

# ATTACHMENT F

## Textural Binding Elements

1. The Development Plan contains “Development Blocks” which identify those areas of the property that will be redeveloped. 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 Stage 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 500 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 500 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 shifted between Development Block areas 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 90,000 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 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. 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., real-time transit signs, pedestrian count-down signals, bike racks, etc.), transit enhancements/incentives, establishing a neighborhood circulator shuttle, pedestrian safety measures and/or other improvement.

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 119.40 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 51 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: (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. Any operational improvements to be provided are subject to the approval of the applicable governmental agencies.

## **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 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.
- Glenallan 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 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 places in continuous lawn panel, landscaped panel or in tree pits.

### **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 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.

### **3. Architectural Elements**

- 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.