



ATTACHMENT H

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

August 27, 2013

Arthur Holmes, Jr.
Director

Ms. Stephanie Dickel, Senior Planner
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120130080
Glenmont Metrocenter

Stephanie
Dear Ms. Dickel:

We have completed our review of the preliminary plan that was signed and sealed on December 19, 2012. This plan was reviewed by the Development Review Committee at its meeting on February 4, 2013. 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 the Department of Permitting Services 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. Full width dedication of MD 97 (Georgia Avenue) and MD 182 (Layhill Road) in accordance with the master plan.
2. Access and improvements along MD 97 and MD 182 as required by the Maryland State Highway Administration (MSHA).
3. Dedication of five (5) feet of additional right-of-way along the Glenallan Avenue site frontage, as envisioned by the master plan. Additional right-of-way will be required where additional turn lane(s) are necessary for adequate intersection operations.

As noted on the following page, we conditionally support approval of the applicant's "Glenallan Avenue Exhibit" – which proposes to retain the existing pavement width (for a five lane undivided arterial road) and street trees, while constructing a ten (10) shared use path – one (1) foot inside the right-of-way along the site frontage.

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878
Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080
trafficops@montgomerycountymd.gov

The fifth bullet in the “Binding Design Principles for Glenmont Metrocenter” for Pedestrian Oriented Streets (lower left corner of Sheet 1 of the Preliminary Plans) has the following note:

“Glenallan Avenue shall have on-street parallel parking subject to approval from the Montgomery County Department of Public Works and Transportation and the Department of Permitting Services.”

Glenallan Avenue is still envisioned as an Arterial classification in the 2013 Planning Board Draft of the Glenmont Sector Plan. If the applicant desires to provide parking within the right-of-way along the north side of Glenallan Avenue, the plan will need to be amended to increase the right-of-way by an additional eight (8) feet – to accommodate pocket parking outside the travel way. These parking spaces cannot unacceptably impact visibility and may be publicly metered. The bulbouts at intersections should be designed in accordance the mid-block and intersection choker guidelines on the Department of Permitting Services’ website. *(NOTE: We are willing to consider implementing off-peak parking along the existing westbound curb lane in lieu of the above, but require a volume analysis by the applicant evaluating long-term conditions for further consideration.)*

4. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
5. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
6. The applicant’s engineer has indicated that all drainage flows to private streets, discharging to a stream that flows to a culvert maintained by WMATA. There is no new flow to County-maintained facilities.
7. Sight distance evaluations shall be based upon the posted speed or the roadway classification, whichever is higher. In this case the roadway is classified as an Arterial; therefore, a target speed of 40 MPH and target sight distance of 325’ should be evaluated.

However, per the submitted forms sight distance appears to be met even under this higher-speed condition. Prior to approval of the record plat(s), revise the forms to reflect the higher speed and resubmit for Executive Branch approval.

Do not use County sight distance forms for MSHA-maintained access points / intersections.

8. Regarding the western access along Glenallan Avenue (at Private Street 4):

- a. Glenallan Avenue is designated an arterial road. As such, intersections are to be spaced at 600 ft increments. Since the site is located within the Glenmont Station Metro Policy Area, the intersection spacing criteria in Section 50-26 (c.2) does not apply to this location.
- b. The proximity to MD 97 is such that queues between left-turn vehicles onto MD 97 and left-turning vehicles onto Private Street 4 may conflict.
- c. The alignment of the pair of church driveways is such that conflicting turn movements could pose a safety risk with movements entering or exiting Glenmont Metrocenter.
- d. Restricted turn movements and a center refuge island would improve pedestrian accessibility, connectivity, and safety between this transit-oriented project and the adjacent Metro Station.
- e. Accordingly, we recommend that this access be constructed as a right-in / right-out. Provide a pedestrian refuge island in the vicinity of the intersection, where sight distance is adequate for safe crossings. Perform a signal warrant analysis for consideration of a pedestrian signal, and if unwarranted identify alternative treatments to improve safety of the pedestrian crossing.

Consideration of any left-turn movements would require approval from the Planning Board regarding intersection spacing along an arterial road, queuing analyses along Glenallan Ave at Private Street 4 as well as MD 97, a design which addresses potential turn conflicts with the opposing church driveways, and provision of ADA-compliant pedestrian crossings capable of functioning safely.

9. We do not support a direct vehicular access between Glenallan Ave to/from Building D. Evaluate alternative access points for Building D, such as via Private Street 3.

10. At the eastern access with Glenallan Avenue (at Private Street 3):

- a. Refresh crosswalk markings.
- b. Prior to approval of the record plat, we will need the applicant to prepare and submit a signal warrant analysis for MCDOT/Traffic Engineering approval. If the signal is warranted, the applicant will be required to design and construct same at their cost. If a signal is not warranted, the applicant will need install traffic signal conduit on all sides of the intersection and propose alternative treatments to improve safety of that pedestrian crossing.

11. Truck loading space requirements to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.
12. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
13. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
14. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curb line.
15. Provide on-site disabled access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
16. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
17. 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.
18. The 1997 Approved and Adopted Glenmont Sector Plan delineated a proposed new street through the site, to connect MD 97 with MD 182; that Sector Plan indicated the road "may" be a private street. The 2013 Planning Board Draft of the Glenmont Sector Plan reaffirms that that local street may be implemented as private street in a separate parcel under certain conditions. If the street(s) are allowed to be private roadways, we recommend they be conditioned on satisfying the conditions proposed on page 33 of the 2013 Planning Board Draft*:
 - a. *"Public access easements must be granted for the roadways and must be reviewed and approved by Montgomery County Department of Transportation (MCDOT) and the Maryland-National Capital Park and Planning Commission (M-NCPPC).*
 - b. *The design of the roads must follow or improve on the corresponding Montgomery County Road Code standard (2005.02 modified) for a similar road, unless approved by MCDOT and the Planning Board at the subdivision review stage.*
 - c. *Installation of any public utilities must be permitted within such easement.*
 - d. *The roads may not be closed for any reason unless approved by MCDOT.*

- e. The public access easement must be volumetric to accommodate the uses above or below the designated easement area.*
- f. Montgomery County may require the applicants to install appropriate traffic control devices within the public access easement and the easement must grant the right to the County to construct and install such devices.*
- g. Maintenance and Liability Agreements will be required for each easement area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their easement area in good fashion and in accordance with applicable laws and regulations.*
- h. Montgomery County will inspect these streets and ensure that each has been constructed in accordance with the corresponding Road Code standard for a similar public road. ***
- i. The applicant is obligated to remove snow and provide repairs to keep the roads in working order and open and if, for any reason, the applicants do not, the County must have the right, but not the obligation, to remove snow and/or provide repairs."*

NOTES:

- * These terms and conditions are subject to modification by the Montgomery County Council through their review of the Glenmont Sector Plan update.
- ** The applicant is advised that the Department of Permitting Services may charge the applicant fee(s) for any plan reviews and/or inspections of the private road.

- 19. 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.
- 20. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant. Utilities shall be located within a 10 ft Public Utility Easement located outside and adjacent to public right-of-way, unless otherwise agreed upon with impacted utilities.
- 21. Coordinate with Mr. Bruce Mangum of our Transportation Systems Engineering Team at 240-777-2190 on the following:
 - a. Install interconnect conduits along MD 97, MD 182, and Glenallan Avenue.
 - b. Install handboxes at the intersection of Glenallan Avenue with the eastern access (Private Street 3) for a possible future signal (pending study).
 - c. Upgrade pedestrian crossings at MD 97 and Glenallan Avenue as well as MD 182 and Glenallan Avenue to include ADA-compliant ramps, Accessible Pedestrian Signals, Countdown Pedestrian Signals, and refreshed crosswalk markings.

- d. Any alterations or impacts to existing County-maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication components (i.e., traffic signal interconnect, fiber optic lines, etc.).
 - e. All costs associated with the preceding items shall be the responsibility of the applicant.
22. If the proposed development will alter any existing County-maintained street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at 240-777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
23. Spacing and species of trees in the County rights-of-way shall be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with Brett Linkletter, Chief of the Division of Highway Services, Tree Maintenance Section at 240-777-7651.
24. At or before the permit stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements or modifications to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240-777-5800.
25. Prior to approval of the record plat by MCDPS, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-5800. Elements of the TMAg should include but not be limited to:
- a. Parking Facilities:
 - i. Car Sharing: provide at least two (2) car sharing vehicle parking spaces in highly visible preferentially-located spots that are accessible to the public.
 - ii. Electric Car Charging: provide two (2) electric car charging stations on site
 - iii. Bicycle Facilities: provide a secure weatherproof area in a conveniently-located, well-lit, high traffic part of the parking facility to house bicycles. Bicycle storage will be provided for the number of bicycle parking facilities specified in Planning Board approvals or sufficient to meet demand in the event demand exceeds the number specified. No charges will be imposed for bicycle parking.

- b. Bikesharing: In the event a bike sharing system becomes operational within the vicinity of the development, Applicant will provide space in the Project for at least one bikesharing docking station (or similar provision required by the bike sharing system) to enable this form of transportation to be used by residents, employees and visitors at the Project.

The location of this docking station(s) will be selected in concert with MCDOT, based upon the requirements of the bike sharing system in the County, but in any case will be located in a highly-visible, publicly accessible, convenient and well-lit on the Property.

The Applicant will pay the capital cost of such station and twelve (12) years of operating expenses. Applicant will take other actions in concert with MCDOT to promote use of bikesharing at the Project.

- c. To maximize the transit-oriented development nature of the project, project design elements should include the following:
 - i. Building frontages/lobbies should provide two-way visibility to shuttles, transit vehicles, taxis, etc.
 - ii. Provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
 - iii. Provide opportunity and connections for electronic (LCD) display screens and Real Time Transit Information Signs in lobbies, elevators, and parking facilities.
 - iv. Provide the minimum number of parking spaces to encourage use of non-auto forms of transportation.
 - v. Design flexibility into parking areas to enable mixed uses to share parking areas so as to make most efficient and maximize use.
 - vi. Incorporate display space into residential lobbies and other areas of high pedestrian activity and opportunity for information on each level of parking facilities. Displays will contain materials explain transportation options in the Glenmont Metro Station Policy Area.

26. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:

- A. Construct ten (10) foot wide shared use path along the Glenallan Avenue site frontage as discussed in comment no. 3 of this letter. Reconstruct the northside curbline (with pocket parking and bulbouts/chokers) if on-street parking is proposed within the Glenallan Avenue right-of-way.

NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.

- B. At the western access along Glenallan Avenue (at Private Street 4): construction of right-in / right-out channelization and, in the immediate vicinity, a pedestrian refuge island.
- C. At the eastern access along Glenallan Avenue (at Private Street 3): refresh crosswalk markings and install handboxes for a possible future signal (pending study) or Hazard Indication Beacon.
- D. Install traffic signal interconnect conduit and handboxes along MD 97, MD 182, and Glenallan Avenue site frontages. Design and construct a traffic signal at the intersection of Glenallan Avenue and Street 3, if warranted and approved by MCDOT Traffic Engineering.
- E. 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.
- F. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- G. 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.
- H. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Ms. Stephanie Dickel
Preliminary Plan No. 120130080
August 27, 2013
Page 9

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. William Haynes, our new Development Review Area Engineer for this project, at william.haynes@montgomerycountymd.gov or at (240) 777-2197.

Sincerely,



Gregory M. Leck, Manager
Development Review Team

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cc: Naum Eisenstadt Privacy World
James Jerve Layhill Investment Assc
Gary Unterberg Rodgers Consulting
Kim McCary Rodgers Consulting
Steven Robins Lerch, Early, & Brewer
Glenn Kreger M-NCPPC Area 2
Joshua Sloan M-NCPPC Area 2
Marc Lewis-DeGrace M-NCPPC Area 2
Ed Axler M-NCPPC Area 2
Catherine Conlon M-NCPPC DARC
Scott Newill MSHA AMD
Preliminary Plan folder
Preliminary Plan letters notebook

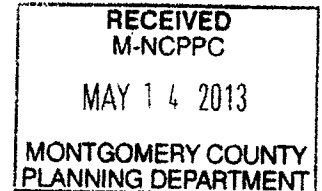
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Sam Farhadi MCDPS RWPR
Mark Etheridge MCDPS WRM
Bill Campbell MCDPS WRM
Marie LaBaw MCFRS
Andrew Bossi MCDOT DO
Stacy Coletta MCDOT DTS
Sande Brecher MCDOT DTS
Beth Dennard MCDOT DTS
Brett Linkletter MCDOT DHS
Dan Sanayi MCDOT DTEO
Fred Lees MCDOT DTEO
Seifu Kerse MCDOT DTEO
Bruce Mangum MCDOT DTEO
William Haynes MDDOT DTEO

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



MARYLAND DEPARTMENT OF TRANSPORTATION

Darrell B. Mobley, Acting Secretary
Melinda B. Peters, Administrator



May 1, 2013

RE: **Montgomery County**
MD 97 - Mile Point 5.17
Glenmont Metro Center
SHA Tracking No. 13APMO006
County Preliminary Plan No. 120130080
Point-By-Point Response Letter

Mr. Marc Lewis-DeGrace
Area 2 Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Lewis-DeGrace,

Thank you for the opportunity to review the Response Letter prepared by Wells & Associates, Inc., dated April 2, 2013, for the Glenmont Metro Center mixed-use development in Montgomery County, Maryland. The Response Letter was prepared in reference to the Maryland State Highway Administration's (SHA) comment letter dated March 21, 2013. SHA's comments and conclusions related to the Response Letter are as follows:

1. SHA will allow one (1) right-in/right-out site access point on MD 97 and one (1) right-in/right out site access point on MD 182. The site access point on MD 97 must include appropriate acceleration and deceleration lanes as described in the State Highway Access Manual. The site access point on MD 182 should be located as far away as feasible from the intersection of MD 182 & Glenallen Avenue. A deceleration lane meeting the standards of the State Highway Access Manual will also be required for this access point. However, in order to avoid conflicts with the southbound right-turn lane at the intersection of MD 182 & Glenallen Avenue, an acceleration lane will not be required.
2. The Response Letter states that documentation regarding the proposed improvement at the intersection of MD 97 & Glenallen Avenue is provided in Appendix A of the November 19, 2012 Traffic Impact Study. However, the documentation referenced provides only information on various alternatives studied at the intersection and does not specifically document that the improvements have been funded or will be constructed. In the event that the second eastbound left-turn lane has not been constructed at the time of opening for this applicant, the SHA will require that the developer construct the improvement as a condition of the Access Permit.
3. The assumed intersection improvements to be done as part of the Glenmont Parking Structure (Figure 12 – Intersection #6) do not appear to match the lane configurations described in Appendix A of the November 19, 2012 report. Also, Figure 12 shows that

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Intersection #16 will be a full movement access for the site from MD 182, instead of a right-in/right-out as stated in Response #8.

4. SHA finds the queuing analyses provided by M-NCPPC at a meeting on April 11, 2013 to be adequate in terms of addressing previous queuing analysis related comments.

SHA will require the submission of six (6) hard copies and one (1) electronic revised traffic impact study and point-by-point response. Please send this information to the SHA Access Management Division addressed to Mr. Steven D. Foster to the attention of Mr. Nick Driban and reference the SHA Tracking Number on the submission. Unless specifically indicated in the SHA response on this report, the comments contained herewith do not supersede previous comments made on this development application. Please keep in mind that you can view the reviewer and project status via the SHA Access Management Division's web page at (<http://www.roads.maryland.gov/pages/amd.aspx>). If you have any questions regarding the enclosed traffic report comments, please contact Mr. Nick Driban at 410-545-0398 or via email at CDriban@sha.state.md.us.

Sincerely,



Steven D. Foster, Chief
Access Management Division

SDF/cnd

cc: Mr. Andrew Bossi, MCDOT
Mr. Frank Bossong, Rodgers Consulting/
19847 Century Boulevard/ Suite 200/ Germantown, Maryland 20874
Ms. Rola Daher, SHA DSED
Ms. Mary Deitz, SHA RIPD
Mr. Nick Driban, SHA AMD
Mr. Bob French, SHA CPD
Mr. Pete Jervey, Layhill Investment Associates, LLC/
4445 Willard Avenue/ Chevy Chase, Maryland 20815
Mr. Greg Leck, MCDOT
Mr. Subrat Mahapatra, SHA DSED
Mr. Jon Makhoul, SHA AMD
Ms. L'Keisha Markley, SHA RIPD
Mr. Mark McKenzie, SHA AMD
Ms. Anyesha Mookherjee, SHA District 3
Mr. Scott Newill, SHA AMD
Mr. Johnson Owusu-Amoako, SHA CPD
Ms. Nancy Randall, (amrandall@mjjwells.com), Wells + Associates, Inc.
Mr. Saed Rahwanji, SHA TDSD
Ms. Erica Rigby, SHA AMD
Mr. Errol Stoute, SHA TDSD
Mr. Morteza Tadayon, SHA DSED
Mr. John Thomas, SHA RIPD
Mr. Seifu Woldearegay, SHA District 3

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



James T. Smith, Jr., Secretary
Melinda B. Peters, Administrator

July 1, 2013

RE: Montgomery County
MD 97 - Mile Point 5.17
Glenmont Metro Center
SHA Tracking No. 13APMO006XX
County Preliminary Plan No. 120130080
Point-By-Point Response Letter

Mr. Marc Lewis-DeGrace
Area 2 Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Lewis-DeGrace,

Thank you for the opportunity to review the Response Letter prepared by Wells & Associates, Inc., dated June 7, 2013, for the Glenmont Metro Center mixed-use development in Montgomery County, Maryland. The Response Letter was prepared in reference to the Maryland State Highway Administration's (SHA) comment letter dated May 1, 2013. Also, thank you for the opportunity to review the supplemental Operations Study for the Glenmont Metro Center, dated January 18, 2013 (received by SHA on June 3, 2013).

The SHA concurs with the findings of the ~~Operations Study~~ and the Response Letter referenced above. However, please note that the SHA is also in the process of a separate review of Synchro files for the Glenmont Metro Center which were received on June 17, 2013. Comments on the Synchro files will be provided in a follow-up letter. You can view the reviewer and project status via the SHA Access Management Division's web page at (<http://www.roads.maryland.gov/pages/amd.aspx>). If you have any questions regarding this letter, please contact Mr. Nick Driban at 410-545-0398 or via email at CDriban@sha.state.md.us.

Sincerely,


for Steven D. Foster, Chief
Access Management Division

SDF/cnd

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July 1, 2013

cc: Mr. Andrew Bossi, MCDOT
Mr. Frank Bossong, Rodgers Consulting/
19847 Century Boulevard/ Suite 200/ Germantown, Maryland 20874
Ms. Rola Daher, SHA DSED
Ms. Mary Deitz, SHA RIPD
Mr. Nick Driban, SHA AMD
Mr. Bob French, SHA CPD
Mr. Pete Jervy, Layhill Investment Associates, LLC/
4445 Willard Avenue/ Chevy Chase, Maryland 20815
Mr. Greg Leck, MCDOT
Mr. Subrat Mahapatra, SHA DSED
Mr. Jon Makhlouf, SHA AMD
Ms. L'Keisha Markley, SHA RIPD
Mr. Mark McKenzie, SHA AMD
Ms. Anyesha Mookherjee, SHA District 3
Mr. Scott Newill, SHA AMD
Mr. Johnson Owusu-Amoako, SHA CPD
Ms. Nancy Randall, (amrandall@mjwells.com), Wells + Associates, Inc.
Mr. Saed Rahwanji, SHA TDSD
Ms. Erica Rigby, SHA AMD
Mr. Errol Stoute, SHA TDSD
Mr. Morteza Tadayon, SHA DSED
Mr. John Thomas, SHA RIPD
Mr. Seifu Woldearegay, SHA District 3



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett
County Executive

July 29, 2013

Richard Y. Nelson, Jr.
Director

Mr. Gary Unterberg
Senior Vice President
Rodgers Consulting
19847 Century Blvd., Suite 200
Germantown, MD 20874

Re: Glenmont Metrocenter
Preliminary Plan No. 120130080

Dear Mr. Unterberg:

The Department of Housing and Community Affairs (DHCA) has reviewed the revisions to the above-referenced plan and your responses to DHCA's Development Review Committee (DRC) comments. If the preliminary plan and subsequent site plans meet the following criteria, DHCA will consider the plans to be in compliance with the MPDU staging requirements of Chapter 25A (Section 25A-5(i) of the Montgomery County Code):

- Each phase, sub-phase and site plan of the project must include at least 12.5% MPDUs.
- As long as the overall combined density of the areas of the project that are developed, approved for development, and proposed for site plan approval does not exceed the base density of 42 units per acre, provision of 12.5% MPDUs will be acceptable.
- As each new site plan is proposed, the overall percentage of MPDUs must be consistent with the requirements of Section 25A-5(c) of the Montgomery County Code when the submitted site plan is aggregated with previously completed and approved sections of the development.

Please also note that final locations of townhouse MPDUs will be determined at site plan, and that final locations and bedroom compositions of multi-family MPDUs will be determined at certified site plan with review and approval by DHCA.

Sincerely,

Lisa S. Schwartz
Senior Planning Specialist

cc: Stephanie Dickel, M-NCPPC
Khalid Afzal, M-NCPPC
Christopher J. Anderson, Manager, Single Family Housing Programs, DHCA
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Division of Housing

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FIRE MARSHAL COMMENTS

DATE: 05-Apr-13
TO: Gary Unterberg
Rodgers Consulting, Inc.
FROM: Marie LaBaw
RE: Glenmont Metrocenter
120130080

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **05-Apr-13**. 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.

***** Parking restrictions to be reviewed at site plan *****

***** Changes to Layhill Entrance reviewed and approved electronically 8/27/13 *****