

REED BROTHERS AT SHADY GROVE METRO

PROJECT DESCRIPTION AND SCOPE OF WORK NARRATIVE FOR PRE-APPLICATION MEETING

The Reed Brothers site is located on the north side of the intersection of Frederick Road (MD355) and the access road to the Shady Grove Metro Station (King Farm Boulevard extended). The current use on Parcel A is a used car dealership with one large building that houses the business offices as well as the maintenance garages, and a small storage shed in the back corner of the property, both surrounded by asphalt parking lots to store the inventory of the dealership. There is an unplatted tract to the east of the dealership that is currently operated as a private parking facility for Metro users. The two tracts total 4.37 Acres. Along the south side of the property, the access road is owned by WMATA. The adjacent properties consist of a self storage facility and a forested parcel owned by Montgomery County. Confronting the site, across the access road is a Carmax dealership, and across MD-355 are multi-family buildings within the King Farm development.

This site is seeking annexation into the City of Rockville, given that the site falls within the Maximum Expansion Limits of the City. Currently the site is in Montgomery County and zoned TOMX-2. As part of the annexation, it is proposed to be reclassified to the MXTD zone under the City's zoning classification. Given the proximity to metro and existing surrounding uses, this zone and the proposed multifamily development would be a compatible option for this location.

The client's proposed development is a five story multi-family building with five and a half levels of parking, all above grade. There are 417 units proposed with a mix of one to three bedrooms. The actual mix is to be determined at Site Plan. Each residential building has an internal courtyard that will have access from the ground level.

The parking garage which holds approximately 544 parking spaces that will be provided for the residents is currently planned to be in the middle of the site between two wings of the multifamily structure. Garage access will be provided from the WMATA access road, and from MD-355. Access to the site requires the approval by Maryland SHA and WMATA. Both access points are shown on the current plan. An initial meeting with WMATA officials about the use of the access drive for the project's entrance was received favorably but an official determination will take several months, a meeting with SHA is pending and will likely occur between the submittal of this application and the Pre-Application Meeting with Staff.

A Natural Resource Inventory – Simplified Forest Stand Delineation map is being submitted concurrently with this application. A small area of forest exists on the north corner of the site. Otherwise there are no environmental features of significance.

The project has filed scoping intake forms for traffic purposes and has received an agreement letter from the Traffic and Transportation Division. Both of which are included with this

submittal. With an anticipated unit count of approximately 420 units, the total new trips expected are 100 in the morning peak hours, 110 in the afternoon peak hours and 117 during the Saturday peak hours. This does not take into account proximity to Metro, therefore trip generation will be further refined during the Site Plan process, as a detailed Traffic Study is prepared and reviewed by the City.

Water and sewer service for the property will be provided by WSSC. A Hydraulic Planning Analysis will be submitted to them for approval and confirmation of the system's capacity.

The site will also provide storm water management facilities by way of underground storage vault and bio-retention facilities both within the courtyards, as well as the side and rear yards. Bio-retention ponds offer a natural infiltration process for rainwater and site runoff to be processed and filtered in lieu of massive concrete vaults all over the site or in the garage. The bio-retention design is part of the ESD (Environmental Site Design) requirement, which will result in a sustainable design and hopes to harmonize with the setting and architecture.

The applicant has had several meetings with community representatives and the Pre-Application Area Meeting is being scheduled to shortly follow the Pre-Application Meeting with Staff.