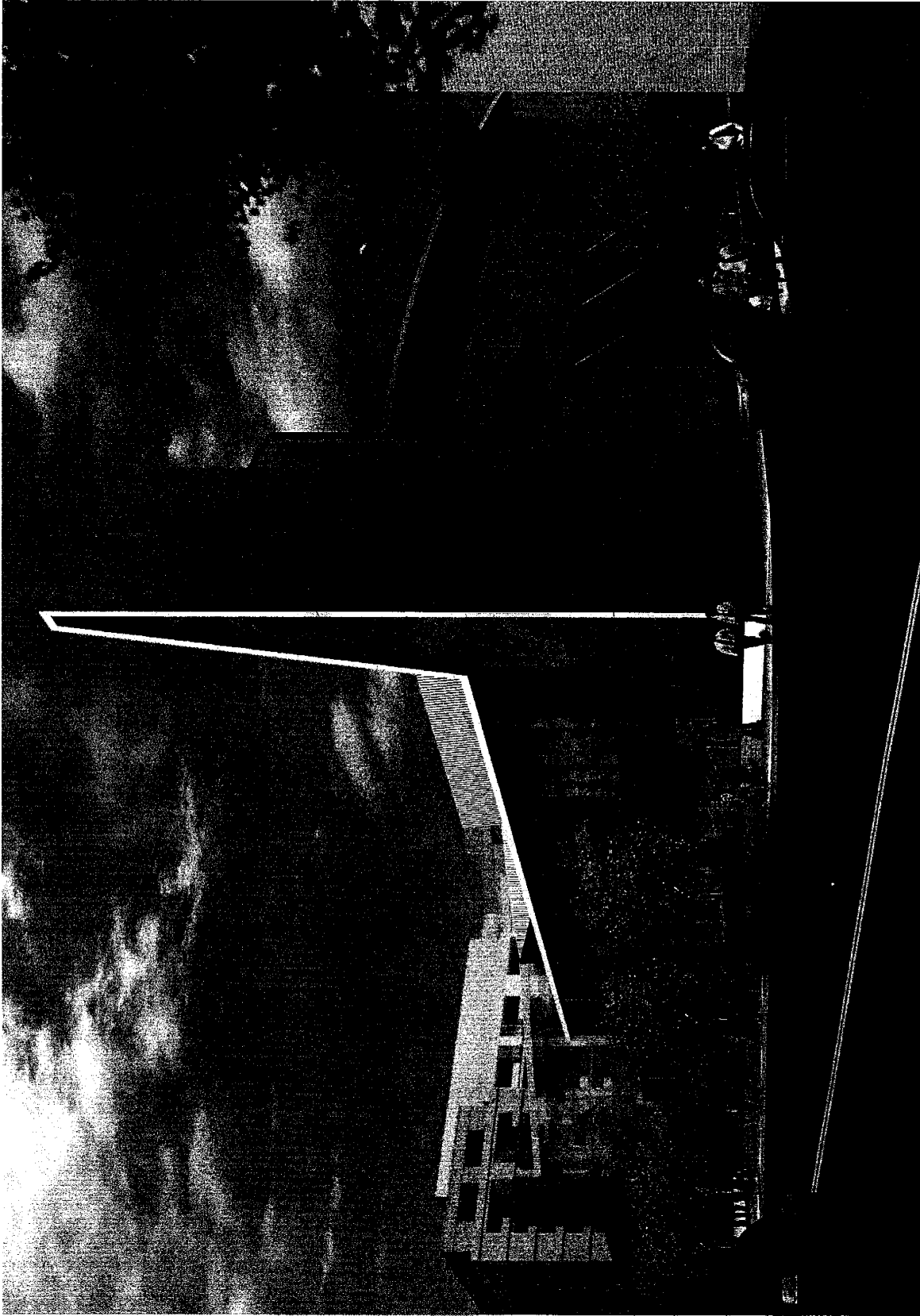


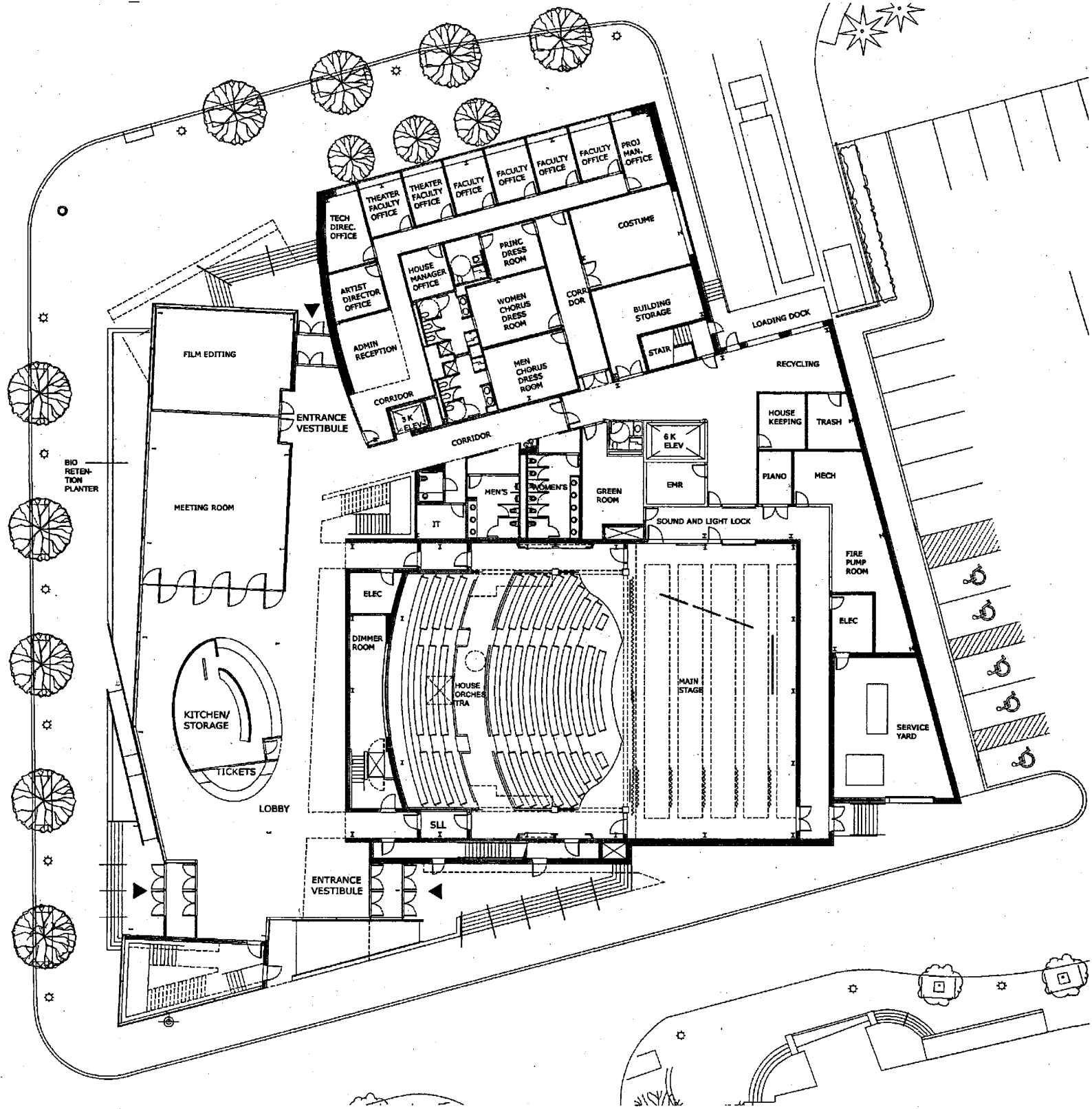
Cultural Arts Center
Montgomery College - Perspective View from East-West Highway



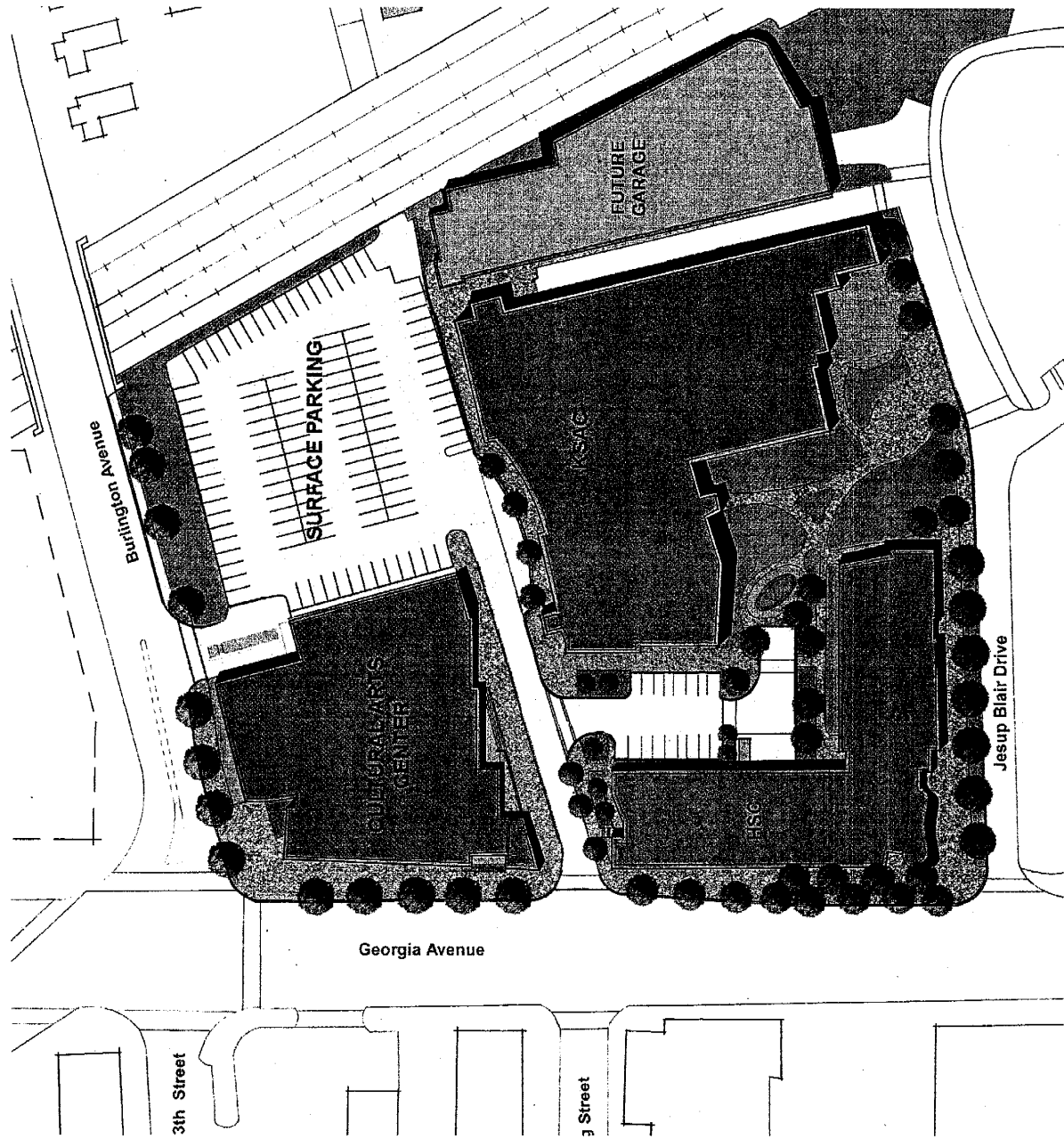
Cultural Arts Center
Montgomery College - Perspective View from Georgia Avenue

PROPOSED CULTURAL ARTS CENTER SCHEMATIC DESIGN

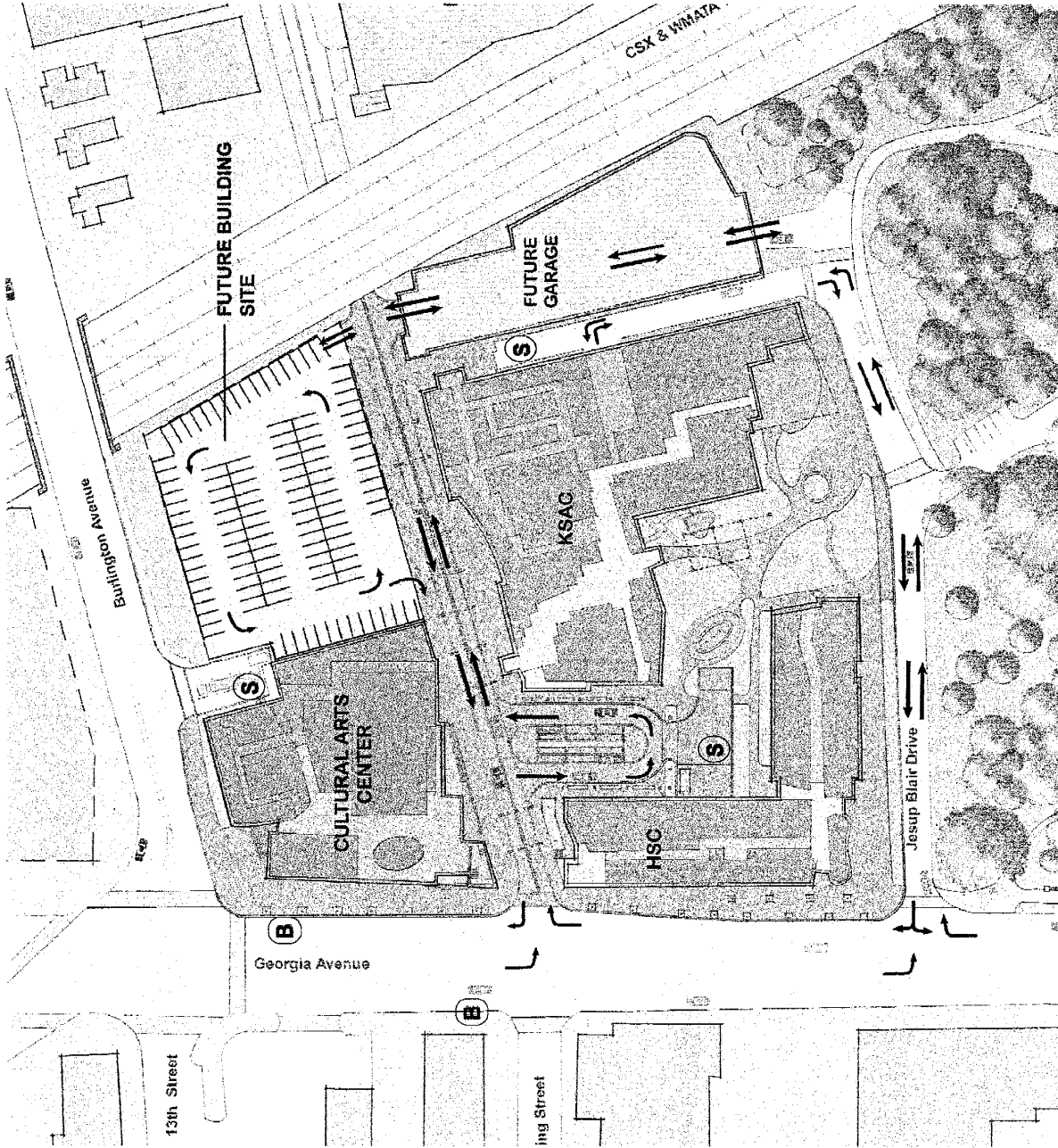
ARCHITECTURAL DESIGN CONC



Attachment 8



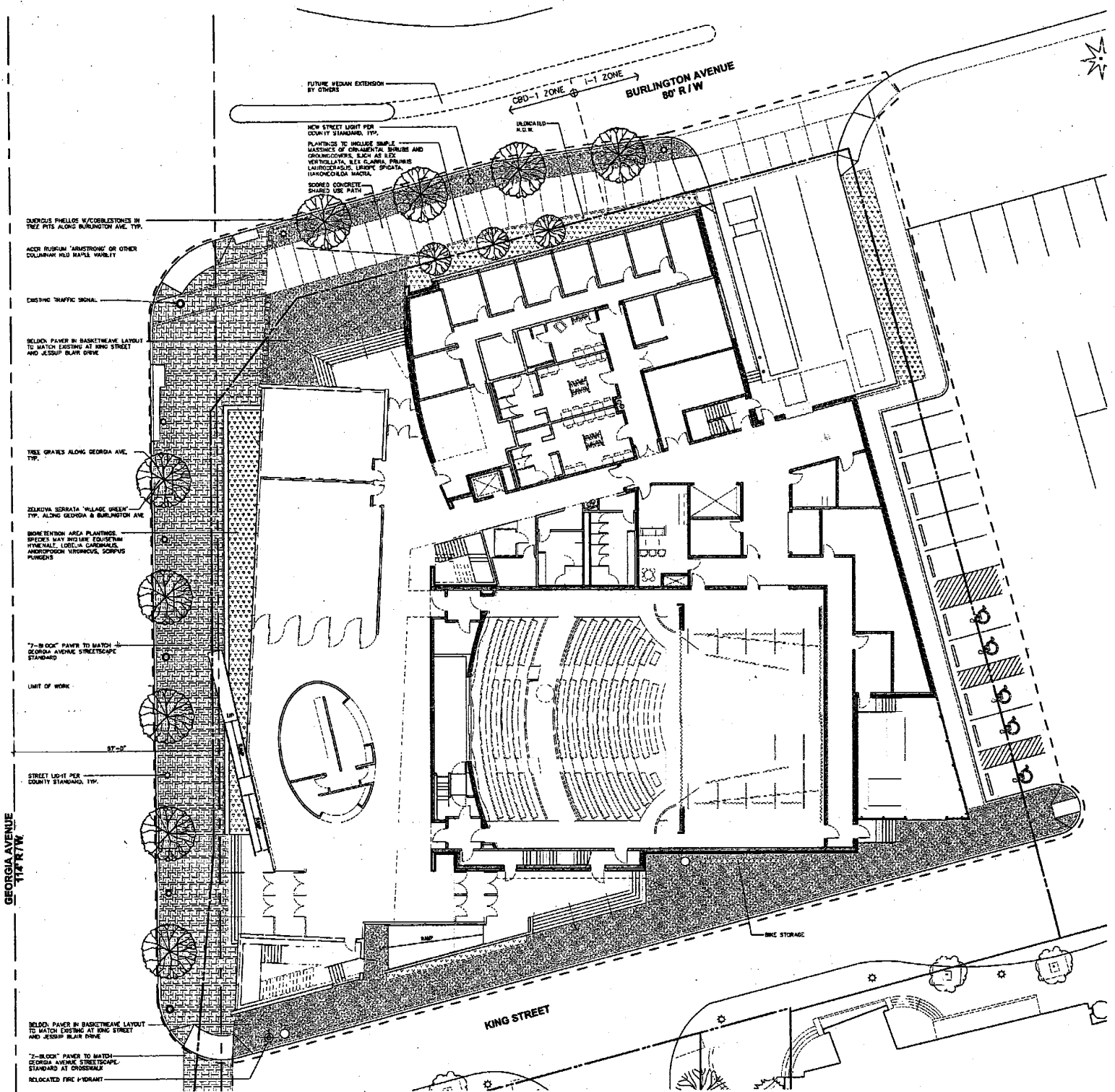
Cultural Arts Center
Montgomery College - West Campus Concept Plan



Cultural Arts Center
Montgomery College - West Campus Circulation Plan

PROPOSED CULTURAL ARTS CENTER SCHEMATIC DESIGN

SITE DESIGN CONCEPT



LANDSCAPE PLAN

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING


THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION


8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

MEMORANDUM

DATE: March 2, 2006

TO: Glenn Kreger, Community Based Planning

VIA: Mary Dolan, Countywide Planning, Environmental 

FROM: Marion Clark, Countywide Planning, Environmental 

SUBJECT: MR-05106-M-1
Montgomery College Takoma Park
Cultural Arts Center

Recommendation

Environmental Planning staff recommends **approval** of the Preliminary Forest Conservation Plan.

Environmental Planning staff recommends **approval** of the mandatory referral.

Forest Conservation

The project has an approved Natural Resource Inventory/Forest Stand Delineation (NRI/FSD). There are no forested areas or specimen trees on the site. A Tree Save Plan is not required. The subject site is 4.62 acres and has an afforestation requirement of 0.68 acres. The Preliminary Forest Conservation Plan shows the afforestation requirement met through tree cover. Montgomery College will plant trees that provide 0.87 acres of tree cover, which exceeds the afforestation requirement. Staff has approved a Conditional Preliminary Forest Conservation Plan.

Environmental Guidelines

There are no streams, steep slopes, wetlands, erodible soils, or any other environmental encumbrance on this highly urban, pre-developed site.

Green Building

Montgomery College has pledged to pursue the following green building features:

- Reuse of an urban site
- Utilize alternate forms of transportation
- Reduce the impact of site disturbance

- Provide storm water management and treatment
- Provide water efficient landscaping
- Explore devices for Water-use reduction
- Employ fundamental building systems commissioning
- Optimize energy performance
- Storage and Collection of Recyclables
- Construction Waste Management
- Utilize recycled content material

Stormwater Management

The Department of Permitting Services has approved a Stormwater Management Concept Plan for the subject site.



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

March 3, 2006

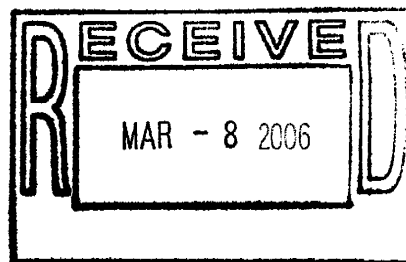
MEMORANDUM

TO: Glenn Kreger, Team Leader Silver Spring/Takoma Park
Community Based Planning

VIA: Dan Hardy, Supervisor *DKH*
Transportation Planning

FROM: Scott A. James, Planner/Coordinator *Sj*
Transportation Planning

SUBJECT: MR #05106-M-1
Montgomery College Cultural Arts Center
Silver Spring Central Business District



This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the above mandatory referral application for the Cultural Arts Center on the Montgomery College Takoma Park/Silver Spring West Campus (MC_CAC) in downtown Silver Spring.

RECOMMENDATION

Transportation Planning staff recommends approval of the above referenced mandatory referral with the following comments:

1. Complete the Montgomery County Council abandonment of King Street to the east of Georgia Avenue, in accordance with Department of Public Works and Transportation's (DPWT) Docket No. AB 678.
2. Dedicate up to a total of 114 feet along Georgia Avenue (US 29) in order to match building facades with the Health Sciences building located to the south on Georgia Avenue.

3. Provide six bicycle parking spaces near the main entrance of the CAC using three inverted "U" type bicycle racks.
4. Enter into a traffic mitigation agreement (TMAg) to participate in the Silver Spring Transportation Management District. Provisions within the TMAg should address the creation of a traffic management plan (TMP) to address supplemental traffic control for large-scale performances. The agreement should be signed by all parties prior to release of initial building permit.
5. In the event of private development of the easternmost parcel on this property (currently a surface parking lot), an access easement across the property will be provided in perpetuity to insure vehicular access to Georgia Avenue (US 29).
6. In accordance with the State Highway Administration's (SHA) comments, service vehicle access will be allowed during off-peak periods from Burlington Avenue (MD 410) to the CAC rear loading dock and refuse area.
7. The design and construction of Jesup Blair Drive is to be included with the proposed structured parking garage as a separate mandatory referral application.
8. A separate connecting roadway serving the structured parking garage and accessing the reconstructed Jesup Blair Drive will be included in the parking garage mandatory referral submittal.
9. Coordinate with the Maryland-National Capital Park and Planning Commission and Montgomery County Departments of Fire and Rescue Services/Office of Code Enforcement and Permitting Services to insure an appropriate roadway design results from the abandonment of King Street and subsequent design of the internal circulating roadway network connecting to Jesup Blair Drive.
10. Submit a traffic signal warrant study to SHA for the intersection of Jesup Blair Drive and Georgia Avenue upon completion of the West Campus Cultural Arts Center, the King Street Arts Center, the structured parking garage and the interconnecting roadway network.
11. If the traffic signal warrant study indicates a need for signalization at the intersection of Jesup Blair Drive and Georgia Avenue subject to SHA's acceptance and approval, Montgomery College shall finance all or a portion of the construction costs.

DISCUSSION

Site Location, Access, Circulation, and Parking

The site is located on the east side of Georgia Avenue (US 29), south of its intersection with Burlington Avenue/East-West Highway (MD 410). The property is bounded by Georgia Avenue to the west, Burlington Avenue to the north and Jesup Blair Drive to the south. Due to the close proximity of King Street to the intersection of Georgia Avenue (US 29) with Burlington Avenue (MD 410), primary vehicular access to and from the CAC will function as a right-in/right-out only from northbound Georgia Avenue accounting to the difficulty of inbound and outbound left turns from the former King Street onto Georgia Avenue. Left turns to and from the site are ultimately planned to occur at Jesup Blair Drive via an internal site roadway. Service vehicles will access the rear loading dock of the CAC from Burlington Avenue. There will be no connection from the driveway onto Burlington Avenue with either the surface parking lot or the internal roadway occupying the former King Street alignment.

On site circulation will use the existing surface parking lot for delivery and service vehicles, as well as a new service vehicle access driveway on to Burlington Avenue (MD 410) during non-traffic peak hours (6:30 – 9:30 AM and 4:00 – 7:00 PM on weekdays). The surface parking lot will be modified and improved, with additional striping to allow for up to 110 spaces, as well as maneuvering room for large delivery vehicles.

Future parking needs will be met on-site with the construction of a 350-space structured parking garage located to the east and south of the CAC. The garage will supplement the surface parking lot (110 spaces) and the proposed King Street Arts Center underground parking garage (50 spaces). In total, an interim parking capacity of approximately 500 spaces will serve the western section of the campus until the redevelopment of the surface parking lot. Any future redevelopment of the surface parking lot by a private party will require that said party also provide or address any additional parking demand on site. If Montgomery College elects to construct another academic facility at this location, its estimated parking demand has already been incorporated into the design and capacity of the structured parking garage.

Complete build-out of the western portion of the campus will include construction of a connecting roadway between the former King Street and a reconstructed Jesup Blair Drive. This connecting roadway will be integrated into the design of the structured parking garage. The internal traffic circulation patterns will allow for ingress and egress from both Jesup Blair Drive and the abandoned King Street onto Georgia Avenue. Montgomery College intends to complete construction of the parking garage and circulating roadway simultaneously or soon after construction of the CAC is complete. Interim access to the CAC will be via King Street (operating as a private, two-lane roadway) and will require additional traffic control and management measures for large-scale special events. A TMAg and corresponding TMP will be developed to address these concerns. In particular, for special events and activities or performances at the CAC that result in significant numbers of arriving and departing vehicles, Montgomery College will need supplemental traffic control measures, including but not limited to the use of off-duty police officers for crowd and traffic control.

It is our anticipation that future traffic volumes will favor the full movement intersection of Jesup Blair Drive and Georgia Avenue over the restricted access at the King Street entrance. These future traffic volumes may attain a level sufficient to meet one or more traffic signal warrants. Upon completion of the parking garage and the interconnecting roadways, we recommend that a separate traffic study be performed to ascertain whether or not the intersection of Jesup Blair Drive and Georgia Avenue should be signalized.

Local Area Transportation Review

In support of this mandatory referral, a traffic study was performed to estimate the likely impact to the adjacent roadway infrastructure resulting from this proposed development. The traffic study incorporated both the CAC and the structured parking garage into its calculations of future traffic volumes. The study assumed a possible future academic facility on the site of the surface parking lot.

Background traffic volume calculations were performed to take into account adjacent and surrounding developments that have been approved for construction, but not yet built. Two scenarios for on-site circulation were evaluated: one with no site generated traffic using the Jesup Blair Drive access point (as will be the case during the interim operations) and one with the majority of site generated traffic using Jesup Blair Drive to access the site (as is Transportation Planning staff’s assumption). Neither condition resulted in any studied intersection exceeding the Critical Lane Volume (CLV) threshold of 1,800 vehicles for downtown Silver Spring. The following table shows the CLV analysis results for the second condition, when Jesup Blair Drive is anticipated to serve the majority of the site generated traffic.

Table of Calculated CLV values for the Cultural Arts Center Traffic Study

<u>Roadway Intersection</u>	<u>Current CLV levels (AM / PM)</u>	<u>Background CLV levels (AM / PM)</u>	<u>Projected Future CLV (AM / PM)</u>
Georgia Ave (US 29)/ Eastern Avenue	1270 / 1244	1306 / 1268	1308 / 1271
Georgia Ave (US 29)/ East-West Highway (MD 410)	1417 / 1256	1465 / 1297	1552 / 1361
Georgia Ave (US 29)/ Sligo Ave	855 / 1039	894 / 1072	907 / 1073
Fenton Street/ Burlington Ave (MD 410)	1207 / 1226	1289 / 1302	1330 / 1327
Fenton Street/ Sligo Avenue	988 / 1087	1086 / 1155	1092 / 1159
Georgia Avenue/ King Street	783 / 752	808 / 752	882 / 753
Georgia Avenue/ Jesup Blair Drive	749 / 726	774 / 749	873 / 864

Master Plan Roadways and Bikeways

Georgia Avenue is a state highway with a recommended 125 feet of right-of-way north of its intersection with Burlington Avenue (MD 410). According to the Silver Spring CBD Sector Plan, no additional right-of-way is required south of the intersection with Burlington Avenue. The applicant will dedicate up to 114 feet of right-of-way in order to align the CAC building facade and property line with those of the Health Sciences building to the south. According to the SHA and the Montgomery County DPW&T, there are neither scheduled intersection improvements nor roadway widening projects along this section of Georgia Avenue, nor were any proposed in the staff transportation and circulation report included in the Sector Plan appendix. As such, staff from Transportation Planning anticipates any future improvements to this intersection will fit within the proposed right-of-way.

Burlington Avenue (MD 410) is a state highway with a recommended 80 feet of right-of-way. The applicant will ultimately need to dedicate right-of-way along Lot 21, Block N, to provide a minimum of 40 feet from the centerline of Burlington Avenue to insure compliance with the Sector Plan. This dedication should occur at the time a development proposal is reviewed for the referenced parcel.

King Street is a Business Street that Montgomery College is proposing for abandonment. This access point will serve as the primary point of vehicular and pedestrian access to the CAC, until such time as the reconstruction of Jesup Blair Drive and the connecting roadway between the two is completed. The former King Street will continue to serve as secondary access to this portion of the campus and also provide circulating connection to Jesup Blair Drive.

Staff finds that the planned access and circulation concept to provide structured parking on site and a connection between Jesup Blair Drive and the former King Street is appropriately designed for the ultimate uses anticipated on the West Campus. Staff finds that the interim stage reflected in this mandatory referral, in which the CAC is constructed in advance of the parking structure and connecting roadway, would satisfy Local Area Transportation Review and parking requirements but would result in a less efficient transportation system, particularly in serving visitors unfamiliar with the campus. Staff encourages the applicant to commit to the implementation of the parking structure and internal circulation plan concurrently with the construction of the CAC to insure adequate transportation facilities. If simultaneous completion is not feasible, staff will assist Montgomery College to develop a TMP to address issues of traffic access and circulation, especially for large-scale performances.

The off-road shared-use path along Burlington Avenue (MD 410) will provide a connection for cyclists west of Georgia Avenue along East-West Highway (MD 410) to the planned Metropolitan Branch Trail that parallels the CSX railroad tracks. The shared-use path will front the northern side of the CAC and continue east along Burlington Avenue toward its connection with Fenton Street. The applicant has agreed to construct the shared-use path per specifications of the Silver Spring Central Business District Sector Plan and the Countywide Bikeways Functional Master Plan.

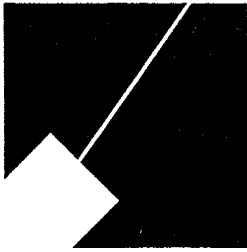
Pedestrian Access

The CAC includes provision of improved pedestrian access through and across the western portion of the Montgomery College campus. The former King Street alignment will serve as a pedestrian friendly walkway, with multiple connections to internal sidewalks and campus facilities. The proposed connecting roadway between the former King Street and Jesup Blair Drive will also allow for pedestrian access to the King Street Arts Center, the Health Services building and the pedestrian/bicycle bridge located within Jesup Blair Park.

All signalized intersections within the traffic study have marked pedestrian crosswalks and adequate timing for pedestrian movements. The signalized intersection of East-West Highway/Burlington Avenue (MD 410) with Georgia Avenue (US 29) allows for adequate pedestrian access to and from the west. Any future signalization of the intersection of Jesup Blair Drive at Georgia Avenue would also improve pedestrian access to and from the campus and the park.

SAJ:gw

mno to kreger re Montgomery College Cult Arts Ctr



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

9500 Brunett Avenue
Silver Spring, Maryland 20901

February 22, 2006

MEMORANDUM

TO: Glenn Kreger, Team Leader, Community-Based Planning Division

VIA: Michael F. Riley, Chief, Park Development Division *MFR*

FROM: Robert Kane, Construction Manager, Park Development Division *RK*
Patricia McManus, Design Section Supervisor, Park Development Division *PM*

SUBJECT: Mandatory Referral for Montgomery College Cultural Arts Center

Park Development Division staff reviewed the proposal for the Montgomery College Cultural Arts Center, located near Jesup Blair Local Park. The Cultural Arts Center does not have immediate impacts on the park. However, Montgomery College's future plans for the entire area, including a new parking garage and proposed campus vehicular circulation, have significant impacts on the park. Jesup Blair Drive is proposed to be a primary access road to a future 350-car parking garage for the campus. Jesup Blair Drive also currently serves as the access route to a loading dock and a staff parking lot at the King Street Arts Center.

A primary goal of the recent renovation of Jesup Blair Local Park was to restore the historic setting of the Blair House by providing more green space at the north end of the park. Large paved areas, parking spaces, and active recreation uses (including tennis courts and a playground) were removed or relocated to other areas of the park. Jesup Blair Drive was narrowed to a 20-foot wide driveway as part of this plan. The Historic Preservation Commission reviewed the details of the park plan over several public meetings, prior to approving the plan.

The proposed development plans for Montgomery College effectively add new vehicular traffic within the park that did not previously exist. Staff recommends mitigating the negative effects of this traffic on park use as much as possible. Comments that should be considered for the future development of the parking garage are outlined below.

1. King Street should be used, in addition to Jesup Blair Drive, for access to the parking garage and campus facilities.
2. Jesup Blair Drive should be maintained at a 20-foot width, and newly planted park trees along the driveway should be retained. A curb should be installed on the south side of the driveway to match the curb on the north side of the driveway. This will help protect the park trees and fencing from being hit, given the significant increase in vehicle use of the driveway, including use by trucks.

3. A textured pavement surface should be provided on Jesup Blair Drive to help slow traffic, for the safety of pedestrians. The pavement surface should be a high quality, textured, heavy-duty concrete unit paver that has the appearance of natural granite cobbles. The combination of a narrow driveway and a textured surface would be in keeping with the historic setting of the park and will help to slow vehicle traffic through this area. This area is likely to have a large volume of student circulation between the pedestrian bridge and College buildings.
4. The termination of Jesup Blair Drive and connection to the garage, which will be located on park property, should be designed attractively and could function as an entrance court between the garage and the park with special paving and pedestrian seating areas. The current truck turn-around is in conflict with pedestrian circulation in this location.
5. All maintenance responsibilities for Jesup Blair Drive should be the responsibility of Montgomery College, since the majority of the use will be for college facilities. This includes routine maintenance, as well as long-term repairs and renovation. Jesup Blair Drive currently serves as park access only to the residents of the Blair House and six parking spaces for public use.
6. The design of the future parking garage should be visually compatible with the historic park setting.
7. Parking should be allowed in the future garage for park patrons, and sidewalks should be provided that lead from the parking garage to the park.
8. Driveway construction details should meet all pertinent standards and requirements and should be constructed to withstand heavy vehicle loads.
9. Construction impacts on park property should be reduced as much as possible. Montgomery College shall obtain approvals required for work on park property. Changes by Montgomery College to the amount of impervious surface within the park require stormwater management approval by the Montgomery County Department of Permitting Services. All work on park property requires a Historic Area Work Permit and approval by the Historic Preservation Commission or alternatively, approval by the Maryland Historical Trust.
10. A revised legal agreement and a new park construction permit must be granted from the M-NCPPC to Montgomery College for future access and construction. Items to be addressed include the improvements to Jesup Blair Drive, maintenance responsibilities, construction on park property, access for Montgomery College to the garage, parking for the park, maintenance, security, and provisions for future negotiation of the terms of the agreement based on future needs and issues.