



PSTA Preliminary Plan No. 120200100 and Mandatory Referral No. MR2021030

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Completed: 07/12/21

Description

Request to subdivide Montgomery County's former Public Safety Training Academy (PSTA) site that was vacated in 2016, into 290 buildable lots and 35 parcels for the future construction of 630 residential units, commercial use, public open space, HOA parcels, and roads. This Preliminary Plan is associated with Mandatory Referral No. MR2021030 for disposition of County-owned land.

Preliminary Plan Acceptance: April 6, 2020

Mandatory Referral Acceptance: May 7, 2021

Location: 9710 Great Seneca Highway

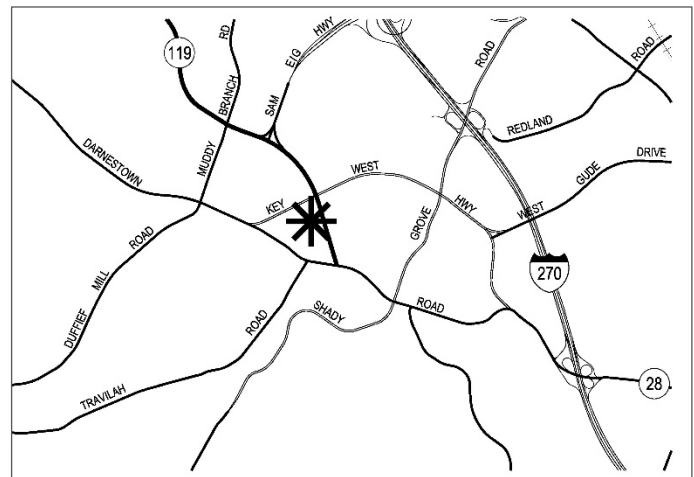
Master Plan: Life Sciences Center West District of the 2010 Great Seneca Science Corridor Master Plan

Property Size: 44.8 acres

Zone: Commercial/Residential (CR): CR-1.0: C 0.5, R 1.0, H 150

Applicant: The Elms at PSTA, LLC

Review Basis: Chapter 50, Preliminary Plan; Chapter 22A, Forest Conservation; Maryland Land Use Article, Title 20, Subtitle 3, Mandatory Referral and 2001 Uniform Standards for Mandatory Referral Review, as amended.



Summary

- Staff recommends approval of both Preliminary Plan No. 120200100 and Mandatory Referral No. MR2021030.
- The Plan proposes to transform the County's previously vacated PSTA site into a mixed-use development project with several housing types (including 30% moderately priced dwelling units), retail, open spaces, new roads connections, and of a segment of the GSSC Loop Trail. A future site plan is required.
- The Applicant proposes to build the project over four (4) phases and requests 10-years for Plan Validity and determination of Adequate Public Facilities. The required findings to grant a 10-year APF validity period from Section 50.4.3.J.7.d. are satisfied.
- The Project received five (5) extension requests in accordance with Section 59.7.3.4.C of the Zoning Ordinance. The most recent extension approved by the Planning Board extended the 120-day review period by 4 months, from May 5, 2021 through September 9, 2021.
- The abutting Wootton Crossing Homeowners Association (HOA) has concerns about the Project and requests additional areas for parks or walkable green spaces and the preservation of the 3+ acres of forested area north of their existing townhouse community.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

Preliminary Plan No. 120200100:

Staff recommends approval with conditions of Preliminary Plan No. 120200100, including the Preliminary Forest Conservation Plan. All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions:

General Approval

1. This Preliminary Plan is limited to 1,039,136 square feet of residential uses up to 290 lots and up to 35 parcels for up to 630 dwelling unit(s), including a minimum of 30% MPDUs, and a maximum of 1,740 square feet of commercial uses.

Adequate Public Facilities and Outside Agencies

2. The determination of Adequate Public Facilities ("APF") and Preliminary Plan will remain valid for ten (10) years from the date of mailing of this Planning Board Resolution, according to the phases outlined below. Because the APF and Preliminary Plan validity periods are longer than the typical five years, phasing schedules in accordance with Sections 4.1.C.9.b, 4.2.G.2.b.iv, and 4.3.J.5.b of the Subdivision Regulations are required.
 - a. The phasing schedule for the APF validity period which relates to the issuance of building permits, is as follows:
 - i. Phase I: A minimum of 4 building permits must be issued within 60 months of the Initiation Date of the Preliminary Plan as defined in Section 50-4.2.G of the Subdivision Code.
 - ii. Phase II: A minimum of 114 building permits must be issued within 96 months of the Initiation Date of the Preliminary Plan.
 - iii. Phase III: The balance of the building permits must be issued within 120 months of the Initiation Date of the Preliminary Plan.
 - b. The phasing schedule for the Preliminary Plan validity periods are the dates that final record plats for all property delineated within that phase on the approved Preliminary Plan must be recorded in the Montgomery County Land Records, unless a request for an extension is filed and approved, are as follows:
 - i. Phase I: Within 36 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 2 multifamily lots which will contain four (4) multi-family buildings with up to 298 residential units, including MPDUs, and 1,740 square feet of commercial use with associated residential amenities;
 - ii. Phase II: Within 72 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 115 lots, consisting of 112 townhouse lots, two (2) stacked two-over-two townhouse lots (encompassing 134 residential units, including MPDUs), and one (1) pool house lot, and the 3.17-acre park with an athletic field at the intersection of Great Seneca Highway and Medical Center Drive (collectively Parcel G);
 - iii. Phase III: Within 108 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 70 lots, consisting of 69 townhouse lots and

- one (1) stacked two-over-two townhouse lots (encompassing 103 residential units, including MPDUs), the 0.50-acre civic green (Parcel B), and 0.20-acres of land for the mews (Parcel C and Parcel D, Block D); and
- iv. Phase IV: Within 120 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 95 townhouse lots, including MPDUs.

Outside Agencies

3. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its revised Preliminary Plan letter dated July 8, 2021 and its revised TIS letter dated July 8, 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 letters, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
4. Before recording any plat for the Subject Property, the Applicant must satisfy MCDOT's requirements for access and improvements.
5. The Planning Board has reviewed and accepts the recommendations of the Maryland State Highway Administration ("MDSHA") in its letter dated June 23, 2021 and incorporates them as conditions of the Preliminary Plan approval, except where the Applicant must extend the eastbound left turn lanes on Key West Avenue, as amended in the MDSHA email dated July 7, 2021. The Applicant must comply with each of the recommendations as set forth in the letter which may be amended by MDSHA if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
6. Before the issuance of Maryland State Highway access permits, the Applicant must satisfy the Maryland State Highway Administration's requirements for access and improvements.
7. 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 June 24, 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.
8. 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 June 8, 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.
9. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs ("MCDHCA"), in its email dated June 7, 2021 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDHCA may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

Environment and Noise

Forest Conservation

10. The Applicant must obtain approval of a Final Forest Conservation Plan from the Planning Department prior to issuance of a Sediment Control Permit from the MCDPS. The Final Forest Conservation Plan must be substantially consistent with the approved Preliminary Forest Conservation Plan.
11. Prior to the start of any demolition, clearing, grading, or construction for this development Application, the Applicant must record a Category I Conservation Easement over all areas of forest retention, forest planting and environmental buffers as specified on the approved Forest Conservation Plan. The Category I Conservation Easement must be in a form approved by the M-NCPPC Office of the General Counsel and must be recorded in the Montgomery County Land Records by deed. The Book/Page for the easement must be referenced on the record plat.
12. Prior to any demolition, clearing, grading or construction for this development Application, the Applicant must submit financial surety, in a form approved by the M-NCPPC Office of the General Counsel, to the M-NCPPC Planning Department for the variance mitigation trees and maintenance credited toward meeting the requirements of the Forest Conservation Plan (FCP).
13. The Sediment and Erosion Control Plan and Storm Water Management Plan must be consistent with the limits of disturbance and the associated tree/forest preservation measures of the Final Forest Conservation Plan (FFCP).
14. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC Forest Conservation Inspection Staff.
15. Prior to any demolition, clearing, grading or construction for this development Application, the Applicant must record an M-NCPPC approved Certificate of Compliance in a form approved by M-NCPPC Office of General Counsel, in an M-NCPPC approved off-site forest bank within the Muddy Branch watershed or any watershed within Montgomery County, subject to Staff approval, if there are no available credits within the same watershed as the Subject Property to satisfy the reforestation requirement for a total of 11.74 acres of mitigation credit. The off-site requirement may be met by making a fee-in-lieu payment if mitigation credits are not available at any bank.

Noise

16. A noise study must be submitted with the Site Plan, showing existing noise impacts on the Property and projected noise impacts based on the proposed development. The noise study must include recommendations for limiting projected noise impacts to no more than 65 dBA Ldn for the exterior public use spaces (to the extent feasible), and projected interior levels not to exceed 45 dBA Ldn.

Underground Utilities

17. Prior to the issuance of use and occupancy permits and final inspection for the dwelling units, as applicable, the undergrounding of new utility lines serving these lots and within the Subject Property must be completed.

Transportation

Bicycle and Pedestrian

18. In accordance with the 2016-2020 Subdivision Staging Policy, the Applicant must “fix or fund” the improvements of all public pedestrian infrastructure within 500-feet of the Subject Property that does not comply with the Americans with Disabilities Act (“ADA”) requirement, as shown on the Certified Site Plan, as determined by MCDPS ROW Permitting:
 - a. Prior to Certified Site Plan, the Applicant must submit a survey of ADA compliant improvements and responsibilities which will be coordinated with the M-NCPPC, MCDOT, and MCDPS.
 - b. Prior to Certified Site Plan, an agreement must be submitted and approved that details the responsibilities and ADA compliant work or funding (or partial funding) to be completed.
 - c. The work or funding (or partial funding) must be completed prior to use and occupancy permits and/or final inspection, as applicable, that corresponds with each of the four (4) approved project phases.
19. The Applicant must design and construct a twelve-foot wide Life Sciences Center Loop Trail along the Site’s Medical Center Drive frontage (the “LSC Loop”) in accordance with the 2016 *Life Sciences Center Loop Trail Design Guidelines*. Details and specifications of the LSC Loop must be provided at the time of future Site Plan(s), in a manner acceptable to MCDOT and M-NCPPC.
20. The Applicant must depress the grade of the bicycle lanes beneath the grade of the sidewalk and provide a roll curb with a 2 inch to 3 inch curb reveal on Blackwell Road and Medical Center Drive, or as approved by Montgomery County Department of Transportation and Montgomery County Department of Permitting Services.

Existing Frontage Improvements

21. The Applicant must dedicate and show on the record plat(s) all land necessary to accommodate 100’ from the existing centerline along the Subject Property frontage for Key West Avenue (MD 28) for an ultimate 200-foot right-of-way.
22. Prior to the recordation of the first plat, the Applicant must satisfy all necessary requirements of MDSHA to construct a ten-foot wide (10 ft.) asphalt sidepath along the Property frontage on Key West Avenue (MD 28).
23. Prior to the recordation of the first plat, the Applicant must satisfy all necessary requirements of MDSHA to construct a ten-foot wide (10 ft.) foot wide asphalt sidepath along the Property frontage on Great Seneca Highway (MD 119).

24. Prior to the recordation of the first plat, the Applicant must satisfy all necessary requirements of MCDPS to construct a ten-foot-wide (10 ft.) asphalt sidepath along Street D that connects to Darnestown Road.

New Streets

25. The Applicant must dedicate the following 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, and as modified by MCDOT's approved design exceptions:
- a) Street A East with 55-foot right-of-way
 - b) Street B East with 55-foot right-of-way
 - c) Street C West with 46-foot right-of-way
 - d) Street C East with 48-foot right-of-way
 - e) Street D with 59-foot right-of-way
 - f) Blackwell Road with 73-foot right-of-way
26. The Applicant must dedicate 150-foot-right-of-way for Medical Center Drive and will design and construct all necessary improvements as shown in the Medical Center Drive road cross-section on the Certified Preliminary Plan.
- a. The Applicant shall contact the adjacent property owner to acquire the right-of-way necessary to make the connection of Medical Center Drive with Key West Avenue. The Applicant will coordinate with MCDOT if an agreement cannot be reached with the adjacent property owner. If the necessary right-of-way cannot be acquired prior to a Site Plan submission, then a Preliminary Plan amendment will be required.

Roads

27. The Applicant will need to obtain the MCDOT's and/or State Highway Administration's approval of the detailed/engineered traffic signal construction plans for the three new traffic signal locations as detailed below.
- a. Blackwell Road and Great Seneca Highway Traffic Signal
 - i. Detailed, engineered traffic signal plans shall be provided for review and approval by MCDOT with the application for the corresponding access permit.
 - ii. The traffic signal must be installed and operational prior to the issuance of the building permit that includes the 200th dwelling unit on the Site, or must be installed prior to the new segment of Blackwell Road opening to traffic and acceptance for maintenance by MCDOT, whichever occurs first.
 - b. Medical Center Drive and Great Seneca Highway Traffic Signal
 - i. Detailed, engineered traffic signal plans shall be provided for review and approval by MCDOT with the application for the corresponding access permit.
 - ii. The traffic signal must be installed and operational prior to the issuance building permit that includes the 300th dwelling unit on the Site, or must be installed prior to the opening of the new segment of Medical Center Drive opening to traffic and acceptance for maintenance by MCDOT, whichever occurs first.
 - c. Medical Center Drive and Key West Avenue Traffic Signal
 - i. Detailed, engineered traffic signal plans shall be provided for review and approval by MCDOT and MDSHA with the application for access permit.

- ii. The traffic signal must be installed prior to opening the new segment of Medical Center Drive to traffic and acceptance for maintenance by MCDOT.
 - d. If the County has already installed the traffic signals, the Applicant will continue to make the payment at the installation time listed above. This payment will be used to fund other traffic signals in the County.
28. Prior to obtaining the access permits for the Site, the Applicant shall pay a fee-in-lieu to the MCDOT in the amount of \$9,800, which represents 2 percent of the design and installation costs, with contingency, of a signal at Great Seneca Highway (MD 119) and Decoverly Drive (total cost $\$350,000 \times .02 = \$7,000 + 40$ percent contingency).
29. Prior to obtaining access permits for the Site, the Applicant shall pay a fee in lieu to the MCDOT representing 2 percent the cost of an improvement (with a 40 percent contingency) to mitigate storage for the eastbound left turn lane for the intersection of Key West Avenue (MD 28) and Great Seneca Highway (MD 119), subject to the review and approval of the MCDOT and the MDSHA.
30. At the signing and marking stage, the Applicant shall submit a plan for review and approval to MCDOT showing the design to mitigate the queuing for the eastbound left turn lane at the Darnestown Road and Great Seneca Highway intersection. The design will require coordination with the MCDPS and should account for any other relevant potential improvement, including improvements required of Site Plan No. 82001012D. Prior to the first use and occupancy permit or final inspection for any building on Site, as applicable, the improvement must be completed.

Record Plats

31. There shall be no clearing or grading of the Site prior to recordation of plat(s).
32. The record plat must show necessary easements.
33. The record plat must reflect common ingress/egress and utility easements over all shared driveways.
34. The record plat must reflect all areas under common ownership.
35. The record plat must reference the Common Open Space Covenant recorded among the Montgomery County Land Records at Liber 28045 Folio 578 ("Covenant").

Open Space, Facilities and Amenities

36. The Applicant must provide a minimum of 7.45 acres (324,522 square feet) of public use open space (16% of the tract) on-site and all amenities and streetscape improvements within the Property, as illustrated on the Certified Preliminary Plan.

Other Dedications

37. At the time of record plat associated with the building permits for dwelling units Block B, the Applicant must convey 0.59-acres of land identified as Parcel A, Block C.

38. Prior to recordation of the plat for Parcel B, Block D, the Applicant must record a public use easement for the 0.50-acre civic green identified as Parcel B, Block D as shown on the Certified Preliminary Plan and reference the easement on the plat.
39. The Applicant must dedicate in a form acceptable to MCDOT Parcel F, Block F within 180 days of receiving written notice from Montgomery County that the County has approved engineered plans to construct the segment of Street C to Great Seneca Highway. A note stating this condition shall be placed on the Site Plan as well as the applicable plat and any deed to run with the title of the land.
40. The Applicant must dedicate in a form acceptable to MCDOT Parcel B, Block A within 180 days of receiving written notice from Montgomery County that the County has approved engineered plans and funds dedicated in the CIP to construct the segment of Street A from Blackwell Road to Key West Avenue. A note stating this condition shall be placed on the site plan as well as the applicable plat and any deed to run with the title of the land.
41. The HOA declaration, recorded in the land records, must contain details about the dedication of Parcel B, Block A for the future construction of Street A to Key West Avenue. The Applicant must place and maintain visible signage on each end of the future street dedication stating the following: "This area is reserved for the future construction of the road extension of Street A to Key West Avenue."
42. The HOA declaration, recorded in the land records, must contain details about the dedication of Parcel F, Block F for the future construction of Street C to Great Seneca Highway. The Applicant must place visible signage on each end of the future street dedication stating the following: "This area is reserved for the future construction of the road extension of Street C to Great Seneca Highway."

Moderately Priced Dwelling Units (MPDUs)

43. The Applicant must provide a minimum of 30% MPDUs as shown on the Preliminary Plan for the multi-family buildings, two-over-two stacked townhouses, and single family attached townhouses, as shown on the Certified Preliminary Plan.
44. The final number of MPDUs as required by condition No. 42 above will be determined at the time of site plan approval.

Certified Preliminary Plan

45. The Applicant must include the stormwater management concept approval letter, Preliminary Plan Resolution, and all applicable agency approval letters on the approval or cover sheet(s).
46. The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be

determined at the time of site plan 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.

47. Prior to submittal of the Certified Preliminary Plan, the Applicant must make the following changes:
- a) Show the Planning Board Resolutions and all agency approval letters within the Certified Preliminary Plan set.
 - b) Revise the data table to reflect the Planning Board approval, including the addition of square footages to the data table.
 - c) The Certified Preliminary Plan shall reflect the revised frontage improvements from the south (or west) edge of Medical Center Drive to its north (or east) edge as enumerated in MCDOT's revised letter dated July 8, 2021, to bring the Project into conformance with road construction requirements.
 - d) Revise the General Notes to state that proposed new utilities lines within the Subject Property shall be placed underground by the Applicant as part of the Project.
 - e) Include the construction phasing drawing within the Certified Preliminary Plan set.
 - f) Revise the Street A and Street B transition at Blackwell Road that shows Street A terminating into parallel parking as follows:
 - i. Remove 36'x18' of the parallel parking spaces on each side of the parking entrance in the multi-family apartment building parking lot at the terminus of Street A.
 - ii. Remove approximately 18' x 18' of the parking on each side of the parking lot at the terminus of Street B.
 - iii. Replace the parking with a vegetated area of grass and trees for screening and a physical transition from the street to the parking to signify the prominence of Street A in relation to Street B.

Future Site Plan

48. Before clearing or grading or recording a plat for the Subject Property, the Applicant must receive Staff certification of a Planning Board-approved Site Plan. The number and location of site elements, including but not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks, and bike paths will be determined through site plan review and approval.
49. If an approved site plan or 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 or site plan amendment.
50. The Applicant must evaluate the use of additional design and materials that minimize carbon emissions and maximize energy conservation as reflected by the GSSC Master Plan sustainability priorities.
51. The Applicant must review the design of the surface parking fronting on Key West Avenue (MD 28) to ensure the intent of the CR Zoning District is met.

SECTION 2: VICINITY AND SITE DESCRIPTION

Vicinity

The Subject Property ("Subject Property" or "Property"- outlined in red in Figure 1 below) is situated to the west of I-270, between the city limits of Gaithersburg and Rockville, with access to Key West Avenue (MD 28).

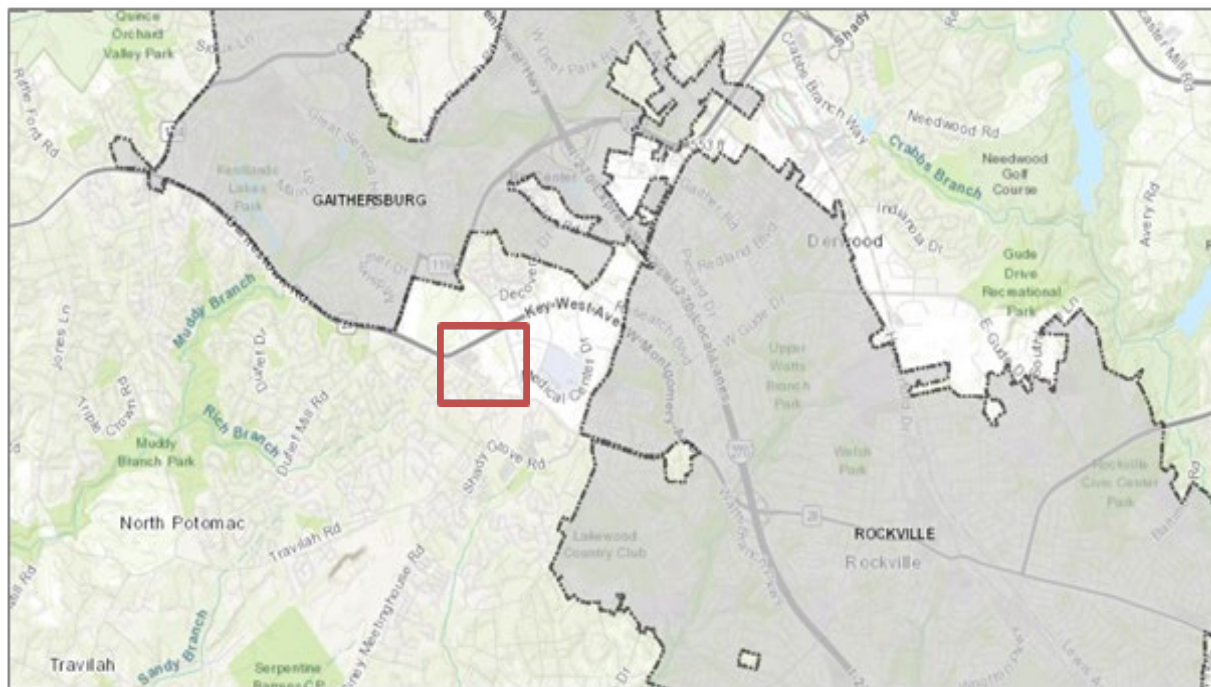


Figure 1: Project Situate (Subject Property vicinity outlined in red)

The Site is generally bordered on the north by Key West Avenue (MD 28) which is maintained by Maryland State Highway Administration (MDSHA), on the east by Great Seneca Highway (MD 119), which this portion is county maintained, on the west by the Wootton Crossing Townhouses that front onto Darnestown Road; and bordered on the south by a 6.25-acre parcel owned by Montgomery County that currently serves as the location of the County's Innovation Incubator and the National Center of Cybersecurity of Excellence. The Site is constrained by a large gas transmission main located along the Site's entire Key West Avenue (MD 28) frontage.

The Subject Property is located within the Life Sciences Center (LSC) of the Great Seneca Science Corridor (shown in Figure 2), and within close proximity to Travilah Square Shopping Center to the south, the Universities at Shady Grove to the southeast, and Johns Hopkins University and Shady Grove Adventist Hospital to the east. In addition to commercial and institutional uses, the Subject Property is near residential communities including both townhomes and large multi-family buildings along Key West Avenue (MD 28).

The Site is located within one mile of various sites including a nearby local park, elementary school, Johns Hopkins University, Universities at Shady Grove, the Shady Grove Adventist Hospital, and is approximately two miles south of Downtown Crown in Gaithersburg. Uses located immediately adjacent to and west of

the PSTA site include offices, retail (a pharmacy and fast food), the Wootton Crossing townhome community, the Academy Primary School and Child Development Center, and a Pepco Substation.

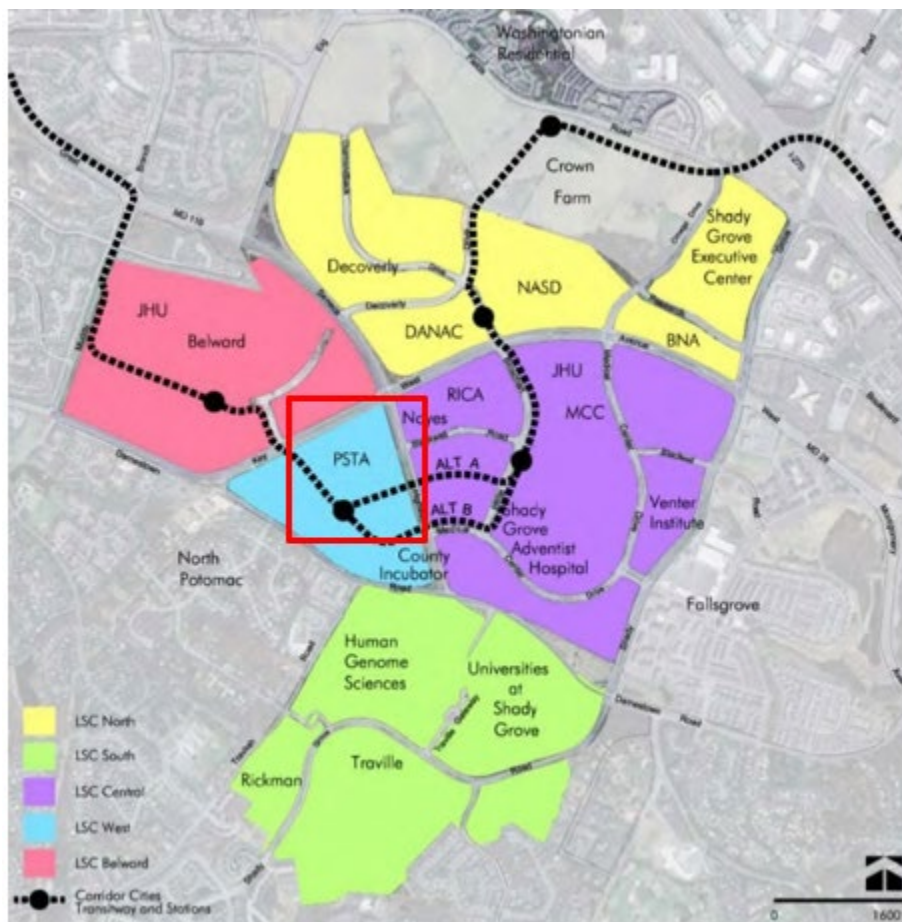


Figure 2: Life Sciences Center Districts (Subject Property highlighted in red)

Site Location

The Subject Property, located at 9710 Great Seneca Highway, consists of a tract area of 1,953,230 square feet (or 44.84 acres) and is currently owned by Montgomery County. The Applicant, The Elms at PSTA, LLC, is the contract purchaser. The Property consists of existing Parcel 925, Parcel 850, and part of Parcel A.

The Subject Property is located within the LSC West district of the 2010 *Great Seneca Science Corridor Master Plan* ("GSSC Master Plan" or "Master Plan"). The LSC West district encompasses approximately 75 acres and contains the 45-acre Property (60% of the district). Most of the LSC West district is zoned CR 1.0, C-0.5, R-1.0, H-150, including the Site.

There is one existing main access point via Medical Center Drive at the southern portion of the Site, which will be extended through the proposed Project as a primary access road. There is an existing sidewalk along the Property's Key West Avenue (MD 28) frontage.

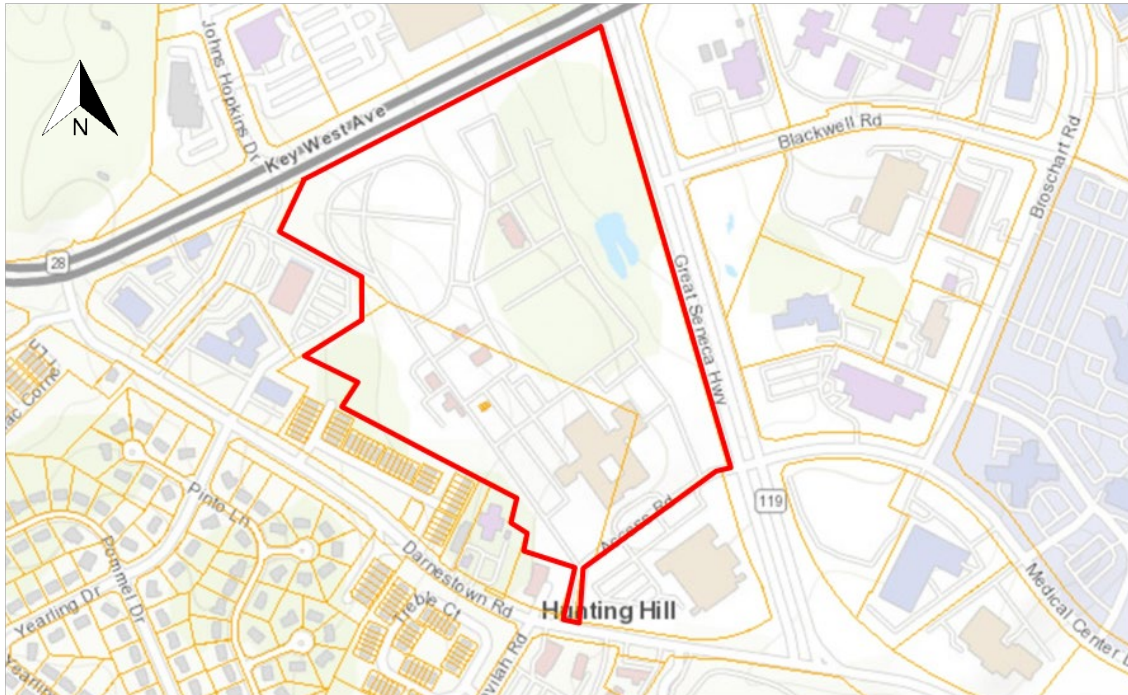


Figure 3: Subject Property (outlined in red) and Parcel Boundaries (outlined in orange)

Site History

For nearly 40 years, the Subject Property was the location of Montgomery County’s Public Safety Training Academy (PSTA), which served the specialized training needs of public safety agencies and was the primary training facility for the County Police Department and Fire and Rescue Services. The PSTA began to experience space limitations and faced significant capital needs for necessary improvements. Additionally, land uses within the area surrounding the former PSTA have undergone a transformation with significant additions of office, research and development, retail and other commercial, and residential uses. According to Montgomery County’s Smart Growth Initiative, “This context coupled with the antiquated and aging nature of the current facility led to the conclusion that a new, modernized PSTA would be built in a more suitable location to best meet multiple public needs.”¹

In 2010, the Montgomery County Council approved the GSSC Master Plan and associated Sectional Map Amendment, classifying the Property in the Commercial/Residential (CR): CR- 1.0, C 0.5, R 1.0, H 150 zone. Since 2010, several commercial, residential, and retail projects have been approved in the GSSC Master Plan area and are in various stages of construction.

As part of the County’s Smart Growth Initiative, the PSTA’s relocation was completed in 2016 as an investment strategy to positively impact and improve County government facilities, economic development, and affordable housing. The Initiative primarily focuses on relocating old and overcrowded County government facilities to make way for a sustainable, transit-oriented community, and to boost the economic health and competitiveness of Montgomery County. The PSTA relocation is one of several County Smart Growth Initiative redevelopment projects on County-owned land that have been completed or are currently underway.

¹ Montgomery County Smart Growth Initiative: New Public Safety Training Academy - <https://www.montgomerycountymd.gov/cpus/projects/PSTA.html>

An earlier iteration of redevelopment on the Subject Property was evaluated by a different contract purchaser in 2019 through Concept Plan No. 520190090². That Concept Plan contemplated various uses, such as substantial commercial retail, student housing, and multi-family buildings. Unfortunately, the land use mix and development density contemplated under than Concept Plan were untenable, and the development proposed under this Preliminary Plan No. 120200100 has been recalibrated to respond to present market demand.



Figure 4: Concept Plan No. 520190090

² The GSSC Master Plan recommends that the largest property owners (20 acres or more) surrounding the proposed CCT stations submit concept plans that demonstrate how their sites will achieve the Plan's vision, including the future developers of LSC West (the PSTA site).

SECTION 3: PROJECT DESCRIPTION

Proposal

Mandatory Referral

In accordance with the 2001 Montgomery County Department of Park and Planning Uniform Standards for Mandatory Review, as amended, and through the authority granted through the Maryland Land Use Article, Section 20-301, the Planning Board must also review the acquisition or sale of any land by any public board, body or official. Disposition of the former PSTA site requires review under sections listed above, therefore the Applicant submitted Mandatory Referral No. MR2021030 for the Planning Board's evaluation and action. Staff supports the disposition of the former Montgomery County PSTA Site because it is consistent with the 2010 GSSC Master Plan recommendations to transition the Subject Property from a public use into a mix of residential, retail, and (future) institutional uses with supporting public amenities.

The Applicant agreed to waive the 60-day Mandatory Referral review period, required under Section 20-304 of the Mandatory Referral Review statute, in order to allow the Preliminary Plan Application and the Mandatory Referral review to be considered and acted upon by the Planning Board concurrently (Attachment A). Further discussion in support of Staff's recommendation that the Planning Board approve the disposition of the PSTA site can be found in Section 6, "Mandatory Referral Analysis and Findings," of this Staff Report.

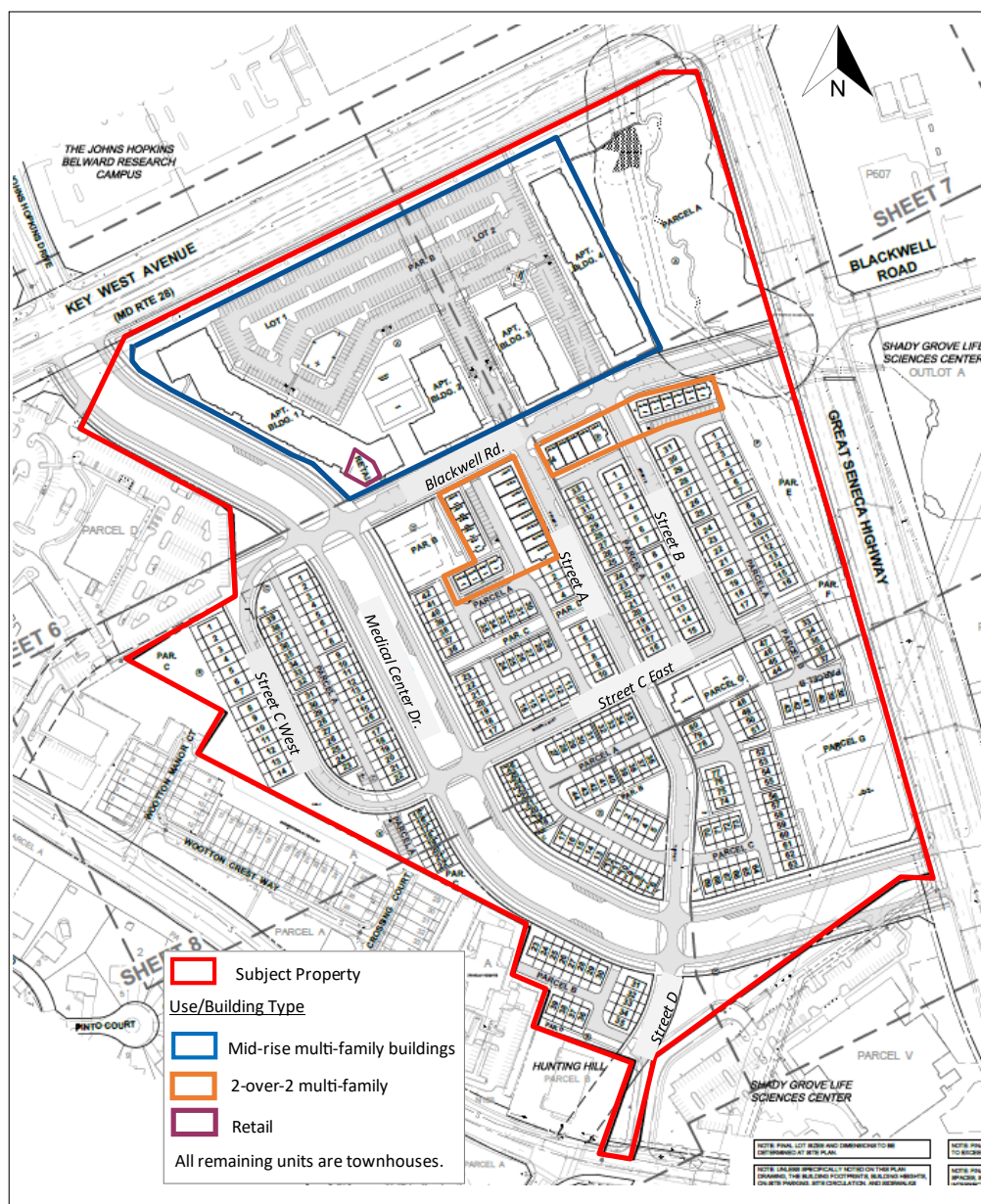
Subdivision

Preliminary Plan No. 120200100 proposes subdivision of the Property into 283 buildable lots and 24 parcels for the redevelopment of the 44.8 acres into approximately 630 dwelling units (298 multi-family mid-rise apartment units, 56 multi-family two-over-two's, and 276 single family attached units) for a standard method project density of 0.46 FAR. A total of up to 1,740 square feet of ground floor retail space will be co-located in the apartment building and at the intersection of Medical Center Drive Extension and Blackwell Road. This retail corner will activate the intersection and will be supported by on-street parking along Blackwell Road.

Table 1: Residential Unit Break-down

Dwelling Unit Type	Quantity		
	Market Rate	MPDU	Total
Multi-family (2-over-2)	26	30	56
Townhouse	252	24	276
Multi-family (Mid-rise)	163	135	298
Total	441	189	630

Additionally, the proposed for-sale units will range in size as follows: twenty-four (24) – 16-foot townhomes; 207 – 20-foot townhomes; and forty-five (45) - 24-foot townhomes. The proposed townhouse units and multi-family units will front either on streets (several new that are master planned) or open space, and those that front into open space are intended to activate the open space. The 298 multi-family apartment units will be located in four (4) mid-rise buildings that are 4 to 5 stories high, within the single buildable lot, and with surface parking facing Key West Avenue (MD 28). All four (4) apartment buildings are aligned to have frontage on Blackwell Road, a new master-planned road, and in close proximity to the proposed central civic green and future Corridor Cities Transitway (CCT) station.



One of the buildings located the furthest west fronts onto Medical Center Drive and the building furthest east fronts onto the stream valley buffer/forest conservation area. The proposed layout of the multi-family buildings aims to meet the Applicant's goal to lower construction costs in order to deliver substantial affordable housing within the Project and to account for site constraints. Consequently, the podium apartment buildings envisioned in the earlier Concept Plan have been eliminated. The Application proposes surface parking for the multi-family buildings. Elevation drops by 45 feet from the northwest corner of the multi-family parcel to the southeast corner of that parcel. In order to reduce construction costs, the Applicant proposes the multi-family apartment units to be placed within four buildings that break up and step down the grade.

Per Section 59.4.5.1.A.3 of the County's Zoning Ordinance, surface parking is prohibited between the building and the street; however, the Preliminary Plan illustrates non-compliance with this site plan requirement. The Application proposes surface parking for the multi-family buildings that front onto Key West Avenue (MD 28). The reason for this design with the proposed parking between the building and street is an existing Washington Suburban Sanitary Commission (WSSC) 50-foot-wide gas main easement that protects a 36-inch-wide gas main that encroaches into the Subject Property by roughly 25 feet along the Property's entire Key West Avenue frontage. WSSC does not permit structures or trees to be located within the easement, whereas pavement and shrubs are permissible. Therefore, the Applicant intends to plant shrubs to help screen the surface parking area. Additionally, trees will be planted outside of the easement area and within the parking lot via parking islands. This will be further evaluated at the time of site plan.

The Preliminary Plan proposes a build-to-line for the new lots that are closer to the proposed streets. This creates an environment where the adjacent residential units frame the roadway and offer an inviting, pedestrian-oriented public realm.

Open Space and Non-Motorized Facilities

Per the GSSC Master Plan recommendation, a minimum of 15% of the tract must be provided as public use space, which exceeds the 10% requirement of the County's Zoning Ordinance for common and public open space. This space includes the trails, sidewalks, stream valley buffer, the urban park adjacent to the future CCT station, the large green area and the tot lots integrated into the Site for a total of 16% of the tract (7.45 acres). As shown on the Certified Preliminary Plan, the Project includes a 0.50-acre civic green located adjacent to the proposed CCT station at the intersection of Medical Center Drive and Blackwell Road, as recommended in the GSSC Master Plan.

The Preliminary Plan proposes a total of 6.31-acres of privately owned public space (POPS), that will be accessible to the public via a Public Access Easement, which includes the 3.14-acres of existing forested area at the intersection of Key West Avenue (MD 28) and Great Seneca Highway and a proposed 3.17-acre park at the intersection of Great Seneca Highway and Medical Center Drive. The park includes a rectangular field that is prescribed by the GSSC Master Plan. Per guidelines by the Park Planning and Stewardship Division, a regulation-sized rectangular field should be 120 feet by 180 feet and set back 100 feet from the nearest adjacent building and 40 feet from the nearest curb. The proposed park will meet these dimensional and setback requirements. During the review process, the Applicant held two charette sessions with Planning Staff to determine the programming of this privately owned public space. The Project also proposes 0.44-acres of land for a pool/clubhouse and 0.20-acres of land for the proposed mews, which brings the total public use spaces through the Site to 7.45 acres.

Additionally, the Preliminary Plan proposes a major trail connection and supporting pedestrian connections. Pedestrian connections proposed with the Project include the Great Seneca Highway side path, the Key West Avenue side path, and the trail connection from the Subject Property to Darnestown Road (the location of a Trader Joe's grocer and other retail).



Figure 6: Proposed Open Space Areas

A segment of the master planned LSC Loop Trail for walking and bicycling will be provided along the entire stretch of Medical Center Drive throughout the Subject Project, from Key West Avenue to Great Seneca Highway. Pedestrian paths will be provided along Key West Avenue and Great Seneca Highway that provide access to the privately owned public park, forest conservation area, and other community amenities. The Application proposes amenity areas that are accessible by non-motorized modes and include a pool on an apartment parcel, a club house and pool on proposed Private Street C East, tot lots, and play areas. The two (2) mews proposed with sidewalks are located with the townhouses between Medical Center Drive and Street A and will provide pedestrian connections and recreation opportunities. All streets within the Project will have sidewalks.

The Applicant provided a preliminary calculation of demand, supply, and adequacy of recreation facilities based on the M-NCPPC's 2017 *Recreation Guidelines for Private Residential Development*. The Applicant's proposed onsite recreation facilities and their supply points will be finalized at the time of Site Plan.

Affordable Housing

The Application is required to provide Moderately Priced Dwelling Units (MPDUs) per Chapter 25A-5 of the Montgomery County Code, as the Project results in the development of more than 20 dwelling units. The entire Project will exceed the minimum requirement of 12.5% and will provide thirty percent (30%), or 189 units of the total number of residential units or residential square footage as MPDUs. This reflects a requirement of Montgomery County for the disposition of public land for private redevelopment. A total of 189 MPDUs, 135 of which will be multi-family units, will be constructed in accordance with the Montgomery County Department of Housing and Community Affairs (MCDHCA) approval. The final MPDU mix will be coordinated and determined at site plan with MCDHCA.

Transit

The Project incorporates infrastructure to accommodate the master-planned Corridor Cities Transitway (the "CCT"), a 14-mile bus rapid transit option that once funded and implemented will traverse the Life Sciences Center and connect with major nearby destinations. The Preliminary Plan proposes the reservation of land for a CCT station located at the intersection of Medical Center Drive and Blackwell Road, central within the Site and near the densest area of the Preliminary Plan. This location coincides with the proposed civic green to maximize transit use and park activation. The Project also includes the construction of residential units, both multi-family and townhouses, adjacent to existing and planned transit options to promote the use of alternative modes of transportation as directed by the Master Plan to yield a variety of environmental outcomes.

Access and Circulation

There is one existing main access point to the Property via Medical Center Drive at the southern portion of the Site which will be extended for the proposed Project. Access to the Subject Property is proposed at two locations along Great Seneca Highway (MD 119) and at multiple locations along Medical Center Drive.

The majority of the townhouses and two-over-twos within the Project will be served by 20-foot-wide-private-alleyways. All other streets within the Preliminary Plan will be public streets. The Preliminary Plan proposes the dedication of rights-of-way and the future construction of seven (7) roadway segments: Street A, Street B, Street C West, Street C East, Street D, Medical Center Drive, and Blackwell Road. The cross-sections for each road segment are listed below and correspond with the following figures. The Applicant has requested a waiver for right-of-way modifications for all proposed streets with the exception of Medical Center Drive, which MCDOT has accepted as allowed in the County Code Section 50 4.3.E.2.a.

Street A and B provide north to south circulation within the Site. Proposed Street A provides direct access to alleys and the proposed mews that connect Street A to Medical Center Drive. At the northern end of the Property, Street A terminates into the parking lot for the multi-family apartment buildings. Proposed Street B is an essential connection between the public use space at the corner of Medical Center Drive and Great Seneca Highway and the multi-family apartment buildings.

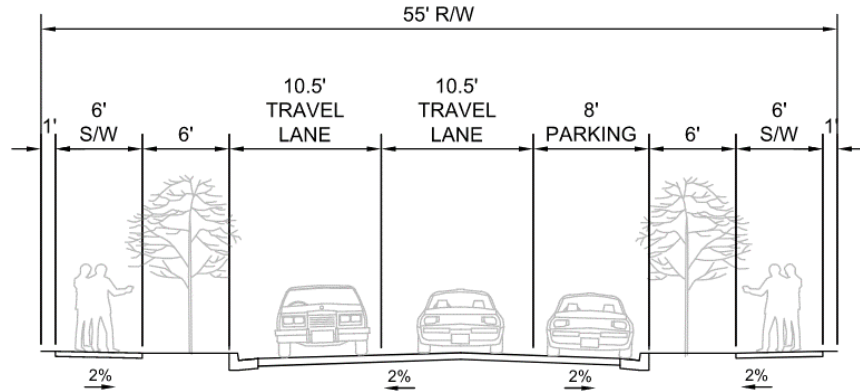


Figure 7: Proposed Street A and B Cross Section

Street C East provides access to the proposed pool and club house parcels and will eventually provide one of the three new access points onto Great Seneca Highway. Street C East terminates into Parcel F. Street C West is one-way traffic flow and provides access to front-loaded townhouses and a private alley that provides access to rear loaded townhouses. The intersection of Street C West and Blackwell Road extended have been designed to accommodate a future road connection to the west.

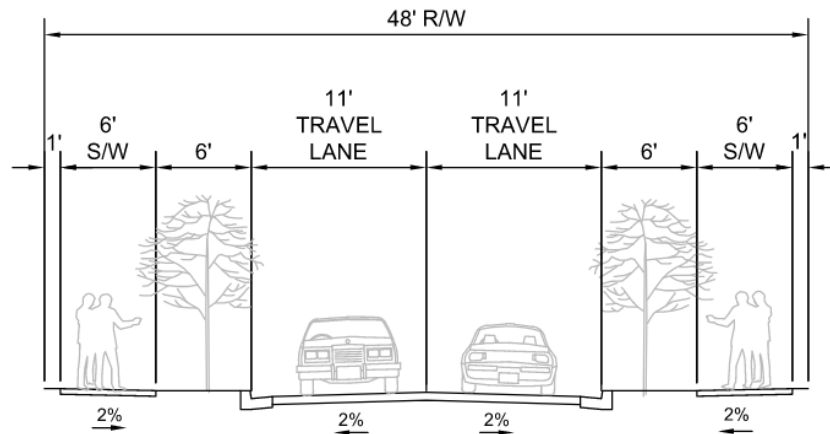


Figure 8: Proposed Street C East Cross Section

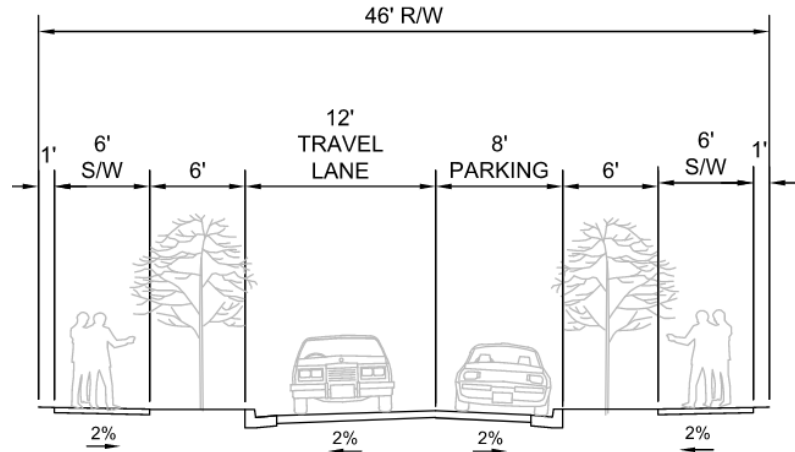


Figure 9: Proposed Street C West Cross Section

Proposed Street D is a connection in the new street grid that aligns with Street A and links residential units in the southern end of the Property near Travilah Road to the multi-family units located in the northern end of the Subject Property. The Applicant proposes to include a 10-foot-wide sidepath along Street D, which will extend south of the roadway to the intersection of Darnestown Road and Travilah Road to improve bicycle and pedestrian connectivity.

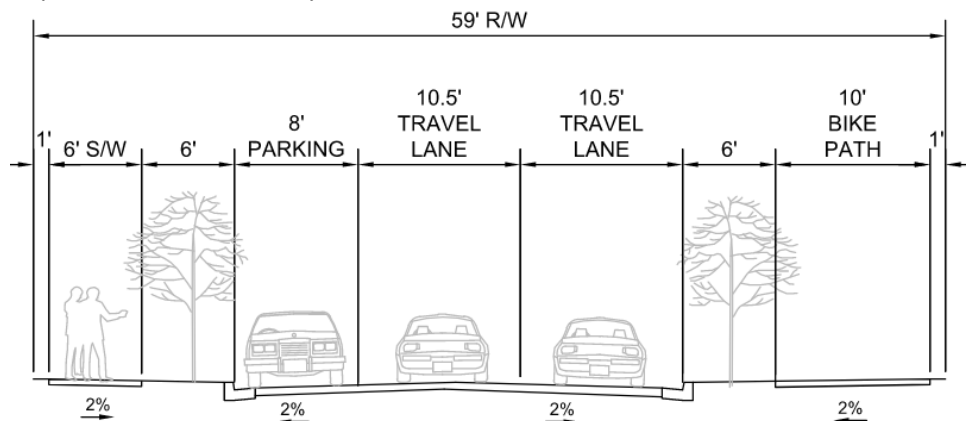


Figure 10: Proposed Street D Cross Section

The existing terminus of Blackwell Road to the east of Great Seneca Highway will continue on through the Subject Property to the west and will provide connectivity to adjacent neighborhoods. The intersection of Blackwell Road and Medical Center Drive, which is fairly central to the Project, is the densest area of the Site and is the proposed location of the CCT station. The Applicant intends to dedicate and construct all infrastructure in the right-of-way for Blackwell Road, including bike lanes and sidewalks as shown below.

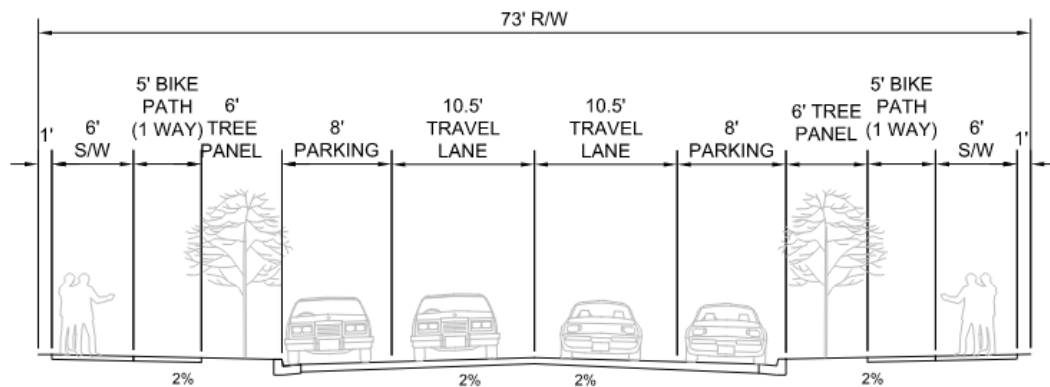


Figure 11: Proposed Blackwell Road Extended Cross Section

Additionally, the Applicant proposes to dedicate the 150-foot-wide-right-of-way for Medical Center Drive and construct two lanes out of the four planned lanes, along with the pedestrian and bicycling facilities. A total of 52 feet of the 150 feet roadway width would be set aside for the future CCT. The proposed Medical Center Drive roadway dedication is 7.3 acres which is more than 17% of the parcel dedicated to the Medical Center Drive right-of-way. The exact time of implementation of the CCT, which has an envisioned alignment along Medical Center Drive through the Site, is presently unknown. Therefore, the Applicant proposes to construct one lane in each direction on Medical Center Drive at this time and allow the remaining two lanes to be constructed in the future when the CCT is funded and constructed. The Montgomery County Department of Transportation does not support this proposal to allow partial construction and has requested that all lanes must be delivered with the Project. However, the Preliminary Plan proposes that all stormwater management facilities necessary to treat the entire Medical Center Drive right-of-way will be constructed as part of the Project. MCDOT's letter dated June 23, 2021 notes that the Applicant's cross section for Medical Center Drive is not acceptable. The Planning Department concurs with MCDOT's position. Additional discussion can be found under the Findings section of this report.

Currently, there are right-of-way limitations due to ownership to the road construction. The segment of Medical Center Drive between Blackwell Road and Key West Avenue is proposed to be built when the right-of-way from 9850 Key West Avenue is acquired. However, this segment will have limited access to Fire and Rescue Services, pedestrians, and cyclists until the connection to Key West Avenue is complete and open to vehicular traffic.

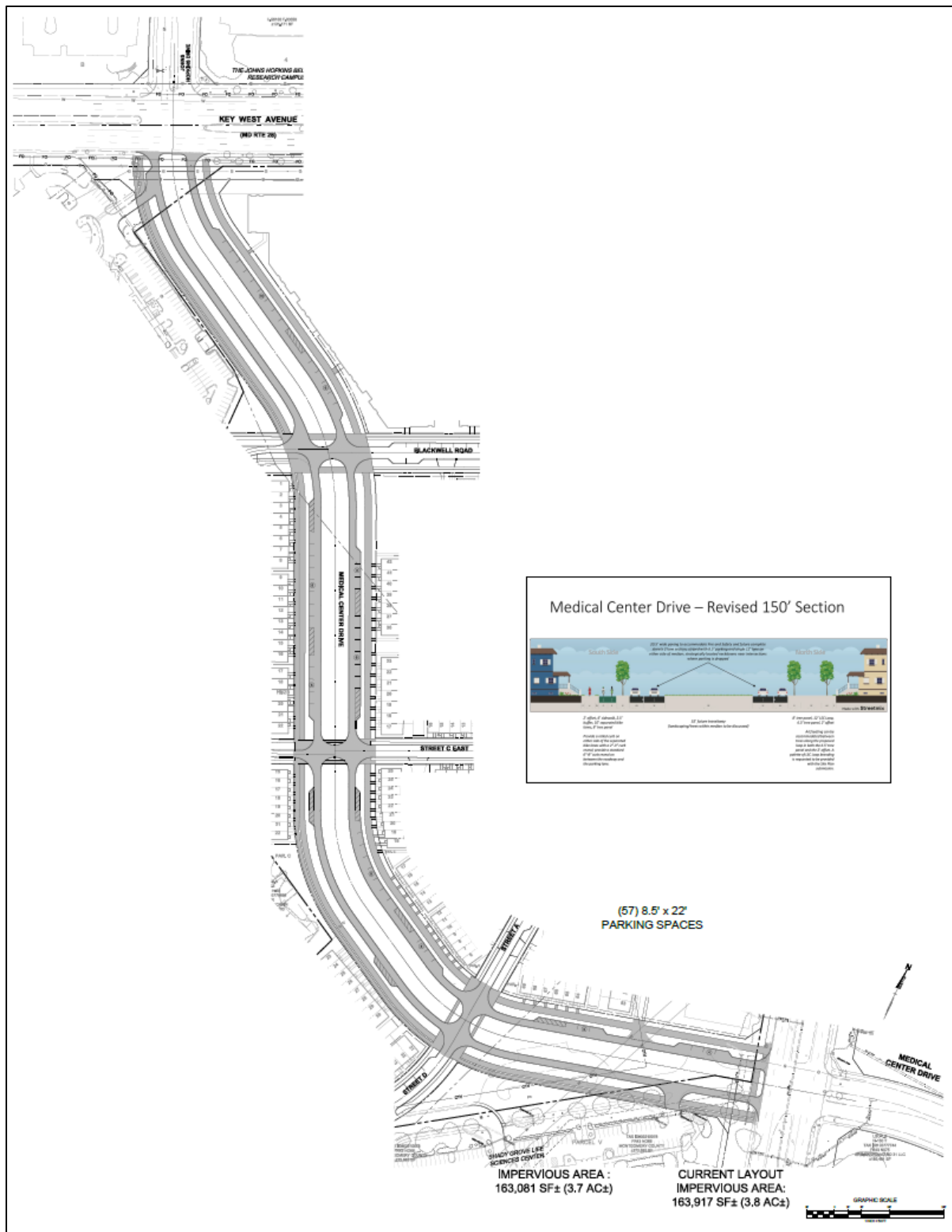


Figure 12: Applicant's Proposed Medical Center Drive Cross-Section with Inset of MCDOT/M-NCPPC's Requested Cross-Section

Along with the dedication and construction of new roads, the Application also proposed improvements to the existing major roadways that border the Property – Key West Avenue (MD 28) and Great Seneca Highway (MD 119). The Preliminary Plan illustrates a new 10-foot-wide shared use path on Great Seneca Highway that is buffered from the roadway as shown in Figure 13 below.

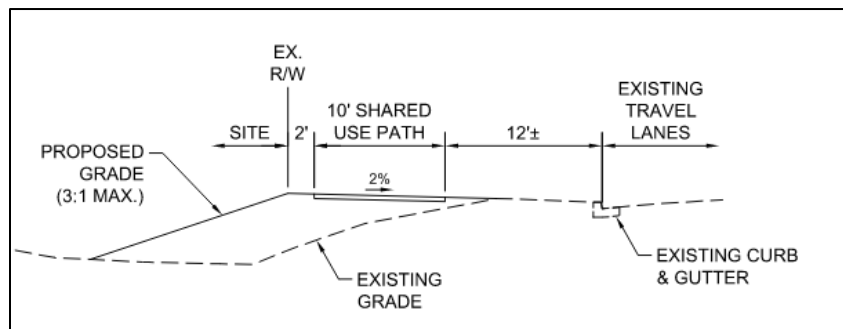


Figure 13: Proposed Sidepath on Great Seneca Highway (MD 119)

The Applicant proposes to dedicate the required 25 feet on Key West Avenue (MD 28) to meet the intent of the GSSC Master Plan for a 200-foot-wide right of way. The Applicant also proposes to provide the 2018 *Bicycle Master Plan* required ten-foot-wide sidepath which will be buffered from the roadway and similar to the configuration shown in Figure 13 above.

Future Vehicular Site Access

Additionally, per Section 50.4.3.E.1.c, “A tract must be divided to not preclude future road openings and further logical subdivision of adjacent land.” The Preliminary Plan provides for four (4) future connections to adjacent properties: 1) a master-planned north-south roadway through the Applicant’s proposed multi-family parking lot via proposed Parcel B at a later time, 2) Street C has been designed to connect to Great Seneca Highway (MD 119) via proposed Parcel F at a later time, 3) Blackwell Road to the commercial property to the west when the commercial property is redeveloped, and 4) Street A to Key West Avenue and to Darnestown Road if the Pepco substation is relocated.

The Applicant proposes to subdivide the Subject Property in the locations of the future connections and convey Parcel B and Parcel F to the County at a future date along with provisions within the deed and plat to run with the title of the land. Per the 2010 GSSC Master Plan, the connections proposed through private properties via the existing Pepco Substation Property between the Site and Darnestown Road and the existing Shady Grove Professional Center property, are anticipated to be provided in the long-term.

Figure 14 below shows the location of the proposed lots and existing substation and labels the proposed grid of streets using the Applicant’s roadway nomenclature which varies from the Master Plan of Highways and Transitways (MPOHT) (further explained in Section 5 of the Report).

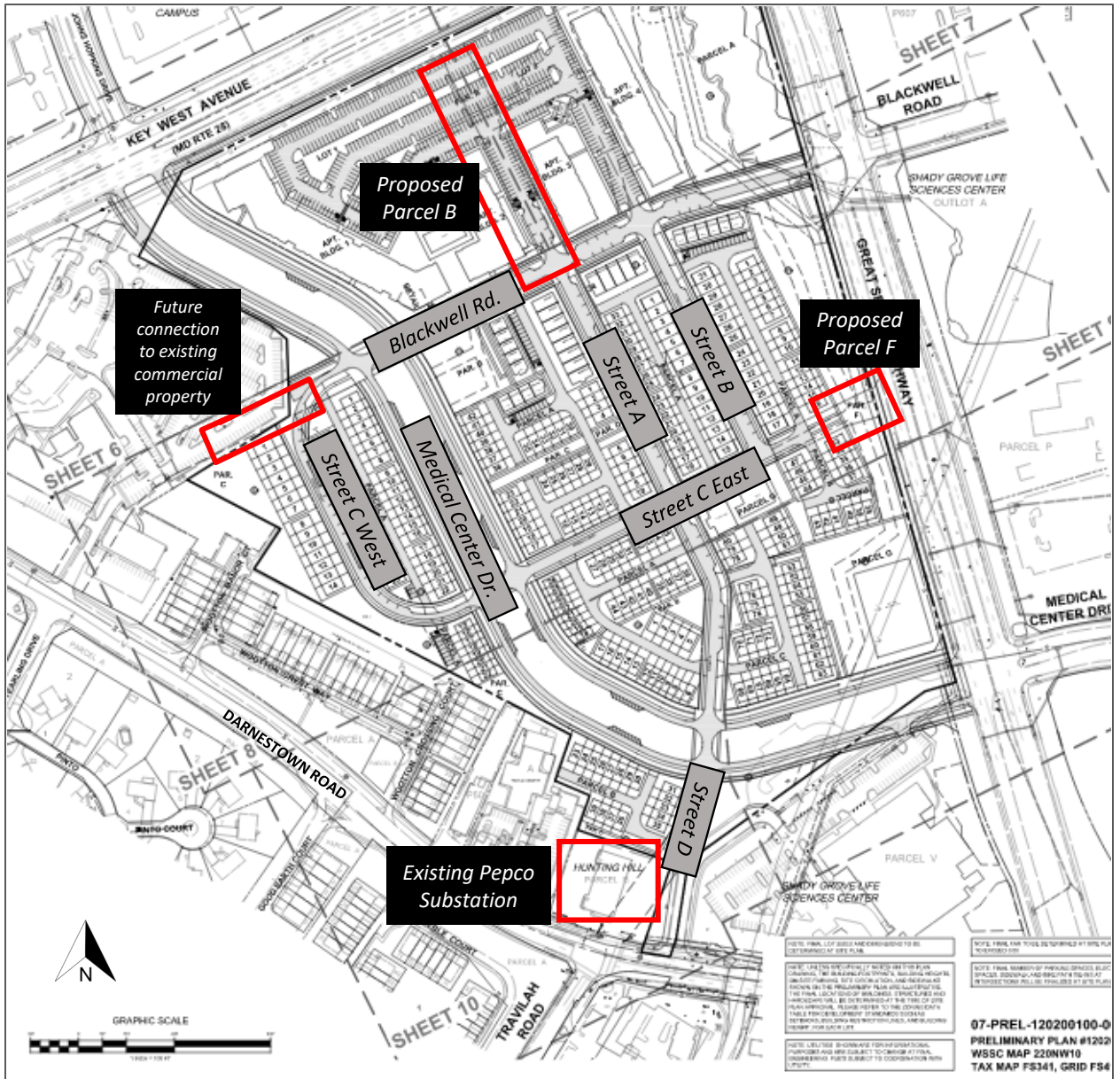


Figure 14: Proposed Lots for Future Road Connections and Existing Pepco Substation

Environment

There are perennial streams, intermittent streams, and areas of stream valley buffer and wetlands present on the Site. The stream valley buffer encompasses 3.35 acres of the Site. The Preliminary Plan will provide 2.89 acres of forest conservation area at the intersection of Great Seneca Highway and Key West Avenue. Additional forest conservation along the border with the Wootton Crest townhome community will be provided where available. Details of the Forest Conservation Plan are found in Section 5 of this Report.

Stormwater Management

Presently, the Subject Property exceeds 40% for imperviousness and is therefore categorized as a redevelopment site per Chapter 19 of the Montgomery County Code for Erosion, Sediment Control, and Stormwater Management. The Application includes environmental site design ("ESD") techniques that

will filter and retain stormwater on-site such as micro-bioretenment areas, flow-splitters, corrugated metal pipe detention units, and cartridge treatment facilities. Per the Applicant, some site constraints to ESD's include poor infiltration soils, shallow bedrock, right-of-way dedication requirements, existing water lines, and required buffer. Plantings approved by MCDPS will also be used in ESD's to the greatest extent practicable. The Applicant submitted a stormwater concept to MCDPS which was reviewed and approved with conditions on June 24, 2021.

School Site

Per Section 50.4.3.D.1 of the Montgomery County Zoning Ordinance, "When a tract being subdivided includes a proposed site for a park, playground, school, or other public use recommended in the master plan, the preliminary plan must show the site for the use for dedication." Additionally, the GSSC Master Plan states that "If a new elementary school is needed, it could be combined with a local park on the northern portion of the LSC West. If the school and if the northern area is chosen, the proposed local street (see B-5 on Map 29 on page 54) should be eliminated to create adequate space for a park/school site. If the school is not needed, a local public park for active recreation should be provided..." (pg. 38).

The Plan illustrates the possible future school site dedication on Parcel V, which is a currently a developed parcel that is not included within this current Application. The Montgomery County Department of General Services (MCDGS), the owner of the Subject Property and Parcel V, support the identification of Parcel V as a potential future school site. The Applicant is proposing to convey 0.59-acres of land from the Subject Property to the County which will increase the County-owned land area available for Parcel V to redevelop sometime in the future. Further discussion of the potential school site is found in Section 5 of this Report.

Phasing, Preliminary Plan Validity, and Adequate Public Facilities

Record Plat Phasing

The Applicant proposes that platting of the 45-acre site will occur over several phases, which may occur in any order or may be combined. At this time, the phasing is envisioned to occur over four phases. These phases and project elements included in each phase are as shown in Figure 15 and described below. Right-of-way dedication will occur with each record plat.

The Applicant is seeking approval of a phased Project that will exceed both the 36-month preliminary plan validity period for a single-phased project and 5-year Adequate Public Facilities (APF) validity period. As described below, the Project satisfies the applicable findings necessary to approve the extended periods for both preliminary plan validity and APF validity.

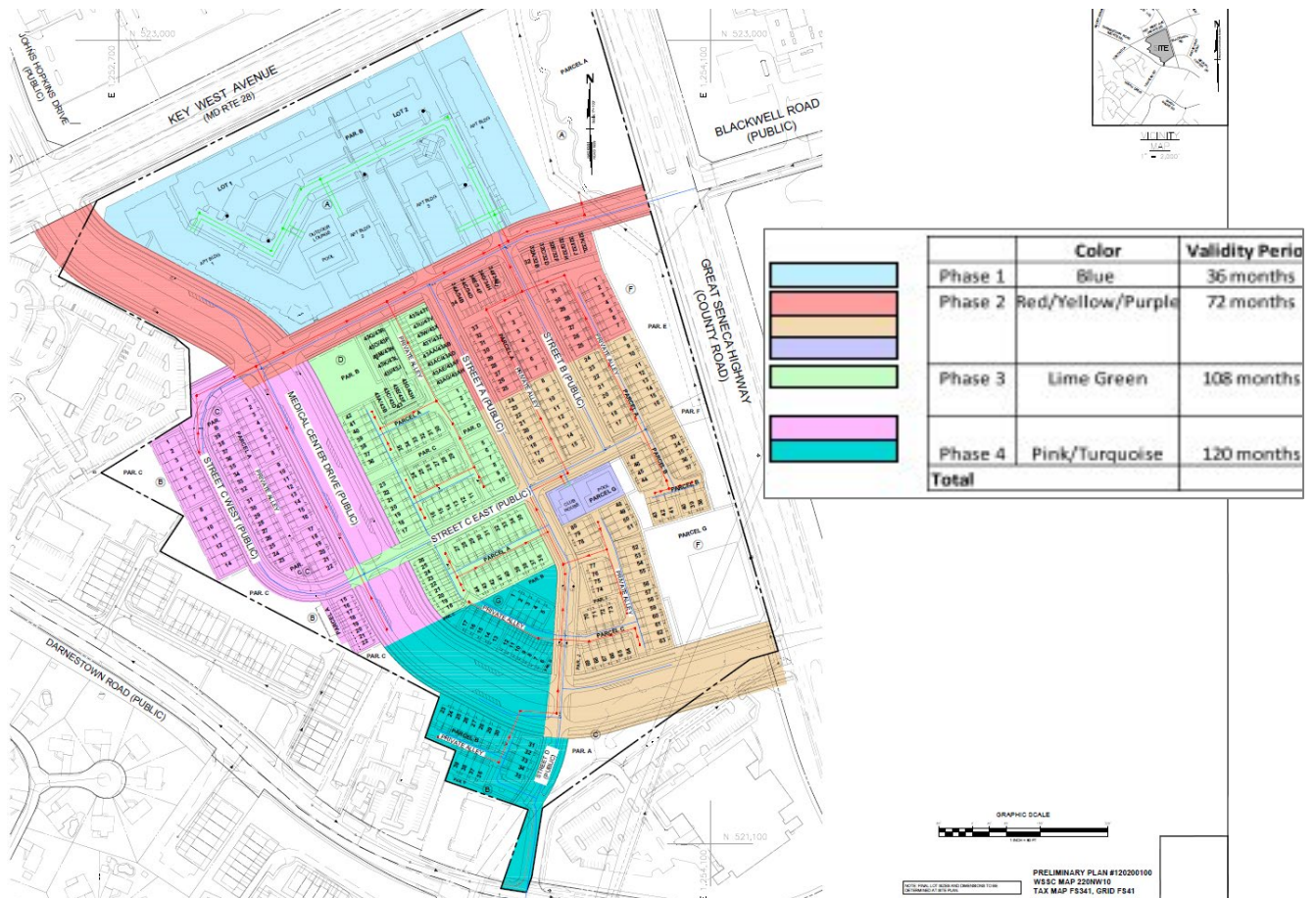


Figure 15: Proposed Plat Phases

Preliminary Plan Validity

Per Sections 50.4.1.C.9 and 50.4.2.G of the Subdivision Regulations of the County Code, an Applicant may propose a phased project that will cumulatively exceed the standard 36-month Preliminary Plan validity period for a single-phased project. Where an Applicant proposes a multi-phased project, it must submit plat recording and construction phasing schedules that indicate the portions of the Preliminary Plan for which record plats and building permits will be obtained during each proposed phase, up to the expiration of the validity period for the determination of APF. The Applicant is seeking a validity period for the determination of APF of 10 years, or one hundred and twenty (120) months from the date of mailing of this Planning Board Resolution, as further detailed in the subsequent section. The Applicant requests the following Preliminary Plan validity periods for each phase of the Project in which plats must be recorded:

- Phase I: Within 36 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 2 multifamily lots which will contain four (4) multi-family buildings with up to 298 residential units, including MPDUs, and 1,740 square feet of commercial use with associated residential amenities;
- Phase II: Within 72 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 115 lots, consisting of 112 townhouse lots, two (2) stacked two-over-two townhouse lots (encompassing 134 residential units, including MPDUs), and one (1) pool house lot, and the 3.17-acre park with an athletic field at the intersection of Great Seneca Highway and Medical Center Drive (collectively Parcel G);

- Phase III: Within 108 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 70 lots, consisting of 69 townhouse lots and one (1) stacked two-over-two townhouse lots (encompassing 103 residential units, including MPDUs), the 0.50-acre civic green (Parcel B), and 0.20-acres of land for the mews (Parcel C and Parcel D, Block D); and
- Phase IV: Within 120 months of the Initiation Date of the Preliminary Plan, plats must be recorded for a minimum of 95 townhouse lots, including MPDUs.

Adequate Public Facilities and Phasing

Per Section 50.4.3.J.5.a of the Subdivision Regulations, the applicable validity period for a determination of Adequate Public Facilities (APF) remains valid for no less than 5 and no more than 10 years after the Preliminary Plan is approved. If an Applicant requests a longer validity period than the minimum of 5 years, the Applicant must submit a development schedule or phasing plan for completion of the project to the Board for its approval. At a minimum, the proposed development schedule or phasing plan must show the minimum percentage of the project that the Applicant expects to complete in the first five (5) years after the Preliminary Plan is approved. The Applicant's proposed phasing schedule for the APF validity period is as follows:

- Phase I: A minimum of 4 building permits must be issued within 60 months of the Initiation Date of the Preliminary Plan as defined in Section 50-4.2.G of the Subdivision Code.
- Phase II: A minimum of 114 building permits must be issued within 96 months of the Initiation Date of the Preliminary Plan.
- Phase III: The balance of the building permits must be issued within 120 months of the Initiation Date of the Preliminary Plan.

Further, to allow a validity period longer than the specified minimum, the Board must find that the size or complexity of the subdivision warrant the extended validity period and would not be adverse to the public interest. The Board must condition a validity period longer than the specified minimum on adherence to the proposed development schedule or phasing plan and may impose other improvements or mitigation conditions if those conditions are needed to assure adequate levels of transportation or school service during the validity period.

As outlined in the Applicant's Statement of Justification, the extended 10-year validity period for the determination of APF is appropriate given the expansive 44+ acres of land that comprises the Project and complexity of the subdivision with new roads, 30% MPDUs, and several parks. The construction of 630 units and 1,740 square feet of retail and the anticipated absorption period for the sale of the units will take many years. Therefore, the Applicant's justification for the request for extended periods of Preliminary Plan validity and determination of APF meets the finding requirements of Section 50.4.3.J.5.b of the Subdivision Regulations of the County Code.

SECTION 4: COMMUNITY CORRESPONDENCE

The Applicant has met all proper signage, noticing, and pre-submission meeting requirements under the Zoning Ordinance and the Manual of Development Review Procedures for Montgomery County.

Pre-Submittal Meeting

On October 30, 2019 the Applicant held the required pre-submittal public meeting at Lakewood Elementary School. A total of 4 residents and interested parties were in attendance. Public concerns and questions were raised about issues such as school capacity, proposed parks and green areas, and roadways. Some questions and concerns included:

- Overcrowding of schools due to the proposed households;
- Plans to widen Darnestown Road;
- Proposed locations of the parks;
- Elimination of the buffer behind the existing [Wootton] townhouse neighborhood;
- Number of entrances into the Site;
- Lighting throughout the Site; and
- Proposed development on the existing [Belward] farm in the Life Sciences Center.

During the Application review, Staff also received an email correspondence from a resident and from the Wootton Crossing Homeowners Association (HOA) Board of Directors about increasing areas for parks or walkable green spaces and the preservation of the 3+ acres of forested area north of the townhouse community. The HOA requests that this entire forested area be preserved, and with the addition of wooded pathways, may be converted into a local park. All public comment submittals can be found in Attachment D.

Additionally, the Applicant made two (2) presentations to the GSSC Implementation Advisory Committee (IAC) during the development review process. The initial meeting produced many comments that informed future revisions to the proposed plan. The GSSC IAC comments included requests to increase the amount of green space within the development, increase the amount of retail space provided, and reevaluate the arrangement of the separate apartment units proposed to address the grading disparities.

SECTION 5: PRELIMINARY PLAN ANALYSIS AND FINDINGS

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.*

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

The proposed lots were reviewed for compliance with Chapter 59 in relation to maximum density, height, setback compatibility, and minimum open space. The Preliminary Plan meets the dimensional requirements for standard method of development in the CR zone (CR 1.0, C 0.5, R 1.0, H 150) as specified in the Zoning Ordinance, as shown in Table 2 below. Additionally, the Application must provide the minimum required amount of parking spaces for residents and visitors. The final number, configuration, and location of parking spaces will be determined at Site Plan(s) based on the square footage of non-residential uses, and number and type of residential dwelling units.

Table 2: Standard Method Development Standards in the CR Zone

Description	Required/ Permitted	Proposed
Tract Area		1,953,230 sf. (44. 84 ac.)
Maximum Density		
Total	up to 2,096,488 sf.	1,029,761 sf.
Commercial	up to 1,048,244 sf.	1,740 sf.
Residential	up to 2,096,488 sf.	1,022,771 sf.
Maximum Height	150 ft.	75 ft.
Minimum Public Use Space*	15% (6.73 acres)	16% (7.45 acres)
Minimum Common & Public Open Space	10% (4.48 acres)	10% (4.48 acres)
Setbacks	Determined by Site Plan.	Determined by Site Plan.
Form	Determined by Site Plan.	Determined by Site Plan.
MPDUs Required	12.5%	30%
Minimum Parking Spaces Required**	986 Spaces	1,544 spaces (Determined by Site Plan.)

*Minimum 10% requirement of the CR Zone exceeded by the GSSC Master Plan for 15%.

** A baseline maximum is not established for multi-living units within the CR Zone that is outside a Parking Lot District or Reduced Parking Area.

2. *The Preliminary Plan substantially conforms to the Master Plan.*

The Preliminary Plan substantially conforms to the recommendations within the 2010 *Great Seneca Science Corridor Master Plan* ("Master Plan"), as outlined below for various areas of emphasis.

a. Land Use

The GSSC Master Plan lays out both general recommendations for the plan area and specific recommends for the PSTA Site. Generally, the Master Plan provides a blueprint for the future that will transform the Life Sciences Center (LSC) into a vibrant place served by transit and enhanced by activating uses, open spaces, and amenities. The Subject Property is within the LSC West District. Specifically, the Master Plan states to: “replace the Public Safety Training Academy (PSTA) in the LSC West District with a new residential community that includes supporting retail, open spaces, and community facilities.” Below are additional relevant passages describing the Master Plan’s intent for this district:

LSC West: A new Residential Community (pg. 38)

“Creating a new community on publicly-owned land in the LSC West District provides an opportunity for the County to engage outstanding practitioners of sustainable town planning, layout, and design to help implement this Plan’s vision. Located between LSC Central and Belward, the new LSC West community will be a hub of activity that draws from the other LSC’s districts as well as surrounding neighborhoods. Residents of the new high density housing in this district will enliven and activate the retail uses and open spaces. An interconnected street grid will create walkable blocks with a synergistic mix of uses, including ground-floor retail and wide sidewalks to accommodate outdoor cafes. The central civic green at the CCT station should be framed by buildings and be large enough for major outdoor activities and gatherings, such as summer concert series.”

“Residential buildings with the most density and height should be adjacent to the CCT station and the new LSC West community should include retail, civic spaces, and if needed, a new public elementary school. If a new elementary school is needed, it could be combined with a local park on the northern portion of the LSC West. If the school and if the northern area is chosen, the proposed local street (see B-5 on Map 29 on page 54) should be eliminated to create adequate space for a park/school site. If the school is not needed, a local public park for active recreation should be provided. This park should be large enough to accommodate a regulation size rectangular field. In addition to the park/school site, development should be accompanied by a new urban park to serve as the central civic open space for the residential community. This public green space should be near the CCT station and one-half to one acre in size to create a gathering place and focal point for the community.”

Further, the Subject Property is located with the CR Zoning District which allows for a variety of densities and heights. The CR zone promotes different housing types, transportation infrastructure, and major public amenities, all of which the Project provides. The Plan also demonstrates a mix of uses and heights to facilitate compatibility. While the CR Zone offers additional density by an optional method, the Project satisfies the lower density standard method option of up to 0.5 FAR.

Therefore, the Preliminary Plan substantially conforms to the vision of the *2010 Great Seneca Science Corridor Master Plan* (“Master Plan”) and contemplates major elements of the plan vision, while also complying with the requirements of the zoning district.

Density and Building Height

The Master Plan dictates that residential buildings with the most density and height should be adjacent to the CCT station (pg. 38). The GSSC Master Plan envisions the greatest density on the Property being located at the future CCT stop on the Property's Medical Center Drive frontage. In accordance with this recommendation, the proposed design locates the proposed multi-family units near the future CCT stop. In this location, the Project also proposes a space for retail and a central civic green, as envisioned by the GSSC Master Plan. The Project's overall density is within the Master Plan's density recommendations.

Buildings within one-eighth mile of the future CCT stations should be at least 60 feet high. In all other areas, the desired minimum building height is 36 feet (three stories of occupied space) in order to retain land for future higher densities (pg. 16). The Project proposes building heights for the multi-family units closest to the future CCT station as 75 feet high and the townhouses at 40 feet high that are further away.

Therefore, the proposed density and building heights are consistent with the Master Plan's recommendations.

Affordable Housing

Generally, the GSSC Master Plan recommends new housing in the Life Sciences Center to create more opportunities to live near work. Per the Plan, "A range of housing options and amenities is needed to support this development and help achieve County housing goals, including Moderately Priced Dwelling Units and workforce housing." More specifically, the Master Plan envisioned the LSC West District as a key district to provide new housing with increases in jobs.

The new development consists of a mix of residential units made up of townhouses, two-over-two stacked townhouses, and multi-family apartment units that are located in close proximity to existing and future transit options, including the planned CCT station at the civic green, to make transit use accessible and more viable in this area. The Application proposes to provide 30% MPDUS which exceeds the minimum 12.5% MPDU requirement per Chapter 25A-5 of the Montgomery County Code.

Also, Section 25A-5(k) of Chapter 25A of the County Code states: "...MPDUs must be reasonably dispersed throughout the development," and further requires that the pace of MPDU production reasonably coincides with the pace of the construction of market rate units. The updated MPDU locations and counts, as provided to MCDHCA and shown on the Preliminary Plan, were approved by MCDHCA on June 7, 2021 as noted in the approval email provided in the attachments.

The Application complies with the Master Plan recommendation for a new residential community on the current site of the PSTA Property.

Public Facilities

The 2010 GSSC Master Plan recommends the inclusion of an elementary school on the PSTA site, as needed:

“If a new elementary school is needed, it could be combined with a local park on the northern portion of LSC West. If the school is needed and if the northern area is chosen, the proposed local street (see B-5 on Map 29 on page 54) should be eliminated to create adequate space for a park/school site. If the school is not needed, a local public park for active recreation should be provided. This park should be large enough to accommodate a regulation size rectangular field. In addition to the park/school site, development should be accompanied by a new public urban park to serve as the central civic open space for the residential community. This public green space should be near the CCT station and one-half to one acre in size to create a gathering place and focal point for the community. (pg. 38)”

Coordination occurred during the application review process between the Planning Department, Park Planning and Stewardship, Montgomery County Public Schools (MCPS), Montgomery County Department of General Services (MCDGS), and the Washington Suburban Sanitation Commission (WSSC). At the conclusion of this coordination, it was determined that Parcel V could be the location for a potential school site, which is not within the footprint of the PSTA property.

The Subject Property’s abutting land is known as Parcel V, “Shady Grove Life Sciences Center” Plat No. 21631. Parcel V is approximately 6.5 acres and is owned by Montgomery County, but is not a part of the current application. It is the existing location of the National Cybersecurity Center of Excellence. Presently, Parcel V is being considered as a future co-located school and park to address the Great Seneca Science Corridor (GSSC) Master Plan recommendation that calls for a combined park/school site. A preliminary sketch provided by the Applicant for the purposes of discussion provided insight that an elementary school and associated play areas and parking can be reasonably located on Parcel V. Detailed planning and design of the school site is not warranted at this time, but would occur in the future, if necessary.

Additionally, the Applicant proposes to provide an additional dedication of 0.59 acres from a Portion of the Subject Property under this Application to increase the size of Parcel V for future development. However, a key challenge is a high-pressure water main underneath Parcel V, so the 6.5 acres of land could be further reduced for a future redevelopment. There is also an understanding that utility relocation costs may be associated with locating a school on Parcel V.

Within the PSTA property, the Project proposes a 3.14-acre park at the intersection of Great Seneca Highway and Medical Center Drive which includes a rectangular field that is prescribed by the GSSC Master Plan and tied to the school/park recommendation. The Plan highlights that this park should be large enough to accommodate a regulation size rectangular field (120 feet by 180 feet and set back 100 feet from the nearest adjacent building and 40 feet from the nearest curb). The proposed park will meet these dimensional and setback requirements. The Project complies with the Master Plan recommendation with respect to the potential school site and the proposed park.

Public Open Space

The Master Plan provides open space recommendations that apply specifically to the PSTA Property. The Plans states the LSC will have an open space system that incorporates the area’s natural environmental features into a larger network, connecting destinations by paths and trails, and providing opportunities for a range of outdoor experiences. Additionally, page 38 of the

Master Plan states “.....In addition to the park/school site, development should be accompanied by a new urban park to serve as the central civic open space for the residential community. This public green space should be near the CCT station and one-half to one acre in size to create a gathering place and focal point for the community.”

The GSSC Master Plan has a higher standard for public use space, with a 15% requirement, compared to the 10% requirement of the Zoning Ordinance. The Applicant proposes over 7 acres of public use space under private ownership, equating to 16% of the tract, within the footprint of the Subject Property. These spaces include the preservation of the existing stream valley area, a civic green, and a 3.14-acre park with a regulation-sized field. Spread out throughout the Site, each of these places provided a gathering space for passive and active activities for both residents and visitors. The proposed public use space is also connected to a system of existing and new sidewalks and a future shared-use trail that is the signature feature of the LSC West District. The Preliminary Plan complies with the Master Plan recommendation for public use space and the zoning requirement for common and public open space.

Urban Form and Open Spaces

Some urban form and open space recommendations that apply to the Subject Property include the following:

- Concentrate the highest density and building heights (150 feet) near the CCT station.
- Create the LSC Loop Trail along Medical Center Drive and Decoverly Drive to connect pedestrians with other transit centers, the network of natural pathways along the stream buffers, and the open spaces.
- Include the following public open spaces:
 - LSC Loop Trail
 - stream buffers that may include natural surface trails
 - urban square at the CCT station
 - urban promenade connecting buildings
- Provide at least 20 percent of the net tract areas as public use space.
- Buildings and residential entrances oriented to streets.
- Visible retail focused at CCT stations.

As noted above, the Project exceeds the minimum requirement of 15% for public use space, it will deliver the LSC Loop Trail, and each proposed apartment building and townhouse has been oriented towards each fronting park or public right-of-way. Additionally, the 1,740 square feet of retail has been co-located within the apartment building closet to the proposed civic green and is highly visible to the future CCT station.

Transit

Transit is an essential element of the GSSC Master Plan and is the basis for the land use and zoning recommendations and prescribes that a strong public and private commitment to the Plan's transit proposals will help ensure that the LSC is connected internally as well as to the rest of the Corridor.

Presently, several bus routes that provide local and regional connections are located around the perimeter of the Subject Property. As previously noted, the GSSC Master Plan envisions new public transportation options, including the Corridor Cities Transitway (the “CCT”), a 14-mile bus

rapid transit option, and the Life Sciences Center Loop Trail (“LSC Loop Trail”), a 3.5-mile pedestrian and cycling trail that will eventually connect into other trails.

Per the Master Plan, “the CCT is the centerpiece of the Plan’s vision for the LSC”. Accordingly, the Project proposes improvements that will enhance access and convenience to transit options and increase bicycle and pedestrian connections to various modes of transit. New side paths along Key West Avenue and Great Seneca Highway are proposed to complement existing sidewalks to connect to bus stops and to the station stop of the CCT located at the intersection of Medical Center Drive and Blackwell Road.

Staging Requirements

The GSSC Master Plan consists of four (4) development stages and requirements with specific triggers to strategically coordinate development with transportation and other necessary infrastructure. Currently, the GSSC Master Plan remains in Stage One, which provides development capacity for 400,000 square feet of commercial uses and 2,500 residential units. The Application proposes 630 residential units. Therefore, there is sufficient development capacity per the staging requirements to accommodate this Application.

b. Environment

The GSSC Master Plan provides broad environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions.

Resource Protection and Preservation

The GSSC Master Plan recommends ways to restore environmental functions in the Life Sciences Center as it undergoes redevelopment. To preserve and enhance natural resources and their associated functions, the Plan calls for the following:

- Creates a local street network that avoids impact to natural resource areas as much as possible (see page 53).
- Recommends that facility plans for any new roads minimize impacts to existing resources.
- Recommends creation of the Life Sciences Center Loop (pg. 32). Existing natural resource areas are preserved through the Planning Board’s Environmental Guidelines and connected by the LSC Loop.
- Where possible, use required forest and tree planting to enhance and expand existing resources.

Further, the Plan recommends that impacts to the forested area at the corner of Great Seneca Highway and Key West Avenue be minimized (pg. 39). The Preliminary Plan meets the intent of the Master Plan by preserving and protecting the stream valley area on the PSTA site. New roads and parking areas comply with the Planning Board’s Environmental Guidelines and do not encroach into sensitive areas. All new on-street parking along Blackwell Road within the stream valley buffer area has been removed. Additionally, one of the proposed multi-family buildings has been placed to buffer the stream valley from the surface parking lot within the development.

Stream Buffer and Water Quality

Per the Master Plan, “The LSC’s existing stream buffer areas should be integrated with the [LSC] Loop, offering passive outdoor experiences.” The protection of the 3.35-acre stream valley buffer

area contributes to climate resiliency and biological diversity. This stream buffer area will also have a connection to the future LSC Loop Trail via a network of sidewalks.

To protect water quality, the Master Plan recommendations include the following:

- Site design and construction options that minimize imperviousness, such as reduced parking requirements and the use of structured parking.
- Recommends the use of bioswales, planter beds, rain gardens, pervious pavement, the incorporation of non-paved areas into open spaces, and similar techniques included in Environmental Site Design.
- The use of vegetated roofs and walls and increasing tree canopy.
- Incorporating tree canopy and infiltration techniques into portions of the LSC Loop that connect existing natural areas and into other open spaces wherever feasible.
- Landscaping with native plants that are adapted to grow in our area.

These goals are being met by combining forest conservation requirements with street trees and landscaping plantings, all of which are native species. New tree plantings contribute to increasing tree canopy throughout the Site, reaching a minimum of 25 percent canopy coverage. This goal is also being achieved through the incorporation of some tree canopy into portions of the LSC Loop Trail along Medical Center Drive that accommodates areas for canopy tree plantings alongside the shared use trail alignment. The Preliminary Plan also proposes to incorporate Environmental Site Design to the maximum extent practical with the use of micro-bioretenment areas and other techniques to assist with filtering and retaining water on-site.

The Preliminary Plan meets the intent of the Forest Conservation law, the Environmental Guidelines, and the GSSC Master Plan. Moreover, the Applicant was directed to pursue additional sustainable features to enhance the development, particularly with the four (4) multi-family buildings, including energy conservation and building design features that keep roofs cool, such as green roofs or cool roofs, to further the Master Plan's recommendations. At this time, no additional sustainability measures are proposed with this Application. Therefore, Staff recommends a condition of approval for the consideration of additional sustainable features to be addressed under the Site Plan review.

c. Transportation

To accommodate vehicular circulation through the Property and to surrounding roads, the Preliminary Plan proposes the dedication of rights-of-way and the future construction of seven (7) roadway segments and related infrastructure: Street A, Street B, Street C West, Street C East, Street D, Medical Center Drive, and Blackwell Road.

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

a. Roads and Other Transportation Facilities

Transportation access is adequate to serve the proposed development by this Preliminary Plan.

i. *Existing Facilities*

The Subject Property is served by major roadways which primarily include Great Seneca Highway (MD 119) and Key West Avenue (MD 28). Pedestrian and bicycling paths also exist along the perimeter roadways of the Property.

Transit Service

As previously discussed, Medical Center Drive is currently master planned to provide the Corridor Cities Transitway (CCT) Bus Rapid Transit (BRT) service. If delivered as currently designed in the Maryland Transit Administration's 30 percent Environmental Assessment design drawings, in the northbound direction the CCT will enter the Subject Property by crossing Great Seneca Highway (MD 119) at Medical Center Drive, where the Applicant proposes to design and install a traffic signal. The CCT will travel within the median of Medical Center Drive through the Site, stopping at the Life Sciences Center West Station, which will be delivered during construction of the CCT. The CCT will then exit the Site in the northbound direction by crossing Key West Avenue (MD 28)—where an additional signal will be designed and installed—and continuing onto Johns Hopkins Drive. In the event a master-planned connection in the Belward Farm is not available when the CCT is ready for implementation, the CCT will turn left onto Key West Avenue (MD 28) toward Muddy Branch Road.

Currently, several bus routes that provide local and regional connections are located around the perimeter of the Property. Existing Ride On service is provided within the vicinity of the Site as detailed in Table 3.

Table 3: Ride On Service Accessible to the Subject Property

Route	From (north or west terminus)	Via	To (south or east terminus)	Afternoon Peak Hour Headways
43	Traville Transit Center at the Universities at Shady Grove	Great Seneca Life Sciences Center	Shady Grove Metrorail Station	35 minutes
56	Lakeforest Mall Transit Center	Kentlands	Rockville Metrorail Station	30 minutes
66	Traville Transit Center at the Universities at Shady Grove	Great Seneca Life Sciences Center	Shady Grove Metrorail Station	30 minutes
67	Traville Transit Center at the Universities at Shady Grove	Dufief and Muddy Branch	Shady Grove Metrorail Station	30 minutes
301	Tobytown	Great Seneca Life Sciences Center	Rockville Metrorail Station	One Hour 30 minutes

ii. *Proposed public transportation infrastructure*

As previously noted, the Preliminary Plan includes the dedication of right-of-way and construction of three Master Plan roads and bikeways adjacent to and within the LSC West district as recommended by the 2010 *Great Seneca Science Corridor Master Plan*.

Master Planned Rights-of-Way

The Preliminary Plan is consistent with the 2010 *Great Seneca Science Corridor Master Plan*, the 2018 *Bicycle Master Plan*, the 2016 *Life Sciences Center Loop Trail Design Guidelines*, and the draft 2021 *Complete Streets Design Guidelines* for several master-planned roadways and bikeways.

Great Seneca Highway: Per the GSSC Master Plan, Great Seneca Highway (MD 119) is master-planned as a 150-foot wide six-lane Controlled Major Highway. This road is currently constructed as master-planned and no widenings are necessary; however, the 2018 *Bicycle Master Plan* recommends a sidepath along the west side of the roadway adjacent to the Site. The Applicant proposes to provide the sidepath and adequate separation of no less than six-feet wide between the facility and the roadway.

Key West Avenue: Key West Avenue (MD 28) is master-planned as a 200-foot wide eight-lane Controlled Major Highway. The roadway is currently constructed as a six-lane 150-foot wide roadway. The Applicant proposes to dedicate the required 25 feet to meet the intent of the master plan; however, Planning staff has not requested the construction of an eighth lane with this Application due the inconsistency of this request with the forthcoming *Complete Streets Design Guidelines*, which does not envision roads larger than six lanes. Since an additional travel lane would not be constructed along the roadway beyond the Site's frontage, the Maryland State Highway Administration (MDSHA) concurs with this approach. The Applicant proposes to provide the 2018 *Bicycle Master Plan* required ten-foot sidepath, which will include separation of no less than six-feet wide between the facility and the roadway, similar to the configuration shown for Great Seneca Highway in Figure 13 in Section 3 of this report.

Medical Center Drive: The 2010 *Great Seneca Science Corridor Master Plan* proposes to extend Medical Center Drive between Great Seneca Highway (MD 119) and Key West Avenue (MD 28). This roadway is master-planned to be a four lane 100 to 150-foot wide roadway, including two transit lanes.

The Planning Department and MCDOT coordinated to provide the Applicant with a recommended roadway cross-section to meet the intent of the GSSC Master Plan and County Code requirements. As previously noted, the Applicant does not intend to construct the additional two lanes of the roadway along Medical Center Drive due to costs and therefore does not comply with Section 49:33F of the County Code: "The construction of half roads or any road of less than the width required by this Article is prohibited." The Applicant is constructing new residential units along both sides of Medical Center Drive, from Key West Avenue to Great Seneca Highway; therefore, there is no future development that would contribute to the remainder of the road construction if left unaddressed. Additionally, the roadway cross-section requested prioritized a condition that would allow the ease of implementation for the CCT and requested 20.5-foot-wide paving to accommodate Fire and Safety a future two-lane section that is striped with an 8.5-foot parking lane, a single 12-foot lane on both sides of the median, and strategically located neckdowns near intersections where parking ends. The Planning Department and MCDOT requested the installation of parking along Medical Center Drive to help pronounce the urban design elements in the neighborhood that were envisioned in the GSSC Master Plan. Parking coupled with tree panels also help to bring the 150-foot-wide cross section down to the pedestrian scale and create safer and more inviting conditions for use of the LSC Loop. The Applicant's proposed cross-section (previously shown in Section 3) illustrates larger turning radii that are not ideal and emergency access bays instead of the requested parking along the entire stretch of this road. Where the Applicant offers to provide bump-outs, trees can be added. However, in the future, these trees would need to be removed and the area bump-outs would need to be paved to create the second travel lane. This creates a public burden for future costs of retrofitting. As

conditioned, the Certified Preliminary Plan shall reflect the revised frontage improvements from the south (or west) edge of Medical Center Drive to its north (or east) edge as enumerated in MCDOT's revised letter dated July 8, 2021, to bring the Project into conformance with road construction requirements (Attachment B).

Regarding bicycle and pedestrian facilities, the roadway also is master planned to include the Life Sciences Center (LSC) Loop Trail, which is both a central element and staging figure of the 2010 *Great Seneca Science Corridor Master Plan*. The LSC Loop Trail is intended to be a 10- to 12-foot-wide branded trail that will contribute to the area's sense of place that supports walkers, runners, bicycle riders, as well as other forms of micromobility. The 2018 *Bicycle Master Plan* recommended two-way separated bicycle lanes on either side of the roadway. The Applicant proposes to provide the recommended *Bicycle Master Plan* facilities on the south side of Medical Center Drive; however, because it does not make sense to have both the separated bicycle lanes and the LSC Loop Trail on the north side of Medical Center Drive, the Applicant proposes to consolidate facilities and provide one 12-foot-wide branded facility. As directed by the 2016 *Life Sciences Center Loop Trail Design Guidelines*, the Applicant will provide a palette of branding elements, such as seating, art, or pavement markings, with the future Site Plan submission. Figure 16 in Section 4 depicts the proposed section of Medical Center Drive.

The 2010 *Great Seneca Science Corridor Master Plan* recommends a grid of streets extending through the Site, as shown in Figure 16. These include Street D, Street L, Street N, and Blackwell Road Extended.

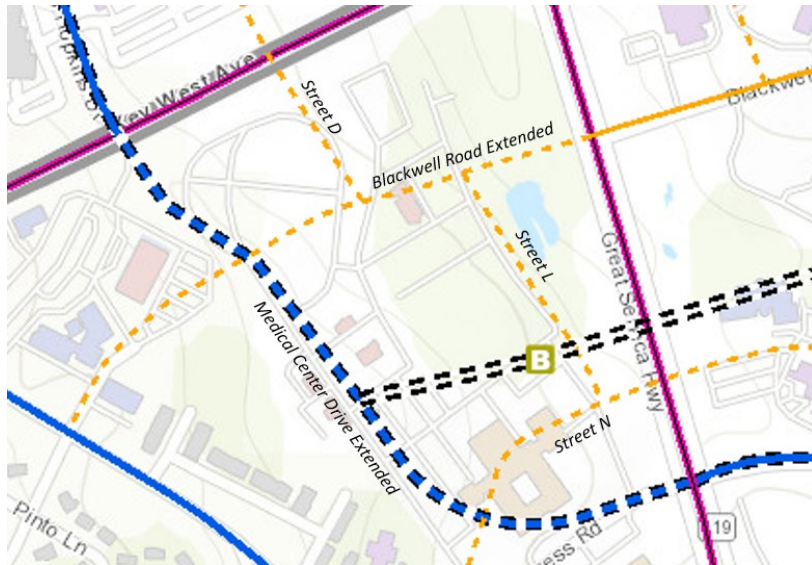


Figure 16: Master Planned Grid of Streets

Blackwell Road: Outside of the boundaries of the Site, the existing segment of Blackwell Road currently terminates at Great Seneca Highway (MD 119). The 2010 *Great Seneca Science Corridor Master Plan* proposes the westward extension of the roadway through the Subject Property and the adjacent Shady Grove Professional Center, terminating at Darnestown Road opposite to Yearling Drive. The extension is master-planned as a two-lane 80-foot wide Business District Street with one-way separated bike lanes on each side of the street. The Applicant proposes to dedicate a 73-foot section, which accommodates two travel lanes, on-street parking, six-foot tree panels, the separated bicycle lanes, and two six-foot-wide sidewalks. Staff recommends the Board condition the Applicant to depress the grade of the bicycle lanes beneath the grade of the sidewalk and provide a roll curb with a 2"-3" curb reveal. Staff accepts the Applicant's design exception justification noting the deviation from the typical Business District Street standard.

Road D, Road N, and Road L: Shown in Figure 16 above, Roads D, N, and L denote roadways master-planned in the 2010 *Great Seneca Science Corridor Master Plan*. (Note: The Application uses different nomenclature for these roads compared to the Master Plan of Highways and Transitways.) These roads are planned as 70-foot wide two-lane Business District Streets. There are no bicycle facilities master-planned for these streets. The Applicant's proposed grid of streets differs from what is master planned, and the Applicant proposes to not construct two key connections on the basis that their benefits are limited as there are no near-term plans to relocate the existing Pepco substation located on Darnestown Road adjacent to the Site.

As previously noted, the future road connections envisioned within the Preliminary Plan include a master-planned north-south roadway through the Applicant's proposed multi-family parking lot (proposed Parcel B) and a master-planned east-west roadway extending to Great Seneca Highway (MD 119) (Proposed Parcel F). The Applicant proposes to subdivide the Subject Property in the locations of the future connections and convey them to the County once "triggering" elements are satisfied. Figure 14 (*under the Proposal Section*) shows the location of the proposed lots and existing substation and labels the proposed grid of streets

using the Applicant's nomenclature. These parcels are acceptable to ensure the future realization of these longer-term road connections when they are warranted.

Applicant's Proposed Grid Street Sections: The Applicant's proposed design exceptions for the sections of the Site's re-aligned street grid were reviewed and approved by MCDOT. Proposed roadways Street A, Street B, Street C West, Street C East, Street D, Medical Center Drive, and Blackwell Road are designed to comply with the Department's forthcoming *Complete Streets Design Guidelines* and create a tighter-feeling neighborhood streetscape. As previously noted, the Applicant proposes to include a 10-foot-wide sidepath along Street D, which will extend south of the roadway to the intersection of Darnestown Road and Travilah Road to improve bicycle and pedestrian connectivity. The Applicant also proposes to provide Street C West, to be reclassified from Business District street and constructed as a tertiary street since it is proposed as a one-way street and does not serve business uses.

Bicycle Parking

Bicycle parking for the proposed multi-family and retail components of the Project will be assessed at the time of site plan review. The 2018 *Bicycle Master Plan* envisions a high-quality bicycle parking station within the Site located proximate to the Corridor Cities Transitway (CCT) station. The multi-family and commercial density envisioned by the 2010 *Great Seneca Science Corridor Master Plan* will not be fully realized by the Applicant's proposal. Therefore, the need for an elaborate bicycle parking station is reduced. However, Staff will work with the Applicant at the time of site plan review to provide bicycle parking near points of demand in the Site, including the public open spaces, the LSC Loop Trail, the future CCT station, and the Project's 1,740-square foot retail bay.

iii. *Proposed private transportation infrastructure*

Section 59.6.2 of the Zoning Ordinance prescribes the minimum of parking spaces per dwelling unit for the Project. Adequate parking will be provided to support the proposed townhouses, two-over-two's, and multi-family apartments, and each proposed lot will independently meet its parking requirement. There is no private transportation infrastructure contemplated with the Preliminary Plan.

b. Local Area Transportation Review (LATR)

The Applicant scoped and provided a Local Area Transportation Review (LATR) study on January 9, 2020, which has been analyzed against the 2016 LATR Guidelines due to the date of scoping. Following comments from Planning staff, the Montgomery County Department of Transportation, and the State Highway Administration (SHA), the Applicant provided a revised study, dated April 15, 2021. The study boundaries included ten intersections proximate to the site. The proposal's trip generation is shown in Table 4, suggesting both vehicular and pedestrian LATR analyses are required. Table 6 shows the total delay at the ten studied intersections, accounting for the impact of ten pipeline (i.e. "background") yet-to-be constructed development projects.

Table 4: Combined Residential and Retail Multimodal Trip Generation

Multimodal Trip Generation	AM	PM
TOTAL TRIPS		
New Vehicle Driver Trips (see "Vehicle Trip Generation" Table)	230	289
New Vehicle Passenger Trips	109	140
New Transit Trips	23	28
New Non-Motorized Trips	39	48
Net New Person Trips	401	505

Table 5: Local Area Transportation Review Adequacy Tests

Local Area Transportation Review Adequacy Tests	AM	PM
Local Area Transportation Review Required? (Are AM or PM person trips \geq 50?)	Yes	Yes
Pedestrian Adequacy Test Required? (Are non-motorized + transit trips \geq 50?)	Yes	Yes
Bicycle Adequacy Test Required? (Are non-motorized trips \geq 50?)	No	No
Transit Adequacy Test Required? (Are transit trips \geq 50?)	No	No

Table 6: Total Delay Based on LATR Analysis

HCM Analysis			Existing Traffic	Back'd Traffic	Total Traffic
Morning Peak Hour Traffic	Control Type	HCM Standard	Delay (sec.)		
1. Key West Ave & Darnestown Rd	Signal	55	9.7	10.7	10.7
2. Key West Ave & Johns Hopkins Dr	Stop Sign	55	3.8	4.4	4.8
With Improvement	Signal	55	---	---	5.9
3. Great Seneca Hwy & Decoverly Dr ^{3/}	Stop Sign	55	1.6	91.9	104.4
With Improvement	Stop Sign	55	---	78.4	99.1
With Improvement	Signal	55	---	29.4	30.8
4. Key West Ave & Great Seneca Hwy	Signal	55	40.8	44.0	44.9
With Improvement (SB 3rd LTL)	Signal	55	---	---	42.7
5. Great Seneca Hwy & Blackwell Rd	Stop Sign	55	1.1	2.3	43.6
6. Great Seneca Hwy & Medical Center Dr	Stop Sign	55	4.6	5.4	6.9
7. Darnestown Rd & Great Seneca Hwy	Signal	55	19.2	20.7	25.1
8. Key West Ave & Diamondback Dr	Signal	55	19.2	23.0	23.0
9. Blackwell Road & Broschart Road	Stop Sign	55	3.9	3.8	3.8
10. Medical Center Drive & Broschart Road	Stop Sign	55	3.4	3.4	3.4
Evening Peak Hour Traffic					
1. Key West Ave & Darnestown Rd	Signal	55	20.9	21.2	21.2
2. Key West Ave & Johns Hopkins Dr	Stop Sign	55	103.1	1143.5	1184.7
With Improvement	Signal	55	---	---	26.8
3. Great Seneca Hwy & Decoverly Dr ^{3/}	Stop Sign	55	4.0	96.6	98.6
With Improvement	Stop Sign	55	---	154.6	158.1
With Improvement	Signal	55	---	22.0	22.7
4. Key West Ave & Great Seneca Hwy	Signal	55	33.0	52.3	54.2
With Improvement (SB 3rd LTL)	Signal	55	---	---	46.0
5. Great Seneca Hwy & Blackwell Rd	Stop Sign	55	1.2	4.6	11.7
6. Great Seneca Hwy & Medical Center Dr	Stop Sign	55	6.4	7.5	11.0
7. Darnestown Rd & Great Seneca Hwy	Signal	55	12.9	19.7	21.5
8. Key West Ave & Diamondback Dr	Signal	55	14.6	23.1	23.4
9. Blackwell Road & Broschart Road	Stop Sign	55	4.2	5.8	5.8
10. Medical Center Drive & Broschart Road	Stop Sign	55	2.9	2.9	2.9

Note: 1. Results are based on HCM 6 Reports from HCS 7, worksheets are contained in Appendix B.
2. For stop controlled intersections, the average vehicle delay was calculated per LATR Guidelines.
3. Subject site has minimum impact.

Based on results of the analysis and additional requested signal warrant analyses, the Applicant has offered to provide traffic signals at the following locations:

- Great Seneca Highway and Medical Center Drive
- Great Seneca Highway and Blackwell Road
- Key West Avenue (MD 28) and Medical Center Drive/Johns Hopkins Drive

The Applicant's site generates minimal traffic at the intersection of Great Seneca Drive and Decoverly Drive; however, the analysis suggests that improvement is necessary to ensure the intersection operates below the acceptable delay threshold for the policy area. Improvements to the intersection are currently moving through the permitting process with the State Highway Administration per work conditioned of property owners in the vicinity participating in the Road Club. As such, a flexible approach is necessary. The Applicant has agreed to provide a fee-in-lieu to the Montgomery County Department of Transportation (MCDOT) in the amount of \$9,800, which represents two percent of the design and installation costs, with contingency, of a signal at Great Seneca Highway (MD 119) and Decoverly Drive (total cost $\$350,000 \times .02 = \$7,000 + 40$ percent contingency).

The LATR analysis also examined queuing. Queuing appears to be an issue at two locations:

- a) Great Seneca Highway (MD 119) and Key West Avenue (MD 28)
- b) Great Seneca Highway (MD 119) Darnestown Road

Similar to other intersections in the vicinity, the Applicant's share of the storage requiring mitigation is minimal and the Applicant has agreed to address the deficiencies proportionally. For the intersection of Great Seneca Highway (MD 119) and Key West Avenue, the Applicant has agreed to pay a fee-in-lieu to the Montgomery County Department of Transportation representing two percent the cost of an improvement (with a 40 percent contingency) to mitigate storage for the eastbound left for the intersection of Key West Avenue (MD 28) and Great Seneca Highway (MD 119), subject to the review and approval of MCDOT and the MDSA. Initially, the static HCM analysis found queuing issues for the SB left movement, but following an additional microsimulation analysis, the Applicant identified the eastbound movement as the more constrained movement.

The Applicant has agreed to submit a plan for review and approval to MCDOT showing the design to mitigate the queuing for the eastbound left turn lane at Darnestown Road and Great Seneca Highway intersection. The design will require coordination with the Montgomery County Department of Permitting Services and should account for any other relevant potential improvement, including improvements required of Site Plan No. 82001012D. The improvement would need to be implemented prior to the first use and occupancy permit or final inspection for any building on Site.

Pedestrian Adequacy Test

Per the 2016 LATR Guidelines, the Applicant was required to perform the pedestrian adequacy test. The required delay analysis suggests that, in some cases, average pedestrian crossing wait time exceeds vehicular delay, suggesting that—per the 2016 Guidelines—crossing conditions should not be worsened with vehicular improvements. The Applicant must also “fix or fund” the improvements of all public pedestrian infrastructure within 500-feet of the Subject Property that does not comply with the Americans with Disabilities Act (“ADA”) requirement, as shown on the Certified Site Plan, as determined by MCDPS ROW Permitting.

c. Other Public Facilities and Services

The Project will be adequately served by public water and sewer, of which these mains currently service the Property. Therefore, there are adequate water and sewerage facilities to serve the Project. Dry utilities including gas, electricity, and telephone will also serve the Property. Fire access for the Property has been deemed adequate according to a letter issued on June 8, 2021,

by the Montgomery County Department of Fire and Rescue Services. Additionally, the Project will be serviced by adequate police, fire, and health services.

i. Schools Capacity

This Project is subject to the 2020-2024 Growth and Infrastructure Policy and the updated FY2022 Annual School Test, which is effective as of July 1, 2021.

School Adequacy Test

The proposed Project is served by Stone Mill Elementary School, Cabin John Middle School and Thomas S. Wootton High School. Based on the FY2022 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the table below.

Table 7: FY2022 School Adequacy

School	Projected School Totals, 2025				Adequacy Status	Adequacy Ceilings		
	Program Capacity	Enrollment	% Utilization	Surplus/ Deficit		Tier 1	Tier 2	Tier 3
Stone Mill ES	694	538	77.5%	+156	No UPP	241	295	399
Cabin John MS	1,057	1,150	108.8%	-93	No UPP	33	119	277
Thomas S. Wootton HS	2,142	2,191	102.3%	-49	No UPP	131	380	701

The school adequacy test determines the extent to which an applicant is required to make a Utilization Premium Payment (UPP) based on each school's adequacy status and ceilings, as determined in the Annual School Test. Under the FY22 Annual School Test, development approved within these school service areas are not automatically subject to Utilization Premium Payments as identified in Table 7. However, if the application is estimated to generate more students than the identified ceilings, then partial payments may still be required.

Calculation of Student Enrollment Impacts

To calculate the number of students generated by the proposed development, the number of dwelling units is multiplied by the applicable School Impact Area student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low-rise multifamily unit, or high-rise multifamily unit.

With a net of 630 units that are not age-restricted, the proposed project is estimated to generate the following number of students based on the Subject Property's location within an Infill Impact Area:

Table 8: Estimated Student Enrollment Impacts

Type of Unit	Net # of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
SF Detached	0	0.195	0.000	0.096	0.000	0.139	0.000
SF Attached	276	0.166	45.816	0.091	25.116	0.116	32.016
MF Low-rise	354	0.059	20.886	0.023	8.142	0.032	11.328
MF High-rise	0	0.034	0.000	0.015	0.000	0.016	0.000
Totals	630		66		33		43

As shown in Table 8, on average this Project is estimated to generate 66 elementary school students, 33 middle school students and 43 high school students. These estimates do not exceed the adequacy ceilings in Table 7; therefore, no partial Utilization Premium Payments are required.

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

a. Environmental Guidelines

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) was approved for this Site on May 29, 2019. The Site slopes from northwest to southeast to a stream that crosses the eastern side of the Property parallel to Great Seneca Highway. There are 720 linear feet of stream channel on the Site, along with 3.35 acres of stream buffer. The stream drains to the Muddy Branch, which is a Maryland State Use Class I-P stream. There is no 100-year floodplain on the Subject Property. There is a small area of wetlands (0.09 acres) associated with the stream channel. The Site contains 8.58 acres of forest and includes a number of specimen-size trees.

The submitted plan includes just over 0.8 acres of stream buffer encroachment where Blackwell Road extended enters the eastern side of the site. The *Environmental Guidelines* state that "No buildings, structures, impervious surfaces, or activities requiring clearing or grading will be permitted in stream buffers, except for infrastructure uses, bikeways, and trails found to be necessary, unavoidable, and minimized by Park and Planning Department environmental staff working closely with the utility or lead agency" (Section V.A.1.(b)), and that "Only unavoidable road crossings will be permitted in the stream buffer when it is clearly demonstrated that no feasible alternatives exist, and every effort is made to locate road alignment and/or utilities to create the least disturbance to existing vegetation, grade, wetlands, trout spawning areas in Use III watersheds, etc." (Section V.A.1(f)). This road extension is required by the GSSC Master Plan. The location is fixed by the location of the existing intersection of Blackwell Road with the east side of Great Seneca Highway. The road extension must align with the road intersection for safe and efficient circulation; therefore, there are no feasible alternatives to this road alignment. Park and Planning environmental staff worked with the Applicant to reduce the paving to only what is necessary to safely convey the road and accompanying bicycle lanes. Based on the Applicant's

modifications to the road crossing, the submitted plan complies with the *Environmental Guidelines*.

b. Preliminary Forest Conservation Plan

The Preliminary Forest Conservation Plan shows that 5.87 acres of forest are to be cleared for development, including some off-site disturbance. Based on the forest removed, net tract area, zoning, and 2.97 acres of forest retention, the total reforestation and afforestation requirement is 11.74 acres. The Applicant proposes to fulfill the planting requirement through off-site forest banking. If forest bank credits are not available, a fee-in-lieu of planting may be paid. The on-site forested stream buffer and all areas of forest retained for forest conservation credit must be placed in a Category I Forest Conservation Easement.

c. Forest Conservation Tree Variance

Section 22A-12(b) (3) of County code identifies 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 Code. The Code requires no impact to trees that: measure 30 inches or greater, dbh; are part of an historic site or designated with an 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 April 2, 2021 because the plan would create an impact to the CRZ of six (6) trees that are considered high priority for retention under Section 22A-12(b) of the County code. Five (5) of these trees will be removed; the sixth tree will be saved. The Application included a variance request letter specifying the amount of critical root zone disturbance for the trees to be saved.

Unwarranted Hardship Basis - Per Section 22A-21, a variance may only be considered if the Planning Board finds that leaving the Protected Trees in an undisturbed state would result in an unwarranted hardship, denying an applicant reasonable and significant use of a property. There would be an unwarranted hardship if a variance were not considered.

Justification:

The GSSC Master Plan recommendations and zoning have identified the former Public Safety Training Academy site for substantial residential and mixed-use development to provide housing within the Life Sciences Center. The Master Plan also includes substantial services and infrastructure for this Property, including two Master Plan roads, right-of-way for the proposed Corridor Cities Transitway and the LSC Loop trail, and park and recreation facilities. A school site is being reserved on another property just to the south of the former PSTA Site. While much of the existing site is unforested, there are several areas where specimen size trees have grown up in the middle of the area planned for development, or along the edges of the proposed development where grading and infrastructure requirements must be accommodated. Denying the variance request would interfere with efficient development of the property, provision of required street grids, and the infrastructure needed to support the development.

Denial of the variance would constitute a hardship to the Applicant as the proposed mixed use of the Property, including public spaces and roads, is significant and reasonable and consistent with the Master Plan. This finding must be met when determining whether or not to consider a variance for the project. Based on this finding, a variance can be considered.

Specific justification for trees that must be removed was provided in the variance request letter. A summary of that justification cited in the variance request is summarized below:

- Tree No. 4 is in an area where unavoidable impacts are caused by required grading and stormwater management facilities.
- Trees No. 6 and 7 are in the center of the area proposed for development where retention of the trees would preclude efficient development of housing and a walkable street grid consistent with the Master Plan's urban design guidelines.
- Tree No. 10 is unavoidably impacted by housing units that have been pushed back by a requirement to provide a public right-of-way.
- Tree No. 32 stands where parking must be provided to serve onsite commercial uses, as well as a retaining wall required to create the necessary grades for efficient use of the land.
- One additional tree, No. 17, will be slightly impacted by grading necessary to construct nearby townhouses. The minimal CRZ disturbance (six percent) will allow the tree to be preserved.

Variance Findings - 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. Staff has made the following determination based on the required findings in the review of the variance request and the preliminary forest conservation plan:

Granting of the requested variance:

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

Impacts to specimen trees are a result of the GSSC Master Plan and zoning recommendations for the Site, including dense residential and mixed-use development and substantial public transportation infrastructure facilities, as well as for infrastructure needed to support the development. Staff has determined that the impacts to the trees subject to the variance requirement cannot be avoided. Therefore, the granting of this variance is not a special privilege that would be denied to other applicants.

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

The requested variance is not based on conditions or circumstances which are the result of actions by the applicant, but on required plan elements.

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 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.*

The variance will not violate State water quality standards or cause measurable degradation in water quality.

Mitigation for Protected Trees

The specimen trees being removed must be replaced by planting one inch (caliper) of new trees for each four inches diameter removed, using planting stock of no less than 3 inches caliper. In a few years, the replacement trees should attain sufficient size to replace the lost water quality treatment benefits of the trees removed. In this case, 161 diameter inches of specimen trees are being removed; therefore, the Applicant must plant at least 40.25 caliper inches of new native shade trees on site to replace the specimen trees being removed. When submitted, the Final Forest Conservation Plan must show the locations of variance replacement trees, each at least three inches caliper, and totaling at least 40.25 caliper-inches.

Variance Recommendation

The FFCP meets all applicable requirements of Chapter 22A of the County Code. Therefore, Staff recommends that the Planning Board approve the Preliminary Forest Conservation Plan and variance request with the conditions cited in this Staff Report.

Noise

This Development abuts Great Seneca Highway to the east and Key West Avenue to the north. Both roads carry significant traffic volume generating road noise that could negatively affect interior noise levels and open spaces. A noise study must be submitted with the Site Plan application analyzing existing and projected traffic noise levels and making recommendations for mitigating noise according to the requirements of the Planning Department's *Noise Guidelines*.

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

The Preliminary Plan Application meets the stormwater management requirements of Chapter 19 of the County Code. The Applicant received a stormwater concept approval from MCDPS Water Resources Division on June 24, 2021. The Application will meet stormwater management goals through environmentally sensitive design options (ESD) and alternative stormwater management practices are proposed to treat impervious run-off from the Project, including micro-bio facilities, flow-splitters, corrugated metal pipe detention units, and cartridge treatment facilities, etc.

6. *Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.*

Not applicable.

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

Not applicable.

SECTION 6: MANDATORY REFERRAL ANALYSIS AND FINDINGS

In connection with the project plan, Preliminary Plan No. 120200100, the Montgomery County Department of General Services requests Mandatory Referral review for the disposition of 9710 Great Seneca Highway, the former Public Safety Training Academy (PSTA) site. The Site is identified as Tax Account Numbers 09-03237465, 09-00773922 and 09-00773933, and is recorded in Liber 16172, Folio 223; Liber 3862, Folio 772; and Liber 4047, Folio 3 among the land records of Montgomery County, Maryland.

In accordance with Section 11B-45 of the Montgomery County Code and Section 11B.45.01 of the Code of Montgomery County Regulations ("COMCOR"), the Montgomery County Department of General Services requested that the County Council review the proposed disposition of County-owned property of 9710 Great Seneca Highway, beginning in September 2013. The disposition was approved by the County Council on April 8, 2014 through Resolution Number 17-1051 (Attachment C).

While the County Council previously approved the disposition, staff requested that the Department of General Services submit a Mandatory Referral application for the Planning Board's evaluation of the disposition of 9710 Great Seneca Highway, consistent with the requirements established in Maryland Land Use Article, Section 20-301, discussed below in greater detail. The Mandatory Referral reviews the sale of the property currently owned by Montgomery County, while the Preliminary Plan reviews the proposed private development.

Mandatory Referral review is guided by the *2001 Montgomery County Department of Park and Planning Uniform Standards for Mandatory Review*, as amended, and through the authority granted through the Maryland Land Use Article, Section 20-301, et.seq. As set forth in Sections 20-301 and -302, the Montgomery County Planning Board has jurisdiction over mandatory referral projects presented by Montgomery County government for (i) acquiring or selling land; (ii) locating, constructing or authorizing a road, park, public way or ground, public building or structure, or public utility; or (iii) changing the use of or widening, narrowing, extending, relocating, vacating or abandoning any of the previously mentioned facilities. The Planning Board must review such projects and approve the proposed location, character, grade and extent of the activity.

As described in the Uniform Standards for Mandatory Referral Review, the Planning Board considers all relevant land use and planning aspects of the proposal including, but not limited to, the following:

1. *whether the proposal is consistent with the County's General Plan, functional plans such as the master plan of highways, environmental guidelines, the approved and adopted area master plan or sector plan, and other public plans or programs for the area;*

The Mandatory Referral application is in substantial conformance with the 2010 *Great Seneca Science Corridor Master Plan* (2010 Plan) which supported "relocating the PSTA and redeveloping the site with a residential community that includes amenities and services, bringing housing opportunities within walking distance of jobs in the LSC." (2010 Plan, 38)

2. *whether the proposal is consistent with the intent and the requirements of the zone in which it is located;*

The 2010 GSSC Master Plan recommended a new residential community on this site and rezoned it to CR 1.0: C 0.5, R 1.0, H 150. The disposition is consistent with the intent of the zone. Refer to Section 5 for the Findings for Preliminary Plan No. 120200100.

3. *whether the nature of the proposed site and development, including its size, shape, scale, height, arrangement and design of structure, is compatible with the surrounding neighborhood and properties;*

This is not applicable to the disposition. Refer to Section 5 for the findings of the Preliminary Plan 120200100.

4. *whether the locations of buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe, and efficient;*

This is not applicable to the disposition. Refer to Preliminary Plan 120200100 findings under Section 5 of this report.

5. *whether the proposal has an approved NRI/FSD and a preliminary SWM concept plan, and meets the requirements of the Forest Conservation law (Chapter 22A of the County Code). Forest Conservation Plan, if applicable, must be approved by the Planning Board, either before or at the time of the Board's mandatory referral review and action on the project. Unlike the mandatory referral review by the Board, the conditions of the Forest Conservation Plan are binding on all county projects.*

This is not applicable to the disposition. Refer to Preliminary Plan 120200100 findings under Section 5 of this report.

6. *whether a Preliminary or a Final Water Quality Plan has been reviewed by the Planning Board if the project is located in a Special Protection Area. In addition, for a Water Quality Plan for a project on public property, the Board must determine if the plan meets the standards of Article V. WATER QUALITY REVIEW IN SPECIAL PROTECTION AREAS, of the County Code (pursuant to Section 19-65(d)(4));*

This is not applicable to the disposition. Refer to Preliminary Plan 120200100 findings under Section 5 of this report.

7. *whether or not the site would be needed for park use if the proposal is for disposition of a surplus school.*

On February 1, 2014 the County Executive published a Declaration of No Further Need for the site. The County Council received the Declaration of No Further Need on February 25, 2014 in which the Executive declared the Property was of no further public use and directed the Department of General Services to dispose of the property. As discussed in greater detail in the Preliminary Plan findings, the Applicant has worked extensively with Staff to achieve publicly accessible open space on a portion of the Site.

8. *whether alternatives or mitigation measures have been considered for the project if the proposal is inconsistent with the General Plan or other plans and policies for the area, or has negative impacts on the surrounding properties or neighborhood, the transportation network, the environment or other resources.*

The Subject Application is not inconsistent with either the General Plan or other plans and policies for the area. Refer to the Preliminary Plan 120200100 findings in Section 5.

SECTION 7: CONCLUSION

Preliminary Plan No. 120200100 and Mandatory Referral No. MR2021030 meet all applicable requirements of Chapter 50, Subdivision of Land, Chapter 22A, Forest Conservation, and Chapter 59, Zoning Ordinance. Access and public facilities will be adequate to serve the proposed subdivision, and the proposed development conforms with the 2010 *Great Seneca Science Corridor Master Plan*. The Application has been reviewed by other applicable County agencies, all of which have recommended approval of the application. Therefore, Staff recommends approval of both Preliminary Plan No. 120200100 and Mandatory Referral No. MR2021030, with the conditions listed at the beginning of the Staff Report.

ATTACHMENTS:

- A. Correspondence to waive the 60-day Mandatory Referral review period
- B. Agency Letters
- C. County approval of disposition of 9710 Great Seneca Highway property
- D. Community Correspondence

ATTACHMENT A

From: Donin, Amy <Amy.Donin@montgomerycountymd.gov>
Sent: Tuesday, May 4, 2021 11:25 AM
To: McVary, Jessica <Jessica.McVary@montgomeryplanning.org>
Cc: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Subject: RE: 11600 Nebel Street and PSTA

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning Jessica,

We are okay with the MR being reviewed concurrently with the preliminary plan on July 22. However, if for some reason Elm Street gets delayed, we want to keep the MR on the calendar for July.

Thanks for the update.

Amy Donin
Redevelopment Program Manager
Office of Planning and Development
Montgomery County Department of General Services
101 Monroe Street, 9th Floor, Rockville, MD 20850
M: 240-620-1368 O: 240-777-6174
amy.donin@montgomerycountymd.gov
www.montgomerycountymd.gov/DGS

From: McVary, Jessica <Jessica.McVary@montgomeryplanning.org>
Sent: Monday, May 3, 2021 5:47 PM
To: Donin, Amy <Amy.Donin@montgomerycountymd.gov>
Cc: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Subject: RE: 11600 Nebel Street and PSTA

[EXTERNAL EMAIL]

Hi, Amy:

Thanks so much for checking in on this. I will follow up with the intake staff.

I also wanted to notify you that the preliminary plan is scheduled for the July 22 Planning Board meeting. If you are amenable, we would like to present the MR for the disposition concurrently with the regulatory case under a consolidated staff report.

Is DGS willing to grant a longer review period to allow us to process the MR concurrently with the preliminary plan? Or would you prefer that we proceed to the Planning Board within the 60-day review period?

Thank you,
Jessica

ATTACHMENT B



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

June 24, 2021

Mr. Neil Blanc
Rodgers Consulting
19847 Century Blvd., Suite 200
Germantown, MD 20874

Re: **STORMWATER MANAGEMENT CONCEPT** for
the Public Training Safety Academy (PSTA) Site
a.k.a. The Elms at PSTA
Address: 9710 Great Seneca Highway
PP#: 1202000100
SM File #: 285681
Tract Size: 1,944,513 square feet/44.63 acres
Total Concept Area: 46.38 square feet/ 46.38
acres
Legal Description: Parcel 850 (L.3862F.776),
Parcel 925 (L.3862F.772), Part of Parcel A
(L.3862F.772), Part of Parcel D (L.16172F.223)
and Part of Parcel V (L.16172F.270) to be
subdivided into 30 parcels, 281 lots and public
Right-of-Way
Zone: CR1.0
Watershed/ Class: Muddy Branch/Class I-P
Type of Development: Redevelopment
Approved Floodplain Study #286994

Dear Mr. Blanc:

Based on a review by the Department of Permitting Services Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals of Environmental Site Design to the Maximum Extent Practicable with microbioretention and bioswale facilities. Volume unable to be treated in ESD measures will be treated in structural facilities. The site ultimately drains to Shady Grove Regional Facility #5.

This concept includes the removal of the eight on-site SWM facilities which provided management for the former PSTA. Five other facilities are located on adjacent land to be incorporated into this subdivision as needed for the extension of Medical Center Drive. Those facilities will remain.

SWM for improvements to the adjacent SHA Right-of-way of Key West Avenue will be approved by SHA but will be required to be incorporated into the Sediment Control Plan for this project.



2425 Reedy Drive, 7th floor, Wheaton, MD 20907 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

Mr. Neil Blanc
June 24, 2021
Page 2 of 2

The following **items** will need to be addressed **prior to** Planning Board approval of the Site Plan:

- 1. Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.**
- 2. The first submitted SDP must include an investigation of Permeable Paving (PP) as an ESD measure to treat the proposed Shared Use Path on Great Seneca Highway and/or Medical Center Drive. If it is determined that PP is not practicable, then alternative SWM, such as compensation in ESD or structural on-site measures, must be provided. A waiver will not be granted.**

This letter must appear on the Site Development Stormwater Plan(s) and Final Engineering Plans at the initial submittals. 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 Mary Fertig at 240-777-6202 or at mary.fertig@montgomerycountymd.gov.

Sincerely,

Mark Etheridge

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

MCE: mmf

cc: N. Braunstein
SM File # 285681

PSTA Site
ESD: Required/Provided 156,670 cf / 38,542 cf
PE: Target/Achieved: 1.8"/0.434"
STRUCTURAL: 121,876 cf
WAIVED: n/a

Off-site County ROW Improvements
ESD: Required/Provided 3,078 cf / 0 cf
PE: Target/Achieved: 1.8"/0.0"
STRUCTURAL: 3,078 cf (in on-site measures)
WAIVED: n/a



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

July 8, 2021

Ms. Tamika Graham, Senior Planner
Mid-County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Dr
Wheaton, MD 20902

RE: Preliminary Plan No. 120200100
PSTA Site

Dear Ms. Graham:

This letter replaces MCDOT's Preliminary Plan letter dated June 23, 2021.

We have completed our review of the preliminary plan uploaded to eplans on May 17, 2021. A previous plan was reviewed by the Development Review Committee at its April 28, 2020 meeting. 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 (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

General Plan Review Comments

The subject property is located in the southwest quadrant of the Key West Avenue (MD 28) and Great Seneca Highway intersection. Access to this property is proposed at two locations along Great Seneca Highway and at multiple locations along Medical Center Drive. The access points will occur along Great Seneca Highway at Blackwell Road and by the extension and opening of Medical Center Drive to the south. Since Key West Avenue (MD 28) is maintained by Maryland State Highway Administration (MDSHA), MCDOT does not have any jurisdiction other than the maintenance and operation of traffic signal on state-maintained roadways. Per

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendation about the subject property for the attention of the concerned agencies.

Significant Plan Review Comments

Existing Roadways

1. Key West Avenue (MD 28) is classified as a Controlled Major Highway (CM-22) with 8 proposed travel lanes and a right-of-way (ROW) of 200-feet. We recommend the applicant dedicate 25-feet to conform to the master plan.

The applicant shall be responsible to construct a minimum 10-foot wide sidepath along their street frontage per the Bicycle Master Plan. We defer to MDSHA for all other access and improvements to Key West Avenue (MD 28).

- a. **NOTE:** The Gas Company must subordinate existing easement that will become right-of-way.
2. This portion of Great Seneca Highway is county maintained. Great Seneca Highway is classified as a Controlled Major Highway (CM-90) with 6 existing travel lanes and a right-of-way of 150-feet. The existing right-of-way on Great Seneca Highway per plat #11464 is 150-feet. Thus, additional dedication is not required.

The applicant shall be responsible to build at a minimum, a 10-foot wide sidepath along the site's Great Seneca Highway street frontage.

3. Darnestown Road is a county road and classified as an Arterial Road (A-280) with 4 travel lanes and a right-of-way of 100-feet. We recommend the applicant dedicate to conform with the master plan.

The applicant shall be responsible to build a minimum 10-foot wide sidepath along Street D that connects to Darnestown Road.

Proposed Roadways

4. The applicant has provided a waiver request for right-of-way modifications for streets A, B, C, D and Blackwell Road on a letter dated March 23, 2021.

The applicant states the proposed modifications will benefit the public by creating a safe and compact user environment consistent with the urban recommendations of the Great Seneca Science Corridor Master Plan (GSSC) Master Plan. The modifications will create a calmer experience for pedestrian, cyclists, and vehicular traffic as they traverse under the continuous, non-linear, tree canopy of street trees from not only the tree wells, but stormwater management features alike. These modifications meet the vision established in the Montgomery County Complete Streets (MCCS) version 1.0 draft by maximizing safety through calming traffic patterns, sustainability through more stormwater management facilities, and vitality through creating a space welcoming to pedestrians.

MCDOT Response: We accept the proposed narrower right-of ways as allowed in County Code Section 50 4.3.E.2.a, as they all meet minimum fire access requirements, are environmentally preferable, improve compatibility with adjoining properties, and allow better use of the tracts under consideration.

5. Per the GSSC Master Plan, Medical Center Drive/Johns Hopkins Drive is classified as an Arterial Road (A-261d) with 2 travel lanes and a right-of-way (ROW) of 150-feet which includes 52-feet for the CCT. We recommend the applicant dedicate 150 feet and construct the roadway to conform with the master plan as discussed below. The applicant shall be responsible to build the entire extension from Key West Avenue to Great Seneca Highway.

The applicant's proposed interim condition cross section is **not acceptable**. The County Code Section 49-33(f) states that "the construction of half roads or any road of less than the width required by this Article is prohibited." This applicant owns both sides of the road. If the applicant does not construct the entire cross section, no other property owner will construct the road.

In addition, staff reviewed the applicant's proposal for 12-foot travel lanes. This proposal requires large radii, off-set centerlines at intersections and less on-street parking. For the development to meet the Fire Department access requirements, the radii at some of the intersections are 38 feet, which is significantly larger than DOT and Planning recommend. These larger radii allow for vehicles to go faster around a curve, which makes it less safe for pedestrians. In addition, the centerlines of the road do not align across Medical Center Drive, which makes vehicle travel lanes off-set from each other. The applicant is also not proposing parking along the entire stretch of this road. Instead they propose a few "emergency access bays" which may be difficult to keep people from parking in.

The certified preliminary plan shall reflect the following proposed frontage improvements from the south (or west) edge of Medical Center Drive's to its north (or east) edge:

- 2-foot maintenance strip located in the ROW
- 6-foot sidewalk in the ROW
- 2.5-foot buffer in the ROW
- 10-foot separated bike lane in the ROW
- 8-foot tree panel in the ROW
- 8.5-foot parking lane in the ROW
- 12-foot traffic lane in the ROW
- 52-foot transitway for CCT
- 12-foot traffic lane in the ROW
- 8.5-foot parking lane in the ROW
- 8-foot tree panel in the ROW
- 12-foot LSC loop in the ROW
- 6.5-foot tree panel in the ROW

- 2-foot maintenance strip located in the ROW

Note: The future 52-foot transitway for CCT can have landscaping but no trees shall be planted as tree panels. Landscaping to be determined at the site plan stage.

6. The current proposed driveway entrance to the existing lot on the west side of Medical Center Drive **is not acceptable**. The applicant is to provide an alternative at the site plan stage that comply to sight distance requirements as well as intersection distance requirements per Sec 31-17.
7. Per the Great Seneca Science Corridor Master Plan, Blackwell Road is classified as a Business District Street (B-1) with 2 travel lanes and a right-of-way of 80-feet. MCDOT accepts the applicant's ROW of 73-feet and the following roadway cross section:
 - 1-foot maintenance strip (both sides) in ROW
 - 6-foot sidewalk (both sides) in ROW
 - 5-foot bike path (both sides) in ROW
 - 6-foot tree panel (both sides) in ROW
 - 8-foot parking (both sides) in ROW
 - Two 10.5-foot travel lane in ROW
8. Streets A and B are master planned as Business District street with 2 travel lanes and a right-of-way width of 70-feet. MCDOT accepts the applicant's 55-foot right-of-way and the following roadway cross section:
 - 1-foot maintenance strip (both sides) in ROW
 - 6-foot sidewalk (both sides) in ROW
 - 6-foot tree panel (both sides) in ROW
 - 8-foot parking (one side) in ROW
 - Two 10.5-foot travel lane in ROW
9. Street C is master planned as business district street with 2 travel lanes and a right-of-way width of 60-feet. MCDOT accepts the applicant's 48-foot right-of-way and the following roadway cross section:
 - 1-foot maintenance strip (both sides) in ROW
 - 6-foot sidewalk (both sides) in ROW
 - 6-foot tree panel (both sides) in ROW
 - 8-foot parking (one side) in ROW
 - Two, 11-foot travel lane in ROW

In addition, MCDOT recommends Street C (west) to be reclassified as a tertiary street since it is proposed as a one-way street and does not serve business uses. MCDOT accepts the applicant's 46-foot right-of-way and the following roadway cross section:

- 1-foot maintenance strip (both sides) in ROW

- 6-foot sidewalk (both sides) in ROW
- 6-foot tree panel (both sides) in ROW
- 8-foot parking (one side) in ROW
- One, 12-foot travel lane in ROW

10. Street D is master planned as Business District street with 2 travel lanes and a right-of-way width of 60-feet. In addition, the applicant shall be responsible to build the master planned 10-foot wide sidepath. MCDOT accepts the applicant's 59-foot right-of-way and the following roadway cross section:

- 1-foot maintenance strip (both sides) in ROW
- 10-foot bike path (one side) in ROW
- 6-foot sidewalk (one side) in ROW
- 6-foot tree panel (both sides) in ROW
- 8-foot parking (one side) in ROW
- Two 10.5-foot travel lane in ROW

11. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission approval of the record plat. We defer to MDSHA to approve road grades within SHA's ROW.

12. Sight Distance:

- a. We defer to MDSHA for sight distance evaluation along Key West Avenue (MD 28).
- b. The sight distances studies have been accepted. A copy of the accepted Sight Distances Evaluation certification forms is enclosed for your information and reference. The applicant is responsible to ensure sight distance which should be clear of any existing or proposed obstructions within the line of sight (tree trimming and/or removal, relocation of existing utility pole, removal of street parking etc.) to achieve a minimum sight distance in each direction.
 - i. Alley 3A: Approved per MCDOT recommendation of reclassifying Street C (west) to a tertiary street.
- c. Note that proposed parking impedes sight distance in certain instances thus these parking spaces will have to be removed. Final determination to be determined at site plan.

13. The proposed street parking should be at a minimum 35-ft away from intersections including the T-intersection on all streets per Sec 31-17.

14. **Storm Drain Study:** The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the existing downstream public storm drain system for this plan. We defer to MDSHA for runoff from the site draining to a storm drain maintained by MDSHA.

The proposed roadway cross section for Medical Center Drive is an interim condition with the future CCT in the median being shown as a pervious area. The applicant shall design the proposed storm drain system for the ultimate condition, by incorporating the CCT area as impervious. The proposed storm drain system should be reviewed approved by DPS at the permit stage.

15. The revised Traffic Impact Study (TIS) letter was issued on July 8, 2021. The letter states the applicant shall:
- a. Install three traffic signals:
 1. Great Seneca Highway and Medical Center Drive
 2. Great Seneca Highway and Blackwell Road
 3. Key West Avenue (MD 28) and Medical Center Drive/Johns Hopkins Drive
 - b. Furnish a fee-in-lieu to MCDOT in the amount of \$9,800, which represents 2 percent of the design and installation costs, with contingency, of a signal at Great Seneca Highway (MD 119) and Decoverly Drive.
 - c. Furnish a fee in lieu to MCDOT representing 2 percent the cost of an improvement (with a 40 percent contingency) to mitigate storage at the intersection of Key West Avenue and Great Seneca Highway.
 - d. Submit a plan for review and approval to MCDOT showing the design to mitigate the queuing for the eastbound left turn lane at Darnestown Road and Great Seneca Highway intersection.
 - e. Fix the tier 1 ADA pedestrian items located within 250 feet from the project boundary, measured along the street. For the tier 2 and 3 items, the applicant has the choice to fix the items or provide a contribution of \$100,000 for tier 2 and \$50,000 for tier 3.
 - f. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA.
16. The applicant will provide adequate Public Utility Easements to serve the proposed subdivision. The public utility easements will be provided adjacent to the public right of way or be accessible from the public right of way as approved by the appropriate utility companies. Utility company concurrence shall be adequately demonstrated during the Site Plan review process.

Standard Comments

1. Design all vehicular access points and alleys to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway. This also applies to locations internal to the site.
2. Protected intersections are suggested by the Bicycle Master Plan at the following intersections:
 - Great Seneca Hwy. and Medical Center Dr.
 - Great Seneca Hwy. and Blackwell Rd.
 - Great Seneca Hwy. and Key West Ave.
 - Street D and Medical Center Dr.
 - Medical Center Dr. and Blackwell Rd.
 - Medical Center Dr. and Key West Ave.

At this time, there is not a design for protected intersections for the sidepath; therefore, more specifics about how to handle the protected intersections will be determined at the site plan stage.

3. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
4. Provide a minimum 6 ft continuous clear pathway (no grates) along all public streets.
5. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
6. Ensure curve radii of 15 ft, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travel ways.
7. Parking locations to be reviewed and completed during signing and marking stage.
8. The applicant will need to coordinate with Ms. Darcy Buckley regarding the latest plans for the Corridor Cities Transitway (CCT). Ms. Buckley can be reached at darcy.buckley@montgomerycountymd.gov 240-777-7166.
9. Since the proposed development will alter or impact existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) as well as the communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), the developer will be required to submit plans of proposed and impacted facilities, 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 and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.
10. Underground utilities and ensure adequate Public Utility Easements.
11. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
12. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
13. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
14. 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.
15. If the proposed development will alter any existing streetlights, 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.

16. Transportation Demand Management (GSG TMD/Orange SSP Area) Applicability of Bill 36-19 Provisions:

The project is in the Greater Shady Grove TMD which is within the Orange SSP Area. The project proposes to develop more than 160,000 gross square feet (GSF). An owner or applicant for a new development project in the Orange SSP area with more than 160,000 GSF must submit a project-based Level 3 TDM Results Plan. The Plan must be submitted and approved by MCDOT prior to issuance of any building permit from DPS.

A Level 3 TDM Results Plan must include the following:

- Appoint a Transportation Coordinator (TC)
- Notify the Department within 30 days of receipt of final U&O certificate of TC's contact information and within 30 days of any changes in contact information
- Provide space in the project for the promotion of TDM
- Display TDM-related information in highly visible location(s)
- Identify specific TDM actions to be implemented in order to achieve a base NADMS that is 5% above the TMD commuter goal (12.5% transit for employees and 35% transit in SG Metro Station Policy Area for residents and 25% transit outside the SGMSPA)
- Conduct independent monitoring to determine if the project is meeting its goals, until the project's goals are achieved
- Select additional or substitute strategies if those initially selected by owner/applicant do not result in the project achieving its goals by 6 years of final occupancy
- Commit additional funding if the project has not actually achieved the goal within 6 years of final occupancy
- Provide higher additional funding if the project has not achieved the goal within 8 years of final occupancy
- Conduct independent monitoring to determine if the project is meeting its goals, until the project's goals are achieved

17. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:

- a. Sidepath, lawn panel, handicap ramps, curb and gutter and street trees along Great Seneca Highway.
- b. Street grading, paving, shoulders, sidewalks, bike facilities and handicap ramps, storm drainage and appurtenances, and street trees along proposed streets per Significant Plan Review Comments.
- c. Traffic signals along Great Seneca Highway at Blackwell Road and Medical Center Drive.

- 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 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 myself for this project at brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120200100 PSTA Site\120200100-PSTA-DOT Preliminary Plan Letter_7.8.21](#)

Attachments: Approved Sight Distance Study

cc: Correspondence folder FY 2021

cc-e:	Randall Rentfro	Rodgers Consulting
	Kamal Hamud	MCDOT DTEO
	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Blackwell Road _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Commercial Lot _____) Street/Driveway #2 (_____ Commercial Lot _____)
Entrance #1 Entrance #2

Sight Distance (feet) OK?
Right _____ 250' _____ Y
Left _____ 371' _____ Y

Sight Distance (feet) OK?
Right _____ 441' _____ Y
Left _____ 354' _____ Y

Comments: _____
Sight distance sufficient in both directions

Comments: _____
Sight distance sufficient in both directions

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

T. Neil Blanc 5/24/21
Signature Date

50010
PLS/P.E. MD Reg. No.



Montgomery County Review:

☒ Approved
☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Blackwell Road _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Commercial Lot _____) Street/Driveway #2 (_____ Commercial Lot _____)
Entrance #1 Entrance #2

Sight Distance (feet) OK?
Right _____ 250' _____ Y
Left _____ 371' _____ Y

Sight Distance (feet) OK?
Right _____ 441' _____ Y
Left _____ 354' _____ Y

Comments: _____
Sight distance sufficient in both directions

Comments: _____
Sight distance sufficient in both directions

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Tertiary - 25 mph	150'
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Major - 50	475'
(55)	550'

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MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Blackwell Road _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Street A _____) Street/Driveway #2 (_____ Street B _____)

Sight Distance (feet) OK?
Right _____ 250' _____ Y
Left _____ 371' _____ Y

Sight Distance (feet) OK?
Right _____ 208' _____ Y
Left _____ 441' _____ Y

Comments: _____
Sight distance sufficient in both directions _____

Comments: _____
Sight distance sufficient in both directions _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Blackwell Road _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Fire Acces _____) Street/Driveway #2 (_____ Alley 4A _____)
Entrance

Sight Distance (feet) OK?
Right _____ 245' _____ Y
Left _____ 241' _____ Y

Sight Distance (feet) OK?
Right _____ 361' _____ Y
Left _____ 260' _____ Y

Comments: _____
Sight distance sufficient in both directions

Comments: _____
Sight distance sufficient in both directions

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: PSTA Site Preliminary Plan Number: 120200100

Street Name: Maryland State Route 119 Master Plan Road
(Great Seneca Highway) Classification: Major

Posted Speed Limit: 50 mph

Street/Driveway #1 (Blackwell Road) Street/Driveway #2 (Medical Center Drive)

Sight Distance (feet) OK?
Right 575' Y
Left 585' Y

Sight Distance (feet) OK?
Right 569' Y
Left 706' Y

Comments: _____
Sight distance well in excess of requirement

Comments: _____
Sight distance well in excess of requirement

GUIDELINES

Classification or Posted Speed
(use higher value)

Tertiary - 25 mph
Secondary - 30
Business - 30
Primary - 35
Arterial - 40
(45)
Major - 50
(55)

Required
Sight Distance
in Each Direction*

150'
200'
200'
250'
325'
400'
475'
550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

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☐ Disapproved:

By: Brenda M. Pardo

Date: 6/23/2021



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: PSTA Site Preliminary Plan Number: 120200100

Street Name: Maryland State Route 28 (Key West Avenue) Master Plan Road Classification: Rural Arterial

Posted Speed Limit: 40 mph

Street/Driveway #1 (Medical Center Drive) Street/Driveway #2 (_____)

Sight Distance (feet) OK?
Right 398' Y
Left 364' Y

Sight Distance (feet) OK?
Right _____
Left _____

Comments: _____
Sight distance sufficient in both directions

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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By: Brenda M. Pardo

Date: 6/23/2021



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: Medical Center Drive Master Plan Road Classification: Arterial

Posted Speed Limit: 25 mph

Street/Driveway #1 (Existing Lot Tie-in) Street/Driveway #2 (_____)
Entrance #1

Sight Distance (feet) OK?
Right _____
Left 325' Y

Sight Distance (feet) OK?
Right _____
Left _____

Comments: _____
Sight distance sufficient. One way travel lane, no
left turn condition.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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☐ Approved

☒ Disapproved:

By: Brenda M. Pardo

Date: 6/25/21

The current proposed driveway entrance to the existing lot on the west side of Medical Center Drive is not acceptable. The applicant is to provide an alternative at the site plan stage that comply to sight distance requirements as well as intersection distance requirements per Sec 31-17.

Form Reformatted:
March, 2000

Brenda M. Pardo



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: PSTA Site Preliminary Plan Number: 120200100

Street Name: Medical Center Drive Master Plan Road Classification: Arterial

Posted Speed Limit: 25 mph

Street/Driveway #1 (Street C (West)) Street/Driveway #2 (Street C (East))
(Southern INTX)

Sight Distance (feet) OK?
Right 336' Y
Left 344' Y

Sight Distance (feet) OK?
Right 344' Y
Left 336' Y

Comments: Sight distance sufficient in both directions

Comments: Sight distance sufficient in both directions

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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Date: 6/23/2021



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DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: PSTA Site Preliminary Plan Number: 120200100

Street Name: Medical Center Drive Master Plan Road Classification: Arterial

Posted Speed Limit: 25 mph

Street/Driveway #1 (Street A) Street/Driveway #2 (Street D)

Sight Distance (feet) OK?
Right 331' Y
Left 363' Y

Sight Distance (feet) OK?
Right 363' Y
Left 331' Y

Comments: Sight distance sufficient in both directions

Comments: Sight distance sufficient in both directions

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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Date: 6/23/2021



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Medical Center Drive _____ Master Plan Road Classification: _____ Arterial _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Blackwell Road _____) Street/Driveway #2 (_____ Street C (West) _____)
Northern INTX

Sight Distance (feet) OK?
Right _____ 340' _____ Y
Left _____ 330' _____ Y

Sight Distance (feet) OK?
Right _____ _____
Left _____ _____

Comments: _____
Sight distance sufficient in both directions

Comments: _____
One way traffic; no sight distance analysis
required.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

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Montgomery County Review:

☒ Approved

☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street A _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Street C East (NE) _____) Street/Driveway #2 (_____ Street C East (SW) _____)

Sight Distance (feet) OK?
Right _____ 321' _____ Y
Left _____ 209' _____ Y

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 200' _____ Y

Comments: _____
Sight distance sufficient in both directions _____

Comments: _____
Sight distance sufficient in both directions _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

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Date _____

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Montgomery County Review:

☒ Approved

☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street A _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Alley 7A _____) Street/Driveway #2 (_____ Alley 7B _____)

Sight Distance (feet) OK?
Right 200' Y
Left 200' Y

Sight Distance (feet) OK?
Right 200' Y
Left 200' Y

Comments: _____
Sight distance sufficient in both directions

Comments: _____
Sight distance sufficient in both directions

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

T. Neil Blanc
Signature Date

50010
PLS/P.E. MD Reg. No.



Montgomery County Review:

☒ Approved

☐ Disapproved:

By: Brenda M. Pardo

Date: 6/23/2021



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street A _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Alley 8A _____) Street/Driveway #2 (_____ Alley 8B _____)

Sight Distance (feet) OK?
Right _____ 254' _____ Y
Left _____ 281' _____ Y

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 200' _____ Y

Comments: _____
Sight distance sufficient in both directions _____

Comments: _____
Sight distance sufficient in both directions _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

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Montgomery County Review:

☒ Approved

☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____

Form Reformatted:
March, 2000

**MCDOT recommends Street C (west) be reclassified to a tertiary street.
Sight distance approved per this recommendation.**



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street B _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ ALLEY 5 _____) Street/Driveway #2 (_____ ALLEY 6 _____)

Sight Distance (feet) OK?
Right _____ 422' _____ Y
Left _____ 200' _____ Y

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 422' _____ Y

Comments: _____

Sight distance extends to nearest intersection _____

Comments: _____

Sight distance extends to nearest intersection _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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Montgomery County Review:

☒ Approved

☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street C (East) _____ Master Plan Road Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Street B _____) Street/Driveway #2 (_____ Alley 7A _____)

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ _____

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 200' _____ Y

Comments: _____
Sight distance sufficient for right turn. No
turn left condition.

Comments: _____
Sight distance extends to nearest intersection to
left, sufficient distance to the right.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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Signature _____ Date _____
50010

PLS/P.E. MD Reg. No.



Montgomery County Review:

☒ Approved

☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street C (East) _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Street A (NW) _____) Street/Driveway #2 (_____ Street A (SW) _____)

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 200 _____ Y

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 200' _____ Y

Comments: _____

Sight distance sufficient in both directions

Comments: _____

Sight distance extends to nearest intersection

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

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☐ Disapproved:

By: _____ Brenda M. Pardo

Date: _____ 6/23/2021



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street C (East) _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ ALLEY 4A _____) Street/Driveway #2 (_____ Alley 5A _____)

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 200' _____ Y

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ 200' _____ Y

Comments: _____
Sight distance sufficient in both directions

Comments: _____
Sight distance sufficient in both directions

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

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Date _____

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Montgomery County Review:

☒ Approved
☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street C (West) _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Alley 3A _____) Street/Driveway #2 (_____)
(Northern INTX)

Sight Distance (feet) OK?
Right _____ 200' _____ Y
Left _____ _____

Sight Distance (feet) OK?
Right _____ _____
Left _____ _____

Comments: _____
Sight distance clear to the nearest intersection.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

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ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

T. Neil Blanc
Signature
50010
PLS/P.E. MD Reg. No.

05/24/21
Date



Montgomery County Review:

☒ Approved

☐ Disapproved:

By: _____ Brenda M. Pardo

Date: _____ 6/23/2021



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street C (West) _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Alley 3A _____) Street/Driveway #2 (_____ Alley 1 _____)
(Southern INTX)

Sight Distance (feet) OK?
Right _____ 193' _____ Y
Left _____ _____

Sight Distance (feet) OK?
Right _____ _____
Left _____ 200' _____ Y

Comments: _____
Sight distance sufficient for the posted
speed limit and given the one way
modification. _____

Comments: _____
Sight distance sufficient. One way road, no turn
left condition. _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
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T. Neil Blanc
Signature _____ 05/24/21
Date _____

50010
PLS/P.E. MD Reg. No.



Montgomery County Review:

☒ Approved
☐ Disapproved:

By: _____ Brenda M. Pardo _____

Date: _____ 6/23/2021 _____

Brenda M. Pardo Form Reformatted:
March, 2000
MCDOT recommends Street C (west) be reclassified to a tertiary street.
Sight distance approved per this recommendation.



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: _____ PSTA Site _____ Preliminary Plan Number: **120200100**

Street Name: _____ Street D _____ Master Plan Road
Classification: _____ Business _____

Posted Speed Limit: _____ 25 _____ mph

Street/Driveway #1 (_____ Alley 2 _____) Street/Driveway #2 (_____)

Sight Distance (feet) OK?
Right _____
Left _____ 200' _____ Y _____

Sight Distance (feet) OK?
Right _____
Left _____ _____

Comments: _____
Sight distance sufficient. No turn condition to the
right.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

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Montgomery County Review:

☒ Approved
☐ Disapproved:

By: _____ Brenda M. Pardo

Date: _____ 6/23/2021



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

July 8, 2021

Mr. Patrick Reed, Planner Coordinator
Midcounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Drive
Wheaton, Maryland 20902

RE: PSTA Site
Traffic Impact Study Review
Preliminary Plan No. 120200100

Dear Mr. Reed:

This letter replaces MCDOT's Traffic Impact Study letter dated June 23, 2021.

We have completed our review of the revised Local Area Transportation Review and Transportation Policy Area Review (TIS) report for the proposed PSTA Site. This study, dated April 15, 2021, was prepared by The Traffic Group and in accordance with the Fall 2017 Local Area Transportation Review (LATR) guidelines. Total development evaluated by the report and analysis includes redevelopment of this site with 298 apartments (for rent, multi-family), 56 – 2 over 2's (for sale, multi-family), 276 townhomes, and 2,607 square feet of retail space. As part of the development of this site, the applicant will extend Medical Center Drive which will provide a connection between Key West Avenue and Great Seneca Highway.

The subject property is in the southwest quadrant of the Key West Avenue (MD 28) and Great Seneca Highway. The applicant proposes vehicular access at two locations along Great Seneca Highway (county maintained), one location along Key West Avenue and multiple locations along Medical Center Drive extended. The vehicular access points will occur at the Great Seneca Highway intersections of Blackwell Road and Medical Center Drive. Medical Center Drive will be extended to its intersection with Key West Avenue at an existing driveway access to the Children's National Outpatient Center.

Key West Avenue (MD 28) is maintained by Maryland State Highway Administration (MDSHA); therefore, MCDOT does not have any jurisdiction other than the maintenance and operation of traffic signal on state-maintained roadways. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendation about the subject property for the attention of the concerned agencies.

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

Adequacy Determination

1. The study (page 1) indicates that the subject development will generate more than 50 total weekday peak hour person trips; therefore, the Motor Vehicle Adequacy test is required. In addition, the subject site will generate more than 50 total peak-hour pedestrian trips; therefore, the Pedestrian Adequacy Test is required as well.
2. The study indicates that the analysis for transit and bicycle system adequacy is not required since the proposed development does not generate more than 50 trips for any of these tests.

Motor Vehicles System Adequacy

1. The site is located in the R&D Village policy area within the Orange category and consequently the Highway Capacity Manual (HCM) and Critical Lane Volume (CLV) procedures were used by the applicant to evaluate intersection levels of service. Within this policy area, post-development Critical Lane Volumes for the studied intersections should not exceed the congestion level threshold of 1,450 CLV and should operate within the 55 second per vehicle threshold.
2. The results of the consultant's analysis show that three intersections which will serve as access to this site will require mitigation to operate at acceptable levels of service with the development of this site:
 - Key West Avenue (MD 28) and Medical Center Drive/Johns Hopkins Drive;
 - Great Seneca Highway and Blackwell Road; and
 - Great Seneca Highway and Medical Center Drive.

The applicant will be required to install traffic signals and related equipment, including, but not limited to APS at their own expense.

3. The consultant has also identified three other intersections that require some mitigation for deficiencies that presently exist or would exist even without the development of this site:
 - Great Seneca Highway and Decoverly Drive: The applicant is contributing 2 percent of the total traffic through the intersection. With the existing and background traffic, the intersection is currently failing. The mitigation proposed by the applicant is to install a traffic signal. Since the applicant is only adding two percent of traffic MCDOT, SHA and Planning staff have agreed for the applicant to pay for 2 percent of the cost of the design and installation of a traffic signal with a 40 percent contingency.
 - Great Seneca Highway and Key West Avenue (MD 28): The applicant completed a microsimulation and has proposed to extend the eastbound double left turn lanes along Key West Ave (MD 28) with proposed minor signal timing adjustments. The applicant is to provide a concept for SHA/MCDOT review and furnish a fee in lieu to the MCDOT representing 2 percent the cost of the approved improvement, with contingency, to mitigate deficiencies at the intersection.
 - Great Seneca Highway and Darnestown Road: The left turn lane from Darnestown Road to Great Seneca Highway needs to be lengthened. The applicant has stated that the left turn lane needs to be increased to 513 feet. An adjacent property located on the south side of Darnestown Road will be installing a median in the existing striped out center lane. These two

applicants will need to coordinate with MCDOT to determine the final length of the left turn lane.

4. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA.

Pedestrian System Adequacy

1. Per the 2017 the LATR guidelines require the applicant to submit a map showing the tiers. The applicant has submitted the map dated June 3, 2021, which is acceptable.
2. Per the MCDOT Memorandum dated October 25, 2018- "Revised Technical Guidance: 2016 Subdivision Staging Policy (SSP) ADA Noncompliance Test Procedures for urbanized areas":
 - a. The applicant is required to fix the tier 1 items located within 250 feet from the project boundary, measured along the street. For the tier 2 and 3 items, the applicant has the choice to fix the items or provide a contribution of \$100,000 for tier 2 and \$50,000 for tier 3. Items to be fixed and funded must be identify prior to issuance of the certified preliminary plan. Payments must be made prior to issuance of the first building permit.

Queuing Analyses

1. A queuing analysis was performed at 5 intersections to ensure that sufficient storage is provided for turn movements. The analysis (page 31) deemed that the following locations are not projected to have adequate storage lanes to accommodate the projected queues:
 - Key West Ave (MD 28) and Great Seneca Hwy: Southbound left lane (AM)
 - Key West Ave (MD 28) and Great Seneca Hwy: Eastbound left lane (PM)
 - Darnestown RD and Great Seneca Hwy: Eastbound lane (PM)
2. The applicant completed a microsimulation and has proposed to extend the eastbound double left turn lanes along Key West Ave (MD 28) from 250-feet to 400-feet and has proposed minor signal timing adjustments to different phases at this intersection while maintaining the existing overall cycle length to handle the projected demand.

The applicant shall provide a design for MDSHA/ MCDOT review. The design will be used to develop a cost for the project, and the Applicant would be responsible for a fee-in-lieu amounting to 2 percent of the cost of the improvement (including a forty percent contingency). This shall be paid to the Montgomery County Department of Transportation.

3. At the signing and marking stage, submit a plan for review and approval to Montgomery County Department of Transportation showing the design to mitigate the queuing for the eastbound left turn lane at Darnestown Road and Great Seneca Highway intersection. Prior to the first use and occupancy permit for any building on site, the improvement must be completed. Coordinate with the Traville Parcel N, Building A (82001012D) on this improvement.
4. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA.

Traffic Signal Warrant Analysis

1. The Applicant has proposed the installation of three traffic signals to operate within the 55 second per vehicle threshold at the following intersections:
 - Great Seneca Highway and Medical Center Drive
 - Great Seneca Highway and Blackwell Road
 - Key West Avenue (MD 28) and Medical Center Drive/Johns Hopkins Drive
2. The Applicant will need to obtain the MCDOT's and/or State Highway Administration's approval of the detailed/engineered traffic signal construction plans for the three new traffic signal locations as detailed below.
 - a. Blackwell Road and Great Seneca Highway Traffic Signal:
 - i. Detailed, engineered traffic signal plans shall be provided for review and approval by MCDOT with the application for the corresponding access permit.
 - ii. The traffic signal must be installed and operational prior to the issuance of the building permit that includes the 200th dwelling unit on the Site, or must be installed prior to the new segment of Blackwell Road opening to traffic and acceptance for maintenance by MCDOT, whichever occurs first.
 - b. Medical Center Drive and Great Seneca Highway Traffic Signal:
 - i. Detailed, engineered traffic signal plans shall be provided for review and approval by MCDOT with the application for the corresponding access permit.
 - ii. The traffic signal must be installed and operational prior to the issuance building permit that includes the 300th dwelling unit on the Site, or must be installed prior to the opening of the new segment of Medical Center Drive opening to traffic and acceptance for maintenance by MCDOT, whichever occurs first.
 - c. Medical Center Drive and Key West Avenue (MD 28) Traffic Signal:
 - i. Detailed, engineered traffic signal plans shall be provided for review and approval by MCDOT and MSHA with the application for access permit.
 - ii. The traffic signal must be installed prior to opening the road new segment of Medical Center Drive to traffic and acceptance for maintenance by MCDOT.
 - d. If the County has already installed the traffic signals, the Applicant will continue to make the payment at the installation time listed above. This payment will be used to fund other traffic signals in the County.
3. Prior to obtain the access permits for the site, furnish a fee-in-lieu to the Montgomery County Department of Transportation in the amount of \$9,800, which represents 2 percent of the design and installation costs, with contingency, of a signal at Great Seneca Highway (MD 119) and Decoverly Drive (total cost $\$350,000 \times 0.02 = \$7,000 + 40$ percent contingency).

Pedestrian and Bicycle Impact Statement

1. The consultant provided an evaluation of the pedestrian and bicycle access and circulation in the vicinity of the site and the transit and other non-automotive operations in the study area. The consultant provided the location of sidewalks, pedestrian signal heads, accessible ramps and bus stops and routes within the study area. The report evaluated crosswalks and pedestrian crossing timing at each signalized intersection, indicating their adequacy.
2. The applicant provided the locations of bus stops and the routes; amenities at the stops were identified.

SUMMARY

1. We accept that only the motor and pedestrian adequacy test were required.
2. We concur with the consultant's proposed installation of three traffic signals:
 - Great Seneca Highway and Medical Center Drive
 - Great Seneca Highway and Blackwell Road
 - Key West Avenue (MD 28) and Medical Center Drive/Johns Hopkins Drive
3. Furnish a fee-in-lieu to MCDOT in the amount of \$9,800, which represents 2 percent of the design and installation costs, with contingency, of a signal at Great Seneca Highway (MD 119) and Decoverly Drive.
4. Furnish a fee in lieu to MCDOT representing 2 percent the cost of an improvement (with a 40 percent contingency) to mitigate storage at the intersection of Key West Avenue and Great Seneca Highway.
5. Submit a plan for review and approval to MCDOT showing the design to mitigate the queuing for the eastbound left turn lane at Darnestown Road and Great Seneca Highway intersection.
6. The applicant is required to fix the tier 1 pedestrian ADA items. For the ADA tier 2 and 3 items, the applicant has the choice to fix the items or provide a contribution of \$100,000 for tier 2 and \$50,000 for tier 3.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact myself for this project, at Brenda.Pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office of Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Traffic Impact Study \(TIS\)\PSTA Site\PSTA-TIS Letter_7.8.21](#)

cc:e: Correspondence folder FY 2021

Mr. Patrick Reed
PSTA Site
July 8, 2021
Page 6

Glenn Cook
Kate Kubit
Tamika Graham
Atiq Panjshiri
Sam Farhadi
Mark Terry
Kutty Menon
Kamal Hamud
Rebecca Torma
Kwesi Woodroffe

The Traffic Group
Elm Street Development
M-NCPPC
MCDPS RWPR
MCDPS RWPR
MCDOT DTEO
MCDOT DTEO
MCDOT DTEO
MCDOT OTP
SHA District 3

June 23, 2021

Mr. Glenn E. Cook
The Traffic Group, Inc.
9900 Franklin Square Drive, Suite H
Baltimore, Maryland 21236

Dear Mr. Cook:

Thank you for the opportunity to review the traffic impact study (TIS) / traffic signal warrant analysis (TSWA) prepared by The Traffic Group, dated April 15, 2021 for the **PSTA Site – 20APMO011XX** in Montgomery County, Maryland. The Maryland Department of Transportation State Highway Administration (MDOT SHA) has completed their review and are pleased to respond.

- The proposed land use for this project is 298 apartments, 56 multi-family units, 276 townhomes, and 2,607 square feet of retail space located in the southwest quadrant of the Key West Avenue (MD 28) and Great Seneca Highway (MD 119) intersection.
- Access to the site is proposed from two (2) locations along Great Seneca Highway and multiple locations along Medical Center Drive.
- The following intersections were analyzed under existing, background and future conditions:
 - Key West Avenue (MD 28) & Darnestown Rd
 - Key West Avenue (MD 28) & Diamondback Dr
 - Key West Avenue (MD 28) & Johns Hopkins Drive
 - Key West Avenue (MD 28) & Great Seneca Highway (MD 119)
 - Great Seneca Highway (MD 119) & Decoverly Dr
 - Great Seneca Highway & Blackwell Drive
 - Great Seneca Highway & Medical Center Drive
 - Blackwell Drive & Broschart Road
 - Medical Center Drive & Broschart Road

Based on the information provided, please address the following comments in a point-by-point response:

Travel Forecasting & Analysis Division (TFAD) Comments by (Mr. Scott Holcomb):

Microsimulation Supplemental Analysis

1. TFAD agrees that the proposed left turn lane lengthening for the eastbound approach allows the eastbound and southbound lefts to remain within the provided storage.
2. With the proposed eastbound left turn improvement, the northbound right turn queue still extends beyond its storage. The site development does add traffic to that movement and the site traffic increases the northbound right queue. TFAD recommends that a combination of extending the westbound left turn and the northbound right turn lanes also be looked at to mitigate this condition in addition to the eastbound left turn lane lengthening.
3. The development is improving the intersection of Great Seneca Highway at Site Access/Blackwell Road, however in both the total PM and total PM with improvements, the queues are extending beyond the proposed storage distance. We defer to the County as to whether additional mitigation is required at this location as both roadways are owned by the County.

District 3 Traffic Comments by (Mr. Alex Yelin):

Microsimulation Supplemental Analysis

1. District 3 Traffic concurs with the mitigation suggested for the eastbound left turn lanes.
2. District 3 Traffic acknowledges that while the development adds traffic to the southbound left turn, the analysis shows that the storage length is adequate for the 95th percentile queue.
3. While the northbound left turn storage was found to be inadequate, District 3 Traffic acknowledges that this development does not add traffic to the northbound left turn movement.
4. Because the development adds traffic to the westbound left turn movement, District 3 Traffic requests additional mitigation be considered for this movement.

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way. Please provide an Electronic Submission containing the proposed improvement plans (including a set of hydraulic plans and computations) and all supporting documentation to the Access Management Division. For electronic submissions create an account with our online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <https://www.roads.maryland.gov/mdotsha/pages/amd.aspx>. Please note, if this project has not obtained an SHA access permit and begun construction of the required improvements within five (5) years of this approval, extension of the permit shall be subject to the submission of an updated traffic impact analysis in order for SHA to determine whether the proposed improvements remain valid or if additional improvements will be required of the development.

Glenn E. Cook
SHA Tracking No: 20APMO011XX
Page 3 of 3
June 23, 2021

If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at kwoodroffe@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,



for Erica Rigby
District Engineer, District 3, MDOT SHA

ER/cmh

cc:

Ms. Rola Daher, MDOT SHA – TFAD
Ms. Tamika Graham, Montgomery County Planning Department
Mr. Derek Gunn, MDOT SHA – Acting Deputy District Engineer
Mr. Scott Holcomb, MDOT SHA – TFAD
Ms. Kathryn L. Kubit, Elm Street Development, LLC
Mr. Robert Owolabi, MDOT SHA – District 3 Traffic
Mr. Patrick Reed, Montgomery County Planning Department
Ms. Rebecca Torma, Montgomery County Department of Transportation
Mr. Kwesi Woodroffe, MDOT SHA – District 3 Regional Engineer
Mr. Alex Yelin, MDOT SHA – District 3 Traffic



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

DATE: 08-Jun-21
TO: Randall Rentfro - llopez@rodgers.com
Rodgers Consulting, Inc.
FROM: Marie LaBaw
RE: PSTA Site
120200100

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **04-Jun-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.

***** Parking restrictions (fire lane orders and traffic orders) to be submitted at site plan *****

***** See statement of performance based design *****

Marie LaBaw PhD, PE

Fire Department Access and Water Supply
Department of Permitting Services, Montgomery County
2425 Reddie Drive, 7th Floor
Wheaton, MD 20902

Project Name: PSTA Site

Preliminary Plan: #120200100

FIRE CODE ENFORCEMENT

Fire Department Access Review

June 4, 2021

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

BY: SAC FM: 43 DATE: 6/8/2021

Statement of Performance Based Design

Rodgers File #: 0643T1

Dear Marie:

This document serves to outline the non-prescriptive design elements of the Fire Access Plan associated with the former Public Safety Training Academy (P.S.T.A.) Site development project. For your reference, the architecture for each unit type has been included with the Fire Access Plan submission.

Building Height

2-Over-2: The 2-Over-2 condominium product features four (4) levels of living space. All four (4) levels are above finished grade, and appropriate fire department access is provided to eliminate height restriction.

16' Townhome: The 16' townhome features four (4) levels of living space, with an exposed rear terrace and side hinged door on the top floor. In the front you will notice a fourth-floor dormer. This option will not be permitted for lots that are front height restricted. Fire department access is provided in the rear to serve front height restricted units with rear terraces.

20' Townhome: The 20' townhome product features a rear-loaded garage entry, with four (4) levels of living space. All four (4) levels will be exposed the rear. In the front, the highest-level dormer is to be no more than 27' from finished grade. The intent is for this product to satisfy front height restriction requirements. A modified version of this architecture will also be produced to meet full height restriction requirements.

24' Townhome: There are two 24' townhome products: rear-loaded and front-loaded. Both products feature three (3) levels of living space. On the front elevations, you will notice an option for a fourth-floor dormer; this will not be permitted on height restricted units. Additionally, rear-loaded units with a living space below finished grade will provide access via egress window wells.

Apartment Buildings: The multi-family apartment buildings will be four (4) stories with a basement. Only one FDC is required.

Per the *2019 Performance Based Design Guide*, multi-family buildings and townhomes with windowsills greater than 27' from grade will require protection by an automatic sprinkler system compliant with NFPA 13 and 13D, respectively. The Fire Access Plan shows one Fire Department Connection (FDC) per building, located in the line of sight from the adjacent fire access route or operation bay. Please note that FDC's are shown on the Preliminary Fire Access Plan for graphical purposes only, and do not mandate implementation on the units shown. Required FDC's will be determined at building permit.

Roadways and Operation Bays

Medical Center Drive and Street C West are both roadways with 12' wide one-way travel lanes. To support fire department vehicular access along these routes, operation bays have been spaced as necessary. Per our discussion on 2/12/21, it is desired for these bays to provide a rectangular operation area that is 60' in length (minimum dimensions are 20' x 50'). This has been implemented to the full extent along Medical Center Drive with operation bays of dimensions 21' x 60'. It has also been implemented along Street C West in coordination with on-street parking; operation bays along Street C West measure 20' x 58'.

Due to the reduced travel lane width, the minimum effective turning radii at full intersections were calculated using the equation:

$$\text{Min. Radius} = 25' + 20' - \frac{(\text{Street 1} + \text{Street 2})}{2}$$

where the variables *Street 1* and *Street 2* are the travel lane widths of the intersecting roadways. Bends in the vehicular access route throughout the site have a minimum inside radius of 30' and outside radius of 50'. For the bend scenario, the 25' variable is replaced with 30' in the minimum radius equation.

Operation bays outside of a standard roadway are to be constructed in compliance with tertiary road loading standards. This includes the 12' Emergency Vehicle Access to the pool facilities. All mountable curb will be MC-104.01. Final design of surface hardscape and method of control will occur at site plan. Method of control will not be vinyl pillars. All driveway entrances shown as fire access route are to be constructed in compliance with the MCFRS modified residential driveway detail on the Fire Access Plan, unless shown otherwise.

Multi-Family Hydrant Spacing

The Fire Access plan identifies the Multi-family fire access loop through the internal parking lot. Per your e-mail on 2/26/2021, fire hydrant spacing is to be no farther than 500 feet apart measured as the truck travels along any FD access route. The northern portion of this loop that runs parallel to Key West has hydrants on either end that are spaced 530' apart. However, because there is no building frontage along this stretch, Rodgers requests the spacing and alignment be accepted. Additionally, it has been agreed upon that the northernmost operation bay, adjacent to Multi-family Building One (1) on Medical Center Drive as it approaches Key West Avenue, does not require a fire hydrant.

Should you have any questions or require additional information, please feel free reach out.



Sincerely,

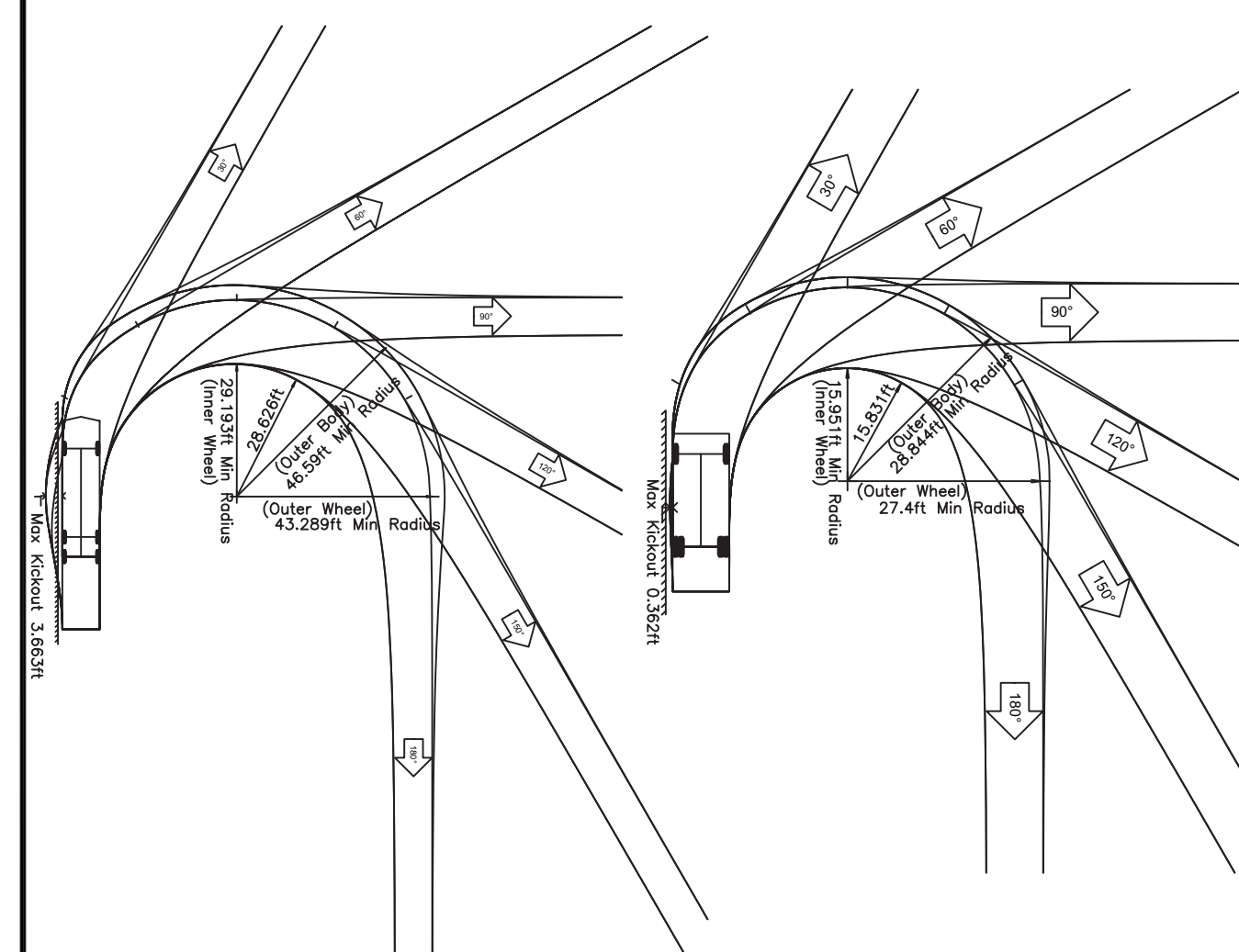
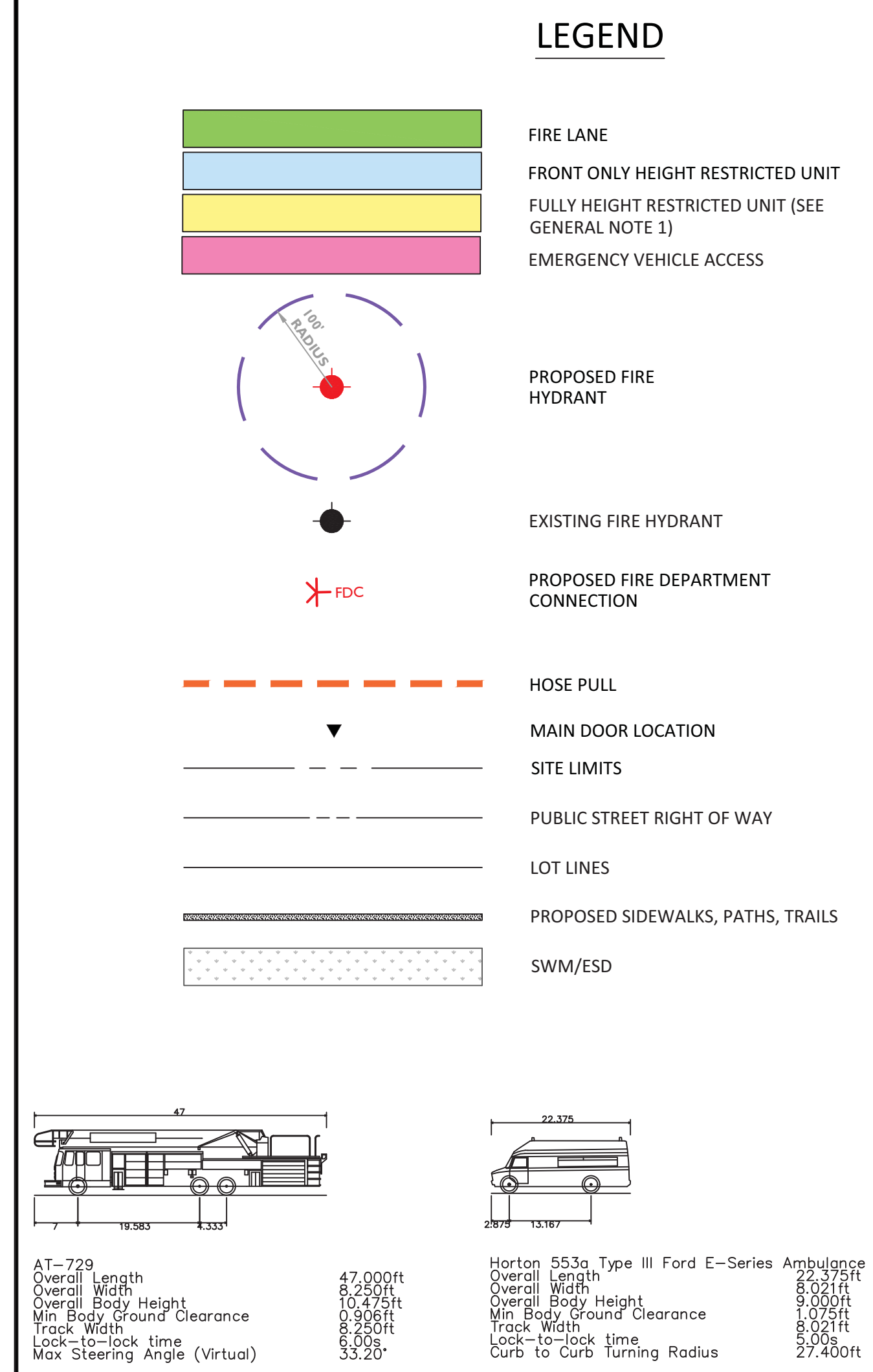
Rodgers Consulting, Inc.

Randall Rentfro, PE
Senior Team Engineer/Senior Associate

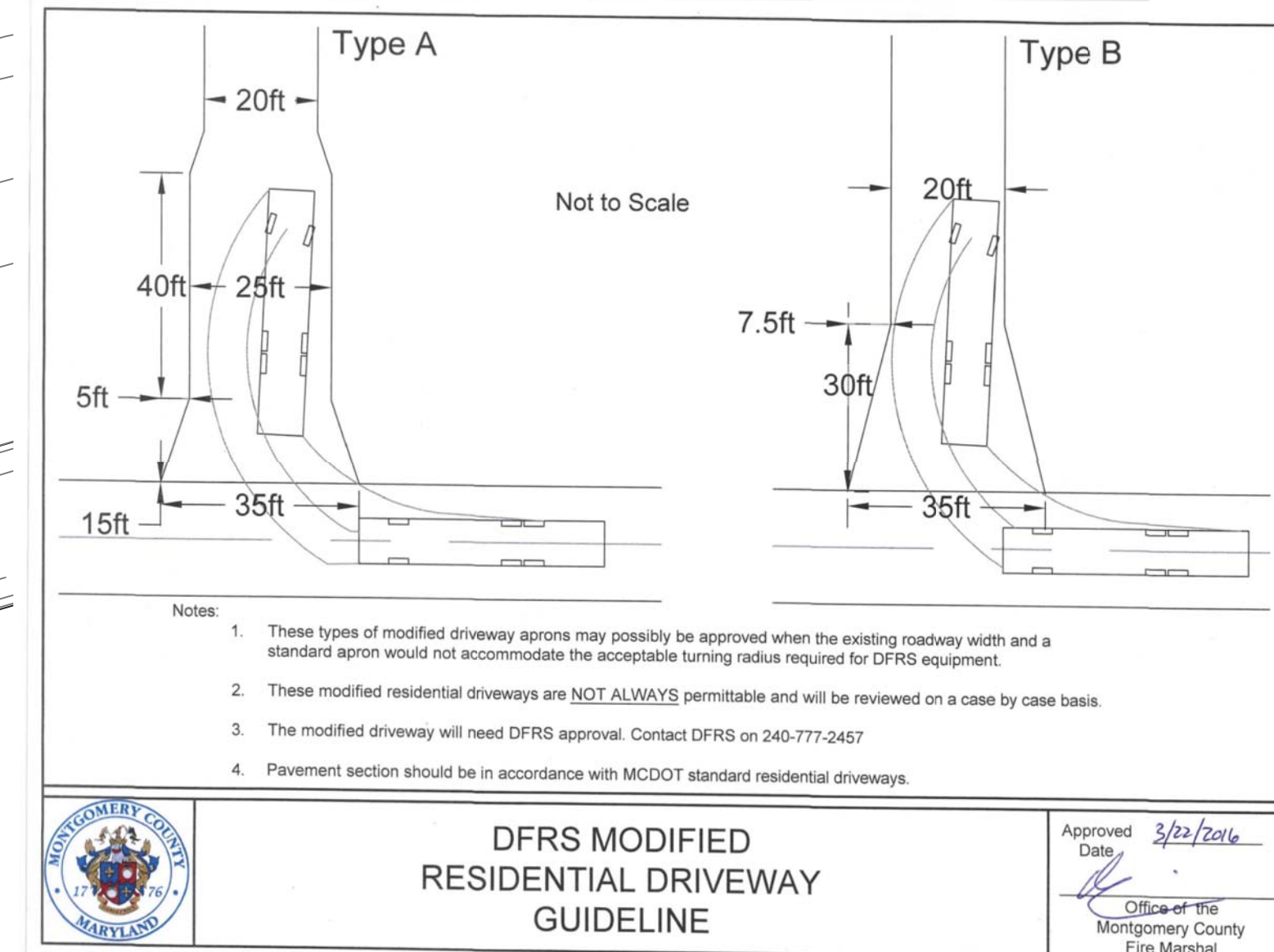
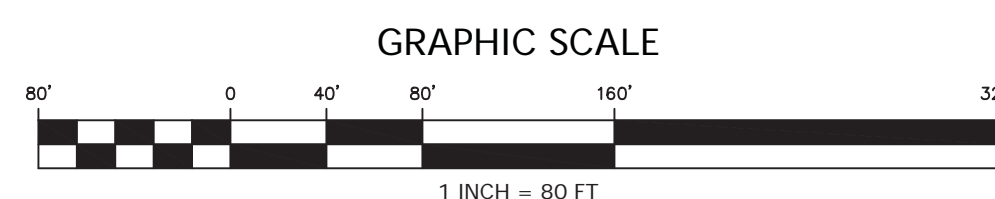
PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 42356, Expiration Date: 12/19/22."

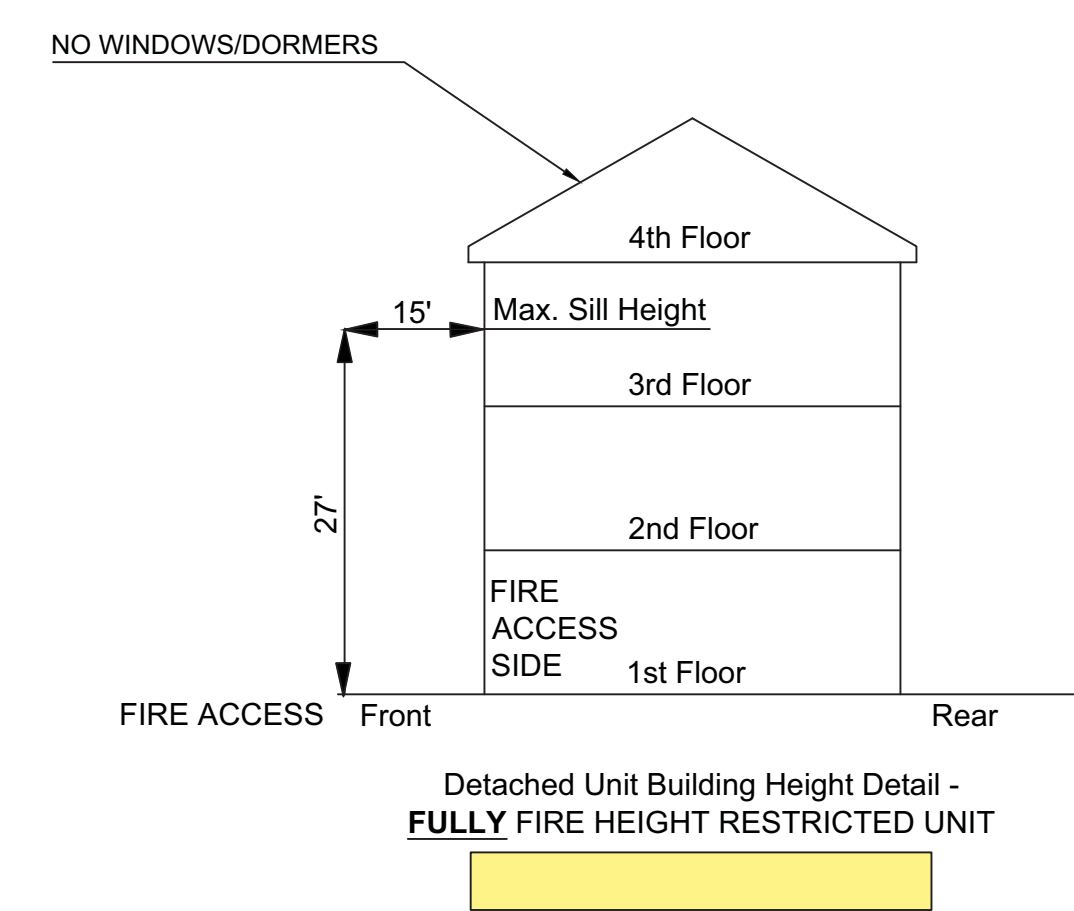
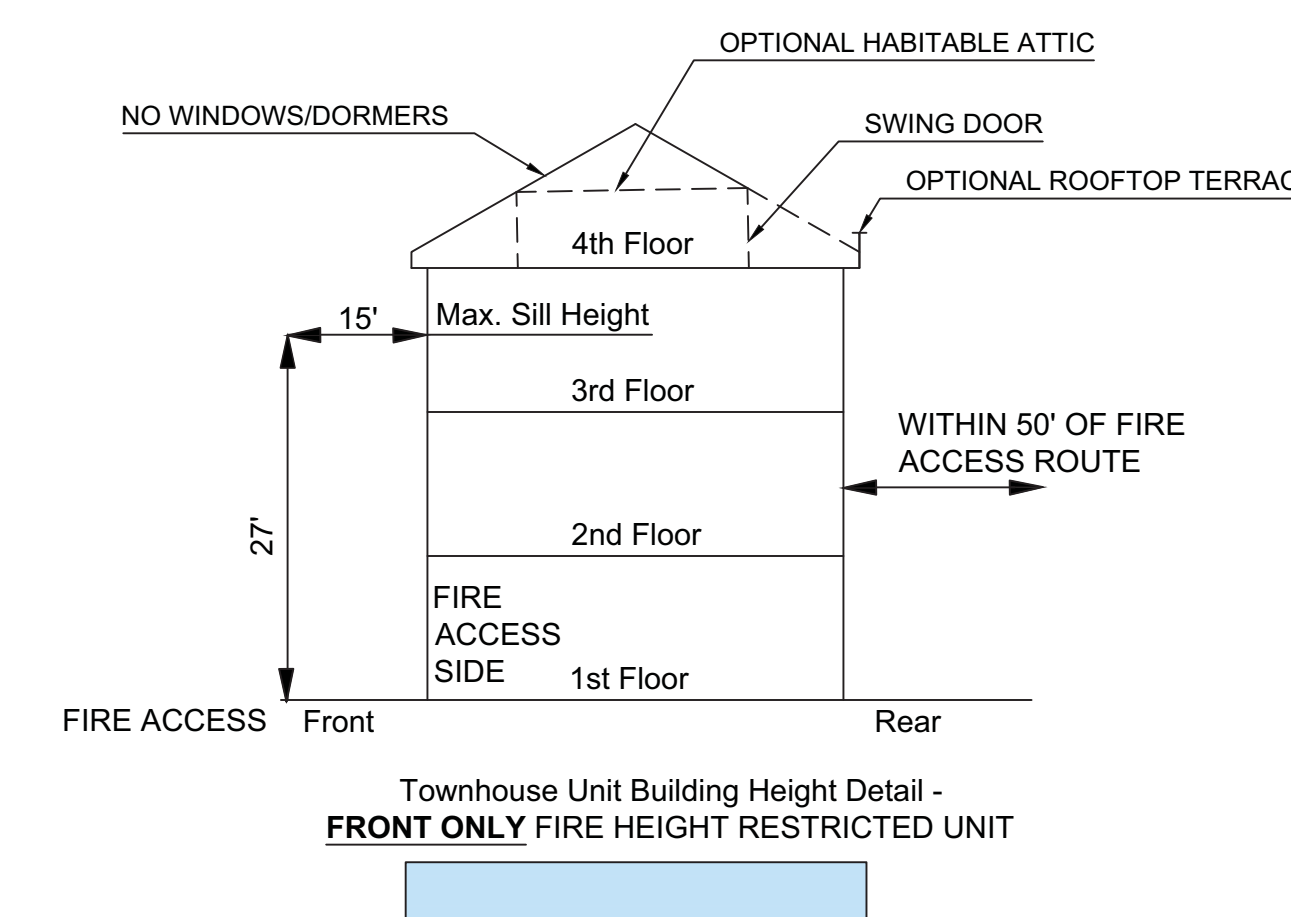
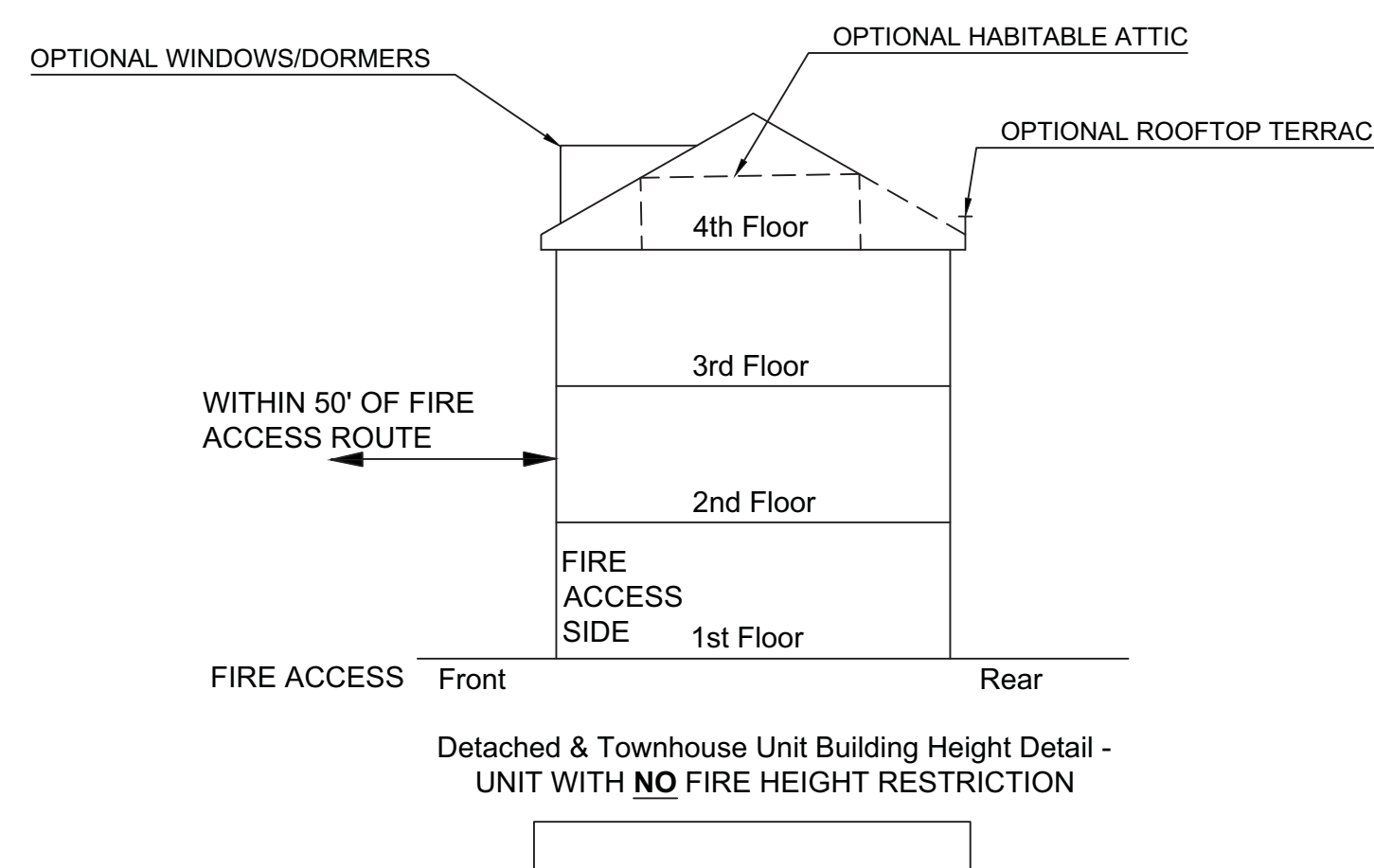
CC: Elm Street Development, Inc.
Doug Flanagan
Kate Kubit
Rodgers Consulting, Inc.
N:\MD-Montgomery\PSTA\documents\Technical\Fire Access\PSTA Site - Statement of Performance Based Design.docx



1. ONE AND TWO-FAMILY DWELLINGS OF THREE (3) STORIES (27' TO HIGHEST SILL, INCLUDING FALSE DORMERS) OR LESS MUST PROVIDE ACCESS TO THE OCCUPIED INTERIOR THROUGH A MAIN, SIDE-HINGED DOOR WITHIN 150 FEET OF A FIRE DEPARTMENT ACCESS ROUTE. FOR UNITS OF THREE (3) STORIES OR MORE, ACCESS MUST BE WITHIN FIFTY (50) FEET OF ACCESS ROUTE.
2. ALL ALLEYS DESIGNATED AS A FIRE LANE SHALL PROVIDE 20' MINIMUM CLEAR WIDTH.
3. FIRE APPARATUS USED FOR TURNING TEMPLATE: TYPE AT-29. EMERGENCY VEHICLE USED FOR TURNING TEMPLATE: HORTON 553A TYPE III FORD E-SERIES AMBULANCE.
4. POOL FACILITIES TO PROVIDE 12' EMERGENCY VEHICLE ACCESS TO POOL DECK.
5. ALL FIRE DEPARTMENT CONNECTIONS (FDC'S) TO BE LOCATED IN THE LINE OF SIGHT AS THE TRUCK APPROACHES.
6. FIRE DEPARTMENT CONNECTIONS (FDC'S) ARE SHOWN FOR GRAPHICAL PURPOSES ONLY, AND DO NOT MANDATE IMPLEMENTATION ON THE UNIT. REQUIRED FDC'S TO BE COORDINATED AT BUILDING PERMIT.
7. FIRE HYDRANTS INTENDED TO SERVE FDC'S ARE SHOWN WITH 100' RADII.
8. ALL OPERATING BAYS AND OFF-STREET VEHICULAR ACCESS TO BE CONSTRUCTED TO TERTIARY ROAD LOADING STANDARDS. ALL MOUNTABLE CURB TO BE MC-104.01. FINAL DESIGN OF SURFACE HARDSCAPE AND METHOD OF CONTROL TO BE DETERMINED AT SITE PLAN. OFF-STREET VEHICULAR ACCESS IS DENOTED BY * ON THE PLAN.
9. FIRE ACCESS FOR ANY OPEN AIR PAVILION ADDED TO THE PLAN WILL BE ADDRESSED AT BUILDING PERMIT.
10. EMS ACCESS APRON TO BE DETAILED AT SITE PLAN.
11. SEE STATEMENT OF PERFORMANCE BASED DESIGN FOR ADDITIONAL INFORMATION.



- ALL ENTRANCES INDICATED AS FIRE ACCESS ROUTE, UNLESS OTHERWISE SHOWN.



NOTE: HEIGHT RESTRICTION DETAILS PROVIDE ILLUSTRATIONS FOR MCFRS
PRESCRIPTIVE CODE, NOT SPECIFIC UNIT TYPES.

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 32599. Expiration Date: 1/22/22."

[illegible]

APPLICANT:
THE ELMS AT PSTA, LLC

ATTN: KATHRYN KUBIT
1355 BEVERLY ROAD, SUITE 240
MCLEAN, VA 22101
PHONE: (703) 734-9730
EMAIL: kkubit@elmstreetdev.com

OWNER:
MONTGOMERY COUNTY

EOB 101 MONROE STREET
ROCKVILLE, MD 20850

PARCEL 850, L.4047 F.003, PARCEL 925, L.3862 F. 772 AND PART A, L.16172 F.223

PSTA SITE

ELECTION DISTRICT No. 9
MONTGOMERY COUNTY, MARYLAND

RODGERS
CONSULTING

19847 Century Boulevard, Suite 200, Germantown, Maryland 20874
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

	BY	DATE
BASE DATA		
DESIGNED		
DRAWN		
REVIEWED		
RODGERS CONTACT:		
RELEASE FOR _____ <input type="checkbox"/>		
BY _____ DATE _____		

FIRE ACCESS PLAN

SCALE:	1" = 80'
JOB No.	0643T
DATE:	JUN. 2021
SHEET No.	1 OF 1

Graham, Tamika

From: Schwartz, Lisa <Lisa.Schwartz@montgomerycountymd.gov>
Sent: Monday, June 7, 2021 1:13 PM
To: Graham, Tamika
Cc: Cross, Somer; Kate Kubit
Subject: PSTA Site--#120200100

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

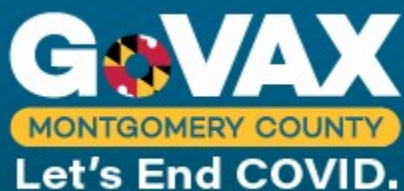
Tamika,

DHCA recommends Approval of the above plan. The applicant has addressed our concerns satisfactorily.

Lisa

Lisa S. Schwartz

Manager, Affordable Housing Programs Section
Montgomery County DHCA
1401 Rockville Pike, 4th Floor
Rockville, MD 20852
Work: 240-777-3786
Fax: 240-777-3691
lisa.schwartz@montgomerycountymd.gov
www.montgomerycountymd.gov/mpdu



For COVID-19 Information and resources, visit: www.montgomerycountymd.gov/COVID19



DEPARTMENT OF GENERAL SERVICES

Marc Elrich
County Executive

David Dise
Director

MEMORANDUM

January 20, 2021

TO: Gwen Wright, Director
Montgomery County Planning Department

FROM: David E. Dise, Director ⁿ

SUBJECT: Redevelopment of Public Safety Training Academy (PSTA) Site

The purpose of this memorandum is to provide additional background on the former Public Safety Training Academy (PSTA) site and the planned redevelopment in the LSC West District. As you are aware, Montgomery County relocated the PSTA to a new state-of-the-art facility at the Multi-Agency Services Park (MASP). In addition to the new PSTA, MASP also hosts the MCPS Food and Nutrition Services building and co-located MCPS and MNCPPC Parks Maintenance facilities. The disposition and redevelopment of the former PSTA site has been underway for more than 10 years and we are pleased that the preliminary plan is currently under review with the Planning Board.

The Development Review Committee (DRC) notes that the preliminary plan submitted by the County's contract purchaser, The Elms at PSTA, LLC, does not include an elementary school site. The Great Seneca Science Corridor (GSSC) Master Plan adopted in 2010 considers a new elementary school located in the LSC West District, if needed. An elementary school is contemplated "to accommodate students that could be generated from build-out of the potential residential densities." While the residential densities within the GSSC have not reached full potential and there are other priority areas throughout the County in need of elementary school sites, the County believes it is prudent to preserve an opportunity to provide a site for the future.

The proposed preliminary plan submitted by the Elms at PSTA includes three County-owned parcels totaling approximately 45 acres. The County will retain approximately 7-8 acres

Office of the Director
101 Monroe Street, 9th Floor • Rockville, Maryland 20850
www.montgomerycountymd.gov

on the southern end of the LSC West District. The site currently hosts the National Cybersecurity Center of Excellence (NCCoE) and previously, the William Hanna Center for Innovation at Shady Grove. The GSSC Master Plan suggests using “the visible corner at Darnestown Road and Great Seneca as a signature site for a significant building.”

Upon discussion with MCPS, the County believes the site is more than adequate to facilitate a variety of uses, including, but not limited to, an educational facility. Further, it should be noted that any future use of the referenced parcel would be evaluated in consideration of the approved Master Plan and in accordance with County disposition regulations. Accordingly, the County is recommending that the proposed subdivision move forward while noting the County would not be forgoing an opportunity for a school site in the LSC-West District, if needed.

I hope this information is helpful. If you have any questions, please contact Deputy Director, Greg Ossont at greg.ossont@montgomerycountymd.gov

Distribution:

Greg Ossont, DGS

Ronnie, Warner, DGS

Seth Adams, MCPS

Robert Kronenberg, M-NCPPC

Patrick Butler, M-NCPPC

Elms at PSTA

ATTACHMENT C

Resolution No:	<u>17-1051</u>
Introduced:	<u>April 1, 2014</u>
Adopted:	<u>April 8, 2014</u>

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Approval of Declaration of No Further Need: Disposition of Public Safety Training Academy Site

Background

1. Montgomery County Code §11B-45 requires the Council to approve a Declaration of No Further Need before the Executive can dispose of real property that has more than nominal value. Prior to seeking Council approval of a Declaration of No Further Need, the Executive must:
 - (a) submit all material terms of the proposed disposition and any appraisal the Executive relied on in setting the property's market value to the Council; and
 - (b) publish a declaration in the County Register and post a notice on the County website that the County has no further need for the property.If the Council, by resolution, approves the Executive's Declaration of No Further Need, the Executive may dispose of the property for fair market value.
2. On September 10, 2013 the Department of General Services forwarded a summary of the material terms for the disposition of County-owned property located at 9710 Great Seneca Highway which is the current site of the Public Safety Training Academy. The County intends to enter into a General Development Agreement with Hines, which was selected as a result of a Request for Expressions of Interest.
3. The Council reviewed the proposed material terms with the Executive's representatives on September 10, 2013. On February 24, 2014 the Council received responses to questions asked at the September 10, 2013 session. The Government Operations and Fiscal Policy Committee held a session on March 20, 2014 to discuss the responses. The GO Committee asked the Executive to clarify that the affordable housing component will include a minimum of 30% income-restricted units that include a minimum of 15% Moderately Priced Dwelling Units or other units exempted from the development tax and that some of the units will be Workforce Housing available to a full range of incomes up to 100% of area median income; inform the Council of how the affordability of condominium fees will be addressed for any income-restricted units built as condominiums; say whether he will be waiving the 25% contribution to the Housing Initiative Fund from the sale of real property; and that he will provide the Council with a sketch plan with take-down phasing and housing allocations within 15 days of plan

completion or 30 days prior to settlement on that piece of property. The GO Committee recommended approving the Declaration and waiving the public hearing if the Executive provided this additional information. On March 25, 2014 the Council received a memo from the Executive responding to these requests.


4. On February 25, 2014 the Council received Executive Order 226-13, Declaration of No Further Need; Real Property located at 9710 Great Seneca Highway. The Executive declared that the property is no longer needed for public use and directs the Department of General Services to take the steps necessary to dispose of the property in the manner described.
5. On February 1, 2014, the Executive published notice of a Declaration of No Further Need for this property in the County Register and the County website.
6. On April 1, 2014 the Council waived the public hearing for this disposition.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

The Declaration of No Further Need in Executive Order 226-13 for the County-owned property located at 9710 Great Seneca Highway is approved and the property may be disposed of in a fair market exchange in the terms of the General Development Agreement as described in memoranda provided to the Council on September 10, 2013, February 24, 2014, and March 25, 2014.

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council

ATTACHMENT D

Graham, Tamika

From: Sergey Lukashanets <serge.lukashanets@gmail.com>
Sent: Tuesday, September 8, 2020 8:41 AM
To: Graham, Tamika
Subject: Former PSTA site development plan
Attachments: picture map.jpg

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Ms. Graham,

We are contacting you on behalf of the Wootton Crossing Community in Rockville regarding the development plan # 120200100 (construction of 645 new housing units between Great Seneca Hwy & Key West Ave).

We are the only residential community adjacent to the development site and our well-being will be strongly affected by future construction. Until now we didn't have a chance to raise our concerns – the public hearing (tentatively scheduled for August 6, 2020) didn't happen. We don't want to lose the opportunity to be heard before the developer's application is officially approved.

We watched the recorded virtual meeting of the Master Plan Advisory Committee (July 28, 2020) and we completely agree with the experts' comments and recommendations. We carefully reviewed the developer's preliminary plan and found that it doesn't provide any parks or walkable green spaces for more than two thousands of new residents. The developer also plans to completely destroy the 3,2 acres of forested area north to our community (please, see attached picture). It's a wildlife habitat (we saw deers, foxes, groundhogs and even coyotes there) with mature beautiful trees. The map provided by the developer also doesn't reflect the fact that this forested area has a natural water stream.

The amended Master Plan for the Great Seneca Technology Corridor (General Urban Guidelines) states: "The existing forests and wetlands should be preserved and enhanced for recreation and enjoyment of the natural environment". The developer's plan violates these recommendations. It doesn't provide prospective residents with nature friendly recreational sites or walkable green parks.

Montgomery County Forest Conservation Advisory Committee also recommends maximum preservation and protection of existing forests, trees canopy areas and water streams.

We think the best solution would be to adjust the development plan so that the forested area to the north to our community is PRESERVED. And with addition of wooded pathways it may be converted into a local park. Both communities – the Wootton Crossing and the prospective new one – will benefit from this amendment.

Sincerely,

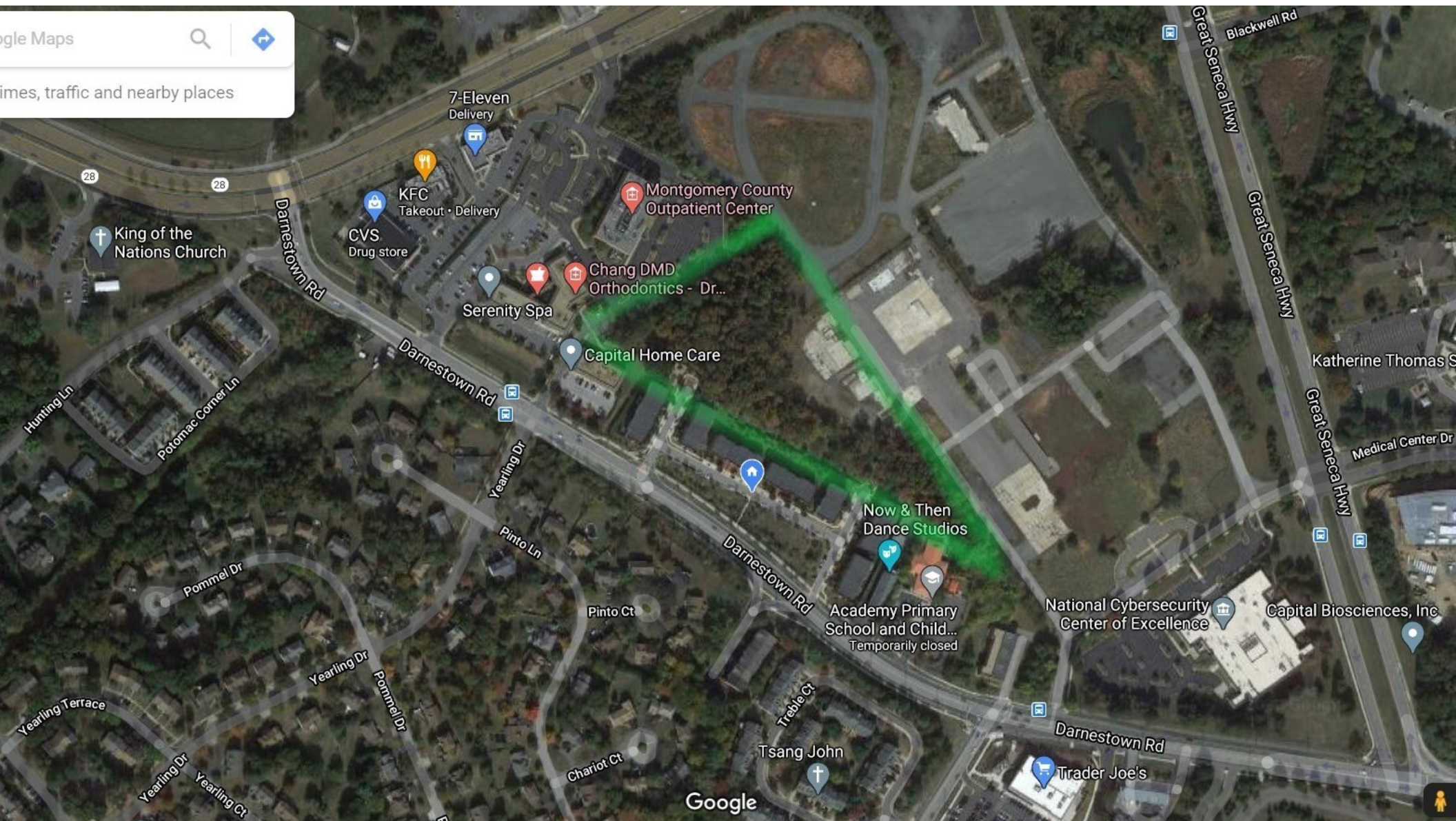
Serge Lukashanets,

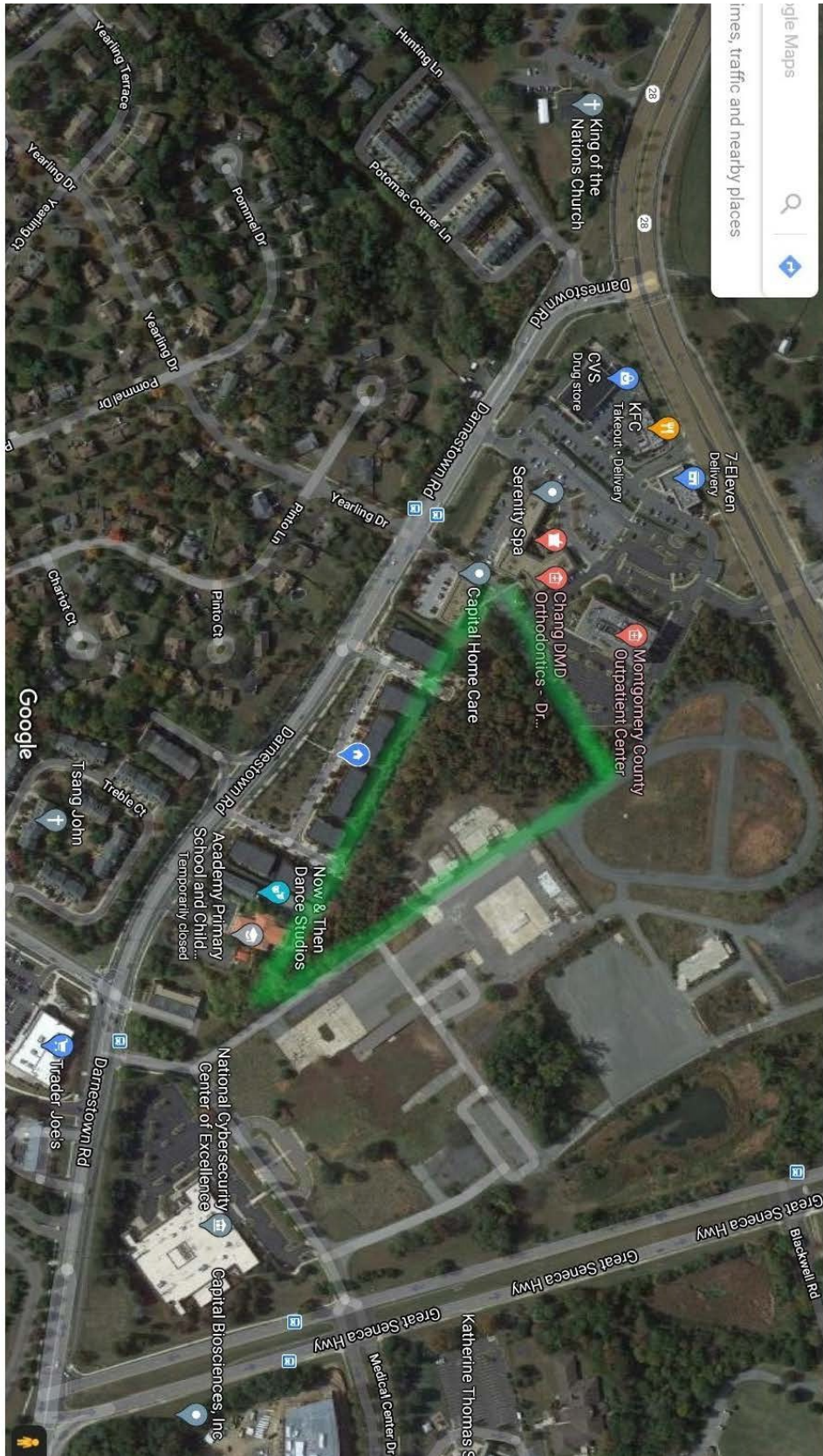
Member of the Wootton Crossing HOA Board of Directors

(240)-413-5829



times, traffic and nearby places







January 19, 2021

Re: Developer Plan # 120200100

Dear Tamica Graham:

This letter serves as an official written notice to remind you of the concerns Wootton Crossing Homeowner Association has regarding the Development Plan #120200100. This plan is adjacent to the only residential community (Wootton Crossing HOA) being affected by this planned development.

There has been concerns raised regarding the development plan that is scheduled to take place in the existing forested area in the near future.

The community has strong objections to the developers' proposed plan which includes devastation to the forested area adjacent to our community. Here are a few of the Board of Directors and Residents comments/concerns regarding the development plan #120200100.

1. This area is a wildlife habitat and has a water stream in it.
2. Montgomery County Officials strongly recommends preserving existing forests and wetlands "for recreation and enjoyment of the natural environment".
3. The developer's plan violates those said recommendations.
4. The developer's plan preserves no forest area as a public park or walkable green space for 645 new housing units with thousands of residents.

In conclusion, on behalf of the Board of Directors, we ask that the developer complies with state and federal laws related to existing forests and wetlands. Revise its current faulty plan to include a forest area as public park or walkable green space separating the two communities.

The Board is available and willing to schedule a conference call to discuss the details of their concerns with Montgomery County Planning Committee and the developer.

Please do not hesitate to contact us if we can be of further assistance.

Sincerely,

Summit Management Services, Inc. AAMC

Rosa Gonzales
Community Association Manager
Wootton Crossing HOA