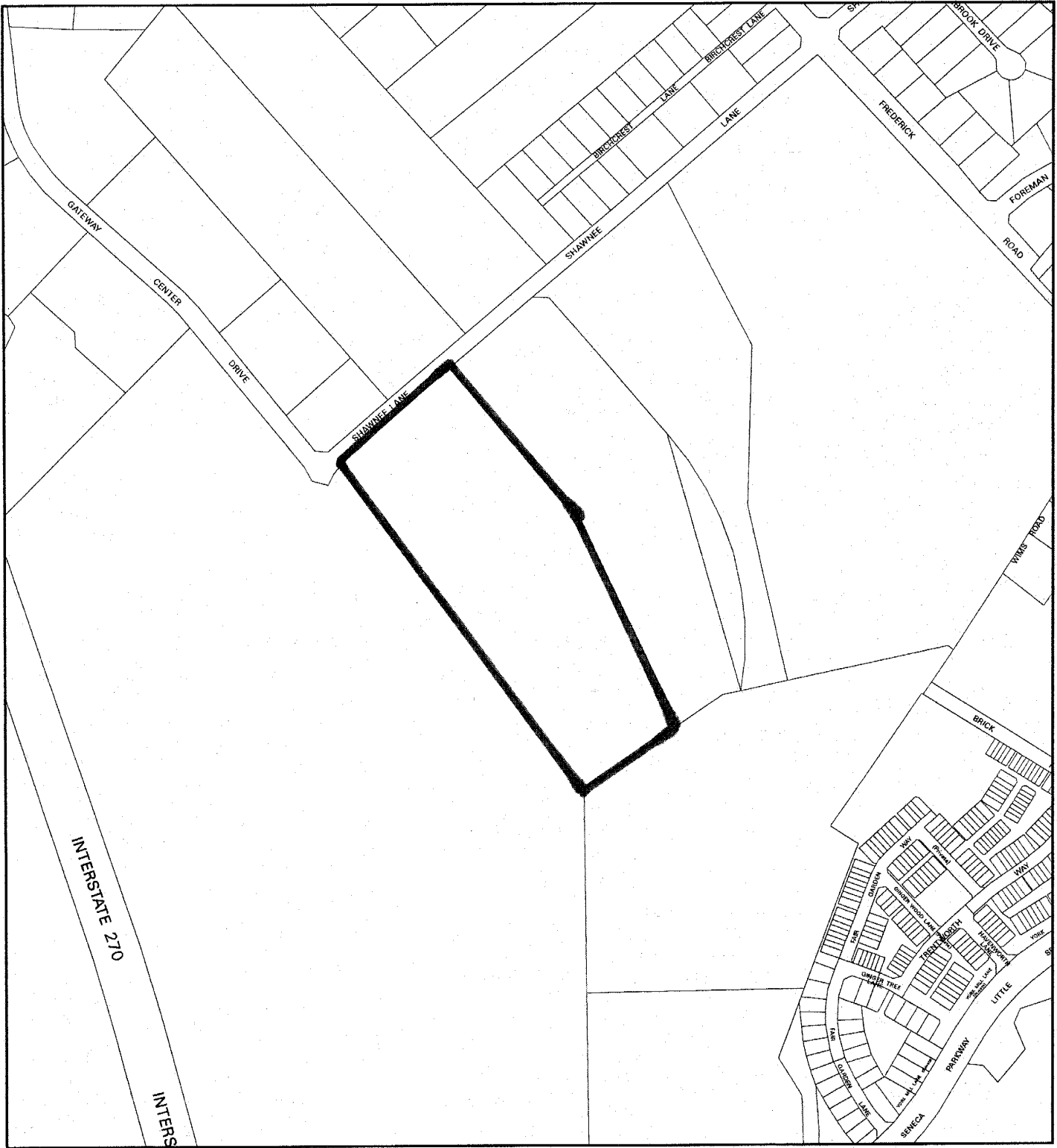


EASTSIDE (1-05101)



Map compiled on June 28, 2005 at 9:35 AM | Site located on base sheet no - 231NW13

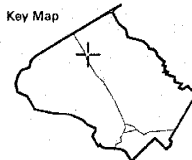
NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland - National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



N



Research & Technology Center



1 inch = 600 feet
1 : 7200



ES
 ENGINEERING SERVICES, INC.
 1201 ROCKVILLE OFFICE
 1201 Rockville Office, Suite 100
 Rockville, MD 20850

| NO. | DATE | DESCRIPTION |
|-----|------------|------------------|
| 1 | 04/11/2011 | PRELIMINARY PLAN |
| 2 | 04/11/2011 | REVISIONS |
| 3 | 04/11/2011 | REVISIONS |
| 4 | 04/11/2011 | REVISIONS |
| 5 | 04/11/2011 | REVISIONS |
| 6 | 04/11/2011 | REVISIONS |
| 7 | 04/11/2011 | REVISIONS |
| 8 | 04/11/2011 | REVISIONS |
| 9 | 04/11/2011 | REVISIONS |
| 10 | 04/11/2011 | REVISIONS |

APPLICANT:
 MILLER AND SMITH AT EASTSIDE, LLC
 3401 GREENSBORO DRIVE, SUITE 300
 ROCKVILLE, VIRGINIA 22062
 ATTENTION: JAMES V. PUGH, P.E.

REVISIONS:
 1. CORRECTED UNIT COUNTS
 2. CORRECTED DRIVEWAY WIDTHS
 3. CORRECTED DRIVEWAY SPACING
 4. CORRECTED DRIVEWAY ALIGNMENT
 5. CORRECTED DRIVEWAY CURVES
 6. CORRECTED DRIVEWAY GRADES
 7. CORRECTED DRIVEWAY SLOPES
 8. CORRECTED DRIVEWAY ELEVATIONS
 9. CORRECTED DRIVEWAY VERTICAL CURVES
 10. CORRECTED DRIVEWAY HORIZONTAL CURVES

UNIT TYPE LEGEND
 A. TOWNHOMES
 B. CONDO CONDOS
 C. SINGLE-FAMILY HOMES
 D. DUPLEXES
 E. TRIPLEXES
 F. QUADPLEXES
 G. QUINPLEXES
 H. SEPTAPLEXES
 I. OCTAPLEXES
 J. NONAPLEXES
 K. DECEMPLEXES
 L. UNITS TO BE LOCATED ON SITE FOR PHASE 2

ENGINEER'S CERTIFICATE
 I, the undersigned, being a duly Licensed Professional Engineer in the State of Maryland, do hereby certify that the above is a true and correct copy of the original as shown to me by the applicant, and that the same conforms to the requirements of the Maryland Code, Title 17, Subtitle 10, Chapter 23, and the rules and regulations of the Board of Professional Engineers, Architects, and Surveyors, State of Maryland.

PRELIMINARY PLAN
 PART OF THE PROPERTY OF MILLER AND SMITH AT EASTSIDE, LLC
 LATER RECALLED AT FOLIO 286 PART OF PART ONE
EASTSIDE

ES
 ENGINEERING SERVICES, INC.
 1201 ROCKVILLE OFFICE
 1201 Rockville Office, Suite 100
 Rockville, MD 20850

Preliminary Plan Data Table and Checklist

| Plan Name: Eastside | | | | |
|--|--|--|--------------------------|------------------|
| Plan Number: 120051010 | | | | |
| Zoning: PD-11 | | | | |
| # of Lots: 285 and 1 Parcel | | | | |
| # of Outlots: 0 | | | | |
| Dev. Type: 285 attached dwelling units and 39 MPDUs | | | | |
| PLAN DATA | Zoning Ordinance Development Standard | Proposed for Approval on the Preliminary Plan | Verified | Date |
| Gross Tract Area | Not specified | 23.82 | <i>DM</i> | May 27, 2006 |
| Lot Width | Not specified | -- | <i>DM</i> | May 27, 2006 |
| Lot Frontage | Not specified | -- | <i>DM</i> | May 27, 2006 |
| Setbacks | | | | |
| Front | -- | -- | <i>DM</i> | May 27, 2006 |
| Side | -- | -- | <i>DM</i> | May 27, 2006 |
| Rear | -- | -- | <i>DM</i> | May 27, 2006 |
| Height | Not specified | -- | <i>DM</i> | May 27, 2006 |
| Max Resid'l d.u. per Zoning | 290 maximum | 285 | <i>DM</i> | May 27, 2006 |
| MPDUs | 36 | 39 | <i>DM</i> | May 27, 2006 |
| Site Plan Req'd? | Yes | Yes | <i>DM</i> | May 27, 2006 |
| FINDINGS | | | | |
| SUBDIVISION | | | | |
| Lot frontage on Public Street | Yes | Yes | <i>DM</i> | May 27, 2006 |
| Road dedication and frontage improvements | Dedication | Yes | DPWT | May 9, 2006 |
| Environmental Guidelines | Yes | Yes | Environmental Planning | May 31, 2006 |
| Forest Conservation | Yes | Yes | | |
| Master Plan Compliance | Yes | Yes | Community Based Planning | July 5, 2005 |
| Other | | | | |
| ADEQUATE PUBLIC FACILITIES | | | | |
| Stormwater Management | Yes | Yes | DPS | October 15, 2004 |
| Water and Sewer (WSSC) | Yes | Yes | WSSC | July 5, 2005 |
| Local Area Traffic Review | Yes | Yes | Transportation Planning | June 2, 2006 |
| Fire and Rescue | Yes | Yes | MDFRS | May 16, 2006 |
| | | | | |

**AGENCY
CORRESPONDENCE**



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

May 9, 2006

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan # 1-20051010
Eastside

Dear Ms. Conlon:

We have completed our review of the unsigned preliminary plan dated 05/2006. The original plan for this site was reviewed by the Development Review Committee at its meeting on July 5, 2005. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to 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.

1. Necessary dedication for future widening of Shawnee Lane in accordance with the master plan.
2. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
3. Grade establishment for Shawnee Lane, across the site frontage, must be approved prior to approval of the record plat(s) for this subdivision.
4. The conceptual design for the reconstruction of Shawnee Lane and the proposal to install stormwater management structures within the right-of-way for that roadway have not been approved at this time. The plan, as currently proposed, does not accommodate street trees, street lights, nor the entire width of the planned off-road bikepath. Because a portion of those improvements will occur along the frontage of this site, those details will need to be resolved at the site plan or record plat stage – whichever comes first.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

Ms. Catherine Conlon
Preliminary Plan No. 1-20051010
May 9, 2006
Page 2

5. A Public Improvements Easement may be necessary along all or parts of Shawnee Lane, in order to accommodate the required off-road bikepath construction. Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way to permit this bikepath construction. If not, the applicant will need to either dedicate additional right of way or execute a Declaration of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.
6. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
7. Waiver from the Montgomery County Planning Board for a reduction in the minimum intersection spacing along an arterial (or major) classification roadway. In consideration of the number of units proposed under this plan, we conditionally support allowing the second (western) entrance to serve this site. Until Shawnee Lane is reconstructed as a divided roadway, this entrance should have a right in, right out channelization island.

We recommend this entrance remain in place until another point of ingress/egress onto Shawnee Lane or Observation Drive (on either of the adjacent properties) is open to traffic; the applicant should establish an interest bearing escrow account to implement the private removal of this entrance when directed by the Planning Board staff and/or the Department of Permitting Services.

8. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
9. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, 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.

The record plat should reflect necessary cross-easements to allow ingress and egress by the two immediately adjacent properties.

Ms. Catherine Conlon
Preliminary Plan No. 1-20051010
May 9, 2006
Page 3


- 10. This site is located in the Little Seneca Creek (Class IV) watershed. In accordance with Section 49-35(k) of the Montgomery County Code, curb and gutter may not be installed in an environmentally sensitive watershed unless certain waiver criteria have been satisfied. The applicant will need to request approval of closed section roads from DPS.
- 11. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
- 12. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
- 13. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
- 14. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
- 13. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the policy area improvements within the Shawnee Lane right-of-way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
 - A. Reconstruction of Shawnee Lane as a divided arterial roadway, per DPWT design standard MC -217.04 or as otherwise approved, between Gateway Center Drive and Frederick Road (MD 355). The construction phasing is to be as approved by the Planning Board and permitted by the Department of Permitting Services.
 - * **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
 - B. Enclosed storm drainage and/or engineered channel (in accordance with the DPWT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.

Ms. Catherine Conlon
Preliminary Plan No. 1-20051010
May 9, 2006
Page 4

- D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- E. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this plan. If you have any questions regarding this letter, please contact me at (240) 777-2197 or greg.leck@montgomerycountymd.gov.

Sincerely,



Gregory M. Leck, Manager
Traffic Safety Investigations and Planning Team
Traffic Engineering and Operations Section

m:/subd/gml/docs/pp/1-05101, Eastside, final

Enclosures (2)

cc: Edward Wallington; Loiederman Soltesz Associates, Inc.
Kelly Drumm; Miller and Smith at Eastside, LLC
Robert J. Spalding; Miller and Smith at Eastside, LLC
Timothy Dugan; Shulman, Rogers, Gandal, Pordy & Ecker
Larry Gordon; Shulman, Rogers, Gandal, Pordy & Ecker
Shahriar Etemadi; M-NCPPC TP
Ki Kim; M-NCPPC TP
Piera Weiss; M-NCPPC DRD
Leo Galanko; DPS WR
Joseph Y. Cheung; DPS RWPPR
Christina Contreras; DPS RWPPR
Sarah Navid; DPS RWPPR



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

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Eastside Preliminary Plan Number: 1-20051010

Street Name: Shawnee Lane Master Plan Road Classification: Arterial

Posted Speed Limit: 35 * mph

Street/Driveway #1 (Woodward Dr.) Street/Driveway #2 (Soper House Dr.)

Sight Distance (feet) OK?
Right 475' ✓
Left 330' ✓

Sight Distance (feet) OK?
Right 465' ✓
Left 680' ✓*

Comments: * 15 MPH AT
EX. Comsat Drive

Comments: * Sight distance
to Ex. 'T' intersection
with Gateway Center Drive

GUIDELINES

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

*Source: AASHTO

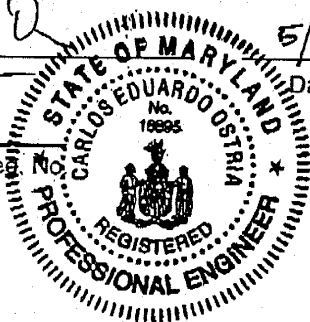
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

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

Signature: [Signature] Date: 5/4/06

No. 16395
PLS/P.E. MD Reg.



Montgomery County Review:

Approved
 Disapproved:

By: [Signature]
Date: 5/5/06



**Dept. of Public Works and Transportation
 Division of Operations
 Traffic Engineering and Operations Section
 101 Orchard Ridge Drive, 2nd Floor
 Gaithersburg, MD 20878**

FAX COVER SHEET

DATE: 5/9/06

ORIGINAL TO FOLLOW: YES NO

NUMBER OF PAGES INCLUDING COVER SHEET: 6

| RECEIVER NAME/COMPANY | FAX NUMBER |
|---|--------------|
| CATHY CONLON/PIERA WEISS; P&P ORD | 301-495-1306 |
| SHARRIAR ETEMADI/KI KIM; P&P TP | 301-495-1302 |
| ED WOLLINGTON; LSA | 301-948-9067 |
| BOB SPALDING/KELLY DRUM; MILLER + SMITH | 703-394-6616 |
| TIM DUGAN/LARRY GARDON; SRG PE | 301-230-5200 |
| LEO GALANKO/CHRISSTY CONTRERAS; OPS | 7-6339 |
| SARAH NAVID | |

| SENDER NAME/SECTION | PHONE NUMBER |
|---------------------|--------------|
| GREG LECK | 240-777-2197 |
| | |

IF TRANSMISSION IS UNCLEAR OR INCOMPLETE, PLEASE CALL SENDER AT ABOVE TELEPHONE NUMBER

RE: ²⁰⁰⁵¹⁰¹⁰ 1-~~2~~, EASTSIDE

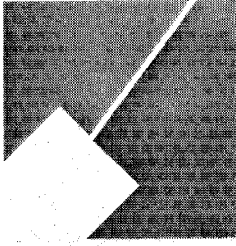
- FYI/USE.

- DPWT REVIEW COMMENTS LETTER.

- HONK COPY TO BE MAILED SWAN.

- THANK YOU FOR YOUR COOPERATION & ASSISTANCE.

101 Orchard Ridge Drive, 2nd Floor
 Gaithersburg, Maryland 20878
 Telephone: 240-777-6000
 Fax Number: 240-777-2080.



July 5, 2005

MEMORANDUM

TO: Cathy Conlon, Subdivision Supervisor
Development Review Division

Mary Beth O'Quinn, Site Plan Reviewer
Development Review Division

VIA: Sue Edwards, I-270 Corridor Team Leader *Sue*
Community-Based Planning Division

FROM: Nellie Shields Maskal, Senior Planner *Nellie*
Community-Based Planning Division

SUBJECT: Eastside Preliminary Plan #1-05101 and Site Plan #8-05038; Located on the south side of Shawnee Lane in Clarksburg Master Plan Area

MASTER PLAN CONFORMANCE

- Creates a viable neighborhood within the Transit Corridor District.
- Conforms to the recommended density of 11 dwelling units per acre with bonus MPDU's supporting transit.
- Improves east-west connections with dedicating and constructing Shawnee Lane.
- Creates an interconnected street system that encourages walking and transit ridership by providing street and pedestrian connections to adjacent properties.
- Provides an open space system that accommodates recreational needs and creates vistas to the stream valley areas that will be treated as scenic features.
- Does not attain the range of unit types as called for in the Master Plan. A range of unit types can be achieved within the entire Transit Corridor District.

BACKGROUND

The subject 23.8-acre property is located south of Shawnee Lane and west of MD 355. It is located adjacent to the LCOR (COMSAT) property and the Montgomery County Public Schools (MCPS) Bus Depot. Gateway 270 Office Park and several scattered homes are located nearby.

In February 2005, the subject property was reclassified from the R-200 Zone to the PD-11 Zone to allow the parcel to develop with 290 townhouse units (232 two over two condominium townhouses, 42 rear-load garage townhouses, and 16 front-loaded garage townhouses).

RELATIONSHIP TO THE CLARKSBURG MASTER PLAN

Land Use Plan Recommendations

The subject property is located within the Transit Corridor District of the 1994 Clarksburg Master Plan Area. See Figure 1. The Transit Corridor District includes properties fronting MD 355 which have developed over many decades in accord with traditional patterns found elsewhere in the "Up-County": single-family detached lots fronting the road. The most significant planning challenge in this District is to maintain and continue this residential character while addressing the need for increased traffic capacity along MD 355.

The District also includes properties traversed by the proposed transitway. The planning challenge here is to introduce housing into a predominantly employment area. The scale and intensity of residential uses must be compatible with neighboring subdivisions along MD 355, yet densities must be high enough to be supportive of transit.

A mixed-use neighborhood is proposed at the north most transit stop (Shawnee Lane) where there is a 45-acre vacant site. Gateway 270, an office park approved for one million square feet, will be the major employment center. A mix of residential and local retail uses is proposed at the transit stop itself.

The southern transit stop will be employment-oriented and serve the LCOR (COMSAT) property, a major office park only partially developed. A mix of residential uses at this stop will occur if vacant land on the LCOR (COMSAT) property is developed for residential uses other than office or research. The Land Use Plan for the Transit Corridor District is shown in Figure 2.

The Master Plan objectives listed on pages 54 to 58 of the Plan are as follows:

- Continue the present residential character along MD 355.
- Balance the need for increased carrying capacity along portions of MD 355 with the desire to retain a residential character along MD 355.
- Continue the present employment uses along I-270.

- Provide housing at designated areas along the transitway near significant employment uses.
- Allow small amounts of office and retail uses at transit stop areas as part of a mixed-use development pattern.
- Establish strong pedestrian and bicycle linkages to the greenway.
- Improve east-west roadway connections.
- Provide an open space system, which includes small civic spaces at the transit stops.

The Master Plan states the recommended housing mix for this District as follows:

| | | |
|------------------------|--------------------|-------------------|
| Multi-Family 30-50% | Attached 40-60% | Detached 5-10% |
|------------------------|--------------------|-------------------|

Conformance to Master Plan Land Use Objectives

- **Provide housing at designated areas along the transitway near significant employment uses.**

The proposed development provides a significant amount of housing as recommended in the Master Plan with the PD-11 zoning recommendation. This level of residential density is appropriate given that it is within walking distance to a future transit station and to existing employment uses.

The Master Plan designates land adjoining the transit stops as residential and will result in approximately 1,000 units in close proximity to employment. There are a number of different residential parcels that comprise the Transit Corridor District and will give the opportunity to achieve a wide range of unit types.

- **Improve east-west roadway connections**

One of the transportation challenges in this area is to improve east-west access, such as Shawnee Lane. The Master Plan recommends that Shawnee Lane be expanded to a divided arterial with a 120-foot right-of-way.

Staff recommends that the proposed site plan should be revised to show the Master Plan recommended 120-foot right-of-way along the lot frontage of Shawnee Lane. In addition, staff recommends that the applicant consider revising the plans to have units along Shawnee Lane to face the road. Also, staff recommends that the applicant consider extending the main entry road south to the stormwater management facility to avoid a 90-degree turn near the entry. Staff is concerned about the driveways backing onto the western entry (right in, right out – cars are likely to be moving quickly) and houses facing industrial buildings on the MCPS property to the east.

Finally, the bikeway on Shawnee Lane should conform to the recently approved standards of a 10-foot bikeway with a 7-foot minimum tree panel. The applicant should

consider locating the bikeway on the south side of Shawnee Lane because of the location of the high school.

- **Encourage an interconnected street system as typically found in older towns.**

An interconnected street system is essential in achieving a walkable and transit serviceable community. The site plan achieves this by proposing street connections to adjacent properties, along Shawnee Lane, to the LCOR (COMSAT) property, and to the Montgomery County Public Schools Bus Depot property. In addition to the vehicular connections, a pedestrian sidewalk network also provides connectivity and encourages transit ridership.

The proposed street connections as shown on the site plan will ensure street connectivity and improve access to transit. However, the site plan should be revised to show the height of the retaining walls that are located along the east and west property lines. Staff is concerned that there might not be adequate room on the property for maintenance of the walls. The Master Plan recommends pedestrian, bike, and automobile connectivity. Do the walls reduce this connectivity? Staff recommends that the site plan be redesigned without the walls, if possible.

- **Diversity of Housing Types**

The Master Plan endorses a mix of unit types at the neighborhood level. Throughout the Transit Corridor District a range of unit types must be achieved with 30-50 percent multi-family, 40-60 percent attached, and 5-10 percent single-family detached units. The site plan does not achieve a wide range of unit types within this property. The proposed range of units is limited to townhouses and stacked condominium units. The site plan provides a range of units within the single-family attached category. It will be important to ensure that adjacent properties within the Transit Corridor District achieve a more extensive range of unit types.

Staff recommends that the MPDU's should be dispersed throughout the site and not be clustered as shown on the site plan.

- **Neighborhood Recreation Areas and Civic Open Space**

The Master Plan calls for recreation opportunities for residents within individual neighborhoods, in addition to County operated parks (see page 162 of the Master Plan). These areas are to accommodate private recreation needs for tot lots and picnic areas, and provide usable open areas for gathering and social interaction.

The proposed plan achieves this type of open space by providing a significant, centrally located commons, which is sufficiently wide enough to accommodate recreation facilities, such as tot lots and picnic areas. In addition, the site plan provides several vistas of the proposed open space within the stream valley and fronts development