

## Weadon, Tom

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**From:** Kaye, Josh <josh.kaye@montgomeryplanning.org>  
**Sent:** Wednesday, March 19, 2025 8:28 AM  
**To:** Kobylski, Linda  
**Cc:** Weadon, Tom; Nichols, Greg; Kim, Hyungsun (Brian)  
**Subject:** cashell estates

### [EXTERNAL EMAIL]

Hi Linda. FYI, It appears the second entrance at Cashell was a MCDOT requirement. Also, weird that it was not part of the ROW plan and permit, at least the portion that connects to Garrett Road anyway. The rest of it was part of the private road. Perhaps because Garrett Gateway didn't own the parcel at the time of permitting? I guess we need to determine where this improvement sits on the priority list, which I think looks like this:

1. Street Lights
2. Complete Road Construction and Topping
3. SWM
4. Complete Remaining Sidewalk Connections
5. Landscaping
6. Site Amenities

**CU16-11**  
**Exhibit 63**

LMK what you think... Thank you. Josh

During the review of the Preliminary Plan it became evident that the Conditional Use review did not adequately address the proximity of the project's access onto Redland Road with the future planned intersection of Redland Road and the Midcounty Highway Extension recommended in both the *2004 Approved and Adopted Upper Rock Creek Master Plan* and the *2009 Intercounty Connector Limited Functional Master Plan – Bikeways and Interchanges*. Without knowing the details of the future planned intersection or interchange because no study had been completed, SHA deferred all decisions regarding the future intersection/interchange to Montgomery County in a letter dated May 31, 2017 (Attachment D). Therefore, MCDOT found it necessary to plan for an alternative access point to the project in the case that the spacing between the two intersections would not be safe. (The intersections could be as close as 120 feet apart, and while there is no express requirement in the old Subdivision Regulations for intersection spacing, it is clear that the intersections would be spaced too close together from a safety standpoint should MidCounty Highway be implemented.) After coordination with MCDOT, the Applicant suggested in a letter dated May 1, 2017 that they be granted approval of the project provided they permit and bond an additional access onto Garrett Road prior to the issuance of the 10<sup>th</sup> building permit. Since permitting and bonding would require the Applicant to pay for the alternative road connection, Planning and MCDOT staff have coordinated to condition that the alternative access be permitted and bonded prior to the 10<sup>th</sup> building permit and built prior to issuance of the 17<sup>th</sup> building permit (not the 16<sup>th</sup> as indicated in MCDOT's approval letter). Requiring the alternative access be built at this time prevents the issue of when to release the bond, provides no adverse effect to nearby residences, and ensures safe access to the Subject Property should future road connections to Midcounty Highway and/or the ICC be implemented.



## Josh Kaye

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