



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

**APPROVED
MINUTES**

The Montgomery County Planning Board met in regular session via Microsoft Teams video conference on Thursday, January 21, 2021, at 9:04 a.m., and adjourned at 2:59 p.m.

Present were Chair Casey Anderson, Vice Chair Natali Fani-González, and Commissioners Gerald R. Cichy, Tina Patterson, and Partap Verma.

Items 1, 3, and 4 are reported on the attached agenda.

Item 2 was removed from the Planning Board agenda

The Planning Board recessed for lunch at 11:08 a.m. and reconvened via video conference at 12:42 p.m.

Items 5 and 6 are reported on the attached agenda.

There being no further business, the meeting was adjourned at 2:59 p.m. The next regular meeting of the Planning Board will be held on Thursday, January 28, 2021, via video conference.

M. Clara Moise

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Sr. Technical Writer/Editor

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Montgomery County Planning Board Meeting
Thursday, January 21, 2021
2425 Reddie Drive
Wheaton, MD 20902
301-495-4605

1. Consent Agenda

***A. Adoption of Resolutions**

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: There were no Resolutions submitted for adoption.

***B. Record Plats**

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: **There were no Record Plats submitted for approval.**

C. Other Consent Items*1. Poplar Grove**

A. Preliminary Plan Amendment No. 12019004A---Request to amend conditions 2, 4, and 26 to update the phased APF validity period as modified by County Council legislation and to clarify that rough grading, stockpiling, sediment and erosion control, re-grading for stockpiling, and interim uses are allowed; on the east side of Century Boulevard between Father Hurley Boulevard and the future Dorsey Mill Road; 27.15 acres, CR-2.0, C-1.75, R-1.0, H-145T and Germantown Transit Mixed-Use Overlay Zone; Germantown West Policy Area and 2009 Germantown Employment Area Sector Plan.

Staff Recommendation: Approval with Conditions

B. Site Plan Amendment No. 82019006A---Request to amend condition 15 to clarify that rough grading, stockpiling, sediment and erosion control, re-grading for stockpiling, and interim uses are allowed without amending the Site Plan or entering into a Site Plan Surety and Maintenance Agreement for the Certified Site Plan elements; on the east side of Century Boulevard between Father Hurley Boulevard and the future Dorsey Mill Road; 11.40 acres, CR-2.0, C-1.75, R-1.0, H-145T and Germantown Transit Mixed-Use Overlay Zone; Germantown West Policy Area and 2009 Germantown Employment Area Sector Plan.

Staff Recommendation: Approval with Conditions

2. ELP Bethesda at Rock Spring

A. Sketch Plan No. 320210030 Regulatory Extension Request #1---Request to extend the regulatory review period from February 4, 2021 to May 6, 2021 for a continuing care retirement community with up to 1,300 independent living units, 210 assisted living/memory care units, a 50-unit skilled nursing facility, and 5,300 square feet of retail; located at 10400 Fernwood Rd, Bethesda; on approximately 33.64 acres of land zoned CRF 1.5, C-0.75, R-1.5, H-150; within the Rock Spring Sector Plan area.

Staff Recommendation: Approval of the Extension Request

B. Preliminary Plan No. 120210040 Regulatory Extension Request #1---Request to extend the regulatory review period from February 4, 2021 to May 6, 2021 for a continuing care retirement community with up to 1,300 independent living units, 210 assisted living/memory care units, a 50-unit skilled nursing facility, and 5,300 square feet of retail; located at 10400 Fernwood Rd, Bethesda; on approximately 33.64 acres of land zoned CRF 1.5, C-0.75, R-1.5, H-150; within the Rock Spring Sector Plan area.

Staff Recommendation: Approval of the Extension Request

3. Staging Allocation Request No. 27600 for East Village at North Bethesda Gateway, Site Plan No. 82014018A---Staging Allocation Request for 335 dwelling units and 5,000 square feet of non-residential development for the first phase of this two-phase development; CR3.0, C1.5, R2.5, H-200 Zone; 5.1 acres located at the southeastern intersection of Huff Court and Nicholson Lane in the White Flint Sector Plan area.

Staff Recommendation: Approval

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Other Consent Items

CONTINUED

4. Wilson Delay, Lot 1: Administrative Subdivision Plan No. 620210020, Regulatory Review Extension Request No. 2---Request to extend the regulatory review period for 3 months until April 22, 2021; an Application to create one lot on West Hunter Road, 4,000 feet west of Darnestown Road; 12.45 acres; AR Zone; 1980 Agricultural and Rural Open Space Master Plan.
Staff Recommendation: Approval of Extension Request

BOARD ACTION

Motion: 2. through 4. CICHY/VERMA

Vote:

Yea: 2. through 4. 5-0

Nay:

Other:

Action: 1. This Item was removed from the Consent Agenda and discussed as a regular agenda Item.

2A. Approved staff recommendation for approval of the Sketch Plan Extension request cited above.

2B. Approved staff recommendation for approval of the Preliminary Plan Extension request cited above.

3. Approved staff recommendation for approval of the Staging Allocation Request cited above, subject to conditions, as stated in the attached adopted Resolution.

4. Approved staff recommendation for approval of the Administrative Subdivision Plan Extension request cited above.

***D. Approval of Minutes**

Planning Board Meeting Minutes of January 7, 2021

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 5-0

Nay:

Other:

Action: Approved Planning Board Meeting Minutes of January 7, 2021, as submitted.

1C1. Poplar Grove

A. Preliminary Plan Amendment No. 12019004A---Request to amend conditions 2, 4, and 26 to update the phased APF validity period as modified by County Council legislation and to clarify that rough grading, stockpiling, sediment and erosion control, re-grading for stockpiling, and interim uses are allowed; on the east side of Century Boulevard between Father Hurley Boulevard and the future Dorsey Mill Road; 27.15 acres, CR-2.0, C-1.75, R-1.0, H-145T and Germantown Transit Mixed-Use Overlay Zone; Germantown West Policy Area and 2009 Germantown Employment Area Sector Plan.

Staff Recommendation: Approval with Conditions

B. Site Plan Amendment No. 82019006A---Request to amend condition 15 to clarify that rough grading, stockpiling, sediment and erosion control, re-grading for stockpiling, and interim uses are allowed without amending the Site Plan or entering into a Site Plan Surety and Maintenance Agreement for the Certified Site Plan elements; on the east side of Century Boulevard between Father Hurley Boulevard and the future Dorsey Mill Road; 11.40 acres, CR-2.0, C-1.75, R-1.0, H-145T and Germantown Transit Mixed-Use Overlay Zone; Germantown West Policy Area and 2009 Germantown Employment Area Sector Plan.

Staff Recommendation: Approval with Conditions

BOARD ACTION

Motion: **A. FANI- GONZÁLEZ /CICHY**
 B. CICHY/FANI- GONZÁLEZ

Vote:
 Yea: **A. & B. 5-0**

Nay:

Other:

Action: **A. Approved staff recommendation for approval of the Preliminary Plan Amendment cited above, subject to conditions, as stated in the attached adopted Resolution.**

B. Approved staff recommendation for approval of the Site Plan Amendment cited above, subject to revised conditions discussed during the meeting, and as stated in the attached adopted Resolution.

 Planning Department staff offered a brief multi-media presentation and briefly discussed a minor revision to Site Plan Condition 15.

 There followed a brief Board discussion.

~~2. Roundtable Discussion ---~~ **REMOVED**

~~— Parks Directors Report~~

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: **This Item was removed from the Planning Board agenda.**

3. Thrive Montgomery 2050 Worksession No. 5 4: Transportation and communication networks: connecting people, places and ideas

Staff Recommendation: Discuss Issues and Provide Direction to Staff

BOARD ACTION**Motion:****Vote:****Yea:****Nay:****Other:****Action: Received briefing followed by discussion.**

Planning Department staff offered a multi-media presentation and discussed the Thrive Montgomery 2050 Update to the General Plan, specifically the revised transportation chapter of the draft plan, now identified as “Transportation and Communication Networks: Connecting People, Places and Ideas.” Staff noted that with the review of the Transportation Analysis Report and transportation themes from the Planning Board Public Hearing, the worksession will focus on the issues and existing conditions related to transportation and connectivity, the goals and policies Thrive Montgomery 2050 proposes to address these issues, the ways in which these policies will further the key objectives of Thrive Montgomery 2050, and potential measures to monitor the progress towards achieving the transportation and connectivity goals of the General Plan.

Staff then discussed the results of the Transportation Analysis Report, which evaluated the impact of external factors and the potential impact of Thrive Montgomery policies. Staff evaluated the effects of proposed Thrive Montgomery policies on three potential 2050 scenarios, identified as Business as Usual, or the continuation of current transportation trends; On the Road, where residents live in less dense areas and commute longer distances to work; and Home Alone Together, where residents live in more dense locations and can telework at increased rates while shopping, enjoying entertainment, and eating locally, and formulated projected changes for all three scenarios regarding average person trips per weekday, Non-Auto Driver Mode Share (NADMS), Vehicle Miles Traveled (VMT), time spent traveling by transit or auto, and average jobs accessible within 45 minutes. Staff also conducted an equity analysis to forecast the effect of the proposed Thrive Montgomery policies on average time per trip and VMT in both Equity Emphasis Areas (EEAs) and Non-EEAs. Based on these analyses, staff recommends additional policies to shift existing population and jobs from suburban communities to downtowns, town centers and transit corridors; pursuing an effort to maintain an elevated level of teleworking, while seeking to offset some of its negative economic and social impacts; and additional studies to determine appropriate travel and parking charges.

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3. Thrive Montgomery 2050 Worksession No. 5 4: Transportation and communication networks: connecting people, places and ideas

CONTINUED

Staff then briefly discussed the proposed revised Thrive Montgomery 2050 transportation chapter, “Transportation and Communication Networks: Connecting People, Places and Ideas,” which will be organized into four parts: 1) Problems To Be Solved; 2) Policies to Solve the Problems and Further the Key Objectives of Thrive Montgomery; 3) How the Policies Will Achieve Their Goals; and 4) How to Evaluate the Policies’ Progress.

There followed extensive Board discussion with questions to staff, during which the Board provided guidance to staff.

Staff then offered a preview of the next worksession scheduled for Thursday, January 28, during which Planning Department staff will discuss the compact growth chapter of the Plan.

***4. Olney Theatre Center, Site Plan Amendment No. 82001022C**---Request to add multiple additions to the existing theatre buildings, totaling 17,622 square feet, located at 2001 Olney - Sandy Spring Road, approximately 60 feet west of Doctor Bird Road, PCC zone, 10.6 acres, 2005 Olney Master Plan.

Staff Recommendation: Approval with Conditions

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 5-0

Nay:

Other:

Action: Approved staff recommendation for approval of the Site Plan Amendment cited above, subject to revised conditions discussed during the meeting, and as stated in the attached adopted Resolution.

Planning Department staff offered a multi-media presentation and discussed a proposed Site Plan Amendment request to add multiple additions to existing theater buildings. The 10.6-acre site, identified as part of Parcel A, is located on the north side Olney-Sandy Spring Road (MD108), confronting its intersection with Doctor Bird Road, and is zoned Planned Cultural Center (PCC) in the Olney Master Plan area. The property is currently developed with 60,430 square feet of commercial development related to the Olney Theatre Center, identified as the Original Theater and consisting of a historic theatre containing 472 seats, a box office, five living quarters, and two offices; a separate three-story actors’ residence, identified as the Crawford House, containing nine bedrooms and three administrative offices; a scene shop connected to the Original Theatre that parallels the rear parking lot; a production building; and the 152-seat Muiltz-Gudelsky Theatre Lab, all of which total 27,180 square feet. The remaining 33,250 square feet of theater related development includes classroom spaces, offices, a lobby, a second theatre, identified as the Main Stage, with 428 seats, and an uninhabitable small stone cottage/gate house that has fallen into disrepair. There are three surface parking lots on the site, one located between the theatre complex, with two larger lots located in the rear and side of the building, for a total of 232 parking spaces. The property is accessed from MD108 via three separate entrances, with the eastern entrance accessed from westbound MD108 as the primary connection to the rear parking lot, the central full-movement entrance located at the signalized intersection of MD108 and Doctor Bird Road as a connection to the rear parking lot and main entrance drive aisle, and the western entrance, accessed from westbound MD108 as a connection to the main entrance drive aisle and the front parking lot.

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***4. Olney Theatre Center, Site Plan Amendment No. 82001022C**CONTINUED

Staff noted that the applicant proposes to expand the existing theatre buildings by 17,622 square feet and make associated changes to the surrounding landscape and pedestrian system. The improvements will occur in three phases: 1A) construction of an approximately 5,273 square-foot, two-story addition for an education wing on the Main Stage building consisting of a dance studio, restrooms and storage on the ground floor and two classrooms, shared office space, and a lounge on the second floor, as well as modifications to a plaza on the northern portion of the site to provide access to the east side of the proposed new wing; 1B) expansion of the production building by approximately 8,234 square feet, and replacement of existing shipping containers with an approximately 954 square-foot storage building and loading dock; and 1C) construction of an approximately 725 square-foot lobby addition to the Original Theatre, an approximately 2,427 square-foot office space addition to the Original Theatre, and renovation of an existing courtyard. Staff added that the order of the proposed improvements has yet to be determined. Prior to issuance of any Use and Occupancy Certificate for the second phase of construction, the applicant will be required to construct a 10-foot wide shared-use path along the MD108 frontage during the second phase of construction. Although the revisions proposed by the amendment do not significantly affect the existing parking and circulation patterns, internal pedestrian circulation improvements will be made. Staff also discussed minor corrections to the Conditions of Approval.

Staff then discussed the associated Amended Final Forest Conservation Plan (AFFCP), noting that the construction of the shared-use path along MD108 will require the removal of 1,179 square feet of an existing Category I Conservation Easement located along the eastern property line, which will be mitigated with 0.03 acres of an on-site area of forest located between the existing easement and the eastern access driveway.

There followed a brief Board discussion with questions to staff.

***5. Ashford Woods: Preliminary Plan No. 120200110**---Application for up to 326 lots and various parcels for a residential development consisting of 322 townhouse units and 42 two-over-twos for a total of 364 units, including 25 percent MPDUs; and one +/-39.9 acre parcel for conveyance to M-NCPPC; abandonment and replacement of the transit easement and waivers from off-street parking and an increase in the noise threshold; +/-141.4 acres; R-90, Rural, Clarksburg East Environmental Overlay and Clarksburg West Environmental Overlay Zones; located in the southwest quadrant of the intersection with Frederick Road and Comus Road; 1994 Clarksburg Master Plan & Hyattstown Special Study Area; 2014 Clarksburg Ten Mile Creek Area Limited Amendment.

Staff Recommendation: Approval with Conditions

BOARD ACTION

Motion: FANI-GONZÁLEZ/CICHY

Vote:

Yea: 5-0

Nay:

Other:

Action: Approved staff recommendation for approval of the Preliminary Plan cited above, subject to revised conditions discussed at the meeting, and as stated in the attached adopted Resolution.

In keeping with the January 11 detailed technical staff report, Planning Department staff offered a multi-media presentation and discussed a Preliminary Plan request for a proposed development for up to 326 lots and various parcels for a residential development consisting of 322 townhouse units and 42 two-over-twos for a total of 364 units, including 25 percent Moderately Priced Dwelling Units (MPDUs); and one +/-39.9 acre parcel for conveyance to the Maryland-National Capital Park and Planning Commission (M-NCPPC); abandonment and replacement of the transit easement and waivers from off-street parking and an increase in the noise threshold; The 141.4-acre property is located in the southwest quadrant of the intersection of Frederick and Comus Roads in the Clarksburg East Environmental Overlay and Clarksburg West Environmental Overlay Zones, the Clarksburg Master Plan & Hyattstown Special Study Area and the Clarksburg Ten Mile Creek Area Limited Amendment. Staff noted that the request also includes a Preliminary Forest Conservation Plan (PFCP), a Special Protection Area Preliminary Water Quality Plan, and a Preliminary Stream and Wetland Restoration Plan. The request also includes abandoning a portion of the existing transit easement as well as reduced standard centerline radius. The use of curbs and gutters and an exemption from off-street parking.

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***5. Ashford Woods: Preliminary Plan No. 120200110**CONTINUED

Staff added that the request proposes to subdivide the existing 99.1-acre eastern lot, known as the Egan property, which currently house a catering business into 326 lots for 322 townhouses and 42 two-over-twos for a total of 364 residential dwelling units, including 25 percent MPDUs, or 91 units. As part of the Preliminary Plan, the applicant is requesting a tree variance as part of the PFCP, an extended plan validity period and an extended Adequate Public Facilities validity period, and a noise waiver. The applicant proposes to convey 39.9 acres, currently unimproved, located in the western portion of the property, to the Parks Department as an addition to the Ten Mile Creek Conservation Park. The applicant will retain approximately 52 acres of existing forest and plant approximately 19 acres of new forest, resulting in approximately 71 acres of forest on the property, which will either be dedicated to the Parks Department or be protected in a Category I Conservation Easement and maintained by the future Homeowners Association. These areas will be accessible through existing and proposed natural surface trails. The proposal also includes 80.9 percent of rural open space to protect the environmental features located in these areas. A total of 13 percent or 149,770 square feet of the buildable envelope will include open space for recreation and amenities. In addition, the request includes a Stream and Wetland Restoration Plan for areas on the properties that have been adversely affected by previous land uses.

Staff also discussed a few revisions to the conditions of approval.

Ms. Barbara Sears, attorney representing the applicant, offered brief comments and concurred with the staff recommendation.

Mr. Tom Natelli of Natelli Communities, member of the applicant's team, offered a multi-media presentation and comments.

There followed a brief Board discussion with questions to staff.

6. Fenton Street Bikeway Study and Alternatives Selection

Staff Recommendation: Provide Recommendations to the Montgomery County Council on Transportation and Environment (T&E) Committee and the Montgomery County Department of Transportation (MCDOT)

BOARD ACTION

Motion: FANI-GONZÁLEZ/CIHY

Vote:

Yea: 5-0

Nay:

Other:

Action: **Approved staff recommendation to provide comments to the Montgomery County Council on Transportation and Environment (T&E) Committee and the Montgomery County Department of Transportation on the Fenton Street Bikeway Study and Alternatives Selection.**

Mr. Matt Johnson of Montgomery County Department of Transportation (MCDOT) and Planning Department staff offered a multi-media presentation and discussed the Fenton Street Bikeway Study and the proposed Alternatives Selection and associated costs. Mr. Johnson noted that the Fenton Street Bikeway is identified in the Bicycle Master Plan as one of the highest priority bikeways in Montgomery County, which would substantially improve the safety and comfort of the bicycle experience for people travelling to and through the Silver Spring Central Business District by providing a connection between the Metropolitan Branch Trail, the Silver Spring Library Purple Line station, the Silver Spring Green Trail, and the Spring Street Separated Bike Lanes. MCDOT has developed seven bikeway alternatives for the stretch of Fenton Street between Gist Avenue and Cameron Street.

The proposed project limits are between Gist Avenue to the south and Cameron Street to the north, a 0.7-mile distance. One separate project currently in design continues the proposed bikeway south through the Fenton Street/Philadelphia Avenue (MD 140) intersection to the current end point of the Metropolitan Branch Trail at King Street. Construction is imminent on the bikeway connecting Cameron Street north to Planning Place. Redevelopment of the former Montgomery County Planning Department building will complete the Fenton Street connection to Spring Street. In addition to the future connection to the Purple Line at Wayne Avenue, Washington Metropolitan Area Transit Authority (WMATA) and Ride-on both maintain bus service along the corridor. There are eight bus stops in the south bound direction and six in the northbound. The MCDOT has broken up the corridor into three distinct areas for their alternative development. To the south, the Fenton Village District extends from Gist Avenue to Wayne Avenue, and is home to many small businesses with storefronts using their frontage for café seating, access, on-street parking and loading. In the middle of the corridor, the Ellsworth

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6. Fenton Street Bikeway Study and Alternatives SelectionCONTINUED

District between Wayne Avenue and Colesville Road is also commercial but has less reliance on the street itself for parking and loading, handling most of these activities on site or in off-street garages. The North Silver Spring District between Colesville Road and Cameron Street has few Fenton Street-fronting businesses, but strong on-street parking usage. As part of this project, the MCDOT team has reviewed public parking garage and surface lot data and collected the same data for on-street parking along Fenton Street and side streets.

Staff then noted that MCDOT has developed seven alternatives, A through G, which all provide bicycle connectivity along this corridor, as discussed in detail in the January 13 technical staff report. All the alternatives seek to minimize the negative impacts to the community and to the corridor, but some impacts are inevitable. The different alternatives mix and match strategies to achieve a consistent bikeway section, varying the degree to which they remove on-street parking, increase through motor vehicle travel time, environmental and utility impacts, as well as cost. Staff discussed the seven alternatives and requested the Planning Board approval of a preferred alternative and the transmittal of its recommendations to the County Council T&E Committee.

Mr. Peter Gray of Brisbane Street and representing the Washington Area Bicycle Association (WABA) offered testimony.

There followed a brief Board discussion with questions to staff and Mr. Johnson, during which the Planning Board selected Advance Alternative E, which provides a high level of safety and minimal travel time increase at a low cost and with few impacts to trees and utilities, and an estimated project cost estimate of \$10.9 million. The Board also added that preserving on-street parking should be considered a low priority, and Planning Department staff should coordinate with MCDOT to undertake a design process to better separate pedestrians, bicyclists, motor vehicles, and light rail vehicles at the Fenton Street and Wayne Avenue intersection.