to seven (7) MPDUs) in Derwood, Maryland.

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

Sincerely,

Adrian Hopson, Planning Specialist III
Affordable Housing Programs Section

montgomerycountymd.gov/311



240-773-3556 TTY

Attachment E

AFFIDAVIT OF PRE-SUBMISSION MEETING

Sereno Sok, agent for the contract purchaser of the property known as Muncaster Mill Property, Derwood, Maryland hereby affirms under penalties of perjury that a Pre-Submission meeting was held on the day of February 5, 2025 virtually commencing at 6:30 pm.

I further affirm that a Notice of Public Meeting was sent to the Community and Civic Associations within a one-mile radius of Tregoning Property as well as the adjoining and confronting property owners. A list of invitees is attached hereto.

Date: February 14, 2025



By: Sereno Sok,
Agent for the Contract Purchaser

STATE OF MARYLAND

*

COUNTY OF MONTGOMERY

*

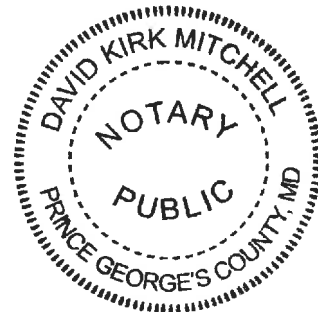
I HEREBY CERTIFY that on this 14th day of February 2025, before me, the undersigned officer, personally appeared Sereno Sok, known to me, or satisfactorily proven, to be the person whose name is subscribed to the foregoing Affidavit and acknowledged that he executed the same as his act for the purposes therein contained.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.



Notary Public

My Commission Expires: 12/11/2020





January 21, 2025

Scott C. Wallace
301.517.4813
swallace@milesstockbridge.com

NOTICE OF VIRTUAL PRE-SUBMISSION PUBLIC MEETING

Name of Plan: CM Muncaster LLC
Applicant: Craftmark Homes
Current Zoning: R-200
Area Included: Approximately 4.46 Acres
Geographical Location: 7100 and 7106 Muncaster Mill Road, Derwood, Maryland 20855
Proposed Application: Preliminary Plan Application for Design for Life Townhouse Units
Consisting of Approximately 43 Units

A virtual informational meeting regarding the above-referenced project has been scheduled for **Wednesday, February 5, 2025 from 6:30 p.m. to 7:30 p.m.** The draft plan for this project is enclosed and will be reviewed by the Applicant at the virtual meeting on February 5. Also enclosed is a flier from M-NCPPC called "*Participate in the Development Review Process.*" All neighbors and members of the public are welcome to join this meeting by typing the following link into your browser:

<https://shorturl.at/xDYGs>

Webinar ID: 997 0894 0386

Although not anticipated, should anyone experience difficulties joining the meeting at 6:30 p.m. or soon thereafter, please email Alphonso Nollie at anollie@milesstockbridge.com. You can also join the meeting by calling 1-301-715-8592, Webinar ID: 997 0894 0386.

The purpose of this virtual meeting is to review the proposed Preliminary Plan application and answer questions regarding the proposed project. Written comments or questions on the application may also be provided via email to Scott Wallace at swallace@milesstockbridge.com.

In accordance with the requirements of the Maryland-National Capital Park and Planning Commission ("M-NCPPC"), you will be asked to sign in and provide your contact information at the virtual meeting.

January 21, 2025
Page 2

If you have general questions about M-NCPPC's process, the Information Counter may be reached at (301) 495-4610 and the Intake and Regulatory Coordination Division may be reached at (301) 495-4550 or www.montgomeryplanning.org/development.

Very truly yours,

Scott C. Wallace
/Edm

Scott C. Wallace

Enclosures

WEBVTT

1

00:00:08.220 --> 00:00:09.620

Scott Wallace: It's it's working.

2

00:00:09.620 --> 00:00:11.540

Chris Malm: Okay. Great. Can you hear me?

3

00:00:12.450 --> 00:00:13.210

Scott Wallace: Yes.

4

00:00:13.400 --> 00:00:14.733

Chris Malm: Alright. Well,

5

00:00:16.190 --> 00:00:43.509

Chris Malm: thanks everyone for joining tonight. My name is Chris Mulm. I'm with Kraftmark Homes real quick before we get started. This meeting is being recorded, and the purpose of that is so that we can submit it as part of our preliminary plan process which I'll get into going forward. But I just wanted to make everyone aware that it is being recorded. We're hosting this meeting tonight to provide the local residents with an opportunity to learn more about our upcoming Townhome project and ask questions.

6

00:00:45.130 --> 00:01:00.929

Chris Malm: the proposed Townhome Development property is located at 7,000 107,106 Muncaster Mill Road, outlined here in red together. These 2 properties make up about 4 and a half acres, and is zoned. R. 200.

7

00:01:00.930 --> 00:01:26.280

Chris Malm: This meeting is a required step in the pre-submission process for our preliminary plan, which we intend to submit to the Maryland National Capital Park and planning commission. Later this month, moving forward, there will be additional opportunities for public input, including the submission of written comments during the Plan review process and participation in future public hearings, notices of key milestones will be mailed and posted on the property to keep everyone informed and involved.

8

00:01:26.570 --> 00:01:33.970

Chris Malm: and before I jump into our proposed layout and the details of our project. I'd like to tell you a bit more about our company.

9

00:01:34.020 --> 00:01:54.459

Chris Malm: Kraftmark Homes. Kraftmark has been in business for over 33 years, and we've been consistently ranked as one of the DC. Area's largest privately held home builders, having built over 9,000 homes to date roughly a quarter of which have been in Montgomery County. So we're no stranger to the area. We're a multi-generational family run company, founded by my father ken

10

00:01:54.699 --> 00:02:08.329

Chris Malm: and having been part of the Dmv community for over 3 decades, you know, we really pride ourselves on building communities that stand the test of time, and we do our best to keep a long term focus because we want to have a you know, a positive impact on every community that we're a part of

11

00:02:08.690 --> 00:02:22.849

Chris Malm: here. I'll just run through a few pictures of some recent townhomes that we've built. We use a variety of architectural styles across our different communities, but we always pride ourselves on using durable high quality building materials.

12

00:02:22.850 --> 00:02:41.090

Chris Malm: On the bottom. Right? You can see, townhomes that we recently built at Crown Farm. We built a similar product to that at the Grove currently in Rockville, and all the styling of the product could change a bit for the Moncaster site. This gives you a general sense of the type of product that we're planning to build. I'm sorry the

13

00:02:41.440 --> 00:02:48.420

Chris Malm: Crown Farm is in the bottom right of this. This slide there, and that will probably look most similar to what we plan for. The Moncaster Mill site.

14

00:02:50.220 --> 00:03:16.639

Chris Malm: Here you can see a proposed layout of the project to get your bearings. You have the Shady Grove Square townhomes to the north, to the south you have the church property. To the east. You have Muncaster Mill Road, and to the west you have some single family detached lots. Access to our proposed community would be through a single access off Moncaster Mill road, labeled here as street. A

15

00:03:16.700 --> 00:03:32.386

Chris Malm: internal circulation is provided by a network of private streets and alleys, and the fronts of all the units would be marked with a stoop and a lead walk, whereas the rears are served by a driveway which connects to an alley.

16

00:03:33.310 --> 00:04:02.760

Chris Malm: all the units are the same in that respect having a rear load garage. You also may notice that there are 2 different house types shown on this plan. The reason for that is has to do with Montgomery County's rules for affordable housing. Under those rules, 15% of the units in our development must be Mpdus, which stands for moderately priced dwelling units, which is the name for the county's affordable housing program. The Mpdus are shown on this plan as a slightly smaller

17

00:04:02.760 --> 00:04:12.476

Chris Malm: 20 foot wide footprint, and the market rates are shown as a slightly wider 24 foot market rate, or, I'm sorry, 24 foot footprint

18

00:04:13.580 --> 00:04:42.890

Chris Malm: we're proposing a total of 43 units, of which 36 are market rate and 7 are Mpdus are affordable. All units will have 2 parking spaces in the driveway, and the market rates will also have 2 parking spaces in the garage for a total of 4 parking spaces each. The Mpdus will have one to 2 spaces in the garage. So, including their driveway spaces, they'll have 3 to 4 parking spaces each. In addition to that, we're proposing a total of 10 street parking spaces.

19

00:04:43.160 --> 00:04:56.720

Chris Malm: Amenities will include 2 lawn areas and a small playground. Additionally, there's an existing forest conservation easement that runs along the back property line which we would propose to add onto

20

00:04:57.157 --> 00:05:06.919

Chris Malm: and I'm sure folks will have questions about the layout first.st I'd like to just jump into a couple more slides about the entitlement process in the particular one that we're using.

21

00:05:08.250 --> 00:05:34.269

Chris Malm: So as part of the approval process, we're pursuing the design for life conditional use method. The property is zoned R. 200, and the design for life conditional use allows for townhomes in that zone. If they are built to certain accessibility standards. Kraftmark is very familiar with building accessible housing from our experience, building elevator townhomes which by law must provide wheelchair access, and other handicap accessible features throughout.

22

00:05:34.560 --> 00:05:47.770

Chris Malm: But when you walk into one of these design for life homes that we plan to build. It will be hard to tell off the bat that it's a handicap accessible unit because the differences are subtle. Some of them will include 0 step entries through the front door.

23

00:05:47.770 --> 00:06:07.129

Chris Malm: There'll be an internal elevator for each unit which services all floors. There'll be wider doorways and lower light switches. Blocking will be installed behind the drywall in certain locations for the installation of grab bars, and there'll be generous spacing in the kitchens and bathrooms that allow for the fixtures to be used by folks in a wheelchair

24

00:06:09.080 --> 00:06:29.889

Chris Malm: regarding the entitlement path. It's basically a 2 step process with the 1st step being our conditional use, approval which was granted to us just before Thanksgiving of last year, and we are currently in the pre submission stage of preliminary plan. Which is step 2 of the process.

25

00:06:31.730 --> 00:06:42.729

Chris Malm: And with that I'll open it up for questions. Also. Bring it back to the layout slide. But please let us know if you guys have any questions, and we're happy to to discuss.

26

00:06:45.620 --> 00:07:10.582

Scott Wallace: And Chris, if I may as well, I'm Scott Wallace. I'm with miles of Stockridge land. Use council for craft. Mark on this project. If you received mail a mail notice of this pre-submission community meeting, that's you don't need to do anything, but if you're participating. But you did not receive mail notice and want to be on the notice list for future mailings. Please put your name and address in the

27

00:07:11.496 --> 00:07:25.330

Scott Wallace: chat box, please, and you'll be included in the list for future mailings again if you got mail mail notice of this community meeting. No need to do anything if you did not, and want to be part of future mailings. Please put your name and address in the chat box.

28

00:07:25.880 --> 00:07:26.800

Scott Wallace: Thank you.

29

00:07:29.680 --> 00:07:34.679

Chris Malm: And Scott, what's the process for taking questions? Here is Al gonna help facilitate that, or is that.

30

00:07:35.080 --> 00:07:39.289

Scott Wallace: Sure you you could. You can. There, there you go!

31

00:07:39.752 --> 00:07:51.460

Scott Wallace: They're in the chat, and I'm sorry also. Put your questions in the chat box, and we'll go through them as as they come in so, and Al, if you want to moderate, or Garvin, that'd be great. Please.

32

00:07:52.920 --> 00:07:54.497

Chris Malm: Okay, Gotcha. I I can see.

33

00:07:54.760 --> 00:07:55.450

Scott Wallace: As you can see.

34

00:07:55.450 --> 00:08:22.940

Chris Malm: Estimate price of the market rate units. So that's not something that we'll have determined quite yet the process to breaking ground and starting construction of these units is still a ways out. We expect the preliminary plan process will probably take the bulk of this year, and then, hopefully, we're breaking ground by early next year at the latest, and that's just on development work putting in the streets and utilities

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00:08:22.940 --> 00:08:40.270

Chris Malm: and such so vertical construction on the townhomes won't go or won't commence, probably until mid 2026. And it's around that time, just because of, you know, the fluctuation in construction costs that we're able to set our pricing. So at this time we don't have a firm answer for you.

36

00:08:44.720 --> 00:08:51.380

Chris Malm: Will there be a new traffic study done, since Federal employees are now required to return to office.

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00:08:53.880 --> 00:09:00.949

Chris Malm: I don't believe so. Joe, if if you're on and are able to help field that one I'd appreciate it.

38

00:09:00.950 --> 00:09:08.729

Joe Caloggero: Yeah. Hi, everyone, Joe Colajaro, with the traffic group and we are exempt.

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00:09:08.870 --> 00:09:21.569

Joe Caloggero: Based, we are. We are exempt from preparing a traffic study due to the local area transportation review guidelines that were recently updated in January of 2025.

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00:09:22.610 --> 00:09:23.360

Joe Caloggero: This

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00:09:23.970 --> 00:09:46.649

Joe Caloggero: update requires that if we are less than 30 peak hour trips, which is which has a minimal impact to the network, we would be exempt from studies. Unfortunately, it is based on our projected trips versus what is happening on the road network with the Federal Government.

42

00:09:48.690 --> 00:10:02.749

Chris Malm: That makes sense. So it's you know it. I understand the question, Alicia, but based on understanding. That does not impact any of the traffic study requirements, since we're exempted from them, to begin with.

43

00:10:02.880 --> 00:10:05.999

Chris Malm: So I'm not sure we have too much more to to add on that point.

44

00:10:13.110 --> 00:10:28.480

Chris Malm: Okay? Well, we'll hang on for a few more minutes in case anyone can think of any additional questions. But, as we said earlier, this is not the, you know, last and final opportunity for public input. There will be opportunities as part of the process going forward for preliminary plan.

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00:10:32.280 --> 00:10:33.960

Scott Wallace: And Chris. I see another question from.

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00:10:33.960 --> 00:10:39.699

Chris Malm: Yeah. Another. What about? What about with mid county highway coming through Redland Road?

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00:10:40.960 --> 00:10:46.629

Chris Malm: Joe, do you have any thoughts on that one? I think this must be part of a a potential future road improvement.

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00:10:47.980 --> 00:10:54.560

Joe Caloggero: I I unfortunately, I would have to research that comment. But but again it

49

00:10:55.120 --> 00:11:03.770

Joe Caloggero: it doesn't change the impact of our trips going on the network, therefore we would still be exempt.

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00:11:03.770 --> 00:11:26.099

Chris Malm: So just as an example. If if we were to somehow add a bunch of units which we're not, this is the exact same number of units that we showed in our conditional, you use that could potentially change what sort of traffic study we're required to do. But since since we're below the threshold. That requires a traffic study. I think, that type of thing you know, would not impact us.

51

00:11:26.550 --> 00:11:51.120

Chris Malm: I saw a question about the Mpdus which I'd like to address. Yes, the Mpdus will be done through a lottery. Kraftmark really doesn't have a lot of control over the process. We are familiar from building and selling a lot of Mpdus in the county, that the county has their own process, whereby they take people. They put them on a list. There's a lottery, and then they're selected

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00:11:51.120 --> 00:12:14.419

Chris Malm: for us as purchasers of the Mpdus. And so if anyone's interested in those, I would encourage to reach out to Dch, which I believe is the name of the county department in charge of the Mpdu program. These are still a ways out. So, you know, they're probably not really even on their radar yet, but at some point starting in 2026, I hope, will be under construction, and hopefully that lottery will begin. Then.

53

00:12:16.300 --> 00:12:20.520

Scott Wallace: There's another question. Chris, do all of the units include elevators.

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00:12:20.790 --> 00:12:26.659

Chris Malm: Yes, all of the units will include elevators as part of our compliance with the design for life standards.

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00:12:33.165 --> 00:12:37.890

Chris Malm: Let's see. There's

56

00:12:38.870 --> 00:13:02.349

Chris Malm: they will be removing the public park. I'm not sure I quite understand that question, but I will take a moment to talk about the the public. The amenities such as this small playground in this community will be available to the public, just like a public park, is during daylight hours, similar restrictions to public parks that don't have lights.

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00:13:02.680 --> 00:13:11.280

Chris Malm: So neighbors will be able to enjoy the playground and seating areas, etc. Because they will have a public use easements on them.

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00:13:18.220 --> 00:13:27.113

Chris Malm: okay. The the road question is is from M. 83. They're likely asking about it. Sorry I'm not. I'm not following that one

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00:13:27.850 --> 00:13:34.500

Joe Caloggero: I'm I'm looking online. And I apologize. I'm I'm really trying to do research. As we go forward.

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00:13:34.730 --> 00:13:49.250

Joe Caloggero: Everything I'm reading on the Montgomery County Department of Transportation website again, unless I'm missing something because I'm trying to really help out with questions. It looks like that project was suspended in 2017.

61

00:13:50.210 --> 00:14:00.289

Joe Caloggero: So I'd have to really do extra research to to see if that project is really going forward or not. But everything I'm seeing is that it is not, but I will further check.

62

00:14:00.290 --> 00:14:11.660

Scott Wallace: Yeah. If if, for whatever reason, it is revised, then that we would be something that would be considered in the review of the project by park and planning, and if it hasn't affected, it's something that we would have to address. And if it doesn't, it doesn't.

63

00:14:16.220 --> 00:14:24.770

Chris Malm: Okay, there's not another question about the sales price of the townhomes. I don't think I have anything more to add than what I already said on that. Unfortunately, we don't have a lot to share at this time.

64

00:14:29.710 --> 00:14:37.649

Chris Malm: and I'm not sure I quite understand the rest of them. There, there will be opportunities for for public hearings going forward, though.

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00:14:39.636 --> 00:14:44.789

Scott Wallace: There. Just a follow up question about the elevators and all the units, including the Mp. To use.

66

00:14:45.850 --> 00:14:49.650

Scott Wallace: Will will there also be elevators in the Mpdu Mpdu units.

67

00:14:49.650 --> 00:15:11.309

Chris Malm: So the Mpdu units will be designed for life built to the design for life standard. We have not fully fleshed out the design. They will either have stair lifts or elevators one or the other. Either way they will be accessible for the design for life code.

68

00:15:12.080 --> 00:15:14.670

Scott Wallace: And those will be for sale units. Correct, Chris.

69

00:15:14.670 --> 00:15:16.030

Chris Malm: Correct for sale units.

70

00:15:16.030 --> 00:15:17.299

Scott Wallace: For sale. Mpdu.

71

00:15:19.010 --> 00:15:19.780

Chris Malm: Exactly

72

00:15:26.585 --> 00:15:30.234

Chris Malm: we appreciate the link about the this

73

00:15:31.540 --> 00:15:33.990

Chris Malm: highway plan. We we will.

74

00:15:33.990 --> 00:15:34.519

Chris Malm: How you doing.

75

00:15:34.910 --> 00:15:35.390

Joe Caloggero: I'm trying.

76

00:15:35.390 --> 00:15:40.020

Joe Caloggero: I'm gonna read and understand as fast as I can. But if there's other questions please keep going.

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00:15:40.020 --> 00:15:40.720

Chris Malm: Okay.

78

00:15:41.200 --> 00:15:44.740

Scott Wallace: It's okay, and we can. And, Joe, we can certainly take a look at it and

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00:15:44.910 --> 00:15:46.520

Scott Wallace: count for it if we need to.

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00:15:51.530 --> 00:15:54.860

Scott Wallace: So I see there could be another question in the Q&A.

81

00:15:55.344 --> 00:15:57.109

Scott Wallace: Okay, it's just a thank you.

82

00:15:57.300 --> 00:15:58.530

Scott Wallace: Thank you, Mr. Miller.

83

00:16:03.260 --> 00:16:08.410

Scott Wallace: So I'm not seeing any other questions in the Q. And a.
Chris

84

00:16:11.920 --> 00:16:12.630

Scott Wallace: Oops.

85

00:16:13.280 --> 00:16:17.100

Chris Malm: Are we going to extend a merge lane past the church?

86

00:16:18.159 --> 00:16:29.970

Chris Malm: We did take a look at you know the the safety of the entrance to the site. I do not believe the merge lane goes past the church to the south.

87

00:16:30.308 --> 00:16:50.639

Chris Malm: I do know that. We are extending the merge lane to the north which was, I think, integral to making the the safety of that entrance. You know. good. But to the south I don't believe we are extending the merge lane. Joe, do. Is that your recollection as well.

88

00:16:51.530 --> 00:17:01.310

Joe Caloggero: No, you you're very correct so the the the lane is extended from the traffic signal, the rightmost lane.

89

00:17:01.460 --> 00:17:05.060

Joe Caloggero: the second lane extends past our site

90

00:17:05.349 --> 00:17:12.040

Joe Caloggero: to the church right, turn lane and ends where it does today. In front of the church.

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00:17:12.339 --> 00:17:13.009

Chris Malm: Got it.

92

00:17:13.379 --> 00:17:41.989

Chris Malm: Yeah. Regarding the bollards, we were very glad to see those reinstalled. I think it was probably a joint effort between the neighbors and and craftmark, putting pressure on sha to to reinstall them. We do not control those bollards, so I don't want to say they're going to stay during construction, because obviously Sha removed them for paving once. I can't imagine they would have another paving project and come and remove them again. They certainly will not be removed for anything having to do with our project.

93

00:17:42.630 --> 00:17:44.170

Joe Caloggero: That would be correct.

94

00:17:49.640 --> 00:17:54.709

Scott Wallace: Question from Mr. Miller. Will you be needing any reforestation mitigation sites?

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00:17:56.300 --> 00:18:02.959

Scott Wallace: But that could be if Serena or if you, unless you know, Chris, offhand. Are we buying any offsite credits.

96

00:18:02.960 --> 00:18:07.600

Chris Malm: No, no! We were able to meet the requirements without that.

97

00:18:07.600 --> 00:18:08.840

Scott Wallace: That's it. Okay.

98

00:18:28.600 --> 00:18:51.529

Joe Caloggero: Everything just to follow up. And again we we can continue to follow up everything I'm reading on the M. 83 project that they're in, and thank you for for participating with providing the documentation for me to review. But it looks like it's in a public hearing. It's still a draft. It's part of a master plan of highways

99

00:18:51.600 --> 00:18:59.030

Joe Caloggero: and transit ways. So it's still a draft document. They're taking public input on that draft draft document.

100

00:18:59.483 --> 00:19:24.489

Joe Caloggero: So there's a long way to go for, for you know, planning any type of future road networks which would entail the Government to do future traffic studies and any future traffic studies would look at

existing and proposed traffic conditions so that that would not be on us. That's a regional regional study and regional improvements.

101

00:19:27.140 --> 00:19:33.690

Chris Malm: There's a question about the the path to Redland Road. We

102

00:19:33.850 --> 00:19:37.376

Chris Malm: regarding that we we followed planning staffs

103

00:19:38.020 --> 00:20:02.680

Chris Malm: suggestion to terminate the path at the property line. It's not shown on this slide, but it continues off to the left here, and terminates at the property line with the Shady Grove Square property. That was. That was at the request of planning staff, we understand, and we're communicative with Staff that we spoke with the Hoa, and they were not willing to allow us to extend that path to Redland Road

104

00:20:02.680 --> 00:20:15.130

Chris Malm: which we of course, respect and planning. Staff said, Okay, we'll just leave. Leave the path there for now, and we'll discuss next steps. You know, during the preliminary plan process. So that that's where we left it off for now.

105

00:20:25.700 --> 00:20:26.650

Chris Malm: Okay.

106

00:20:26.930 --> 00:20:41.219

Chris Malm: well, we thank everyone for joining tonight. And for all of your input. And like, I said, we will keep everyone informed as to the next steps. And we look forward to working with you. Going forward.

107

00:20:43.980 --> 00:20:45.210

Chris Malm: Scott, you good.

108

00:20:45.510 --> 00:20:46.439

Scott Wallace: Good. Thank you.

109

00:20:46.440 --> 00:20:48.430

Chris Malm: Okay, thanks. Everyone. Have a good night.

110

00:20:49.250 --> 00:20:50.900

G. Grimes: Hey, gentlemen, have a good evening.

111

00:20:56.840 --> 00:20:58.640

Scott Wallace: Thank you, Garvin. Appreciate it.

112

00:20:58.640 --> 00:21:00.580

Phil Hughes: Oh, you're most welcome. Have a good evening.

113

00:21:00.580 --> 00:21:01.199

Scott Wallace: Thanks everybody.

114

00:21:01.556 --> 00:21:06.189

Scott Wallace: I think I don't know if you need to do anything, but we'll

115

00:21:06.330 --> 00:21:10.210

Scott Wallace: the recording that can be made into a transcript. Is that correct?

116

00:21:11.168 --> 00:21:12.720

G. Grimes: Yes, I believe it can. Yes.

117

00:21:12.720 --> 00:21:14.952

Scott Wallace: Okay, so we just we would just need that

118

00:21:15.620 --> 00:21:19.538

Scott Wallace: to be able to file it with our application. And

119

00:21:20.160 --> 00:21:22.669

Scott Wallace: I think that's all we would need.

120

00:21:23.370 --> 00:21:24.409

G. Grimes: Oh, good!

121

00:21:25.370 --> 00:21:26.720

G. Grimes: Got you there?

122

00:21:27.080 --> 00:21:30.515

G. Grimes: Alright! I'll get without and have him get that transcript out and

123

00:21:31.260 --> 00:21:32.130

Scott Wallace: Much appreciated.

124

00:21:32.550 --> 00:21:33.759

G. Grimes: All right. Thank you, sir. Okay.

125

00:21:33.760 --> 00:21:37.479

Joe Caloggero: And Scott. While you're while you're still here. It's definitely a mistake. By staff.

126

00:21:37.480 --> 00:21:51.922

Scott Wallace: Yeah, I mean, maybe they didn't realize they were towns. You know. I mean, I think there's gonna be one credit for an existing house. We've got 2 credits, but they and who knows? Maybe they were just doing it off top of their head, whatever. I I just got a little nervous, that's all.

127

00:21:52.180 --> 00:22:11.160

Joe Caloggero: Yeah. Now, here's where it could be 40. Now, there's there's differences between the 10th edition and the 11th edition of the Trip generation manual getting into the weeds for half a second. The new edition now has single family attached, which are towns.

128

00:22:11.160 --> 00:22:13.740

Ken Malm: Call Scott. They're still talking, and I can hear them.

129

00:22:14.380 --> 00:22:16.970

Scott Wallace: Yeah, that that everyone else is is off.

130

00:22:16.970 --> 00:22:18.560

Ken Malm: It's home right now. I'm.

131

00:22:18.560 --> 00:22:21.710

Joe Caloggero: But then we'll do. We'll do it offline. Yeah, sorry, thanks, Ken.

132

00:22:30.640 --> 00:22:31.220

G. Grimes: Good.

133

00:22:32.280 --> 00:22:35.269

G. Grimes: So this auto, this automatically recorded right?

134

00:22:35.530 --> 00:22:39.109

G. Grimes: Yes. Okay, the transcripts. Okay. So we'll just send them.