

Staff Report: Site Plan Amendment 81986078B; Seventh Day Adventist Headquarters

ITEM #: _____

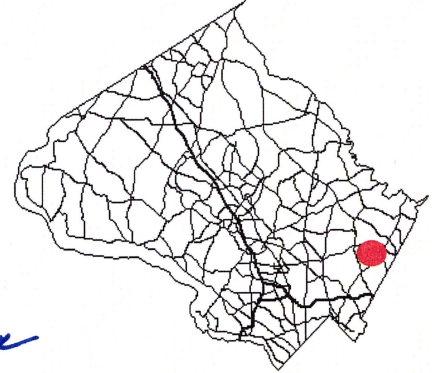
MCPB HEARING

DATE: October 2, 2008

REPORT DATE: September 10, 2008

TO: Montgomery County Planning Board

VIA: ^{JK} Rose Krasnow, Chief
Robert Kronenberg, Supervisor ^{RAK}
Development Review Division



FROM: Michele Oaks, Coordinator
Development Review Division
301.495.4573
michele.oaks@mncppc-mc.org

APPLICATION DESCRIPTION: Proposal to amend an approved Site Plan for a 19, 234 sq. ft. addition to the existing building. Located at the southeast intersection of Columbia Pike (MD 29) and E. Randolph Road; within the Fairland Master Plan.

APPLICANT: General Conference of Seventh Day Adventists

FILING DATE: June 30, 2008

RECOMMENDATION: Approval with conditions

EXECUTIVE SUMMARY: The Applicant is requesting changes to the approved site plan including the construction of a 28' high, 19,234 GSF addition onto the existing building; modification of the existing parking lot to accommodate a new loading dock; modification parking lot, including changes to islands and elimination of four parking spaces; changes to the existing walkways; relocation of existing storm drain and gas lines around the addition; relocation of three (3) existing light poles; and modification to the landscape plan to include landscaping around the proposed addition.

SITE DESCRIPTION

The property is located in the southeast quadrant of the intersection of MD 29 and East Randolph Road in Silver Spring, Maryland. Access to the property is from East Randolph Road and Old Columbia Pike. The subject O-M site is currently developed with a 300,000 GSF, three-story building, utilized as the headquarters facility for the General Conference of Seventh Day Adventists (SDA). Existing conditions include surface parking lots located north and south of the building, a ¾ acre wet pond associated with the stormwater management facilities, and landscape screening, including earthen berms along the perimeter of the surface parking lot to conceal them from the adjacent roadway. Additionally, a “Park and Ride” transit facility is located on the southern portion of the property; however, it is disconnected from the SDA headquarters.

Between Old Columbia Pike and US 29 are non-residential uses, including office buildings, and the Seventh Day Adventist headquarters. The historic Conley House, c.1902 Neo-classical style residence, is located west of the Seventh Day Adventist site, across Old Columbia Pike on an eight (8) acre site. The SDA church facility is located adjacent to the historic site. North and east of the site are a variety of commercial, industrial, office and retail uses.



Aerial Photo (Looking North)

PROJECT DESCRIPTION

Previous Approvals/Background

A Local Map amendment (G-486) was approved by the County Council on February 11, 1986. The amendment included a Schematic Development Plan, with several Binding Elements.

On May 22, 1986, the Planning Board approved a Preliminary Plan #119842460 a 650,000 SF building to be constructed in three phases. A formal opinion was issued on April 3, 1987.¹

The Planning Board approved a Site Plan #819860780 for this property at its March 5, 1987 hearing. A formal opinion was issued on March 20, 1987.

In December 2002, the Planning Board approved with conditions a Site Plan amendment #81986078A, which included a 172 space surface parking lot and a 5000 SF storage facility. The storage facility has not been constructed to date.

Proposal

This site plan amendment proposes the construction of an approximately 19,234 GSF, two-story addition to the existing building's southern façade. This extension will house a television programming production studio. The building will be fabricated of pre-cast panels to match the existing building in color and design and the roof will be sheathed with a green-roof system to provide additional water quality control for the site (Figure 1).

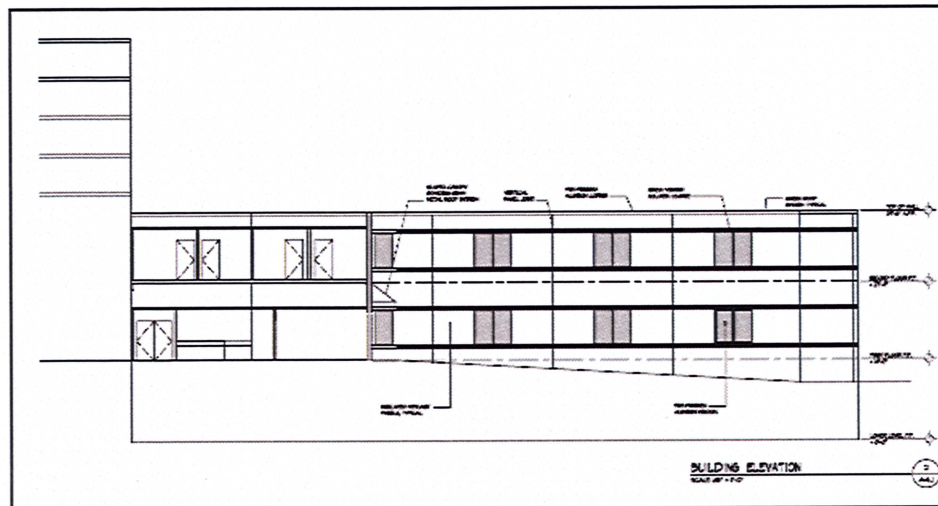


Figure 1 – Side Elevation New Addition

¹ Because of a lack of Adequate Public Facility (“APF”) ceiling capacity in the Fairland/White Oak Policy Area at the time, the Preliminary Plan limited development in Phase 1 to 300,000 SF. Subsequent phases required additional APF approval. As a result, in the opinion dated January 13, 2004, the Planning Board approved an additional 350,000 SF of development on the Property, for a total of 650,000SF, which was the full built out density approved in the Local Map Amendment and Schematic Development Plan.

This expansion also requires modifications to the original site plan approval including the elimination of four (4) existing parking spaces; alterations to the existing walkways; relocation of a existing storm drain and gas lines; relocation of three (3) existing light poles; and the addition of landscaping around the new addition (Figure 2).

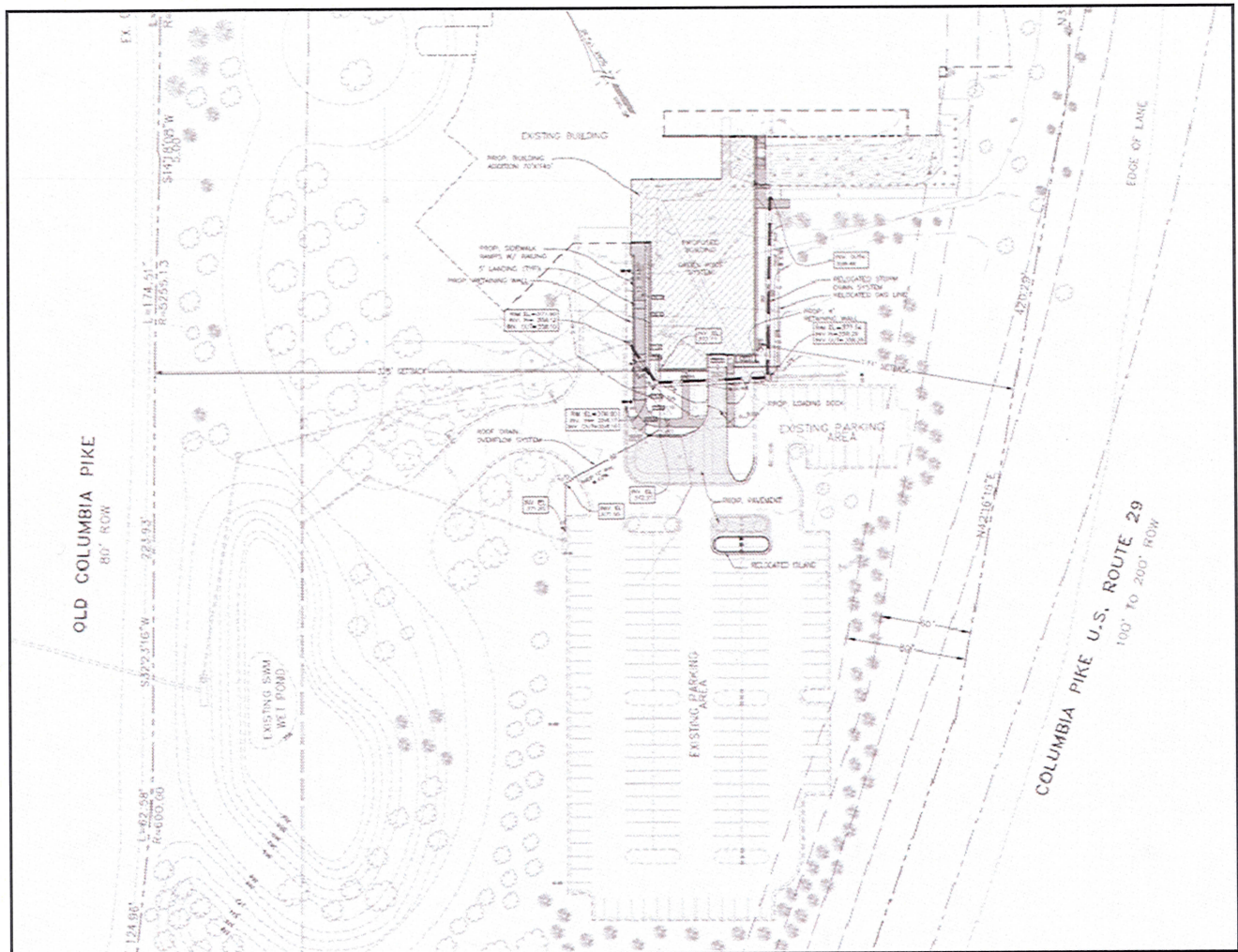


Figure 1: Proposed Site Plan

COMMUNITY OUTREACH

The Applicant sent a notice and copy of the proposed plan to Adjacent and Confronting Property Owners, Homeowner and Civic Associations, Parties of Record and the local public library on June 27, 2008. The File of Record contains a copy of this Notice of Application.

Signage required by the Montgomery County Planning Board was posted on or about June 5, 2008. The Applicant has supplied the File of Record with an Affidavit of Posting and photo documentation.

DEVELOPMENT STANDARDS

The subject site is zoned O-M. The purposes of the O-M zone are to provide locations for moderate-intensity office buildings in areas outside of central business districts. It is intended that the O-M zone be located in areas where high-intensity uses are not appropriate, but where moderate intensity office buildings would not have an adverse impact on the adjoining neighborhood. This zone is not intended for use in areas which are predominately one-family residential in character.

Section 59-C-4.314 of the Zoning Ordinance requires that a Site Plan must be submitted and approved in accordance with the provisions of Division 59-D-3 for any O-M zoned development.

The following data table outlines the development standards for the O-M zone as specified in the Zoning Ordinance, and compares those standards with the original Site Plan and Schematic Development Plan approvals, and the previous amendment.

Comparative Analysis

	O-M Zone	G-486	819860780 (As-Built)	81986078A	Proposed Addition
Net Lot Area	-	29.93 AC	20.39AC ²	20.39AC	21.55 ³
FAR	1.5	0.5	0.34	0.34	0.34
Gross Square Foot (GSF)	1,955,626	651,875	300,000	305,000	319,234
Main Building Height	60-72' 5-7 Stories	48' 3.5 Stories	40' 3 Stories	N/A N/A	28' 2 Stories
Accessory Building Height	60-72' 5-7 Stories	25' 2 Stories	- 1 Story	18.75' 1 Story	-
Max. Main Building Coverage	60.0% ⁴ 782,251 SF	21.0% 275,000 SF	12.5% 111,261 SF	12.5% 111,261	12.9% 120,887 SF
Accessory Building Coverage	- -	9.6% 125,000 SF	0.001% 2,438 SF	0.008% 7,438 SF	-
Min. Building Setback/Street					
Old Columbia Pike	15'	120'	170'	N/A	325'
US 29					
Main Building	15'	80'	122'	N/A	171'
Accessory Building	15'	60'	337'	143'	-
Parking Setback/Street⁵					
Old Columbia Pike	10'	120'	50'	N/A	N/A
Randolph Road	10'	50'	50'	N/A	N/A
US 29	10'	60'	80'	60	N/A
Tech Road	10'	50'	50'	N/A	N/A
Parking in Setbacks (Not including Park and Ride)⁶	Yes	Not More Than 5%	65 5.0%	0 N/A	0 N/A
Green Area Required/Provided	10-15%	45.0%	61.5%	55.6%	45%/54%

² Approximately 6.69 AC of the Property were required by the State of Maryland 06/2004 for improvements to US 29, Randolph Road and Tech Road as Fee simple and 1.26 AC were in revertible easement.

³ Record Plat P.B. 146, Plat 16774 Net Lot Area 28.24 AC, Less MC Right-of-Way Plats 56341 and 56342 Fee Simple Area of 6.69 AC.

⁴ Development Standard

⁵ These setbacks were listed in each of the submitted plan's Data Tables. They were not Binding Elements in the zoning text amendment. The current amendment does not impact the layout of the current parking lots.

⁶ Specified as a Binding Element in the Zoning Text Amendment.

*Parking Requirements
Charitable and Philanthropic Institutions*

Number of Employees :	475
Sq. Ft of Visitor Area:	25,000
Requirement: 1 space per employee + 1 space for 400 sq. ft. of Floor Area for residents and visitors	
Parking Required: 1 space per 475 employees	475
1 space/400 sq. ft. x 25,000 sq. ft. Visitor Area	63
TOTAL	538
# of Spaces the as-built survey showed prior to Site Plan Amendment No. 1986078A	525
# of Spaces after Site Plan Amendment 1986078A (12/2002) (This Amendment added 172 Spaces)	697 ⁷
Current Amendment	
1 space per 480 employees	480
Remaining Spaces for Visitors	213
TOTAL	693 (155 more than required by Zoning Ordinance)

PROJECT ANALYSIS

The subject site is located within the boundaries of the Fairland Master Plan. The property is sited within the Master Plan’s Rolling Acres study area. This Master Plan study area does not have specific design guidelines for this parcel. As such, the Seventh Day Adventist Headquarters site is only subject to the criteria outlined in the underlying zone in the Zoning Ordinance and the binding elements for the approved Schematic Development Plan.

The proposed addition and alterations will not negatively impact the intent of the original, approved Site Plan. The proposed addition is positioned at the rear of the current building, in an area of the Property already approved in the Schematic Development Plan for expansion of the facility. To be compatible with the existing building, the addition as proposed would be two-stories in height, 1-1/2 stories lower than the existing building, and will be fabricated of pre-cast panels, matching the existing building’s fabric.

⁷ The parking spaces provided above the 538, in the parking lot were not required to meet any requirement of the Parking Ordinance; rather, the parking spaces were desired by the General Conference to provide parking for occasional events at the Headquarters.

The proposed changes to the original site plan's landscape, parking lot and utilities are minor, and are located at the rear of the site. The minor changes to the landscape plan, parking lot and utilities are being altered only to incorporate the new addition into the site's existing environment. This project is exempt from submitting a forest conservation plan and its storm water management concept plan has been approved.

The proposed green area for the site is 54%, which is 9% above the requirement outlined in the Schematic Development Plan. Additionally, the green area proposed is only a 6.5% reduction from the original site plan approval.

The changes to the parking lot include the reduction of four-parking spaces. However, the site still meets the parking requirements as defined in the Zoning Ordinance, as the site will continue to exceed the requirements by 155 spaces. Also, the site will not require a new APF Finding (Local Area Transportation Review and/or Policy Area Mobility Review) since the site is currently approved for a total of 650,000 square-feet of general office density (Preliminary Plan No. 11984246A). Additionally, the Applicant has met the conditions of approval the Board issued for the adjacent Park and Ride facility in their Preliminary Plan approval (Attachment F).

Finally, this site plan has been reviewed by the utility companies, Fire and Rescue, and DPS-Zoning. The correspondence from these agencies supports the site plan as submitted.

RECOMMENDATION

Staff recommends approval of the site plan amendment 81986078B, Seventh Day Adventist Headquarters, for a 19,234 GSF, two-story addition, landscape plan changes, utility modifications, and parking lot adjustments. All site development elements shown on the site and landscape plans stamped "Received" by the M-NCPPC on June 30, 2008 are required except as modified by the following conditions.

A. Development Ceiling

This Site Plan Amendment is limited to the construction of a 19,234 sq. ft. office building addition measuring 28' in height.

B. Development Program

The Development Program must provide a phasing schedule for installation of on-site landscaping.

C. Clearing and Grading

No clearing or grading is permitted prior to Certified Site Plan.

D. Certified Site Plan

Prior to approval of the certified site plan, the following revisions shall be included and/or information provided, subject to staff review and approval:

1. Include development program, inspection schedule, site plan index, and site plan resolution in certified site plan.

2. Illustrate the Limits of Disturbance (LOD) on the site plan.
3. Include a detail, cross-section, and cut-sheet for specific manufacturer for retaining walls on the certified site plan.
4. Include on-site parking calculations table on certified site plan.

ATTACHMENTS

- A. G-486; February 11, 1986.
- B. Preliminary Plan Resolution; April 3, 1987.
- C. Site Plan Resolution; March 20, 1987.
- D. Environmental Planning Letter; June 3, 2008.
- E. DPA-Water Resources Letter; May 9, 2008.
- F. M-NCPPC Letter; Park and Ride requirements; December 20, 2002

FILE COPY - DO NOT REMOVE

CORRECTED COPY 1987

Resolution 260178 & 260180
Introduced: February 11, 1986
Adopted: February 11, 1986

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS A DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
IN MONTGOMERY COUNTY

By: County Council

Subject: APPLICATION NO. G-486, FOR AMENDMENT TO ZONING ORDINANCE MAP, John J. Delaney, Esquire and Larry A. Gordon, Esquire, Attorneys for the General Conference Corporation of the Seventh-day Adventists Church, Applicant,
OPINION AND RESOLUTION ON APPLICATION
Tax Account No. 260178 & 260180

OPINION

Application No. G-486 requests the reclassification from the R-60 Zone to the O-M Zone, as limited pursuant to the Optional Method of Application, of 29.93 acres of land, being property known as the Seventh-day Adventist Tract, located south of East Randolph Road, west of U.S. 29, north of Tech Road and east of Old Columbia Pike, Silver Spring, in the 5th Election District.

The Hearing Examiner has recommended approval of the application on the grounds that the requested reclassification would comply with the provisions of the Optional Method of Application which requires the filing of a Schematic Development Plan and Covenant, would comply with the purpose clause of the O-M Zone, would provide a form of development which would be compatible with land uses in the Surrounding Area and, therefore, would satisfy the compatibility requirement of the O-M Zone, would satisfy the recommendations for the subject property contained in the Approved and Adopted Master Plan for Eastern Montgomery County, and that the approval of this application would be in the public interest.

The District Council agrees with the findings, conclusions and recommendation of the Hearing Examiner.

The subject property is irregularly shaped and has approximately 680 feet of frontage on East Randolph Road, approximately 2,200 feet of frontage on U.S. 29, and approximately 2,400 feet of frontage on Old Columbia Pike. The site is relatively flat, contains no improvements and has been recently used for agricultural purposes.

The subject property was zoned RE-2 in the 1958 County wide zoning, and was reclassified to the existing R-60 Zone by the Eastern Montgomery County Sectional Map Amendment on March 16, 1982.

The District Council finds that the Surrounding Area of the subject property, for purposes of analyzing whether the requested reclassification satisfies the purpose clause provisions and compatibility requirement of the O-H Zone, can be described as being bounded on the north by the existing C-1 uses on the north side of Randolph Road across from the subject site, to the northeast, across U.S. 29, by the single family R-90 residences and the I-1 Zone Meadows Corporate Park located in the southwest quadrant of the East Randolph Road/29 intersection, and on the east, by the I-1 zoned development on the eastern side of U.S. 29 which includes corporate development within the Montgomery Industrial Park. To the south, immediately across the proposed Tech Road right-of-way, are the 3-story Harkins office building developed in the C-1 Zone and the Fairland Gardens Apartment, on land zoned R-H, across Old Columbia Pike. On the western side of Old Columbia Pike, across from the subject property beginning at the proposed Tech Road right-of-way and continuing north to East Randolph Road is land owned by the Conley family that is zoned R-90 with a TDR-7 overlay. The Surrounding Area contains properties that are zoned in commercial, industrial, office, single and multi-family zoning classifications.

The testimony, evidence, Schematic Development Plan and Covenant indicate the applicant's intent to adhere to the following binding development controls: 0.5 Floor Area Ratio (651,875 square feet) as compared to the maximum FAR of 1.5

permitted, main building height of 3-1/2 stories (48 feet) as compared to the 5-7 stories (60-72 feet) permitted, accessory building 2 stories in height (25 feet) as compared to the 5-7 stories (60-72 feet) permitted, percentage of building coverage for main building 21.1% (275,000 square feet) as compared to the permitted 60% (782,251 square feet), and 9.6% building coverage for the accessory building, 120 feet of setback from Old Columbia Pike, 80 feet setback for main building from U.S. 29 and 60 feet for accessory buildings from U.S. 29 as compared to the 15 foot building setback required, not more than 5% parking allowed in setbacks, 45% green area as compared to a minimum 10-15% required and the following use limitation - "all building uses shall be limited to eleemosynary and philanthropic institutions, association headquarters and uses incidental thereto. However, under no circumstances shall 'Office General' uses be permitted as defined in 59-A-2, Montg. County Code (1984 as amended)."

The District Council finds that the application complies with the purpose clause of the O-M Zone in that the subject property is not located in a central business district; the Surrounding Area cannot be characterized as being predominantly residential in character and the location of the subject property is not appropriate for high intensity use. The proposed moderate intensity office building would not have an adverse impact on adjoining land uses because of the binding development restrictions imposed pursuant to the Optional Method of Application.

The District Council finds that the requested reclassification would result in a form of development which would be compatible with surrounding land uses, satisfying the compatibility requirement of the O-M Zone. The proposed setback from U.S. 29 is consistent with the setbacks from this roadway found on the opposite side of U.S. 29. The green area in the northern portion of the property is compatible with the C-1 uses across East Randolph Road from the site. The setbacks from the proposed right-of-way of Tech Road will provide for compatibility

Page 4.

of the proposed development with the existing Harkins office building and the Fairland Garden apartments. The retention of trees in the 120-foot setback along Old Columbia Pike will provide a large green area immediately opposite the historic Conley farm.

The proposed development, as limited pursuant to the binding development controls, satisfies the Master Plan's guidelines related to the design of the proposed structure with reference to landscaping, berming, storm water management, height, FAR, building coverage and setbacks. The Master Plan specifically recommends that the development of this property is suitable for the requested O-M Zone with development limited pursuant to the Optional Method of Application.

The District Council finds that the granting of this application will be in the public interest. The two initial phases of development presently proposed for the subject property will be the subject of Adequate Public Facilities Ordinance review. Certain public improvements such as the widening of Route 29, improvements to the intersection of East Randolph Road and Columbia Pike and the completed widening of Cherry Hill Road when supplemented by the following road improvements proposed by the applicant will successfully handle traffic to be generated by the proposed development.

The applicant will construct Tech Road between Route 29 and Old Columbia Pike, which would form the southern demarcation of the subject property, if this roadway is not completed under a public work's agreement between the County and the developer of the West Farm Industrial Park, the construction of a second eastbound lane along the westernly approach on East Randolph Road towards the intersection with Old Columbia Pike, the construction of a separate right-turn lane along northbound Old Columbia Pike onto Randolph Road, the widening of Old Columbia Pike along the subject property and most significantly, the construction of an eastbound right-turn lane along East Randolph Road at the intersection with Route 29. The District Council recognizes that the road improvements proposed by the applicant

will successfully ameliorate any local negative traffic impact from peak hour trips generated from the proposed development.

The subject property is located in Water Service Category W-1 and in Sewer Service Category S-1. The planned on-site storm water management system would take advantage of the two existing drainage areas located on the site. The high traffic noise levels emanating from Route 29 are the basis for concluding that the proposed office use of the subject property is a more appropriate use than is residential development pursuant to the existing R-60 Zone.

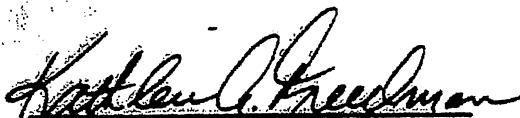
For these reasons and because the granting of this application will aid in the accomplishment of a coordinated, comprehensive, adjusted and systematic development of the Maryland-Washington Regional District, this application will be granted.

ACTION

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District located in Montgomery County, approves the following resolution.

Application No. G-486, for the reclassification from the R-60 Zone to the O-M Zone of 29.93 acres of land, being property known as the Seventh-day Adventist Tract, located south of East Randolph Road, west of U.S. 29, north of Tech Road and east of Old Columbia Pike, Silver Spring, in the 5th Election District, is hereby GRANTED for the O-M Zone in the amount requested pursuant to the restrictions contained in the Schematic Development Plan (Exhibit No. 36) and the Covenant (Exhibit No. 37).

This is a correct copy of Council action.


Kathleen A. Freedman, Secretary
County Council

Date of Mailing: April 3, 1987

MONTGOMERY COUNTY PLANNING BOARD
OPINION

Preliminary Plan No. 1-84246
Project: Seventh-day Adventists

Action: Approval subject to conditions. (Motion by Comm. Krahnke, Second by Comm. Keeney, with a vote of 5-0; Commissioners Christeller, Floreen, Heimann, Keeney and Krahnke voting in favor.)

On October 31, 1984, the General Conference of Seventh-day Adventists, submitted an application for the approval of a preliminary plan of subdivision of property in the O-M zone. The application proposed to create 1 lot on 29.37 acres of land. The application was designated Preliminary Plan No. 1-84246.

On May 22, 1986 and March 5, 1987, Preliminary Plan No. 1-84246 was brought before the Montgomery County Planning Board for public hearing. At the public hearing, the Planning Board heard testimony and received other evidence from staff and the applicant. Based upon the testimony and evidence before it, the Planning Board hereby approves Preliminary Plan No. 1-84246, subject to the following conditions:

1. Implementation of a comprehensive trip reduction program that is documented and governed by a written Agreement signed by the General Conference of Seventh-day Adventists ("SDA"), Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission ("Planning Board") and Montgomery County, Maryland ("County") which shall be represented by the Montgomery County Department of Transportation ("MCDOT"). The Agreement must be signed, fully executed, and recorded among the Land Records of Montgomery County, Maryland prior to recording of the plat for the subject property. The Agreement must include the following aspects:
 - a. Provision of on-site ridesharing incentive measures, which shall be implemented and administered by SDA. The program, which shall commence immediately after occupancy of the SDA headquarters building, shall include, as a minimum:
 - (1) Transit and Vanpool Subsidy: SDA and the County will subsidize bus fares and vanpool fees of employees at the subject property. Each employee shall be offered a discount on bus fares and vanpool fees. SDA shall be responsible for the overall subsidy, but may take advantage of any matching subsidies generally available through County programs. Specifically, the County will sell \$12.00 ride-on bus passes to SDA for \$10.00 which SDA will then sell to its employees for \$8.00. SDA shall be

responsible for promoting a vanpool program. To qualify for the vanpool subsidy, a minimum of ten employees must be signed up. SDA and the County will each pay \$200.00 per vanpool per month to subsidize the program.

- (2) **Share-A-Ride Program:** SDA, through an in-house transportation coordinator, shall promote a ride-share program for its employees. Where feasible, the ride-share program shall incorporate appropriate elements of the Silver Spring Share-A-Ride Program. Promotional efforts shall include preparing and distributing advertising materials, maintaining accurate records on employee commuting patterns and travel modes and remaining well versed in County ride-share programs.
 - (3) **Carpool and Vanpool Reserved Parking:** SDA will provide sufficient reserved parking spaces to accommodate the demand for such spaces by employees who carpool and vanpool. Carpool and vanpool spaces shall be located as close to the employee entrances and elevators as physically and legally possible, within the design constraints of the site. The number and location of such spaces shall be approved by the Planning Board staff.
- b. **Designation of an SDA headquarters employee to work a minimum of half-time as a transportation coordinator.** The transportation coordinator, who shall commence work immediately after occupancy of the proposed SDA headquarters building, shall be responsible for:
- (1) **Preparing promotional materials and administering all components of the on-site ridesharing incentive measures.** The Planning Board staff and MCDOT shall review and approve promotional materials prior to distribution.
 - (2) **Preparing and submitting periodic reports summarizing SDA's transit incentive program efforts and results during the reporting period.** Quarterly reports will be submitted to MCDOT and Planning Board staff unless a longer period of time is agreed to by both staffs. Following submission of each report and receipt of comments from Planning Board staff, MCDOT will meet with SDA's transportation coordinator to comment on the report and, where appropriate, recommend program modifications and alternatives.
- c. **Establishment of a reverse-flow express shuttle service for employees of the subject site.** The bus or van shuttle service shall have the following characteristics:
- (1) **Serves as a connector between at least the Takoma Academy parking lot in Takoma Park and the proposed SDA headquarters site.** SDA will arrange for provision of 150 parking spaces and adequate turn-around space for County buses at the Takoma Academy parking lot.

- (2) Free of charge to the passengers until such time that Planning Board and MCDOT staffs mutually agree that a charge may be instituted when the free service is no longer needed.
 - (3) Operates during at least the peak two-hours of traffic in the morning and evening peak periods, except for Friday afternoon when equivalent scheduled or special service must coincide with the early departures of SDA employees.
 - (4) Supported by implementation of an emergency taxi fare reimbursement or free automobile ride program that defrays 100 percent of the cost of transportation expenses of employees who normally use the reverse-flow shuttle but who, due to an emergency, require the services of a taxi or SDA-owned automobile.
 - (5) The reverse-flow express shuttle service and emergency taxi fare reimbursement or free automobile ride program commences operations immediately after occupancy of the proposed SDA headquarters building.
- d. Construction of several park-and-ride lots in the Fairland-White Oak Policy Area. The park-and-ride lots shall have the following characteristics:
- (1) Located at Greencastle Road (150 spaces), on the proposed SDA headquarters site (155 spaces), and at additional presently unspecified sites (301 spaces).
 - (2) Free of charge to people who park their vehicles in all lots.
 - (3) Supported by express bus shuttle services that connect all lots to at least the Silver Spring Central Business District and the Silver Spring Metrorail Station. The bus service shall initially be free of charge to the passengers until such time as bus ridership exceeds expectations and a fare is warranted. Sufficient bus service to provide seating for 300 passengers shall be provided during the morning and evening peak hours.
 - (4) At a minimum all lots shall have all-weather surfaces, bus bays, telephones and lights.
- e. The building permit for Phase I of the proposed development (250,000 sq. ft. for office and 50,000 sq. ft. for conference center) shall not be issued and accepted until land sufficient to provide for 384 of the 606 new park-and-ride spaces required by this trip reduction program are under the control of SDA, and/or the County. SDA shall, at its expense, construct 155 all-weather surface spaces at its headquarters site. At the time of issuance and acceptance of the building permit for Phase I of SDA's headquarters, SDA shall commit \$450,000.00 to the County by way of a letter of credit or other instrument acceptable

to the County to be used by the County towards development of the 451 total County-built, park-and-ride spaces. Prior to application for occupancy of Phase I, 384 spaces must be completed. Prior to application for a building permit for Phase II of the proposed development (100,000 sq.ft. for office), the remaining 222 public park-and-ride parking spaces must be funded within the first four years of the County's CIP or provided by SDA. SDA shall not apply for occupancy of Phase II until the 222 spaces are completed.

- f. The peak hour trip reduction projections for the programs and park-and-ride lots referenced herein are as follows: (a) reverse-flow express shuttle service: 90 trips, (b) Share-A-Ride/vanpool subsidy program: 28 trips, (c) transit subsidy program: 15 trips, (d) reserved carpool/vanpool spaces: 7 trips, (e) Greencastle Road: 75 trips, (f) proposed headquarters lot: 78 trips, and (g) additional lots unspecified at this time: 150 trips. If, in the process of implementing the trip reduction program, certain components are not progressing toward their targets in a timely fashion, the Planning Board in conjunction with MCDOT may advise SDA to further promote and enhance ride sharing incentives.
 - g. A commitment by SDA to continue all components of its trip reduction program for a period of ten (10) years, or earlier if the Planning Board reduces the threshold requirement, with the understanding that SDA will cooperate with the County should the County take over these programs.
2. SDA shall design and construct a separate right-turn lane on eastbound East Randolph Road at Columbia Pike (US-29). Its length will be determined by MCDOT;
 3. SDA shall design and construct a separate right-turn lane on westbound East Randolph Road at Old Columbia Pike. The length of the right-turn lane will be determined by MCDOT;
 4. SDA shall participate in the CIP project for improvement of the intersection at East Randolph Road and Old Columbia Pike. The extent of SDA's participation shall be limited to extending the northbound left-turn lane on the Old Columbia Pike approach, a distance to be determined in excess of what is included in the pending CIP project. MCDOT will determine the appropriate length of the extension;
 5. SDA shall construct a "slip-ramp" between Old Columbia Pike and southbound US-29. Since the project is already in the design phase, SDA's participation in its design shall be determined by MCDOT and/or the Maryland Department of Transportation;
 6. SDA shall widen Old Columbia Pike a minimum of 18 feet from the center line of the roadway with modifications as required by MCDOT at the driveways;

7. SDA will be responsible for changes to the traffic signal system necessary to accommodate the traffic generated by the development. The changes shall be determined by MCDOT and/or the Maryland Department of Transportation;
8. SDA shall dedicate the right-of-way necessary to extend and construct Tech Road from US-29 to Old Columbia Pike. The width of the right-of-way has been determined by the Maryland Department of Transportation and incorporated into the construction plans;
9. The site plan enforcement agreement shall prohibit occupancy of the site until Conditions 2 through 8 have been substantially implemented.
10. Agreement with Planning Board limiting development to 350,000 square feet of office space and 50,000 square foot cultural center with reference on plat.
11. Dedication along Old Columbia Pike (40' off center line), East Randolph Road (40' off center line) and Tech Road (100 foot right-of-way).
12. No access to Route 29.
13. DOT approval of driveway locations.
14. No clearing, or recording of lots prior to site plan approval by MCPB.
15. Necessary easements.

The Montgomery County Planning Board finds:

I. Preliminary Plan 1-84246 meets the requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended).

The application for Preliminary Plan No. 1-84246 was reviewed by staff who recommended their approval with certain conditions. Based upon the staff recommendation and testimony presented at the public hearing, the Planning Board finds the application for Preliminary Plan 1-84246, with the conditions as modified by this approval, satisfies the requirements of the Subdivision Regulations.

II. In accordance with Section 50-35(k) of the Subdivision Regulations (hereinafter the "APFO"), public facilities are adequate to support and service Preliminary Plan 1-84246.

Based upon the staff report, the testimony and evidence presented at the public hearing, and compliance with the specified conditions, the Planning Board finds that public facilities will be adequate to support and service the proposed development (350,000 square feet of office and 50,000 square feet of cultural center) of Preliminary Plan No. 1-84246 if certain conditions are met.

A. Threshold.

The 1985 Comprehensive Planning Policies Report, which contains the Planning Board's guidelines for implementing the APFO, indicates that there is no employment threshold capacity remaining in the Fairland-White Oak Policy Area (location of the subject application). The applicant and Planning Board staff agree that phases I and II of the proposed project will generate 443 peak hour, peak direction trips. Therefore, in order for the Planning Board to approve the application an equivalent number of trips must be removed from the roadways, either by reducing existing traffic, by reducing the applicant's projected traffic, or by a combination thereof.

The applicant has proposed a reverse-flow shuttle using the capacity available in non-peak direction Metrobuses. Staff disagreed with the applicant's projected trip reductions from this measure. Based on the testimony at the hearing regarding the location of SDA employees residences, the applicant's commitment to provide special service to coincide with the early Friday departure of employees, and the applicant's agreement to provide taxi fare reimbursement or free automobile use for employees faced with a family emergency, the Planning Board finds that the reverse flow shuttle will remove 90 trips.

The applicant also proposed a vanpool fee subsidy. Staff disagreed with the applicant's projected trip reduction from this

measure also. The Planning Board agreed with the staff position regarding the vanpool alone, but finds that the applicant's projected reduction of 28 trips will be achieved if the vanpool is combined with a share-a-ride program and the SDA provides an employee who will work a minimum of half-time as a transportation coordinator.

The applicant, staff and Planning Board all agree that the applicant's proposed transit fare subsidy will eliminate 15 trips and that the provision of reserved carpool/vanpool spaces will remove 7 trips.

The final trip reduction measure proposed by the applicant was the construction of several park and ride lots. Again there was some disagreement as to the effectiveness of these lots. Applicant and MCDOT assumed one peak hour trip would be removed for each 1.5 park and ride spaces. Staff estimated the need for a much higher number of spaces, based on preliminary data for experience at the Briggs Chaney lot and on the assumption that a different factor would apply at different locations. Based on the evidence in the record and the testimony at the hearing, the Planning Board finds that one trip will be removed for every two park and ride spaces provided. Since 303 trips must still be eliminated to achieve the 443 trip reduction goal, 606 spaces must be constructed.

B. Local Area Review

The traffic study prepared by the applicant and reviewed by staff indicates that two intersections already experience levels of service worse than the established standard (critical lane volume of 1525) and that the situation will deteriorate once already approved projects are completed. These levels of service would be even worse, of course, with the addition of traffic generated by this application.

The Planning Board agrees with the staff recommendation that the applicant's provision of the intersection improvements outlined in conditions 2 through 8 will improve the levels of service to the extent that this application can be approved. Although the two intersections will still not meet the established standard, the levels of service that would exist after this development and the associated intersection improvements are completed would be better than what would occur if the project were not built.

Mailing date: March 20, 1987

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Site Plan Review #8-86078

Project General Conf. Corp. of Seventh Day Adventist World Headquarters

Action: APPROVAL (Motion was made by Commissioner Keeney, seconded by Commissioner Krahnke, with a vote of 4-0. Commissioners Keeney, Krahnke, Christeller, and Floreen voting for and Commissioner Heimann temporarily absent.

On August 19, 1986, Kamber Engineering, Inc. submitted an application for the approval of a Site Plan for property in the O-M zone. The application was designated Site Plan Review #8-86078.

On March 5, 1987, Site Plan Review #8-86078 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the testimony and evidence presented by the staff and on the staff report with modifications to the conditions hereby adopted by the Montgomery County Planning Board, which is attached hereto and made a part hereof, the Montgomery County Planning Board finds:

1. The Site Plan meets all of the requirements of the zone in which it is located;
2. The locations of the buildings and structures, the open spaces, the landscaping, and the pedestrian and vehicular circulation systems are adequate, safe and efficient; and
3. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.

and approves Site Plan Review #8-86078 subject to the following conditions:

1. Applicant shall submit a Site Plan Enforcement Agreement and Development Program that are acceptable to staff. The Site Plan Enforcement Agreement shall include the provisions entered into in the Preliminary Plan agreement.
2. Forty-six parking spaces shall be removed from the setback areas so as to conform to the Schematic Development Plan limitations. These spaces shall either be removed from the site plan or relocated to an acceptable location on-site for approval by staff.

3. A revised parking lot infiltration system plan is to be submitted to M-NCPPC and MCDEP staff for review and approval. The applicant shall also submit a comprehensive safe conveyance study showing stormwater runoff from the eastern portion of the site to the West Farm Regional Stormwater Management Facility for M-NCPPC staff approval.
4. Additional shade trees shall be planted at the southern end of the stormwater management pond and revised drawings will be submitted for staff approval.
5. A minimum of five deciduous tree clumps shall be located along the eastern edge of Old Columbia Pike for staff approval.
6. Subject to MCDOT approval and upon timely request by M-NCPPC staff, the proposed right-of-way should not be graded to full width (if no safety hazards are presented), and the horizontal road alignment shall be adjusted to preserve as many trees as possible along the eastern edge of Old Columbia Pike. If necessary, M-NCPPC will write a letter to the Montgomery County Department of Transportation to request an atypical right-of-way in this location. Staff shall approve final configuration.
7. The visitor parking spaces facing Old Columbia Pike must be screened using plant materials or berms for staff approval.
8. Subject to MCDOT approval and upon timely request by M-NCPPC staff, the bike path along Old Columbia Pike shall be separated from the roadway using an eight-foot bike path within the street right-of-way. Staff shall approve any modifications to this proposal if needed to accommodate road improvements.
9. Additional information on site lighting (footcandles and isolux diagrams) shall be submitted to staff for review and approval.
10. The site plan shall include provision of crosswalks within the parking lot driveways for staff approval.
11. A revised site plan shall include provision of sidewalks and crosswalks to Old Columbia Pike and East Randolph Road for staff approval.
12. Subject to MCDOT approval, a revised site plan shall include provision of a sidewalk or bike path along the northern site frontage on East Randolph Road, either by this Site Plan or by the MCDOT road improvement project for staff approval.
13. Three parking spaces shall be relocated to provide for optimum internal circulation, and staff will approve revised drawings.
14. An appropriately sized, signed, lighted, and landscaped Park & Ride lot, with all-weather surface and pay phones, shall be added to the site plan for staff's approval.



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

June 3, 2008

Mr. Chip Welsh
General Conference of Seventh Day Adventist
12501 Old Columbia Pike
Silver Spring, Maryland 20904

Re: Seventh Day Adventist World Headquarters, Silver Spring – 42008210E

Dear Mr. Welsh:

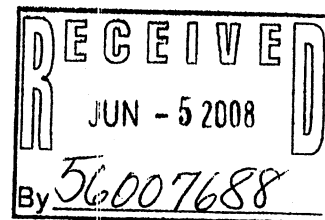
This letter is to inform you that your request for an exemption from submitting a forest conservation plan 42008210E for the Seventh Day Adventist World Headquarters site, date stamped as received by the Environmental Planning Section on May 30, 2008, is approved. Any changes from the approved exemption 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.

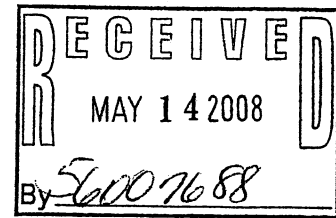
If you have any questions regarding these actions, please contact me at 301-495-4551 or electronically at lori.shirley@mncppc-mc.org.

Sincerely,

Lori Shirley
Planner Coordinator

Cc: NRI/FSD 42008210E
Lawrence Johnson, VIEW Engineering ✓





DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Carla Reid Joyner
Director

May 9, 2008

Ms. Elizabeth Adamowicz
View Engineering
400 Professional Drive, Suite 380
Gaithersburg, MD 20879

Re: Stormwater Management **CONCEPT** Request
for SDA World Headquarters Building Addition
Preliminary Plan #: N/A
SM File #: 233455
Tract Size/Zone: 20.89 acres / OM
Total Concept Area: 0.5 acres
Lots/Block: N/A
Parcel(s): N380
Watershed: Paint Branch

Dear Ms. Adamowicz:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site channel protection measures via an existing on-site stormwater quantity control pond; on-site water quality control via construction of a Green Roof. Onsite recharge is not required since this is a redevelopment project.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.

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

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

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

If you have any questions regarding these actions, please feel free to contact Mark Etheridge at 240-777-6338.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard R. Brush". The signature is fluid and cursive, with a large initial "R" and "B".

Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm mce

cc: C. Conlon
S. Federline
SM File # 233455

QN -ON; Acres: 0.5
QL - ON; Acres: 0.5
Recharge is not provided



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF
THE GENERAL COUNSEL

(301) 495-4646
FAX (301) 495-2173

December 20, 2002

Scott C. Wallace, Esquire
Linowes and Blocher, LLP
1010 Wayne Avenue, Tenth Floor
Silver Spring, Maryland 20910-5600

Re: General Conference Corporation of Seventh Day Adventists
U.S. 29 World Headquarters
Park and Ride Lot

Dear Mr. Wallace:

This letter is in response to your letter dated October 31, 2002, regarding the above-referenced Park and Ride Lot. Specifically, you have requested that I confirm that the obligation of the General Conference Corporation of Seventh Day Adventists ("SDA") to maintain the Park and Ride Lot at its World Headquarters on U.S. Route 29 ("Lot") has been fulfilled.

This letter serves to confirm that, with respect to the Lot located at its World Headquarters on U.S. Route 29, SDA has fulfilled its obligations to maintain the Lot, in accordance with the Planning Board's conditions of approval of Preliminary Plan No. 1-84246 and Site Plan No. 8-86078 ("Plans") and the Agreement it entered into with the Commission and Montgomery County dated May 18, 1987 ("Agreement"). In addition, in accordance with the terms of the Agreement, SDA is no longer obligated under the Planning Board's conditions of approval of the Plans to maintain the Lot.

I trust this fully responds to your letter. Should you have any further questions or concerns regarding this matter, please feel free to call me.

Sincerely,

Debra Yerg Daniel
Associate General Counsel

cc: Charles R. Loehr, Director of Park and Planning
Joseph R. Davis, Chief, Development Review Division
Ron Welke, Planner, Transportation Planning Division

w:\dyd\planning\seventhdayadventist.let.120302.doc