

TECHNICAL APPENDIX

Consolidated MRO/ Parkside Headquarters Study

September 2003

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APPENDIX A

MRO Location Assessment and Space Study

August 2000

MRO LOCATION ASSESSMENT

and SPACE STUDY

Montgomery Regional Office



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

A Joint Venture:
Strategic Planning and Community Based Planning Divisions

Interim Report

August 1, 2000

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OVERVIEW

The MRO Location Assessment and Space Study responds to the issues raised by the Planning Board and County Council throughout FY 01-06 CIP deliberations:

SPACE NEED ASSESSMENT

Assess space needs appropriate for the MRO facility: Preliminary assumptions for estimating the projected potential space needs of the future MRO facility are developed.

LOCATION AND SITE ASSESSMENT

Assess alternative MRO locations and potential sites throughout the County: General site selection and evaluation criteria are presented to initially assess five possible sites--the existing MRO site, two sites in the Wheaton CBD, and sites at the Twinbrook and Shady Grove Metro Stations.

ASSESSMENT FINDINGS

Provide preliminary conclusions: Opportunity areas and general parameters for future MRO facility planning are identified.

EXECUTIVE SUMMARY

Current occupancy of the MRO facility is 63 percent higher than it was designed to accommodate. Severe overcrowding and space overutilization in the MRO facility has been documented through the past ten years by a series of consultants.

Total space allocated to the public and employees is significantly below the space allocated to other County Departments and to planning agencies in other sampled jurisdictions, as is the space per employee. Furthermore, chronic overcrowding has resulted in the necessity to rent additional office space for more than ten years.

The existing MRO facility includes at least 35% or 114 square feet less space per person than any of the other planning departments included in our survey. The existing MRO facility includes approximately 25% or 69 square feet less space per person than the Montgomery County agencies surveyed.

The consolidation of the two Headquarter facilities, MRO and Parkside, into a visible, accessible, and functional facility that fits the public service mission of the Department, is needed. Currently, the Park and Planning Department provides a broad range of specialized public services at its two Headquarter locations: MRO and Parkside. Because of severe overcrowding, administrative fragmentation, and functional inefficiencies at both facilities customer service is often compromised and operational efficiency is less than desired.

PRELIMINARY CONCLUSIONS

- ▶ A minimum of approximately 100,000¹ square feet of total space needed to: a) resolve overcrowding and overutilization of existing staff areas in the MRO and Parkside facilities; b) alleviate the need for off-site leased space; c) consolidate Parkside units with the MRO facility; and d) provide public space and public service related improvements.
- ▶ Of the five countywide site locations considered, Silver Spring and Wheaton assessed most favorably.
- ▶ Silver Spring assessed most favorably due to:
 - ▶ proximity to the Riverdale Bi-County Offices

¹Refer to Page 8 for projected minimum space program: 99,010 total square feet includes 49,935 square feet of new and relocated staff and public space.

- ▶ existing public ownership and anticipated lower cost of development
 - ▶ presence in a parking district with an immediately adjacent parking garage
 - ▶ proximity to a planned transit center
 - ▶ the site's specific use designation within the Silver Spring Master Plan
 - ▶ overall site characteristics and on-site potential for a significant urban park
 - ▶ continued contribution to Silver Spring revitalization
- ▶ Wheaton assessed favorably due to:
- ▶ the need to promote revitalization and economic development
 - ▶ existence of a parking district with nearby parking garages
 - ▶ proximity to a Metro transit center
 - ▶ availability of suitable land for a facility that will convey the necessary image, presence, and visibility
- ▶ The Twinbrook and Shady Grove sites, while offering metro adjacency, would require high expenditures for site acquisition.
- ▶ A detailed space program for the future consolidated MRO should be developed by a professional consultant, as a first step in MRO facility planning.
- ▶ To better serve the public, evening, office hours should be seriously considered.

I. PURPOSE

This Study is designed to focus Planning Board and County Council discussion regarding the CIP requests for the MRO facility. A range of possible site locations and space options appropriate for MRO activities of the Park and Planning Department is provided and framed by general evaluation parameters. A detailed space analysis, program, and assessment must be undertaken as the next step for planning of the proposed facility.

II. FRAMEWORK

This Study is undertaken to determine MRO's future form and function as they relate to its basic mission and ideology of public service. It examines the current MRO conditions for required minimum standards and their effectiveness in helping staff provide services to the public. The Study also examines alternative locations and sites based on upon selection and evaluation criteria. The Study's goal is to identify problems that should be solved by a new or renovated facility, including overcrowding, space overutilization, need for off-site leased space, safety issues, and inefficiencies in service delivery.

III. BACKGROUND

The proposed FY 01-06 CIP for the Park and Planning Department includes nine space-related projects involving renovation and/or expansion.² (Attachment #1) One of the nine projects includes an expansion of the MRO facility using proceeds generated from joint development with sale, or long-term lease of a portion of the site. (M-NCPPC owns the parking lot, as a result of the Armory land swap.)

County Council staff consulted Council members to determine if an MRO Location Assessment and Space Study was necessary before discussing the FY 01-06 CIP requests. A majority of Council members indicated a Study was needed regarding possible expansion and/or relocation, prior to additional deliberations.

The Department's resources and facilities are allocated into a broad range of functions that support planning, regulatory, and research activities as well as acquisition, planning, development, and management of Montgomery County Parks. In FY 97, a merger between the separate departments of Park and Planning was initiated. The goals of the merger, to combine functions to avoid duplication of efforts, realize efficiencies, and improve service delivery are being realized.

²The large number, broad scope, and interrelated operational factors included in the nine requests are indicative of a serious space problem that spans the Department. The problems have been well documented. For the past six years, CIP requests to remedy the situation have been proposed. However, competing priorities and budget constraints have precluded resolution.

This Study represents an excellent opportunity to further heighten the Park and Planning merger initiative. By providing a central focus for key customer service functions appropriate in the MRO facility, greater administrative and service efficiencies will undoubtedly be achieved.

Although the multi-disciplinary and specialized functions that occur in the MRO and Parkside Headquarter buildings offer a broad range of consolidation options, the Department staff and facilities are already highly dispersed throughout the County. Our daily presence, visibility, and contact with our customers is evident and continuous in our five regional parks, ten recreational parks, and sixteen special parks. This presence is further complemented by our community policing initiatives in more than 28,000 acres of parkland, our presence in the Government Centers, and our two Headquarters' facilities. (Attachment #2)

IV. MRO FUNCTIONS

Underpinning all activity throughout the Department of Park and Planning are the requirements for service—delivery of superior public service provided in an efficient and easily accessible manner that is responsive to the needs of our customers. Service and accessibility represent key considerations in facility planning.

Currently, the Park and Planning Department provides a broad range of specialized public services at its two Headquarter locations: MRO and Parkside. Because of severe overcrowding, administrative fragmentation, and functional inefficiencies at both facilities customer service is often compromised and operational efficiency is less than desired.

At the MRO facility, occupancy grossly exceeds design capacity. This and additional problems impede our delivery of services to the public: a) *inadequate public accessibility* to and circulation within the MRO facility is a significant problem, b) the MRO Information Counter *cannot accommodate the technology* intended for use by the public to track development activity, c) *twenty-two staff members work off-site in a leased facility* because of MRO overcrowding which forces our customers off-site as well, d) at Parkside, park permitting operations suffer from *inadequate space and poor design* to manage the high volume of applicants and applications, e) the daily administration of personnel issues by the Director's Office is hampered because *Personnel staff is off-site*, f) *unmonitored public access* throughout the entire MRO facility poses a serious safety issue³, and g) *inadequate space for conferences*, GIS/CAD technology, cable TV, technology and material storage, employee lunch room/lounge, and building maintenance.

A new, expanded MRO facility is needed for the Department to further solidify the merger, realize greater administrative efficiency, relieve overcrowding, and most importantly, deliver superior service in a more organized and effective manner to our customers.

³MRO Safety Assessment, prepared by Park Police, 1997.

We need an MRO building where people can easily ...

- arrive, enter, and navigate in a consolidated location
- participate in planning for the County
- access the Planning Board deliberations
- attend public meetings and hold civic functions
- obtain information, publications, and permits
- file official documents related to regulatory functions and reviews; and
- review official records.

We need a MRO building where community, park, trail, historic, and environmental planners, designers, engineers, landscape architects, and technical staff ...

- who are all dealing with the same properties can meet together, synergistically, to provide the best product for the citizens of this County
- can work interactively with the public on an array of planning and design processes.

We need a MRO building that provides easy access and efficient delivery of services to the public and that...

- is accessible to customers coming through the doors or visiting our Web site. Technology, can help us establish a connection with our customers, and provide 24 hour-access to our resources. Schools and libraries can also serve as other channels of access.
- serves customers with extended hours of operation to include one evening per week, perhaps on Thursdays when the Planning Board convenes.⁴

⁴Staff conducted a nationwide survey of Planning Departments and determined that evening hours, at least once per week, are becoming the norm. This survey provided information regarding space allocation and layout for planning functions as well as insight into the expanded use of technology to support public information counters and permitting activities. Jurisdictions surveyed included Howard County, MD, San Diego, CA, Santa Barbara, CA, Portland, OR, Charlotte NC. This survey report is available from the Strategic Planning Division on request.

- centralizes all key Park and Planning public information activities (including the Transportation Information Counter) and the technology into a Public Information Center to serve the public as well as professional customers—contractors, attorneys, engineers, developers, architects, landscape architects, surveyors, appraisers, and donors
- consolidates recently expanded park permitting operations into a centralized MRO Public Information Center
- centralizes Departmental personnel, public relations, and volunteer activities to facilitate daily administration coordinated from the Director's Office; consolidates Park and Planning Headquarter activities; and
- eliminates the need for ancillary leased space.

V. SPACE NEED ASSESSMENT

MRO

According to the most recent consultant study, current occupancy of the MRO facility is 63 percent higher than it was designed to accommodate. Currently, 207 staff occupy 49,075 square feet.⁵ The need for additional space in the MRO facility has been documented throughout the past ten years in three facility assessments conducted by private consultants. The consultant recommendations focus on: a) severe overcrowding and space overutilization, b) impeded operational efficiency, and c) unacceptable and inadequate climate control. The recommendations are summarized in Attachment #3.

The need for additional space has been further confirmed by the necessity to locate 22 Countywide Planning Division staff to off-site, leased space. For more than ten years, an average of 4,000 square feet has been leased at the Spring Street Annex at a cost of approximately \$48,000/year.

Parkside

A total of 77 staff occupy a total of approximately 25,500 square feet at Parkside. Parkside is overcrowded and operates extremely inefficiently: a) the location of Parkside, away from major highway access and in a park, and away from mass transit, renders it with limited visibility and not easily accessible to customers; b)

⁵This results in 237 gross square feet per person for the entire facility and approximately 212 square feet per person for staff assigned space. Initial research shows that these space allocations are significantly below the average for comparable planning departments and county agencies. (See Attachment #4)

because the layout of the building was specifically designed as an elementary school, and despite attempted modifications and improvements, the building operates inefficiently; c) separation of Parkside operations from the MRO facility undermines effective coordination and collaboration among staff. The above issues result in the need for consolidation which is reinforced by the 1997 merger initiative, as well as the on-going Strategic Alignment effort within the Department.

Space Needs for the Proposed Consolidated MRO Facility

Staff analysis and preliminary estimates indicate a minimum projected additional space need of 49,935 gross square feet for the future consolidated MRO facility. A minimum total space need of 99,010 square feet is estimated and illustrated on the following table. A contemporary facility with high public accessibility and a strong visual presence, reflecting the mission of the Park and Planning Department, is necessary to:

- improve the functional relationships of key departmental activities to provide better service to our customers
- resolve existing space deficiencies and space overutilization for the existing staff
- eliminate the need for leased off-site space
- alleviate overcrowded conditions and operational hindrances by consolidating Headquarter's Park and Planning functions
- relocate and centralize the MRO Public Information Counters' to accommodate a) park permitting operations, b) Development Review technology, thereby allowing public access to development tracking information, and c) consolidation of the Transportation Information Counter
- improve customer service access to and navigation through the MRO facility
- provide approximately 6,000 square feet of additional space for program flexibility i.e., additional public conference space, and space for GIS/CAD technology, a library, cable TV, technology and material storage, building maintenance, and lunch room space
- address safety concerns throughout the MRO facility

Space Summary / Consolidated MRO
ESTIMATED MINIMUM SPACE PROGRAM for FUTURE MRO FACILITY

(Additional Notes- Page 9)

Existing MRO Space
 (New Staff Space)
 Relocated Space
 (New Public Space)

<u>Space Categories</u>	<u>Staff</u>	<u>Sq. Ft./Staff</u>	<u>Minimum Estimated Sq. Ft.</u>
A. STAFF SPACE			
1. EXISTING MRO FACILITY ⁽¹⁾	207	212	43,815 ⁽¹⁾⁽²⁾
2. SPACE to COMPENSATE for EXISTING OVERUTILIZATION (207 x 250= 51,750 - 43,815= 7,935)	207	250 ⁽⁵⁾	(7,935)
3. STAFF FUNCTIONS RELOCATED ⁽³⁾⁽⁴⁾ to the FUTURE MRO			
a. <u>Annex to MRO</u> Existing Annex= 4,717sq. ft. Historic Preservation Natural Resources	22	250	(5,500)
b. <u>Parkside to MRO</u> All Existing Parkside Functions	77	250	(19,250)
Subtotal / STAFF SPACE	<u>306</u>	250 ⁽⁵⁾	<u>[76,500]</u>
3. PUBLIC AND SUPPORT SPACE			
1. EXISTING MRO PUBLIC and SUPPORT SPACE			5,260 ⁽²⁾
2. PROPOSED PUBLIC INFORMATION and RESOURCE CENTER			(11,250)
a. Public Portion of Relocated Parkside Functions		(6,250 sq. ft.)	
b. New Public Information and Resource Center		(5,000 sq. ft.)	
3. SPACE to IMPROVE PUBLIC SERVICE			(6,000)
Public meeting space ⁽⁶⁾			
Conference rooms			
GIS/CAD/technology			
support space including requirements			
for Hansen Development Tracking System			
Library			
Cable T.V., equipment storage, and maintenance			
Improved Lunchroom			
Subtotal / PUBLIC AND SUPPORT SPACE			<u>[22,510]</u>
TOTAL CONSOLIDATED STAFF and PUBLIC SPACE ⁽⁷⁾			<u>[99,010]</u>

FOOTNOTES
(for Space Summary - Page 8)

(1) Total existing MRO 49,075 - 5,260 public space⁽²⁾ = 43,815 sq. ft. staff space: 49,075 from 1995 (MRO) Feasibility Study - AEPA Architects Engineers, P.C.

(2) 5,260 sq. ft. of public space includes: the existing 2nd fl. public area (1600 gsf) together with: the auditorium, the 3rd fl. Conf. rm., the employee lounge, and limited other non-assignable space is deducted from the total area resulting in an area closer to assignable space for staff allocations.

Existing staff space includes the Commissioners' Administrative Offices and Administrative support, Legal, Community Relations, Management Services, Strategic Planning, Community-Based Planning, Countywide Planning, Development Review, Research, and Maintenance.

(3) () = new or relocated space additions.

(4) Excludes the public portion of the relocated Park Permitting Services, included in item 5.

(5) The 8,715 figure is derived from M-NCPPC 250 sf/person estimates currently used by Transportation Planning for employee generation of office uses. A 10,000 net sq. ft. space shortage was identified in the 1995 Study for the MRO building.

Transportation Planning staff bases employee generation and job estimates of office buildings on 1989 Research Division study. Office sq. ft. per employee is applied in two categories with 250 gross sq. ft./employee for most County areas and 225 gross sq. ft./employee for certain designated CBD's and other policy areas. For this Study 250 gross sq. ft. per employee is the initial space assumption for projected minimum space needs. Pending a detailed analysis this figure is viewed as minimal since it is: a. under all of the space area comparisons examined in a recent limited survey (See Attachment 4), and b. under previous consultant recommendations for space upgrades.

(6) 5,000 sf was allocated to community space, for the Silver Spring Redevelopment Office, in the December 1998 M-NCPPC/ MRO study.

(7) 76,500 sf staff space + 5,260 sf⁽²⁾ of existing MRO public and support space plus 17,250 sf of relocated and new public and support space = 99,010 total gross sq. ft.

ADDITIONAL NOTES

This analysis includes specialized space needs input from Research and Development Review Divisions, and from Park Permitting Services.

This analysis of minimum projected area is contingent upon a detailed space programming study (recommended herein) and does not include: projected long term growth, and other possible program spaces such as a full service kitchen, a fitness/ locker rm. area, and additional atrium or circulation space.

Currently budgeted position vacancies are included in the employee totals.

Summary of Existing Facilities / MRO, Annex, and Parkside

	<u>Existing Facility</u>	<u>Total Existing Sq. Ft./gsf</u>	<u>Existing People</u>	<u>gsf/person</u>	<u>Surface Parking</u>	<u>Land Area/ Acres</u>
1.	MRO	49,075 (3 flrs) (49,072) ⁽¹⁾	207	237 ⁽²⁾	239	4.05 ⁽⁴⁾
2.	Annex	4,717 (1 flr) ⁽³⁾	22	214	----	
3.	<u>Parkside</u>	<u>25,500 (1 flr)</u>	<u>77</u>	<u>331⁽⁵⁾</u>	<u>106</u>	<u>6.2</u>
	Totals	79,292	306 ⁽³⁾	259 avg. gsf/ person	345 surface	10.25

Notes:

- (1) From 1995 (MRO) Feasibility Study - AEPA Architects Engineers, P.C.
- (2) 237 gsf/person in the existing MRO includes the entire existing building.
(For staff space: 43,815 sq. ft. ÷ 207 = 212 sq. ft./person)
- (3) People/staffing totals include current budgeted vacancies.
- (4) The MRO site plus land for the adjacent parking garage is approx. 6.5 acres total: The present M-NCPPC portion of the site is 3.15 acres; an additional area of .9 acres includes the area up to the garage; and an area of approx. 2.5 acres includes the garage.
- (5) The existing Parkside facility houses functions completely different from the original school building's program and design.

VI. COUNTYWIDE LOCATION ASSESSMENT

Staff was directed to assess alternative MRO locations countywide. In addition to the existing Silver Spring location, three other metro/transit station areas - Wheaton (2 sites), Twinbrook, and Shady Grove are examined in this Study. (See Attachment #5) For purposes of this Study, countywide location criteria and site evaluation criteria were developed to select and assess alternative sites. Consistent with County policies related to Smart Growth and with the paramount criteria of public accessibility, proximity to WMATA transit stations and adequate highway access are major governing criteria for both site selection and assessment.

Staff developed the following criteria to select and assess sites.

1. ***Proximity to mass transit***

Public accessibility and transit proximity is a very important factor. Sites should be no further than 2,000 feet from a WMATA transit station. All five sites are close to transit stations. The existing MRO facility is within walking distance from the Silver Spring Metro Station, the MARC train, and the proposed Silver Spring Transit Center.

2. ***Accessibility to the public***

The location should be easily accessible to all County residents and customers. All five sites are close to the County's population and employment centers. The existing MRO facility and the two Wheaton sites are closest to Parkside and the Riverdale Bi-County Offices, while the Twinbrook and Shady Grove sites are closer to Rockville. (Refer to Attachments #5 and #6)

3. ***Location relative to CBDs or planned growth areas***

The facility should be located within or near existing or emerging CBDs or growth areas to support the County's Smart Growth strategies. Existing development and population concentrations and much of the County's future growth will be in the southeastern and mid-County areas. The MRO's presence will be an important economic and community development benefit to its immediate neighborhood.

4. ***Favorable development characteristics and neighborhood compatibility***

The facility should be compatible with adjacent neighborhoods and the area master plan. All of the site locations will allow development compatible with the adjacent neighborhoods. The existing MRO site is the only site

specifically designated in a master plan. The current MRO facility also has an established history in its neighborhood, can contribute to on-going revitalization efforts, and offers a potentially innovative development and urban park opportunity. The larger Wheaton site provides an opportunity to initiate area revitalization. The other three sites offer less opportunity to support neighborhood revitalization.

5. ***Available and developable sites***

Factors such as total land area, existing and proposed zoning, and ownership, are critical factors. Potential sites could be as small as 2 acres (with CBD zoning and within parking districts) with a preferred size of 4 to 6 ½ acres. Existing public ownership is preferred. Parking considerations should be generally comparable to the existing MRO facility. The Wheaton and Silver Spring sites are within parking districts. Potential for joint development is an important added consideration since joint development provides the opportunity to offset a portion of the public expenditures. The existing MRO site meets most of these factors. All of the sites are highly visible from major streets or transit lines within active employment centers.

6. ***Image/Fit to the functions and mission of the Commission***

The proposed site and location should fit the Commission's established and nationally recognized 75 year history of park and planning excellence, and create an overall positive perception and presence in the County. The location should facilitate increased effectiveness of the bi-county Commission in fulfilling its continually evolving mission of public service to the residents of the county. Accessibility, function, and image of the future MRO facility should be wholly complementary to its mission.

7. ***Visibility/Public Presence***

Public accessibility and increased public service require a facility with good public visibility. Selection criteria for the site alternatives include accessibility visibility from a major highway.

8. ***Anticipated Costs/Acquisition, and Construction***

The facility should offer the potential to maximize public investment. Development costs at the existing MRO site and Wheaton sites are anticipated to be significantly less than the Twinbrook and Shady Grove site locations. The Silver Spring site is publically owned. Costs at the Wheaton site are anticipated to be significantly less than the potentially prohibitive site and asset purchase costs at the Twinbrook and Shady Grove sites.

VII. SITE ASSESSMENTS

The above criteria were used to select and assess the five alternative sites. Accessibility, cost, and compatibility categories were used to group specific evaluation criteria. These criteria are presented in an Evaluation Matrix which illustrates how each site is assessed and compared with the other sites in response to the specific criteria. The following summary of the site assessments precedes the Evaluation Matrix. Detailed Site Assessments are presented in Attachment #5.

MRO development at the Silver Spring location will likely be less expensive since the property, as well as the adjoining parking lot and garage are publicly-owned. If, however, the Wheaton alternative is considered and the negatives associated with moving out of the established MRO location are discounted, then proceeds from the sale of the Silver Spring property may significantly offset costs for the new facility at Wheaton.

Silver Spring/Existing MRO

The present MRO Silver Spring site offers the following opportunities and attributes:

- The site is publicly-owned, hence there would be no expense for acquisition of privately owned land and assets
- A well-established visibility and presence
- Exceptional community revitalization and cost-effective development opportunities
- The site is specifically included in the Silver Spring CBD Sector Plan
- The proposed MRO land use would meet allowable density under existing zoning
- Excellent accessibility facilitated by major roads (the Capital Beltway and Georgia Avenue), Metro, and MARC, Ride On and Eyre bus availability, and proximity to the future Transit Center
- Adjacent parking facilities with excess capacity
- Adequate land for development of a public service oriented contemporary office facility incorporating an urban park that together exemplifies the mission and desired character of the Department
- Prior community involvement in an anticipated redevelopment of the site

- Good prospects for joint development with a private developer to offset a portion of the public expenditures

Wheaton CBD

The Wheaton location can advance the County's Smart Growth policies and serve as a contributor and impetus for the much-needed urban redevelopment, economic revitalization, and job creation in the Wheaton CBD area.

The larger of the two Wheaton CBD site offers a viable alternative to the MRO location for the following reasons:

- Because of relatively low employment the Wheaton CBD area is in need of economic and physical revitalization
- Wheaton is geographically more central in the County compared with Silver Spring
- The larger of the two sites could meet the image, presence, and visibility requirements of the Department
- The larger of the two sites offers prospects for joint development
- Excellent accessibility is provided by the adjacent Metro station and major roads (Georgia Avenue, University Boulevard, and Viers Mill Road)
- Good parking facilities and capacity due to location within the Wheaton parking district
- The future MRO can be accommodated within the parameters of the Wheaton Sector Plan and existing zoning
- The CBD location offers opportunities for implementation of Smart Growth
- The cost of land and asset acquisition could be defrayed with the proceeds from sale of the Silver Spring property

ALTERNATIVE SITE LOCATIONS

MRO Location Assessment
 Strategic Planning
 Community Based Planning

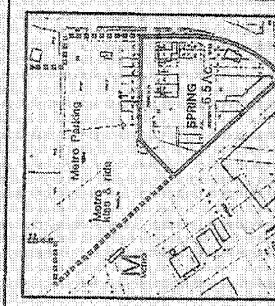
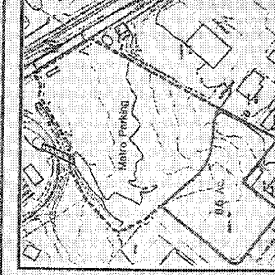
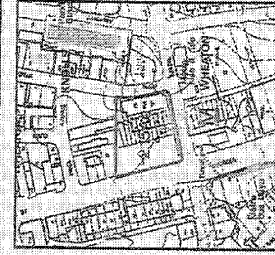
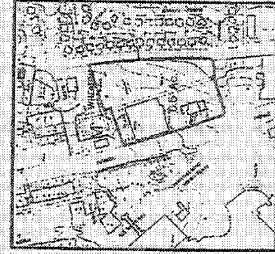
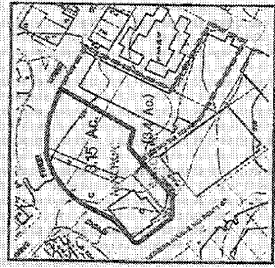
**Silver Spring
 Existing MRO**

Wheaton Metro

**Wheaton Metro
 Reetle Drive &
 Georgia Avenue**

**Shady Grove
 Metro**

**Twinbrook
 Metro**



**Alternative Sites
 Evaluation Matrix**

**General Site
 Evaluation Criteria**

Accessibility					
Proximity to Metro					
Highway Adjacency					
Population Centers/ Proximity					
Public Land Ownership					
Acquisition/ Site & Improvements					
Costs					
Parking District					
Life Cycle Cost					
Compatibility					
Conformance w/ Master Plan					
Conformance w/ Zoning					
On-Site Park Potential					
Revitalization Potential					
Visibility/ Presence/ Image					

Assessment Legend : Response to Evaluation Criteria



VIII. ASSESSMENT SUMMARY

Exceptional community revitalization and cost effective opportunities exist at the existing MRO site including: specific inclusion in the Silver Spring CBD Sector Plan; allowable density under existing zoning; prior community involvement and compatibility; private sector interest in joint development; the potential to add significant urban park space; the established presence of existing MRO functions; and good transit access; parking capability; and site size. *All of these factors point to the need for additional programming and facility planning analysis for potential development of a consolidated facility at the existing MRO site.*

The potential site locations at Wheaton (two), Twinbrook, and Shady Grove were selected for assessment largely due to their Metro station proximity together with the other countywide criteria listed. All of the sites at each of these four locations have development constraints that will add significantly to public acquisition costs.

The larger of the Wheaton CBD/metro sites offers a viable alternative if economic revitalization of the Wheaton area is assessed as a priority when balanced with the disadvantages of vacating the Silver Spring site.

IX. NEXT STEPS

- Develop a scope-of-services and RFP for a detailed facility programming study. Consolidation of Park and Planning functions should be an integral part of the study, consistent with the 1997 merger initiative and the on-going Strategic Alignment effort within the Department.
- Complete a land acquisition and project cost estimates for the Silver Spring and Wheaton sites.
- Develop illustrative concept plans for the Silver Spring and Wheaton sites.
- Prepare recommendations for a preferred site.
- Review previously developed CIP items in the context of the above additional facility planning studies.

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ATTACHMENT #1

Space Related CIP Projects

**SPACE-RELATED PROJECT REQUESTS
SUBMITTED FOR CONSIDERATION IN THE FY01-06 CIP**

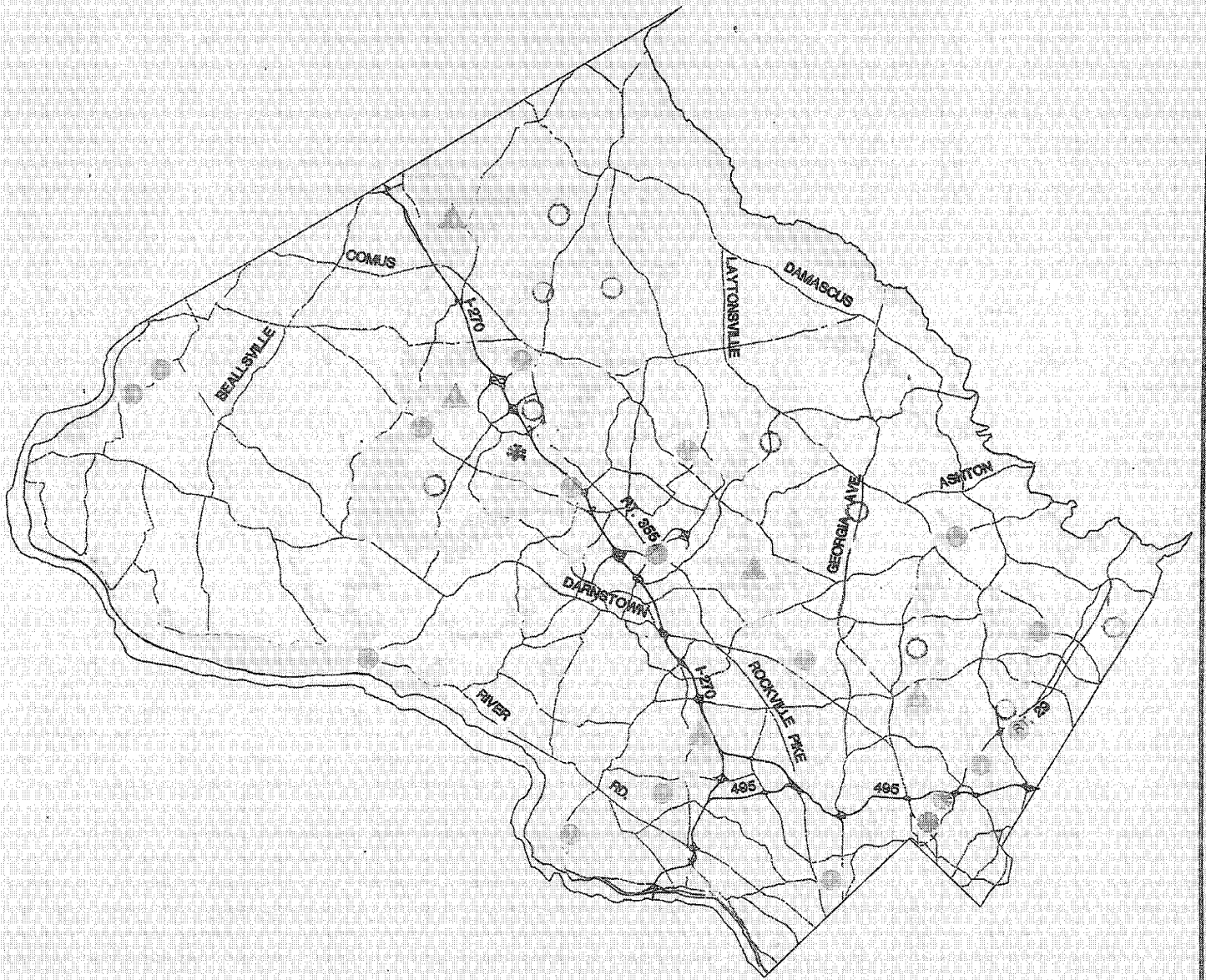
ORIGINATOR	LOCATION	NEED	DISPOSITION*
Park Police Division	Park Police Headquarters	In recent years, Park Police added \$.8 million computer equipment. Need upgraded electric, repair area, etc. Centralize community service functions that are open to the public—offers better service & improves security. Relocate Commission-wide archives & Central Maintenance Exhibit Shop (to Shady Grove) to create space for computer repair room, climate-controlled server room, large equipment storage room, & offices to centralize Police technical staff. Remodel remaining area to create new offices for investigations section currently using open space area with no privacy or amenities. Need separate offices for minimum 3 supervisors, work area for each unit, separate interview rooms with 1-way mirrors & monitoring & recording equipment, a large equipment storage area and a file room.	CIP FY01: \$70k \$20K Strategic Plan for Meadowbrook, Pope Farm, Park Police, & Central Maintenance
Central Maintenance Division	Park Police Headquarters/ Shady Grove	Move Central Maintenance Exhibit Shop to Shady Grove. Share fine carpentry shop at Shady Grove. More outside storage space available. Facilitates efficiencies and better administration.	
Natural Resources Division	Exhibit Shop	Natural Resources Units move from Shady Grove to Pope Farm to free space for Exhibit Shop.	
Natural Resources Division	Meadowbrook	Move 4 staff from Meadowbrook to Pope Farm to free up space for Southern Region.	
Executive Director	Park Police Headquarters	MNCPPC Executive Director asked to be involved in space changes at Park Police HQ. Archives needs more space/alternative technology.	
Natural Resources Division	Pope Farm Nursery	Complete utilities & irrigation design. Water & sewer can support increased staff on site pursuant to concept plan for site.	GIP FY01: Pope Farm P&I, design (\$236k); estimate utilities/irrigation construction \$772k. DEFERRED
Chairman's Office	MRO & Parking Lot 2	7,000 sq. ft. addition for offices; 5,000 sq. ft. addition for public use. Consolidate Spring Street offices with MRO offices.	GIP FY01: \$150k Facility Planning (1/3rd actual design); FY02: \$300k design DEFERRED
Park Development Division	Parkside	M-NCPPC leases Parkside from County Government. Replace HVAC in "old" building. Make ADA ramp and corridor improvements; reorient reception area and offices for security, circulation and customer service. Install key card security, upgrade fire alarm.	Proposed GIP FY01: \$495k DEFERRED
Park Development Division	Parkside	M-NCPPC leases Parkside from County Government. Replace HVAC in "old" building. Make ADA ramp and corridor improvements; reorient reception area and offices for security, circulation and customer service. Install key card security, upgrade fire alarm.	Proposed GIP FY01: \$495k DEFERRED







* Text per Agency Request; strikethrough per Department and PHED Revision 3/13/00.

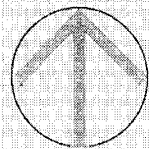
ATTACHMENT #2

Countywide Park Facilities

Park Facilities With Public Functions



-  MRO
-  PARK DEPT./ PARKSIDE
-  GOVERNMENT CENTER : County Office Facilities also used by Park Dept. Staff
-  REGIONAL PARKS : Large Parks (typically over 200 acres) with active recreational facilities and conservation areas
-  SPECIAL PARKS : Include historic, cultural, agricultural, and other unique facilities
-  RECREATIONAL PARKS : Parks larger than 50 acres with active recreational facilities



MRO LOCATION ASSESSMENT

ATTACHMENT #3

Overview of Consultant Recommendations

**MONTGOMERY REGIONAL OFFICE SPACE NEEDS
SUMMARY REVIEW OF PAST CONSULTANT STUDIES**

PURPOSE OF THE STUDIES⁶

- The general purpose of the three studies was to assess the building (8787 Georgia Avenue) in order to determine the necessary structural, spatial, operational, and functional improvements, as well as the feasibility and cost of addressing the serious deficiencies and inadequacies in the facility.

COMMON UNDERLYING ASSUMPTION

- The common underlying assumption of all three studies was that the Montgomery Regional Office (MRO) will remain at its present location at 8787 Georgia Avenue, Silver Spring, for the foreseeable future.

FINDINGS AND CONCLUSIONS

Space Needs Analysis (prepared by Clementano) See footnote for full documentation.

- The most critical problem identified in the Space Needs Analysis was *serious overcrowding* caused by space inadequacy. It was determined that there was a *building-wide space deficiency* of 8,400 square feet in 1991. This deficiency was projected to increase by 38% to 40% to about 10,700 square feet by 1996. Specific functional problems associated with overcrowding included:
 - i. *disjointed organizational relationships* caused by widespread dispersal of directly connected and related units of the Department;
 - ii. lack of appropriate furniture and equipment;
 - iii. inadequate storage, toilet, reception, conference, and meeting facilities; and,
 - iv. use of available space for *multiple, often conflicting*, purposes.

⁶Three previous MRO space and facility studies are included in this summary:

- i. The *Space Needs Analysis*, by Clementano-Esposito and Associates, Inc., (Dated September, 1991). This study dealt with space utilization and space inadequacy;
- ii. The *Feasibility Study/Building and Zoning Analysis*, by AEPA Architects and Engineers, P.C. (1995). This analysis focused on building and zoning codes as they relate to proposed expansion of the building; and,
- iii. The *Facility Assessment*, by C.Q.I Associates, (Released in February 2000). This assessment deals with the mechanical, electrical, and plumbing systems of the facility as well as adequacy given spatial constraints.

In the absence of any effort to address congestion, these functional as well as operational problems were expected to get worse.

Building and Zoning Analysis (prepared by AEPA) See footnote #1 for full documentation.

- This study affirmed the projected space deficiency of 10,700 square feet by 1996. (This in spite of the continued use of rental space at 1109 Spring Street and Fairview House.)
- Giving consideration to the disposition of the present site of the MRO, the study was capped with recommendations for a 10,000 square feet expansion program. The recommended program also included proposals for improving the functional and operational efficiency, and enhancing the facade of the facility.

Facility Assessment (prepared by CQI) See footnote #1 for full documentation.

- The Facility Assessment, the most recent among the reports, reiterated the increasing severity of the overcrowding problem, establishing that current occupancy level of the building was 63% higher than it was designed to accommodate.
- It was contended that the 26 year old High Volume Air Conditioning systems, having exceeded their recommended usage, were highly inadequate for the fresh air, ventilation, cooling, and related climate control required. Specifically, the temperature fluctuations of 6 to 9 degrees from area to area, and floor to floor, especially in the new section of the facility was considered unacceptable.

OVERVIEW OF THE RECOMMENDATIONS

- The Space Needs Analysis recommended that an additional space of 10,000 square feet, and modifications of the interior of the building were necessary to accommodate the existing staff and facilitate functional efficiency and effectiveness at the Department.
- The Building and Zoning Analysis also recommended a 10,000 square-foot expansion at the rear of the building fronting Spring Street, modifications to the exterior of the existing building, and a redesign of floor plans to include a series of modular work areas. The estimated construction cost of this project (based on 1995 means construction data) was \$2,060,000 or \$2,279,500 if an atrium was included.

- **It is important to note that the two foregoing recommendations were based on the then staff compliment of 184. They were, therefore, designed to solve overcrowding at a specific point in time, almost a decade ago, without consideration for the future staffing and technology needs of the Department. It is necessary, therefore, to re-assess the spatial and functional needs of the Department in order to accommodate its present as well as future requirements.**
- Based on the projected 63% increase in occupancy, and the 100% increase in the adoption of computer technology in the Department, it was recommended, in the Facility Assessment, that the current airflow needs to be 163% more than the original design. Overall, a three-phased program of improvements and additional studies was proposed at an estimated cost of \$655,996 to \$818,000.

COMMENTS

- The reports demonstrate an awareness, for a decade, or possibly earlier, of the *serious spatial, functional and operational inadequacies* of the MRO facility.
- Critical factors such as the current revolution in *information technology* and its inherent impact on the planning process, and the emergent significance of *amenities* such as conference rooms, libraries, gyms, showers and changing rooms, etc., to the functional efficiency of public institutions need to be central to the new space assessment.
- In combination, the worsening overcrowding, the ventilation demands of an increased number of computer equipment, and the inadequate airflow imply that employees and visitors have been perpetually exposed to an unhealthy environment. The need to eliminate this ventilation problem provides justification for urgent action towards expanding the building.

CONCLUSIONS

- These studies provide a historical insight into some enduring structural, spatial, and organizational problems at the Department. The recommendations that have been advanced, however, cannot solve the problems in their current dimensions, much less provide for flexibility of space.
- It cannot be emphasized enough that spatial and functional inadequacies in the facility (overcrowding, fragmentation, disjointed organizational relationships, inadequate amenities, lack of accommodation for the public, etc.), impede service delivery and Departmental productivity.

ATTACHMENT #4

Comparative Analysis of Space Requirements

SPACE ALLOCATION COMPARISONS/ SELECTED EXAMPLES

	Gross sq. ft. gsf	People	gsf/person
1. Planning Agencies in Other Jurisdictions			
A. City of Portland, Oregon	19,251	59	326
B. Charlotte-Mecklenburg City/County, N.C.	22,000	45	488
C. Fairfax County, Va.	48,000	141	340
Totals	89,251	245	364 Average sf/emp.

2. Selected Other County Functions ⁽¹⁾

The following are a limited number of County offices examined for general reference.

A. Department of Public Works and Transportation	45,000	161	280
• 9 th , 10 th and 11 th floors of EOB in Rockville 15,000 sf/ floor ⁽²⁾			
B. Dept. of Finance and Economic Development	15,000	53 ⁽³⁾	283
• 15 th floor of EOB, 15,000 sf/ floor ⁽²⁾			
C. Department of Environmental Protection	13,645	48 ⁽³⁾	284
• Rockville, Monroe Street and Middle Lane			
Totals	73,645	262	281 Average sf/emp.

3. Other Office Facilities (private sector)⁽⁴⁾

A. American Merchandising Corp.	98,600	280	352
B. 3M DC Sales and Logistics	15,000	50	300
C. MCI World Com., Inc.	80,000	320	250
Totals	193,600	650	298 Average sf/emp.

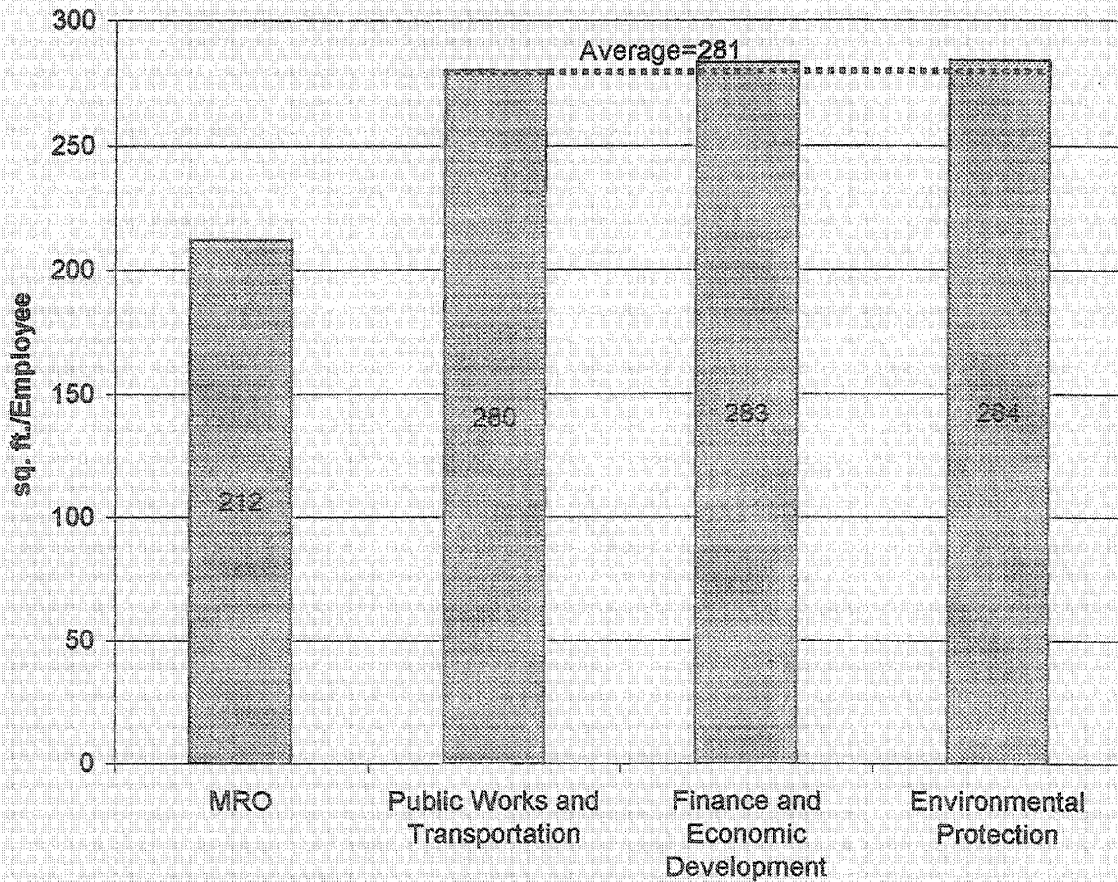
Notes: ⁽¹⁾ From Montgomery County Office of Facilities and Services

⁽²⁾ These figures include support space and common areas not included in the net assignable sq. ft. cubicle areas.

⁽³⁾ From Montgomery County Office of Human Resources.

⁽⁴⁾ From Ellerbe Becket Architects.

**EXISTING MRO COMPARED WITH
OTHER MONTGOMERY COUNTY AGENCIES
(Sq. Ft. per Employee)**



LEGEND:

AGENCY

MRO

Public Works and Transportation

Finance and Economic Development

Environmental Protection

SQ. FT. / EMPLOYEE

212

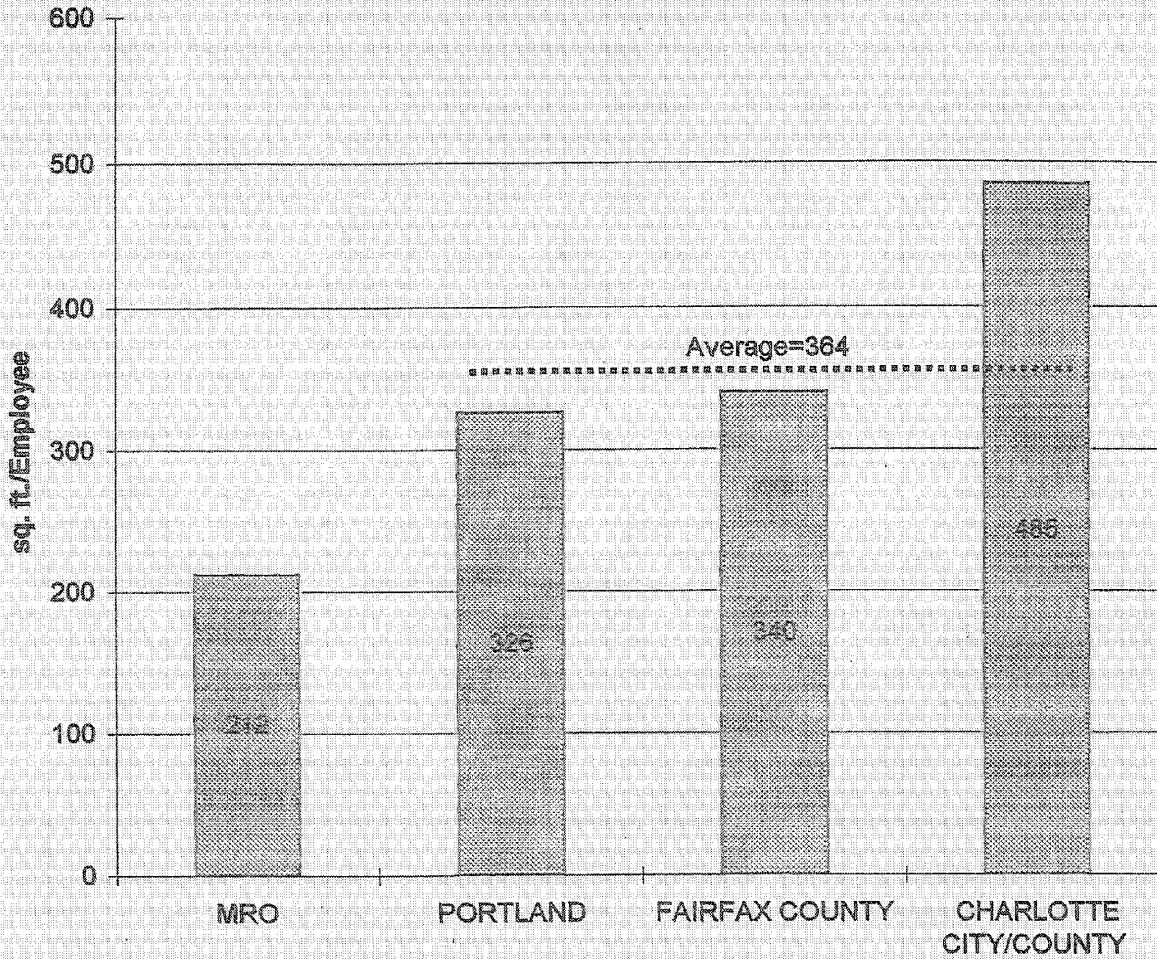
280

283

284

Note: On average, the current available space per employee at MRO is 69 sq. ft., 25% less than the 3 Montgomery County agencies surveyed. This translates into a total of 14,283 sq. ft. less space than the others.

**EXISTING MRO COMPARED WITH
PLANNING AGENCIES IN OTHER JURISDICTIONS
(Sq. Ft. Per Employee)**



LEGEND:

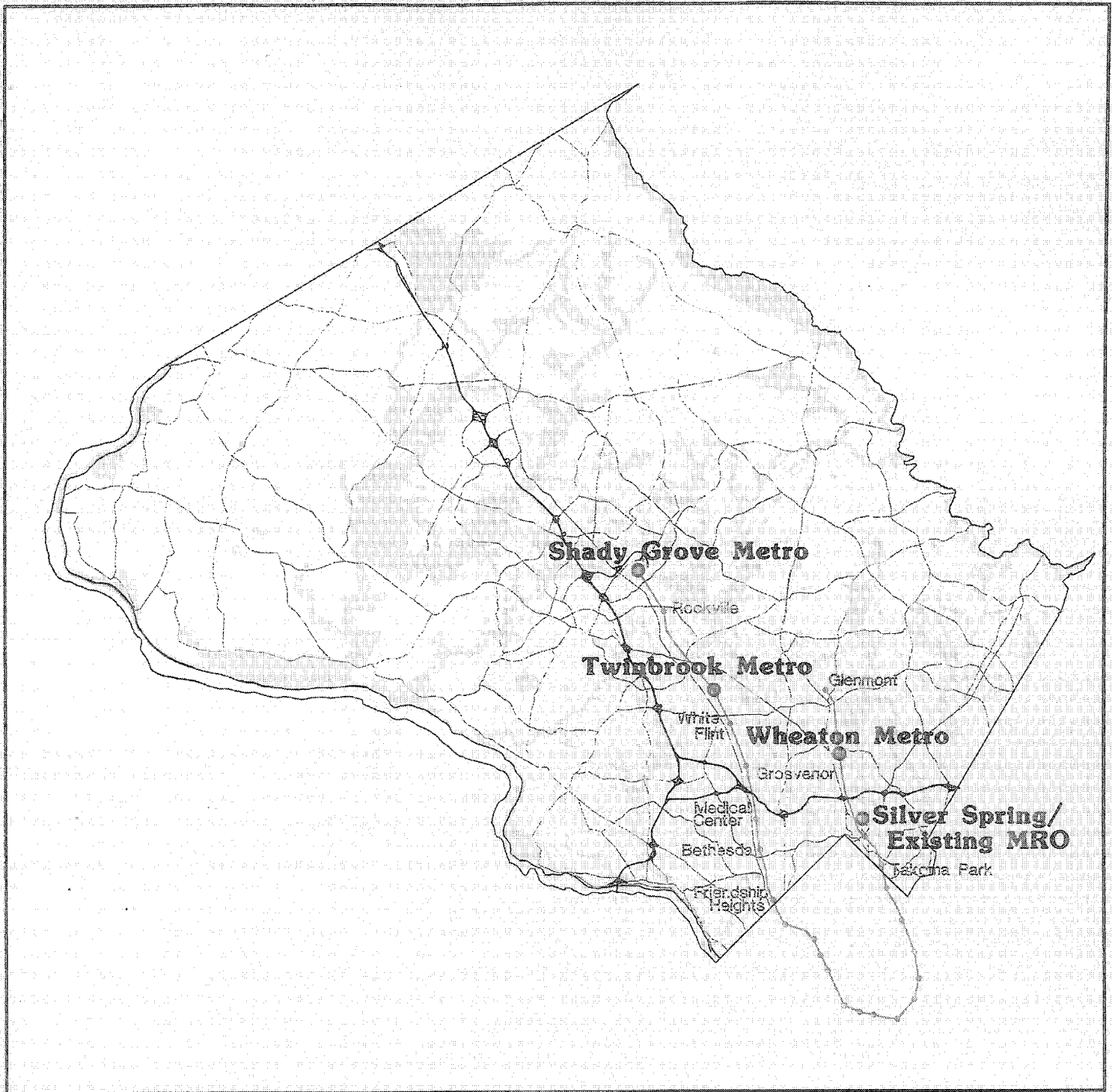
<u>AGENCY</u>	<u>SQ. FT. /EMPLOYEE</u>
MRO	212
PORTLAND	326
FAIRFAX COUNTY	340
CHARLOTTE CITY/COUNTY	485

Note: The current available space per employee at MRO is 114 sq. ft., 35% less than the lowest ranked among the agencies surveyed (Portland), and 152 sq. ft., 42% less than the average of the 3 agencies.

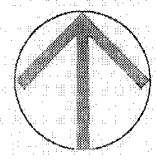
ATTACHMENT #5

Detailed Site Assessments

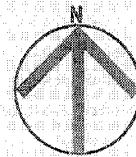
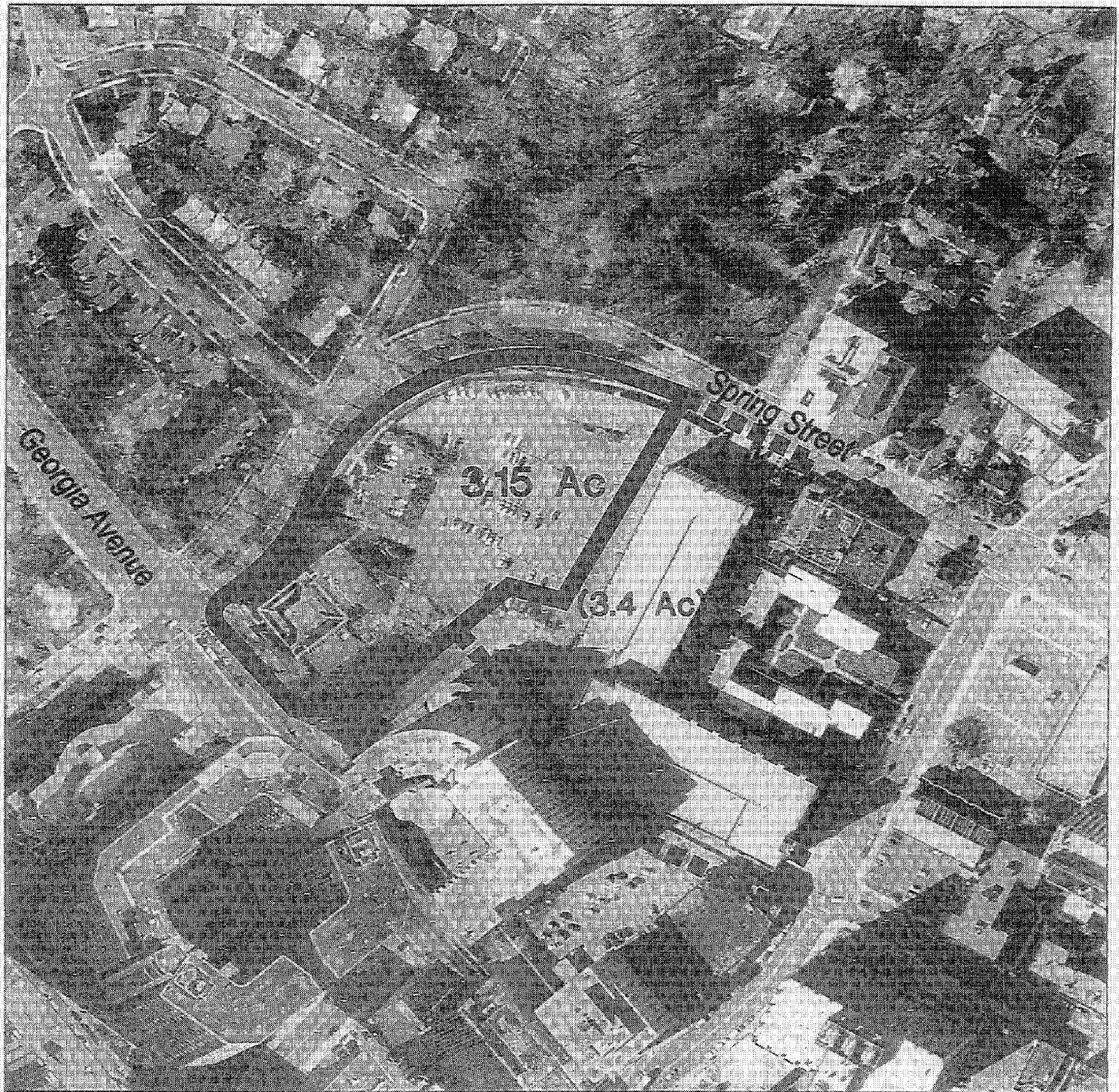
Selected Alternative Locations / Future MRO



- Selected Alternative Locations
- - - WMATA Red Line
- ▨ Park Land



Silver Spring / Existing MRO



0 100 200 Feet

MRO LOCATION ASSESSMENT

GENERAL ASSESSMENT OF SILVER SPRING / EXISTING MRO SITE

1. Location

8787 Georgia Avenue, Silver Spring, at Spring Street.

Within the Silver Spring CBD Sector Plan, April 1999.

2. Site Size

The existing MRO site is 3.15 acres. The MRO site including parking up to the garage is approximately 4 acres. The total site including the garage is approximately 6.5 acres.

3. Master Plan Considerations

The April 1999 Silver Spring CBD Plan identifies the in-fill development opportunity associated with the existing MRO site and recommends:

- Potential low-rise residential in-fill for the surface lot adjacent to the existing public MRO use, Sector Plan pages 28, 154, and 156.
- Continuance and potential expansion of MRO offices.
- Refurbishing Royce Hanson Park.
- Development as a transition buffer between the CBD and the adjacent residential neighborhood.
- Through site pedestrian circulation, p. 158

4. Zoning

The existing MRO parcel of approximately 4 acres will remain CBD-1 with the adjacent area approx. 2.5 acres (w/parking garage) remaining as CBD-2.

Public and residential uses are permitted in both the CBD-1 & -2 zones.

CBD-1 & -2 FAR's and residential densities will allow significant development levels although neighborhood compatibility will be an important issue in setting limits for future development of the site. (CBD-1 & -2 residential density limits = 43 and 80 du's/ac under Standard Method, with non-residential FAR's totals at 1 & 2 respectively (Standard Method of development). Total FAR's for the Standard Method are 2 and 3 for CBD-1 and CBD-2 respectively.

5. Site Assets and Constraints

Site Assets

- The total 6.5 acre size of the site including the parking garage is adequate to accommodate MRO expansion and joint development.
- Extension of Planning Place will improve access.

Site Constraints

- While the existing building creates some constraints upon site development, the site size of 4 to 6.5 acres with the parking garage is large enough to accommodate expansion.
- Compatibility with the adjacent single-family neighborhood will be an important planning and design consideration for ultimate site development.

6. General Assessment: Site and Facility Planning Considerations

Accessibility

- While other sites may offer improved metro station adjacency, the 2,000 ft. distance to the Silver Spring WMATA facility with the present MRO location is within adequate walking distance.
- Increased use of structured parking and the extension of Planning Place will contribute to improved site access.
- While Silver Spring is not geographically central in the County its metro station proximity, bus service (including the Eyre bus from Columbia), and Beltway proximity provides the site with very good overall public accessibility.
- Of the 4 sites the MRO site is closest to the existing Parkside facility
- The site is not relatively close to Rockville.

Costs

- The existing public presence and ownership of the MRO site is a major site attribute.
- With the estimated additional program requirements expected for MRO improvements, the use of the existing parking garage land and structure will be a major consideration for future planning for this site. Future planning of the MRO site should place additional analysis and scrutiny upon the assets, constraints, use and ultimate disposition of the existing adjacent public parking garage.

- While life-cycle cost must be considered, use of the existing MRO building, with physical improvements, will have less of an initial expenditure than complete new construction at a different location.
- If the Silver Spring site is vacated, a new use will be required for the existing site.

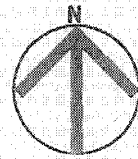
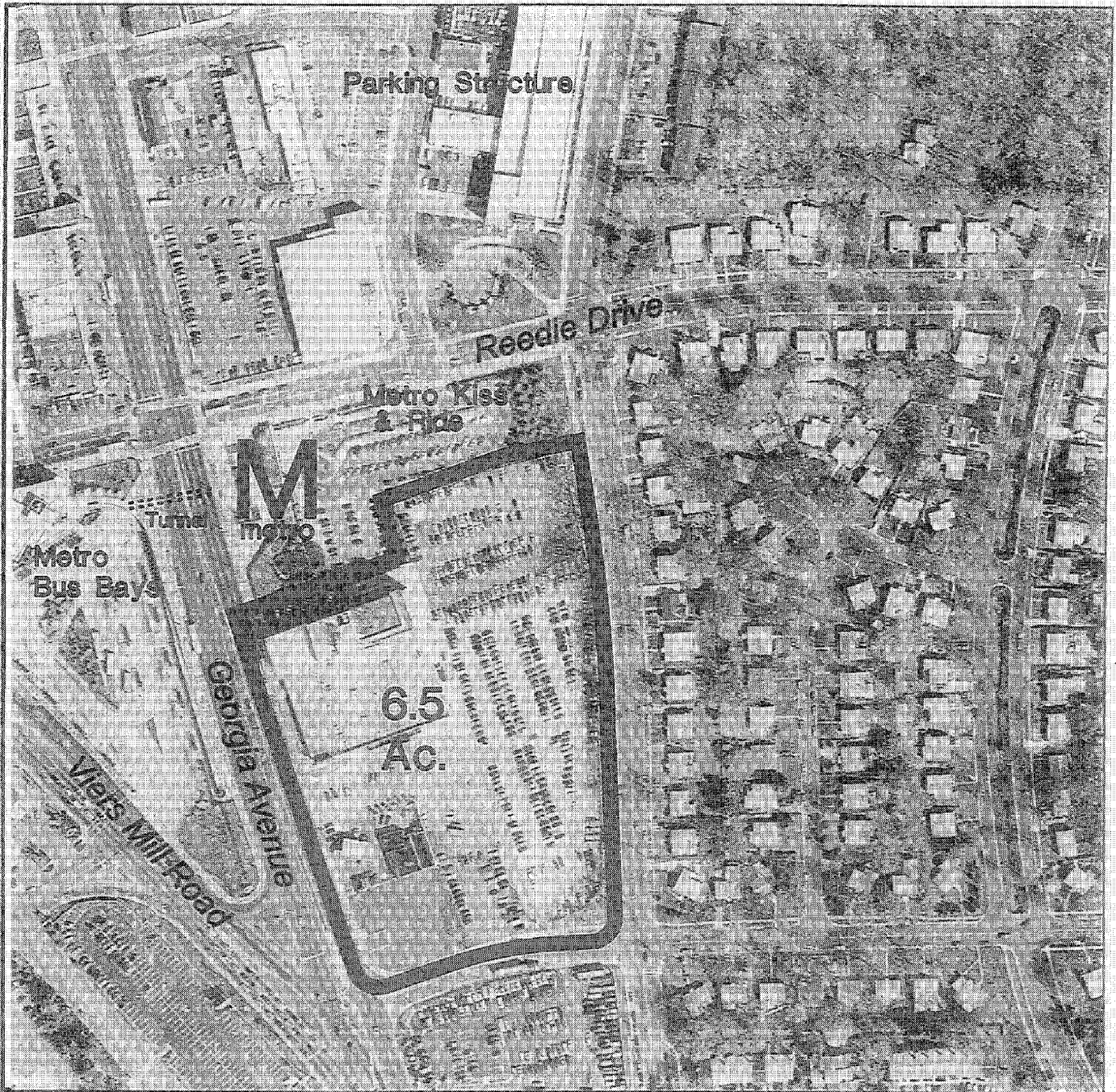
Compatibility

- Prior introduction of the December 1998 joint development concepts to the adjacent Woodside residential community is a positive precedent regarding continued consideration of the expansion potential of this site. Representatives of the Woodside community should participate in future planning for the existing MRO site.
- Existing and proposed zoning will more than adequately accommodate MRO expansion.
- Adjacent neighborhood parks are site amenities - An improved on-site urban park should be included within any future plans for the MRO site.
- MRO expansion and/or joint development will be an asset in Silver Spring.

Summary

- Exceptional opportunities exist at the present MRO site and include: specific discussion in the Silver Spring CBD Plan; allowable density under existing zoning; prior community involvement; private sector interest in joint development; the established presence of existing MRO functions; and good access, parking, and site size considerations. All of these factors point to the need for additional planning studies for possible future MRO location at the existing site.
- A detailed space programming analysis should proceed additional site plan studies in order to further test and refine previous joint development, parking, and access concepts.

Wheaton Metro



MRO LOCATION ASSESSMENT

GENERAL ASSESSMENT OF WHEATON METRO SITE

1. Location

The south $\frac{3}{4}$'s of the block bounded by Georgia Avenue, Prichard Road, Amherst Avenue, and Reddie Drive, Wheaton.

2. Site Size

Approximately 6.5 acres.

3. Master Plan Considerations

The 1990 Wheaton Sector Plan recommends a mixed-use development of residential, office, and retail uses on this property. The eastern portion of this site which fronts along Amherst Avenue is recommended for residential development limited to 35' height for a distance of 75' from Amherst Avenue. The purpose of this height limit is to provide a buffer and a transition between commercial development on this site and single-family houses on the east side of Amherst Avenue.

4. Zoning

The Wheaton Sector Plan proposes CBD-3 zoning along Georgia Avenue with approximately 60% of the total site as CBD-3 with the remaining area along Amherst Avenue proposed as CBD-R1.

General office, high-rise residential, and a variety of retail uses are permitted in CBD-3.

Public uses are permitted in both the CBD-3 and the CBD-R1 Zones.

Medium to high-rise residential uses are also permitted in CBD-R1.

5. Site Assets and Constraints

Site Assets

- The immediate transit station adjacency, together with the existing road network provide very good potential public accessibility.
- CBD location - proximity to Marketplace retail and Wheaton Plaza.

Site Constraints

- Private ownership - site acquisition cost may be significant.
- Compatibility with the immediately adjacent single-family detached houses is an issue. The 75 ft. setback consideration is a development constraint.
- Site size may be an issue considering on site presence of the metro station easements and subsurface structures.

6. General Assessment: Site and Facility Planning Considerations

Accessibility

- The Wheaton transit station is directly adjacent to the site with elevator access at the northeast corner of the block.
- Georgia Avenue provides very good site access and visibility.
- Wheaton is more geographically central in the County and somewhat more central to existing population concentrations as compared with the Silver Spring site.
- The site is a greater distance from Parkside than Silver Spring but is closer to Parkside than the Twinbrook and Shady Grove sites.
- The site is within a relatively close driving distance to Rockville but not readily close to Rockville via Metro.

Costs

- Land acquisition cost will be relatively high due to the metro station proximity.
- Two public parking facilities are nearby: the WMATA/County facility north of Reddie Drive and west of Amherst Drive; and the supplementary structure west of Veirs Mill Road.
- Relocation to this site will require all new construction.
- Disposition of the Silver Spring site will be required.

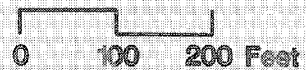
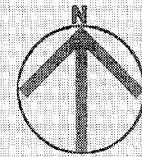
Compatibility

- The Wheaton Sector Plan and proposed zoning will accommodate the MRO facility.
- The Standard Method of zoning on the CBD-3 portion of the site will allow approximately 500,000 square feet of development. The Plan recommendation for the Amherst Avenue frontage with townhouse development provides an important compatibility/transitional use issue.
- A local park exists nearby, across Reddie Drive, but not on-site or immediately adjacent to the site.
- Future MRO presence at the Wheaton site would provide a significant revitalization impetus at this location.

Summary

- The Metro station presence, good vehicular access, and adjacent parking facilities are all positive development attributes of the Wheaton site.
- Land acquisition cost, WMATA requirements, and compatibility with the Amherst Avenue residential uses are important development constraints for the Wheaton site.
- Although adjacent population distribution for the selected areas are comparable, current employment levels for the Wheaton area are considerably lower compared with the other locations. Development of this site would support and complement County efforts to revitalize the Wheaton CBD.

Wheaton Metro/ Reedie Drive & Georgia Avenue



MRO LOCATION ASSESSMENT

GENERAL ASSESSMENT OF THE WHEATON METRO/ Reedie Drive and Georgia Avenue Site

1. Location

The site is located within the Wheaton CBD. It is part of the Wheaton Sector Plan area (Sector Plan of the Wheaton CBD and Vicinity, September 1990).

The site vicinity includes three distinct areas: a. The southern half of the block bounded by Georgia Avenue to the west, Fern Street to the east, and Reedie Drive to the south; b. The adjacent M-NCPPC public park to the east, and; c. The area occupied by the Metro parking lot north of the M-NCPPC public park, and adjacent to Amherst Avenue. Inclusion of this site assumes use of the parking structure at Amherst Avenue. If space and use of the structure is not adequate, the site boundary could be expanded to the north and, or on site structured parking could be included.

2. Site Size

The site is approximately 2.15 acres.

3. Existing Land Use

The site includes the Safeway grocery store and its surface parking facility. The pedestrian entry to the Wheaton Metro Station is directly across Reedie Drive to the south. The M-NCPPC public park, and the Metro parking structure adjacent to the site and Amherst Avenue are assets of this location.

Adjacent areas include a mixture of commercial, industrial, and parking uses.

4. Land Use and Zoning Plan

An objective of the Sector Plan is to retain and preserve the Wheaton CBD as an "urban market place" that would provide a variety of goods and services that cannot be found elsewhere in the eastern part of the County. In that connection, expensive premium land currently under low density uses are considered underutilized.

Even though the Sector Plan is not designed to change the zoning for the site, it seeks to replace low density uses with a mixture of retail, offices, and professional services that would increase the volumes of business in the area.

The Safeway site is designated as CBD -3 (mixed use development - office, retail, and residential) to take advantage of the excellent accessibility and the convenience of adjacent shopping and services. The public park and the Metro facility adjacent to Amherst Avenue are designated as CBD-2.

5. Site Assets and Constraints

Site Assets

- Excellent Metro access with transit station on site
- Excellent road network (Georgia Avenue, University Blvd., Viers Mill Road)
- Location within a CBD, with proximity to Wheaton Plaza and market place
- Adequate land for developing an office facility with adequate parking as well as an M-NCPPC park.
- Prime first floor space could be a potential source of revenue.
- Based on the proposed zoning, the proposed MRO would be compatible with land uses in the vicinity.

Site Constraints

- Because the site is under private ownership, there will be significant acquisition costs.
- The limited site size is a constraint. Structured parking will likely be required even with use of the parking facility to the north.

6. Accessibility

- The Wheaton Metro transit station provides excellent public accessibility to the site.
- Three major roads; Georgia Avenue, Viers Mill Road, and University Boulevard provide excellent access, and site frontage on Georgia Avenue provides excellent visibility.
- Wheaton is more geographically central in the County than the Silver Spring site.
- Compared with Silver Spring, the site is distant from Parkside. It is, however, closer to Parkside than the Twinbrook Metro and Shady Grove Metro sites.
- The site is within a relatively short driving distance to the County government Center in Rockville, however, the distance to Rockville via Metro is not as advantageous as the Silver Spring, Twinbrook, and Shady Grove sites.

7. Costs

- The cost of land acquisition would be relatively high due to private ownership and land values associated with the location within the CBD and its excellent accessibility. The nearby public parking structure is an asset however the limited size of the site may require structured parking.
- An entirely new facility will be necessary.
- A Wheaton location will require disposition of the Silver Spring facility.

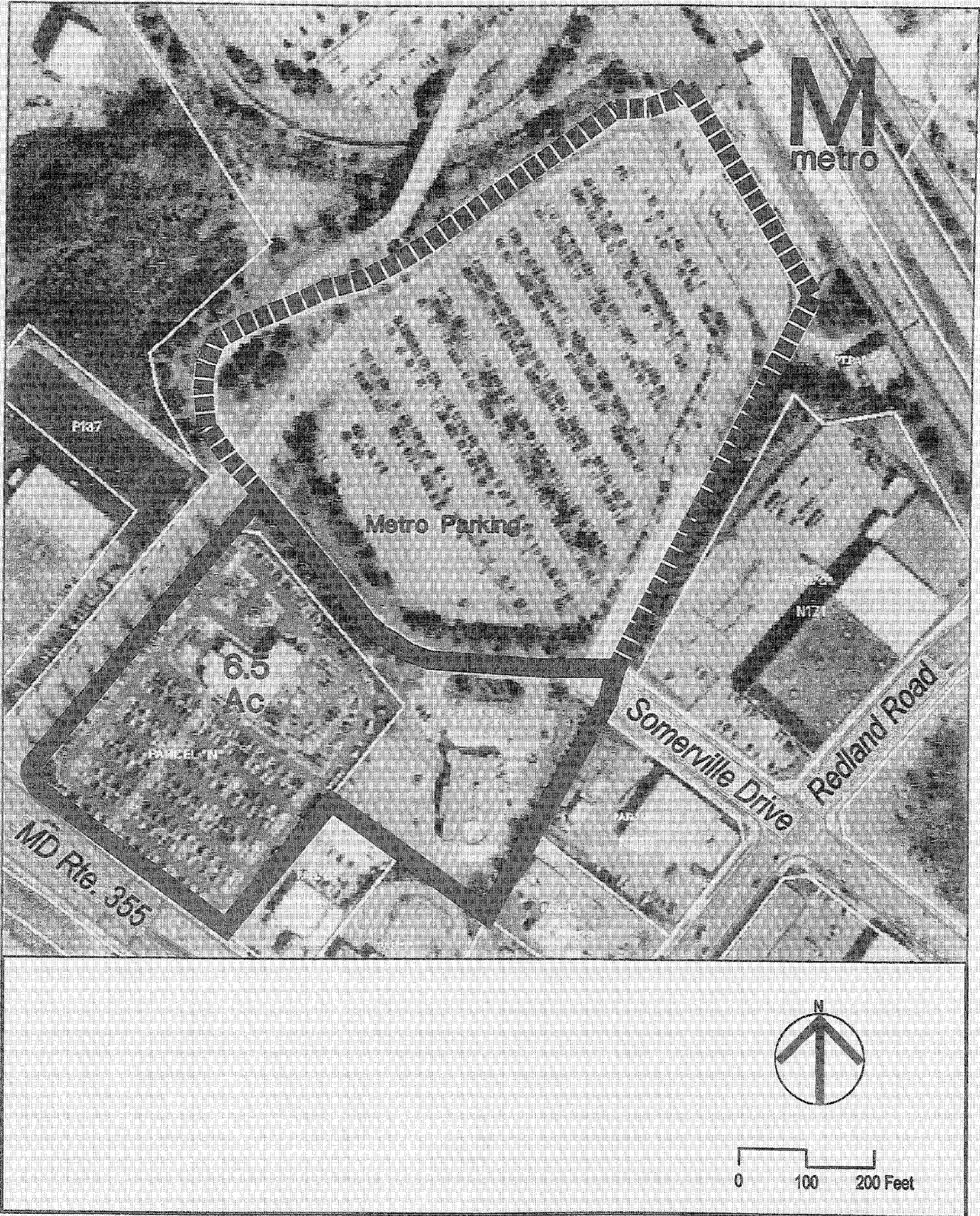
8. Compatibility

- Under the Wheaton CBD and vicinity Master Plan, the MRO facility will be compatible with adjacent land uses.
- A local M-NCPPC public park already exists on the site.
- Location of the MRO facility in the Wheaton CBD would contribute to the revitalization of the area.

9. Summary

- The Metro station location, highway frontage and access, and the adjacent parking structure and park are site location assets.
- Because of the private ownership and site improvements land acquisition cost will be high.
- The site size, 2.15 acres (approximately), is limited and would likely require some structured parking, particularly considering the capacity for long term expansion or the possibility of additional consolidation of the existing Parkside functions.

Shady Grove Metro



MRO LOCATION ASSESSMENT

GENERAL ASSESSMENT OF SHADY GROVE METRO SITE

1. Location

Two existing uses are located on the site:

15931 Frederick Road (MD 355), Rockville, MD - CarMax

15910 Somerville Drive - Kids Stop Child Care Center

The designated site area is within the 1977 Sector Plan for the Shady Grove Transit Station Area, as amended; and the 1990 Shady Grove Study Area Master Plan, as amended. Both parcels are included in the 40-acre WMATA property designated in the Plan (pgs. 54,55).

2. Site Size

Approximately 6.5 acres exists southwest of the existing transit surface parking lot and north-east of Rockville Pike.

3. Master Plan Considerations

The 1990 Shady Grove Study Area Master Plan (p. 56) states the following:

- The Shady Grove Sector Plan recommends that development around the station be low-intensity employment. "As transit service extends beyond Shady Grove, the character of the station and surrounding properties should be re-examined." The Plan proposes that the existing surface parking lot, located between the Metro Station and MD 355, be considered for a mixed-use planned development. The same opportunity for redevelopment is proposed for adjoining properties, now developed at relatively low intensities.
- For the western 70% of the designated site the Plan recommends Transit Station-Mixed Use. For the eastern 30% of the site, closest to Somerville Road, the Plan recommends Transit Station Residential.

4. Zoning

The property is currently zoned I-1 (Light Industrial).

The 1990 Shady Grove Study Area Master Plan recommends Transit Station, Mixed-Use (TS-M) and Transit Station, Residential (TS-R) zoning for the area between the Shady Grove Metro Station and MD 355.

Office and public uses are permitted in both the TS-M and TS-R Zones.

Transit Station Mixed Use:

TS-M/3 FAR acre/6.5 ac x 70% = 4.55 ac. X 3 FAR = 594,594 gsf.

Transit Station Residential:

TS-R/150 du's per area/6.5 ac. X 30% = 1.95 ac. X 150 du's = 292 dwelling units.

The Sector Plan (p. 77) recommends the site for the Optional Method of development.

5. **Site Assets and Constraints**

Site Assets

- The site is less than a 5 minute walking time to the Shady Grove Metro Station. It is immediately south of the access road to the existing Shady Grove Metro Station surface parking lot.

Site Constraints

- In 1995, the Planning Board approved a preliminary plan (I-95087) for an auto sales facility totaling 8,945 square feet for the 4.04-acre western portion of the subject property. This portion of the property is currently the Car Max, Auto Super Store.
- The eastern portion of the site is currently improved with a day care facility (Kids Stop Child Care Center), which opened in 1995.
- Access to the site via Somerville Road and Route 355 is very good.
- The 440-acre King Farm which is located directly across MD 355 is currently planned for a mix of residential (3,200 dwelling units) and employment uses (3 million square feet of office/ 100,000 square feet of retail). Construction is underway for this development.
- The site is not within walking distance to any parks or parkland.
- Adjacent uses include Reed Brothers Dodge Auto dealership to the west and scattered commercial retail and industrial uses to the east.

6. **General Assessment: Site and Facility Planning Considerations**

Accessibility

- Metro Station proximity is excellent
- The site has excellent vehicular access via Somerville Road and Route 355.
- The site is central in the County and in proximity to existing developed and populated areas.

- Of the four sites examined the Shady Grove site is farthest from Parkside.
- The site is close to Rockville.

Costs

- The site is currently developed with two uses, a car dealership and a day care facility. The presence of these two private businesses may result in excessive land acquisition costs.
- Although Metro surface parking is immediately adjacent the site does not have a nearby County parking facility.
- All new construction will be required.
- Disposition of the existing MRO site will be required.

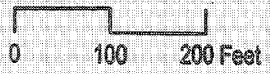
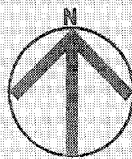
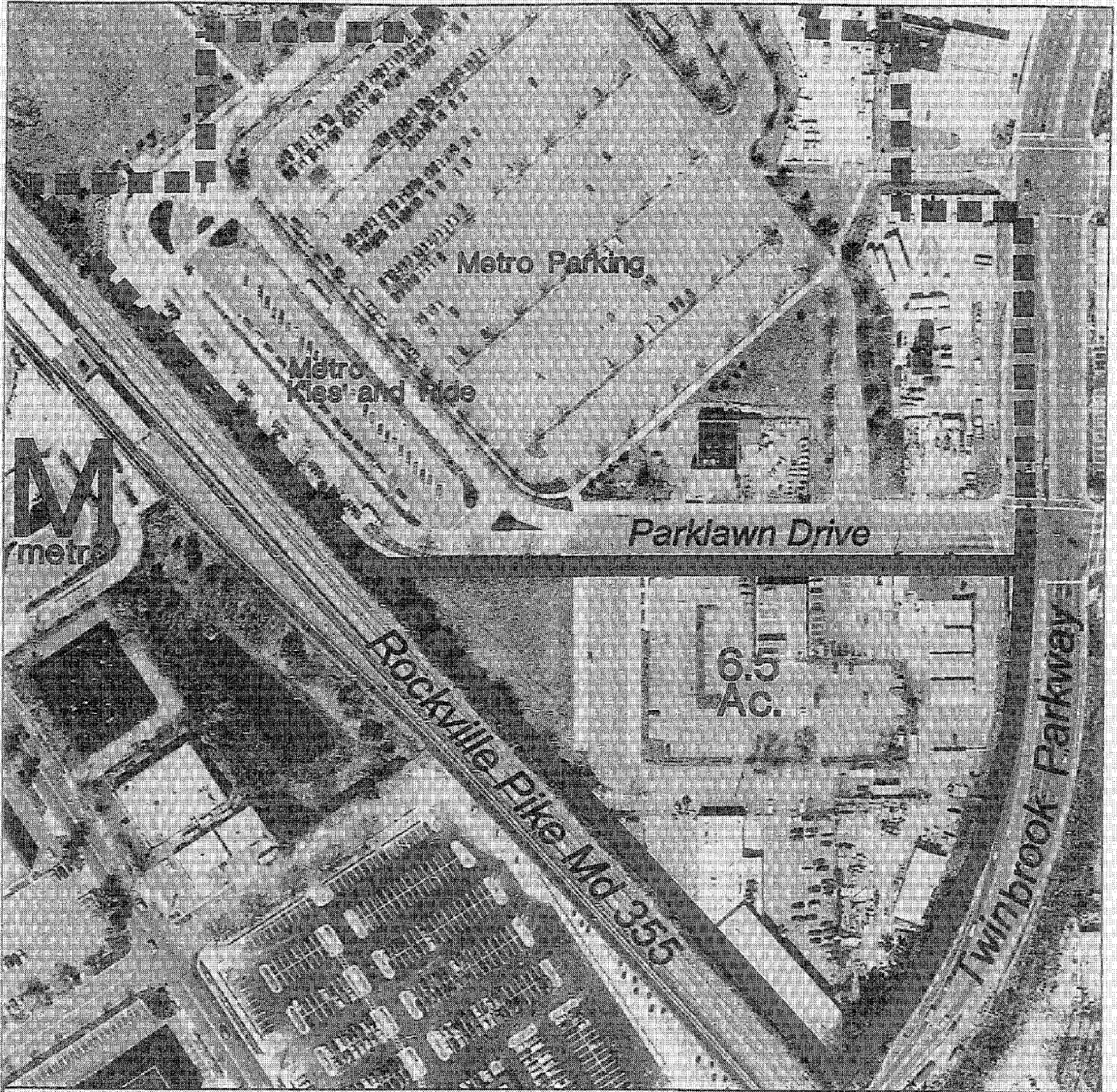
Compatibility

- The Area Sector Plan and proposed zoning will accommodate the future MRO facility. Some plan amendments may be necessary related to the TS-R portion of the property depending upon the final development program.
- There are no parks nearby.
- While the MRO location would be a development asset within the area, new development in the Shady Grove area will continue to occur as a result of the Metro station presence.

Summary

The Shady Grove site while offering a central metro station location with good access would require a high land acquisition cost, particularly considering the existing two facilities which occupy the site.

Twinbrook Metro



MRO LOCATION ASSESSMENT

GENERAL ASSESSMENT OF TWINBROOK METRO SITE

1. Location

The site location borders the southeast corporate limits of Rockville and is west of Twinbrook Parkway and northeast of the CSX Railroad and Metro site. A 4 acre area, south of Parklawn Drive and separate from the WMATA surface parking lot, is designated for the potential MRO facility site.

The site is within the block bounded by CSX railroad, Wicomico Avenue, Twinbrook Parkway, Ardennes Avenue, and Rockville corporate area.

Existing land uses in the designated area at Parklawn Drive and Wicomico Avenue include a parking lot, an automobile repair business, a lumberyard, small office buildings, and a restaurant.

2. Site Size

The designated 6.5 acre site area is separate from the Metro surface parking lot and is located south of Parkland Road and west of Twinbrook Parkway. The site includes the triangular area, approximately 2.5 acres, located south of Wicomico Avenue.

3. Master Plan Considerations

The site is within the Twinbrook Sector Plan area of the North Bethesda/Garrett Park Master Plan, approved in 1992, and amended in 1994.

Existing land use in the area west of Twinbrook Parkway is generally industrial. Existing land use east of Twinbrook Parkway and North of Fisher Lane is predominantly office use. South of Fisher Lane, it is light industrial.

The Master Plan characterizes the site as currently having low intensity uses. Although the existing zoning is primarily light industrial, the existing land use is mixed (light industrial, office, and commercial).

A site plan has been approved for the Twinbrook Office Center between Parklawn Drive and Wicomico Avenue and west of Twinbrook Parkway (a portion of the proposed site). The 83,000-square-foot building and a separate 271 car garage are proposed on the 1.28 acre parcel. Implementation of a potential second building phase of this project to the south, would significantly restrict or eliminate the potential for the MRO location at this designated area.

South of Parklawn Drive, toward Twinbrook Parkway, are small residential lots and houses that have been converted to industrial uses.

4. Zoning

For the designated area the master plan recommends rezoning from I-1 to R-90 as a base zone with most of the area designated as TS-R (Transit Station, Residential) with some O-M (Office Building, Moderate Intensity) use for the site.

Proposed Base Zones: The sites south of Parklawn Drive and west of Twinbrook Parkway are proposed for O-M use and an approximate 1 acre parcel south of Wicomico Avenue is I-1, Light Industrial. The areas east of Twinbrook Parkway have been proposed for I-1, light industrial, and I-4, low intensity, light industrial.

Proposed Floating Zones: Areas north and west of Parklawn Drive are proposed for TS-R, Transit Station, Residential use. The 1-acre parcel south and west of Wicomico Avenue is proposed for O-M, office building, moderate intensity.

5. Site Assets and Constraints

Site Assets

- The zoning recommendation for the majority of the site, is OM - moderate intensity office which will allow the potential MRO location.
- There is excellent Metro access - the Twinbrook Metro Station. The site is also easily accessible from Route 355 (Rockville Pike), Randolph road, Montrose road, Veirs Mill Road, and Twinbrook Parkway.
- The site lies within the regional district, yet borders on Rockville corporate area. It is a short distance (one stop by Metro) to the County Administration facilities in Rockville.
- There are good prospects for an adjacent joint development with Metro.
- There are numerous restaurant and shopping facilities in the neighborhood due to Metro proximity. The area is expected to attract new development.

Site Constraints

- Land acquisition is necessary. Development of the 83,000 square foot office project increases the acquisition cost for this site. Implementation of a potential second phase of this project would restrict or preclude potential MRO location at this designated area.
- Most of the land adjacent to the site is presently developed as the Metro parking facility. WMATA and developers participation in joint development will likely occur.
- Existing storm water drainage problems in the area adjacent to the Metro parking lot would have to be addressed with any new redevelopment.
- There are storm water drainage problems in the area that must be considered with any proposed development.

6. General Assessment: Site and Facility Planning Considerations

Accessibility

- The Twinbrook Metro Station is immediately northwest of the designated site.
- While good access is provided by adjacent and nearby road systems, existing and projected traffic congestion on Rockville Pike and Twinbrook Parkway is a current and projected constraint.
- The site has an excellent central location relative to the population and development concentration centers of the County.
- The site ranks 3rd of the 4 general locations regarding proximity to Parkside.
- The site has excellent proximity to Rockville.

Cost

- Land acquisition costs would be significant particularly considering the office project and the multiple separate parcels on the designated site.
- The site is not within a County parking district.
- All new construction will be necessary.
- Disposition of the existing MRO site will be required if the future facility is located at the Twinbrook site.

Compatibility

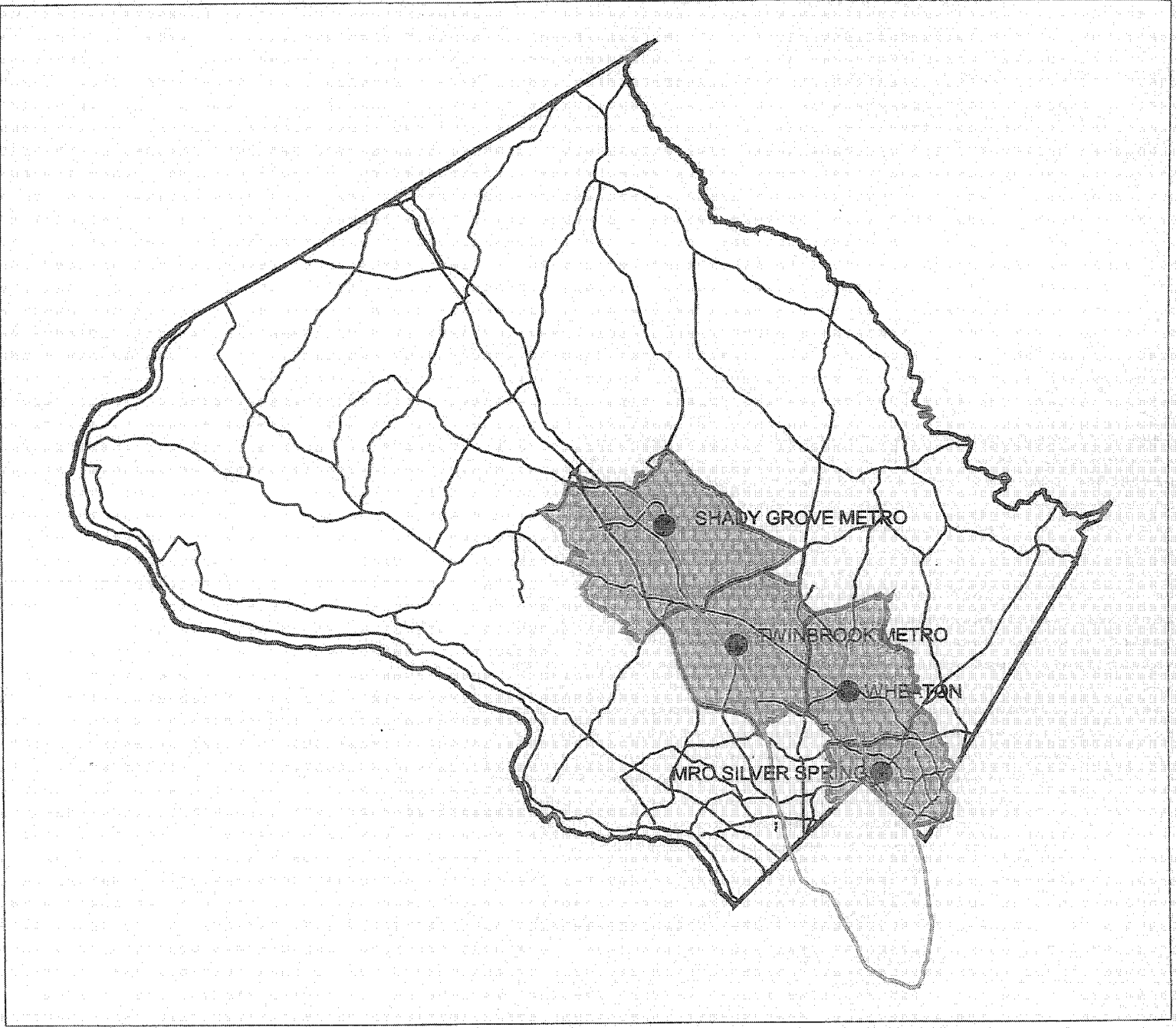
- The master plan and proposed zoning will accommodate the proposed facility.

- There are no parks near the site and the designated site area will have limitations related to an interior park of significant size.
- While the MRO would be a contribution to the area, metro station proximity will attract significant new development without the MRO presence.

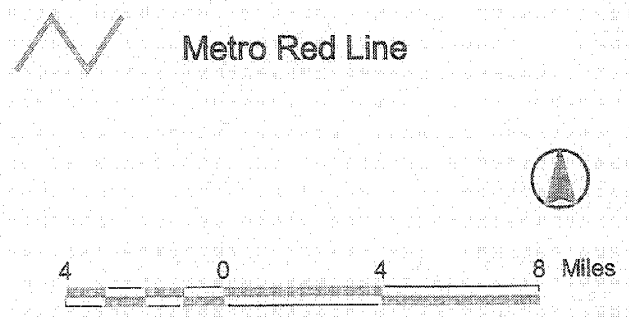
Summary

- While the site has very good overall accessibility due to the metro station proximity, traffic congestion at Twinbrook Parkway is a constraint upon accessibility. The site is relatively central to existing population and development and is close to Rockville but is some distance from the Parkside facility.
- Land acquisition cost would be high due to Metro proximity, the number of separate parcels involved, and to due the approval of the 83,000 square foot Twinbrook office project.
- Assembly and acquisition of the entire 6.5 acre site area south of Parklawn Drive and west of Twinbrook Parkway would likely be necessary.

**CURRENT POPULATION AND EMPLOYMENT ESTIMATES
FOR TRAFFIC ZONES WITHIN APPROXIMATELY 2 1/2 MILES FROM SELECTED SITES**



Location	Current Population Estimate	Current Employment Estimate
Shady Grove Metro Vicinity	66,900	103,400
Twinbrook Metro Vicinity	87,100	82,800
Wheaton CBD Vicinity	82,500	26,400
Silver Spring/Present MRO Vicinity	86,000	58,400



MRO LOCATION ASSESSMENT