

Mandatory Referral MR2012011: Colesville Depot

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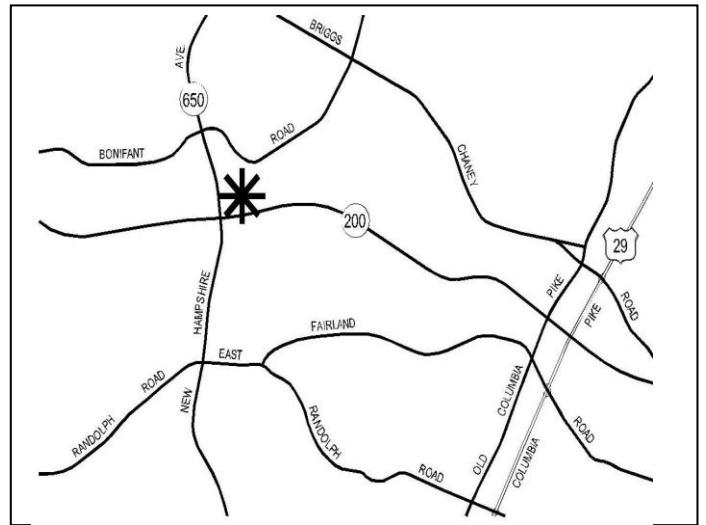
description

C. Mandatory Referral No. 2012011: Colesville Depot

14435 Cape May Road, Silver Spring, RE-2C zone, Cloverly Master Plan.

Montgomery County Department of General Services plans to upgrade and renovate the Colesville maintenance depot, including a new salt barn renovations and an addition to the administrative building.

Staff recommendation: approval to transmit comments to the Department of General Services



summary

- There are three items for Planning Board review for the Colesville Depot project: the Mandatory Referral Preliminary/Final Water Quality Plan, and the Final Forest Conservation Plan (FCP). This memorandum covers staff's review and recommendations on the Mandatory Referral.

The Colesville Depot as proposed:

- Complies with the 1997 Cloverly Master Plan.
- Meets the standards of the RE-2C Zone.
- Will be compatible within its site context.
- Minimizes impervious surfaces of the required program, and will include advanced Environmental Site Design (ESD) and Best Management Practices (BMPs).
- Will achieve, at the minimum (a LEED Silver rating for all buildings that are not exempt), under standards for Leadership in Energy and Environmental Design (LEED), as registered with the U. S. Green Building Council.

STAFF RECOMMENDATION: *Approval to transmit comments to the Department of General Services.*

Final Forest Conservation Plan and Water Quality Plan

This staff report reviews and makes recommendations for the Colesville Depot project facility design phase only. The Planning Board must also act on the related Final Forest Conservation Plan (FCP) and the Preliminary/ Final Water Quality Plan required for this public project within the Upper Paint Branch Special Protection Area (SPA). The FCP and the Preliminary/ Final Water Quality Plan are addressed, and recommended for approval, in separate accompanying reports.

PROJECT DESCRIPTION

Location

The 11.73 acre project site is located at 14435 Cape May Road and fronts on the southeast side of Cape May Road approximately 700 feet northeast of the intersection of Cape May Road and New Hampshire Avenue, MD Route 650. The site is adjacent to M-NCPPC Parkland on the northeast, east, and west sides. The ICC (MD-200) is adjoining to the south. The project site is located in the Cloverly Master Plan (MP) area.



Figure 1: 2011 Aerial Photograph of Site

Existing Conditions

The Colesville Depot, built in 1982, includes a series of 22-year old structures that have experienced significant demands resulting from increasing maintenance operations for new roadway infrastructure in this portion of the County. The Depot is comprised of a one-story structure of approximately 7,300 square feet. The general areas of the interior spaces of the building are worn by years of use and require architectural improvements. The main building roof requires replacement. The vehicle maintenance bays are insufficient to service the majority of vehicles that are maintained within them. Existing salt and sand domes are in poor structural condition.

Site Context

The site is in the Upper Paint Branch SPA. There are no existing streams, floodplains, wetlands, or environmental buffers on or affecting the site.

The property is currently being used as a mechanical and salt depot with administrative offices. The property is surrounded by M-NCPPC parkland and bounded by Cape May Road on the northwest side and the ICC (MD-200) on the south as seen in Figure 1.

Proposed Facility

This project provides for the planning and design of an expanded Colesville Depot currently operated by the Department of Transportation for the purpose of providing road maintenance for the southeastern portion of the County. Major components of the project include: new outdoor storage canopy for maintenance vehicles, improved stormwater management, expansion of service bays, upgrade and relocation of offices, expansion of crew room, new bunk room, roof replacement, upgrade of existing restrooms, repainting all interior walls, replacement of ceiling tiles, re-pointing of masonry, refinishing of exterior surfaces and windows, and upgrading mechanical, electrical, communications, and security systems.

Project Description

Redevelopment of the Colesville Depot is planned in two phases. Phase 1 will include the construction of a new 10,000 ton salt barn on the eastern corner of the site. The new salt barn will replace the existing temporary salt barn which was constructed after two salt domes collapsed in December, 2009. Phase 2 will be a separate project that provides an addition and renovations to the existing administrative and maintenance depot building. The addition follows the design of the existing building and expands the size of the building from 7,300 square feet to 13,694 square feet. New maintenance vehicle covered parking areas and a new canopy for the material bins will also be constructed. The truck wash and fueling facility will remain at their present locations, and the staff and visitor parking area will also remain in its

current location. Stormwater management facilities will be constructed for both phases of development.

Current staff levels will remain the same for the depot. The existing 64 parking spaces for staff and visitors located along the front and south side of the building will be retained.

Salt Barn (Phase 1) The proposed 21,298 square-foot salt barn features a large opening on the south end of the building where salt delivery trucks will enter, be loaded with salt, and exit through another large opening on the west side of the building. Five crew storage spaces are attached to the west side of the salt barn. The building will have a barn-shaped roof covered with standing seam metal, and the building elevations will be clad with a combination of standing seam metal and wood siding.

Covered Parking Canopies (Phase 2) There will be two new covered parking areas and a material bay canopy located in the circulation area between the salt barn and the administrative and maintenance building. A 34-space parking canopy will be located along the northern boundary of the site, and a six-space parking canopy will be attached to a new material bay canopy that will be constructed over the existing storage area location.

Administrative and Maintenance Building (Phase 2) A 6,394 square-foot addition will be constructed on the north and east sides of the existing building. The addition will provide new administrative offices, bunk room and a service bay expansion. The existing building will also be renovated to include new windows and doors, mechanical equipment and covered entrances. The flat roof design and exterior finishes used for the building addition complements the existing building.

ANALYSIS

Master Plan

The Colesville Depot is located in the Upper Paint Branch Special Protection Area within the Cloverly Master Plan Area (Plan). The Plan makes recommendations for three distinct areas in Cloverly: its Suburban Communities, its Residential Wedge and its Agricultural Wedge. The Depot property is in the Suburban Communities and the Plan recommends retention of existing zones, retention of low density residential character and creation of the environmental overlay zone.

Protection of critical natural resources in this portion of the upper Paint Branch watershed is an important objective of the 1997 Cloverly Master Plan, which makes land use recommendations for this area. The Plan has this objective:

“Protect and improve water quality and aquatic habitat and maintain overall imperviousness at or near 1990 levels. Provide the highest level of protection for the most fragile and sensitive natural resources and features to preserve the high quality conditions in the upper Paint Branch watershed.” (p 86)

To implement this objective, the Plan recommends creation of an environmental overlay zone with a specified maximum percentage of imperviousness for all new development. The Upper Paint Branch overlay zone, which was created following approval of the Cloverly Master Plan and subsequently amended, specifies maximum imperviousness of 8 percent. The zone allows impervious surface that lawfully existed in July 2007 to continue or be reconstructed, even if the amount totals greater than 8 percent. The proposed project will not exceed the amount of impervious surface currently on the property.

The property is shown on the land use plan as a public use. Development that is within the limits set by the overlay zone is consistent with the Cloverly Master Plan, because minimizing imperviousness supports a key objective of the Plan.

Zoning Analysis

Development Standards

The maintenance depot site meets the required development standards in the RE-2C Zone as summarized in the following table.

Zone	RE-2C (existing)	RE-2C
Lot Area:		
<ul style="list-style-type: none"> ▪ Total Site Area (acres) 	2	11.73 acres
Main Building Setbacks (feet):		
<ul style="list-style-type: none"> ▪ From Street ▪ Side <ul style="list-style-type: none"> • One side • Sum of both sides ▪ Rear 	17 35 35	92 416 603
Main Building Height	25	25
Accessory Structure Setbacks (feet)		
<ul style="list-style-type: none"> ▪ From the street line ▪ From a rear lot line ▪ From a side lot line 	80 10 15	662 75 75
Accessory Building Height (feet)	50	Less than 50
Coverage (percent of lot)	25	Less than 12
Parking:		
<ul style="list-style-type: none"> ▪ Parking spaces (existing) 	64	64

Environment

The site is generally open with gently sloping topography with a general decrease in elevation from the north site frontage to the rear property boundary to the south.

The property is within the Upper Paint Branch Special Protection Area (SPA) and the Paint Branch watershed, a Use Class III watershed. The Countywide Stream Protection Strategy (CSPS) rates streams in this watershed as fair.

The project does not have any proposed activities within any streams, wetlands, or environmental buffers, and is in compliance with the Department's Environmental Guidelines.

Environmental Guidelines - A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD#420101460) was approved by Environmental Planning staff on July 29, 2010.

Forest Conservation - Forest conservation issues are covered in a separate regulatory memo to the Planning Board. In summary, this property is subject to the Chapter 22A, Montgomery County Forest Conservation Law, and meets forest conservation requirements of the law. The majority of the site is developed with the existing depot. The outer edge portion of the site is partially forested. The Applicant proposes to meet 1.26 acre forest planting requirements with .04 acres of landscaping credit and 1.22 acres of planting onsite. No specimen trees are being impacted and therefore no variance is required.

Water Quality and Stormwater Management - In pre-application meetings with staff, the Applicant placed emphasis upon efforts by the project team to reduce impacts of the required program and project on the site. Water quality performance goals included:

- Maintain aquatic habitat below the site
- Maintain stream base flow by maximizing groundwater recharge
- Minimize storm flow run off increases
- Minimize sediment loading
- Control toxic substances on site
- Minimize increase to ambient water temperature

Stormwater management for the site improvements will be provided by a combination of Environmental Site Design (ESD) and structural stormwater management practices. In the northeastern portion of the property, where the land use is office and parking, micro-bioretenion facilities will be installed to provide direct control for those areas of existing parking. The rooftops of the new covered parking and the new salt barn will be treated by a bioswale and micro-bioretenion areas. Overflow from these areas will be directed to the existing pond forebay for additional treatment. The roof of the existing office building and portions of the new remaining covered parking rooftop will drain through a hydrodynamic device and ultimately outlet to the existing pond forebay. The remainder of the project area is in locations where salt and other materials will be loaded and transported, and in these areas

the applicant will be careful about groundwater recharge. These areas will drain to a new Surface Sand Filter which would underdrain directly to the existing detention pond. The Sand Filter will be sized to provide storage and treatment of a portion of the required treatment volume, and will be designed in such a way that once this "first flush" storage capacity is reached, additional runoff will be directed to an adjacent Infiltration Trench in order to maximize groundwater recharge.

The existing forebays, sand filter, and retention pond on the site will remain in place and continue to function. Additional hydrodynamic pretreatment devices will be installed where practical. In order to increase the treatment efficiency of the existing Sand Filter, current off-site drainage from across Cape May Road which enters the storm drain system above the subject property will be diverted away from the existing Sand Filter. This offsite flow is currently treated via onsite stormwater management facilities that are part of the Hampshire Hamlet subdivision.

Imperviousness - A goal for new development in all SPA's is to reduce the amount of impervious surfaces. The Upper Paint Branch Overlay Zone, which was created following approval of the Cloverly Master Plan and subsequently amended, specifies maximum imperviousness of 8 percent. The zone allows impervious surface that lawfully existed in July 2007 to continue or be reconstructed, even if the amount totals greater than 8 percent.

The project site currently has 5.58 acres (47.6 percent impervious surface area) The zone allows 5.26 acres (44.8 percent) impervious area. The proposed project proposes a post development condition of 5.12 acres, or 43.65% impervious surface area. This would create a net decrease of approximately 0.46 (3.95 percent) acres of imperviousness from existing conditions and 0.14 acres (1.15 percent) less than previously permitted and existing prior to July 2007 levels.

Staff finds that the applicant has reduced imperviousness while accommodating the program requirements and meets the impervious requirements of the Upper Paint Branch overlay zone.

Green Building Design - This project is subject to County Council Bill 17-06, Montgomery County Green Buildings Law.

The salt barn, which is a publicly owned building around 10,000 square feet and technically subject to attain a LEED Silver Certification is not environmentally conditioned and occupied, such as residences, stores, schools, hospitals and offices e.g., "habitable". The salt storage barn does not fall into the category of "habitable" and therefore is exempt.

The applicant has agreed that even though the salt barn structure is exempt it should be included in the overall LEED facility rating and project analysis and considered as an outbuilding to the administration building, when the administration building is certified. The administration building will meet LEED Silver Certification.

Noise –No new noise sources, or activities that generate noise, have been added as part of this proposal.

Availability of Utilities

The site is presently served by public water and sewer, electric, and telephone service. Six-inch water and sewer connections extend onsite from a 12" WSSC water main and a 8" WSSC sewer main located in Cape May Road. There is currently no gas service onsite, but service can be extended from an existing gas main from Washington Gas, that is located adjacent to the site in Cape May Road. Electrical service is provided by PEPCO. Telephone service is provided by Verizon.

Transportation Analysis

Based on the traffic statement submitted by the applicant, the proposed upgrading and renovation of the existing Colesville Maintenance Depot will not generate any new peak-hour trip, thus, not subject to the Local Area Transportation Review (LATR) or Policy Area Mobility Review (PAMR) trip mitigation requirements.

Staff has reviewed the vehicular/pedestrian circulation system as shown on the site plan and found that the site provides adequate and efficient accessibility to the area. The site has two driveways on existing Cape May Road and these existing driveway entrances provide adequate accessibility from the public roads. There is no roadway work to be performed in connection with the Mandatory Referral and the existing roadway conditions in the surrounding area would not be affected by the proposed upgrading and renovation of the existing facility. Staff does not anticipate any adverse transportation impact by approving the Mandatory Referral.

Location of Buildings, Open Space and Circulation

The location of the administrative and maintenance depot building, salt barn and associated structures and open space is adequate, safe and efficient. Buildings are setback at least 75 feet from the property boundaries, and the new salt barn will be located on the eastern corner of the site to provide a more efficient circulation pattern for truck operations. The paved area where the salt domes were located will be removed (see Attachment A).

Compatibility

The proposed plan is compatible with the existing and proposed adjacent development. There will be minimal visual impact to the adjacent M-NCPPC parkland since most of the needed environmental work within the existing 75-foot deed restricted area will be underground. The deed restricted area that surrounds the site on the northern, eastern and southern sides will remain, and there will be little change to the western side of the site that faces Cape May Road and the confronting single family residential properties. A sidewalk and a row of trees also extend along the site's frontage on Cape May Road.

The 75-foot deed restriction is owned and enforced by the M-NCPPC Parks. As a part of the mandatory referral process a complete site package was sent to M-NCPPC Parks.

M-NCPPC Parks commented that that the 75' wide deed restricted area should be maintained to the extent feasible, and that area for stormwater management (ESD practices and piping clean water around the depots facilities) and necessary fencing is an appropriate use. This use of the area will help to protect water quality in the Good Hope tributary to Paint Branch, and has no objection to the Department of General Services plans.

Operations within the site will not change. The use, occupancy and number of maintenance vehicles on the site will remain unchanged from their existing conditions. A chain link fence extends around the perimeter of the property to provide security.

COMMUNITY OUTREACH AND NOTIFICATION

County Department of General Services representatives and Planning staff had a Community meeting on November 30, 2011.

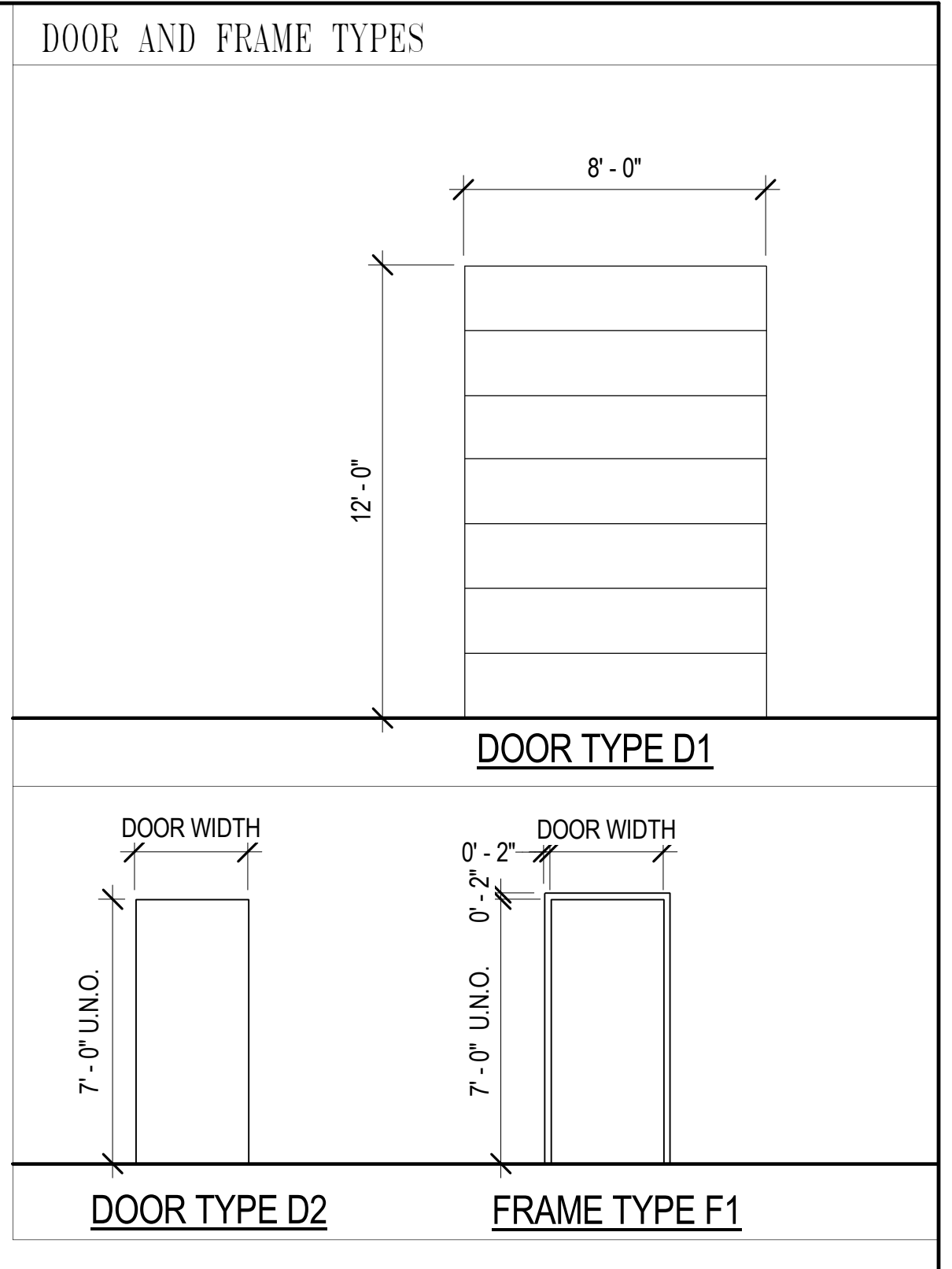
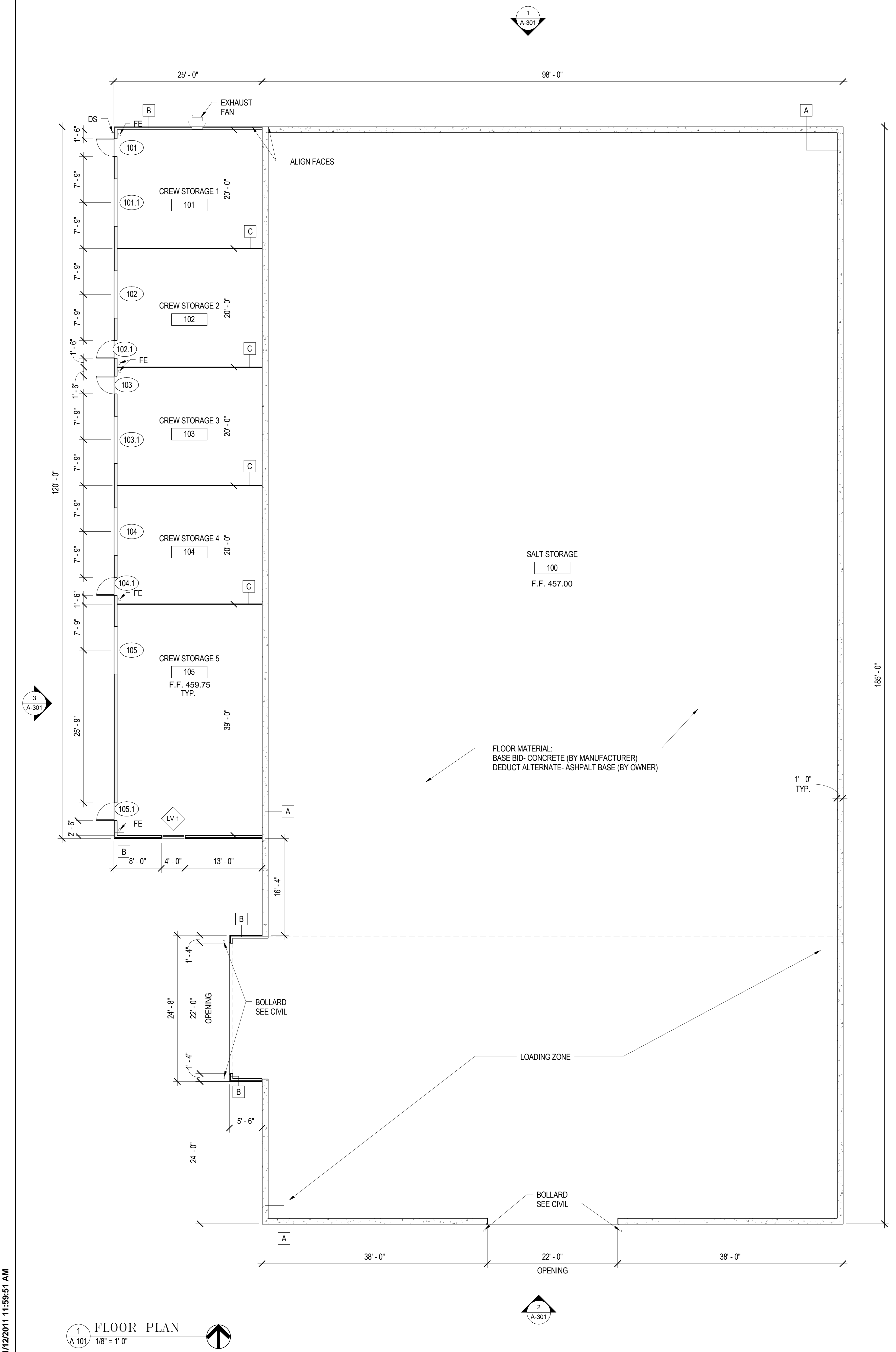
For the Mandatory Referral, the Forest Conservation Plan and Water Quality applications, the Planning Department staff notified adjoining and confronting property owners, and local homeowners, civic, and citizens associations of the submittal and Planning Board review date.

CONCLUSION

Based on information provided by the Applicant and the analysis contained in this report, staff concludes that the proposed Mandatory Referral for the Colesville Depot upgrades will be compatible and meets the applicable standards and guidelines for the environment, the Adequate Public Facilities Ordinance as well as the development standards for the RE-2C Zone. Staff recommends approval of the Mandatory Referral with comments listed at the front of this report to be transmitted to the Montgomery County Department of General Services.

Attachments:

- A: Proposed Site Plan and Floor Plan
- B: Proposed Building Elevations and Building Views



WALL SCHEDULE

TYPE MARK	TYPE
A	EXTERIOR- 12" CONCRETE
B	EXTERIOR- SIDING OVER WOOD STUDS
C	INTERIOR- CHAIN LINK FENCING

DOOR SCHEDULE

NO.	HDW	WIDTH	ROOM NAME	ROOM #	DOORS			FRAMES			COMMENTS	FINISH	
					TYPE	MATERIAL	TYPE	MATERIAL	HEAD	JAMB		SILL	DOOR
101	HW-1	3'-0"	CREW STORAGE 1	101	D2	FRP		F1	FRP			GRAY	GRAY
101.1		8'-0"	CREW STORAGE 1	101	D1	SS						SS	
102	HW-1	8'-0"	CREW STORAGE 2	102	D1	SS						SS	
102.1		3'-0"	CREW STORAGE 2	102	D2	FRP		F1	FRP			GRAY	GRAY
103	HW-1	3'-0"	CREW STORAGE 3	103	D2	FRP		F1	FRP			GRAY	GRAY
103.1		8'-0"	CREW STORAGE 3	103	D1	SS						SS	
104		8'-0"	CREW STORAGE 4	104	D1	SS						SS	
104.1	HW-1	3'-0"	CREW STORAGE 4	104	D2	FRP		F1	FRP			GRAY	GRAY
105		8'-0"	CREW STORAGE 5	105	D1	SS						SS	
105.1	HW-1	3'-0"	CREW STORAGE 5	105	D2	FRP		F1	FRP			GRAY	GRAY

REVISIONS

NO.	DATE	DESCRIPTION

OWNER
MONTGOMERY COUNTY
DEPARTMENT OF GENERAL SERVICES
DIVISION OF BUILDING DESIGN AND CONSTRUCTION
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NA

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IFB/RFP #
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DIVISION OF HIGHWAY SERVICES



COLESVILLE DEPOT

SILVER SPRING, MARYLAND



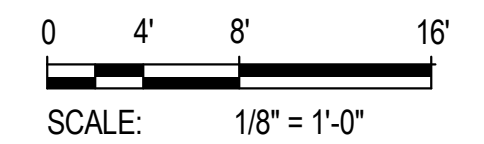
WHITMAN, REQUARDT & ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21231

ISSUED FOR:
 PRELIMINARY/PROGRESS (NOT FOR CONST.)
 PRICING ONLY
 PERMIT
 CONSTRUCTION DOCUMENTS

PROFESSIONAL CERTIFICATION
 I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DAILY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.
 LICENSE NO. XXXXXXXX
 EXPIRATION DATE: XXXXXXXX

DESIGN	KLK
DRAWN	KLK
APPROVED	Approver
SCALE	As indicated
DATE	JANUARY 14, 2011
CAD FILE	N:\90118-005\CADD\Models\Ph II Silt Barr\A90118005-02-1.rvt
PROJECT NO.	90118-005

DRAWING TITLE
FLOOR PLAN AND SCHEDULES



1/12/2011 11:59:51 AM

1 FLOOR PLAN
A-101 1/8" = 1'-0"

A-101