



August 21, 2008

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Acting Chief, Community-Based Planning Division
Callum Murray²¹⁷, Potomac and Rural Area West Team Leader
Community-Based Planning Division

FROM: Mary Beth O'Quinn, Planner Coordinator (301.495.1322) *wboq*
Community-Based Planning Division

SUBJECT: Mandatory Referral No. 08403-USM-1: The Universities at Shady Grove Parking Garage – University System of Maryland, 9630 Gudelsky Drive, Rockville, LSC Zone, Potomac Subregion Master Plan (Shady Grove Study Area Plan)

STAFF RECOMMENDATION: APPROVAL with the following comments:

1. Transportation Planning
 - a. Provide 31 bicycle parking spaces; ten bike lockers should be located in a well-lit area of the garage ground-level near a pedestrian entrance; and 21 bicycle racks should be located within 50 feet of building entrances, placed appropriately throughout the campus.
 - b. Provide supplementary shared use path connections and/or wider sidewalks to accommodate bicycle and pedestrian travel from the perimeter entries to each building cluster, and across the center of the campus as required by the Shady Grove Center Master Land Use Plan approval.
 - c. Design the garage to enable future accommodation of electric vehicle (EV) and electric bicycle charging stations.
 - d. Provide motorcycle parking spaces within the garage.
 - e. Provide an 8-foot wide clearly striped lead walk (shared with Building SGIII) to enhance safety for pedestrians and cyclists.

2. Landscape and Lighting
 - a. Provide a Site Photometric Lighting Plan showing point-by-point lighting levels extending to the property lines to assure compatibility with nearby residential buildings. Show location of lighting fixtures on the plan. Reduce lighting levels to 0.01 footcandles at the property lines; average max/min readings should not exceed 5.0 foot-candles.

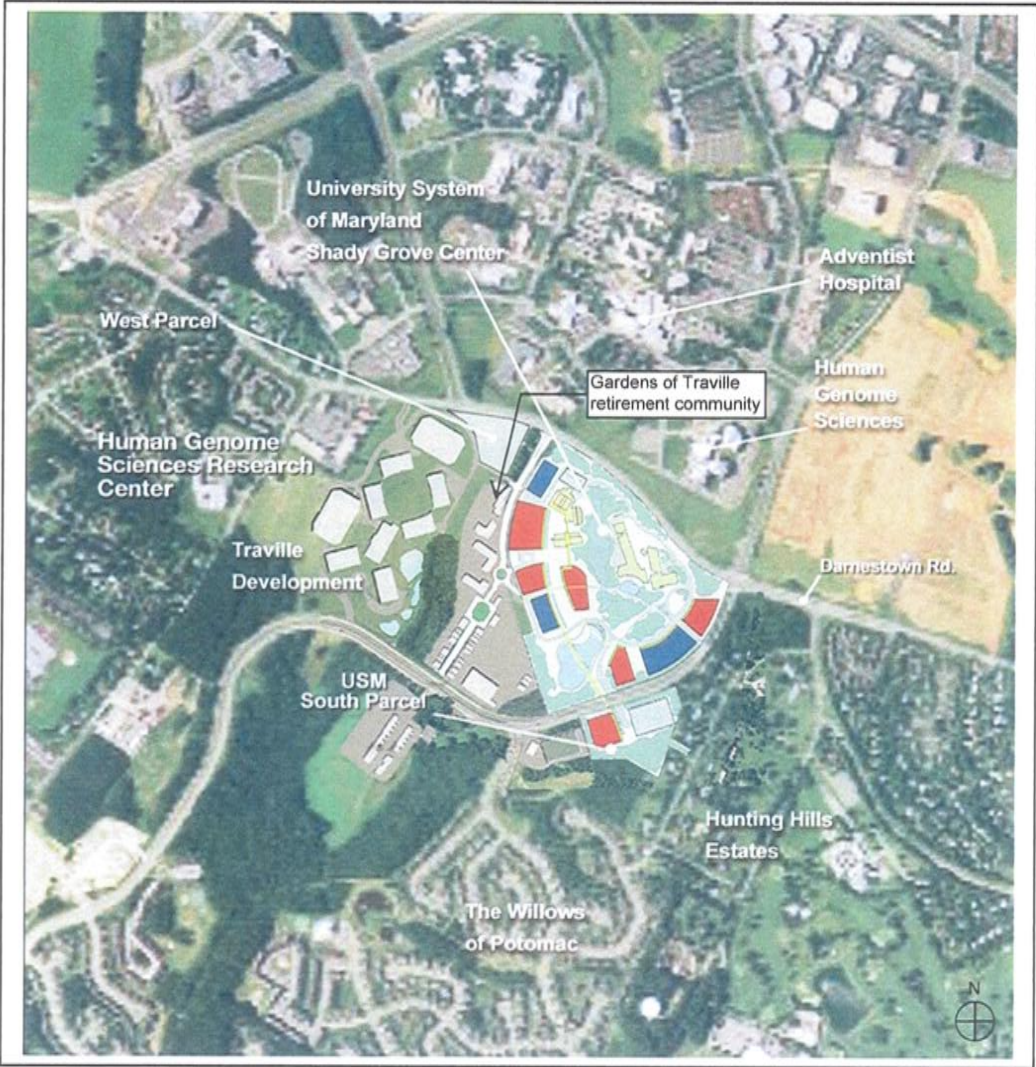
- b. Limit mounted height of exterior fixtures to 16 feet within the adjoining surface parking lot; limit mounted height of garage roof fixtures to 14 feet. Provide cut off lighting shields to eliminate light spill from fixtures facing Traville Gateway Drive that may impact residential areas; photometric levels should read 0.01 foot-candles at the garage roof boundaries.
 - c. Provide five additional shade trees for the surface parking lot islands east of the proposed garage; trees should be a matched species and a size of 2.5-inch caliper at the time of planting.
 - d. Provide a minimum of three medium-large size ornamental trees for the pedestrian plaza.
3. Development Information
- a. *Environmental Data*
Provide quantitative analysis of open space, impervious area, and forestation acreage showing pre-construction and post-construction data for the subject project. Provide summary (running totals) for each development construction phase, as recommended by staff review of the University Master Land Use Update, dated October 10, 2003. Provide an updated Natural Resource Inventory showing the recent SGIII building and the proposed structure parking facility.
 - b. *Summary Site Plan*
Provide a summary Site Plan (1"= 30') of the proposed parking structure showing setback dimensions, centerlines, existing rights-of-way, potential revisions to Master Plan rights-of-way, utility easements, grading, measurement control point, adjoining building structures, drive aisles and loading.
 - c. *Phasing Plan*
Provide a "point-in-time" Phasing Plan (1"= 100') showing build out of the Master Land Use Plan to date: existing and completed buildings (sf per structure), buildings currently under construction (additional sf), parking demand and supply per phase, bicycle parking and lot coverage.

INTRODUCTION

Project Summary

The University System of Maryland has submitted a proposal for a six-story parking structure for review by the Planning Board under the mandatory referral process. The subject building is one of three parking structures proposed for campus expansion as approved by the Planning Board in 2003 under the University's Master Land Use Plan Update. The Plan requires mandatory referral review by the Planning Board of subsequent site plans for individual major structures.

The 2003 Plan provides for a campus build-out of 985,000 square feet, including an approximate 11-acre increase in land area. The University Master Plan provides the framework for guiding future development of the Shady Grove Center to meet the short-term and long-term educational needs of Montgomery County's residents and business community.



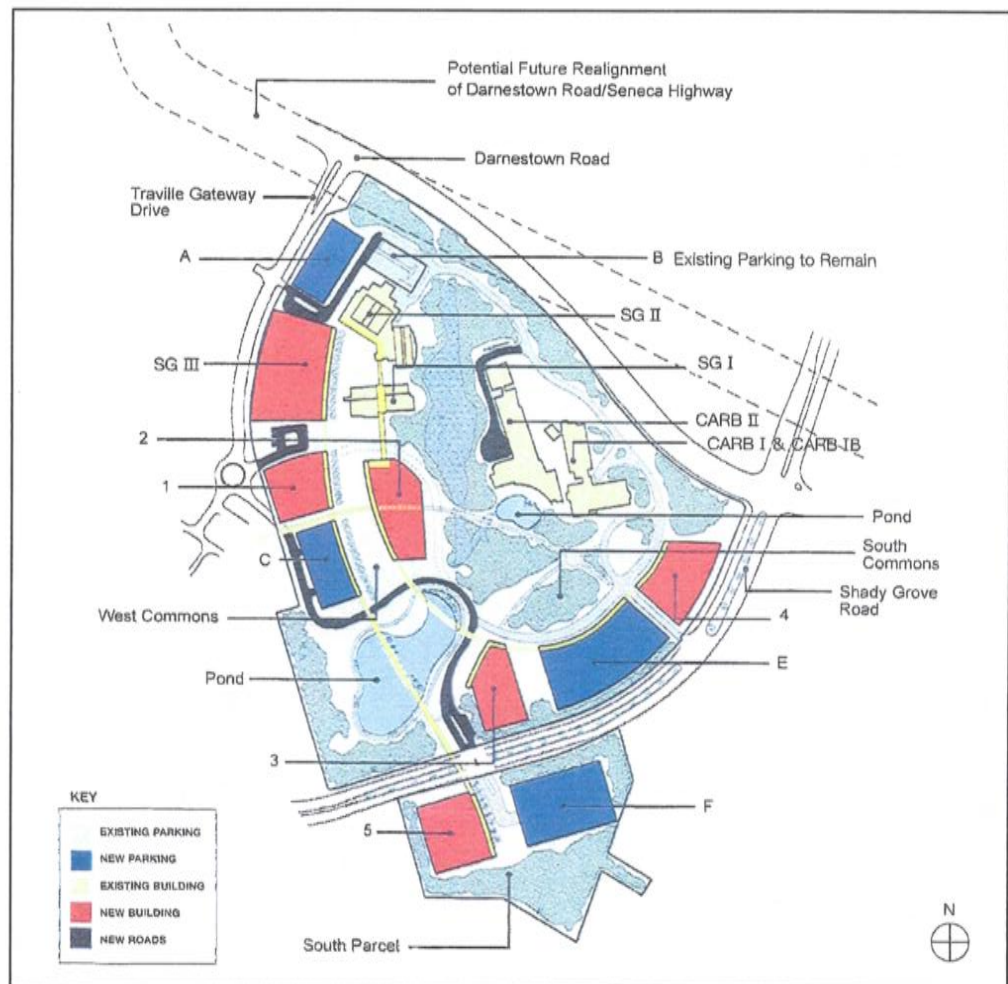
Aerial photograph showing the 2003 Land Use Plan and its surrounding area. The campus rendering depicts existing buildings in yellow, proposed academic buildings in red, and the parking garages in blue.

Neighborhood Description

The surrounding neighborhood consists of the following properties:

1. To the north, across Darnestown Road are the Bioreliance, Otsuka and Human Genome Sciences biotech research buildings in the LSC Zone (Life Sciences Center).
2. To the northeast, diagonally across the intersection of Shady Grove Road and Darnestown Road and within the City of Rockville, is the Fallsgrove mixed use development, presently under construction. The planned build-out is for 1,530 dwelling units (665 occupied), 950,000 square feet of office and research and development (125,000 completed), and 150,000 square feet of retail space (120,000 completed).
3. To the east and south are the residential subdivisions of Hunting Hills Estates and the Willows of Potomac in the R-200 and R-200/TDR Zones.
4. To the west is the 192-acre Traville development in the MXN Zone (Mixed Use Neighborhood), presently under construction. The planned build-out is for 1.5 million square feet of office, research and development, and retail space, and 750 apartments. The headquarters of the Human Genome Sciences Research Center is located at Traville.

Campus Plan



The campus consists of two parcels, the existing 45.7-acre Shady Grove Center bounded by Darnestown Road to the north, Shady Grove Road to the south and east, and Traville Gateway Drive and the Traville development to the west. The parcel is within the Shady Grove Life Sciences Center (SGLSC) and is zoned LSC (Life Sciences Center). The site has a distinct natural character, defined by an existing wetland and forest area running north to south through the center of the campus. The site is gently sloped with a high point at the northern edge of the property and drainage towards the wetlands traversing the center of the site.

Existing facilities on the campus include the Center for Advanced Research in Biotechnology: CARB I (38,000 sf), CARB IB (30,000 sf), Education Center SGI (53,000 sf), and Education Center SGII (63,000 sf). The Education Center SGIII, completed in fall 2007, adds 195,000 sf to the campus and includes classrooms, computer laboratories, a recreational center, media resource center, and a food service center. The new structure received Gold Certification from the Green Building Council (LEED™).

Site Description: Parking Structure A



The project building area is approximately 1.99 acres of land located at the northwestern corner of the Shady Grove campus, at the intersection of Traville Gateway Drive and Darnestown Road. The site location adjoins the recently completed Education Center III on its northern edge.

The site, in plan, generally forms an inverted “L” shape, wrapping itself around the existing Building 2 and the main campus. To the south is Building 3 and to the west lies Traville Gateway Drive.

The project site slopes from northwest to southeast, with a large, residual berm remaining from previous development located at the northwest corner adjoining the rights-of-way for Darnestown Road and Traville Gateway Drive.

DESCRIPTION OF THE PROJECT

Universities at Shady Grove - Parking Structure A	
Project Program	
<u>Parking</u>	<u>Utilities</u>
Precast Parking Structure:	Relocation of water mains
Standard Spaces - 595	Relocation of sanitary sewer
Handicapped Spaces - 12	<u>Amenities</u>
<u>Additional Parking</u>	Landscaped pedestrian plaza/ Vehicular turn-around
Redesign of surface parking	Streetscaping
Bicycle Parking	Foundation planting

Site Design

Parking

The design intent of the Master Plan anticipates sizable parking structures for their importance in facilitating a reduction in impervious area—thus allowing increased building density for programmatic requirements such as classrooms and educational and service facilities (per §59-C-5.473). To this end, the Plan places three parking structures at entry points equidistant from the campus center. While the garages are located for parking distribution and efficiency of access, their role in form making is essential to successfully defining the building line at the street and to creating an internally-focused campus that highlights woodlands and wetlands as sustainable environmental features.

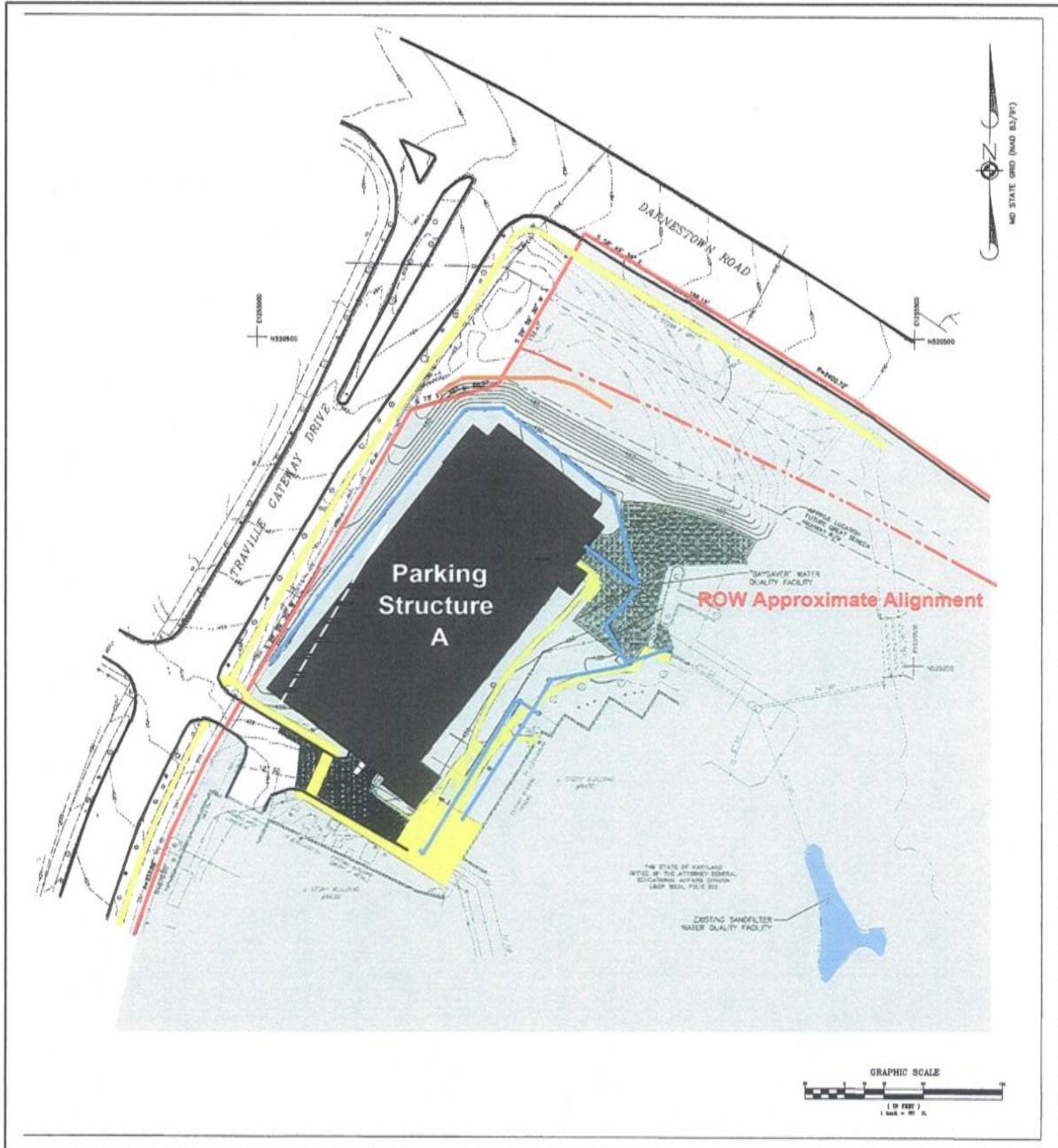
Massing and Height

The siting of Parking Structure A is consistent with the approved Master Land Use Plan, replacing an existing surface parking lot. The structure itself, placed with its longitudinal axis parallel to the Traville Gateway Drive, faces the undeveloped “West Parcel” on the opposite side. Continuing the architectural edge established with the construction of the Educational Center SGIII on its south, the structure terminates the building line for the string of buildings that form the northwest circumference of the campus. At six stories (68 feet at the towers), the parking garage will be the tallest structure of the campus, and its placement at the highest topographical point ensures its visible prominence within the Life Sciences Center.

Building Footprint and Setback

The building pushes toward the street, producing a reduced setback from Traville Gateway Drive that measures 14’-7” at its south corner. The setback increases along the building façade, vis-a-vis the slight rotation of the footprint, to realize the standard 25’ for accessory roads, at a point about 70 feet from its forward corner. The applicant states that the proposed disposition is necessary because of the required design capacity, physical relationship to the surrounding buildings, and to accommodate the future Darnestown Road right-of-way on the north. Staff finds that site design incorporating the setback reduction is adequate, safe, and efficient with respect to pedestrian and vehicular safety, sight distance, and reduction of pedestrian and

vehicular conflicts. The proposed plan is compatible with existing and future development: the subject building is set back from the curb line by at least 40 feet; the building footprint in question comprises a very small piece of the floor plate; the proposed structure will face an open lot used for surface parking; and, the lot confronts property which supports multi-family housing, zoned MXN which does not employ setbacks.



Schematic site plan showing building location, curb lines (black), existing and proposed right-of-ways (red), pedestrian system (yellow), and stormwater management (blue). Note the curb line delineating the south vehicular travel lane on Darnestown Road is located within the university's property line. The white, dashed line shows the portion of the structure extended into the setback area.

Architectural Design

The building design features a massive, precast concrete structure that rises to six stories with 68-foot stair towers. Its placement at the highest topographical point ensures its visual prominence within the Life Sciences Center and will establish its role as the campus gateway at Darnestown Road. Placed upon cast-in-place concrete foundations, the building footprint covers an area 270' by 125' in dimension. The building interior, organized for maximum efficiency, features the typical left-turn vehicular loop ramped on the east side to accommodate the vertical rise between floor levels. The vehicular loop is flanked by two "double loaded corridors," with parking placed within the short end cap on the north side. There are two vehicular ingress/egress points: the primary entry via the drive aisle from Traville Gateway Drive with a second point providing access to the small surface parking lot that serves Education Center SGII.

Two brick-clad stair towers, skillfully designed, mediate the assertive horizontality of the 270' precast spandrels on the east façade that face inward toward the campus interior. The west façade, articulating the public street and continuing the deftly established building edge from the south, lacks such architectural negotiation, relying on surface treatment of brick veneer fascia and columns, along with street trees, to effect variety against the expansive, repetitive-module elevation. This is a building that, through its height, bulk, and massing implicitly exposes its priorities: providing utilitarian function, achieving maximum capacity, and reducing rising costs to taxpayers; yet, this imposing structure also manages to relate to its neighbors while meeting human need--sheltering the campus center from winter winds and shading the surrounding buildings from summer afternoon sun.

Landscape and Lighting

The landscaping proposed fulfills a critical role in providing a sense of scale, continuity of the street scape, and visual interest. The plan proposes a line of four shade trees along the lengthy street façade, a cluster of maples at the northwest corner of the building, and a double row of shade trees flanking the linear interior space between the buildings. Existing ornamental trees are retained for the surface parking area. Foundation plantings line the setback area adjoining the right-of-way.

The site is graded extensively at its corner with use of a 120-foot long retaining wall to stabilize the grading disturbed by the foundation placements. Staff recommends more detailed treatment of the bermed area by terracing of the retaining wall with generous landscaping of varied height, species and seasonality to improve the visual effects of the building from Darnestown Road. Staff recommends additional shade trees along Traville Gateway Drive to enhance the façade and to better define the pedestrian route for the campus perimeter.

Utilities, Infrastructure, and Energy Efficiency

The proposed parking facility improves stormwater quality control through the addition of a BMP water quality pre-treatment facility. Internal storm drains will transport water from the roof to the water quality treatment system located at the east end of the garage. Construction of the parking facility will result in a net decrease in impervious area as a percentage of campus acreage.

Construction of the garage will require relocation of the existing water main and sanitary sewer that serve Education Center SGII. Power will be supplied from spare capacity drawn from service to the adjoining Education Center SGIII, completed in 2007. Staff recommends that the building supply power in sufficient measures to support electric vehicle (EV) charging stations.

Parking Structure A provides parking (607 automobiles) for the adjacent Gold Level LEED™ Certified structure (Education Center SGIII), but is not designed for sustainable energy applications itself. It is unfortunate that such a sizable structure, constructed for an unsustainable mode of transportation, does not employ measures to reduce its carbon footprint. Staff recommends use of elements of sustainable design and construction such as: locally sourced materials, re-use of demolition materials, solar PVC panels for self-powered lighting, electric vehicle (EV) charging stations, Zip cars, and free-share bicycle inventory.

Hours of Operation

In general, the hours of operation for campus academic buildings, including the recently completed Educational Center SGIII, are Monday through Friday, 8:00 a.m. – 10:00 p.m.; Saturday, 8:30 a.m. – 7:00 p.m.; Sunday 8:00 a.m. – 10:00 p.m.

Vehicular and Pedestrian Circulation

Two-way vehicular access is provided from Traville Gateway Drive via a 100-foot lead drive aisle, with left-turning movement for garage entry. The small surface parking lot that serves Building 2 is accessed through the lowest garage level, providing a security control point. The formal lead walk into the site follows the vehicular driveway on the north side, switching to the south at the vehicular garage entry. Staff recommends that the lead walk be increased to eight-feet in width, clearly striped, to increase safety and efficiency for pedestrians and cyclists. Likewise, the pedestrian plaza has been designed for vehicular turn-around, which presents similar safety risks; staff recommends that the plaza be clearly signed and lighted to alert pedestrians of potential vehicular turning movements.

Noise

The proposed plan for this site should pose no objectionable noise levels to the surrounding area. However, the Department of Environmental Protection administers the Montgomery County Code Chapter 31(b) Noise Control and may require a noise study to test noise disturbance and determine mitigation if needed at a later time.

ANALYSIS

Relationship to the Master Plan

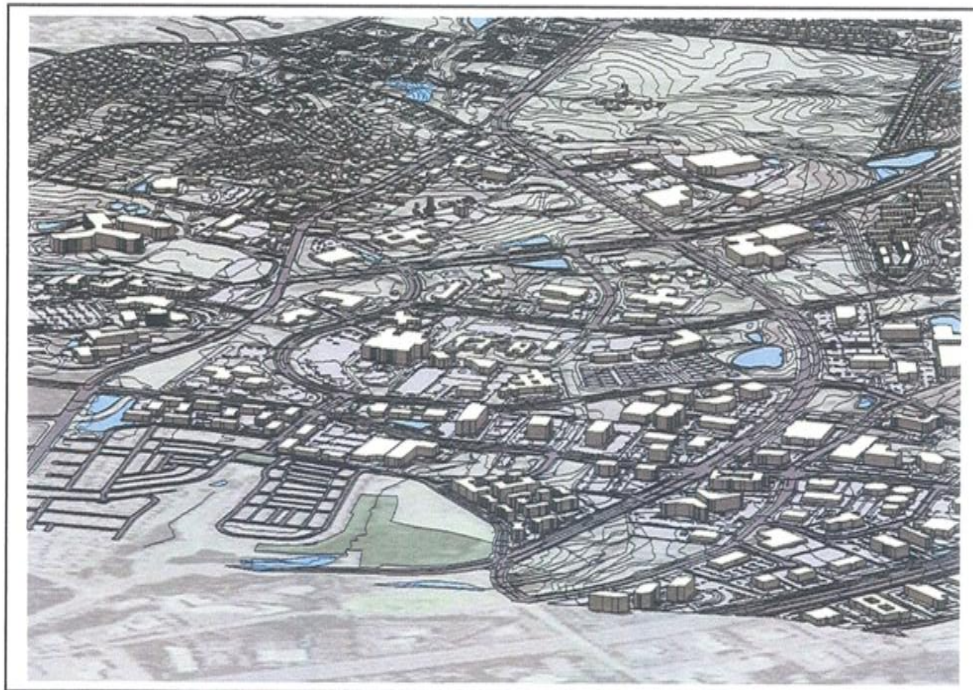
Master Land Use Plan Compliance

The proposed garage complies with the Universities at Shady Grove Master Land Use Plan with respect to site location, vehicular and pedestrian access, open space, and design compatibility. The proposed structure will provide adequate, safe, and efficient vehicular ingress and egress, pedestrian access.

Master Land Use Plan Concept

The Master Land Use Plan is organized around seven design principles which are reflective of the vision for the Shady Grove campus. The design principles are stated as follows:

1. *To create an open space network that respects, augments and amplifies existing site natural amenities; an open space system that is ordered, park-like and accommodating of passive recreation; and an open space network that is pedestrian oriented, predominantly vehicle free and that unifies facilities.*
2. *To create a pedestrian environment that is auto-free and is linked to the surrounding community.*
3. *To create a vehicular circulation, service and parking system that will separate pedestrians and vehicles without compromising necessary access to facilities.*
4. *To create a total development of buildings, roads and infrastructure on the site that will be commensurate with sustainable design and 'smart growth' initiatives.*
5. *To create a development plan that balances density and open space and provides for future flexibility in development of the site.*
6. *To create a Landscape Plan that enhances the open space system and provides a gradual transition from the natural to the man-made areas of the site.*
7. *To create building guidelines that establishes human scaled spaces and consistent massing and architectural expression with existing development to guide development into the future.*



Development Standards

Section	Development Standards - LSC Zone	Required	Proposed
	Campus Acreage - Gudelsky Tract	n/a	45.7 ac.
	Project Tract - Parking Structure A	n/a	~ 1.99 ac.
	Building Square Footage	n/a	193,000 sf
§59-C-5.321	Development Density - FAR maximum	0.30 FAR ¹	see ²
§59-C-5.473	Building Coverage - (campus maximum) ³	25%	see ²
	Building Coverage - project envelope		33,000 sf
§59-C-5.31	Building Height - maximum	100 feet	68'-7"
	Building Height - stories	n/a	6 stories
§59-C-5.32	Green Area - Lot minimum	25% min.	see ²
	Impervious Area	72%	< 72%
§59-C-5.473	<u>Building Setbacks</u> -minimum		
	From perimeter roads (Darnestown Rd.)	50 feet	60' ^{4,5}
	From interior roads	25 feet	14'-7" – 45'
§59-C-5.473	<u>Parking Setbacks</u> - minimum		
	From ROW (Darnestown Rd.)	50 feet	60' ^{4,5}
	From Access Rd ROW (Traville Gateway Dr.)	25 feet	14'-7" – 45'
59-E-2.7	Green space parking - minimum	5%	see ⁶
	Campus Parking Capacity (3.16 /1,000 sf)	3,092	1,521 spaces
	Parking Structure A - standard spaces	n/a	595 spaces
	Parking Structure A - HC spaces	n/a	12 spaces
<p>1 In the LSC Zone, maximum density may be increased to FAR 0.50, pending traffic mitigation agreement compliant with §59-C-5.475.</p> <p>2 See Campus Land Use Master Plan, approved by Planning Board, October 2003. Development density proposed under the approved Master Plan is 985,000 sf, at 0.389 FAR.</p> <p>3 In the LSC Zone, maximum building coverage may be increased to 50% with structured or underground parking.</p> <p>4 ROW referenced is not dedicated nor in reservation; see footnote 5.</p> <p>5 Revisions to Darnestown Rd ROW alignment to be determined per the pending Gaithersburg West Master Plan. Current study indicates that the subject application will achieve compliance with the 50' setback standard with respect to the revised ROW. See Transportation Planning Memorandum, August 18, 2008.</p> <p>6 See staff recommendation to increase planting within surface parking areas, page 1.</p>			

Transportation Analysis

Master Plan

The 1985 Gaithersburg Vicinity Master Plan addressed the subject property via the proposed realignment of Great Seneca Highway, which currently exists as a four-lane divided highway from Germantown to Darnestown Road. The route was classified, per the 1985 Plan, as a major highway (M-90) with 150' right-of-way. This right-of-way recommendation was further altered by the 1990 Shady Grove Study Area Plan: 170 feet right-of-way composed of 120 feet of roadway and 50 feet dedicated to the transit line. Since then, the alignment of the transit line has been redrawn, and the right-of-way recommendation reduced by the 50 feet dedication intended for the transit way. The extant recommendation, hence, is 120 feet or 60 feet from the centerline. (The 2002 Potomac Subregion Master Plan subsequently incorporated the property within its plan boundaries.)

The pending Gaithersburg West Master Plan (2008-2009), currently under way, will make recommendations regarding the realignment of the future Darnestown Road right-of-way, with respect to required dedications and reservation. Presently considered right-of-way scenarios range from 100 feet to 120 feet; therefore, the proposed building location for Parking Structure A complies with the current applicable right-of-way as well as those under study for the Master Plan amendment.

Transportation Management District, Transit Routes, and Alternative Transportation

The university anticipates day and evening enrollment at full capacity of 6,000 students by 2018. Because of the increased numbers of students, efforts have been made to reduce parking demand by providing easy access to public transportation, including the Shady Grove Metro Station and Ride-On bus service. The Campus Connector shuttle provides students a connection from Shady Grove to Montgomery College and Silver Spring Metro. The university also provides bike racks and carpool parking.

Planning Board review of the 2003 Master Land Use Plan discussed the need for enhancement of pedestrian paths to accommodate bicycle connections across the site; staff underlines the importance of bicycle facilities to the efficient, safe functioning of the campus, both for pedestrians and cyclists. Staff recommends the following additional measures to encourage alternative transportation modes:

- Additional bike racks
- Secure bicycle lockers
- Free-share bicycle inventory
- Electric bicycle charging stations (including Solar Shell™ charging lockers)
- Electric vehicle (EV) charging stations within the garage
- Potential use of the garage for Corridor Cities Transit way commuters

Special Protection and Forest Conservation

Under the Piney Branch Special Protection Area agreement, a water quality plan is required with each individual development phase. The water quality plan, reviewed by the Maryland State Department of the Environment in this case, includes a concept for storm water management, especially for quality control, an imperviousness analysis, and possibly a requirement for pre- and post-construction monitoring.

The Maryland Department of Natural Resources reviews the forest conservation plans for compliance. The conceptual forest conservation plan was addressed at the time of the 2003 Master Land Use Plan. Ultimate development includes approximately twelve acres of forest retention with 11 acres of forest removal. Because the forest removal exceeds the break-even point of six acres, it is anticipated that approximately 8.5 acres of forest planting will be required, seven acres of which can be met on site.

The proposed project, which overlays an existing surface parking area does not affect site forestation. This Mandatory Referral application is exempt from forest conservation requirements, per approved exemption #42009023E, dated August 4, 2008 (see Attachment 8). The Maryland Department of the Environment/Water Management Administration issued its approval (08-SF-0247) of the Sediment and Erosion Control and Stormwater Management plans, dated June 12, 2008 (see Attachment 9).

Community Outreach

The applicant conducted sequential outreach programs for the larger community during development of the 2003 Master Land Use Plan. Plan review, during master planning charettes, as well as the Planning Board deliberation, addressed the campus plan for parking, including the building placement and height of the proposed structure. The applicant has prepared letters for community distribution, which include such organizations as the North Potomac Citizens Association.

Staff has received one community inquiry in response to the Commission letter of notice for the Planning Board hearing.

CONCLUSION

Staff finds the proposal for Mandatory Referral 08403-UMD-1, Parking Structure A for the Universities at Shady Grove, to be compatible with existing and proposed adjacent development and recommends approval with the comments listed at the front of this report.

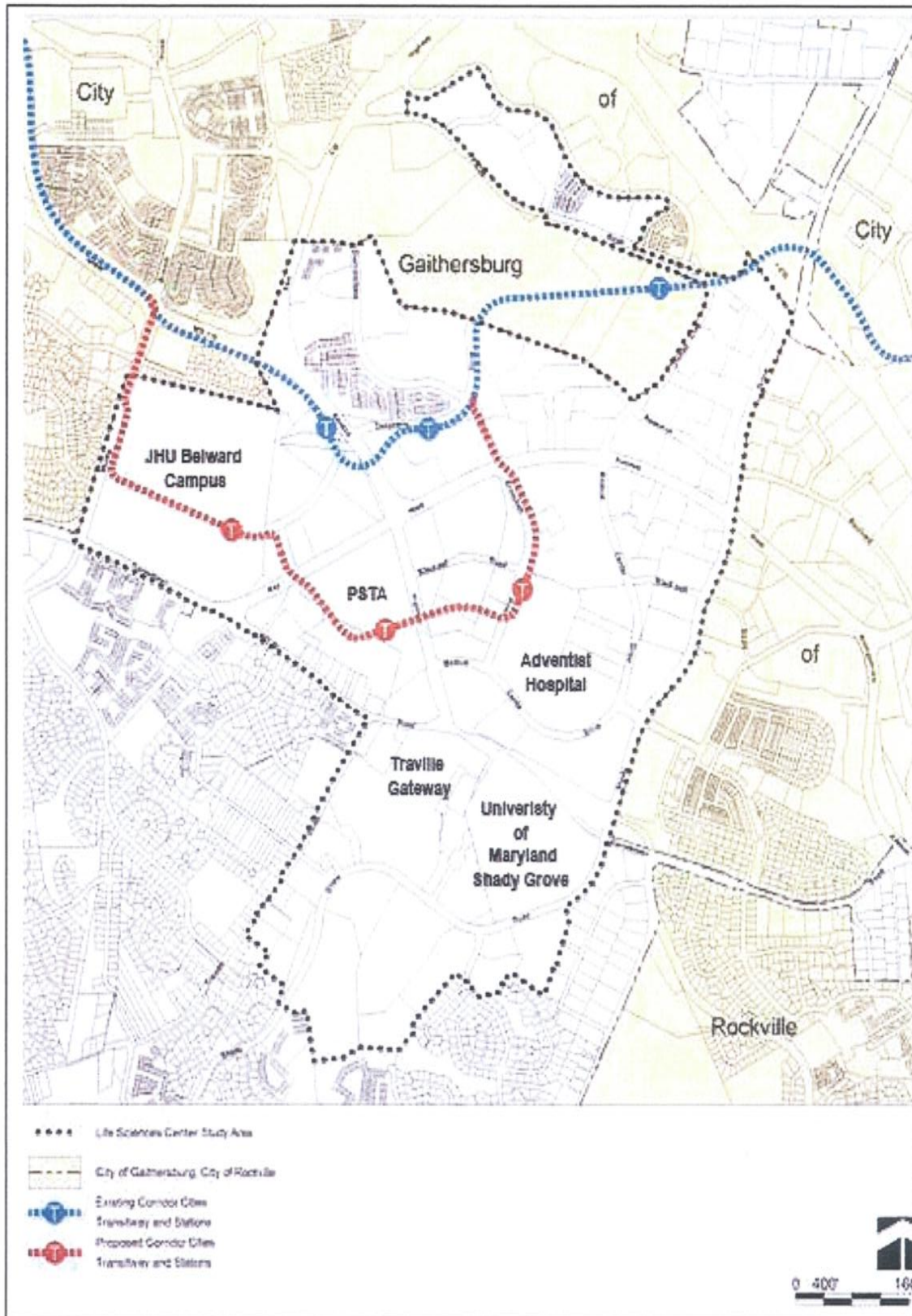
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Attachments:

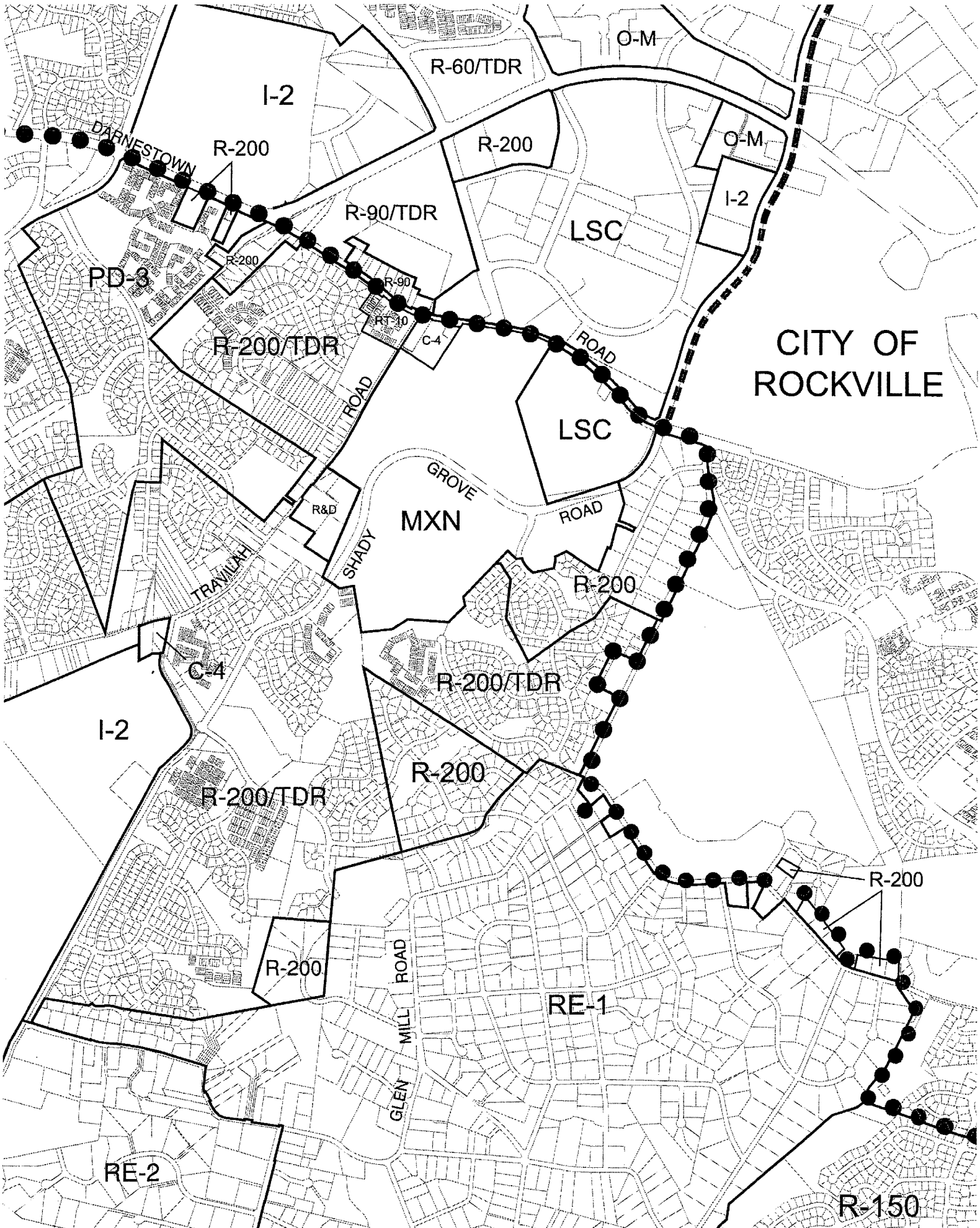
1. Vicinity Map
2. Zoning Map
3. Aerial Photography – Surrounding Neighborhoods
4. Street Elevation, Solar Plan
5. Building Elevations
6. Landscape Plan
7. Transportation Planning Memorandum
8. Environmental Planning Memorandum
9. Maryland Department of the Environment Approval
10. Public Notice

ATTACHMENT 1

Vicinity Map



ATTACHMENT 2



ATTACHMENT 3





West Elevation

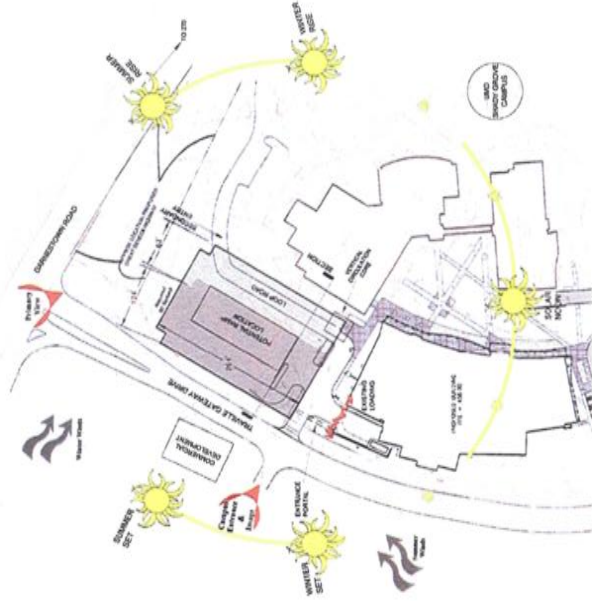


North Elevation



West Elevation

ATTACHMENT 4



Sun Chart

Legend

-  Setback Line
-  Property Line

Development Data

Proposed Total GSF : 193,000 GSF
 Lot Coverage : 33,000 GSF
 Building Height : 68'-7" Top of Elevator Shaft
 Average Building Height : 57'-3"
 Proposed Setbacks : 32'-10" to Darnestown Road
 Proposed Setback : 14'-7" to Traville Gateway Drive

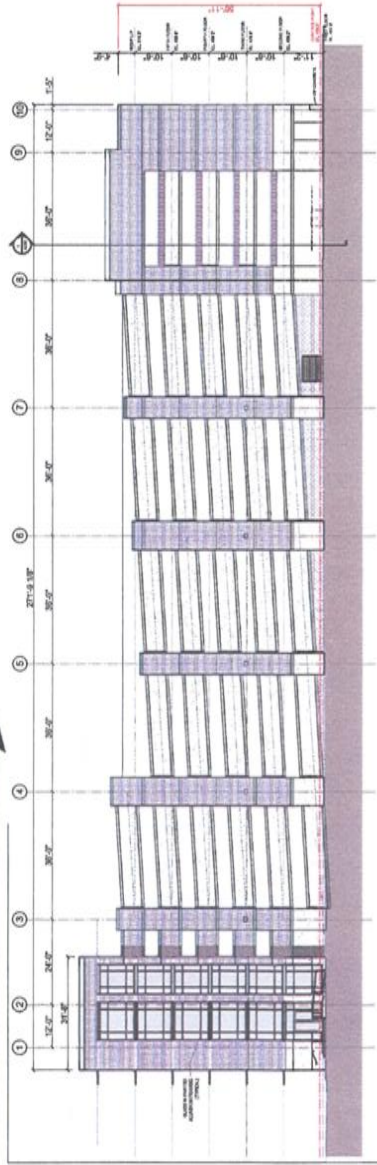


Surrounding Aerial Plan

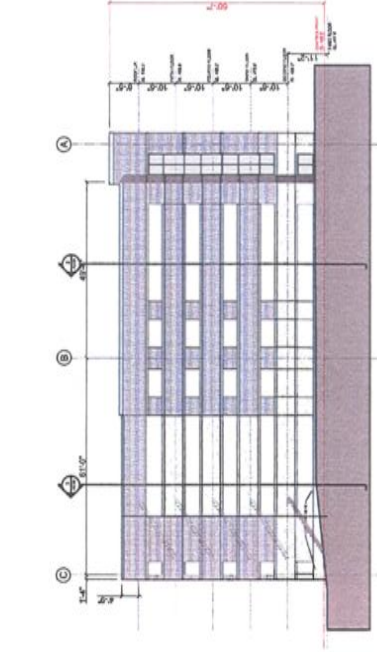
The Universities at Shady Grove Parking Garage

May 22, 2008

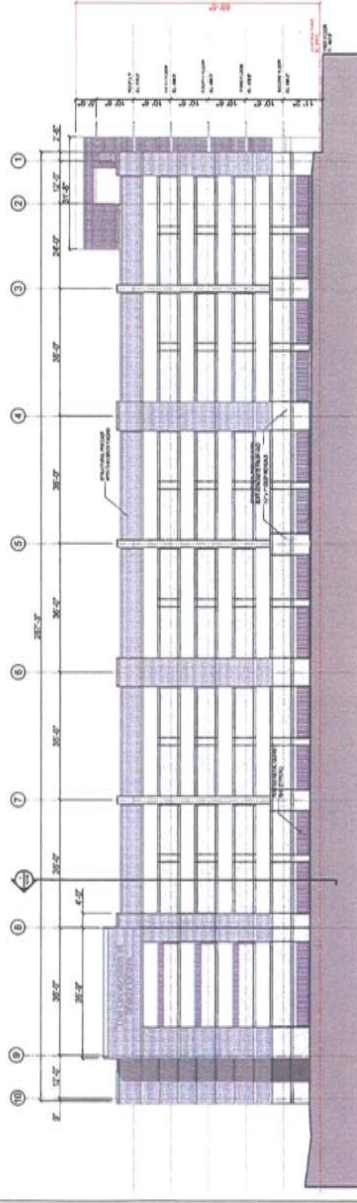




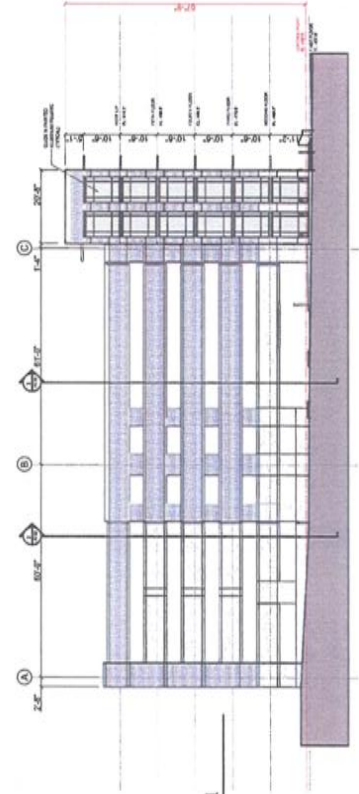
1 East Elevation
SCALE: 1/16"=1'-0"



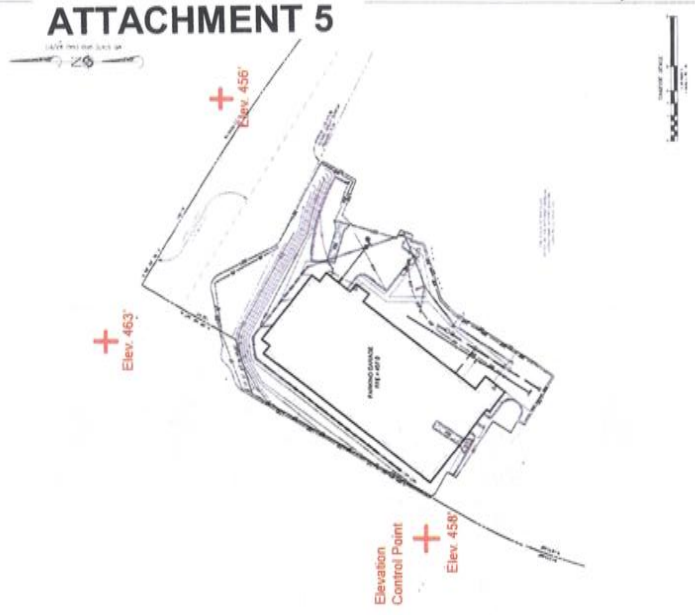
4 North Elevation
SCALE: 1/16"=1'-0"



2 West Elevation
SCALE: 1/16"=1'-0"



3 South Elevation
SCALE: 1/16"=1'-0"





ATTACHMENT 7



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

August 18, 2008

MEMORANDUM

TO: Mary Beth O'Quinn
Community-Based Planning Division

VIA: Larry Cole, Supervisor *LC*
Transportation Planning

FROM: Ki H. Kim, Planner/Coordinator *KKK*
Transportation Planning

SUBJECT: Mandatory Referral No.08403
University of Maryland Shady Grove Campus
Parking Structure A

This memorandum is Transportation Planning staff's setback requirement review of the subject mandatory referral. This mandatory referral is for the proposed parking structure "A" of the University of Maryland Shady Grove Campus.

Based on our review of the site plan submitted by the applicant, Transportation Planning staff found that the proposed parking structure conforms to the setback requirement - 50 feet from the proposed right-of-way along Darnestown Road.

Darnestown Road is classified as a major highway with 170-foot right-of-way (ROW) in the 1990 Shady Sector Plan. The current 170-foot ROW includes 50 feet ROW for the exclusive transitway. The transitway in this area was removed from the master plan. The new ROW will be 120 feet in the upcoming Gaithersburg West Master Plan Update. The site plan includes 60 feet of ROW dedication from the planned roadway centerline to the property line.

KK:tc

ATTACHMENT 8



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

August 4, 2008

W. Benton Clark
0600 Service Building
College Park, MD 20770

Re: Forest Conservation Exemption
Property Name: UMD-Shady Grove Parking Garage
Plan Number: 42009023E

Dear Mr. Clark:

This letter is to inform you that your request for an exemption from submitting a forest conservation plan *42009023E, UMD-Shady Grove Parking Garage*, is approved. Any changes from the approved exemption request may constitute grounds to rescind or amend any approval actions taken and to take appropriate enforcement actions. If there are any subsequent modifications planned to the approved plan, a separate amendment must be submitted to M-NCPPC for review and approval prior to those activities occurring.

If you have any questions regarding these actions, please feel free to contact me at 301-495-4546 or joshua.penn@mncppc-mc.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Penn".

Josh Penn, Senior Planner
Environmental Planning
Countywide Planning Division
M-NCPPC

Cc: File

ATTACHMENT 9

MDE

MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard • Baltimore MD 21230
410-537-3000 • 1-800-633-6101

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Shari T. Wilson, Secretary
Robert M. Summers, Ph.D., Deputy Director

STORMWATER MANAGEMENT AND
SEDIMENT & EROSION CONTROL APPROVAL
STATE/FEDERAL PROJECTS

APPROVED BY: [Signature]
Chief, Sediment & Stormwater Plan Review Division
(Pursuant to Criteria Noted Below)

MDE NUMBER: 08-SF-0247

EFFECTIVE DATE: June 12, 2008

IN COMPLIANCE WITH: Environment Article, Sections 4-106 and 4-205, Annotated Code of Maryland

APPROVAL IS HEREBY GRANTED: University System of Maryland

ADDRESS: VPAA-FM-AFC-Architecture, Engineering & Construction
0600 Service Building
College Park, MD 20742-6033

Attn: Mr. Ben Clarke

HEREINAFTER KNOWN AS OWNER,

FOR THE PLANS AND SPECIFICATIONS PRESENTED FOR: N/A

Shady Grove Parking Garage, The Universities at Shady Grove, Montgomery County

PREPARED BY: A. Morton Thomas & Associates, Inc.

PLANS DATED: May 14, 2008

Revisions Dated: N/A

This APPROVAL is granted subject to the following conditions:

- 1. This Approval shall become null and void if the construction authorized herein has not begun within two (2) years from the granting of this Approval.
2. The Approval is subject to all laws and regulations now in effect and may be revoked if it is subsequently determined that this authorization violates other laws of the State.
3. The location and dimensions of all Sediment Control structures, excavation and filling shall be in accordance with plans approved by the Department of the Environment Water Management Administration (MDE/WMA).
4. Off-site borrow or waste sites require local county and Soil Conservation District approvals if they are located on private property or MDE/WMA approval if on State or Federal property.
5. The Owner or his authorized agent shall notify the MDE/WMA Compliance Program at (410) 537-3510, at least seven (7) days prior to initiation of the project and five (5) days after work ends.
6. Stormwater management requirements for this Redevelopment project have been met by the proposed proprietary device.

JKT/NMP

Post-it® Fax Note 7671
Date 7/28 # of pages 1
To Jude McKenna From Naurang
Co./Dept. AMT Co.
Phone # Phone #
Fax # 301-881-0814 Fax #

ATTACHMENT 10



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

August 15, 2008

Dear Resident:

This is to notify you that the Montgomery County Planning Board has received a mandatory referral application, pursuant to Section 7-112 of the state law, for the following project, tentatively scheduled for a hearing before the Planning Board on the date below. Mandatory referral law requires all federal, state and local governments and public utilities to submit proposed projects in the regional district for review and approval by the Planning Board. The Board's approval and comments are advisory in that the statute does allow the applicant to overrule the Planning Board's decision and proceed. This, however, is a rare occurrence.

The hearing date listed in this notice is tentative and subject to change; no further notices will be sent out. The final notice of hearing will be published in the Planning Board's weekly agenda, which can be viewed on the Board's web page at www.mc-mncppc.org. Any further information can be obtained by contacting the project manager listed below.

Please notify your neighbors and community homeowner's association members of this notice. The Planning Board encourages community input on all its projects including mandatory referrals, and welcomes citizen participation in its review processes. The University master plan update is available for your inspection at the Maryland-National Capital Park and Planning Commission, 8787 Georgia Avenue, Silver Spring. If you or other members of your community have any concerns or comments, please contact the staff person listed in this notice.

PROJECT: Mandatory Referral 08403-USM-1
The Universities at Shady Grove Parking Garage

APPLICANT: University of Maryland at Shady Grove

ADDRESS: 9630 Gudelsky Drive, Rockville, Maryland

MASTER PLAN: Potomac Subregion

SCHEDULED FOR: September 4, 2008

HEARING SITE: Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

CONTACT: Mary Beth O'Quinn
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Callum Murray, Potomac and Rural Area Team Leader
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