



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB
Item No. 5 & 6
6-10-04

MEMORANDUM

DATE: May 21, 2004
Revised May 28, 2004

TO: Montgomery County Planning Board

VIA: Jeff Zyontz, Chief
Countywide Planning Division

FROM: Shahriar Etemadi, Coordinator (301) 495-2168
Transportation Planning
Marion Clark, Environmental Planning

PROJECT: Brookville Service Park, Part 1
CIP No.509928

REVIEW TYPE: Mandatory Referral No. 04801-DPW&T-1

APPLICANT: Montgomery County Department of
Public Works and Transportation

APPLYING FOR: Plan Approval

COMMUNITY-BASED PLANNING: Silver Spring/Takoma Park

RECOMMENDATIONS

Staff recommends that the Planning Board approve the proposed project (see Attachment 1: Vicinity Map) with the following comments to DPWT:

Forest Conservation Plan: APPROVAL WITH THE FOLLOWING CONDITION:

- Submit a Final Forest Conservation Plan to M-NCPPC Environmental Planning staff prior to obtaining sediment and erosion control permits.

Mandatory Referral: APPROVAL WITHOUT CONDITIONS.

DISCUSSION

The project site is located at 8710 Brookville Road in the Forest Glen area at the end of Brookville Road, just south of Walter Reed Hospital and the Radio Towers for WWDC. The site is zoned industrial (I-1). The site is bordered on the west side by Rock Creek Park and southern border is property owned by Montgomery County.

The project is Phase I of a two-phase project to improve the Brookville Service Park to meet the increasing needs of the Division of Transit Services for Fleet Management Services, Operations, and highway Maintenance Needs. The subject improvements to the Brookville Service Park, a "Go Montgomery" project, include the addition of an access drive to the site, a new layout for the bus parking lot, additional block heaters and new lighting for the bus parking lots. It also includes expanded employee parking, modification to the doors of building "D" (Attachment # 2 and #3) to accommodate taller buses, and improved stormwater management for the site. The future Part II will rebuild the existing highway depot that will be the subject of a mandatory referral next fall.

The Department of Public Works and Transportation (DPWT) is proposing a new access road to improve truck circulation along the north side of the existing, already developed 17.4-acre site. Existing facilities are sited too close to the north property line to fully accommodate the road. Construction of the road and stormwater management basin requires that two small parcels and a grading easement adjacent to the northern property line be purchased from adjoining property owners (Attachment #3). The two new parcels, the area of the grading easement, and a narrow portion of the existing site contain six specimen trees within a narrow strip of fragmented forest. Forest clearing will be necessary to construct the road. A seventh specimen tree will be removed to construct additional bus parking.

Reforestation to fulfill the Forest Conservation requirement is based on the combined acreage of the two new parcels and the existing site. The requirement will be met in an offsite mitigation bank on a two to one basis. The grading easement will be cleared and reforested on a one to one basis. The Preliminary Forest Conservation Plan submitted by the applicant complies with the Forest Conservation Law.

Forest Conservation

This application has an approved Natural Resource Inventory/Forest Stand Delineation (NRI/FSD). The NRI/FSD includes the entire area of the existing 17.4-acre site and the limit of disturbance as it extends onto the two adjoining parcels to the north. There are approximately 1.08 acres of existing forest, six specimen trees, and eight significant trees. Four of the trees are in poor to fair condition. The applicant proposes to clear all of the existing forest, and specimen and significant trees. Planting requirements include 2.16 acres of reforestation and 1.68 acres of afforestation. Planting requirements for reforestation will be met off-site in the DPWT Triadelphia Forest Bank. Planting requirements for afforestation will be met by combining retention of existing landscaping and new planting with offsite reforestation

Environmental Guidelines

This property is not located within a Special Protection Area or Primary Management Area. There are no steep slopes, wetlands, floodplains, or environmental buffers encumbering the site.

Stormwater Management

The Department of Permitting Services has approved a Stormwater Management Concept request for this site. DPWT is providing on-site water quality and quantity for the new area of disturbance. Additional water quality pre-treatment for an existing oil grit separator will also be provided.

Regional Water Quality

This site straddles the Lower Mainstem and Donnybrook Tributary of the Lower Rock Creek watershed. Lower Rock Creek is classified as a Use I watershed by MDE. A Use I classification means that the waters are suitable for activities where the human body may come in direct contact with the surface water.

The *Countywide Stream Protection Strategy* (CSPS) categorizes these sub-watersheds as Watershed Restoration Areas. This category is applied to older developed areas of the County where streams are degraded to varying degrees and restoration tools are necessary to stop further degradation. The CSPS rates the stream quality poor and the habitat conditions poor to fair, noting the problem of channel scoring, sediment deposition and limited riparian buffers.

Transportation

The applicant is seeking to expand the bus parking lot to provide for an additional 26 bus parking spaces. Operation of these additional buses requires an additional 52 drivers in different shifts, requiring additional staff parking. The expansion of the site will result in a maximum of 102 additional trips per day on Brookville Road. Brookville Road is classified as an arterial roadway that has a relatively low volume of traffic. These 102 trips will be scattered during the 24-hour period and will not significantly change the safety and efficiency of the traffic operation in the vicinity of the site. The larger transit fleet, however, will lower the overall volume of traffic in the county.

The proposed one-way circular road looping around the site that would be built in the future would enhance the safety of vehicular traffic operation within the site.

Pedestrian Facilities

The proposed conditions include a new sidewalk along the south side of Access Drive from the employee parking lot to the bus parking lot to provide a walkway for the employees.

Typical Roadway Section

The typical Roadway Section for the new Access Drive include a 26-foot paved drive with curb and gutter on both sides of the section. As previously mentioned, there will be four-foot wide sidewalks behind a metal barrier on the south side of the drive. On the northern side of the road, there will be a proposed drainage ditch, which slopes up to meet the existing ground.

SE:kcw
Attachments

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