

Karen:

Attached are the  
notes I mentioned.

Page one is the  
comments from our  
inspector

Page ~~two~~ is the  
DRC notes and  
circled is reference  
to our comments

Page three is  
our requirements  
that we provide  
every two weeks  
and have for years.

Mike Long

72439

# Mail Services Postage Charge Form

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**Sidney J. Williams**  
Inspector

Department of Fire & Rescue Services  
Division of Fire Code Enforcement  
250 Hungerford Drive, 2nd Floor  
Rockville, Maryland 20850  
(301) 217-4570  
FAX (301) 217-4777

Friday, September 05, 1997

TO: Joe Davis, Maryland- National Capitol Park and Planning Commission, DRD  
FROM: Sidney J. Williams, Special Assistant State Fire Marshal for Montgomery County, MD  
SUBJECT: Clarksburg Town Center

I have reviewed the proposed project and found the following two Fire Code issues which are of serious concern

1. Fire Hydrant locations are inadequate with regard to the Apartment buildings which will require a Hydrant within 100' of each Fire Department Connection (Siamese Connection) on each building
2. Several roads indicate on-street parking which will violate the 20' minimum width requirement for Fire Apparatus access. This will result in "Fire Lanes" being established throughout the site and reduce the proposed parking availability. Also, some dead-end roads will require an approved turn-around which is not shown.

The DRD has been provided with a copy of the Fire Department Access requirements established in the Montgomery County Code, Chapter 22.

If you have any questions or comments concerning this, please contact me. I will not be attending the meeting on Monday, September 08, 1997 and will be unavailable on successive Mondays after that for the next 12 weeks due to EIT training requirements, however, I will be available the rest of the week to answer any questions.

# CLARKSBURG TOWN CENTER

September 8, 1997

## DEVELOPMENT REVIEW COMMITTEE - COMMENTS

WW/ Site Plan Review (301) 495-4584

### 1. Transportation Issues - Adequacy of Vehicular circulation - conformance to MP

- Connections to site, per earlier approvals @ Piedmont Rd, Clarksburg Road; Clarksburg Road cross section w/ bike path and third intersection;
- Clarksburg Road: Off center crosssection to preserve the hedgerow within the property; *Review*
- Traffic Calming: neck downs, speed flats, stop signs; "K" out.
- 15 ft radius at 90 degree intersections with parking;
- Bike paths as follows: Transit Loop - circumference of site S Rd, to Piedmont Dr, to Clarksburg Rd on CTC frontage; Eight Foot Class I for Transit Loop; Class III along Main Street;
- Enlarge bike path along stream crossing on upper level with minimal enlargement to stream crossing;
- Parking waiver letter needs to establish the capacity of the available street parking; on street parking needs to be available in close proximity to unit;
- Have the site plans and cross section sheet reflect the same information
- All MCDPW&T waivers to be granted prior to SP approval (per Project Plan)
- Incorporate the DFRS (fire dept) comments as much as possible or pursue waivers to avoid future removal of on street parking
- For Road "K": utilize neckdowns, speed flats and other devices to calm traffic speeds, etc.; remove parking spaces from sta 20+00 to Stringtown Road;

*if main st not built - show turn around*

### 2. Environmental Issues - adequacy of open space ( from DEV Review)

- Need approved SITE PLAN SWM concept plan prior to MCPB hearing, Plan must conform to standards of MCDPS
- Noise Issues along Stringtown Road
- FCP: need status; tie in with Greenway plan

### 3. Concept Plan for Greenway - adequacy of open space and recreation, conformance to MP

- Need to submit Concept Plan showing Park/School to Stringtown Road
- Show paths within stream valley (input by M-NCPPC)
- Define path surface
- Trail head and stream crossing @ Greenway and Main Street to serve western access path connections
- Develop path connection to school, streets and open space
- Develop connections from neighborhoods ( old town area and the north)
- Develop interpretive opportunities for future school use and development

## FIRE LANES

Fire lanes shall be provided for all buildings that are set back more than 150 ft (45.75 m) from a public road or exceed 30 ft (9.14 m) in height and are set back over 50 ft (15.25 m) from a public road.

Exception: Where buildings are protected throughout with an approved automatic sprinkler system, the provisions of this section may be modified by the Director.

\*\*\* A FORMAL, WRITTEN EXCEPTION SHALL BE OBTAINED FROM THE DIVISION OF FIRE CODE ENFORCEMENT IN ORDER TO OMIT REQUIRED F.D. ACCESS \*\*\*

Fire lanes shall be not less than 20 ft (6.1 m) of unobstructed width, able to withstand live loads of fire apparatus and have a minimum of 13 ft 6 in. (4.1 m) of vertical clearance. An approved turnaround for fire apparatus shall be provided where an access road is a dead end and is in excess of 150 ft (45.8 m) in length. The turnaround shall have a minimum centerline radius of 45 ft (13.7 m). The grade of the fire lane shall be within the limits established by the Director.

Exception No. 1: T or Y turnaround arrangements are permitted.

Exception No. 2: When acceptable to the Director, turnaround arrangements other than a cul-de-sac may be used.

Where a bridge is required to be used as access, it shall be constructed and maintained using live design loading sufficient to carry the imposed loads of the fire apparatus. Where an elevated surface is used as access, that portion utilized by fire apparatus shall be constructed and maintained to accommodate fire apparatus.

Fire lanes shall be marked with free-standing signs or marked curbs, sidewalks, or other traffic surfaces that have the words "FIRE LANE--NO PARKING" printed in contrasting colors at a size and spacing approved by the Director. Contact DFRS for guidance and requirements.

Fire lanes shall be maintained free of all obstructions at all times.

## NEW CONSTRUCTION, NFPA 241

Every building shall be accessible by fire department apparatus by means of roadways having an all-weather driving surface of not less than 20 ft (6 m) of unobstructed width, having the ability to withstand the live loads of fire apparatus, and having a minimum of 13 ft 6 in. (4 m) of vertical clearance. Dead-end fire department access roads in excess of 150 ft (46 m) in length shall be provided with approved provisions for turning around fire department apparatus.

The required width of access roadways shall not be obstructed in any manner, including obstruction by parked vehicles. "No parking" signs or other appropriate notices, or both, prohibiting obstruction shall be permitted to be required and shall be maintained.

The access roadway shall be extended to within 150 ft (46 m) of all portions of the exterior walls of the first story of any building. Where an access roadway cannot be provided, an approved fire protection system or systems shall be provided as required and approved by the authority having jurisdiction.

Where a bridge is required to be used as access, it shall be constructed and maintained using design live loading sufficient to carry the imposed loads of the fire apparatus.

Access for use of heavy fire-fighting equipment shall be provided to the immediate job site at the start of the project and maintained until completion.