



Glenmont MetroCentre Phase 1.2 and 1.3. Site Plan No. 820150120

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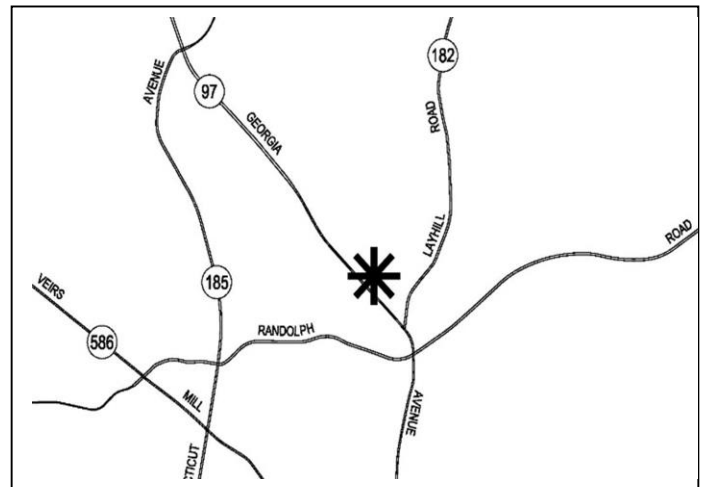
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Staff Report Date: 11/30/15

Description

- Request for up to 4,000 square feet of retail and up to 260 multifamily dwelling units, including 33 MPDUs in Phase 1.2; and up to 46 townhouses, including 6 MPDUs in Phase 1.3;
- Located on Glenallan Avenue between Georgia Avenue and Layhill Road, within the 2013 *Glenmont Sector Plan*;
- 7.52 acres in the CR-2.0, C-0.25, R-2.0, H-120 Zone;
- Applicant: Layhill Associates LLC;
- Application Acceptance date: 8/12/15.



Summary

- Staff recommends approval of the Site Plan including the Final Forest Conservation Plan with conditions.
- Pursuant to the grandfathering provisions of Section 7.7.1.B.1 of the current Zoning Ordinance, Staff reviewed this Application under the TS-R provisions of the Zoning Ordinance in effect on October 29, 2014.

STAFF RECOMMENDATION AND CONDITIONS

Staff recommends approval of Site Plan 820150120 for up to 4,000 square feet of retail, up to 260 multifamily units and up to 46 townhouse units, including 12.5% MPDUs subject to the following conditions. All Site Plan development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions:

1. Development Plan Conformance
The development must comply with all binding elements of Local Map Amendments G-862 and G-863, County Council Resolution No. 17-502, dated July 17, 2012.
2. Preliminary Plan Conformance
The development must comply with the conditions of approval for Preliminary Plan No. 120130080 as listed in MCPB Resolution No. 13-129, dated September 26, 2013.
3. Department of Permitting Services
The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) Water Resources Section in its letter dated October 26, 2015, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Stormwater Management easements and facilities.
4. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) Right-of-Way Section in its letter dated October 7, 2015 and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan approval.
5. Environment
A Category I Conservation Easement approved by the M-NCPPC Office of the General Counsel must be recorded in the Montgomery County Land Records by deed before demolition, clearing, or grading, and the Liber/Folio for the easement must be referenced on the record plat. The Category I Conservation Easement must cover all areas of forest planting associated with Phases 1.2 and 1.3, as shown on the Final Forest Conservation Plan.
6. All existing buildings and related parking lot and other improvements within the stream valley buffer must be removed before September 26, 2020 or prior to the issuance of any building permits for the units in the next phase of development as reflected in the Site Plan application that is approved by the Planning Board immediately following this approval, whichever comes first.
7. Prior to approval of the Certified Site Plan, the Applicant must develop a comprehensive plan to provide natural surface trails and fitness equipment within the stream valley buffer.
8. Prior to approval of the Certified Site Plan, Final Forest Conservation Plan must be revised to reflect the natural surface trails and fitness equipment within the stream valley buffer covered by this Site Plan.

9. Facilities and Amenities

- a. The development must meet all applicable accessibility standards under the Americans with Disabilities Act.
- b. The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to sidewalks, landscaping, and benches.
- c. Prior to approval of the Certified Site Plan, the Applicant must meet the square footage requirements for all applicable recreational elements and demonstrate to M-NCPPC Staff that each element meets M-NCPPC Recreation Guidelines.

10. Fire and Rescue

The Planning Board accepts the recommendations of the Montgomery County Fire and Rescue Service (MCFRS) Fire Code Enforcement Section in its letter dated October 15, 2015 and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCFRS may amend if the amendments do not conflict with other conditions of Site Plan approval.

11. Transportation

The Applicant must enter into a Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) and the Planning Board if and when the Glenmont Transportation District is established pursuant to the condition of approval for Preliminary Plan No. 120130080. Until then, the Applicant must work with MCDOT's Commuter Services Section to assist them in promoting all forms of non-auto modes of transportation.

12. Prior to issuance of the last Use and Occupancy permit, the Applicant must provide 19 bicycle parking spaces including five public bike racks near the multiple-family building entrance, four public bike racks near the retail space, and the remainder as private bicycle parking spaces within the garage for the multiple-family building. The Applicant must show the number and location of all bicycle parking spaces on the Certified Site Plan.

13. The Applicant must provide, and show on the Certified Site Plan, the locations of the required electric vehicle charging stations and car sharing parking spaces as required by the approved Preliminary Plan No. 120130080.

14. Moderately Priced Dwelling Units (MPDUs)

The development must provide 39 MPDUs in accordance with the requirements of Chapter 25A. The Planning Board accepts the recommendations of Department of Housing and Community Affairs (DHCA) in its letter dated September 28, 2015, and hereby incorporates them as conditions of the Site Plan approval. The Applicant must comply with the recommendations as set forth in the letter, which DHCA may amend provided that the amendments do not conflict with other conditions of the Site Plan approval.

15. Site Design

- a. The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the submitted architectural drawings, as determined by M-NCPPC Staff.
- b. The exterior architectural character, proportion, materials, and articulation of the MPDUs must be substantially similar to the exterior architectural character, proportion, materials, and articulation of the market-rate units.

16. Landscaping

- a. Prior to the completion, and occupancy of the last unit of each townhouse row, all adjacent on-site amenities including sidewalks, landscaping, benches, and trash receptacles must be installed.
- b. Prior to issuance of the last Use and Occupancy permit for the multifamily building, all adjacent on-site amenities including sidewalks, landscaping, benches, and trash receptacles must be installed.
- c. Street tree planting may wait until the next planting season.

17. Lighting

- a. Prior to Certified Site Plan, the Applicant must provide certification to M-NCPPC Staff from a qualified professional that exterior lighting plans conform to the Illuminating Engineering Society of North America (IESNA) standards for residential development.
- b. Deflectors must be installed on all fixtures causing potential glare or excess illumination.
- c. The maximum height of the light poles for pedestrian paths and open spaces must not exceed 14 feet including the mounting base.

18. Site Plan Surety and Maintenance Agreement

Prior to issuance of the first building permit, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59-D-3.5(d) of the Montgomery County Zoning Ordinance, with the following provisions:

- a. A cost estimate of the materials and facilities, which, upon M-NCPPC Staff approval, will establish the surety amount.
- b. The cost estimate must include all applicable Site Plan elements, including, but not limited to, landscape elements, plant material, on-site Property lighting, site furniture, private streets, alleys, sidewalks, and trash enclosures.
- c. The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by inspection and potential reduction of the surety.

19. Development Program

The Applicant must construct the development in accordance with a development program that will be reviewed and approved by Staff prior to the approval of the Certified Site Plan.

20. Certified Site Plan

The Certified Site Plan must include the following revisions and/or information subject to Staff review and approval:

- a) Include the stormwater management concept approval letter, development program, and all current and previous Planning Board approval resolutions.
- b) Modify data table to reflect development standards approved by the Planning Board.
- c) Ensure consistency of all details throughout the certified set.
- d) Include details of the trail and other recreation amenities in the stream buffer area as required by the condition of approval number 6 at the beginning of this report.
- e) Show details of site furniture and recreation in open space areas.

PROJECT DESCRIPTION

Site and Vicinity

The Subject Property is located on the north side of Glenallan Avenue between Georgia Avenue and Layhill Road. It is a 7.5-acre part of the larger 30.93-acre tract formerly known as Privacy World and now known as Glenmont MetroCentre or Glenmont MetroCenter, which is being developed in phases. The Subject Property is bounded by the WMATA rail yard to the north; the earlier phase 1.1 townhouse development to the east; the remaining existing Privacy World garden multifamily units to the west; and Georgia Avenue Baptist Church and Glenmont Metro station's garage and Kiss-n-Ride entrances are to the south across Glenallan Avenue.



Figure 1: Vicinity Map. The Subject Property (in red) and the entire 30.93-acre tract (in yellow)

The Subject Property is part of Parcel B of Glenmont Park, zoned CR-2.0, C-0.25, R-2.0, H-120. However, the Development Plan for this project was approved under the entire tract's previous zoning, TS-R. Therefore, the Site Plan is reviewed under the TS-R Zone. Currently, the Subject Property is occupied by six garden apartment rental buildings and related surface parking lots.



Figure 2: Proposed development phases

Previous Approvals

Local Map Amendment

On June 15, 2012, the County Council approved Local Map Amendments G-862 and G-863 to rezone the entire 30.93-acre Tract to the TS-R Zone. The Development Plan allowed up to 1,550 dwelling units including townhouses, low-rise and mid-rise multifamily buildings, some with retail, live/work units, and up to 90,000 square feet of retail. At the time, the Applicant anticipated that if the full 1,550 units were built, the breakdown of unit types would be 190 to 250 townhouses and 1,300 to 1,360 multifamily units, resulting in an overall residential density of up to 50.1 dwelling units per acre, including a 19.3 percent moderately priced dwelling units (MPDU) bonus, which is just under the maximum residential density recommended in the 1997 Sector Plan.

Preliminary Plan

On September 26, 2013, the Planning Board approved Preliminary Plan No. 120130080 by Resolution MCPB No. 13-129 to allow the development of up to 1,325 multifamily units, 225 townhouse units, and up to 90,000 square feet of commercial uses on the 30.93-acre property. The Preliminary Plan also outlined the project's phasing.

Site Plan for Phase 1.1

On March 26, 2014, the Planning Board approved Site Plan 820130270 by Resolution No. MCPB 14-08 for 171 townhouse units in Phase 1.1.

Proposal

The proposed Site Plan requests up to 260 multifamily units, including 33 MPDUS (12.5%) and 4,000 square feet of retail in Phase 1.2; and 46 townhouse units including six MPDUs (12.5%) in Phase 1.3. The maximum height of the multifamily building will be up to 85 feet and the height of the townhouses will be up to 50 feet. The Site Plan includes the removal of one of the four existing garden multifamily buildings within the stream buffer area while keeping the other three buildings until a later date. In accordance with the Planning Board's direction during the Preliminary Plan Hearing, the proposed Site Plan includes natural surface trails and other recreation amenities in the conservation easement areas. It also includes micro biofilters, planter boxes, and tree panel micro bioretention to meet its stormwater management goals.

As shown in Figure 3 below, vehicular access to the townhouse units is proposed from Auden Drive which connects to an internal alley (Klee Alley) providing access to rear loaded townhouses. Vehicular access to the proposed multifamily building's garage is from Macaulay Street between existing Glenallan Avenue and the new Auden Drive. The garage will be lined with residential units. The Site Plan also includes an open space area located along the western side of the multifamily building. It will be available for a variety of recreational uses.

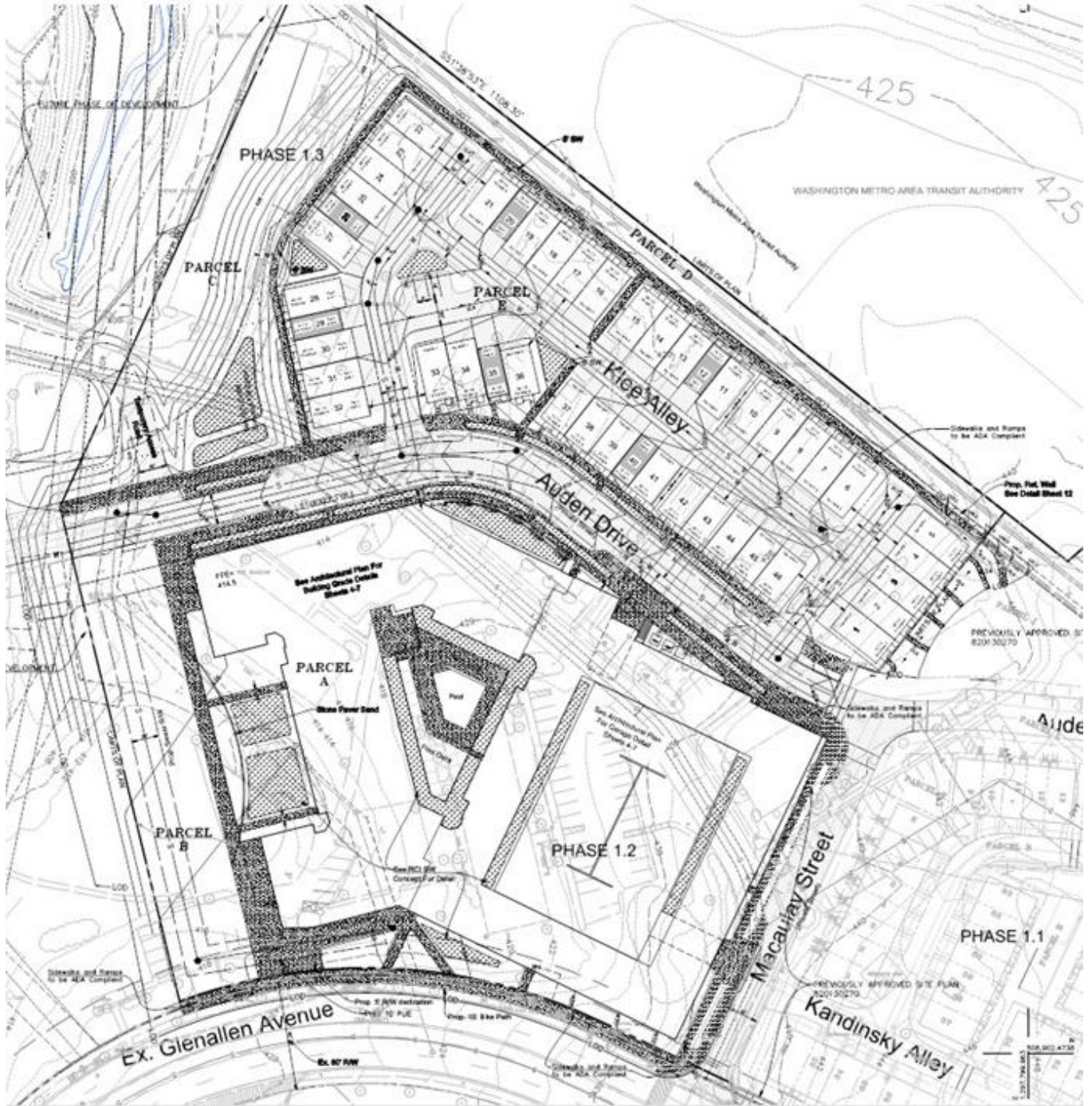


Figure 3: Proposed Site Plan

Phasing Schedule

The entire tract is being developed in phases as shown in Figure 4 below. The proposed Site Plan for phases 1.2 and 1.3 is the second Site Plan.



Figure 4: Proposed phases

Table 1: Proposed Phasing schedule

Phase	Unit Count	Unit Type	Commercial/Retail	Max. Height	Status
1.1	171	Townhouse Units		50'	Approved
1.2	260	Multifamily Units	4,000 square feet	85'	This application
1.3	46	Townhouse Units		50'	This application
1.4	505	Multifamily Units		85'	Future
2.1	280	Multifamily Units	Up to 36,000 square feet	85'	Future
2.2	280	Multifamily Units	Up to 70,000 square feet	85'	Future
Total	1542	Units	Up to 90,000 square feet		

ANALYSIS

Master Plan and Design Guidelines Analysis

The Subject Property is located within the 2013 *Glenmont Sector Plan*, which replaced the 1997 *Sector Plan for the Glenmont Transit Impact Area and Vicinity* (Sector Plan). Since the rezoning and Preliminary Plan for this property were approved prior to the approval of the current Sector Plan, this Site Plan application was reviewed for compliance with the 1997 Sector Plan, which contained general and specific recommendations for this property and recommended higher density mixed use development using the TS-R Zone.

The Planning Board found that the Development Plan for Local Map Amendments G-862 and G-863, and Preliminary Plan No. 120130080 were consistent with all the general and specific recommendations of the Sector Plan. The Planning Board also found that Site Plan No. 820130270 for Phase 1.1, the first phase of development for the property, was consistent with the goals, objectives and specific recommendations of the Sector Plan. The proposed Site Plan is consistent with the Development Plan and Preliminary Plan, and therefore remains in conformance with the Sector Plan as it makes the best use of public investment in Metro, provides a variety of housing types, improves connectivity, and conserves and enhances the natural resources. The Site Plan is also in conformance with the 2013 Glenmont Sector Plan and the Design Guidelines.

Environment

Environmental Guidelines

The Subject Property is currently developed with garden style multifamily buildings, parking lots and related infrastructure. The northeastern portion of the property consists of an open field and the northern corner of the entire Subject Property contains 2.90 acres of high priority forest.

As depicted on the Natural Resource Inventory/Forest Stand Delineation (#420121220) approved on February 23, 2012, the property contains 582 linear feet of stream with associated steep slopes and 0.13 acres of wetlands. It is within the Northwest Branch watershed – a Use IV¹ watershed and is not located in a Special Protection Area. The stream, steep slopes, and wetlands are all within a stream valley buffer (SVB).

Forest Conservation

This Site Plan is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code). A Preliminary Forest Conservation (PFCP) was approved for the entire Property with the Preliminary Plan (120130080), showing areas of forest preservation and planting. A Final Forest Conservation Plan (FFCP) was approved for Phase 1.1 (820130270). It included preservation of 2.10 acres of existing forest and planting of 0.68 acres of landscape credit. This Site Plan application includes an FFCP, which includes 0.48 acres of forest planting and 0.16 acres of landscape credit.

In accordance the Planning Board's recommendation during the Preliminary Plan review and approval, the Applicant has proposed to use the stream valley buffer area protected by Category I Conservation Easement as a supplemental recreation area. Staff agrees that this is a compatible use of the Category I

¹ Use IV - Waters that are capable of holding or supporting adult trout for put and take fishing, and that are managed as a special fishery by periodic stocking and seasonal catching (cold or warm waters).

Conservation Easement with the following restrictions:

1. The Applicant must develop a comprehensive plan for the entire Category I Easement area. While this plan may be implemented in phases to match the development phases, the plan must be for the whole area and show how it works within the entire development.
2. Activities must be confined to areas of forest planting. No recreational activities are allowed within the existing forest area.
3. Any activities must have a minimal disturbance to the forest floor.
4. Only natural surface trails and fitness equipment are allowed within the Category I Easement.

Forest Conservation Variance

Section 22A-12(b) (3) of Montgomery County Forest Conservation Law provides criteria that identify certain individual trees as high priority for retention and protection. These include trees that measure 30 inches or greater Diameter at Breast Height (DBH); are part of a historic site or designated with a historic structure; are designated as a national, State, or County champion tree; are at least 75 percent of the diameter of the current State champion tree of that species; or trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species. Any impact to these trees, including removal of the subject tree or disturbance within the critical root zone (CRZ) of a subject tree, requires a variance. An applicant for a variance must provide written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law.

The Planning Board approved a variance request to remove 44 specimen-sized trees and to impact 11 specimen-sized trees on the entire 30.70 acres tract as part of the PFCP approved on September 26, 2013. As mitigation for the removal of the 44 specimen-sized trees, the Applicant will plant 121 native canopy trees with a minimum of 3" caliper on site (at a ratio of approximately 1" caliper for every 4" DBH removed). Because these trees will be planted as mitigation for specimen trees removed, they do not count toward afforestation requirements.

The proposed FFCP for Phase 1.2 and Phase 1.3 includes the planting of 11 native, 3" caliper mitigation trees within the Phase 1.2 and Phase 1.3 limits of disturbance as mitigation for the removal of specimen trees. The remaining 78 mitigation trees will be planted as part of the future phases of the Glenmont MetroCentre development.

Removal of Existing Buildings in Stream Valley Buffer

The stream valley buffer currently includes four buildings (one of them partially within the SVB) and associated parking and circulation. Ultimately, the Applicant proposes to remove all buildings and structures within the SVB and plant the buffer with forest. However, the proposed Site Plan includes retaining three of the existing buildings within the SVB (see figure 4 below) and a new access road to serve them. The three existing buildings will be removed at a later date coordinated with the start of the next phase of development. The portions of current road located within the stream valley buffer providing access to these buildings will have to be removed as part of the new construction for this Site Plan as recommended in the conditions of approval at the start of this memorandum.

Condition 3 of the Planning Board's Resolution MCPB No.13-129 for the approval of the Preliminary Plan No. 120130080 states:

The Site Plan approval following the approval of the first Site Plan must include a condition requiring all existing buildings to be removed from the Category I conservation easement as shown on the Approved Preliminary Forest Conservation Plan.



Figure 5: Stream Valley Buffer

The Applicant has stated that requiring removal of these buildings as part of this phase of development will displace the current tenants in these buildings, who have not been notified of the pending development plans due to the Applicant's contract with the current property owner. The Applicant is therefore requesting that they be allowed to retain these buildings and related improvements in the SVB until the commencement of the next phase of development. Staff agrees that requiring the Applicant to remove these buildings as part of this phase will create hardship and possible delays for this project, and is therefore recommending that the Planning Board consider and accept Staff's recommended condition 6 (allow the Applicant until September 26, 2020, or the start of the next phase of development, whichever occurs first to remove these buildings), and that this new condition will satisfy condition 3 of the Preliminary Plan 120130080 as cited above.



Figure 6: Existing Buildings to Remain (within the yellow line)

Transportation

Transportation Demand Management

According to condition 18 of the Preliminary Plan Resolution, the Applicant must enter into a Traffic Mitigation Agreement if and when the Glenmont Transportation Management District (TMD) is established. Currently, the Glenmont TMD has not been established.

Master/Sector-Planned Roadways and Bikeways

In accordance with the 1997 Sector Plan and the 2005 approved and adopted *Countywide Bikeways Functional Master Plan*, the classified roadways and bikeways are as follows:

1. Glenallan Avenue is designated as an arterial, A-56, with a recommended 90-foot right-of-way (ROW) that includes a minimum six-foot wide sidewalk, a tree panel, and a Class I or shared-use path, SP-24, along the north side of the roadway. The Site Plan shows a ten-foot wide shared use path along Glennallen Avenue.

A condition of approval for Preliminary Plan No. 120130080 was to dedicate an additional five feet of ROW along Glenallan Avenue for a total of 45 feet from its centerline. The additional ROW will result in a total of 85 feet of ROW, where the remaining 5 feet of ROW necessary to meet the Sector-Planned recommended ROW of 90 feet will be provided by WMATA (if and when the property on the south side of Glenallan Avenue redevelops).

2. Auden Drive (Denley Road extended in the Sector Plan) between Layhill Road and Georgia Avenue (MD 97) is designated as a primary residential road, P-15 (re-designated as P-26 in the 2013 Sector Plan), with a recommended 70-foot wide ROW that includes a minimum five-foot wide sidewalk with a green panel along both sides and no bikeway. This roadway is proposed to be a private street and must satisfy the approved Preliminary Plan requirements described in Recommendation No. 3.

The proposed Klee Alley and Macaulay Street are private streets that are not listed in the Sector Plan. Klee Alley is proposed for a 20-foot wide pavement. The cross-section for Macaulay Street was approved

as part of Site Plan No. 820130270 (Phase 1.1) that included a 22-foot wide pavement, six on-street parking spaces on the west side, and sidewalks with green panels.

Available Transit Service

The Glenmont Metrorail Station is located on the block across Glenallan Avenue and is served by the following bus routes:

- Ride On routes 41, 51, and 53 and Metrobus routes Y5, Y7, Y8 and Y9 along Georgia Avenue.
- Ride On routes 26, 39 and 49 along Layhill Road.
- Ride On routes 10 and 33 and Metrobus route C8 along Randolph Road
- Ride On route 31 runs along Glennallen Avenue and connects Glenmont to Wheaton Regional Center.

Traffic Signal Warrant Study for the Pedestrian Crosswalk across Glennallen Avenue

The Preliminary Plan condition of approval No. 27 requires that the Applicant perform two signal warrant studies for two crosswalks at the intersections of Glenallan Avenue: at Macaulay Street; and at the WMATA access road. The first study was done prior to the Planning Board hearing for Phase 1.1 Site Plan No. 820130270, and concluded that a traffic signal was not warranted at the time. The second study is not required until the approval of the future Site Plan for Phase 2.1. Condition No. 26 of the Preliminary Plan requires that Phase 2.1 Site Plan include a midblock pedestrian crosswalk on Glenallan Avenue. At this time no traffic warrant studies are required.

Bicycle and Pedestrian Facilities

The proposed bicycle and pedestrian facilities for phases 1.2 and 1.3 are as follows:

1. Along Glenallan Avenue, the sidewalk along the property frontage will be expanded from the current four-foot wide to a ten-foot wide hiker/biker path.
2. Five public bike racks are provided in front of the northeastern entrance to the multifamily building.
3. Four public bike racks near the retail space.
4. The remaining private bicycle parking spaces are provided within the garage for the multifamily units.

Community Concerns

Staff discussed the proposed project with a member of the Georgia Avenue Baptist Church who expressed concerns over traffic in the Glenmont area near the Metro station. Staff explained that traffic was thoroughly analyzed during the Development Plan and the Preliminary Plan reviews and that traffic generated by this project will be within the approved congestion standards for the area. Traffic generated by the proposed Project Plan will be within Local Area Transportation Review and Transportation Policy Area Review requirements. Staff has not received any other communication from the community.

Site Plan Findings

Section 7.7.1.B.1 of the current Zoning Ordinance allows plans submitted prior to October 29, 2014 to be reviewed in accordance with the zoning regulations in effect on October 20, 2014. Since the Development Plan for this project was approved on June 15, 2012, this Site Plan application is reviewed under the provisions of Section 59-D-3 of the previous Zoning Ordinance.

Section 59-D-3.4. (c) of the previous Zoning Ordinance states that the Planning Board, in reaching its decision, must require that:

- (1) *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan;*

Development Plan Textual Binding Elements

Required	Proposed
<p>1. Development Blocks The precise location, building footprints and square footages of the buildings, and open space, landscaping and recreation space within each Development Block as well as the actual number of parking spaces will be decided at site plan.</p>	<p>The proposed Site Plan is consistent with the layout of buildings, streets/blocks, and building types as depicted on the approved Development Plan and Preliminary Plan.</p>
<p>2. The total number of units on the property for Stage 1 and Stage 2 combined shall not exceed 1,550 dwelling units including MPDUs. Stage 1 shall include 12.5% MPDUs.</p>	<p>The proposed Site Plan includes 306 units (46 townhouse and 260 multifamily units) with 12.5% MPDUs. The approved Phase 1.1 development was for 171 townhouse units with 12.5% MPDUS. If approved, there will be up to 477 new units on the Property.</p>
<p>3. At the time of preliminary plan of subdivision approval, the Applicant shall submit for Planning Board review and approval, a revised Local Area Transportation Review analysis that re-evaluates Stage 2 of the development so that the Planning Board can make a determination whether the Georgia Avenue/Randolph Road intersection will function at an acceptable level to permit all or a portion of Stage 2 to move forward.</p>	<p>This binding element was satisfied with the approval of the Preliminary Plan.</p>
<p>4. No building permit applications for Stage 2 of the development will be applied for until either a grade separated interchange is fully funded for construction or other transit or transportation improvements are under construction that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level as determined by the Montgomery County Planning Board or the Applicant has committed to the use of the Alternative Review Procedure for Metro Station Policy Areas.</p>	<p>This binding element will be further addressed at the start of Stage 2. In the meanwhile, construction of the grade separated interchange at Randolph Road and Georgia Avenue is underway.</p>
<p>5. No building shall exceed 7 stories or 85 feet as measured pursuant to the Montgomery County Zoning Ordinance.</p>	<p>The maximum height for the multifamily building is 85 feet or 7 stories and the maximum height for the townhouse is 50 feet.</p>
<p>6. All private roads shall meet the Montgomery County standards required for emergency vehicle access.</p>	<p>Montgomery County Department of Fire and Rescue has confirmed that all private roads will meet County standards for emergency vehicle access.</p>

Required	Proposed
7. No structures or impervious surfaces shall be located within the Environmental Buffer.	In each relevant development phase the Applicant is incrementally removing the impervious surface in the Environmental buffer. No impervious surfaces will be within the Environmental buffer by the completion of the last phase.
8. Collectively, the maximum density for Stage 1 and Stage 2 is 50.1 units per acre with MPDUs, in conformance with the Sector Plan density of up to 51 units per acre.	The development of the property is still in Stage 1; the proposed density in Phase 1.2 and 1.3 is 40.69 units per acre.
9. Subject to Textual Binding Element Note 4, the completion of any portion of the project is not necessary to commence any subsequent portion of the project.	The proposed phasing is as approved in the Preliminary Plan of approval.
10. The Applicant will conduct an operational study at the time of preliminary plan of subdivision to identify and evaluate appropriate operational improvements including: (i) pedestrian crossings between the Glenmont Metrocenter Project and the Glenmont Metro Station, (ii) pedestrian safety along Glenallan Avenue and sight distances for turning movements from the project onto Glenallan Avenue, (iii) gaps in through traffic to allow cars to enter and exit safely to and from the driveways south of Glenallan Avenue onto Layhill Road, and (iv) cut through traffic along Glenallan Avenue to Randolph Road.	This binding element was satisfied with the approval of the Preliminary Plan.

Development Plan Binding Design Principles

Required	Proposed
<p>1. Pedestrian Oriented Streets</p> <ul style="list-style-type: none"> • The neighborhood street system shall be continuous and interconnected where practical. • Neighborhood streets shall be arranged to define the Development Blocks and to create blocks that encourage walkability. • Parking shall be provided on streets (parallel spaces) where practical, and in decks and/or parking garages and driveways. • Neighborhood streets that radiate from the new “Neighborhood Main Street” shall provide safe and adequate access to Metro. • All street shall have a minimum five foot wide sidewalk dimension continuous on both sides of the street. • All streets shall have a street tree zone separating the sidewalk from the curb on both sides of the street. • All street trees shall be placed in a continuous lawn panel, landscaped panel or in tree pits. 	<p>The proposed development provides an internal network of walkable streets in a grid pattern, defining the Development Blocks and creating short blocks to emphasize pedestrian use and street character. The proposed streets are convenient and attractive for pedestrian and bicycle circulation.</p> <p>The proposed internal streets will have on-street parking, street trees, and a sidewalk system that provides connectivity within the Property and to the perimeter sidewalks, bike path systems, and the adjacent Metro Station. All streets will have a minimum five-foot wide sidewalk dimension, a street tree zone separating the sidewalk from the curb, and all street trees are located in landscaped panels or in tree pits.</p>

Required	Proposed
<p>2. Public Open Space Elements</p> <ul style="list-style-type: none"> • A major public use space for the enjoyment of the residents and the greater Glenmont community shall be located in the vicinity of Blocks F, G, and H. The space will be predominately landscaped with seating opportunities and passive recreation opportunities. • Minor open spaces will be distributed throughout the project and will be diverse in terms of size, function and type. • To the extent practical, open space areas shall incorporate on-grade rain water bio-filtration strategies. 	<p>At this time an interim 3.33-acre portion of the planned central civic space will be developed into a landscape area next to the multifamily building. There is a tot lot and an open area approved in Phase 1.1. Additional amenities dispersed throughout the property include seating areas, open areas, and bicycle and pedestrian circulation systems. Recreation will also be provided in the stream buffer area.</p>
<p>3. Architectural Elements</p> <ul style="list-style-type: none"> • Building front entrance(s) shall front onto the street(s). • Special architectural treatments shall occur at the terminus of vistas or defined view along a street. • Garage access for townhouse units shall primarily be rear-loaded and served by alleys. 	<p>Both the townhouse and the multifamily building front along Auden Drive. Similar to some of the townhouses approved in Phase 1.1, the townhouses in the rear of the development do not have front entrances on a street since the townhouse section is laid out as a system of alternate front street or pedestrian mews and rear-loading service alleys. All units will be rear-loaded (driveways from internal alleys). The multifamily building will incorporate facade articulation and special treatment at the corners facing Glenallan Avenue and the future central civic space.</p>

(2) The site plan meets all of the requirements of the zone in which it is located and where applicable conforms to an urban renewal plan approved under Chapter 56.

The Site Plan meets all of the requirements of the zone. The proposed commercial and residential uses are allowed in the TS-R Zone. The proposed Site Plan meets all the requirements of the TS-R Zone as shown by the data table below. The Subject Property is not located in an Urban Renewal area.

Project Data Table for the TS-R Zone, Development Standards

Development Standard (59-C-8.4)	Permitted/ Required	Proposed
59-C-8.41. Minimum area		
Minimum Area Required for Development	18,000 square feet	327,571 square feet
59-C-8.42. Density of Development		
(a) Maximum floor area ratio	2.5	1.29
(b) Maximum dwelling units per acre	50.1 ¹	40.69
59-C-8.43. Open Space		
(a) Minimum percentage of net area devoted to public use space	10	11.4
(b) Minimum percentage of net area devoted to active and passive recreational purposes	25 ²	25.4
Total minimum open space (percent)	35	36.8

¹County Council Resolution 17-502, adopting Local Map Amendment G-862 and G-863 limits density to a maximum of 50.1 dwelling units per acre. TS-R allows for a maximum of 150 dwelling units per acre.

² Minimum percentage for projects with a site area of 40,000 square feet or more is 25 or as specified in the applicable master or sector plan.

	Required	Proposed
59-E-3.7. Phase 1.2 Vehicle Parking		
Efficiency, 23 units at 1 space/unit	23	
1 Bedroom, 91 units at 1.25 spaces/unit	114	
2 Bedroom, 113 units at 1.5 spaces/unit	170	
MPDU efficiency, 3 units at 0.5 spaces/unit	2	
MPDU 1 Bedroom, 13 units at 0.625 spaces/unit	9	
MPDU 2 Bedroom, 17 units at 0.5 spaces/unit	13	
Total spaces	331	364 (340 garage, 24 on-street)
59-E-2.3 Phase 1.2 Bicycle and Motorcycle Spaces		
Bicycle (one space/20 vehicle spaces)	19	19
Motorcycle (2% of parking)	8	8
59-E-3.7 Phase 1.3 Vehicle Parking		
Townhouses, 40 units at 2 spaces/unit	80	
MPDU Townhouses, 6 units at 1 space/unit	6	
		86 private garage spaces
		4 alley spaces
Total spaces	86	90

59-C-8.5. Special Requirements in the TS-R Zone:

59-C-8.51. Building height limit

The maximum building height permitted for any building shall be determined in the process of site plan review.

The maximum building height for the proposed 46 townhouses is 50 feet and for the multifamily building is 85 feet as specified in the approved Development Plan.

59-C-8.52. Off-street parking

Parking shall be so located as to have a minimal impact on any adjoining residential properties.

The parking in the proposed Site Plan satisfies this requirement. There is minimal if any impact on the adjoining residential properties. The proposed Site Plan includes 37 more parking spaces

than required. Parking in the multifamily building is located in the underground parking garage; parking for the townhouse garages is in private garages; and parking for guests is on private streets within the development. Overflow parking into the surrounding neighborhood is unlikely with the on-street guest parking and the surplus parking spaces.

59-C-8.53. Streets

Interior streets may be private or public but private streets must have a minimum width of 20 feet for two-way traffic and 10 feet for one-way traffic and must be paved and maintained in good repair.

The interior streets in the proposed development are private and satisfy the width requirements.

59-C-8.54. Ancillary commercial uses

(a) *The amount of floor devoted to commercial uses cannot exceed the amount or substantially alter the configuration specified for the site plan in the applicable master or sector plan.*

The 4,000 square feet of retail proposed in the Site Plan does not exceed the amount or substantially alter the configuration specified for the Subject Property in the Sector Plan.

(b) *If the master or sector plan does not make a specific recommendation as to the amount of floor area allowed, then commercial uses are limited to the street level only.*

The retail will be located at street level in the southwest corner of the multifamily building.

(3) *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

Building and Structures

The locations of the buildings and structures are adequate, safe and efficient and consistent with the approved Preliminary Plan and Development Plan. All of the proposed buildings are arranged along a grid street pattern and allow for safe and efficient pedestrian circulation within the project by providing adequate sight lines.

Public Open Space

The locations of proposed open spaces are adequate, safe, and efficient. The proposed Site Plan is providing slightly more than the required ten percent public open space and the required 35 percent active/passive recreation open space. These spaces include landscaped pedestrian areas, and a recessed open space area along the multifamily building. Open space is also provided by the stormwater management bioretention facilities located along the common area in front of the townhouse units.

Landscaping and Lighting

Landscaping and lighting, as well as other site amenities are provided to ensure that landscaping, lighting, and other amenities will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors. The Lighting Plan shows that lighting will be provided with a residential pole and fixture type and lighting along the townhouse walls will be provided by outdoor wall mounted types. Site furnishings will be designed to create an interesting place and ensure accessibility and comfort.

Recreation Facilities

Recreation for the proposed Site Plan is adequate, safe, and efficient. The Site Plan recreation calculations take into account both Phase 1.2 and 1.3 development as well as the earlier 1.1 approved development. Therefore, recreation will be provided by the open play area and a tot lot approved in Phase 1.1. The proposed project provides a bike path along Glenallan Avenue and 5-foot sidewalks along all private and public streets. The multifamily building will have an indoor community room, exercise room, and a swimming pool. It will also have an open area that could be used for both passive and active recreation.

Vehicular and Pedestrian Circulation

Pedestrian and vehicular circulation are adequate, safe, and efficient. Vehicular access to the townhouses in Phase 1.3 is provided by Auden Drive with internal access off of Klee Alley. Vehicular access to the multifamily building in Phase 1.2 will be provided from Macaulay Street, which connects to Glenallan Avenue.

Pedestrian improvements will be done on both Glenallan Avenue and Auden Drive. All sidewalks and sidewalk ramps will be ADA compliant. The sidewalks along Glenallan will be expanded from 4 feet to 10 feet wide to provide for both walking and biking usage.

- (4) Each structure and use is compatible with other uses and other site plans, and with existing and proposed adjacent development;*

The proposed development is significantly larger than the primarily low-rise buildings in the area but it is consistent with the Sector Plan vision and recommendations for this site. The 25-foot setback from Glenallan will reduce the impact of the proposed building's size on the Georgia Avenue Baptist Church.

- (5) The site plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resources protection, and any other applicable law.*

The proposed Site Plan meets the requirements of the Montgomery County Forest Conservation Law and the County's Environmental Guidelines as stated on pages 10 and 11 of this report. Montgomery County Department of Permitting Services-Stormwater division approved the stormwater concept on October 26, 2015.

CONCLUSION

Staff recommends approval of Site Plan 820150120 with conditions as stated at the beginning of this memorandum. The location of the buildings, vehicular and pedestrian circulation, open space, landscaping and lighting are adequate, safe, and efficient. The proposed development is compatible with the neighboring commercial and multifamily residential development in the area. As discussed earlier, this Site Plan is in compliance with Chapter 19, water resources requirements and complies with Chapter 22A, forest conservation requirements.

Attachments:

1. Development Plan
2. Preliminary Plan Resolution
3. Forest Conservation Plan
4. Agency Approval Letters

GENERAL NOTES:

- 1. The information contained herein is based on field-run surveys conducted during the month of January, 2006.
2. This survey was conducted for the property as described in the Schedule "A" description of Commonwealth Land Title Insurance Company commitment number 05-001703A, with an effective date of May 31, 2005 and commitment number 05-001703B with an effective date of May 31, 2005.
3. The horizontal datum is based on ALTA/ACSM land title survey of Lots 1-49, and Parcels A, B, and C, Block 1, Glenmont Mews, and Parcels A, B, C, E, F, and G, Glenmont Park, prepared by Loederman Sothos Associates, Inc. dated January, 2006.
4. The vertical datum (NGVD 29) is based on WSCS benchmark stations 20047-BM#8903 and 20048-BM#6504.
5. The subject property lies in Zone "C" (area of minimal flooding) as shown on Flood Insurance Rate Map (FIRM) Community Panel Number 240049 0200C for Montgomery County, Maryland, dated August 5, 1991.
6. The subject property tax account numbers are: 13-0298896, 13-0298425, 13-0298426, 13-0298427, 13-0298428, 13-0298429, 13-0298430, 13-0298431, 13-0298432, 13-0298433, 13-0298434, 13-0298435, 13-0298436, 13-0298437, 13-0298438, 13-0298439, 13-0298440, 13-0298441, 13-0298442, 13-0298443, 13-0298444, 13-0298445, 13-0298446, 13-0298447, 13-0298448, 13-0298449, 13-0298450, 13-0298451, 13-0298452, 13-0298453, 13-0298454, 13-0298455, 13-0298456, 13-0298457, 13-0298458, 13-0298459, 13-0298460, 13-0298461, 13-0298462, 13-0298463, 13-0298464, 13-0298465, 13-0298466, 13-0298467, 13-0298468, 13-0298469, 13-0298470, 13-0298471, 13-0298472, 13-0298473, 13-0298474, 13-0298475, 13-0298476, 13-0298477, 13-0298478, 13-0298479, 13-0298480, 13-0298481, 13-0298482, 13-0298483, 13-0298484, 13-0298485, 13-0298486, 13-0298487, 13-0298488, 13-0298489, 13-0298490, 13-0298491, 13-0298492, 13-0298493, 13-0298494, 13-0298495, 13-0298496, 13-0298497, 13-0298498, 13-0298499, 13-0298500, 13-0298501, 13-0298502, 13-0298503, 13-0298504, 13-0298505, 13-0298506, 13-0298507, 13-0298508, 13-0298509, 13-0298510, 13-0298511, 13-0298512, 13-0298513, 13-0298514, 13-0298515, 13-0298516, 13-0298517, 13-0298518, 13-0298519, 13-0298520, 13-0298521, 13-0298522, 13-0298523, 13-0298524, 13-0298525, 13-0298526, 13-0298527, 13-0298528, 13-0298529, 13-0298530.
7. This site is located in the Northwest Branch Watershed, Class IV.
8. There are no historic structures located on the site, based on the "Locational Atlas and Index of Historic Sites in Montgomery County, Maryland" (MHCPRC 1976).
9. The project is served by public water and sewer systems, and is currently in service categories W-1 and S-1, respectively.
10. Public utility easement and rights of ways will be provided where needed on site to allow for water, sewer, gas, electric, telephone, and cable service to the proposed buildings. Locations to be determined at Record Plat.

Anticipated Site Plan Refinements

- 1. Final modifications to the size and shape of the Development Blocks.
2. Final unit count mix including the number and percentage of MPDUs and amount of retail/commercial uses.
3. Final building locations within each Development Block.
4. Specific building heights and setbacks.
5. Final number of parking spaces.
6. Final location of access points, internal road network and pedestrian links.
7. Final determination of landscaping, streetscaping, recreation space, open space calculations and lighting.
8. Further refinement of the arrangement for the perpetual maintenance of open space areas and other areas used for recreational, common, or quasi-public purposes.
9. Articulation of buildings along the street edge.

Textual Binding Elements

- 1. The Development Plan contains "Development Blocks" which identify those areas of the property that will be developed. Within these Development Blocks, the plan reflects product type, density of the development, general building locations, open space, landscaping and recreation areas and parking spaces. The Development Block Analysis identifies:
a. The Development Block.
b. Use types.
c. Approximate range of units.
d. Approximate range of Retail/Commercial.
e. Height Ranges.
f. Approximate setbacks from curb to face of building.
The precise location, building footprints and square footages of the buildings, and open space, landscaping and recreation space within each Development Block as well as the actual number of parking spaces will be decided at site plan. Minor modifications to the size and shape of the Development Blocks may be made at the time of site plan.
2. The total number of units on the property for Stages 1 and Stage 2 combined shall not exceed 1550 dwelling units including MPDUs (up to 14.5% of the total number of units based on 1550 dwelling units) with no more than 800 new units to be approved as part of Stage 1 of the development (existing units that are replaced with new units do not count toward the 800 unit cap requirement for Stage 1). Stage 1 shall include 12.5% MPDUs. The total number of residential units (including the total number of MPDUs) in the development and the percentage requirement of MPDUs as contained in Chapter 25A of the Montgomery County Code) and the amount of retail/commercial uses will be determined at site plan. Units may be sited between Development Blocks so long as: (i) the range of units within each Development Block does not vary by more than 10% and (ii) the total number of units in the entire development does not exceed 1550. The total amount of retail/commercial shall not exceed 50,000 square feet and will be within the range shown on the Development Block Analysis.
3. At the time of preliminary plan of subdivision approval, the Applicant shall submit for Planning Board review and approval, a revised Local Area Transportation Review analysis that re-evaluates Stage 2 of the development so that the Planning Board can make a determination whether the Georgia Avenue/Randolph Road intersection will function at an acceptable level to permit all or a portion of Stage 2 to move forward pursuant to the County's established rules and procedures for determining the adequacy of public facilities or the Applicant has committed to the use of the Alternative Review Procedure for Metro Station Policy Areas.
4. No building permit applications for Stage 2 of the development will be applied for until after a grade separated interchange is fully funded for construction or other transit or transportation improvements are under construction that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level as determined by the Montgomery County Planning Board or the Applicant has committed to the use of the Alternative Review Procedure for Metro Station Policy Areas. The Applicant may incorporate the following mitigation measures as part of the subdivision application: physical roadway improvements, pro rata payments toward the programmed Georgia Avenue/Randolph Road Interchange, Local Area Transportation Review mitigation measures (e.g., resident transit signs, pedestrian count-down signals, bike racks, etc.), transit enhancements/incentives, establishing a neighborhood circulator shuttle, pedestrian safety measures and/or other improvements.
5. No building shall exceed 7 stories or 85 feet as measured pursuant to the Montgomery County Zoning Ordinance.
6. All private roads shall meet the Montgomery County standards required for emergency vehicle access.
7. No structures or impervious surfaces shall be located within the Environmental Buffer.
8. The Glenmont Sector Plan, adopted September 1997 (the "Sector Plan") recommends a maximum base density for the entire property of 42 units per acre, which results in a maximum density of 51 units per acre with MPDUs. As shown, Stage 1 reflects a maximum density of 32.45 units per acre with MPDUs and Stage 2 reflects a maximum density of 19.40 units per acre with MPDUs. Collectively, the maximum density for Stage 1 and Stage 2 is 50.1 units per acre with MPDUs, in conformance with the Sector Plan density of up to 61 units per acre.
9. Subject to Textual Binding Element Note 4, the completion of any portion of the project is not necessary to commence any subsequent portion of the project.
10. The Applicant will conduct an operational study at the time of preliminary plan of subdivision to identify and evaluate appropriate operational improvements including, but not limited to, the intersection between the Glenmont Metrocenter Project and the Glenmont Metro Station, the pedestrian safety along Glenallan Avenue and street distances for turning movements from the project onto Glenallan Avenue, (i) gaps in through traffic to allow cars to enter and exit safely, and from the Glenmont Metro Station onto Layhill Road and (ii) cut-through traffic along Glenallan Avenue to Randolph Road. Any operational improvements to be provided are subject to the approval of the appropriate governmental agencies.
Note: Underlined language in Binding Elements 3 and 4 added per June 3, 2008 revision and underlined language in Binding Element 10 added per March 23, 2012 revision.

Binding Design Principles for Glenmont Metrocenter

- 1. Pedestrian Oriented Streets
- The neighborhood street system shall be continuous and interconnected where practical.
- Neighborhood streets shall be arranged to define the Development Blocks and to create blocks that encourage walkability.
- Parking shall be provided on streets (parallel spaces) where practical, and in parking deck and/or parking garages and driveways.
- Neighborhood streets that radiate from the new "Neighborhood Main Street" shall provide safe and adequate access to Metro.
- Glenmont Avenue shall have on-street parallel parking subject to the approval from the Montgomery County Department of Public Works and Transportation and the Montgomery County Department of Permitting Services.
- All streets shall have a minimum five foot wide sidewalk dimension continuous on both sides of the street.
- Sidewalk dimensions shall be increased to accommodate the needs of abutting retail uses such as cafe seating.
- All streets shall have a street tree zone separating the sidewalk from the curb on both sides of the street.
- All street trees shall be placed in a continuous town panel, landscaped panel or on tree plots.
2. Public Open Space Elements
- A major central public use space for the enjoyment of the residents and the greater Glenmont community shall be located between Blocks B and D. The space will contain a variety of seating opportunities, passive recreation opportunities, a multi-use lawn area and a focal design element.
- A naturalized park edge shall be located adjacent to the delineated stream valley buffer. This edge may include an environmental education component that shall be made available to the greater Glenmont community.
- A major public use space for the enjoyment of the residents and the greater Glenmont community shall be located in the vicinity of Blocks F, G and H. The space will be predominantly landscaped with seating opportunities and passive recreation opportunities.
- Minor open spaces will be distributed throughout the project and will be diverse in terms of size, function and type.
- To the extent practical, open space areas shall incorporate on-grade rain water bio-filtration strategies.
3. Architectural Elements
- Building front entrances shall front onto the street(s).
- Special architectural treatments shall occur at the terminus of vistas or selected views along a street.
- Garage access for townhouse units shall be primarily rear-loaded and detected by alleys.



DEVELOPMENT PLAN STAGE I and II summary tables including Gross Tract Area, Approximate Open Space, and Approximate Bed Room Count.

SITE ANALYSIS STAGE I AND II table with columns for Gross Tract Area, Net Lot Area, and various unit counts.

PARKING table detailing Residential Uses, Non-Residential Uses, and Approximate Total Parking Spaces.

Development Block Analysis (Binding) table showing Use Types, Approximate Range of Units, and Approximate Setbacks for blocks A through H.

LEGEND and Office of Zoning & Administrative Hearings Certification stamp.

LESSARD GROUP INC. contact information: 8521 LEESBURG PIKE, SUITE 700 | VIENNA, VA 22182

Development Plan (Land Use Plan) title block with date April 30, 2012 (CORRECTION DATE)

Project information including Glenmont Metrocenter, Glenmont Lavhill Associates, LLC, and revision dates.

Attachment 2



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
ITEM #
10/24/13

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Gwen Wright, Director *GLMN*

Glenn Kreger, Chief *HK*
Area 2

Khalid Afzal, Supervisor *KA*
Area 2

FROM: Stephanie Dickel *SD*
Area 2

SUBJECT: Corrected Resolution – Glenmont Metrocenter, Preliminary Plan 120130080

The Resolution for Glenmont Metrocenter Preliminary Plan No. 120130080 (MCPB No. 13-129) as approved by the Planning Board on September 12, 2013, incorrectly reflected the number of lots that the subdivision would create, as 226, while the staff report properly showed the number of lots created as 229. In addition, as discussed at the Planning Board hearing, the residential units and square footage per stage were conditioned, and the Resolution is being corrected to clarify the commercial square footage for Stage 2, "up to" 86,000 square feet, in Conditions 37 and 38. The duplicate word "and" has been removed from page 7 and corrected in the Resolution. Lastly, as discussed in the staff report, the multi-family buildings are proposed to be four to seven stories (not four to six stories), as reflected and corrected in the Resolution on page 8.

Rule 4.11.4 of the Planning Board Rules of Procedure provides that the Planning Director must notify the Board of any errors in a Resolution, and place the corrected Resolution on the Consent Agenda. The Resolution is being corrected to avoid any confusion and to reflect the discussion at the Planning Board hearing. Since no substantive changes are being made to the Resolution, September 26, 2013, which is the mailing date of the original Resolution, shall remain the effective date of Preliminary Plan No. 120130080.

8787 Georgia Avenue, Silver Spring, Maryland 20910
301.495.4600

www.MontgomeryPlanning.org



Attachment 2

MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

SEP 26 2013

MCPB No. 13-129
Preliminary Plan No. 120130080
Glenmont Metrocenter
Date of Hearing: September 12, 2013

RESOLUTION

WHEREAS, under Montgomery County Code Chapter 50, the Montgomery County Planning Board is authorized to review preliminary plan applications; and

WHEREAS, on December 20, 2012, Layhill Investments, LLC. ("Applicant"), filed an application for approval of a preliminary plan of subdivision of property that would create 2296 lots on 30.93 acres of land in the TS-R zone, located on the north side of Glenallan Avenue, between Layhill Road and Georgia Avenue ("Subject Property"), in the Glenmont Metro Station Policy Area, 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan* ("Sector Plan"); and

WHEREAS, Applicant's preliminary plan application was designated Preliminary Plan No. 120130080, Glenmont Metrocenter ("Preliminary Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated August 30, 2013, setting forth its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on September 12, 2013, the Planning Board held a public hearing on the Application, and at the hearing the Planning Board heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing the Planning Board voted to approve the Application, subject to certain conditions, by the vote as certified below.

NOW, THEREFORE, BE IT RESOLVED THAT, the Planning Board approves Preliminary Plan No. 120130080 to create 2296 lots on the Subject Property, subject to the following conditions:¹

¹ For the purpose of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

Approved as to
Legal Sufficiency:

Christina Sorel 10/16/13
M-NCPPC Legal Department

Attachment 2

1. Approval is limited to a maximum density of 2,500,000 square feet of total development, which includes up to 90,000 square feet of retail uses and up to 2,410,000 square feet of residential uses for up to 225 townhouses and 1,325 multi-family units, including 14.5% moderately priced dwelling units (MPDUs).
 2. A Category I Conservation Easement must be recorded by deed over the retained forest on-site prior to approval of the first Certified Site Plan and reflected on the future record plat for the phase of development that includes this area.
 3. The Site Plan approval following the approval of the first Site Plan must include a condition requiring all existing buildings to be removed from the Category I conservation easement as shown on the Approved Preliminary Forest Conservation Plan.
 4. The Applicant must record the entire Category I Conservation Easement by plat and provide the forest plantings as shown on the approved Final Forest Conservation Plan as soon as the Certified Site Plans that include the removal of the existing buildings within the future easement area have been approved.
 5. The forest conservation plantings associated with each phase must be completed within one year or two growing seasons upon the completion of the construction of each phase.
 6. The implementation of the project's forest conservation mitigation requirements, which includes forest retention, onsite and offsite afforestation, reforestation and landscape credit, may be phased. The phasing of the total forest conservation mitigation must be proportionate to the area proposed for disturbance relative to the total project net tract area. The phasing triggers, forest conservation mitigation type, amount of mitigation, and disturbance areas are to be defined on the Final Forestation Conservation Plan and revised as needed with subsequent Site Plans.
 7. The Applicant must plant minimum three-inch caliper, native trees as mitigation for the removal of specimen trees. The species, amount and location of plantings must be identified on the Final Forest Conservation Plan and must be planted in areas with adequate soil volume, not within 10-feet of stormwater/Environmental Site Design facilities and not located within or overlapping public utility easements or other easements.
 8. No outfalls or stormwater related facilities will be allowed in the Category I Conservation Easement.
 9. The Final Forest Conservation Plan must include detailed and specific tree protection measures for on and off-site trees affected by the Limits of Disturbance (LOD).
 10. In the event the LOD is revised on the Final Forest Conservation Plan (FFCP) and the WSSC easement is further impacted by the LOD, the Applicant must
-

- revise the Forest Conservation Worksheet to include the area and forest within the LOD.
11. The Applicant must provide a revised noise analysis as part of the Phase 1.1 Site Plan that includes the baseline noise and the 20-year projected noise levels for the entire site and to include a lot layout that matches the lot design of the approved Preliminary Plan.
 12. Prior to issuance of building permits for noise affected units, the following must be provided to the Maryland-National Capital Park and Planning Commission (M-NCPPC) Staff:
 - a. Certification from an engineer that specializes in acoustical treatment that the building shell for residential units affected by exterior noise levels above 65 dBA, Ldn will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA, Ldn, as identified in the noise analysis report dated May 4, 2013, as revised per the condition above.
 - b. The builder must certify that noise-impacted lots will be constructed in accordance with recommendations of the engineer that specializes in acoustical treatment.
 13. The Applicant must construct a ten-foot-wide shared use path along the entire frontage of Glenallan Avenue to replace the existing four-foot-wide sidewalk, per applicable Site Plan phase.
 14. The Applicant must construct a five-foot-wide sidewalk along the entire frontage of Layhill Road to replace the existing sidewalk that is approximately four-foot-wide as part of the Maryland State Highway Administration ("SHA") improvements, subject to SHA approval and permit.
 15. The existing sidewalk along Georgia Avenue is approximately five feet wide, but may need to be modified/upgraded per the future entrance permit with SHA.
 16. The Applicant must construct five-foot-wide sidewalks on all streets within the development as shown on the Preliminary Plan. Final location will be determined at the time of site plan review.
 17. The Applicant must dedicate, and the record plat(s) must reflect, an additional five feet of right-of-way (ROW) for a total of 45 feet from the centerline along the entire frontage of Glenallan Avenue, as depicted on submitted plans.
 18. The Applicant must enter into a Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) and the Planning Board if and when the Glenmont Transportation Management Organization is established.
 19. The new internal streets that connect from Georgia Avenue to Layhill Road: Private Street #1, Private Street #2, and Private Street #2A, as shown on the Preliminary Plan, may be implemented as private streets subject to the following conditions:
 - a. The Board must determine the final extent, delineation, and alignment of the private streets as the site plans for each phase are approved.

Attachment 2

- b. Private streets must be located within their own parcel, separate from the proposed development.
 - c. Public access easements must be granted for the roadways and must be reviewed and approved by MCDOT and M-NCPPC.
 - d. ~~The design of the roads must follow, or improve on, the corresponding~~ Montgomery County Road Code standard (2005.02 modified) for a similar public road, unless approved by MCDOT and the Planning Board at the time of site plan for each phase.
 - e. Installation of any public utilities must occur within public use easements.
 - f. The streets may not be closed for any reason unless approved by MCDOT.
 - g. The public access easements must be volumetric to accommodate uses above or below the designated easement areas.
 - h. Montgomery County may require the Applicant to install appropriate traffic control devices within the public use or access easements, and the easements must grant the right to the County to construct and install such devices.
 - i. Maintenance and Liability Agreements will be required for each Easement Area by MCDOT at the time of record plat. These agreements must identify the Applicant's responsibility to maintain all of the improvements within their easement areas in good condition and in accordance with applicable laws and regulations.
 - j. 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.
 - k. 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 Applicant does not, the County must have the right, but not the obligation, to remove snow and/or provide repairs.
 - l. The boundary of the easements must be shown on the record plat.
20. The Applicant must provide bicycle parking in conformance with section 59-E-2.3 of the Montgomery County Code as specified on each Site Plan.
21. The Planning Board has accepted the recommendations of the MCDOT in its letter dated August 27, 2013 and hereby incorporates them as conditions of the Preliminary Plan approval. Therefore, the Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
22. Prior to recordation of plat(s), the Applicant must satisfy the provisions for access and improvements as required by MCDOT.
23. All entrances on Georgia Avenue and Layhill Road must meet the requirements stated by the Maryland State Highway Administration (SHA) in two letters dated May 1, 2013 and July 1, 2013. In addition, the Applicant must construct all

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- entrances on Glenallan Avenue that meet the requirements stated by MCDOT in a letter dated August 27, 2013.
24. The Planning Board has accepted the recommendations of the SHA in two letters dated May 1, 2013 and July 1, 2013, and hereby incorporates them as conditions of the Preliminary Plan approval. Therefore, the Applicant must comply with each of the recommendations as set forth in the letters, which may be amended by SHA provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
 25. Prior to issuance of access permits, the Applicant must satisfy the provisions for access and improvements as required by SHA.
 26. The Applicant must work with WMATA and MCDOT for the location and design of a new mid-block crossing of Glenallan Avenue to be approved as part of, and constructed at the time of the Site Plan for Phase 2.1. This new crossing may include pedestrian activated beacons and warning lights, advanced warning signs, reflective pavement markings, and pedestrian refuges.
 27. The Applicant must perform the following signal warrant studies:
 - a. Prior to approval of the Phase 1.1 Site Plan, the Applicant must perform signal warrant studies for the existing crosswalks to determine if pedestrian or vehicular signals are warranted.
 - b. Prior to approval of the Phase 2.1 Site Plan, the Applicant must construct the proposed crosswalk, per MCDOT approval, and perform signal warrant studies to determine if a pedestrian signal is warranted.
 28. The Planning Board has accepted the recommendations of the Montgomery County Department of Permitting Services (DPS) stormwater management concept approval letter dated April 23, 2013, and hereby incorporates them as conditions of the Preliminary Plan approval. Therefore, the Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by DPS provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
 29. Each phase, sub-phase and Site Plan of the project must include at least 12.5% MPDUs.
 30. 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. By the end of the final phase of Stage 2, there must be 14.5% MPDUs, based on 1550 dwelling units.
 31. 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.
 32. No clearing or grading of the Subject Property, or recording of plats must occur prior to Certified Site Plan approval, except that the Applicant may apply for and obtain erosion control and other related or required permits to exclusively allow

Attachment 2

- for demolition of existing vacant buildings in advance of certified site plan approval, in accordance with the final forest conservation plan.
33. Final approval of the number and location of buildings, dwelling units, on-site parking, and site circulation will be determined at Site Plan.
34. In the event that a subsequent Site Plan approval(s) substantially modifies the subdivision shown on the approved Preliminary Plan with respect to lot configuration or right-of-way location, width, or alignment, the Applicant must obtain approval of a Preliminary Plan amendment prior to certification of the Site Plan.
35. The certified Preliminary Plan must contain the following note: "Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of Site Plan review. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for this lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval."
36. All necessary easements must be shown on the Record Plat.
37. The Preliminary Plan will remain valid for one hundred and twenty-one (121) months from the date of mailing of the Planning Board Resolution for this Planning Board action. Record plats may be recorded in stages based upon the following schedule:
- Stage I (expires 61 months from the date of mailing of the Planning Board Resolution): 485 residential units and a minimum of 4,000 square feet commercial uses in Building D. The amount of commercial uses in Stage 1 may be increased consistent with the approved Development Plan if approved at Site Plan.
 - Stage II (expires 121 months from the date of mailing of the Planning Board Resolution): 1,065 residential units and up to 86,000 square feet of commercial uses.
- Prior to the expiration period, the final record plat for all remaining lots within each stage must be recorded, or a request for extension must be filed.
38. The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid for one hundred and forty five (145) months from the date of mailing of the Planning Board Resolution for this Planning Board action, based upon the following staging schedule:
- Stage I (expires 85 months from the date of mailing of the Planning Board Resolution): Issuance of building permits for 485 residential units and a minimum of 4,000 square feet commercial uses in Building D). The amount of commercial uses in Stage 1 may be increased consistent with the approved Development Plan if approved at Site Plan.

- Stage II (expires 145 months from the date of mailing of the Planning Board Resolution): Issuance of building permits for remaining 1,065 residential units and up to 86,000 square feet of commercial uses

39. The Applicant will work with MCDOT, WMATA and SHA to restripe the north egress point of access from the WMATA garage on the west side of Georgia Avenue and provide signal timing adjustments, if MCDOT finds it to be needed. This condition may be satisfied either by performing the work or making a payment for the work if completed by a governmental agency. This improvement is not required for the Applicant to satisfy its Adequate Public Facilities Ordinance approval.

BE IT FURTHER RESOLVED, that, having considered the recommendations and findings of its Staff as presented at the hearing and as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

1. *The Preliminary Plan substantially conforms to the Sector Plan.*

The project is located within the Glenmont Center as identified by the 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan*. The Planning Board made the finding that the Development Plan for Local Map Amendment Nos. G-862 and G-863 was consistent with all of the general and specific recommendations stated in the Sector Plan. The previous analysis of Sector Plan conformance, which was accepted by both the Planning Board and the Hearing Examiner, and the finding of Sector Plan conformance made by the County Council remain valid.

The proposal of 1,550 dwelling units and 90,000 retail/commercial square footage follows the Sector Plan's guidance of compatible mix. The Sector Plan recommended a maximum of 51 units per acre with "retail uses and services for the convenience of the new residents" as appropriate in a mixed use development. (Page 30) The Development Plan stated Stage 1 would consist of up to 500 new dwelling units, the replacement of up to 275 existing dwelling units, and approximately 4,000 square feet of retail space. Stage 2 would consist of up to 698 new units, the replacement of up to 77 remaining older units and, and additional retail up to a total of 90,000 square feet (Council Resolution 16-424). The Preliminary Plan, consistent with the Development Plan, proposes 4,000 square feet of retail uses in Stage 1 and 86,000 square feet of retail uses in Stage 2, totaling 90,000 square feet of retail that will not only provide "retail uses and services for the convenience of the new residents", but for residents in the Glenmont area. In addition, the Sector Plan recognized that "most of the total potential development at the Glenmont Metrocentre property will not occur until the second stage of development is allowed to proceed" (Page 30), as discussed in the Staging section below.

The Sector Plan further states "The Glenmont Metrocentre is recommended for TS-R zoning to accommodate a variety of residential uses and housing types, possibly one or two buildings up to 10 stories in height and some convenience retail"(Page 30). The Preliminary Plan includes a variety of housing types to include 1,325 multi-family units in buildings of four to ~~seven~~ stories, and 225 townhouse units of various sizes. The range of proposed building heights is 35'-85'. The zoning approval (binding element #5) capped the maximum height at 85 feet. The Sector Plan recommended in guidelines #1 and #5 that the project include high-rise buildings up to ten stories; this does not mean that the proposed multi-family elevator buildings must be ten stories. Guideline 5 also says that up to two ten-story high-rises may (not must) be located at this site. The development proposes four multifamily residential buildings on this site (three of the four buildings are mixed-use with a retail component proposed) that are up to seven stories tall. Following the Sector Plan development concept (Page 31, Figure 14), the low-rise townhouses are proposed along Layhill Road and part of Glenallen Avenue. In addition, the Development Block Analysis, which is binding, states the maximum height along most of the Layhill Road frontage is 50 feet, 65 feet at the corner of Layhill Road and Glenallen Avenue.

The proposal provides interconnected streets with short blocks to emphasize pedestrian use and street character. Building setbacks have been kept to a minimum and arranged to activate the street and allow for pedestrian open spaces. The private streets have been developed with on-street parking, street trees, and a sidewalk system that provide connectivity to the adjacent Metro Station and points beyond. Additional design elements such as the rear-loaded garages, the use of minimum curb radii and the use of structured parking facilities will contribute to a pedestrian friendly environment.

A stream fragment runs through the northern corner of the site; the Applicant proposes to reclaim and preserve the stream and surrounding area as an environmental buffer. The buffer would connect to a useable open space with frontage on Glenallen Avenue. With the potential to be activated by adjacent retail frontage, this large open space will serve as the community gathering space. Together, the environmental buffer and the large open space will be a visual focal point for people entering the site. A variety of smaller open spaces are proposed throughout the remaining site, including a designated play area.

The Preliminary Plan introduces a street network designed to serve the needs of residents using Metro and those using automobiles. The Applicant proposes a slightly different alignment from the Denley Road extension. The alternative alignment allows the road to meander through the site to encourage lower driving speeds, provide greater pedestrian and bike safety and create a distinctive neighborhood identity and streetscape. By providing a system of interconnected sidewalks leading to Metro and the surrounding public sidewalks, the project allows residents to reduce dependency on the automobile.

The Planning Board finds the Preliminary Plan is in substantial conformance with the Sector Plan.

2. *Public facilities will be adequate to support and service the area of the approved subdivision.*

Transportation

The vehicle and pedestrian access for the Subject Property will be adequate. The Applicant is dedicating an additional five-feet of ROW for Glenallan Avenue, which will result in the Applicant providing 45' of ROW from the centerline. This will result in a ROW of 85', the remaining 5' of ROW necessary to meet the 90' of ROW required of the Sector Plan will be provided by WMATA, if and when the property on the south side of Glenallan redevelops.

The 2012-2016 Subdivision Staging Policy (SSP) and the Local Area Transportation Review (LATR) and Transportation Policy Area Review (TPAR) Guidelines give any development submitted before January 1, 2013 the option to satisfy either PAMR or TPAR. The Applicant has opted to satisfy the TPAR test. The 2012-2016 SSP was passed by the Montgomery County Council in November of 2012. The resulting LATR/TPAR Guidelines were not published until March 2013 at which point the traffic study for this redevelopment had already been submitted and accepted by Staff. The Applicant does not need to make a TPAR payment because the project is located in the Glenmont Metro Station Policy Area, which according to the 2012-2016 SSP, is exempt from the transit adequacy test of the APFO, and is adequate for the roadway test of the APFO.

Other Public Facilities

Other public facilities and services are available and will be adequate to serve the Subject Property. The site is currently served by public water and sewer. Other utilities including electric and telecommunications services are adequate to serve the Subject Property. The Application has been reviewed by the Montgomery County Department of Fire and Rescue Service who have determined that the Subject Property has adequate access for fire and rescue vehicles. The Preliminary Plan is within the Kennedy School Cluster. Glenmont Metrocenter is exempt from the School Facilities Payment because it is located in an Enterprise Zone even though it will put the Kennedy School Cluster over the 105% utilization rate at the middle and high school levels.

3. *The size, width, shape, and orientation of the approved lots are appropriate for the location of the subdivision, taking into account the recommendations included in the applicable master plan, and for the type of development or use contemplated.*

This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. With the improvements proposed, access and public facilities will be adequate to support the proposed lots, density, and uses. The size, shape, width and orientation of the proposed lots are appropriate for the location of mixed uses and lots as recommended in the Sector Plan, and further the Sector Plan goals to allow for a transition from suburban development to a more urban and walkable community in close proximity to Metro service. Further, the lots are designed to meet all other requirements of the Subdivision Regulations, including access, frontage, dedication for public uses, adequacy of public facilities and conformance to Sector Plan recommendations.

4. *The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A.*

- A. Forest Conservation

The Board finds that as conditioned, the Forest Conservation Plan complies with the requirements of the Forest Conservation Law. As depicted on the approved Natural Resource Inventory/Forest Stand Delineation (#420121220) approved on February 23, 2012, the site contains 582 linear feet of stream with associated steep slopes and 0.13 acres of wetlands. The Subject Property is within the Northwest Branch watershed – a Use IV watershed and is not located in a Special Protection Area. As requested by DPS, an additional floodplain analysis to identify the limits of a 100-year floodplain along this stream, and its boundary was identified on the Preliminary Forest Conservation Plan. The stream, steep slopes, wetlands and floodplain limits are included within a stream valley buffer (SVB) on-site.

The total tract area of the PFCP is equal to 31.44 acres. However, a deduction of 0.65 acres for an existing WSSC easement, a portion of which is forested, on the Forest Conservation Worksheet resulted in a net tract area of 30.79 acres. This deduction accounts for the existing WSSC easement not located within the limits of disturbance (LOD) of the redevelopment. In the event the LOD is revised on the Final Forest Conservation Plan (FFCP) and the WSSC easement is further impacted by the LOD, the Applicant must revise the Forest Conservation Worksheet to include the area and forest within the LOD. The PFCP proposes the removal of 0.25 acres of forest and retention of 2.65 acres, which results in a total of 2.58 acres of reforestation and afforestation requirements. The Applicant proposes to meet this requirement by planting landscape

trees for a total of 0.29 acres, 1.82 acres of forest planting, and meeting the remaining 0.47 acres of the planting requirement off-site.

In order to guarantee that the existing forest is retained on-site, The Planning Board is requiring that a Category I Conservation Easement be recorded by deed as part of the Site Plan approval of Phase 1.1 regardless of phasing order. In addition, prior to approval of any Site Plan following the approval of the Site Plan for Phase 1.1, all existing buildings must be removed from the rest of the planned adjacent Category I Conservation Easement and the Applicant will be required to record the Category I Conservation Easement by plat and provide the forest plantings as shown on the approved FFCP as a condition of approval for any other phase following the approval of the Site Plan for Phase 1.1. The Planning Board encourages the Applicant and Staff to explore at the time of Site Plan ways to activate the Category I Conservation Easement with recreational uses that do not conflict with the purpose of the Category I Conservation Easement, or impact the Applicant's forest conservation requirements.

The PFCP submitted by the Applicant does not depict any outfalls associated the stormwater management facilities located on-site. Since the Applicant has not provided the location of the outfalls associated with the stormwater facilities on-site, a condition of approval of the PFCP will stipulate that no outfalls or stormwater related facilities will be allowed within the Category I Conservation Easement. This condition is necessary to prevent the overlap of DPS maintenance easements along stormwater outfalls within the Category I Conservation Easement.

B. Forest Conservation Variance

Section 22A-12(b)(3) of the Forest Conservation Law identifies certain individual trees as high priority for retention and protection ("Protected Trees"). Any impact to these Protected Trees, including removal or any disturbance within a Protected Tree's critical root zone ("CRZ"), requires a variance under Section 22A-12(b)(3) ("Variance"). Otherwise such resources must be left in an undisturbed condition.

This Application will require the removal or CRZ impact to 44 Protected Trees as identified in the Staff Report. In accordance with Section 22A-21(a), the Applicant has requested a Variance and the Board finds that the Applicant would suffer unwarranted hardship by being denied reasonable and significant use of the Subject Property without the Variance. The proposed development is in accordance with the TS-R Zone and the

Glenmont Sector Plan, but it will require the removal of 44 specimen trees and impact the critical root zones of 11 specimen trees. In this case, the unwarranted hardship is caused by the need to redevelop the existing garden apartments into a maximum of 1,150 dwelling units and 90,000 square feet of retail as detailed by the Development Plan and rezoning application that was approved by the Montgomery County Council, sitting as the District Council, on July 17, 2012. Demolishing the existing buildings on-site will require the need to remove specimen-sized trees growing adjacent to the existing buildings and within existing parking lots and other related infrastructure. The Applicant is also proposing to retain the existing forest on-site and restore the SVB with forest plantings; thereby, reducing the developable area on-site to only include the southwestern, central and eastern portions of the site. By limiting the developable area of the site, the design layout of the multifamily buildings, townhouses, parking, roadways, and placement of stormwater management facilities is very restricted. Placement of the buildings and road network could not avoid the removal of specimen trees on-site.

The Board made the following findings necessary to grant the Variance:

- 1. Granting the Variance will not confer on the Applicant a special privilege that would be denied to other applicants.*

Granting the Variance will not confer a special privilege on the Applicant. The centralized locations and distribution of the existing specimen trees would require their removal for redevelopment of the site. In addition, because of the close proximity of many of the specimen trees to the existing buildings, demolishing these buildings and the existing infrastructure will require the removal and/or impacts to the critical root zones of the specimen trees. Due to the unique constraints of the property caused by the restoration of the SVB, the Planning Board finds that granting the Variance will not confer a special privilege on the Applicant.

- 2. The need for the Variance is not based on conditions or circumstances which are the result of the actions by the Applicant.*

The Variance is based on the layout of the existing buildings on the site and environmental conditions that warrant the protection and restoration of the SVB to protect sensitive environmental features rather than on conditions or circumstances which are the result of actions by the Applicant.

Attachment 2

- 3. The need for the Variance is not based on a condition related to land or building use, either permitted or non-conforming, on a neighboring property.*

~~The Variance is a result of the site design and layout of existing development on the Subject Property and not a result of land or building use on a neighboring property.~~

- 4. Granting the Variance will not violate State water quality standards or cause measurable degradation in water quality.*

Because the specimen trees proposed for removal will be mitigated with new tree plantings, any water quality benefits that would be lost by removing the specimen trees will ultimately be replaced by the planting of the proposed mitigation trees. In addition, the specimen trees to be removed are not located within the SVB or within a Special Protection Area. The Applicant is providing a comprehensively designed and integrated stormwater management system that relies exclusively on Environmental Site Design practices. Therefore, the Planning Board finds that the project will not violate State water quality standards or cause measurable degradation in water quality.

Mitigation for the Variance is at a rate that approximates the form and function of the Protected Trees removed. The Board approves replacement of Protected Trees at a ratio of approximately 1 inch caliper for every 4 inch DBH removed. No mitigation is required for Protected Trees impacted but retained.

- 5. All stormwater management requirements shall be met as provided in Chapter 19, article II, title "stormwater management", Section 19-20 through 19-35.*

DPS issued a letter accepting the Stormwater Management Concept for the Subject Property on April 23, 2013. The Stormwater Management Concept proposes to meet required stormwater management goals via the use of green roof, green street/tree panels, and micro-bioretenion.

BE IT FURTHER RESOLVED, that this Preliminary Plan is in compliance with all applicable sections of Montgomery County Code, Chapter 50, the Subdivision Regulations; and

BE IT FURTHER RESOLVED, that this Resolution constitutes the written opinion of the Board in this matter, and the effective date of this Resolution is September 26,

Attachment 2

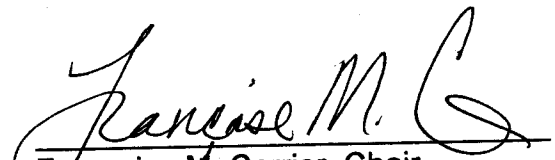
2013 (which is the date that the original Resolution was mailed to all parties of record);
and

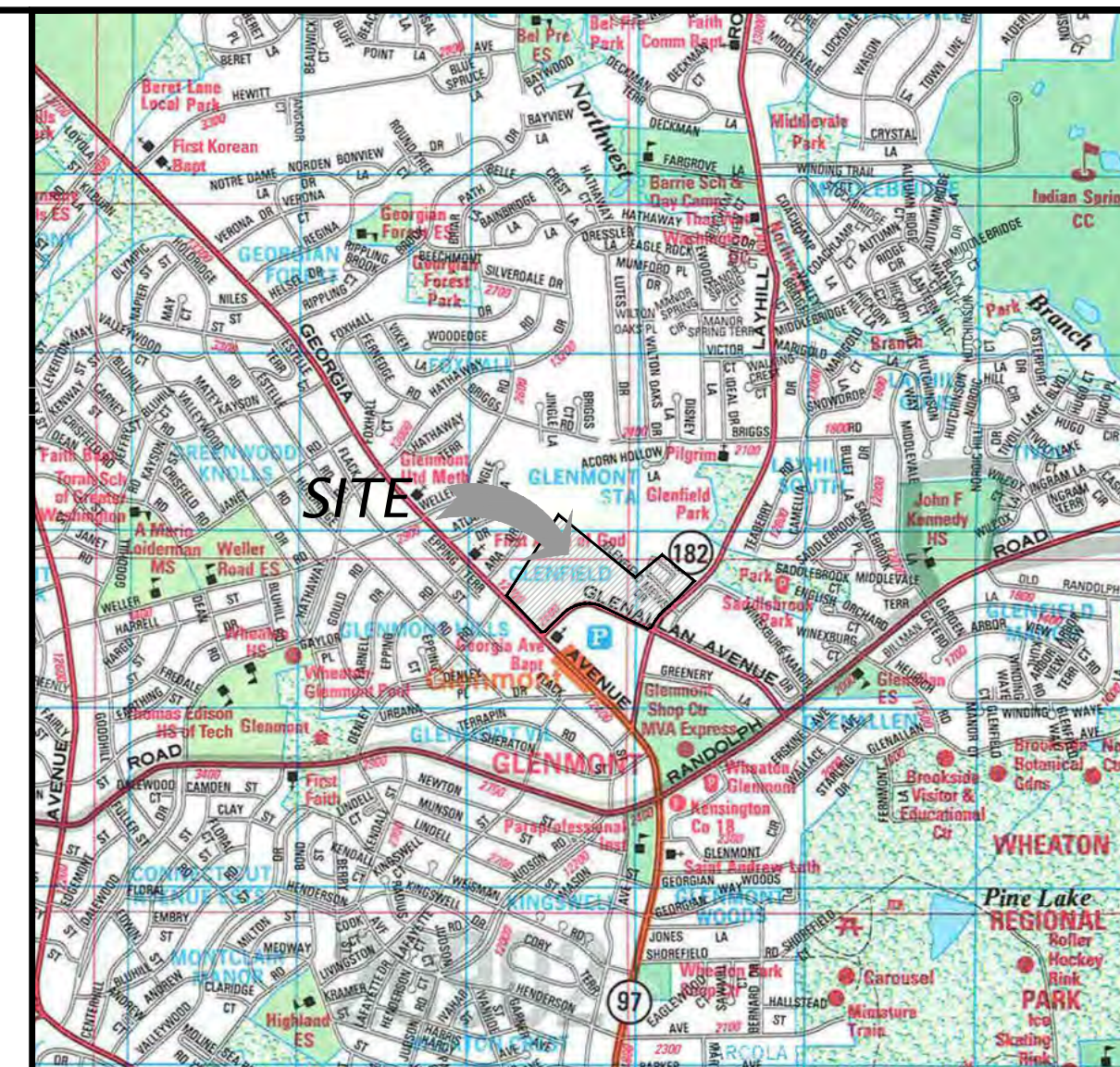
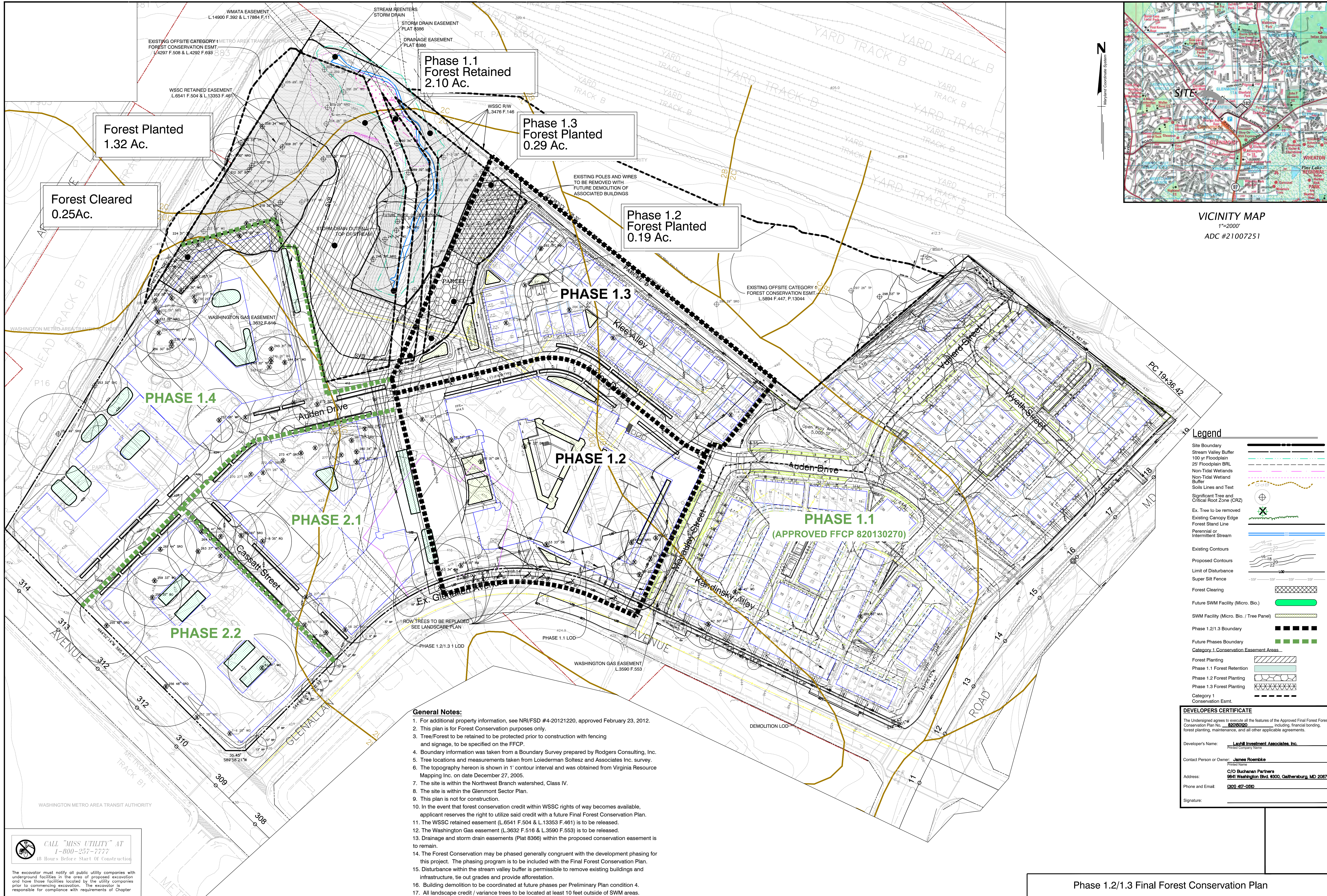
BE IT FURTHER RESOLVED, that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Wells-Harley, seconded by Commissioner Anderson, with Chair Carrier, Vice Chair Wells-Harley, and Commissioner Anderson voting in favor, and Commissioners Dreyfuss and Presley absent, at its regular meeting held on Thursday, October 24, 2013, in Silver Spring, Maryland.


Françoise M. Carrier, Chair
Montgomery County Planning Board



VICINITY MAP
1"=2000'
ADC #21007251

Legend

- Site Boundary
- Stream Valley Buffer
- 100 yr Floodplain
- 25' Floodplain BRL
- Non-Tidal Wetlands
- Non-Tidal Wetland Buffer
- Soils Lines and Text
- Significant Tree and Critical Root Zone (CRZ)
- Ex. Tree to be removed
- Existing Canopy Edge
- Forest Stand Line
- Perennial or Intermittent Stream
- Existing Contours
- Proposed Contours
- Limit of Disturbance
- Super Silt Fence
- Forest Clearing
- Future SWM Facility (Micro. Bio.)
- SWM Facility (Micro. Bio. / Tree Panel)
- Phase 1,2/1,3 Boundary
- Future Phases Boundary
- Category 1 Conservation Easement Areas
- Forest Planting
- Phase 1.1 Forest Retention
- Phase 1.2 Forest Planting
- Phase 1.3 Forest Planting
- Category 1 Conservation Esmt.

- General Notes:**
- For additional property information, see NRI/FSD #4-20121220, approved February 23, 2012.
 - This plan is for Forest Conservation purposes only.
 - Tree/Forest to be retained to be protected prior to construction with fencing and signage, to be specified on the FFCP.
 - Boundary information was taken from a Boundary Survey prepared by Rodgers Consulting, Inc.
 - Tree locations and measurements taken from Loiederman Soltesz and Associates Inc. survey.
 - The topography hereon is shown in 1' contour interval and was obtained from Virginia Resource Mapping Inc. on date December 27, 2005.
 - The site is within the Northwest Branch watershed, Class IV.
 - The site is within the Glenmont Sector Plan.
 - This plan is not for construction.
 - In the event that forest conservation credit within WSSC rights of way becomes available, applicant reserves the right to utilize said credit with a future Final Forest Conservation Plan.
 - The WSSC retained easement (L.6541 F.504 & L.13353 F.461) is to be released.
 - The Washington Gas easement (L.3632 F.516 & L.3590 F.553) is to be released.
 - Drainage and storm drain easements (Plat 8366) within the proposed conservation easement is to remain.
 - The Forest Conservation may be phased generally congruent with the development phasing for this project. The phasing program is to be included with the Final Forest Conservation Plan.
 - Disturbance within the stream valley buffer is permissible to remove existing buildings and infrastructure, tie out grades and provide afforestation.
 - Building demolition to be coordinated at future phases per Preliminary Plan condition 4.
 - All landscape credit / variance trees to be located at least 10 feet outside of SWM areas.

DEVELOPERS CERTIFICATE

The undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. 820130270, including, financial bonding, forest planting, maintenance, and all other applicable agreements.

Developer's Name: Layhill Investment Associates, Inc.
Printed Company Name

Contact Person or Owner: James Roembke
Printed Name

Address: C/O Buchanan Partners
9541 Washington Blvd. #300, Gaithersburg, MD 20878

Phone and Email: (301) 472-0590

Signature: _____

CALL "MISS UTILITY" AT
1-800-257-7777
48 Hours Before Start Of Construction

The excavator must notify all public utility companies with underground 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

REVISION	DATE	REVISION	DATE	REVISION	DATE

Owner/Developer:
LAYHILL INVESTMENT ASSOCIATES
C/O BUCHANAN PARTNERS
9841 Washington Blvd. #300
Gaithersburg MD, 20878
Phone: (301) 803-4800
Fax: (301) 803-4929
Contact: James Roembke

FOREST CONSERVATION PLAN

RODGERS CONSULTING
Knowledge • Creativity • Enduring Values

19847 Century Boulevard
Suite 200
Germantown, Maryland 20874
Ph: 301-948-4700 (Main)
Ph: 301-253-6609 (Frederick)
F: 301-948-6256
www.rodgers.com

BASE DATA	BY	DATE
DESIGNED		
DRAWN		
REVIEWED		
RODGERS CONTACT		
RELEASE FOR		
BY		DATE

Phase 1.2/1.3 Final Forest Conservation Plan

LOTS 1-49 AND PARCELS A, B, AND C, BLOCK 1 (GLENMONT MEWS)
PARCELS A, B, C, E, F AND G (GLENMONT PARK)

GLENMONT METROCENTRE

WHEATON ELECTION DISTRICT NO. 13
MONTGOMERY COUNTY, MARYLAND

SCALE: 1"=60'
JOB No. 1141A
DATE: JULY 2015
FCP 20
SHEET No. 20

Attachment 4



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

October 26, 2015

Mr. Tim Stemann
Rodgers Consulting, Inc.
19847 Century Blvd., Suite 200
Germantown, MD 20874

Re: Revised Stormwater Management **CONCEPT**
/Site Development Plan Request for Glenmont
Metrocenter Phase 1.2/1.3
Preliminary Plan #: 1200130080
SM File #: 247853
Tract Size/Zone: 7.5 acres/TS-R
Total Concept Area: 7.5 acres
Lots/Block: na
Parcel(s): B,C and D
Watershed: Northwest Branch

Dear Mr. Stemann:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via micro biofilters, planter boxes and tree panel micro bioretention.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Landscaping shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
5. A more in-depth review of the outfall of micro bioretention #3 will be done at the detailed review stage. Without sufficient information, at this time we are unable to determine that the outfall configuration will work as shown.

This list may not be all-inclusive and may change based on available information at the time.

Attachment 4

Mr. Tim Steman
October 26, 2015
Page 2 of 2

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact William Campbell at 240-777-6345.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: wrc

cc: C. Conlon
SM File # 247853

ESD Acres:	7.5
STRUCTURAL Acres:	0
WAIVED Acres:	0

820150120 Glenmont Metrocenter (1.2 & 1.3)

Contact: Sam Farhadi at 240 777-6333

Site Plan file “**07-SITE-820150120-010.pdf V4**” and

Landscape plan file “**07-LL-820150120-013.pdf V1**”

uploaded on/ dated “**10/6/2015**” meet our comments. We recommend the followings to be the conditions of certified site plan:

1. Private streets to be built to tertiary roadway structural standards.
2. Comply with the following conditions on the MCDOT letter dated 8/27/13:
 - a. Condition 18: private roads;
 - b. Condition 19: private open space covenant;
 - c. Condition 25: TMAg. The project is located in the Glenmont Sector Plan Area. Traffic Mitigation Agreements (TMAgs) are required in Transportation Management Districts (TMDs) and can be required in other areas if the Department of Transportation and the Planning Board determine they are necessary to address projected traffic issues. In the case of this project, to be consistent with conditions of approvals for other projects in the vicinity, MCDOT and the Planning Board have mutually determined that the Applicant must submit a TMAg when a TMD is established in the Glenmont area. In the interim, the Applicant must work with MCDOT to promote all forms of non-auto modes of transportation using Transportation Demand Management strategies (TDM). Examples of such TDM strategies are provided in comment Comment 25 (i.e., (a) Parking Facilities, (b) Bikesharing and (c). Design elements, of the August 27, 2013 letter. At such time as a TMAg is required, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Commuter Services Section. Ms. Brecher may be contacted at 240-777-8380.



Attachment 4

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
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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.

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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.

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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.*

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- 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.

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- 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.

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- 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.

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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.

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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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