

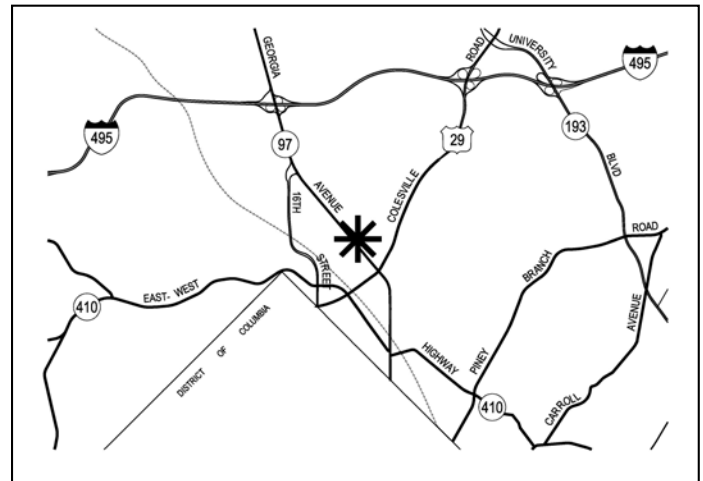
Parking Lot District Service Facility, Mandatory Referral, MR2016006

- Melissa Williams, Lead Reviewer, Area 1, Melissa.williams@montgomeryplanning.org, 301 495 4642
- Michael Brown, Supervisor, Area 1, michael.brown@montgomeryplanning.org

Completed: 05/26/20216

Description

- Request to add a 6,000 square foot service facility adjacent to an existing Montgomery County Parking Garage #2
- Located at 1200 Spring Street in Silver Spring, Maryland.
- Approximately 3.3-acre site zoned CR 5.0, C4.0, R4.75, H-145T in the Silver Spring CBD Sector Plan
- Applicant: Montgomery County Department of Transportation (MCDOT)
- Acceptance Date: April 12, 2016



Summary

- Recommends **denial and transmittal of the comments** to the Montgomery County Department of Transportation.
- The proposed two-story building will house a consolidated Parking Lot District Services (Parking Maintenance Group and the Parking Meter Repair Group) combining shop space, storage and offices and other services currently located within other facilities in Downtown Silver Spring.

SECTION 1: RECOMMENDATION

Staff recommends denial and transmittal of the following comments to the Montgomery County Department of Transportation.

1. The Applicant should explore an alternative site layout that achieves goals of enhanced pedestrian realm.
2. The Applicant should minimize the proposed surface parking lot adjacent to the southwest building façade due to the availability of public parking in Garage #2.
3. The Applicant should minimize potential conflicts near the Spring Street driveway by moving the proposed accessible parking spaces into Garage #2 near the pedestrian access point for building.
4. The Applicant should mark all onsite, pedestrian crossings.
5. The Applicant should provide at bicycle parking for long term use, within the proposed building, and one bicycle parking space for short-term use, near the main entrance.
6. The Applicant should coordinate with the development team for the M-NCPPC site in order increase compatibility and encourage attractive and safe pedestrian connections.
7. The Applicant should execute a community engagement strategy to solicit input of interested stakeholders.



Vicinity Site Aerial

SECTION 2: DESCRIPTION

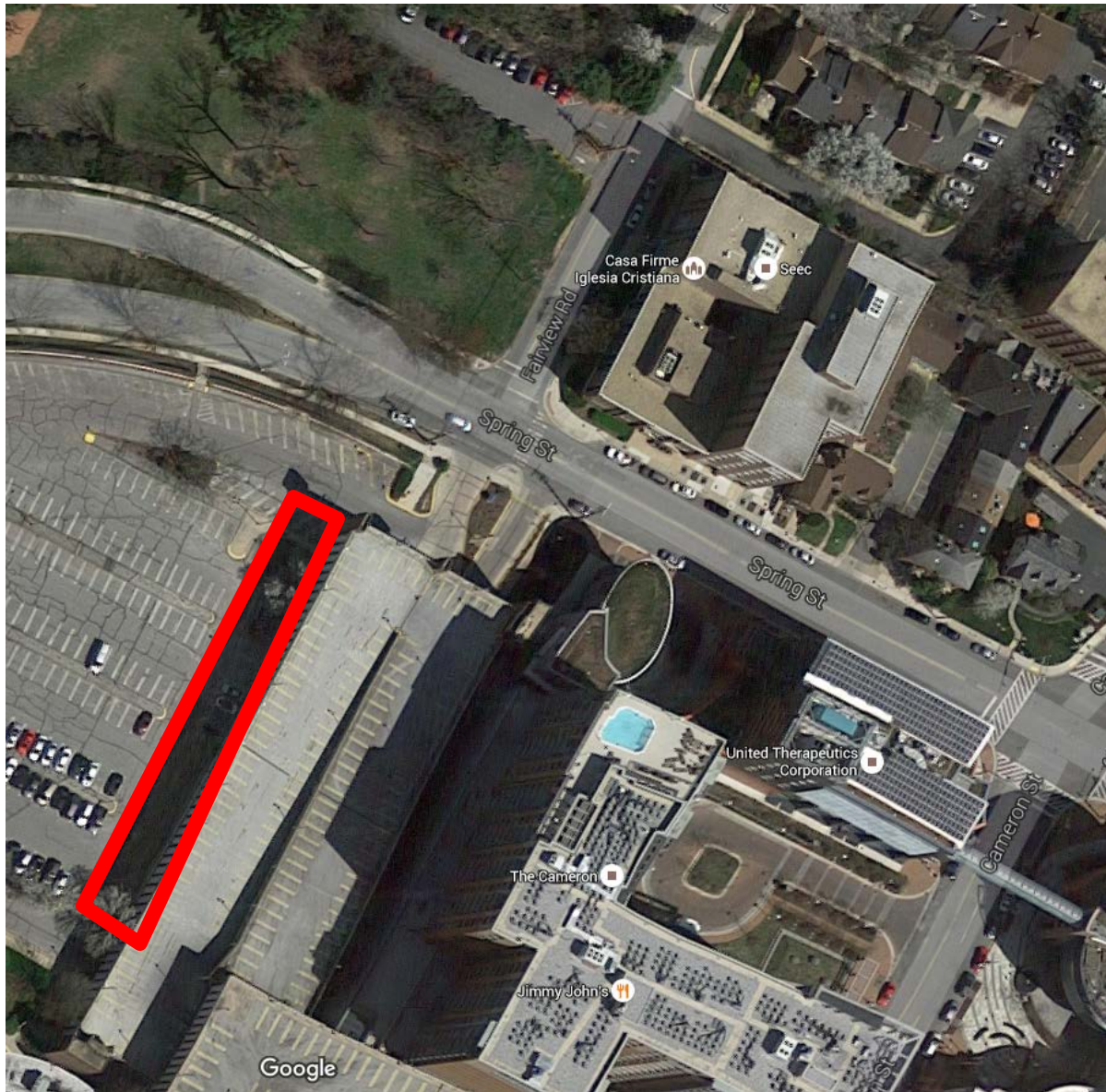
Site Vicinity

The subject property is located at 1200 Spring Street (near intersection Spring Street and Fairview Road), Silver Spring Maryland and is accessible via Cameron Street and Spring Street. Planning Place extends from Georgia Avenue, provides for additional access to the shared surface parking lot. It is zoned CR 5.0, C 4.0, R 4.75, H-145T.

The site lies on the edge of the Silver Spring CBD and shares the block with government offices at 8787 Georgia Avenue, the Sheraton Hotel, United Therapeutics and the Cameron residential building. This entire block is zoned CR with maximum FAR between 3.0 and 5.0. Fairview Road Urban Park (zoned R-60) and an office building (zoned EOF 3.0) directly confront the subject property across Spring Street. The predominantly single-unit community, Woodside lies within close proximity.

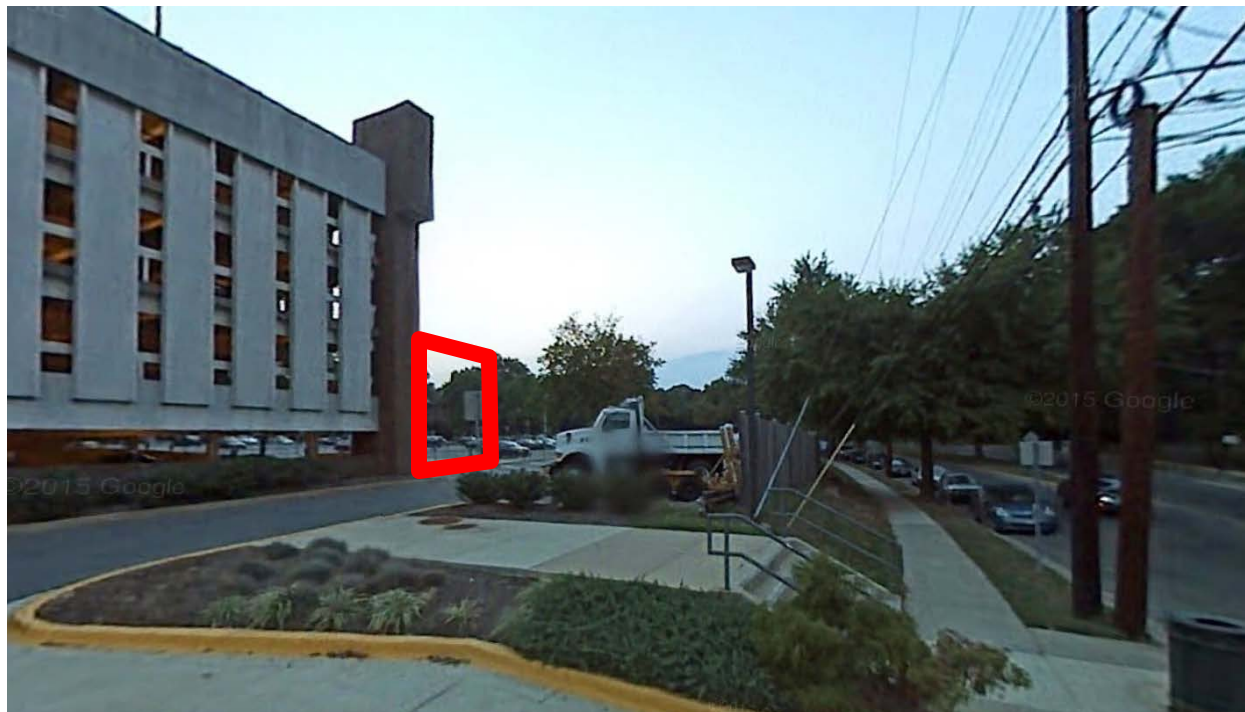
Existing Conditions

The subject property is currently improved with a surface parking lot and a 5-story concrete parking garage (Garage #2). The metered garage and surface lot provide for 1344 public parking spaces. It has an existing topographic slope of roughly 5% from the south to north; there is a marked drop off from the property line to the adjacent Spring Street sidewalk. While the site contains landscaping, no stormwater treatment is currently being provided. The site has primary vehicular access from Spring Street at the northeast corner of the site, via an existing access driveway to Garage #2 (the Spring Cameron Garage – 8700 Cameron Street). Secondary site access is provided from Georgia Avenue (MD 97) via Planning Place, a public street, and the across the southwest corner of the parcel associated with Garage #2.



Detail Site Aerial

In contrast to other structures along Spring Street, Garage #2 is set back significantly from Spring Street, accommodating the entrance driveway to the garage, pedestrian access from the street, a second driveway connecting to the Planning Department parking lot, and several parking spaces.



Street Level View of Site Relation to Spring Street (at Right)

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) was approved on April 7, 2015 as a part of a previous submission. It confirms that no floodplains, streams, wetlands, forests, or tree stands are present within the property boundaries.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The 2005 Countywide Bikeways Functional Master Plan and 2000 Silver Spring Central Business District Sector Plan have the following master plan facilities within the Site vicinity:

1. Spring Street (A-263) as an arterial roadway with a minimum right-of-way width of 80 feet. Spring Street is recommended to have on-street bicycle accommodation (bicycle lanes).
2. Local Bikeway #15/ Fenton Street Extended as on-road bikeway, connecting Cameron Street with Spring Street, across both Garage #2 and the M-NCPPC property.

Public Transit Service

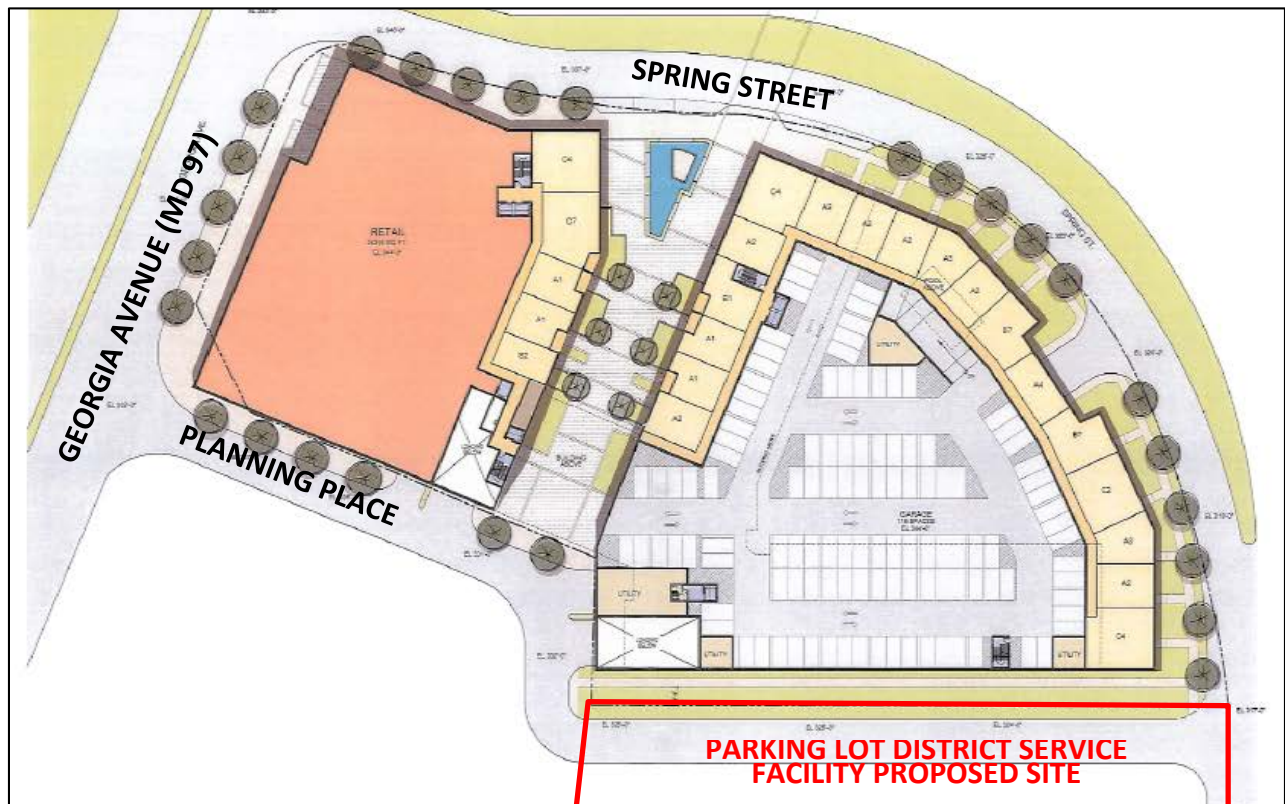
The immediate area is well served by transit that includes the Red Line Silver Spring Metrorail Station (located approximately 0.5 mile to the southwest of the site), Metrobus, RideOn, and future Purple Line. Specific transit routes near the Site include:

1. RideOn Bus Routes 1, 3, 4, 5, 11, 16, 18, 19, 28, 70, 79
2. WMATA Metrobus Routes J1, J2, J3, J4, J5, S2, S4, S9, Z8

Pending Development Plans

On June 5, 2014, the Planning Board approved Mandatory Referral No. 2014047 for the disposition of the M-NCPPC Montgomery Regional Office (MRO) on 3.23 acres. The property is to be redeveloped into a mixed-use project including 360 residential units and 26,200 square feet of retail. While applications for Sketch, Preliminary and Site Plans will need to be submitted for review and approval, detailed-schematic concepts were reviewed with the Mandatory Referral Application. It is expected that the site will be vacated for redevelopment in 2019.

Under the current scenario, redevelopment of the MRO site will eliminate access from the existing driveway located between Garage #2 and Spring Street.



Schematic concept for M-NCPPC redevelopment site presented with MR2014047

Proposal

The Montgomery County Department of Transportation Division of Parking Management Maintenance group and Parking Meter Repair group currently utilize space found in several properties throughout the county. The need for consolidated and expanded facilities has been identified to increase the efficiency of both groups to perform their mission.

The Maintenance Group currently occupies leased space in 1109 Spring Street. The office space has been found inadequate in regards to storage and staff accommodations for weather related emergency services. With speculation that the building may be sold, the Maintenance group will likely require new accommodations when the current lease ends. The Meter Repair group currently occupies space in

MCDOT Garage #4 at 8110 Fenton Street. The space lacks adequate storage, space for on-site repair shop, and secured vehicular parking.

The proposed, consolidated facility will meet the current and anticipated needs for office space for the Maintenance group and office and electrical shop space for the Meter Repair group. Twenty-six employees will be housed in this facility. Twenty-two of these employees will require parking for a personal vehicle and a work van.

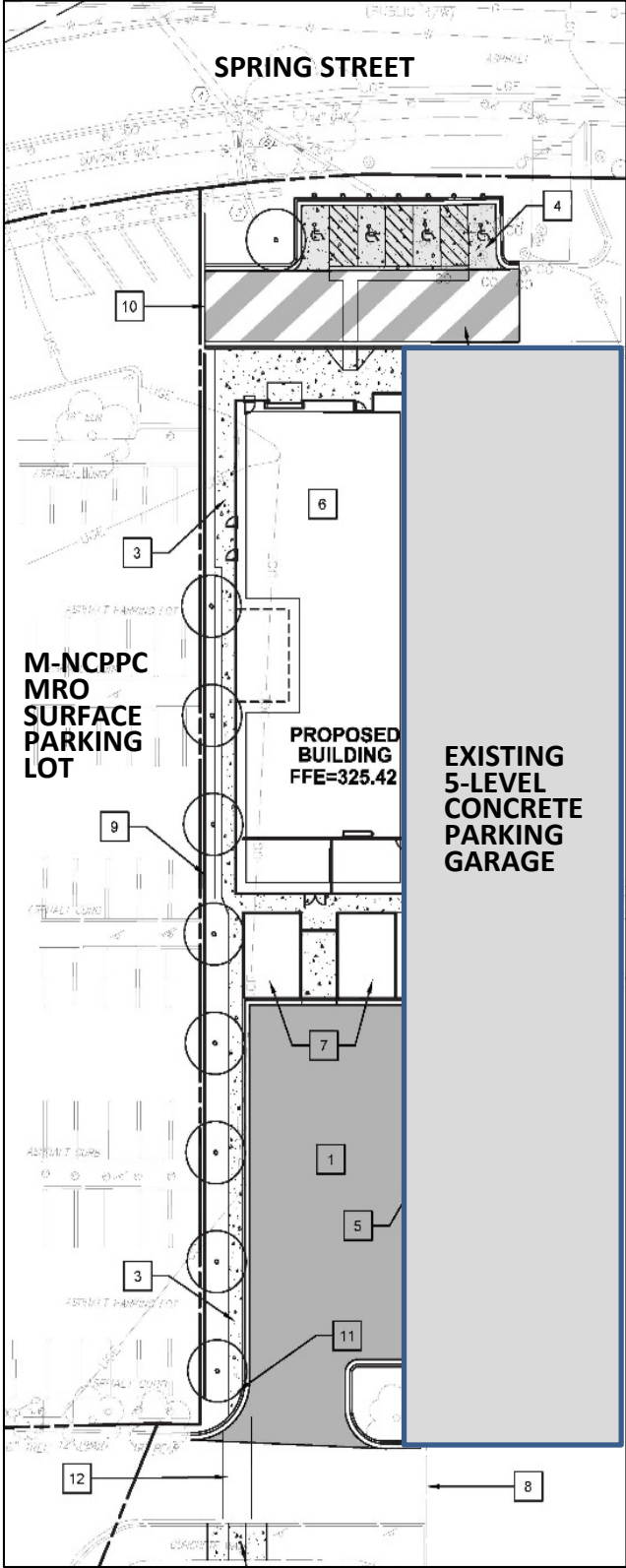
Building and Site Design

The two-story building will have the following offices and uses on the ground floor: meter and pay station storage, machine and tool shops, restrooms and mechanical rooms. The second floor comprises the waiting area, additional offices and conference rooms, work area, kitchen, storage, locker rooms and outdoor patio area.

The site layout proposes the structures on surface parking adjacent to the garage. The proposed building is setback approximately 55 feet from Spring Street, aligned with the garage. Handicapped parking and a two-way drive aisle are proposed between the building's frontage and Spring Street right-of-way. A surface lot is proposed to the rear of the structure for loading, unloading and parking of service vehicles.



Illustrative rendering of the proposed building adjacent to the existing garage along Driveway (with MRO parking to the right)



Proposed Site Plan

Vehicular Access Points

Vehicular access will remain unchanged. Access from Spring Street will be provided via the existing curb cut. Rear of the building will be accessed by Planning Place or the driving aisle internal to the garage. The drive aisle along the building's frontage is proposed to be full-movement for vehicles; the driveway currently operates as a full movement access point at Spring Street but permits only inbound (toward the MRO parking lot) traffic along the proposed building's Spring Street frontage.

The application proposes to eliminate the drive aisle currently parallel to the garage. As a result, the surface parking rows on M-NCPPC property will dead-end at the proposed sidewalk along the building's façade.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle access to the subject property is anticipated to continue along the public streets and sidewalks surrounding the Site. Primary pedestrian access is expected to occur from Spring Street. Pedestrian access Cameron Street via the surface aisle adjacent to the hotel and along the Garage #2 driveway referred to as "Fenton Street Extended." Fenton Street Extended is commonly used as a pedestrian connection between residences of Woodside and the CBD. As currently proposed, there are no public or private bike facilities for visitors or employees.

Transportation Review

A traffic statement, dated April 6, 2016, was submitted for the subject application per the *LATR/TPAR Guidelines* because the proposed development is estimated to generate less than 30 peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. Trip generation, summarized in Table 1, illustrates the site's trip generation based on average rates for general light industrial land uses.

PROPOSED PARKING LOT DISTRICTS SERVICE FACILITY

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
12,000 SF General Light Industrial	10	1	11	1	11	12

Source: A. Morton Thomas and Associates. Traffic Statement dated April 6, 2016.

The proposed development is within the Silver Spring CBD Policy Area and is exempt from the transit test and adequate under the roadway test of the Transportation Policy Area Review (TPAR). As a result, the proposed development satisfies 2012-2016 Subdivision Staging Policy without making a TPAR payment. Staff concludes that the proposed development satisfies the LATR and TPAR requirements of the APF review.

Community Outreach

The Application provides no evidence of community meetings and outreach to adjoining and confronting property owners, civic groups and associations, and citizen stakeholders.

SECTION 3: ANALYSIS

Master Plan Conformance

The *2000 Silver Spring CBD Sector Plan* articulated six themes that new construction in the CBD should promote (pp. 14-25):

- transit-oriented downtown
- commercial downtown
- residential downtown
- civic downtown
- green downtown
- pedestrian-friendly downtown.

The current design fails to promote several of these themes.

Residential Downtown

The Sector Plan's residential downtown theme seeks to create a mix of housing choices supported by parks, shopping, cultural, civic and employment uses with transit. "A green and pedestrian friendly downtown will create parks, plazas, and streets of a desirable residential community" (Sector Plan, page 19). The location of the proposed use exists in a transition area between the lower-density residential uses to the west approaching Georgia Avenue and the higher-density mixed uses to the east approaching Colesville Road. While the scale of the building helps promote this transition, its placement away from the street, likely behind the existing stockade fencing does not, creating a "missing tooth" in the otherwise complimentary streetscape. Moving the building forward to Spring Street and replacing the surface parking and driveway with landscaping would significantly improve residential feel of this section of Spring Street. As proposed, the Application does not support this theme.

Green Downtown

The green downtown theme of the Plan envisions shaded, tree-lined streets and well placed green parks and plazas, creating a comprehensive system of open spaces that provide economic, environmental and aesthetic benefits throughout downtown. The Plan states "Landscaped plazas are incorporated into building and site design to create visual and physical respite, to create formal and informal gathering places, and to complement street and building design" (Sector Plan, page 23). The Application proposes planting eight trees along the shared property line with the M-NCPPC site. While trees provide opportunities to cool parking surfaces and reduce heat island effect, Staff is concern that more soil volume is needed and would require intensive maintenance and unsustainable irrigation to thrive. The tree panel and sidewalk along shared property line does not contribute to the creation of a comprehensive open space system. Therefore, the Application does not support this theme.

Civic Downtown

The civic downtown theme of the Plan envisions "civic facilities as partners in economic revitalization" (Sector Plan, page 21). As previously discussed, the Application does not complement the existing and proposed private development along Spring Street. The proposed building is not oriented to the street and is separated from the public sidewalk with parking and driving aisle. While incorporating the proposed use into downtown provides increased and efficient service to community, the current design does not assure private developers that their investments are supported and enhanced by public development (Sector Plan, page 21). Staff finds the Application does not support this theme.

Pedestrian-Friendly Downtown

The pedestrian-friendly downtown theme of the Plan encourages the development of active streets and sidewalks, busy with people walking to shop, commute, or for pleasure. The Plan states “An urban area’s greatest economic asset and strongest physical definition comes from its pedestrian environment” (Sector Plan, page 24). The pedestrian-friendly elements in the Plan include:

- Sidewalks sized to accommodate walking traffic with landscaping, edged by buildings, and connecting urban parks, plazas and activities.
- Street crossings promoting safety and access for pedestrians.
- Street definition formed with harmonious proportions of buildings edging the street and sidewalk and the activities created.
- Street patterns to create easy pedestrian connections.
- Urban plazas to provide breaks in the street patterns to attract groups of people.
- Street furniture to add architectural and streetscape details that contribute visual interest and texture.
- On street parking to buffer pedestrians from moving traffic.
- The scale of buildings and streets in relations to people to create a comfortable urban environment.

The Application proposes a building surrounded by parking on all sides. There exists no direct sidewalk connection from Spring Street to the front door of the building. Pedestrian connections to any entrance is provided via land dedicated to the circulation and storage of vehicles. The proposed building is isolated from the larger pedestrian network provided on public rights-of-way. The proposed layout has the potential to increase pedestrian and vehicular conflicts.

The Plan also states “The design of the pedestrian-scaled environment combines buildings and streets, active sidewalks, and open spaces detailed with street furniture and landscaping to provide a safe, pleasant and interesting environment” (Sector Plan, page 14). There is an opportunity to create such a space along the shared property line with M-NCPPC, with its future redevelopment. Unfortunately, the Application fails to demonstrate how it complements the future development to create a cohesive design that enhances both projects. Staff finds the Application does not support this pedestrian-friendly theme.

Finally, the Plan recognizes that new construction directed by the County will have significant impact on promoting the overall character of the CBD: “to encourage and complement private sector development” “through the strategic siting and programming of community facilities” (p. 2)

As proposed, the design does is not strategic and does not encourage or complement the public pedestrian realm envisioned by the Sector Plan for the redevelopment of Downtown Silver Spring. The primary flaw is the lack of street presence for the proposed facility along Spring Street. Recent development along Spring Street complements earlier development by placing front doors on the sidewalk and creating a welcoming streetscape. The United Therapeutics Campus has significantly transformed this portion of the CBD into a vibrant place with active streets and sidewalks. Its redevelopment along Spring Street improved the streetscape by establishing the edge with the building and providing a wide sidewalk with street furniture and trees. The proposed redevelopment for the M-NCPPC site for a mixed-use project featured residential units with stoops and porches along Spring Street

This Application, sited between United Therapeutics and the future M-NCPPC redevelopment, does not complement the existing and proposed private development along Spring Street. The proposed building is not oriented to the street and is separated from the public sidewalk with parking and driving aisle.

The application also does not complement the MRO redevelopment along the shared lot line. The Application includes a landscape panel and a 5-foot sidewalk on its side. The schematic plan of the M-NCPPC redevelopment includes a wide lawn and a 5-foot panel on its side. The Applicant has the opportunity to present a phased development plan in coordination with the adjacent developer that results in landscaped, passageway that is attractive and inviting.

Zoning Requirements

The Commercial/Residential (C/R) Zones permit a mix of residential and nonresidential uses at varying densities and heights. The intent statements of Section 4.5.1. are as follows:

- 1. implement the recommendations of applicable master plans;*
- 2. target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses;*
- 3. encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street;*
- 4. allow a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods;*
- 5. integrate an appropriate balance of employment and housing opportunities; and*
- 6. standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

While the Application targets an opportunity to redevelop existing surface parking (intent #2), it does not promote development that integrates the surrounding uses or prohibit parking between the building and the street. The proposed site layout is in direct conflict with a tenant of the CR Zone.

The proposed uses, office and general light industrial, are allowed within the CR Zone. The site layout and building design, as proposed, do not meet the following requirements for standard method development of Section 4.5.3.C.:

- Placement: Parking Setbacks for Surface Parking Lots (min)
The ordinance requires surface parking lots to be behind the front building line of building in the Build to Area (BTA). The Application proposes parking in front of the building within the BTA.

- Placement: Build to Area (BTA, max setback and min % of building façade)
The ordinance requires a maximum setback of 20 ft with 70% of the building façade within the BTA. The Application proposes a setback of approximately 55 ft with 0% of the building façade within the BTA.
- Form: Building Orientation
The ordinance requires entrance to face a street or open space. The Application proposes the entrance to face parking and a drive aisle.
- Form: Transparency, for Walls Facing a Street or Open Space
The ordinance requires a minimum of 40% transparency for walls facing the street or open space. The Application proposes the entrance to face parking and a drive aisle and does not meet the minimum 40%.

Environment

Forest Conservation Exemption

A Forest Conservation Exemption was approved (42016171E) on May 16, 2016. The site was exempt from Article II of the Montgomery County Code, Chapter 22-A under Section 22A-5(t).

Stormwater Management

Montgomery County Department of Permitting Services accepted the Stormwater Management Concept Plan on May 6, 2016.

Conclusion

In accordance with the Department's Uniform Standards for Mandatory Referral Review, the Planning Board should consider 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;*

Staff finds that the Application is not consistent with the approved and adopted 2000 *Silver Spring CBD Sector Plan*.

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

Staff finds the Application is not consistent with the intent and requirements of the Commercial Residential zone in which it is located.

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.*

Staff finds the Application is not compatible with the surrounding neighborhood and properties.

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

Staff finds the Application creates inefficiencies and safety concerns for the pedestrian and vehicular circulation systems. The systems are not adequate given the pending development adjacent to the proposed site.

5. *Whether the 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.*

Staff has noted in previous correspondence and meetings that the proposed service facility and accompanying surface parking is incompatible and will have negative impacts. The Applicant has not demonstrated that any alternatives or mitigation measures were explored to minimize/eliminate negative impacts.

Based on the analysis in this report, Staff recommends that the Planning Board transmit comments noting a denial of the Mandatory Referral for this Property.

ATTACHMENTS

- A. Proposed Site Plan
- B. Proposed Circulation Plan
- C. MCDPS SWM concept acceptance Letter
- D. Forest Conservation Exemption Letter
- E. Applicant's Response to Staff comments

7725 OLD GEORGETOWN ROAD
 SUITE 200
 BELT FORTRESS
 FREDERICKS, MD 21704
 (301)533-2000
 (301)533-2001 FAX
 WWW.GTMARCHITECTS.COM

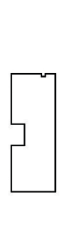


PROFESSIONAL CERTIFICATION:
 I, JAMES H. GILBERT, REGISTERED ARCHITECT, AM A MEMBER
 OF THE ARCHITECTS ASSOCIATION OF MARYLAND AND AM
 A LICENSED ARCHITECT IN THE STATE OF MARYLAND, LIC. NO. 2926, EXP. 07/14/19.
 CONSULTANTS:

Project:
 PARKING LOT DISTRICTS
 SERVICE FACILITY
 1200 SPRING ST
 SILVER SPRING, MD 20910

OWNER:
 MONTGOMERY COUNTY DEPT.
 OF TRANSPORTATION
 Contact: Jeffrey Reese
 240-777-8740

Key Plan



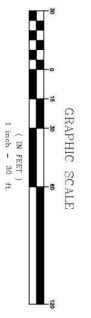
DATE	DESCRIPTION
02/06/2011	SUBMISSION
02/22/2011	SCHEMATIC DESIGN SET
02/27/2011	DESIGN DEVELOPMENT SET

DATE	ISSUE DESCRIPTION

GDM PROJECT NO. 14-0219
 Checked By: _____
 Drawn By: _____
 Scale: _____
 Sheet Title: _____
 Sheet No.: _____

OVERALL SITE
 DEVELOPMENT
 PLAN

SDP-1
 CONSULTANT: GDM ARCHITECTS, INC.



SITE SUMMARY

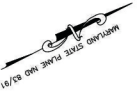
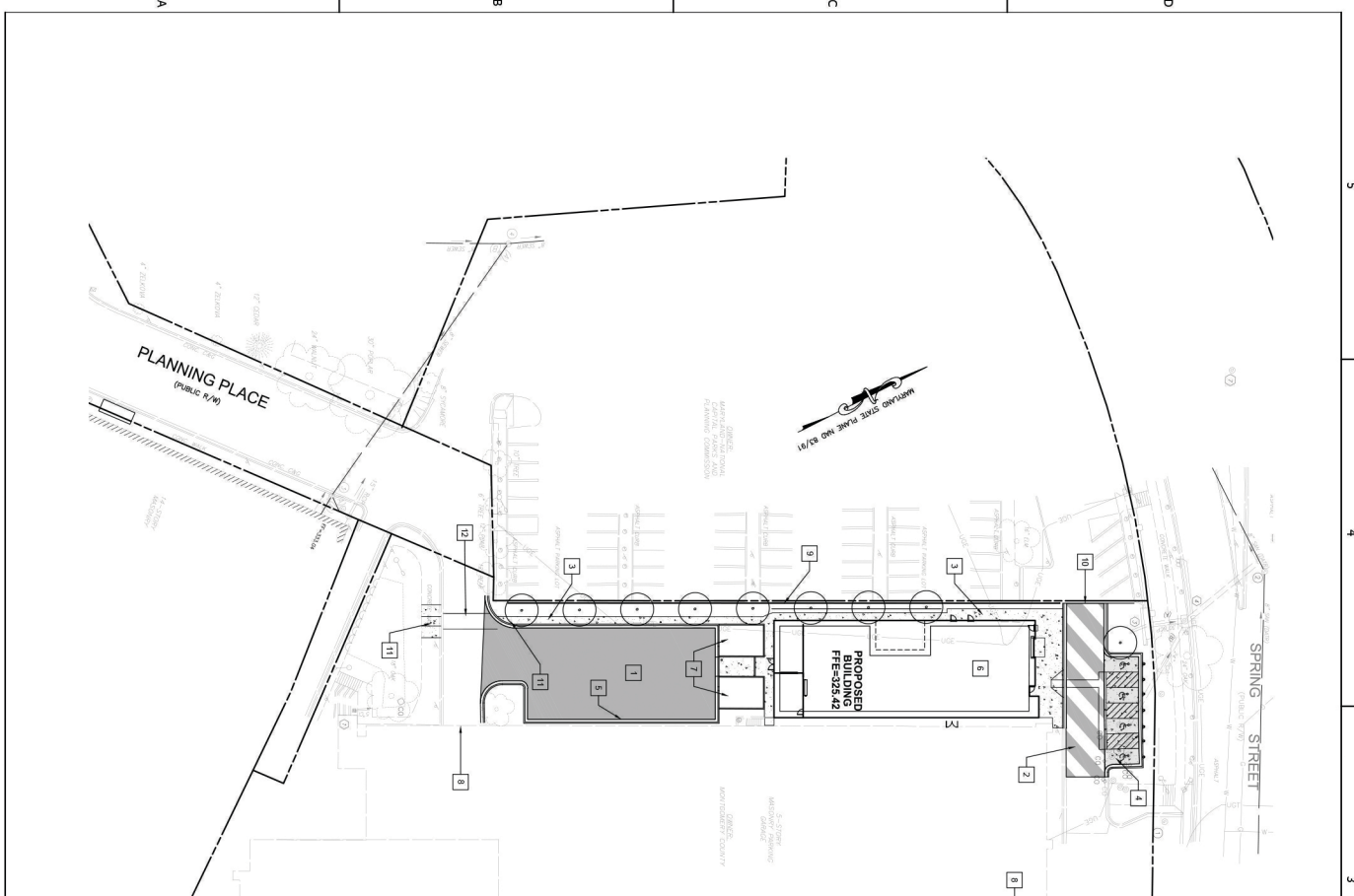
MONTGOMERY COUNTY
 DEPARTMENT OF TRANSPORTATION
 PARKING LOT DISTRICTS SERVICE FACILITY
 1200 SPRING STREET
 SILVER SPRING, MD 20910
 PLAT NO. 21574
 PARCEL NO. 67
 TAX MAP NO. 333
 WASS GPD 210/211 NW 01
 ZONING: CR-5.0 (COMMERCIAL/RESIDENTIAL)

MIN. LOT AREA = N/A
 ACTUAL LOT AREA = 4,46,674 SF
 MIN. LOT WIDTH = N/A
 ACTUAL LOT WIDTH = 200'±
 MIN. LOT WIDTH AT STREET = N/A
 ACTUAL LOT WIDTH AT STREET = 200'±

FRONT SETBACK = 0'
 ACTUAL FRONT SETBACK = 55'
 SIDE YARD SETBACK = 0'
 (BOTH SIDES COMBINED = 0')
 ACTUAL SIDE YARD SETBACK = 0'
 REAR YARD SETBACK = 0'
 ACTUAL REAR YARD SETBACK = 0'
 MAX. BUILDING HT. = N/A, 30'
 PROPOSED BUILDING HT. = 30'
 MAX. BUILDING COVERAGE = N/A
 PROPOSED BUILDING COVERAGE = 60.5%

KEYNOTES:

1	PROPOSED ASPHALT PAVEMENT	7	PROPOSED MICRO-BORNTENTION
2	PROPOSED ASPHALT MILL & OVERLAY	8	EXISTING GARAGE ENTRANCE
3	PROPOSED CONCRETE SIDEWALK	9	TO REAR ASIS
4	PROPOSED HEAVY-DUTY CONCRETE PAVEMENT	10	INSTALL TEMPORARY ASPHALT CURB
5	PROPOSED CONCRETE CURB & GUTTER	11	ONE FOOT INSIDE PROPERTY LINE
6	PROPOSED GREEN ROOF	12	MAINTAIN EXISTING ASPHALT DRIVE
			PROPOSED ADA-ACCESSIBLE
			CURB RAMP
			PROPOSED CROSSWALK





DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

May 6, 2016

Mr. Mike Wychulis, P.E.
A. Morton Thomas & Associates, Inc.
800 King Farm Blvd., 4th Floor
Rockville, MD 20850

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN**
Request for **New Office Shop and Storage
Facility – MC DOT Garage 2A**
SM File #: 277275
Tract Size/Zone: 3.37 Ac./CR-5.0
Total Concept Area: 0.51 Ac.
Block: C
Parcel(s): N057
Watershed: Sligo Creek

Dear Mr. Wychulis:

Based on a review by the Department of Permitting Services Review Staff, the Combined Stormwater Management Concept/Site Development Stormwater Management Plan for the above mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of ESD to the MEP. Full treatment is provided by the use of green roof and micro-bioretenion.

The following **items** will need to be addressed **during to** the final stormwater management design plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Use MCDPS latest design standards at the time of plan submittal.
5. A minimum of 4,330 square feet of 8-inch green roof will be provided.
6. Green roof to be designed by a professional with green roof experience.

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


Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

Mr. Mike Wychulis, P.E.
May 6, 2016
Page 2 of 2

This letter must appear on the final stormwater management design plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact **David Kuykendall** at 240-777-6332.

Sincerely,



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

MCE: DWK

cc: C. Conlon
SM File # 277275

ESD Acres:	0.51
STRUCTURAL Acres:	0.00
WAIVED Acres:	0.00

ATTACHMENT D



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

May 16, 2016

Mr. Jeffrey I. Riese, P.E., Chief, Engineering and Maintenance
MCDOT Division of Parking Management
100 Edison Park Drive
Gaithersburg, MD. 20878

Re: Forest Conservation Exemption 42016171E; New Office Shop & Storage Facility MCDOT 2A

Dear Mr. Riese:

Based on the review by staff of the Montgomery County Planning Department, the Forest Conservation Exemption Request submitted on May 13, 2016 for the plan identified above, is confirmed. The project site is exempt from Article II of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(t) because the site is a modification to an existing non-residential developed property: (1) no more than 5,000 square feet of forest is ever cleared at one time or cumulatively after an exemption is issued, (2) the modification does not result in the cutting, clearing, or grading of any forest in a stream buffer or located on property in a special protection area which must submit a water quality plan, (3) the modification does not require approval of a preliminary plan of subdivision, and (4) the modification does not increase the developed area by more than 50% and the existing development is maintained.

A pre-construction meeting is required after the limits of disturbance have been staked prior to clearing and grading. The MCDOT representative, construction superintendent, forest conservation inspector, private Maryland licensed tree expert, and the Montgomery County Department of Permitting Services sediment control inspector shall attend this meeting. You may contact me for the pre-con meeting at david.wigglesworth@montgomeryplanning.org or at 301-495-4581.

Sincerely,

A handwritten signature in black ink that reads "David Wigglesworth".

David Wigglesworth
Sr. Planner
Development Applications & Regulatory Coordination

CC: Andrew Streagle and Mike Wychulis (AMT)
42016171E

ATTACHMENT E



May 13, 2016

Attn: Melissa Williams

Maryland National Capital Park & Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910

RE: **Parking Lot Districts Service Facility
Mandatory Referral #2016-006**
AMT File No: 111-282.002

Melissa:

Please find the following responses to review comments received from MNCPPC in an email dated 5/6/2016.

Transportation:

1. Staff accepts the traffic statement summarizing 11 AM and 12 PM peak-hour trips.
 - a. The traffic statement utilized average rates from the ITE Trip Generation Manual, Land Use Code 110 – “Light Industrial.” Staff concurs with the use of this trip generation rate and accepts the traffic statement.
 - b. Since the proposed use generates fewer than 30 vehicular trips, a traffic statement is sufficient to meet the requirements of the LATR/ TPAR guidelines. Additionally, because the existing garage has been in use for more than 12 years and is therefore considered to be “existing” on-site development. As an existing development, trips associated with the garage use are not considered as part of this application.

Applicant Response: No response needed.

2. Statement of justification
 - a. Why is an asphalt curb proposed instead of concrete? Although the existing MNCPPC parking lot has asphalt curbs, this will likely change in the near future when the site is redeveloped.
 - b. The statement says that no new site lighting will be installed, but then details new site lighting for the new building (i.e. wall mounted/ near entrances, etc).

Applicant Response: The asphalt curbs are intended to act as a temporary barrier between the existing MNCPPC parking lot and the MDOT site. It is anticipated that development on the MNCPPC parking lot will incorporate some type of adequate transition between the two properties, at which time MDOT may opt to have the asphalt curbs removed as they will no longer be needed. The new lighting is limited to the building face, which is described in the narrative. The statement “no new site lighting” refers to the rest of the site not immediately adjacent to the building. Will re-word.

3. The “Overall Site Development Plan (SDP-1)” labels an area near the middle of the project (on MNCPPC property) as “One-Way” with a directional arrow toward Spring Street.
 - a. This label is misleading and should be revised (or removed). The label does not correspond to a drive aisle associated with the subject site and is placed perpendicular to an existing drive aisle on the MNCPPC site.

Applicant Response: This is an errant label left over from a previous design iteration, it will be removed.

4. The “Vehicle and Pedestrian Plan (VPP-1)” does not accurately show the proposed circulation pattern for either pedestrians or vehicles within the vicinity of the site. All proposed access/ egress from both the proposed and existing features (to remain) should be shown.
 - a. The pedestrian path along the southwest frontage, informally referred to as “Fenton Street Extended” is not shown.

Applicant Response: This path will be added to VPP-1.

- b. Vehicular access to the proposed parking lot is not shown

Applicant Response: This parking lot is not intended for public use, it is for loading, unloading and temporary parking associated directly with the new building use.

- c. Vehicular access to/ egress from the existing parking lot is not shown.

Applicant Response: Vehicular access/egress for the existing MNCPPC parking lot will be shown.

- d. The proposed Silver Spring bike network connection through the MNCPPC site/ Fenton Street Extended is not shown.

Applicant Response: This future/proposed connection will be shown on VPP-1.

- e. Vehicular circulation along the Spring Street frontage (access/ egress related to the garage/ proposed accessible spaces, MNCPPC drive aisle) is not shown.

Applicant Response: This access will be shown on VPP-1.

- f. Pedestrian access across the southern site frontage (to connect with the Planning Place sidewalk) should be improved with an accessible crossing (direct alignment, ADA ramps, etc).

Applicant Response: We will provide an ADA-compliant pedestrian connection from the south limits of the site across the access drive leading to the garage’s south entrance to the adjacent sidewalk across the street.

5. Why is additional parking being proposed for this building?
 - a. The building connects to a public garage, therefore additional parking seems unnecessary.

Applicant Response: This will be an “un-striped” open area specific to the new building for loading, unloading and temporary parking of DOT service vehicles.

6. The site rendering on the “Cover Sheet (G-000)” seems to show the following. Please confirm/ revise, as needed:

a. A garage door on the north (Spring Street) façade, and

Applicant Response: The Spring Street façade includes a roll-up door, not intended for vehicular entry use but rather for moving materials in and out of the building.

b. A drive aisle parallel to the west façade of the proposed building.

Applicant Response: The “drive aisle” appearing in the rendering represents the MNCPPC-owned portion of the existing surface parking lot which will remain untouched by this project.

Should you need any additional information in order to complete your review please feel free to contact me at 301-881-2545 or mwychulis@amtengineering.com.

Sincerely yours,
A. Morton Thomas and Associates

Mike Wychulis, P.E.
Project Manager



May 25, 2016

Attn: Melissa Williams

Maryland National Capital Park & Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910

**RE: Parking Lot Districts Service Facility
Mandatory Referral #2016-006
Forest Conservation Exemption (42015170E)
AMT File No: 111-282.002**

Melissa:

Please find the following responses to review comments received from MNCPPC in an email dated 5/18/16.

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...*
 - a. *"While the Sector Plan does not specifically address 1200 Spring Street, it does note the importance of providing for improvements to pedestrian and bicycle circulation (pp 23-24) and "addressing relatively small details that can have a significant impact, such as providing landscaping, sidewalks and lighting in public places". The site has limited pedestrian and bicycle circulation but could be substantially improved above the current proposal by the removal of large dumpsters currently occupying the service lane (accessible from Planning Place) located between the existing parking garage and Sheraton Hotel. This lane currently acts as an informal pedestrian and cycling connection for users of 8787 Georgia Avenue, Sheraton Hotel and the existing parking garage. If the dumpsters were removed this would provide for an attractive, safe connection between the aforementioned properties to Cameron street and beyond. Additionally, newly redeveloped properties such as United Therapeutics located adjacent to the proposed site on Spring Street are working to improve the pedestrian experience by removing or limiting parking between buildings and the sidewalks. The applicant should reconsider the placement of the proposed service facility and also relocate or remove the proposed additional (handicapped) surface parking."*

Applicant Response: At the time of this letter, the applicant (MC DOT), has confirmed that the dumpster(s) noted in the MNCPPC comment are no longer present within this service drive. That being said, the service drive in question, while owned by Montgomery County, is not part of this project as it falls within a separate parcel from the Garage/Meter Shop site (Woodside Park, Parcel C vs Parcel E).

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

- a. *“The proposed facility is within the Commercial/Residential (CR) Zone. The Zone has six stated intents (Section 4.5.1 Intent Statements), most of which are not being met by the proposed project. Most notably, the proposal is a single land use surrounded by surface parking that creates incompatible relationships with adjoining properties. There are also requirements of the zone (Section 4.5.3 Standard Method Development) which are not being met. The Build To Area as noted in the CR Zone requires that the Front Setback be a maximum of 20 feet from the right-of-way. The front setback as shown in the submission is 60 feet from Spring Street. These deviations are above those required to accommodate the proposed land use in this location.”*

Applicant Response: The project does not propose a “single use surrounded by surface parking,” the post-development condition of the property will contain a parking garage (existing) with the County service facility located adjacent. Four ADA accessible surface parking spaces are proposed with the project in order for the existing garage to meet ADA compliance, there is no other surface parking proposed by this project. The open pavement area to the proposed building’s south end is intended as temporary parking for loading/unloading on a day to day use. The building has been located on the site in line with the face of the garage, hence the 60-ft setback.

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.*
 - a. *The proposed site and development are incompatible with current development on its west side (see United Therapeutics), its south side (see Sheraton Hotel) and to new development (MR# 2014-047) proposed for 8787 Georgia Avenue. Staff has previously submitted recommendations that would allow for a better incorporation of the proposed facility into the existing structure. The application fails to demonstrate how it insures compatibility with existing and proposed development.*

Applicant Response: The subject property is currently a parking structure with adjacent surface parking. The proposed development is to provide a service office/shop for Montgomery County personnel directly adjacent to the parking structure, within the same property. The applicant feels the proposed exterior architecture to be more than sufficient to mix in to the current and future neighborhood.

4. *Whether the locations of buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are safe, adequate and efficient.*
 - a. *The placement of the propose building with parking on all sides creates multiple opportunities for conflicts between pedestrian and motorists. Furthermore, the scope of the project should include the removal of the dumpsters located in the service lane just west of the proposed LOD. This application has failed to demonstrate how the proposal enhances the safety and adequacy of pedestrian circulation in the existing and future context.*

Applicant Response: The surface parking to the west of the site is not located on the subject property and is also designate for private development in the near future. The applicant believes the sidewalk proposed along the west side of the site provides for an adequate, safe, pedestrian pathway between Spring St. and Planning Place, which will not conflict with motorists. There are no dumpsters currently located on site “west of the proposed LOD.” Any dumpsters, or other temporary facilities, that may currently exist within the proposed LOD will certainly be removed as part of this project.

5. *Whether the 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.*
- a. *Staff has noted in previous correspondence and meetings that the proposed service facility and accompanying surface parking recommendations will negatively impact the proposed redevelopment of 8787 Georgia Avenue (MR#2014-047) and is incompatible with the existing development (United Therapeutics and Sheraton Hotel). The service lane located on the north side of the existing parking structure could be better served as a pedestrian connection and newly redeveloped properties such as United Therapeutics located adjacent to the proposed site on Spring Street are working to improve the pedestrian experience by removing or limiting parking between buildings and the sidewalks. The Applicant has not demonstrated any alternatives or mitigation measures that were explored to minimize/eliminate negative impacts.*

Applicant Response: The project has proposed sufficient pedestrian connectivity between Spring St. and Planning Place, has contained the limits of the project entirely within the parking garage property, has proposed site solutions that are compatible with both the existing conditions (MNCPPC surface parking) and future (private development), and has provided exterior architecture to avoid having any appearance of a “maintenance building.”

Should you need any additional information in order to complete your review please feel free to contact me at 301-881-2545 or [mwyhulis@amtengineering.com](mailto:mwychulis@amtengineering.com).

Sincerely yours,
A. Morton Thomas and Associates

Mike Wychulis, P.E.
Project Manager



May 13, 2016

Attn: Tina Schneider

Maryland National Capital Park & Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910

RE: **Parking Lot Districts Service Facility
Mandatory Referral #2016-006
Forest Conservation Exemption (42015170E)
AMT File No: 111-282.002**

Tina:

Please find the following responses to review comments received from MNCPPC in an email dated 5/05/16.

Sheet LF-101 Tree Save Plan:

1. Under the Tree Protection Note "Definitions" alter item 1 and 2 to state "Maryland Licensed Arborist".

Applicant Response: Notes updated as requested.

2. Remove the remaining tree protection notes and replace with the Sequence of Events (construction) as written on the MNCPPC Planning Agency's development forms as found on the link below.
http://www.montgomeryplanning.org/development/forms/FC_Sequence_of_Events.pdf

Applicant Response: Notes updated as requested.

3. Remove Tree Protection Recommendations for Tree No 1, and replace with tree number 4 and 17.

Applicant Response: Tree protection recommendations updated.

4. Removed note number 1 under Tree identification, conditions, and retention potential.

Applicant Response: Notes removed from LN-101.

5. Include root pruning detail provided at the following MNCPPC website:
<http://www.montgomeryplanning.org/development/forms/>

Applicant Response: Root pruning detail provide is correct, modified detail for root pruning at utility trenches. We have used this on Montgomery County projects many times where root pruning along utility trenches is required.

6. Replace tree protection fence detail on plan and replace with MNCPPC detail found here: http://montgomeryplanning.org/development/forms/Tree_Protection_Detail.pdf
Applicant Response: Detail updated with current information.
7. On the Specimen and significant tree table correct line item T17. The tree is 'Average', not 'Poor'. Correct spelling of Canopy.
Applicant Response: Tree rating updated as requested.
8. The plan must be stamped and signed by a professional landscape architect or qualified professional.
Applicant Response: Plans will be signed by an RLA.
9. Tree T4: Extend the tree protection fence to the inside of the curb (planting bed).
Applicant Response: Tree protection fencing extended as noted.
10. Tree T17 needs to be root pruned along the LOD line and a DOT inspector must approve the tree protection fence within the ROW.
Applicant Response: Note added to plan.

Sheet SDP-1, Overall Site Development Plan:

1. Proposed green roof in keynotes is incorrectly spelled.
Applicant Response: Keynote misspelling will be revised with resubmission.

Sheet LS-101:

1. Provide a title for this page.
Applicant Response: Title added to plan.
2. The LOD line must match the Tree Save Plan LOD line.
Applicant Response: LOD matches on both plans.
3. Planting bed #3 must show the existing tree and how it will be protected during the planting process.
Applicant Response: Note added to plan.
4. The north arrow shown on the right column of the sheet in the "Key Plan" box must match the north arrow shown on the plan.
Applicant Response: Key Plan north arrow currently points in the correct direction.
5. Provide an accurate north arrow.
Applicant Response: North arrow added to plan.

6. Provide details indicating the amended soil depth and planting volume for deciduous and evergreen trees. A minimum of 4' is recommended.

Applicant Response: See sheet LS-403 for soils information.

7. Bald cypress will not survive in a 5' soil panel. They need more soil volume. Nor will they survive the heat and drought of a parking lot without intensive and unsustainable irrigation. Replace with smaller canopy or evergreen native tree such as:
 - a. *Acer rubrum*, red maple
 - b. *Cladrastis kentuckea*, American yellowwood
 - c. *Prunus zeylandensis*, Yoshino cherry

Applicant Response: Replaced with *Nyssa sylvatica*, similar size characteristics to *Cladrastis*, but narrower crown.

8. Provide additional understory tree plantings (shown in red in the graphic below) along with ADA parking spaces as a buffer to Spring Street, to cool surfaces and improve parking experiences, and to reduce heat island effect. Species should be native and provide habitat value and aesthetic appeal. Place at 20' spacing minimum and provide an amended soil depth of 4'.

Applicant Response: Additional understory trees provided. See item #6 regarding soils.

9. Consider providing green vegetation in the planting bed shown in green or reduce some of the concrete walkway and replace with vegetation.

Applicant Response: This area is an access point into the building, not a planting bed.

Should you need any additional information in order to complete your review please feel free to contact me at 301-881-2545 or mwychulis@amtengineering.com.

Sincerely yours,
A. Morton Thomas and Associates

Mike Wychulis, P.E.
Project Manager