

October 12~~22~~, 2004

MEMORANDUM

TO: Richard Weaver
Mary Beth O'Quinn
Development Review Division

VIA: Shahriar Etemad
Transportation Planning

FROM: *for* Ki H. Kim
Transportation Planning

SUBJECT: Preliminary Plan Nos. 1-85245A & 1-88264B
Site Plan No. 8-05002
Avalon at Decoverly Residential Development
Research & Development (R & D) Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject site plan and preliminary plans applications. The application is for the development of 196 garden apartments and productivity housing units in the Avalon at Decoverly site. The subject property is located along the north side of Key West Avenue (MD 28) east of Diamondback Drive in the Research and Development (R&D) Policy Area.

RECOMMENDATIONS

Based on our review of the submitted traffic analysis, Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of these site plan and preliminary plans applications.

1. Total development is limited to 196 garden apartments.

2. As a condition of site access, the applicant shall grade the full width of four lanes of Decoverly Drive but construct two lanes from the end of existing pavement through the property with a median, including planting street trees as shown on the site plan.
3. Per the Department of Permitting Service's recommendation, the applicant shall replace the four-foot sidewalk along Diamondback Drive with the five-foot sidewalk.
4. Prior to issuance of building permit, applicant to record an easement for future dedication of a 50-foot wide right-of-way for the Corridor Cities Transitway contiguous to the eastern boundary of the Decoverly Drive right-of-way along the entire frontage of the two parcels. Easement language to be reviewed and approved by M-NCPPC legal staff prior to recordation. The applicant shall place in reservation for a period of three years for future dedication of 50 feet of right-of-way for the Corridor Cities Transit Way along Decoverly Drive.

DISCUSSION

Site Access and Vehicular/Pedestrian Circulation

Access to the site will be provided from Decoverly Drive that is to be constructed per the access requirements by the Department of Public Works & Transportation. Staff finds the access point from Decoverly Drive and the vehicle circulation system shown on the site plan adequate. Staff also finds the pedestrian and bikeway circulation system adequate when the applicant provides for eight feet of bikepath along Decoverly Drive and the sidewalk along Diamondback Drive is widened to five-foot instead of four-foot sidewalk that exists today.

Corridor Cities Transitway

The Gaithersburg Master Plan includes the Corridor Cities Transitway along Decoverly Drive and recommends 50 feet right-of-way for the transitway use. Staff recommends placing The 50 feet of right-of-way along the entire site Decoverly Drive frontage of the site in an easement is required to be in reservation for the future dedication for the transitway use. The State Highway Administration (SHA) is currently conducting the I-270/US 15 Multi Modal Study that also includes the Corridor Cities Transitway in the vicinity of the subject site. The applicant should coordinate with the SHA's project planning study regarding alignment of the Corridor Cities Transitway.

Local Area Transportation Review

Three local intersections were identified as critical intersections in the traffic study to determine whether they operate within the congestion standard of 1,525 Critical Lane Volume (CLV) for the Research and Development Village Policy Area. The site-generated trips were added to the existing and background (generated trips from approved but unbuilt development in the area) trips to form the total future traffic. The result of the CLV analysis for existing, background and total future traffic scenarios are shown in Table I.

Table I

Intersection Capacity Analysis with CLV Under Various Development Schemes During the Peak Hour						
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
MD 28/MD 119	1,345	1,001	1,368	1,099	1,369	1,102
MD 28/Diamondback Drive	1,064	1,032	1,216	1,267	1,268	1,295
MD 119/Decoverly Drive	1,049	1,217	1,186	1,477	1,189	1,482

As shown in the above table, all existing intersections analyzed are currently operating within the acceptable congestion standard of 1,525 CLVs during both the morning and evening peak hours. These acceptable traffic conditions are projected to be maintained under the background and total development conditions.

Policy Area Transportation Review

Based on the FY 2004 Annual Growth Policy staging ceiling capacity, there is sufficient capacity available for housing development (228 housing units, as of June 30, 2004, the date this plan was filed) in the R & D Village Policy Area to accommodate the proposed development.

CONCLUSION

Staff concludes that the subject site plan and preliminary plans satisfy the APF since all nearby intersections are anticipated to operate within the acceptable congestion standard under the Local Area Transportation Review and there is sufficient staging ceiling capacity available under the Policy Area Transportation Review.

SE:gw

mmo to Weaver re 1-85245A & 1-88264B - Avalon



**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

TO: Mary Beth O'Quinn, Development Review
FROM: Mark Pfefferle, Planning Coordinator, Environmental Planning *MP*
DATE: October 12, 2004
SUBJECT: Site Plan 8-05002, Avalon at Decoverly

The Environmental Planning staff has reviewed the site plan referenced above. Staff recommends approval of the site plan with the following conditions.

- Compliance with the conditions of the final forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits
- Record plat to reflect a Category I conservation easement over all areas of stream buffers and forest conservation.

Background

The 12.2-acre property is located at the intersection of Decoverly Drive and Diamondback Drive outside of Rockville. The site lies within the Muddy Branch watershed. An unnamed second order tributary to the Muddy Branch crosses the site from the southeast to the northwest. The Muddy Branch watershed consists of Use I streams. The site includes approximately 1.6 acres of wetlands. The wetlands are connected to the hydrologic systems of the unnamed tributary and therefore, the wetland buffers are incorporated into the stream buffers. The site also includes 7.85 acres of forest found in three distinctive forest stands. The Natural Resource Inventory identified only 11 trees 24 inches in greater diameter at breast height (dbh) on site. The majority of the trees are in the 11 to 19 inch diameter range.

Environmental Guidelines

A natural resource inventory/forest stand delineation (NRI/FSD) was prepared for this site. Environmental Planning staff approved the NRI/FSD in March 2004. The NRI/FSD identifies the streams and stream buffers, wetlands and wetland buffers, soil types, slopes, and forest stands.

Development of the site includes the construction of Decoverly Drive through the stream buffer and through wetlands. The developer has worked with the County to minimize the amount of impervious surface through the stream buffer and agrees to construct an environmentally sensitive stream crossing. The Maryland Department of the Environment (MDE), the wetland and floodplain-permitting agency, has provided suggestions to limit impact to the natural environment. Permanent impacts to the wetlands require compensation and the applicant has proffered compensation but it is unknown if the MDE has accepted the proffer. The only other permanent structures within stream buffer are necessary stormwater management conveyances.

Forest Conservation

The 12.2-acre site includes 7.85 acres of forest. The applicant is proposing to remove 5.69 acres of forest. All of the forest in the stream buffer will be preserved except where Decoverly Drive is constructed. The forest within the stream buffer contains many invasive plants. As a condition of approval of the final forest conservation plan, the applicant will be required to develop and implement an invasive species management plan. Based on the size of existing forest and the amount of forest proposed for removal there is a planting requirement of 1.9 acres. Environmental Planning staff recommends the planting occur in the stream buffer as supplemental planting versus offsite planting or utilizing a forest conservation bank. Under the forest conservation law, the first priority for forest conservation planting is enhancement of existing forest through on-site selective clearing and supplemental planting.



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

July 19, 2004

Robert C. Hubbard
Director

Mr. Ed Wallington
Lolederman Soltesz Associates, Inc.
1390 Piccard Dr. Suite 100
Rockville, MD 20850

Re: Stormwater Management **CONCEPT** Request
for Decoverly parcels MM & NN
Preliminary Plan #: 1-85245/1-88264
SM File #: 210716
Tract Size/Zone: 11.56 acres/O-M
Total Concept Area: 11.56 acres
Parcel(s): MM & NN
Watershed: Muddy Branch

Dear Mr. Wallington:

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 consists of on-site channel protection and water quality measures for Decoverly Drive via retrofitting the existing offsite Decoverly pond 1; on-site water quality control via structural sand filters and biofiltration facilities for Parcels MM & NN; and, onsite recharge via specifically designed trenches. Channel protection volume is not required for parcels MM and NN because the one-year post development peak discharge is less than or equal to 2.0 cfs.

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

1. The proposed retrofit of the existing offsite pond includes the addition of an emergency spillway. The emergency spillway **must** be in cut or natural ground. Soil borings will be required at the sediment control plan review stage. If the emergency spillway cannot be constructed in cut or original ground, then an alternative plan to retrofit the pond must be submitted.
2. Any modifications to the existing riser must be designed and constructed to the Department of Permitting Services' satisfaction.
3. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
4. An engineered sediment control plan must be submitted for this development.
5. A Flood Plain District Permit is required.


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

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 Nadine Vurdelja Pionka at 240-777-6334.

Sincerely,

Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm CN

cc: R. Weaver
S. Federline
SM File # 210716

QN - onsite; Acres: 210716
QL - onsite; Acres: 210716
Recharge is provided



Real Estate Development Division
3930 Knowles Avenue, 1st Floor
Kensington, Maryland 20895-2484
301/929-6726
301/962-8523 FAX

7 September 2004

Ms. Mary Beth O'Quinn
Site Plan Review
Montgomery County Park & Planning Department
8787 Georgia Avenue
Silver Spring MD 20910

Re: Avalon at DeCoverly, Phase 2
File No. 8-05002

Dear Mary Beth:

I was unable to stay for the plan review at today's DRC meeting on the subject property. Had I stayed, I would have made the same points I generally make at the DRC meetings:

1. The affordable units must be scattered among the buildings and among the floors of each building:
2. The unit mix of efficiency and one-bedroom affordable units must be in the same proportion, unit size by unit size, as the market rent efficiencies and one-bedrooms, respectively, are to the total of all market-rent units.

Please include this letter among the comments received in response to the plan, and forward this to the Planning Board for incorporation in the conditions to site plan approval.

Many thanks.

Sincerely,

Daniel Sachs
Senior Planner

cc: Steven Elmendorf, Esq.
Linowes & Blocher, LLP





DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Michael C. Hoyt
Acting Director

September 20, 2004

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

RE: Preliminary Plan #1-88264B and
1-88245A
Avalon at Decoverly Parcel MM/NN

Dear Ms. Conlon:

We have completed our review of the preliminary plan and follow up information dated March 2004. This letter has been revised several times per discussions with the applicant, DPS Water Resources and MNCPPC staff. 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 MCDPS 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. We recommend granting the waivers and modifications requested by the applicant as follows:

Parcel NN will be limited to right in right out only on Decoverly Drive. No new access points will be allowed on Diamondback Drive.

At this time, vehicles leaving Parcel NN will be allowed to make a U-turn at the current point of terminus of the roadway. Traffic conditions may warrant closing this median break in the future, after Decoverly Drive is extended past Parcel MM into the Crown Farm Property.



Division of Operations

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

Ms. Catherine Conlon
Preliminary Plan No. 1-88-264B/1-88245A
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We will accept a modified cross section for the ultimate roadway width of Decoverly Drive to allow limiting the length of the culvert carrying the existing stream across the site. This carries a provision that all parties understand that it will not preclude future construction of the Capital Cities Transitway which is proposed to abut and parallel Decoverly Drive through the subject property.

Provided that the MNCPPC/Planning Board findings from review of the applicants traffic study do not require the full divided highway to be built by the applicant, we will accept full width grading including two full lanes (twenty-five foot pavement width) and transition to the existing roadway, full median, curbs, gutters sidewalks and street trees on both sides of Decoverly Drive. This improvement should be done through the applicant's entire frontage to the northern property line adjacent to the Crown Property.

In order to avoid lengthening the culvert, further steps may be taken; at the crossing point, utilities may transfer into the right of way (in conduit) and the median may be narrowed. The sidewalk must remain as far from the curb as practical to allow safe separation of traffic and pedestrians, up to the standard for this classification of roadway.

An on-going dialogue between the applicant and MCDPS, regarding the dam breach analysis of the site could affect design of the culvert. We wish to be informed of any changes.

2. Necessary dedication for future widening of Decoverly Drive, including the future Transitway in accordance with the master plan and State of Maryland Plans for the Transitway.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat.
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 sight distances study has been accepted. A correction should be made by the applicant to use proper terminology for sight distance to the left for Parcel NN. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
7. Record plat to reflect denial of access along Diamondback Drive.

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8. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6298 to discuss the parking lot design.
9. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
10. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
11. In order to ensure adequate driveway capacity, particularly egress volume, provide a minimum fifty (50) foot tangent section before encountering cross traffic on-site, for all driveways.
12. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
13. Truck loading space requirements to be determined in accordance with the MCDPWT "Off-Street Loading Space" policy.
14. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
15. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheel stops within those parking spaces.
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.

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17. 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.
18. Geometrics for the intersection of Decoverly Drive and Diamonback Drive will be reviewed by the Department of Permitting Services as part of their review of the building permit application. Included in that review will be the design of any necessary left turn storage lanes and/or acceleration/deceleration lanes. We advise the applicant to submit their traffic volume data to the DPS Subdivision Development Section (in advance of their building permit applications) to verify their intersection improvement requirements and the acceptability of their design.
19. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
20. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Patrick Bradley of our Traffic Control and Lighting Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
21. Trees in the County rights of way - species and spacing to be in accordance with the applicable MCDPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
22. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
 - A. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, sidewalks and street trees along Decoverly Drive as discussed above.

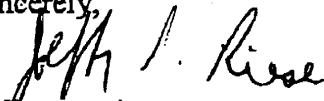
* **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
 - B. Construct a temporary turnaround at the end of Decoverly Drive.
 - C. Additional road improvements may be required as a result of a review of the traffic study required by the Planning Board staff.
 - D. Enclosed storm drainage and/or engineered channel (in accordance with the MCDPWT Storm Drain Design Criteria) within all drainage easements.

Ms. Catherine Conlon
Preliminary Plan No. 1-88-264B/1-88245A
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- E. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- F. 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 Montgomery County Department of Permitting Services (MCDPS) 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 MCDPS.
- G. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
- H. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDPWT Division of Traffic and Parking Services.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please call Mr. Jeffrey Riese on (240) 777-2190.

Sincerely,



Jeffrey I. Riese, Senior Planning Specialist
Traffic Safety Investigations
and Planning Team
Traffic Engineering and Operations Section

m:/subd/jir/188264B/1-88245Aavalon at Discoverly

Enclosures (2)

cc: Ed Wallington; Loiederman Soltesz Associates
Betsy Weingarten; Avalon Communities
Joseph Y. Cheung; MCDPS Subdivision Development
Christina Contreras; MCDPS Subdivision Development
Ronald C. Welke; MNCPPC, TPD
Sarah Navid; MCDPS Subdivision Development
Nadine Piontka; MCDPS Water Resources



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

September 1, 2004

Ms. Robin Fenton
15301 Diamond Cove Terrace
Apartment C
Rockville, MD 20850

Dear Ms. Fenton,

Thank you for your call today concerning the schedule for the Development Review Committee's discussion of the site plan filed for Avalon at Decoverly (Phase 2). As I mentioned per our conversation, the committee will address this case next week on Tuesday, September 7, at approximately 3:20 pm. This discussion constitutes a preparatory step in the review process, and, while not a forum for public comment, you are welcome to attend.

I will be happy to meet with you to discuss the committee's recommendations and the staff review of the proposal. As we discussed today, the applicant's representative has offered to meet with you and any interested community groups to present the plan and its details; I strongly encourage you to pursue this, and I will be happy to attend any meetings to represent the MNCPPC Development Review Division. Please let me know your earliest availability.

If you have any further questions, do not hesitate to contact me at 301.495.1322.

Sincerely,

Mary Beth O'Quinn
Planner Coordinator

M-NCPPC

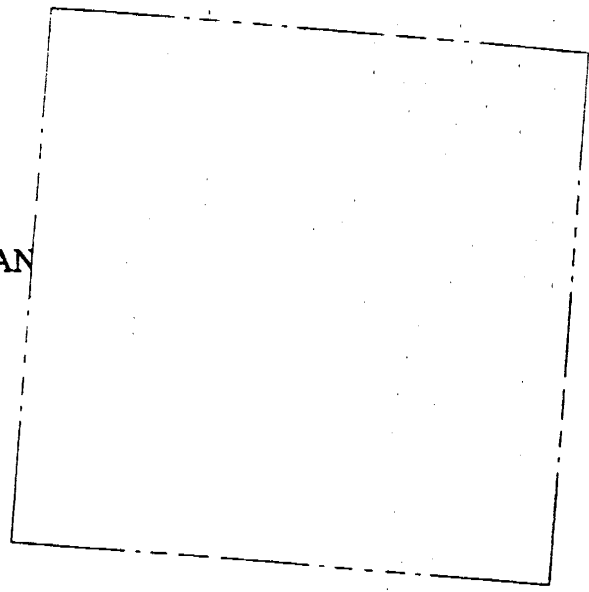


MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Thursett



MONTGOMERY COUNTY PLAN
O P I N I O N

DATE MAILED: November 24, 1998
SITE PLAN REVIEW: #8-88015A
PROJECT: Decoverly Hall

Action: Approval subject to conditions. Motion was made by Commissioner Bryant, seconded by Commissioner Holmes, with a vote of 3-0, Commissioners Bryant, Holmes and Hussmann voting for. Commissioners Perdue and Richardson were absent.

The date of this written opinion is November 24, 1998, (which is the date that this opinion is mailed to all parties of record). Any party authorized by law to take an administrative appeal must initiate such an appeal, as provided in the Maryland Rules of Procedure, on or before December 24, 1998 (which is thirty days from the date of this written opinion). If no administrative appeal is timely filed, then this site plan shall remain valid for as long as Preliminary Plan #1-85245 is valid, or until the expiration of the project's APFO approval, as provided in Section 59-D-3.8.

On November 19, 1998, Site Plan Review #8-88015A was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the testimony and evidence presented and on the staff report which is made a part hereof, the Montgomery County Planning Board finds:

1. The Site Plan is consistent with the approved development plan or a project plan for the optional method of development, if required;
2. The Site Plan meets all of the requirements of the zone in which it is located;

3. The locations of the buildings and structures, the open spaces, the landscaping, and the pedestrian and vehicular circulation systems are adequate, safe, and efficient;
4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development;
5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

The Montgomery County Planning Board APPROVES Site Plan Review #8-88018A which consists of 832,100 sf of office with the following conditions:

1. The applicant shall provide the roadway improvements as recommended by the Department of Permitting Services (DPS) per DPS's November 12, 1998 memorandum, in connection with construction of Building #6 and the parking structure in Parcel MM.
2. The applicant shall provide an easement for the future dedication of a 50 foot wide transitway for the future Shady Grove-Clarksburg Transitway adjacent to the existing Decoverly Road 100 foot roadway right-of-way along Parcels MM.
3. The applicant shall provide a five foot wide sidewalk and associated handicapped ramps adjacent to the site along Diamondback Drive from Key West Avenue and along Omega Drive from Key West Avenue.
4. Although not obligated to participate in the TMO, NASD shall seek to meet the mode share goals of the Shady Grove Study Area Master Plan by continuing to provide their existing voluntary transportation management program: flex time, telecommuting options for employees, and van shuttle to Metro, and further expanding this program to include the designation of a ride share coordinator, development of a ride share program through Montgomery County and/or Council of Governments (COG), provision of preferential car pool/van pool parking spaces, and participation in marketing efforts of the Shady Grove Traffic Mitigation Organization (TMO).
5. Prior to signature set approval, plans shall include design and placement for bike path signage so to announce the path's presence from adjoining roads
6. Prior to signature set approval, the landscape plans shall include additional landscaping in the following areas: north of the 5 level parking garage, tall evergreen screening is required; south of the 2 level parking structure (south of the access drive) west of the same parking structure, increase landscaping to provide more screening from adjoining views; north of the service area- add groups of evergreen screening with either understory or larger trees. The relocated shade trees proposed in the area where the access road to Building 6 may be relocated shall be replaced if they don't survive.

7. Prior to signature set approval, the following additional pedestrian connections and improvements: a walk from the front doors of existing buildings on Parcel JJ and Parcel BB to Omega Drive; from the front door of Building 7 to the west to connect to the bike path at the lake; from Building 6 to Discoverly Drive right-of-way and additional sitting areas in the court in front of Building 7 and 3.
8. Site Plan Enforcement Agreement to reference joint parking areas per Section 59-E-3.4
9. Standard Conditions dated October 10, 1995, Appendix A.
10. Prior to signature set approval, streetscaping improvements to Key West Avenue which shall include boulevard streetscape treatment of shade trees planted in the median per SHA review and approval and a second row of trees in a staggered diagonal pattern of the opposite side of the PUE.

APPENDIX A: STANDARD CONDITIONS OF APPROVAL DATED 10-10-95:

1. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to approval of the signature set as follows:

Development Program to include a phasing schedule as follows:

- 1) Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - 2) Community-wide pedestrian pathways and recreation facilities must be completed prior to seventy percent occupancy of each phase of the development.
 - 3) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
 - 4) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
 - 5) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - 6) Coordination of each section of the development and roads;
 - 7) Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
2. Signature set of site, landscape/lighting, forest conservation and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 - a. Undisturbed stream buffers at least 25 feet wide, as shown;
 - b. Limits of disturbance;
 - c. Methods and location of tree protection;
 - d. Relocation of stormwater facility outfall from pond away from stream buffer;
 - e. Conditions of DPS Stormwater Management Concept Verification Request for Amended Site Plan approval letter dated September 24, 1998;
 - f. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices *prior* to clearing and grading;
 - g. The development program inspection schedule.
 - h. Street trees 40-50 feet on center along Key West Avenue, Omega Drive and Diamond Back Drive and median tree planting within Key West Avenue.
 3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.
 4. No clearing or grading prior to M-NCPPC approval of signature set of plans.

g:\spopinio\8-88015a



DEPARTMENT OF PERMITTING SERVICES

MEMORANDUM

Douglas M. Duncan
County Executive

November 12, 1998

Robert C. Hubbard
Director

TO: Wynn Witthans
Development Review Division - MNCPPC

FROM: Sarah Navid, Traffic Engineer *S. Navid*
Subdivision Development Section - Department of Permitting Services

SUBJECT: Site Plan Review - #8-88015A
Decoverly Hall

We have reviewed this site plan and recommend approval of the plan subject to the following comments:

1) Parcel MM - When Building #6 is constructed and if Decoverly Drive has not been extended by others, we recommend a) provision of a right turn lane on Diamondback Drive from Key West Avenue to the site entrance and 150' north to tie into the existing lane b) reconfiguration of the western side of the parking lot on Parcel Z to provide a dedicated drive aisle, and c) lengthening of the two lane approach on the Diamondback Drive driveway.

2) A 50 foot wide transitway easement for the future Shady Grove-Clarksburg Transitway adjacent to the existing Decoverly Road 100 foot roadway right-of-way is required along Parcels NN and MM. We prefer an easement as opposed to a reservation.

3) Sidewalks (5' wide) and associated handicapped ramps are required adjacent to the site along Diamondback Drive from Key West Avenue and along Omega Drive from Key West Avenue.

4) Lead sidewalks on the existing site driveways are needed from Diamondback Drive and Omega Drive.

Please call me at 301-217-2088 if you have any questions regarding our comments.

sm\decoverl.wp

cc: Joe Cheung - MCDPS
Linowes and Blocher
Macris, Hendricks and Glascock
Greg Leck - MCDPWT