



4010 Randolph Road, Preliminary Plan No. 120210080 & Site Plan No. 820210050



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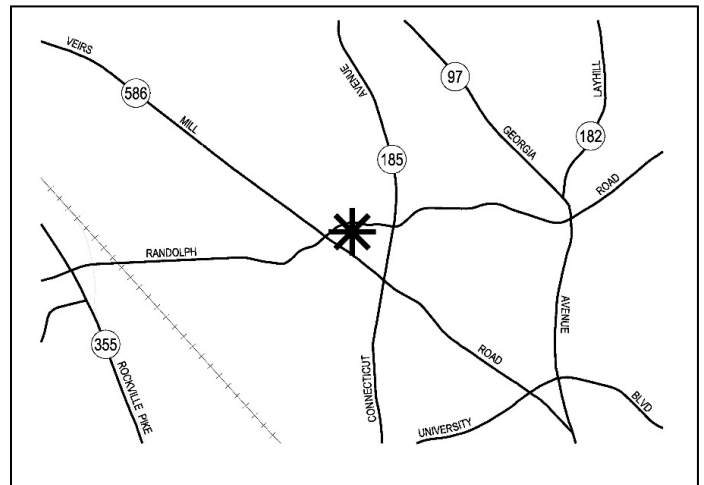


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Description

Completed: May 14, 2021

- **Preliminary Plan:** Request to subdivide the Subject Property from 2 parcels into 8 lots for 265,100 square feet of development, including up to 200 dwelling units and up to 3,500 square feet of commercial uses.
- **Site Plan:** Request to construct 265,100 square feet of development including one mixed-use building, 7 multi-unit buildings, and 3 detached houses (up to 200 total dwelling units) and up to 3,500 square feet of commercial uses. Includes three waivers to modify or exceed the Zoning Ordinance, Chapter 59, including the Build-to-Area front setback for Building 2A from Colie Drive Extended (Section 59.4.5.3.C.3.b), the Transparency requirement for the north façade of Building 1 (Section 59.4.5.3.C.5), and the Bicycle Parking Location, Access, and Security requirements (Section 59.6.2.6.B.1.c).
- **Location:** Southeast quadrant of the intersection of Randolph Road and Colie Drive, 900 feet northeast of the intersection of Randolph Road and Veirs Mill Road, Silver Spring.
- **Tract Area:** approximately 6.89 acres of land zoned CRN-1.0, C-0.5, R-1.0, H-65; within the 2019 *Veirs Mill Corridor Master Plan* area.
- **Applicant:** AHC Inc
- **Acceptance date:** 1/19/2021
- **Review Basis:** Chapters 50, 59, and 22A



Summary

- Staff recommends approval with conditions.
- The Application has been reviewed as a standard method development project.
- The Application is for a mixed-income, mixed-unit size affordable housing development, including 26% MPDUs, with a small amount of neighborhood-serving commercial development.
- The Applicant will dedicate and construct Colie Drive Extended, connecting Gannon Road and Colie Drive, across Randolph Road.
- No correspondence has been received from the community.

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SECTION 1: EXECUTIVE SUMMARY

AHC Inc (the Applicant) and Habit for Humanity request approval of Preliminary Plan No. 120210080 and Site Plan No. 820210050 to construct a mixed-income, mixed-unit size affordable housing development, including 26% MPDUs, with a small amount of neighborhood-serving commercial development. The development is located on the site of the former Montgomery County Department of Recreation administrative offices, which was previously Bushey Drive Elementary School. The Property serves as a transition from the commercial area on Randolph Road to the single-family neighborhood, while providing additional connectivity by connecting Gannon Road to Colie Drive extended. The Property presents a significant topographic challenge, with 30' of elevation change, from north to south.

The proposed development will be 100% affordable and will provide a family-oriented community with a wide range of options. There will be 197 multifamily units and three single family houses. The multifamily buildings will have a mix of unit sizes heavily skewed towards larger units. Eighty-two (82) units, including 19 MPDUs, will have 3+ bedrooms. The proposed development includes 8 separate multiunit buildings, providing a mix of housing options.

The development also provides significant affordable home ownership options. There are three single-family homes, which will be built by Habitat for Humanity and include Universal Design features, and two condominium buildings, with 12 units in each, that will all be affordable ownership units.

Besides providing housing, the development also supports the families that will live there through the creative design of the Public Open Space. The linear park ties the development together, while providing usable recreation and social space. Families are further supported by a potential medical clinic or childcare facility in the development.

The development is integrated into the existing neighborhood by connecting Gannon Road to Colie Drive extended. The additional connectivity is a major benefit to the public and decreases the size of the block.



Figure 1: Illustrative Site Plan

SECTION 2: RECOMMENDATIONS AND CONDITIONS

Preliminary Plan No. 120210080

Staff recommends approval of Preliminary Plan No. 120210080. All site development elements shown on the latest electronic version of Preliminary Plan No. 120210080 submitted via ePlans as of the date of this Staff Report are binding:

General Approval

1. This Preliminary Plan is limited to 8 lots for up to 200 affordable dwelling units, including 26% MPDUs, and 3,500 square feet of commercial uses.

Adequate Public Facilities and Outside Agencies

2. The Adequate Public Facility (“APF”) review for the Preliminary Plan will remain valid for sixty (60) months from the date of mailing of this Planning Board Resolution.

Plan Validity Period

3. The Preliminary Plan will remain valid for 36 months from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and prior to the expiration date of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

Outside Agencies

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated May 3, 2021 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated April 13, 2021 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated April 12, 2021 and 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 amendment does not conflict with other conditions of Preliminary Plan approval.

Other Approvals

8. Before approval of a record plat or any clearing or grading for the Subject Property, the Applicant must receive Staff certification of any subsequent Site Plan associated with this Preliminary Plan. The number and location of site elements including but not limited to buildings, dwelling units, on-site parking, site circulation, and sidewalks is determined through site plan review and approval.
9. If an approved site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan amendment.

Environment

Forest Conservation

10. The Applicant must comply with the following conditions of approval of Final Forest Conservation Plan No. 820210050.
 - a) Prior to the start of any clearing or grading for this development Application, the Applicant must record an M-NCPPC approved Certificate of Compliance in an M-NCPPC approved off-site forest bank within the Rock Creek watershed to satisfy the off-site reforestation requirement for a total of 1.01 acres of mitigation credit. The Applicant may satisfy the off-site requirement by purchasing credits from a watershed anywhere within the county, with approval if there are no credits for sale within the Rock Creek watershed or by payment of a fee in lieu if there are no approved mitigation credits available for purchase.

Transportation

11. The Applicant must dedicate and show on the record plat(s) all land necessary to accommodate an ultimate right-of-way of 120 feet for Randolph Road, which requires sixty feet as measured from the existing right-of-way centerline along the Subject Property frontage.
12. The Applicant must dedicate the rights-of-way and ensure construction of all necessary road improvements for the following public streets, as shown on the Preliminary Plan, to the design standards imposed by all applicable road codes. The following public street dimensions may be modified by MCDOT without the need for a Preliminary or Site Plan amendment.
 - a) Colie Drive, consistent with MC 2003.10 "Primary/Principal Secondary Residential Street", modified to have 8-foot green panels, 11-foot travel lanes in both directions, an 8-foot sidewalk on the west side and 6-foot sidewalk on the east side, and intermittent 8-foot-wide parking lanes, with a 54-foot right-of-way.
 - b) Gannon Road extended, south of where it meets Colie Drive, consistent with MC 2003.10 "Primary/Principal Secondary Residential Street", modified to have a minimum 5-foot sidewalk on the south side, 11-foot travel lanes and a 9-foot green panel and 6-foot sidewalk on the north side, with a 45-foot right-of-way. The right-of-way is dedicated as 28 feet from the right-of-way centerline to the Subject Property to the north. South of the right-of-way centerline the right-of-way varies, with a 16-foot minimum.
13. The Applicant must improve Gannon Road, east of the section called out as Gannon Road Extended, consistent with MC 2003.10 "Primary/Principal Secondary Residential Street", modified to have a 6-foot sidewalk, 11-foot travel lanes, and a 9-foot green panel on the north side and a 5-foot green panel on the south side behind an 8-foot parking lane, in the existing 60-foot right-of-way.

Record Plats

14. There shall be no clearing or grading of the site prior to recordation of plat(s).

Easements

15. The record plat must show necessary easements, including common ingress/egress and utility easements over all shared driveways.
16. The record plat must reflect a common use and access covenant for the benefit of the public over all trails, sidewalks and paths not included in a public right-of-way or private street parcel. The covenant must be in a form approved by the M-NCPPC Office of the General Counsel and recorded among the Montgomery County Land Records.

Notes and Labels

17. The record plat must reflect all areas under common ownership.

Certified Preliminary Plan

18. Certified Preliminary Plan

Before approval of the Certified Preliminary Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) The Applicant must include the stormwater management concept approval letter and Preliminary Plan Resolution on the approval or cover sheet(s).
- b) Correct the north arrow orientations on each plan.
- c) Remove all roadway cross sections from plans.
- d) 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 issuance of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.

Site Plan No. 820210050

Staff recommends approval of Site Plan No. 820210050, including the following three waivers to modify or exceed the Zoning Ordinance, Chapter 59: the Build-to-Area front setback for Building 2A from Colie Drive Extended (Section 59.4.5.3.C.3.b); the Transparency requirement for the north façade of Building 1 (Section 59.4.5.3.C.5); and the Bicycle Parking Location, Access, and Security requirements (Section 59.6.2.6.B.1.c). All site development elements shown on the latest electronic version of the Site Plan No. 820210050 submitted via ePlans as of the date of this Staff Report are required.

Density, Height & Housing

1. Density

The Site Plan is limited to a maximum of 265,100 square feet of total development on the Subject Property, including up to 261,600 square feet of residential uses, for up to 200 units and up to 3,500 square feet of commercial uses.

2. Height

The development is limited to a maximum height of 60 feet, as measured from the building height measuring point(s), as illustrated on the Certified Site Plan. Each building will have its own building height measuring point.

3. Moderately Priced Dwelling Units (MPDUs)

- a) The development must provide 26 percent MPDUs or MCDHCA -approved equivalent consistent with the requirements of Chapter 25A.
- b) Before issuance of any building permit for any residential unit(s), the MPDU agreement to build between the Applicant and the MCDHCA must be executed.

Open Space, Facilities and Amenities

4. Public Open Space, Facilities, and Amenities

- a) The Applicant must provide a minimum of 22,000 square feet of public open space (11% of the Site Area) on-site.
- b) Prior to the issuance of the final use and occupancy certificate for the last quadplex residential building on site (Buildings 2A-2F), all public use space areas on the Subject Property must be completed.

5. Maintenance of Public Amenities

The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to paths, benches, and other landscape elements.

Site Plan

6. Site Design

- a) The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets A3, A1-200, A1-201, A2-200, A2-201, A2-202, A3-200, A3-201, and A3-202 of 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 non-MPDU dwelling units.

- c) A minimum of 5% of the units must be ANSI Type A accessible, to accommodate seniors and persons with physical challenges.

7. Lighting

- a) Prior to certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- c) Deflectors will be installed on proposed fixtures to prevent excess illumination and glare.
- d) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by streetlights within the right-of-way.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

Environment

8. Forest Conservation

The development must comply with the Final Forest Conservation Plan.

- a) The Applicant must schedule the required site inspections by M-NCPPC Forest Conservation Inspection Staff per Section 22A.00.01.10 of the Forest Conservation Regulations.
- b) The Limits of Disturbance (LOD) on the Final Forest Conservation Plan must be consistent with the LOD on the Sediment and Erosion Control Plan.
- c) No clearing or grading may occur prior to receiving approval of the Sediment and Erosion Control Plan.
- d) Prior to the start of any clearing or grading occurring on the Property, the Applicant must receive approval of a Certificate of Compliance to use an off-site forest mitigation bank for mitigation credit as shown on the Final Forest Conservation Plan submitted with the Certified Preliminary Plan or by making a fee in lieu payment if no mitigation credits are available.
- e) If a forest conservation bank is used, the Certificate of Compliance must be recorded in the Montgomery County Land Records prior to any clearing or grading occurring on the Property.
- f) The Applicant must plant the variance tree mitigation plantings on the Subject Property with a minimum size of 3 caliper inches totaling ninety-six caliper inches as shown on the approved Final Forest Conservation Plan. Adjustments to the planting locations of these trees is permitted with the approval of the M-NCPPC Forest Conservation Inspection Staff.
- g) Within the first planting season following the release of the first Sediment and Erosion Control Permit from the Montgomery County Department of Permitting Services for the Subject Property, or as directed by the M-NCPPC Forest Conservation Inspection Staff, the Applicant must install the variance tree mitigation plantings as shown on the approved Final Forest Conservation Plan.
- h) Prior to any clearing or grading occurring on the Property, the Applicant must enter into a five-year maintenance and management agreement with M-NCPPC. In addition, the Applicant must obtain a financial security instrument in a form approved by the M-NCPPC Office of the General Counsel for the mitigation trees specified on the Final Forest Conservation Plan.

9. Noise Attenuation

- a) Before issuance of any above-grade building permit, the Applicant must provide certification to M-NCPPC Staff from an engineer who specializes in acoustical treatment that the building shell for residential dwelling units facing Randolph Road will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.

Transportation & Circulation

10. Pedestrian & Bicycle Circulation

- a) The Applicant must provide 95 long-term and 6 short-term bicycle parking spaces.
- b) The long-term spaces must be in secured, well-lit, bicycle rooms in a parking garage/residential building and the short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Site Plan.
- c) The Applicant must provide one bicycle repair station, located adjacent to long term bicycle parking.
- d) As shown on the Certified Site Plan, the Applicant will upgrade and construct pedestrian connections along Randolph Road, Bushey Drive, and the Gannon Road extension. Along the Randolph Road property frontage, the Applicant will construct a new sidewalk with a wider furnishing zone.
- e) As shown on the Certified Site Plan, the Applicant will upgrade the property's frontage with Bushey Drive, proposing to construct a new, wider sidewalk with a green panel to support the preservation of existing mature canopy trees and space for the plantings of new ones.

11. Fire and Rescue

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated April 12, 2021, 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 Preliminary Plan approval.

12. Department of Permitting Services-Right-of-Way

The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated May 13, 2021, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in that agency's memorandum, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

13. Site Plan Surety and Maintenance Agreement

Prior to issuance of any building permit, sediment control permit, or Use and Occupancy Certificate (excluding the demolition 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 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b) The cost estimate must include applicable Site Plan elements, including, but not limited to plant material, on-site lighting, indoor and outdoor recreational facilities, site furniture, mailbox pad sites, trash enclosures, retaining walls, fences, railings, private roads and sidewalks, private utilities, paths and associated improvements of development, including sidewalks, bikeways, storm drainage facilities, street trees and streetlights. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
- 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 a site plan completion

inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

14. Development Program

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

15. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) Include the stormwater management concept approval letter, agency approval letters, development program, and Site Plan resolution on the approval or cover sheet(s).
- b) Add a note to the Site Plan stating that "M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading."
- c) Add a note stating that "Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services."
- d) Correct the north arrow orientations on each plan.
- e) Add the detail and location of the bicycle repair station.
- f) Update the short-term bicycle parking counts.
- g) Modify data table to reflect development standards approved by the Planning Board.
- h) Ensure consistency of all details and layout between Site and Landscape plans.

SECTION 3: SITE DESCRIPTION

Site Vicinity

The subject property (Property or Subject Property – outlined in yellow in Figure 2 below) is located at 4010 Randolph Road and is bordered by Randolph Road to the north, Bushey Drive to the east, office condominiums to the south and neighborhood-serving retail uses to the west. The Subject Property serves as a transition between existing single-family residential neighborhoods to the east and commercial uses to the west. It is currently occupied by surface parking, a small playground, and the Montgomery County Department of Recreation administrative offices.

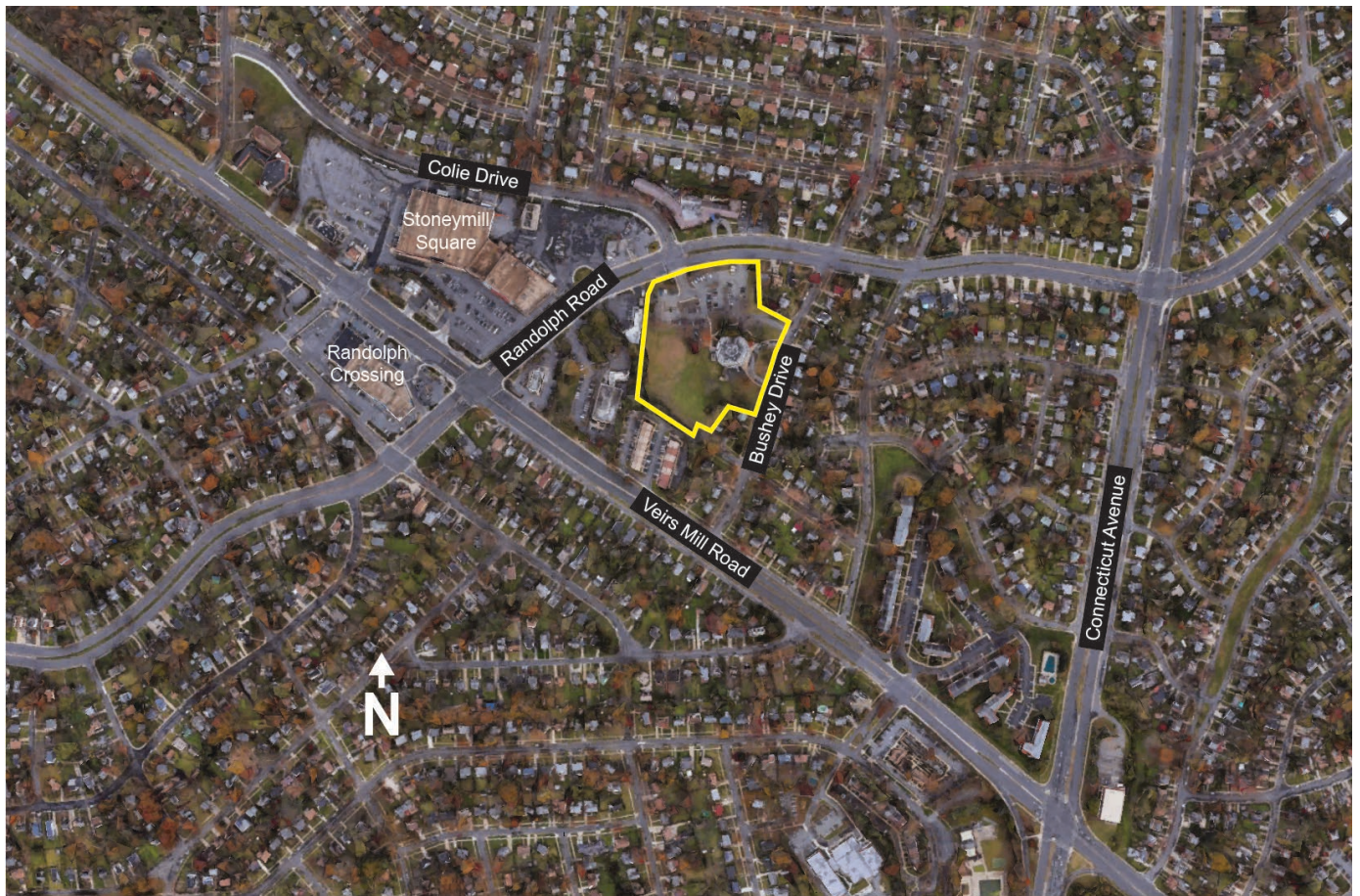


Figure 2: Site Vicinity Map

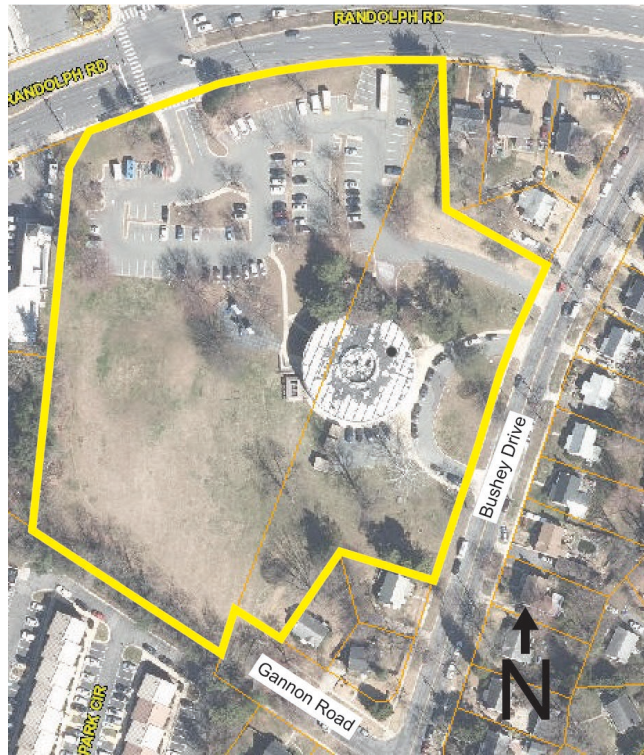


Figure 3: Site Aerial

Site Description

The Subject Property (Figure 3) is comprised of: Parcel P765 on Tax Map HQ43, and Parcel A, Outlots A and B in the “Connecticut Avenue Park” subdivision as recorded among the Land Records of Montgomery County, Maryland at Plat No. 2999. Collectively, the Property has a total Site Area of 265,310 square feet (or 6.09 acres). Including land previously dedicated for public use, the Property has a tract area of 300,359 square feet (or 6.89 acres). The Property is zoned CRN 1.0, C-0.5, R-1.0, H-65 and is located within the 2019 *Veirs Mill Corridor Master Plan* area.

There is a significant grade change across the site, generally falling from the top of the Property in the northwest corner down to the south and east. As discussed below, this grade change presents design challenges but also provides several opportunities to promote a compatible transition between the nearby commercial area and the single-family neighborhood.

The Property is currently improved with the former Department of Recreation administrative offices, and associated surface parking. The Department of Recreation recently vacated the Site for new offices located in the Wheaton Central Business District (CBD). Prior to serving as the Department of Recreation administrative offices, the Subject Property was the site of Bushey Drive Elementary School. According to the Maryland State Department of Assessments and Taxation records, the existing building contains approximately 35,646 square feet of above-grade gross floor area. The existing building is now vacant as the Department of Recreation recently moved to its new headquarters in the Wheaton CBD.

Vehicular access to the Property is provided via an internal circular driveway off Bushey Drive, leading to the main entrance of the Department of Recreation building. Access to the surface parking lot is provided through separate curb cuts on both Randolph Road and Bushey Drive. In total, there are three existing curb cuts on Bushey Drive and one on Randolph Road.

There are no known stormwater management facilities currently existing on-site. As such, the development provides an important opportunity to substantially improve stormwater management on the property.



**Figure 4: Existing Intersection of Randolph Road and Colie Drive
(as viewed from Randolph Road, looking South)**



***Figure 5: Subject Property
(as viewed from Bushey Drive, looking West)***

Previous Approvals

The Planning Board approved Mandatory Referral application MR2020021 for disposition of county-owned property on April 2, 2020. That Mandatory Referral application approved the disposal of the 6.07-acre Subject Property and confirmed that the Site was not needed for a park use pursuant to Section 11B-45(g)(4)(B) of the Montgomery County Code and Section 11B.45.02.07 of the Code of Montgomery County Regulations.

SECTION 4: PROJECT DESCRIPTION

Proposal

The Applicant is proposing to redevelop the Property with an attractive, high-quality, mixed-income affordable, residential community, and a small amount of neighborhood serving commercial uses. The development will consist of up to 265,100 square feet of total development, containing up to 200 residential dwelling units and up to 3,500 square feet of neighborhood serving commercial uses. The commercial use is currently anticipated to include a childcare and/or small medical clinic. The development will contain a mix of housing options including traditional multifamily, smaller scale multifamily, “missing middle” quadplexes, and single-family units. The project will have for-sale opportunities including the single-family homes and condominium ownership in the quadplexes, and rental opportunities in the project’s multifamily buildings. Affordable housing is the central objective of the project, which will be comprised of 100% affordable units. Rents/sale prices are set to achieve a range of affordability, with many of the units at income levels substantially below those required by the Moderately Priced Dwelling Unit (“MPDU”) program. The Applicant is proposing to exceed the minimum affordable housing requirement of 12.5% to provide 26% of the rental units as MPDUs (or up to 60 units).

Subdivision

The Project proposes to subdivide two existing parcels into eight new lots with up to 265,100 total square feet of mixed-use development. Proposed Lot 1, measuring approximately 43,686 square feet in area, will contain the Project’s only mixed-use building, which will be limited to a maximum of 60 feet in height and contain up to 110,000 square feet of residential development and up to 3,500 square feet of retail at the southern portion of the ground floor. Proposed Lot 2, at 95,836 square feet in area, will contain the Project’s main open space, a linear park, as well as the western four quadplex buildings (Buildings 2A, 2B, 2D, and 2E). These quadplex buildings will contain twelve rental units each and will be three stories tall. Proposed Lot 3, with an area of 29,802 square feet, will contain the 36-unit garden apartment building that faces Randolph Road. Proposed Lot 4 (Building 2F), with an area of 16,520 square feet, and Lot 5 (Building 2C), with an area of 17,422 square feet, each contain one of the two easternmost quadplexes. Like the other four quadplexes in Lot 2, these quadplexes will be three stories and contain 12 residential units each but these units are condominium units. Lots 6 (6,221 square feet in area), 7 (7,315 square feet) and 8 (7,567 square feet) will each contain a single-family detached residential home.

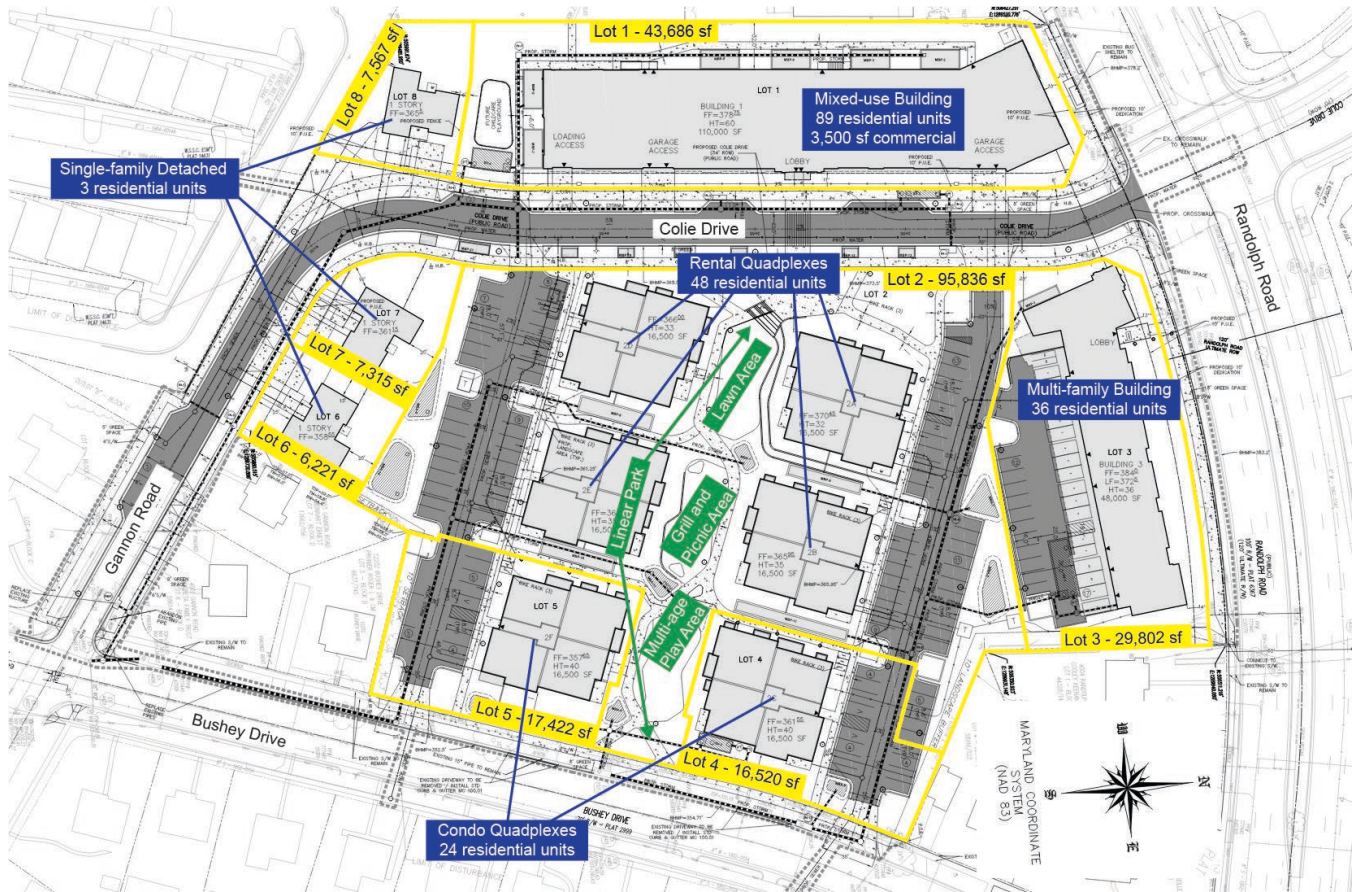


Figure 6: Lotting Diagram

The project provides a context sensitive design that responds to its transitional location on the edge of a commercial center around the intersection of Randolph Road and Veirs Mill Road. The proposed building heights and densities have been designed to dramatically step down across the site, with the taller buildings located in the northwest quadrant of the property and gradually decreasing in height to the south and east. The multifamily buildings are strategically located to frame the northern and western boundaries of the Property, closest to the nearby commercial area and the busy Randolph Road corridor. The mixed-use building located on the western edge of the property will have a maximum building height of six stories, or up to 65 feet, and will frame and activate Colie Drive Extended. The neighborhood-serving retail use will be located in the southern portion of the building. The multifamily building along the northern edge of the Property has been designed to frame and activate the Property's Randolph Road frontage and define the intersection of Randolph Road and Colie Drive extended, which serves as the primary entrance to the Property. This building (Building 3) will have a maximum height of four stories or 36 feet. In the center of the site, the project proposes a series of six three-story quadplexes designed to frame the project's central open and provide a compatible transition to the single-family homes abutting and confronting the property along Bushey Drive. The quadplexes will provide desired housing diversity in a form of housing that is relatively rare in Montgomery County. The quadplexes will include larger units, ranging from two to four bedrooms and will provide for a range of rental and for-sale housing opportunities. The two quadplexes closest to Bushey Drive, containing 24 units, will be for-sale condominiums managed by Habitat for Humanity. The remaining four buildings will be managed by AHC and provide rental opportunities. Located in the southern portion of the property are three single-family detached homes, which will be constructed through the Habitat for Humanity program.



Figure 7: Project Rendering
(as viewed from Randolph Road, looking South)



Figure 8: Linear Park Rendering
(as viewed from Bushey Drive, looking West)

Public Open Space

The development will provide significant public open space and streetscape improvements. A major feature of the project is the Master Plan-envisioned approximately half-acre linear park running through the center of the site, connecting Bushey Drive and Colie Drive extended. The Linear Park is generally laid out on an east-west axis, traversing the community, and creates arrival focal point near the primary entry to the property. The Linear Park provides a variety of opportunities for passive and active recreation and community gathering. The Linear Park transitions into a public plaza along Colie Drive extended that serves as a major focal point of the project given its proximity to the main intersection of Randolph Road and Colie Drive. The project provides a series of internal sidewalks to create a system of pathways, as well as significant streetscape improvements along Bushey Drive, Randolph Road, Colie Drive Extended and Gannon Road Extended. The internal streets will be improved with wide sidewalks and landscaping designed to buffer pedestrians from the street. As such, the proposed open space and streetscape improvements will provide porosity and enhanced connections to the surrounding neighborhood. The project's landscape design will seamlessly weave this new development into the urban fabric of the existing neighborhood.

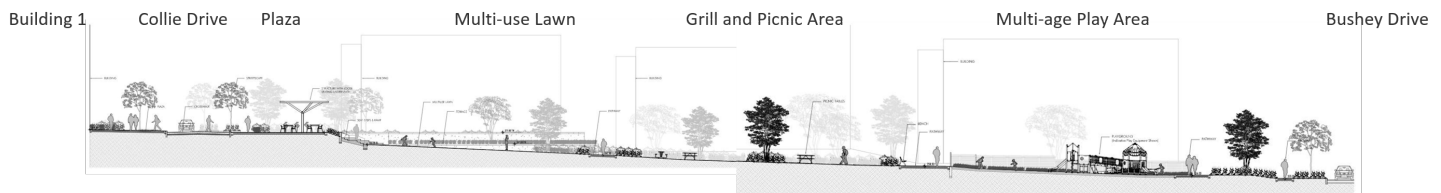


Figure 9: East-west Cross section

The proposed buildings are oriented to further enhance and activate the public space. The proposed buildings are pulled up to the street to further define and activate the pedestrian environment. Building 2A is set back from Colie Drive extended, to provide a green terminus from Randolph Road and to provide a setback to accommodate the entry plaza. The quadplexes frame the Linear Park and building architecture to enliven the central open space.

Circulation

The project will reduce the number of vehicular access points on Bushey Drive from three to two. Importantly, the project also provides for the extension of Gannon Road/Colie Drive through the Property, as recommended by the Master Plan, completing the connection between Randolph Road and Bushey Drive.

Architecture

The design of the project is in direct response to the property's transitional location. Additionally, special attention has been paid to the exterior architecture, including massing, building orientation, architectural design and details, to activate the public realm, both along the interior and exterior of the Property, create interest, and promote a true sense of place. The buildings have been designed to further activate and enliven the Linear Park and pedestrian environment through strategic placement of building entrances, balconies, and ample ground floor transparency. Furthermore, each building within the project has been designed to seamlessly blend with one another and the surrounding neighborhood, to provide internal and external cohesiveness.

Building 1

Building 1 is designed as a six-story, mixed-use, predominantly residential building located in the western portion of the site. The building will contain up to 89 dwelling units, located above one full and one half-level of above-grade structured parking. The building also contains up to 3,500 square feet of

neighborhood serving commercial uses, located in the southern portion of the building. The design team has taken an approach to massing and fenestration that is deeply rooted in a townhome module to break up the linear mass. The building's massing is further modulated by a series of vertical and horizontal breaks that include plane and material changes, to reduce the perceived building scale and allow it to read as multiple smaller buildings. The approximate two-story building base will be rooted in a solid masonry material that will help define the pedestrian environment, with lighter colors and materials incorporated in the building above. There are two parking decks located within the structure, using the topography of the site to create a separation. This allows for increased parking capacity without the use of ramps. The structured parking will be concealed from view by architectural façade treatments that are designed to mimic the window pattern of the residential units above and blend seamlessly with the building's design. The adjacency of the proposed building to commercial uses to the west has been addressed through a four-sided building is designed to ensure there are no blank facades. As such, the western facing elevation provides ample transparency and articulation, to provide visual interest when viewed from the west. A landscape buffer has been added to obscure the views from the residential apartments into the adjacent commercial uses.



Figure 10: Building 1, along Colie Drive

Building 3

Building 3 is proposed as a three-story multifamily building located along the northern property boundary. The building will contain up to 36 residential dwelling units above one level of on-grade structured parking. The building has been strategically situated to frame the opposite corner of the main entrance and to activate the Property's Randolph Road frontage. The building takes advantage of the grade change on-site to partially bury the structured parking on-site. The building architecture has been designed to include horizontal and vertical breaks and a varied roofline, that break down the perceived mass of the building. Like Building 1, Building 3 attempts to capture a townhome modularity. To promote compatibility with the adjacent single-family homes, the applicant has shifted Building 3 closer to Colie Drive to provide additional setback between Building 3 and the single-family neighborhood to the east. Landscaping is provided in this setback area to buffer the building and further provide compatibility.



Figure 11: Building 3, along Randolph Road



Figure 12: Building 3, facing parking lot

Buildings 2A-2F (Quadplexes)

The six quadplexes have been strategically located in the center of the site to modulate the scale of the new community as the Development approaches the single-family homes facing the Property on Bushey Drive and to frame the Linear Park. The quadplexes are each three stories tall and will contain twelve dwelling units each. The main building entrances will be located to the north and south, facing the surface parking, due to the grade changes on site and the need to provide direct pedestrian access to the proposed parking facilities and ADA accessibility. Buildings 2A-2F incorporate balconies on three of the four exterior facades including those facing the streets and Linear Park. These balconies will create a visual connection with the streets, Linear Park, and parking lots. The mixture of at-grade and elevated balconies will create a public-private visual connection to encourage interactions among residents, and between the private and public realms. The buildings incorporate a series of plane changes that, in combination with the projecting balconies, will provide visual relief and help to break down the scale of the buildings. Along the Linear Park, each building façade will have a stepping effect that is designed to work in harmony with the landscape design to pull pedestrians through the space.



Figure 13: Quadplex Example

Buildings 4, 5, and 6 (Single Family Homes)

The project proposes three four-bedroom single family homes along the southern edge of the site. One of the homes will be located in the southwest corner of the site and the other two are located adjacent to the existing single-family homes along Gannon Road. The single-family homes will be a single-story, comply with principles of Universal Design, and will complement the surrounding neighborhood through the incorporation of traditional residential details, design elements, and materials.

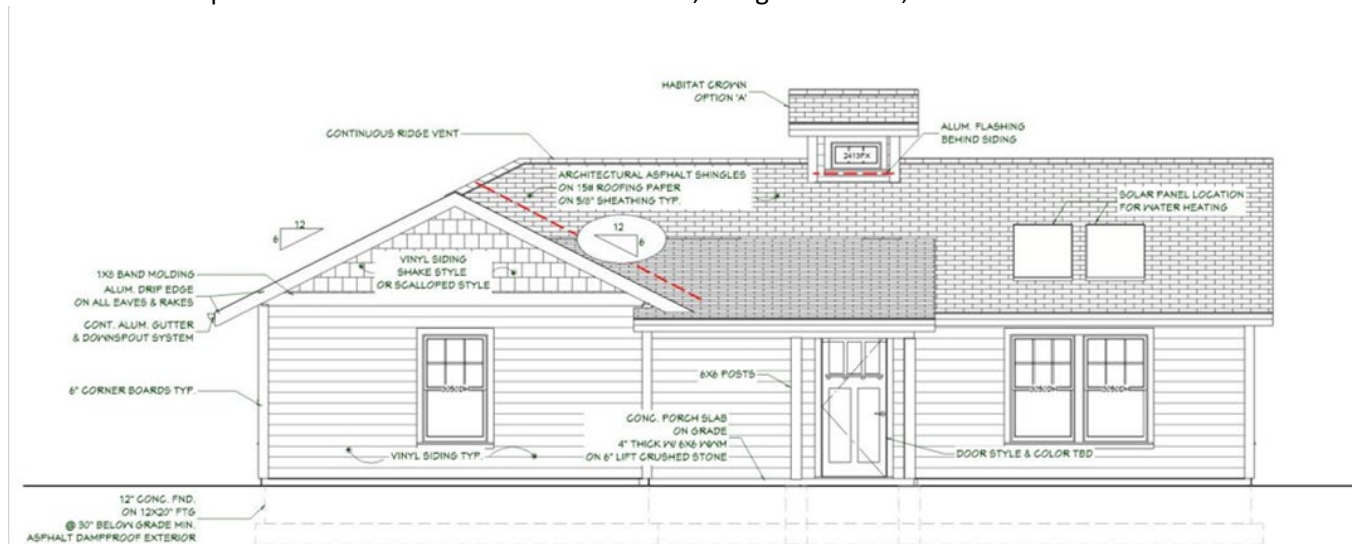


Figure 14: Single Family Home

Parking

The project will provide a sufficient number of on-site parking spaces to support the proposed development and visitors, in accordance with Division 59.6 of the Zoning Ordinance. The Zoning Ordinance requires a minimum of

176 parking spaces and allows for a maximum of 345 spaces. In total the project will provide a minimum of 198 spaces on-site, which exceeds the minimum but remains within the maximum permitted amount.

Parking will be provided through both the structured and surface parking. Above-grade structured parking will be provided on the first level of Buildings 1 and 3. These garages will be architecturally through the use of exterior architectural materials and design elements intended to blend seamlessly in with the residential portions of the building above. Surface parking will be located to the north and south of the quadplexes and the rear of Building 3. Street parking also will be provided along Colie Drive, to provide convenient access to the proposed neighborhood serving commercial uses.

The project will accommodate loading and service operations through a separate, internal loading dock in Building 1 that will be fully screened from the street. No separate loading is required for Buildings 2A-2F or Building 3 and loading for these buildings will be accommodated within the adjacent surface parking lots.

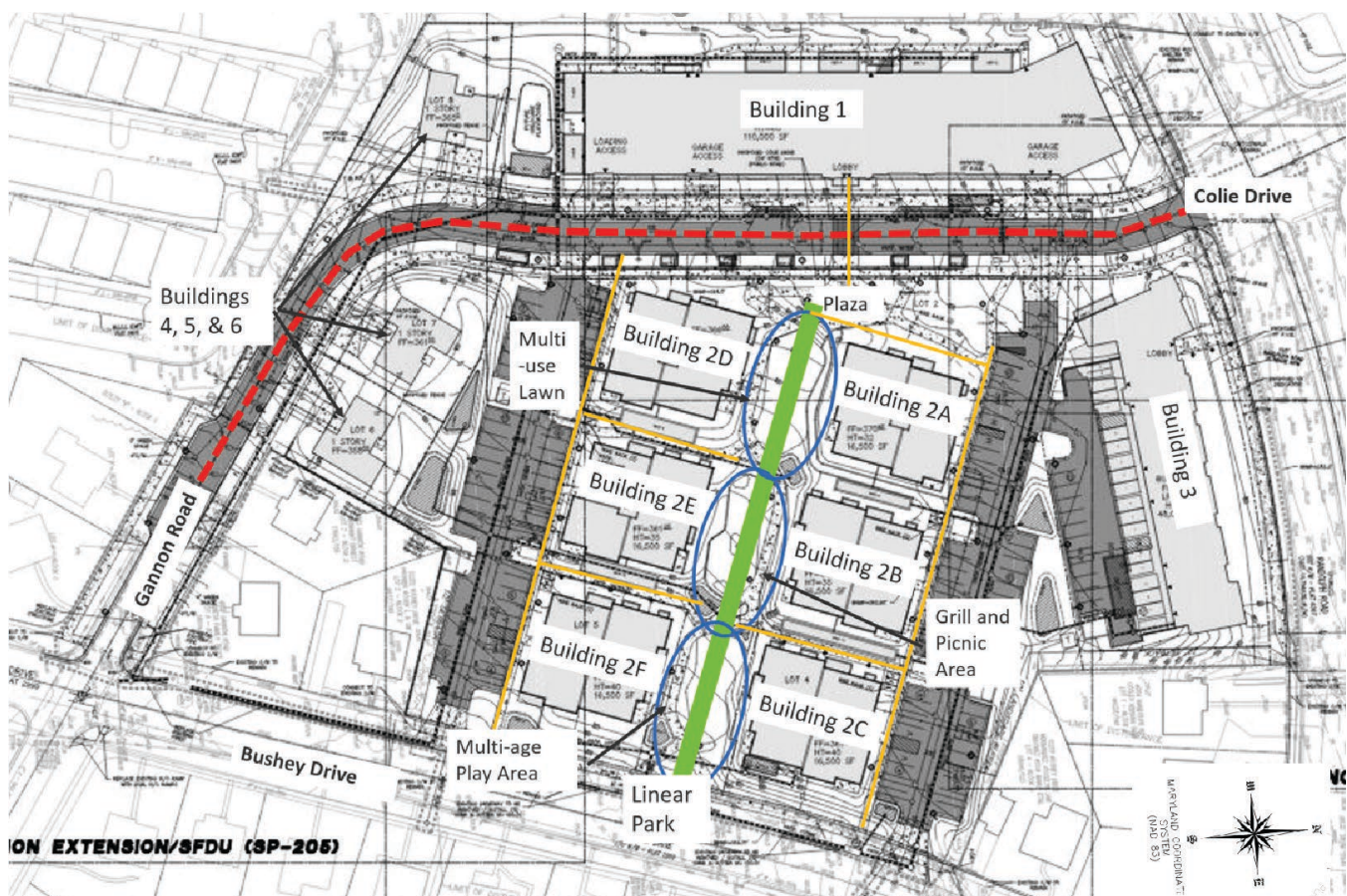


Figure 15: Annotated Site Plan

Community Outreach

The Applicant has met all proper signage, noticing and pre-submission meeting requirements for the submitted Applications. Staff has not received emails and/or calls from residents on the proposed development. The Applicant held a pre-submission meeting at 6:30 PM on September 22, 2020, via Go-to-meeting. Planning Staff has not received further correspondence regarding this application.

SECTION 5: PRELIMINARY PLAN NO. 120210080 ANALYSIS AND FINDINGS

Under Section 50.4.2.D, the Planning Board must make the following findings to approve a Preliminary Plan:

1. *The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*

The lots have been reviewed for compliance with Section 50.29(a) of the Subdivision Regulations. The layout of the subdivision, including size, width, shape, and orientation of the lot continue to be appropriate for their location within the subdivision and meet all applicable requirements of the CRN Zone.

- a. *The Preliminary Plan provides for required public sites and adequate open areas.*

The Project provides all required master plan dedication along the property's frontage. The Project establishes the minimum 10% public open space.

- b. *The Lot(s) and Use comply with the basic requirements of Chapter 59.*

The proposed lots were reviewed for compliance with the dimensional requirements for the CRN zone as specified in the Zoning Ordinance. As proposed, the lots will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in Table 1.

2. *The Preliminary Plan substantially conforms to the Sector Plan or Urban Renewal Plan*

The property is subject to the 2019 *Veirs Mill Corridor Master Plan*. The subject property falls within the Master Plan's Connecticut/Randolph District, which is referred to as "the center of the plan area, both in geography and in activity." The project is in substantial conformance with both the general goals and recommendations of the Master Plan, as well as those that are specific to the Property.

General Recommendations

General recommendations of the Master Plan are met as follows:

The purpose of the Veirs Mill Corridor Master Plan is to safely connect community members to transit, neighborhood uses and community facilities through improved pedestrian and bicycle infrastructure.

As shown on the Site Plan and discussed herein, the project will significantly improve connectivity through enhanced and additional pedestrian infrastructure and will promote the County's Vision Zero goals. The project provides streetscape improvements on all internal and external streets, and a series of internal pathways and open spaces, all of which are designed to promote connections within the project and to the larger neighborhood. Furthermore, the buildings have been located to define and activate the public realm to enhance the pedestrian environment and encourage pedestrian mobility. As such, the project will substantially promote the County's Vision Zero goals.

Encourage a variety of housing options, compatible in scale to the existing character, to capitalize on proximity to transit and enhance walkability. (p. 13)

The project is located within walking distance of the Commercial Center situated around the intersection of Veirs Mill and Randolph Roads. As such, the proposed mixed-use, predominantly residential development will support the existing commercial establishments. Furthermore, the Development provides substantial community amenities and public spaces on-site that will support the project and surrounding community.

On properties designated by the master plan, introduce housing typologies that expand residential choices such as small lot bungalows, bungalow courts, duplexes, smaller townhouses, stacked flats or small-scale multifamily buildings. (p. 13)

As noted below, the Property is designated as a site for expanding housing typologies. In furtherance of this goal, the project includes, small-scale multifamily buildings or “quadplexes” as well as more traditional multifamily buildings and single-family housing. As such, the project provides a diversity of housing opportunities, both in terms of product type, unit size, and ownership opportunities.

Design proposed streets as pedestrian-friendly connections that link the corridor with surrounding communities and include facilities for bicyclists. Include landscape elements, seating, and illumination. (p. 22)

As shown on the site plan, the project provides pedestrian-friendly connections both through the site via the Linear Park and along all internal and external street frontages. As such, the project makes a significant investment toward pedestrian infrastructure within the Corridor to improve mobility and connectivity. These connections will promote pedestrian safety and the County’s Vision Zero goals.

This plan also recognizes the potential for intensifying residential uses at targeted locations to provide local open spaces appropriate for the density being considered. (p. 22)

In accordance of the of the recommendations of the Master Plan and the Property’s zoning, the project will provide affordable housing at a moderate density. The project has been strategically designed to promote a compatible transition to the abutting/confronting single family homes along Bushey Drive and provides a substantial amount of open space. The central, Linear Park provides approximately a half-acre of open space with diverse offerings for active/passive recreation and social gatherings.

Provide a range of unit types for a diversity of households, including families, seniors, and persons with physical challenges. (p. 28)

The project contributes to the diversity of households by providing a variety of affordable residential offerings, including missing-middle style housing and a wide range of unit sizes (from one and two bedrooms, to hard-to-find, family sized three and four bedrooms), to accommodate both individuals and families. Additionally, a minimum of 5% of the units will be ANSI Type A accessible, to accommodate seniors and persons with physical challenges.

Enhance connectivity by improving safety and prioritizing improvements for pedestrians, bicyclists and transit users. (p. 31)

The project provides significant infrastructure improvements to promote pedestrian and bicycle safety and connections to and through the Property, in accordance with the County’s Vision Zero goals.

Provide adequate landscape buffers between the sidewalk and curb with the installation of all new sidewalks on Veirs Mill Road and intersecting streets. (p. 9)

In addition, the 2017 Parks, Recreation, and Open Space (PROS) Plan recommends the following hierarchy for each neighborhood, block, building and residence that experiences change due to land assembly or development:

- *For each neighborhood, provide neighborhood green, buffer park, or community use recreational park.*
- *For each block, provide a square, plaza, or green area.*
- *For each building, provide an outdoor recreation space.*
- *For each residence, provide a private outdoor space.*

The project includes an approximately half-acre Linear Park, bookended by two entry plazas. The linear park includes a series of diverse opportunities for active and passive recreation, including a large multi-purpose field and interactive play equipment. Private outdoor space is provided through individual balconies, where feasible.

Property Specific Recommendations

As the site is located near the commercial core and existing and future transit, the plan envisions an opportunity to introduce diverse housing prototypes at this location. This housing, including designs inspired by the “missing middle” concept, could provide a transition in density from the transit-oriented development recommended at Stoneyhill Square to the existing single-family residential community east of the site. (p. 83)

The project provides a diverse array of affordable housing units at a density that provides a compatible transition between the Commercial Center and the existing single-family residential community to the east of the site. Specifically, the project proposes a range of units to include “missing-middle” quadplexes, multifamily buildings, and single-family homes.

Rezone the Department of Recreation administrative offices site (4010 Randolph Road and the vacant parcel) from R-60 to CRN 1.0, C-0.5, R-1.0, H-65 to allow the construction of medium density residential uses and neighborhood-serving commercial uses near the commercial center. (p. 83)

As recommended by the Master Plan, the Property was rezoned as recommended, pursuant to Sectional Map Amendment No. H-132. In concurrence with the Property’s zoning, the project will provide medium density residential uses along with neighborhood-serving commercial uses (potentially a childcare center and/or small medical clinic). The commercial uses will be located in the southwestern portion of the site, adjacent to the existing commercial area.

Concentrate development intensity along major roads and higher density uses. (p. 83)

The project proposes to locate the higher density multifamily units along the property’s Randolph Road frontage and adjacent to the commercial area to the west. Missing middle-style units will be located along the Linear Park, in the approximate center of the site, and single-family houses have been located in the southern portion of the site, to provide a gradual transition across the site.

Consider street-oriented development patterns that create architectural variety along new and existing streets. (p. 83)

All proposed buildings will be oriented towards the streets on which they front or towards the Linear Park. In addition to the development layout, the building architecture has been designed to further activate the street through transparency, ground floor balconies, building entrances etc.

Consolidate open spaces for public use and locate in areas accessible to existing residential properties and higher-density residential housing. (p. 83)

The project includes a large, approximately half-acre Linear Park on which the proposed multiplexes will front. The linear park will provide a central open space for future residents and the surrounding community. The linear park runs between Colie Drive and Bushey Drive and has been designed to promote compatibility between the Commercial Center and existing residential neighborhoods.

For the Department of Recreation administrative Offices, this plan recommends: Create a public open space of a half-acre at minimum, similar to a neighborhood green urban park at the Bushey Drive property when the Montgomery County Department of Recreation Administrative Offices are redeveloped. The park should include neighborhood amenities, including play structures, shaded seating, and a flexible lawn area.

As discussed above, the project accommodates this through the provision of the linear park. The linear park will include several active and passive elements, including a multi-use lawn, an outdoor grill station and picnic area, and an all-age play area. The park will be bookended by two plazas, with seating and a potential water feature at the entry plaza on Colie Drive.

If the Montgomery County Department of Recreation's administrative office site on Bushey Drive is redeveloped, extend Gannon Road northwest as a business district street, as shown in Figure 14, from its current terminus west of Bushey Drive to provide a connection between Gannon Road and Colie Drive. Montgomery County should consider funding the extension of Gannon Road to maximize the potential for development of affordable housing on the site. (p. 37)

As shown on the Site Plan, the project includes the extension of Gannon Road and Colie Drive to connect Randolph Road and Bushey Drive.

Sector/Master-Planned Roadway and Bikeway

Randolph Road is classified as a Major Highway, M-17, by the 2019 *Veirs Mill Corridor Master Plan*, with a recommended 120-foot right-of-way. The Applicant is providing the required ten feet of dedication along Randolph Road. The 2018 *Bicycle Master Plan* recommends a separated bikeway along the north side of Randolph Road, opposite the subject property.

The Preliminary Plan substantially conforms to the 2019 *Veirs Mill Corridor Master Plan*, the 2018 *Bicycle Master Plan*, and the 2018 *Master Plan of Highways and Transitways*.

3. *Public Facilities will be adequate to support and service the area of the subdivision*

Transportation

Vehicular Circulation and Access Points

Pedestrian access to the Site will be from the established sidewalk network along Randolph Road and Bushey Drive, which will be enhanced by streetscape improvements along each of the Property frontages, consistent with recommended streetscape standards within the 2019 *Veirs Mill Corridor Master Plan*. The Applicant is proposing to construct the planned extension of the Gannon Road identified within the *Master Plan of*

Highways and Transitways, from its existing terminus to the Colie Drive and Randolph Road intersection, which will be explained in further detail in this section.

Out of the three existing vehicular access points into the site from Bushey Drive, two will be removed, with a new curb cut proposed to the north of the adjacent single-family home, addressed 12202 Bushey Drive. The existing curb cut on Bushey Drive currently providing access to the former office surface parking area, to the south of the single-family residence at 12218 Bushey Drive, is proposed to remain. These two driveways will provide direct access to the surface parking areas adjacent to the six quadplex structures, the mid-rise multifamily building fronting along Randolph Road, and connecting to the Gannon Road and Colie Drive extensions. The extended Business streets serve as the proposed community's backbone, providing access to the three single family residential driveways, as well as the structured, multi-grade parking garage within the mixed-use edifice. The existing driveway with access to Randolph Road and Colie Drive to the north, will be maintained, tying into the existing signalized intersection.

Trash pick-up will be accommodated through the vehicular access point located off the internal drive aisle, where trash will be wheeled out of the building for pick-up, with an expected frequency of twice per week. The proposed six-story mixed-use structure features its own loading entrance and two garage entrances, each providing ingress and egress to each respective garage level. While the majority of loading access is proposed to occur internally to the site from the private drive aisles, loading access will be provided to the front of the proposed mixed-use structure, from the Gannon Road public right-of-way. The loading space is intended to primarily serve residents moving in and out of the building. Commercial truck deliveries will be limited to access through the Randolph Road-Gannon Road and Bushey Drive-Gannon Road intersections. Vehicular and loading turning movements are displayed on the submitted circulation and truck turning exhibits.

Existing Transit Service

The immediate area is well served by transit that includes Ride On, Metrobus, and the future Veirs Mill and Randolph Road Bus Rapid Transit routes are planned to have a station at the intersection of Veirs Mill Road and Randolph Road. The Ride On 10 and 48 routes provide service between the Twinbrook, Wheaton, Rockville, and Glenmont Metro stations; the Pike District; White Oak; downtown Rockville; and Aspen Hill via Randolph Road and Veirs Mill Road.

The Metrobus C2, C4, Q1, Q2, Q4, Q5, Q6, and C8 routes provide service between the Silver Spring CBD, Wheaton, Rockville, Shady Grove, and Friendship Heights via Randolph Road and Veirs Mill Road. Westbound service is provided by a bus stop on the opposite side of Randolph Road, adjacent to the Randolph Hills Nursing Center at the northeast corner of the Randolph Road and Colie Drive intersection, as well as on the opposite side of Veirs Mill Road, to the southwest of the Veirs Mill Road and Bushey Drive intersection.

The proposed diverse and affordable housing development meets the intent of the Northeast Quadrant of Veirs Mill Road and Randolph Road identified in the *Veirs Mill Corridor Master Plan*, furthering the vision for walkable communities in close proximity to the Veirs Mill and Randolph Road Bus Rapid Transit networks. Once completed, both high frequency services will provide reliable and robust connectivity existing Metrorail and MARC stations, as well as the existing and planned Bus Rapid Transit routes along US29, New Hampshire Avenue, Georgia Avenue, and MD355.

Pedestrian and Bicycle Facilities

The Applicant will upgrade and construct pedestrian connections along Randolph Road, Bushey Drive, and the Gannon Road extension. Along the Randolph Road property frontage, the Applicant will construct a new sidewalk with a wider furnishing zone, consistent with guidance within the Sector Plan and the draft Complete

Streets Design Guidelines, which would foster a more comfortable space for people walking parallel to high speed multimodal traffic along the major highway.

Likewise, the Applicant will upgrade the property's frontage with Bushey Drive, proposing to construct a new sidewalk with a wider green panel to support the preservation of existing mature canopy trees and space for the plantings of new ones.

Furthermore, the Applicant proposes to construct new sidewalks along the entirety of both sides of the Gannon Road extension, ensuring safe and comfortable space for people walking, from Bushey Drive to Randolph Road. A new crosswalk will be built together with the Colie Drive extension, providing a high visibility crossing between the mixed-use building lobby and the central green space. New crosswalks and ADA-compliant curb ramps will also be built at the Randolph Road-Colie Drive and Bushey Drive-Gannon Road intersections, that would tie directly with the new sidewalk connections along the new Gannon Road and Colie Drive public streets. No bicycle facilities are planned on either of the Site's frontages on Randolph Road or Bushey Drive. A bidirectional separated bikeway is planned along the opposite frontage of Randolph Road.

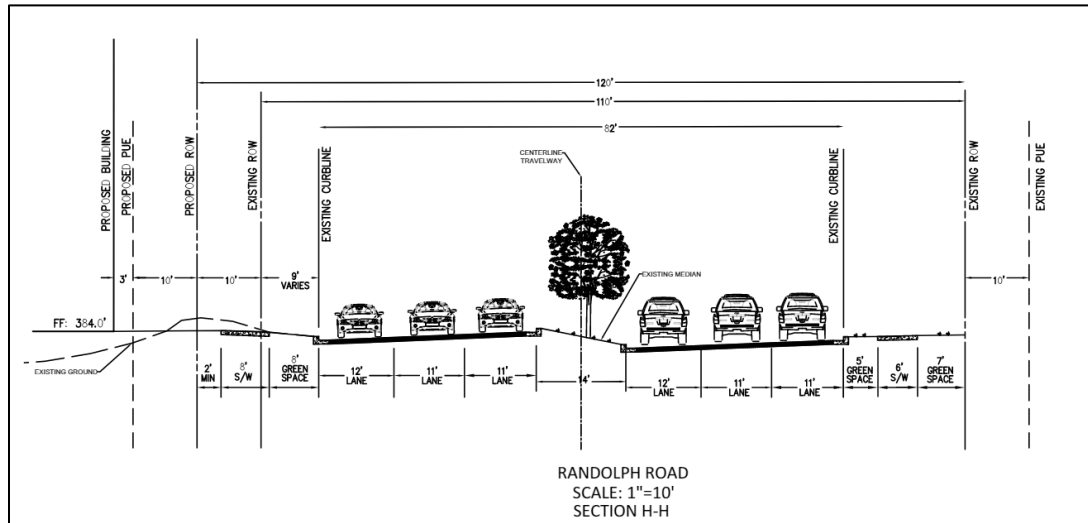
Bike Parking

In accordance with Section of 59.6.2.1. of the Zoning Ordinance, long-term bicycle parking rooms are located in both of the mid-rise multifamily buildings. However, in an attempt to provide "missing middle" diverse housing stock as part of this development, the code requirement to provide long-term bicycle parking either proportionately throughout the community or co-located within 200-feet of participating buildings is not conducive to the construction of the quadplexes. As such, the Applicant requests relief from the requirement and instead proposes to install fifteen short-term parking spaces near the entrances to each proposed quadplex. Residents will have access to each short- and long-term bicycle parking space regardless of which unit or building they reside.

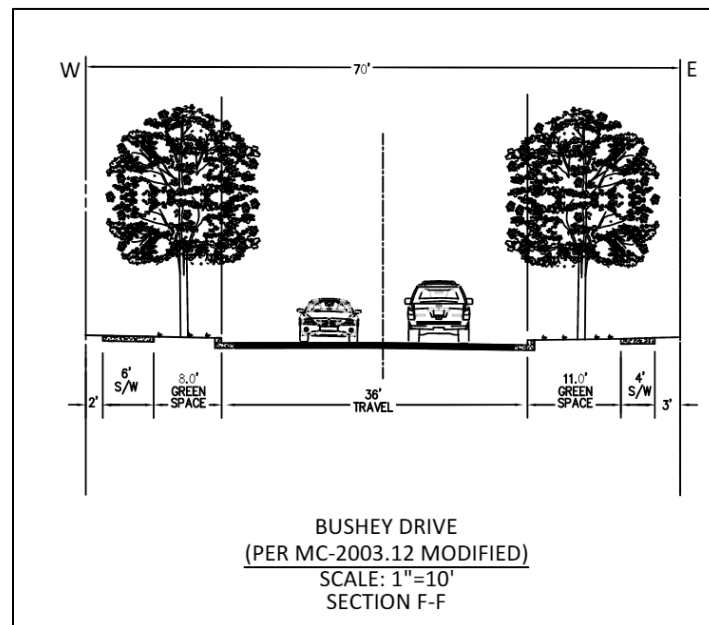
Master-Planned Roadways, Bikeways, and Transitways

The segment of Randolph Road between Veirs Mill Road and Bushey Drive is classified as M-17, a major highway with planned Bus Rapid Transit service. The segment is currently 100-feet wide and planned to be 120 feet wide with six (6) divided travel lanes. The Applicant is proposing a public right-of-way dedication of ten feet to meet this requirement. The Randolph Bus Rapid Transit service is planned to travel in mixed traffic along this portion of its overall route. The Randolph Road property frontage will be enhanced with an 8-foot sidewalk and 8-foot green panel in accordance with the Town Center Boulevard streetscape requirements in the draft *Complete Street Design Guidelines*.

An existing 14-foot median is proposed to be retained as part of this development request. While the roadway slopes downwards from south to north, making a new protected crossing for people crossing Randolph Road along the eastern leg of the Randolph Road and Colie Drive intersection challenging to implement, new curb ramps will be installed at the existing crosswalk at the western leg.



Bushey Drive is designated as a P-24, Primary Residential street between Randolph Road and Veirs Mill Road. The roadway is 70-feet wide, which meets the right-of-way requirement outlined in the *Master Plan of Highways and Transitways*. In light of the current condition, the Applicant proposes to construct a new six-foot sidewalk and 8-foot green panel that meets the requirement of the Neighborhood Connector standard per the draft Complete Street Design Guidelines.



As previously stated, Colie Drive and Gannon Road are planned Business Streets as identified in the *Master Plan of Highways and Transitways*. The 2019 *Veirs Mill Corridor Master Plan* shows an ultimate 60-foot right-of-way standard cross section for Business Streets throughout the study area, 8-foot wide sidewalks and more narrow travel lanes (Figure 18).

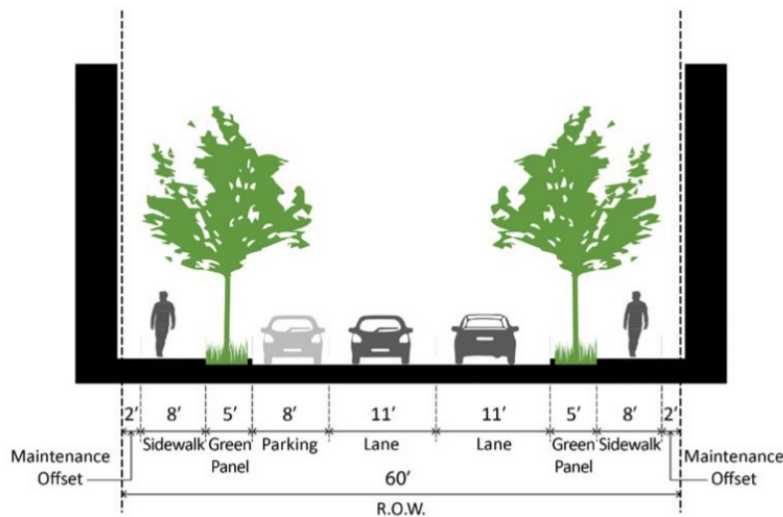


Figure 18: Business Street Section in 2019 Veirs Mill Corridor Master Plan

While the proposed street designs deviate from the Business Street cross sections in the 2019 *Veirs Mill Corridor Master Plan* in alternating locations, staff concurs with the Applicant's approach to provide wider space for the planting of canopy trees and street parking to provide access to the proposed community facilities, clinic, and daycare. Every effort has been made to establish a narrow continuous street to facilitate safe and comfortable movements by foot or bicycle through and across the new public streets.

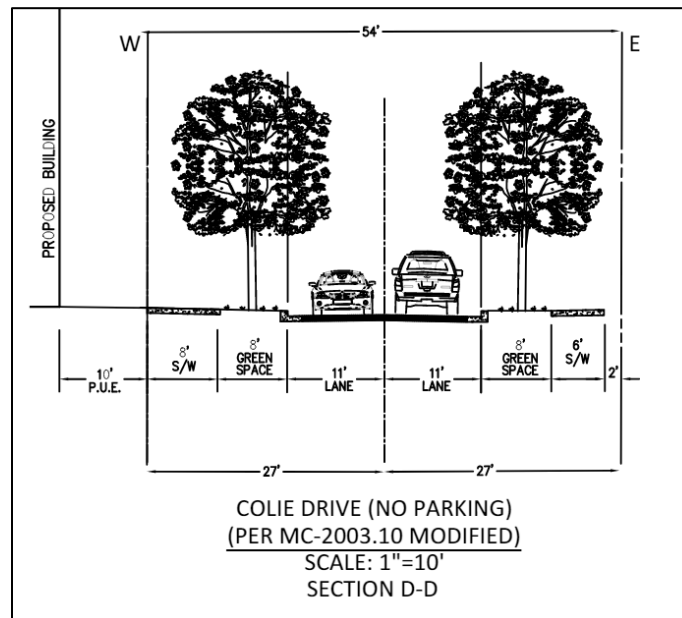


Figure 19: Colie Drive Section

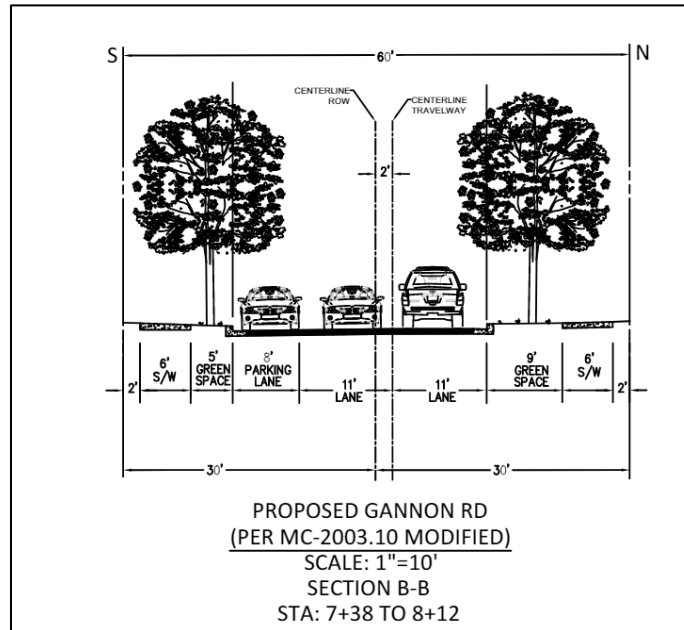


Figure 20: Gannon Road Section

A portion of the Gannon Road southern frontage along the southwestern corner of the development is proposed to have a five-foot sidewalk at the back of the proposed curb and gutter, as a result of the irregular shape of the adjacent property line. Nevertheless, the remainder of the southern frontage along Gannon Road will provide a consistent six-foot sidewalk with a five-foot furnishing zone. Sidewalks will be built through the entirety of the proposed Colie Drive and Gannon Road extensions.

Transportation Adequate Public Facilities (APF) Review

The Applicant filed a transportation study, which included 197 multifamily and 3 single family dwelling units, and either a medical clinic or daycare. The transportation study stated that the Project would have less than 24 morning net person trips while generating 77 evening net new person trips. Similarly, a reduction of 28 morning peak hour vehicle trips while 77 evening net new peak hour vehicle trips will be added. As such, a traffic study was required in accordance with the 2016-2020 Subdivision Staging Policy. The Site is currently developed with a 35,600 square foot office use, which is credited the proposed trip generation. Table 1 below, which has been revised from the Applicant's study, shows the projected new vehicle trips generated by the Site Plan.

Table 1 – Vehicular Trip Generation

Vehicle Trip Generation	AM	PM
Site Generated Vehicle Trips (Driver) (ITE 10 th Edition - 197 Midrise Units)	65	79
LATR Policy Area Adjustment (Residential)	59.1% of ITE Rate	
Site Generated Vehicle Trips (Driver) (ITE 10 th Edition – 3 Single Family Units)	2	3
LATR Policy Area Adjustment (Residential)	59.1% of ITE Rate	
Site Generated Vehicle Trips (Driver) (ITE 10 th Edition – 4,000 SF Daycare)	10	10
LATR Policy Area Adjustment (Other)	69.8% of ITE Rate	
Site Generated Vehicle Trips (Driver) (ITE 10 th Edition – 1,000 SF Clinic)	4	3
LATR Policy Area Adjustment (Other)	69.8% of ITE Rate	
Credited Existing Vehicle Trips (ITE 10 th Edition – 35,600 SF Government Office)	-109	-56
Net New Vehicle Trips (Driver)	-28	39
Net New Person Trips (Converted using total vehicle driver mode share)	-24	77
Local Area Transportation Review Required? (Are AM or PM person trips ≥ 50?)	No	Yes

(Source: ITE, 10th Edition, revised from Applicant's LATR Review)

Based on the trip generation projection, the Applicant met the threshold for a roadway capacity analysis, but did not meet the threshold for pedestrian, bicycle, or transit adequacy analyses. Table 2 shows the conceptual plan's multimodal trip generation, which was revised from the submitted study to account for the relevant credits.

Table 2 – Multimodal Trip Generation

Multimodal Trip Generation (LATR Guidelines, Kensington Wheaton Policy Area)		Percentage	AM	PM
Residential (Mid-Rise)	New Vehicle Driver Trips (see "Vehicle Trip Generation" Table)	59.1%	65	79
	New Vehicle Passenger Trips	25.4%	28	34
	New Transit Trips	8.1%	9	11
	New Non-Motorized Trips	7.4%	8	10
Net New Person Trips		100%	110	134
Residential (Single Family)	New Vehicle Driver Trips (see "Vehicle Trip Generation" Table)	59.1%	2	3
	New Vehicle Passenger Trips	25.4%	1	2
	New Transit Trips	8.1%	0	0
	New Non-Motorized Trips	7.4%	0	0
Net New Person Trips		100%	3	5
Daycare	New Vehicle Driver Trips (see "Vehicle Trip Generation" Table)	69.8%	10	10
	New Vehicle Passenger Trips	18.7%	3	3
	New Transit Trips	5.6%	0	0
	New Non-Motorized Trips	5.9%	1	1
Net New Person Trips		100%	14	14
Clinic	New Vehicle Driver Trips (see "Vehicle Trip Generation" Table)	69.8%	4	3
	New Vehicle Passenger Trips	18.7%	1	1
	New Transit Trips	5.6%	0	0
	New Non-Motorized Trips	5.9%	1	0
Net New Person Trips		100%	6	4
Total New Person Trips			133	157
Existing Person Trips			-157	-80
Total Person Trips			-24	77
Pedestrian Adequacy Test Required? (Are non-motorized + transit trips \geq 50?)			No	No
Bicycle Adequacy Test Required? (Are non-motorized trips \geq 50?)			No	No
Transit Adequacy Test Required? (Are transit trips \geq 50?)			No	No

(Source: ITE, 10th Edition, revised from Applicant's LATR Review)

The Property falls within the Kensington Wheaton Policy Area, which requires both Critical Lane Volume (CLV) and Highway Capacity Manual (HCM) delay analyses. The intersection congestion standards for the policy area are a CLV of 1600 and 80 seconds of delay per vehicle. As demonstrated in Table 3, each of the studied intersections fell below its relevant congestion standards. The LATR capacity analysis was consistent with the Department's LATR Guidelines.

Table 3 – Existing and Future Traffic Impact

	AM				PM			
	Existing CLV	Future CLV	Existing Delay	Future Delay	Existing CLV	Future CLV	Existing Delay	Future Delay
Veirs Mill Road and Randolph Road	806	814	55.3	54.0	933	946	49.9	50.4
Randolph Road and Colie Drive	459	483	13.4	11.8	673	682	17.9	18.0
Randolph Road and Bushey Drive	506	503	2.7	2.3	606	616	3.1	2.7
Veirs Mill Road and Bushey Drive	490	506	0.7	0.7	718	733	0.9	0.6

(Source: Applicant's LATR Review prepared by Kimley-Horn)

Schools

Overview and Applicable School Test

This application was accepted on January 19, 2021 and is composed of 100% affordable units. The transition clause of the 2020-2024 Growth and Infrastructure Policy allows applications accepted before February 26, 2021 that include 25% or more affordable units to be tested for school adequacy under the rules of the 2016-2020 Subdivision Staging Policy. Therefore, the rules of the 2016-2020 Subdivision Staging Policy and FY2021 Annual School Test were used. This project proposes 197 multifamily low-rise dwelling units and 3 single family detached units, for a total of 200 units.

Calculation of Student Generation

To calculate the number of students generated by the proposed development, the number of dwelling units is multiplied by the applicable regional student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low- to mid-rise multifamily unit, or high-rise multifamily unit. The subject property is located in the East Region of the County and generates students according to Table 4.

Table 4 – Per Unit Student Generation Rates – East Region

	Elementary School	Middle School	High School
SF Detached	0.203	0.103	0.144
SF Attached	0.219	0.115	0.160
MF Low-Rise	0.253	0.112	0.148
MF High-Rise	0.088	0.036	0.047

With a net of 197 multifamily low-rise units and 3 single family detached units, the proposed project is estimated to generate the number of students in Table 5.

Table 5 – Estimated Student Generation

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
SF Detached	3	0.203	0.609	0.103	0.309	0.144	0.432
MF Attached	197	0.253	49.841	0.112	22.064	0.148	29.156
TOTAL	200		50		22		29

This project is estimated to generate 50 new elementary school students, 22 new middle school students, and 29 new high school students.

Cluster Adequacy Test

The project is located in the Wheaton High School Cluster. The student enrollment and capacity projections from the FY21 Annual School Test for the cluster are noted in Table 6.

Table 6 – Cluster Adequacy

School Level	Projected Cluster Totals, September 2025			Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization		
Elementary	3,100	3,454	89.8%	1,045	50
Middle	1,645	1,701	96.7%	396	22
High ¹	2,047	2,234	91.6%	633	29

The Moratorium Threshold identified in Table 6 is the number of additional projected students that would cause the projected utilization to exceed the 120% utilization threshold and therefore trigger a cluster-wide residential development moratorium. As indicated in the last column, the estimated enrollment impacts of this application fall below the moratorium thresholds at all three school levels. Therefore, there is sufficient capacity at the elementary, middle, and high school cluster levels to accommodate the estimated number of students generated by this project.

Individual School Adequacy Test

The applicable elementary and middle schools for this project are Sargent Shriver ES and Loiederman MS, respectively. Based on the FY21 Annual School Test results, the student enrollment and capacity projections for these schools are noted in Table 7.

Table 7 – Individual School Adequacy

School	Projected School Totals, September 2025				Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization	Surplus/ Deficit		
Sargent Shriver ES	732	660	110.9%	-72	61	50
A. Mario Loiederman MS	983	1,003	98.0%	+20	221	22

Under the individual school adequacy test, a school is deemed inadequate if the projected school utilization rate exceeds 120% and the school seat deficit meets or exceeds 110 seats for an elementary school or 180

¹ The projected Wheaton HS enrollment has been modified to estimate the impact of redistricting students among the Downcounty Consortium high schools and to Woodward HS in September 2025.

seats for a middle school. If a school's projected enrollment exceeds both thresholds, then the school service area is placed in a residential development moratorium.

The Moratorium Enrollment Thresholds identified in Table 7 are the numbers of additional projected students that would cause the projected utilization to exceed the 120% utilization threshold and the seat deficit threshold. As indicated in the last column, the estimated enrollment impacts of this application fall below the moratorium thresholds for both Sargent Shriver ES and Loiederman MS. Therefore, there is sufficient anticipated school capacity to accommodate the estimated number of students generated by this project.

Analysis Conclusion

Based on the school cluster and individual school capacity analysis performed, using the FY2021 Annual School Test under the 2016-2020 Subdivision Staging Policy, there is adequate school capacity for the amount and type of development proposed by this application.

Other Public Facilities

The proposed development will be served by public water and sewer systems. Fire and Rescue has reviewed the application and has determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services including police stations and health care will continue to be sufficient following the construction of the project. Electric, gas and telecommunications services will also be available.

4. *All Forest Conservation Law, Chapter 22A requirements are satisfied*

Environmental Guidelines

Staff approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) No. 420200300 on September 4, 2020. The approximately 6.09-acre Property is currently developed with an office building and associated asphalt surface parking lots and grass lawns with scattered trees. There are no forest or streams but there are large and specimen trees on-site. The proposed plan is in conformance with the *Environmental Guidelines*.

Final Forest Conservation Plan

The Applicant has submitted a Final Forest Conservation Plan (FFCP) (Attachment B) with the Preliminary Plan and Site Plan. While there is no forest on the Subject Property, there is a forest conservation requirement based on the Property area and land use. The forest conservation requirements of 1.01 acres will be met in an off-site mitigation bank or by fee-in-lieu payment if no banks are available. The FFCP shows the proposed development and all disturbance necessary for development. As submitted, and including approval of the accompanying variance request, the plan complies with Chapter 22A, 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. Any impact to these trees, including removal of the subject tree or disturbance within the tree's critical root zone (CRZ) requires a variance. An applicant for a variance must provide certain written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law. The law requires no impact to trees that: measure 30 inches or greater, 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. The Applicant submitted a variance request on March 3, 2021 to remove 10 trees that are considered a high priority for retention under Section 22A-12(b) (3) of the County Forest Conservation Law.

Unwarranted Hardship

The proposed development is in accordance with both the intent and recommendations of the 2019 *Veirs Mill Corridor Master Plan*. and the CRN zoning. The Subject Property is located directly adjacent to Randolph Road and serves as a transition between the commercial area and single-family neighborhood. The Site Plan responds to the existing transportation network and expands the connections through the Subject Property. The Property has significant topographic challenges, sloping 30' from the Randolph Road frontage to Bushey Drive. The variance trees are spread all over the Property and it is not possible for the Applicant to demolish the existing development and provide the density of housing, while meeting the topographic challenges of the site without impacting the requested trees. For these reasons, the Applicant has demonstrated a sufficient unwarranted hardship to consider a variance request.

Table 8 – Variance Tree Removals

ID	Species	Size DBH	Condition	Notes
17	Acer saccharinum / Silver Maple	46"	Fair	Demolition, grading, and site development.
19	Pinus strobus /White Pine	36"	Good	Demolition, grading, and site development.
22	Cedrus deodara / Deodar Cedar	30"	Good	Demolition, grading, and site development.
24	Leyland Cypress	30"	Good	Demolition, grading, and site development.
29	Quercus palustris / Pin Oak	30"	Good	Demolition, grading, and site development.
48	Acer rubrum / Red Maple	34"	Good	Grading and site development.
59	Acer rubrum / Red Maple	36"	Fair	Grading and site development.
64	Platanus occidentalis / American Sycamore	35"	Good	Demolition, grading, and site development.
65	Liriodendron tulipifera / Tulip Poplar	40"	Good	Grading and site development.
66	Acer saccharinum / Silver Maple	66"	Good	Grading and site development.

Section 22A-21 of the County Forest Conservation Law sets forth the findings that must be made by the Planning Board or Planning Director, as appropriate, in order for a variance to be granted.

Variance Findings

1. *Will not confer on the applicant a special privilege that would be denied to other applicants.*

The Applicant cannot demolish the existing building and circulation without disturbing six of the variance trees and cannot meet the grading challenges of the Property without removing the other four trees. Thus, granting the variance will not confer a special privilege on the Applicant.

2. *Is not based on conditions or circumstances which are the result of the actions by the applicant.*

The requested variance is based on the locations of the trees, the necessity of demolishing the existing development, and meeting the grading challenges of the Property while redeveloping. The variance is not based on conditions or circumstances which are the result of actions by the Applicant.

3. *Is not based on a condition relating to land or building use, either permitted or non-conforming, on a neighboring property.*

The requested variance is a result of the need to demolish the exiting development and redevelop the Property and not a result of land or building use on a neighboring property.

4. *Will not violate State water quality standards or cause measurable degradation in water quality.*

Mitigation must be provided for removal of these trees by planting native shade trees of at least three inches caliper, each, within the new development. The Applicant will plant thirty-two (32) three (3)-inch caliper native shade trees to replace the form and function of the variance trees proposed for removal. This is based on Planning Department policy that requires replacement of variance trees at a rate of 1" replaced for every 4" removed, using replacement trees of no less than 3" caliper, to replace lost environmental functions performed by the trees removed. These mitigation plantings will provide sufficient tree canopy in a few years to replace the lost water quality benefits of the variance tree being removed. Therefore, the Project will not violate State water quality standards or cause measurable degradation in water quality.

Variance Recommendation

Staff recommends that the variance be granted.

5. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.*

The Applicant received approval of their stormwater management concept from the Montgomery County Department of Permitting Services, Water Resources Section on April 13, 2021. The concept meets required stormwater management goals using a combination of ESD approaches including rain gardens, permeable paving, and microbioretention areas. The Property is not subject to a water quality plan, and there are no floodplain requirements. The requirements of Chapter 19 for stormwater management are satisfied.

6. *Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.*

No other provisions apply to the Subdivision.

SECTION 6: SITE PLAN NO. 820210050 ANALYSIS AND FINDINGS

Per Section 59.7.3.4 of the Zoning Ordinance,

1. When reviewing an application, the approval findings apply only to the site covered by the application.
2. To approve a site plan, the Planning Board must find that the proposed development:
 - a. satisfies any previous approval that applies to the site;

The Property was previously the subject of Mandatory Referral No. MR2020021 for the disposition of County-owned property. The Planning Board approved the disposition of the Subject Property and confirmed that it is not needed for a park use on April 2, 2020. The proposed development is consistent with Preliminary Plan No. 120210080, which is being reviewed concurrently with this Site Plan.

- b. satisfies under Section 59.7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;

This section is not applicable; the Property was not associated with any development plan or schematic development plan in effect on October 29, 2014.

- c. satisfies under Section 59.7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;

This section is not applicable; the zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

- d. satisfies applicable use standards, development standards, and general requirements under this Chapter;

All proposed uses are permitted uses in the CRN Zone with no applicable use standards.

Development Standards

The Site covers approximately 6.09 acres zoned CRN-1.0, C-0.5, R-1.0, H-65. The data table below (Table 9) demonstrates the Application's conformance to the development standards of Section 59.4.5.3 for a standard method development in the CRN zone.

Table 9 – Data Table: CRN-1.0, C-0.5, R-1.0, H-65 Zone

Chapter 59	Development Standard	Permitted/ Required	Proposed
	Tract Area (sf)	n/a	300,359 sq. ft.
	Previous Dedication	n/a	35,049 sq. ft.
	Proposed Dedication (Randolph Road)	n/a	6,228 sq. ft.
	Proposed Dedication (Colie Drive)	n/a	34,713 sq. ft.
	Site Area	n/a	224,369 sq. ft.
4.5.3.C.1	Open Space¹	10% (20,327 sq. ft.)	11% (22,000 sq. ft.)
4.5.3.C.2	Lot and Density		
	Lot		
	Lot area		
	Detached House	1,000 sq. ft	6,221 sq. ft. (min.)
	Lot width at front building line		
	Detached House	25'	75'
	Lot width at front lot line		
	Detached House	10'	75'
	Lot coverage		
	Detached House	90%	26% (max.)
	Density		
	Commercial	C-0.5 FAR (150,180 sq. ft.)	C-0.01 FAR (3,500 sq. ft.)
	Residential	R-1.0 FAR (300,359 sq. ft.)	R-0.87 FAR (261,600 sq. ft.)
	Total Density	1.0 FAR (300,359 sq. ft.)	0.88 FAR (265,100 sq. ft.)
4.5.3.C.3	Placement		
	Front setback		
	Detached House	5'	20'
	Side Setback		
	Apartment ²	12'	20'
	Detached House	6'	6' (min.)
	Rear Setback		
	Detached House	15'	20' (min.)
	Front Street Build-to Area		
	Apartment (30' max setback) ³	70%	100%
	Multi-Use (15' max setback)	70%	100%
	Side Street Build-to Area		
	Apartment (30' max setback)	70%	100%
	Multi-Use (15' max setback)	70%	100%
4.5.3.C.4	Height	65'	60'
4.5.4.C.5	Form		
	Transparency ⁴		
	Apartment	20%	25% (min.)
	Multi-Use	30%	5% (min.)

¹ In a development with townhouse, apartment, multi use, or general building types, open space is calculated on the area of the site minus any area for detached house and duplex lots.

² Per 4.1.8.A, when an apartment abuts a residential detached zone, the minimum side setback is equal to 1.5 times the minimum side setback required for a detached house on the abutting property. Adjacent property is zone R-60, with a side setback of 8', so the minimum side setback for an apartment building in the CRN zone is 12'

³ The Applicant is requesting a waiver from meeting the front build-to area requirement for Building 2A.

⁴ The Applicant is requesting a waiver for meeting the transparency requirement for the north façade of Building 1.

The Applicant is requesting a waiver from meeting the Build-to Area for Building 2A per Section 59.4.5.3.C.3.b.

“The Build-to Area requirements may be modified by the Planning Board during site plan review under Section 7.3.4. In approving a site plan submitted under this subsection, the Planning Board must find that the plan: (1) deviates from the Build-to Area requirements only to the extent necessary to accommodate the physical constraints of the site or the proposed land use; and (2) incorporates design elements that engage the surrounding publicly accessible spaces such as streets, sidewalks, and parks.”

Building 2A is classified as an apartment building, with a requirement that 70% of the façade be located within 30 feet of the front street Build-to Area. The Applicant is seeking Planning Board approval of a modification to allow a front street Build-to-Area of 53 feet for Building 2A. The orientation of Building 2A was purposefully established to create the space for the entry plaza and green area and serve as a focal point as residents and visitors enter the community from Randolph Road (Figure 21). Additionally, the location of Building 2A is driven, in part, by the substantial grade changes on-site and the desire for symmetry and alignment amongst Buildings 2A-2F (which is important to help define and activate the three components within the Public Open Space). There is an approximately 2.5 story grade change from north-to-south and a one-story grade change running east-to-west across the Linear Park. Therefore, to provide ADA accessibility, it was imperative that the buildings be oriented parallel to the top of the internal drive aisles, to provide a common point of entry off the drive aisle. Building 2A is setback the minimum amount necessary to accommodate the Entry Plaza and associated green space, which serves as an important focal point for residents and visitors entering the community from Randolph Road.

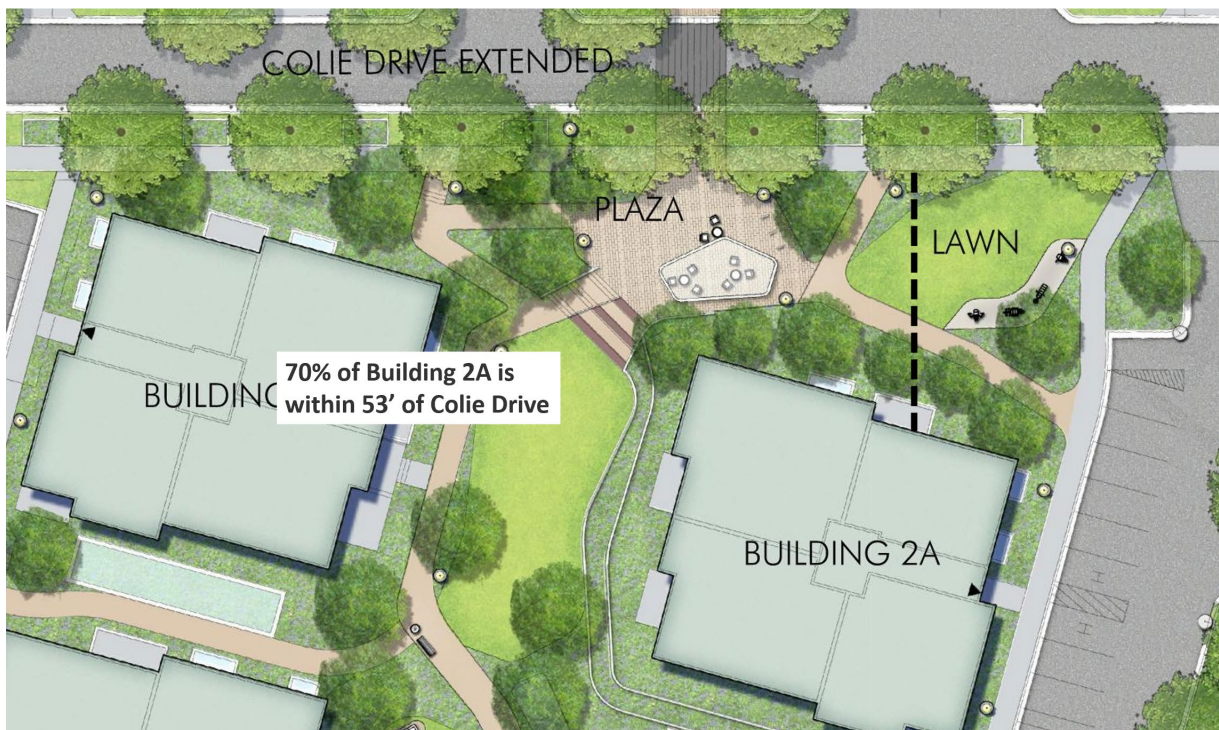


Figure 21: Building 2A Setback

The Applicant is also requesting a waiver from the minimum transparency requirements in Section 59.4.5.3.C.5 for the northern façade (along Randolph Road) for Building 1. Along Building 1 the grade falls

approximately two-stories from north to south. As a result, the parking garage for Building 1 is partially above-grade along Randolph Road, with the residential units located above. Given this grade change and the operational requirements for structured parking, additional transparency cannot be provided along the “ground level” of this façade. The Applicant has provided high-quality building materials (e.g. brick masonry) and landscaping to improve the pedestrian environment and engage the street.



Figure 22: Building 1, North Facade

General Development Requirements

Site Access

As conditioned, the Project provides safe, adequate, and efficient circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists and integrates the project into the surrounding area. Colie Drive and Gannon Road will be extended and connected and help integrate the proposed development into the community. Site access is provided from this new road for Building 1 and Buildings 4, 5, and 6, the three single-family homes. The parking lots serving Building 3 and Buildings 2A-2F have entrances on Bushey Drive and Colie Drive extended, increasing the porosity of the development. The Applicant has worked with the grades to make sure pedestrian access and safety have been prioritized and spaces are universally accessible.

Parking, Queuing, and Loading

Parking, queuing, and loading will be provided in an adequate, safe, and efficient manner. As demonstrated in Table 10, the Site Plan provides an adequate number of parking, queuing, and loading spaces for the proposed uses.

Table 10 – Parking

Parking	Spaces Required	Spaces Provided
Residential Vehicle Parking 1 bedroom (30) 2 bedrooms (52) +3 bedrooms (63) MPDU 1 bedroom (12) MPDU 2 bedrooms (21) MPDU +3 bedrooms (19)	30 min/38 max 52 min/78 max 63 min/126 max 6 min/15 max 11 min/32 max 10 min/38 max	
Total Residential	172 min/327 max	
Commercial Vehicle Parking Day Care Center or Medical Clinic (3,500 sq. ft.)	9 min/14 max	
Total	181 min/341 max	194 spaces
Residential Bicycle Parking (197 units)	99 min/100 max	94 long term ¹ ; 29 short term
Commercial Bicycle Parking (3,500 sq. ft.)	1 min/5 max	1 long term; 1 short term
Total	100 min/105 max	125 (30 short term; 95 long term)

The parking is provided as a combination of structured parking and surface parking lots. Building 3 has 17 spaces under the building overhang on the south façade, with a half floor of common space that includes bicycle parking. A surface parking lot provides additional parking adjacent to Building 3. Building 1 has two separate flat plate parking decks, providing 70 parking spaces. The internal parking deck design takes advantage of the topography changes on the site. Two surface parking lots provide convenient parking for units 2A-2F.

Long term bicycle parking for the development is provided in Building 1 and Building 3. The Applicant is requesting a waiver from Section 59.6.2.6.B.1.c, requiring bicycle parking to be distributed proportionately through the project.

“c. When a development project includes multiple buildings, the total number of parking spaces required will be calculated for the entire project and distributed proportionally to each building based on its share of the total parking space requirement. When the long-term bicycle parking for multiple buildings is co-located, it must be within 200 feet of an entrance to each of the participating buildings.”

Buildings 2A and 2B are located within 200’ of Building 3 and Building 2D is located within 200’ of Building 2D, meeting this requirement. However, Buildings 2C, 2E, and 2F are not within 200’ of an entrance to either Building 1 or Building 3. Staff supports the requested waiver because there is no common space within Buildings 2A-2F that would allow for more convenient long-term bicycle storage. All units will have

¹ The Applicant is requesting a waiver from the Bicycle Parking Location, Access, and Security requirements (Section 59.6.2.6.B.1.c)

access to the bicycle facilities in Building 1 and Building 3 and the Applicant has added short term bicycle parking adjacent to Buildings 2B, 2C, 2E, and 2F to reduce the impact on the residents.

Open Space and Recreation

All other elements of the project unless previously stated, provides adequate landscaping and lighting, as well as other site amenities, to ensure that these facilities will be safe, adequate, and efficient for adjacent residents and visitors. The Project will include streetscaping improvements, with street trees, open space with amenities, and lighting, as well as landscape buffers separating single-family residences from surface parking lots.

As shown in the Development Standards table and findings above, the proposed Site Plan meets all the general requirements and development standards of Divisions 59.4.4 and 59.4.5 of the Zoning Ordinance, and the general development requirements of Article 59.6 of the Zoning Ordinance, except for Section 59.4.5.3.C.3.b and Section 59.6.2.9.C.3.b.

e. satisfies the applicable requirements of:

i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

As stated in Preliminary Finding No. 5, this project meets the requirements for Chapter 19.

ii. Chapter 22A, Forest Conservation.

As stated in Preliminary Finding No. 4, this project meets the requirements for Chapter 22A, Forest Conservation.

f. provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;

Parking and Circulation

As stated in Preliminary Finding No. 3, this project provides safe and adequate parking and circulation patterns. Parking is located in the two multifamily buildings, and in two surface parking lots along the outside of the quadplexes, which are served with two-way circulation drive aisles.

Building Massing

The proposed buildings have been massed and oriented in order to fit the context of the site between the busy commercial center and Randolph Road corridor to the west and north, and the existing single-family neighborhood to the east. The larger of the buildings are closest to the busy commercial areas, and the quadplexes and single-family homes help to transition the development closer to the existing neighborhood.

Open Spaces and Site Amenities

The project will provide 22,000 square feet of open space, or 11% of the site area, exceeding the requirement of 10%. The amenities provided on the Site Plan are community scale spaces that are designed as an amenity to the surrounding residential neighborhood. The Application will provide a central linear park that includes walking trails, lawns, benches, and useable open space. These spaces will significantly improve the streetscape and pedestrian experience on the Property.

- g. substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;

As stated in Preliminary Finding no. 2, this project meets the requirements for the *2019 Veirs Mill Corridor Master Plan*.

- h. will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;

As described in the Preliminary Plan section of this report, the proposed development will be served by adequate public services and facilities.

- i. on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and

Not applicable as the Property is not located in a Rural Residential or Residential Zone.

- j. on a property in all other zones, is compatible with existing and approved or pending adjacent development.

The Property is compatible with existing adjacent developments. The Project adheres to the height and density of the Property's zone and with the recommendations contained in the Master Plan. The Project will help to address housing affordability issues in the county and in this neighborhood. The building's architecture and design are sensitive to the transitional context of the property between dense commercial areas and single-family residential areas and provide an appropriate scale that complements the existing and permitted density/heights of the surrounding properties.

SECTION 7: CONCLUSION

The Preliminary Plan and Site Plan applications satisfy the findings under Section 50.4.2.D of the Subdivision Regulations and Section 59.7.3.4. of the Zoning Ordinance and substantially conforms to the recommendations of the *2019 Veirs Mill Corridor Master Plan*. Therefore, Staff recommends approval of the Preliminary Plan and Site Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Agency Letters
- B. Forest Conservation Plan No. 820210050



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

May 3, 2021

Mr. Parker Smith, Planner Coordinator
Midcounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive
Wheaton, MD 20902

RE: Preliminary Plan No. 120210080
4010 Randolph Road

Dear Mr. Smith:

We have completed our review of the preliminary plan uploaded to eplans on March 26, 2021. A previous plan was reviewed by the Development Review Committee at its meeting on May 22, 2018. 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. This letter and all other correspondence from this department should be included in the package.

Design Exception Request

1. Reduction in Right-of-way and modification of the cross section standard MC-2003.10
 - a. 54 foot wide right-of-way for Colie Drive between its intersection with Randolph Road and it's transition to Gannon Road (extended). This section deviates from the standard 70 foot right-of-way for a Principal Secondary Residential Street (MC-2003.10) in the context sensitive road section. The project proposes one (1) eleven (11) foot travel lane, an eight foot green panel, a six foot sidewalk on the east side and an eight foot side path on the west side. Limited parking on the west side only is proposed in-lieu of the green panel.

45 foot right-of-way for the extension of Gannon Road. This is an interim condition until such time as the additional right-of-way is provided by the neighboring property

Office of the Director

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to the south, to complete the 60 foot right-of-way section. As such, in the interim, the right-of-way deviates from the standard Principal Secondary Residential Street (MC-2003.10) in the context sensitive road section. The proposed section is one, eleven foot travel lane in each direction, no parking lanes, a five foot sidewalk at the back of curb on the south side and a separated six-foot sidewalk on the north side. The removal of the parking lane on both sides deviates from the typical section, as the full right-of-way width for Gannon Road cannot be dedicated at this time. By aligning to the existing centerline, the complet half section may be constructed under this project, and the remaining may be completed with the redevelopment of the neighboring property to the south.

The applicant explains that these modifications to the cross section and reduced right-of-way meet all fire department access standards. IN addition, the street sections will promote and improve compatibility with adjoining properties, and allow more area develoted to pedestrian circulation. The applicant is proposing to redevelop the property with a predominately residential development that includes a large percentage of family units. Given the residential character of the proposed development and surrounding neighborhood, the proposed internal streets have been designed with the pedestrian in mind and are intended to calm traffic.

MCDOT Response: MCDOT recommends **approval** of the reduced right-of-way and modification to the street cross section.

Significant Plan Review Comments

2. Reduced truncation – The applicant is seeking a Planning Board waiver for this requirement, as permitted under Section 50-38 of the County Code, to allow the design of the right-of-way lines to reduce the truncation such the truncation be formed by straight lines joining points 20 feet from the theoretical property line intersection. With the dedication of the additional 10 feet for Randolph Road, the street buffer and pedestrian clear zone will be more than sufficient for all required infrastructure, including for the signal and controls, at the intersection of Colie Drive and Randolph Road, without reducing the required sight distance.

MCDOT Response: MCDOT recommends the Planning Board approve the waiver for the reduced truncation at this intersection. The proposed intersection does not meet the current sight distance requirements; however, increasing the truncation will not allow for the intersection to meet the requirements. Also, any existing and new equipment for the Randolph Road and Colie Drive intersection should be able to fit into the proposed right-of-way.

3. The applicant would like to install a raised crosswalk or similar traffic calming on the proposed street at the lobby entrance to building 1. MCDOT has not agreed to the traffic calming; however, at the time of signing and marking, the applicant can resubmit their request.
4. Sight distance at Randolph Road and Colie Drive intersection. This intersection is currently signalized. The applicant studied the sight distance at this intersection and found that the proposed road (where the existing driveway is located) does not meet the requirement for an arterial roadway. MCDOT recommends the applicant install a "no turn on red" sign. All other driveways and roads meet the sight distance standards. A copy of the accepted Sight Distances Evaluation certification forms are enclosed for your information and reference.
5. Waiver from the Montgomery County Planning Board for a reduction in the minimum centerline radius on a Business District classification roadway.
6. The storm drain analysis was reviewed and is acceptable to MCDOT. The study indicates that the applicant will need to upgrade two pipes per their storm drainage analysis. Drainage area "H" as shown on the plans, lists a 15" RCP storm pipe between existing structures EX-10213 and EX-4406 is overcharged during the 10 year storm interval. The site development will intercept this existing RCP and upgrade a portion to correct the overcharged condition. The applicant proposes to intercept by a doghouse manhole (MH-1). The existing 15" RCP downstream of the MH-1 will be upgraded to a 21" RCP to correct an existing overcharge condition and convey increased site drainage resulting from site development. The existing 18" RCP from EX-4406 to EX-4490 will also be upgraded to a 21" RCP because of the increase flowrate.
7. Since the development will be impacting the handicap ramps on the southeast and southwest corner of the Randolph and Colie intersection, the applicant will be responsible to improve the handicap ramps. The applicant will also be required to upgrade the traffic signals with Accessible Pedestrian Signals (APS). At or before the permit stage, please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 or at kamal.hamud@montgomerycountymd.gov for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
8. The applicant will be responsible for constructing a pedestrian crossing for the fourth leg of the Randolph and Colie intersection. The drawings should be approved at signing and marking stage by MCDOT. Construction should be completed prior to the issuance of the

first Use and Occupancy permit for the site. At or before the permit stage, please contact Mr. Mark Terry of our Division of Traffic Engineering and Operations Team at at Mark.Terry@montgomerycountymd.gov or at (240) 777-2190 for proper executing procedures. All costs associated with this improvement shall be the responsibility of the applicant.

9. The Traffic Study was reviewed and deemed acceptable in MCDOT's letter dated May 10, 2021.

Standard Plan Review Comments

10. Full width dedication and construction of all interior public streets as stated above in comment #1.
11. No steps, stoops or retaining walls for the development are allowed in County right-of-way. No door swings into county ROW.
12. All proposed driveways should be at grade with the sidewalk.
13. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to approval of the record plat.
14. The Forest conservation Easement is not allowed to overlap any other easement, including but not limited to slope and grading easements.
15. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
16. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
17. In all underground utility installations, install identification tape or other "toning" device approximately 2' above the utility.
18. If the proposed development will alter any existing street lights, replacement of 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.

19. If the proposed development will alter or impact any existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.) in any way, the developer will be required to submit plans to relocate the impacted facilities. please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant.
20. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
21. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - a. Street grading, paving, curbs and gutters, sidewalks, bicycle facilities and handicap ramps (APS), storm drainage and appurtenances, and street trees along Randolph Road, Colie Drive and Gannon Road extended.

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

- b. Pedestrian crosswalk along Randolph Road at its intersection with Colie Drive to be installed by the applicant.
- c. 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.
- d. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
- e. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) 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.

- f. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
- g. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

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

Sincerely,

Rebecca Torma, Manager
Development Review Team
Office of Transportation Policy

Sharepoint

Enclosures ()

cc: Plan letters notebook

cc-e: applicant
engineer
attorney
P&P transportation rep; M-NCPPC Area _

Atiq Panjshiri; MCDPS RWPR
DOT staff as appropriate

Marc Elrich
County Executive

Christopher R. Conklin
Director



DEPARTMENT OF TRANSPORTATION

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

montgomerycountymd.gov/311



301-251-4850 TTY

DPS-ROW CONDITIONS OF APPROVAL

May 13, 2021

***Revision: The conditions hereon supersede previous conditions of approval dated March 30, 2021.

820210050 4010 Randolph Road

Contact: Sam Farhadi at 240 777-6333

We have reviewed site and landscape plans files that were uploaded on/ dated
“3/26/2021”,

The followings need to be addressed prior to the certification of site plan:

1. Access points on public roads:
 - a. Provide truck turning for right turn movements at intersections. The curb radii may need to be adjusted to ensure of safe turning movements.
 - b. Ensure driveways/ intersections follow County standards. Further coordination with fire and rescue is needed to determine which driveways due to lack of minimum road width need to be designed accordingly.
2. Provide minimum of a foot-wide maintenance strip for the sidewalk along the west side of Collie Drive. This can be achieved in the form of a one-foot Public Improvement Easement as well.
3. Provide adequate PUE along the site frontages and ensure longitudinal dry utilities are placed accordingly.
4. The distance between the proposed street trees may need to be adjusted to follow designated standards and ensure of proper clearance from the site features.



**Department of Permitting Services
Fire Department Access and Water Supply Comments**

DATE: 12-Apr-21
TO: Andrew Bradshaw - abradshaw@jba-inc.net
Johnson Bernat Associates
FROM: Marie LaBaw
RE: 4010 Randolph Road
820210050

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **05-Apr-21** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

April 13, 2021

Mr. Andrew Bradshaw, P.E.
Johnson Bernat Associates, Inc.
205 N. Frederick Avenue, Suite 100
Gaithersburg, MD 20877

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
4010 Randolph Road, Silver Spring MD
Preliminary Plan #: 120210080
Site Plan #: 820210080
SM File #: 286485
Tract Size/Zone: 6.09 Ac. / CR
Total Concept Area: 6.49 Ac.
Parcel(s): A & 765
Watershed: Lower Rock Creek

Dear Mr. Bradshaw:

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 ESD to the MEP with the use micro-bioretenention planter boxes and micro-bioretenention surface facilities. The remaining volume will be treated structurally in underground stormwater filter vaults.

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. You will need to provide pretreatment to the stormwater filter vaults when the drainage is coming from a road or parking lot. Pretreatment is not required when the drainage is just from a roof area.
5. Flow splitters are required for all stormwater filter vaults.
6. At time of plan submittal try to provide DIRECT treatment for road and parking areas (public and private) that were not provided at concept stage due to site constraints.



2425 Reddie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

Mr. Andrew Bradshaw, P.E.
April 13, 2021
Page 2 of 2

7. All covered parking is to drain to WSSC. Provide a copy of the mechanical plans schematics that shows where the covered parking drains go.

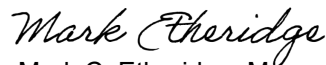
This list may not be all-inclusive and may change based on available information at the time.

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 David Kuykendall at 240-777-6332.

Sincerely,




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

MCE: CN286485 4010 Randolph Road.DWK

cc: N. Braunstein
SM File # 286485

ESD: Required/Provided 23,029 cf / 15,347 cf
PE: Target/Achieved: 1.8"/1.2"
STRUCTURAL: 6,530 cf
WAIVED: 0.00 ac.

	
FILE NO.	15-007
SHEET	15-2
DATE	3/2/17
SCALE	1"=50'

**4010 RANDOLPH ROAD
FOREST CONSERVATION PLAN
TREE REMOVAL PLAN**

SILVER SPRING
4010 RANDOLPH ROAD
MONTGOMERY COUNTY, MARYLAND
WSSC GRID 216NM04, TAX MAP H43

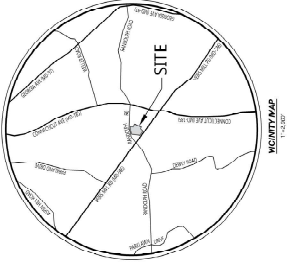
DATE	REVISIONS PRIOR TO APPROVAL

APPLICANT

AHC Inc.
Haley Morris Dr.
2230 N. FORT KEN
Suite 100
Arlington, VA 22201
703-486-0626

J.B.A.

Johnson + Bernat + Associates, Inc.
205 N. Franklin Ave. S. 100
Gaithersburg, MD 20877
Tel: (301) 963-1130
Fax: (301) 963-6306
www.jba-inc.net



LEGEND

- EXISTING TREE
- PROPOSED TREE
- PROPOSED TRUNK
- PROPOSED BRANCH
- PROPOSED LIMB
- PROPOSED TWIG
- PROPOSED LEAF
- PROPOSED BARK
- PROPOSED WOOD
- PROPOSED ROOT
- PROPOSED STUMP
- PROPOSED LIMB
- PROPOSED TWIG
- PROPOSED LEAF
- PROPOSED BARK
- PROPOSED WOOD
- PROPOSED ROOT
- PROPOSED STUMP



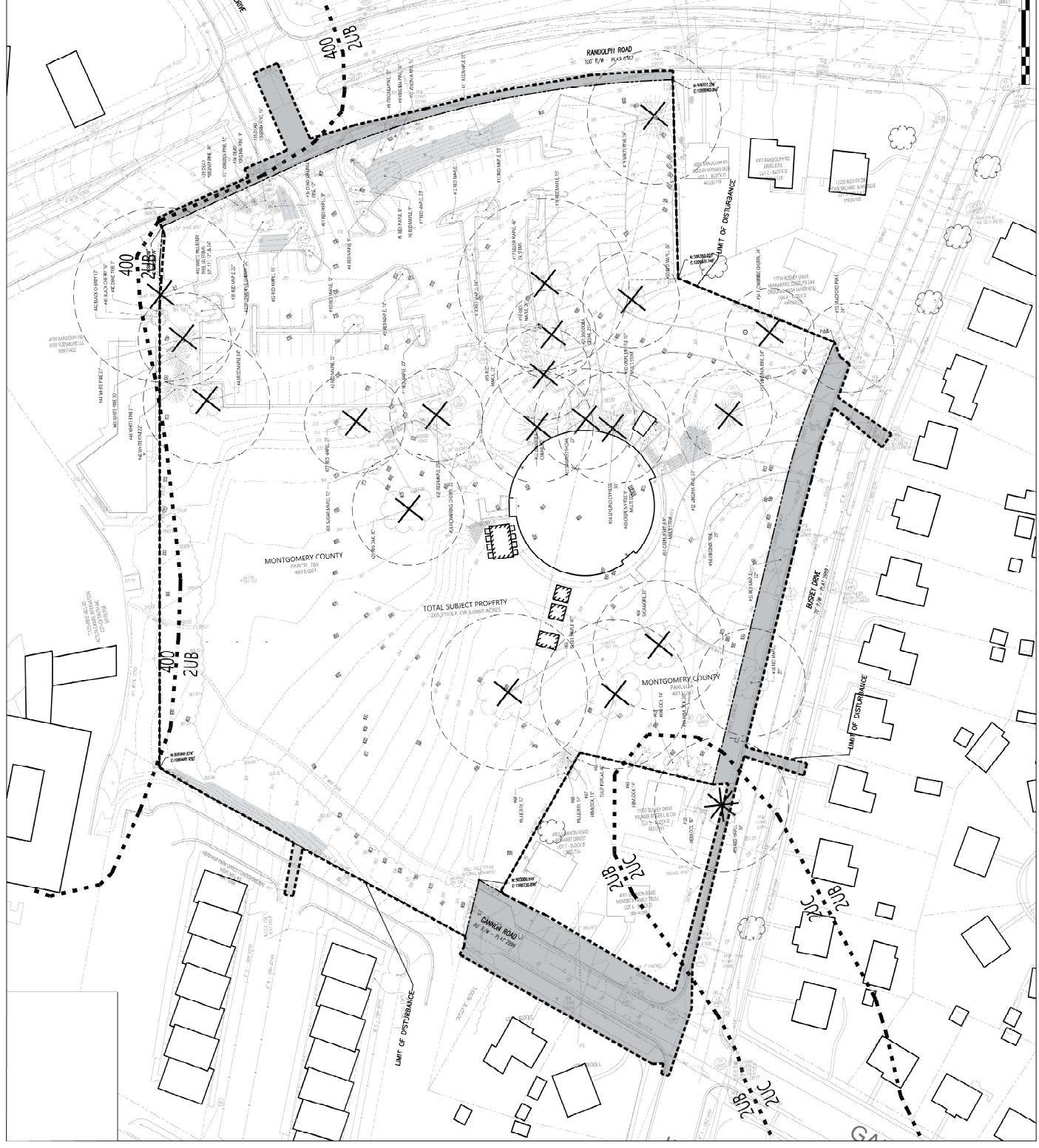
SIGNATURE AND SEAL OF QUALIFIED PREPARER

SCOTT WALSH
443-982-6986
425 EAST RANDALL STREET, BALTIMORE MD 21206

EXEMPTION CERTIFICATE

THE UNDERSIGNED CERTIFICATE HOLDER HAS BEEN ADVISED BY THE STATE OF THE REQUIREMENTS FOR THE PREPARATION OF A TREE REMOVAL PLAN AND HAS DETERMINED THAT THE PREPARATION OF SUCH A PLAN IS NOT NECESSARY FOR THE PROPOSED PROJECT.

Signature: _____
Date: _____



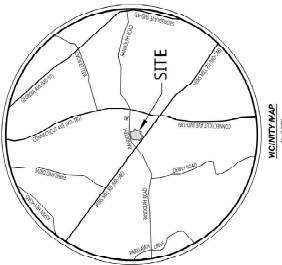
STATE OF MARYLAND DEPARTMENT OF THE ENVIRONMENT DIVISION OF PLANNING AND ZONING	
FILE NO.	15-497
SHEET	15-2
DATE	1/2/17
SCALE	1"=50'

**4010 RANDOLPH ROAD
FOREST CONSERVATION PLAN
TREE PLANTING PLAN**
4010 RANDOLPH ROAD
SILVER SPRING
MONTGOMERY COUNTY, MARYLAND
MSSC CHD 216W04, TAX MAP HQ43

DATE	DESIGNS PRIOR TO APPROVAL

APPLICANT
AHC Inc.
2230 N. FORT KEN
Suite 100
Arlington, VA 22201
703-486-0626

J.B.A.
Johnson + Bernal + Associates, Inc.
205 N. Franklin Ave. S. 100
Guthrieburg, MD 20877
Tel: (301) 963-1130
Fax: (301) 963-6306
www.jba-inc.net
Engineering Surveying Planning



DATE	DESIGNS PRIOR TO APPROVAL



SIGNATURE AND SEAL OF QUALIFIED PREPARED
SCOTT MALOT
444-982-6986
425 EAST RANDALL STREET, BALTIMORE MD 21206

EXEMPTION CERTIFICATE
THE UNDERSIGNED CERTIFICATE TO EXEMPT ALL TREES OF THE LANDS
AND FORESTS FROM THE REQUIREMENTS OF THE
FOREST CONSERVATION ACT FOR THE MAINTENANCE AND ALL OTHER
REASONABLE PURPOSES.
County Name: JAC. MD. COUNTY OF JAC. MD.
Project Name: 4010 RANDOLPH ROAD
Date: 1/2/17
Signature: [Signature]

