



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

July 24, 2008

MEMORANDUM

MCPB 07/31/08
Item #18

TO: Montgomery County Planning Board

VIA: Michael F. Riley, Deputy Director of Parks *MR*

FROM: Daniel Hertz, SilverPlace Project Manager
Department of Parks *DH*

John Carter, Chief *JC*
Urban Design and Special Projects
Planning Department

SUBJECT: **SilverPlace**
139,700 Gross Square Feet of Office Space
Approximately 300 Housing Units
CBD-1 Zone
8787 Georgia Avenue, Silver Spring
Sector Plan for the Silver Spring CBD

STAFF RECOMMENDATION

Approval of the plan developed through the SilverPlace charrette process (Charrette Plan) to serve as the basis for (1) the Construction Appropriation request to the Montgomery County Council and (2) the initiation of the Montgomery County land use regulatory process.

INTRODUCTION

Project Goals

SilverPlace is designed to serve as a center for creative planning, park development and environmental stewardship on the Commission-owned land at 8787 Georgia Avenue (MRO Site). It will feature a new consolidated headquarters for the Montgomery County side of the Maryland-National Capital Park and Planning Commission (M-NCPPC). As a model of design excellence, SilverPlace will feature a mix of uses, provide outstanding public spaces, include housing, and provide environmentally sensitive design in the Silver Spring Central Business District.

The goals for SilverPlace include the following:

- Consolidate the offices of the Department of Parks and the Planning Department into a new Montgomery Regional Headquarters (MRO) to serve the public more efficiently
- Create a mixed-use development compatible with the adjacent neighborhoods that serves as a model of design excellence and best development practices
- Provide housing to serve a range of incomes including a minimum of 30 percent affordable housing

- Create outstanding indoor and outdoor public spaces for the general public
- Develop a new MRO to meet or exceed the Leadership in Energy and Environmental Design (LEED) standards for Gold Certification
- Develop a residential component that incorporates “green design” initiatives
- Ensure wise transportation management, safe pedestrian circulation, and adequate parking
- Reduce public costs for the new MRO by leveraging the value of the Commission’s land through the use of a public/private partnership

The Charrette Process

The purpose of the SilverPlace design charrette was to bring all stakeholders together to reach consensus on a design concept that meets the goals and objectives the Commission for the use of the MRO Site. The charrette was held June 3 – 7, 2008 at the Crowne Plaza hotel adjacent to the MRO Site, and it was widely advertised. More than 100 individuals participated in the process led by a team of highly experienced professionals, Torti Gallas and Partners, SmithGroup, and Michael Vergason Landscape Architects.

Over the course of the week, the participants collaborated in designing a plan that accomplished the purposes of the charrette. At the beginning of the process, the participants described their aspirations for and concerns about the reuse of the MRO Site. Among the issues discussed were:

- The larger context in which the redevelopment will take place (i.e., finding the appropriate mix of uses and density in an environment of increasing energy costs)
- Aspects of the relationship of the site to its neighbors (i.e., the site’s location as a gateway from the adjacent residential neighborhoods to the Silver Spring Central Business District, particularly as these relationships affect height, density, and types of uses)
- Specific considerations to be taken into account such as pedestrian connections, traffic, quality of the buildings and open space, and environmentally friendly development

The findings of the charrette, a day-by-day synopsis of the charrette activities, and a wealth of supporting material may be found at <http://www.silverplaceworkshop.com/index.html>

Additional Due Diligence and Design Activities

Following the design charrette, a presentation of the findings to the Planning Board on June 19, 2008, and the Board’s affirmation of the concept developed at the charrette, the technical team conducted further analysis and design. The result of these activities is the Charrette Plan which is referred to in the Development Services Agreement between the Commission and SilverPlace, LLC as the “Development Plan Documents.” The Charrette Plan incorporates the drawings and supporting material required to estimate construction costs and land value. This information is intended to be used by the Commission to obtain an appropriation to complete the design and construction of the new MRO.

The additional due diligence work included:

- Completing the title report and boundary surveys
- Identifying easements existing on the MRO Site
- Completing the geotechnical and Phase I Environmental Site Assessment

Additional design work included:

- Adding detail to the plan developed as a result of the charrette to show general landscaping concepts, stormwater management, and sewer and water lines
- Estimating excavation requirements
- Preparing an architectural narrative for the new MRO describing basic building parameters necessary to estimate construction costs
- Preparing “Concept Pricing Package” drawings consisting of floor plans, sections, elevations, and related details
- Preparing draft LEED Credit Scorecards

THE CHARRETTE PLAN

The attached Charrette Plan includes the new MRO building, a low-rise (4-story) residential building, a high-rise (6- to 9-story) residential building, an open space between the MRO and the low-rise residential building, public courtyards, and an interior street connecting Planning Place with Spring Street. The attached View From Spring Street shows the public space and MRO building. This plan has been devised to act as a transition between the adjacent residential neighborhoods and the adjacent high-density development of the Silver Spring Central Business District by placing low-rise buildings along Spring Street with height and mass increasing in the part of the site adjacent to the commercial uses of the CBD.

The main features of the Charrette Plan are described in the following paragraphs.

MRO Program Summary

The MRO will consist of a 7-story wing connected by an atrium to a 3-story wing as shown in the attached Conceptual Building Sections. Public service space such as a reception area, the hearing room, public meeting rooms, and a library will be on the first floor of both wings of the MRO with the primary public entrance leading from Georgia Avenue into the atrium. The attached Conceptual First Floor Plan displays the concept for the hearing room and other public spaces. There will also be a second public entrance directly from the open space behind the MRO.

The 3-story wing at the corner of Georgia Avenue and Spring Street will be the closest part of the MRO to the Woodside Station residential neighborhood and will house the hearing room and a limited amount of office space. The 7-story wing will be located at the intersection of Georgia Avenue and Planning Place along the boundary of the site closest to the Silver Spring CBD. There will be a separate employee entrance on Planning Place. The 7-story wing will include more than 91 percent of the total MRO office space on floor plates of approximately 15,000 gross square feet (gsf) as shown on the attached Conceptual Second Floor Plan. Pairs of floors will be connected by interior stairs to facilitate collaboration.

The total building program floor area is 139,700 gsf. On May 8, 2008, the Planning Board reviewed a Program of Requirements (POR) presented by staff and directed staff to modify the program for use in the charrette. A summary of the amount of space in the POR as modified to incorporate the Planning Board’s comments and the amount of space in the Charrette Plan follows in the table below.

Table 1: MRO Building Program Summary			
Item	Staff	Per 5/8/08 Board Review (GSF)	Per Charrette Plan (GSF)
Headquarters Building Program Areas			
• Public Service Space Program	14	25,500	25,000
• Office Program	380	110,000	114,700
Total Building Program	394	135,500	139,700

The building will be constructed as a Class A office building and will meet LEED Gold standards. The foundation system will be concrete flat slab. The ground floor containing the public service spaces and will have a floor-to-floor height of 16 feet.

Construction of the MRO will be staged so that there will be only one staff move. During the first stage, the 7-story wing will be constructed. When it is ready to be occupied, staff will move from the existing MRO and a temporary hearing room will be built in the 7-story wing. At that point, the existing MRO will be demolished and the 3-story wing and atrium will be constructed.

The Concept Pricing Package includes a 5,000 square foot mechanical penthouse area that has not been included in the Program Summary and has been omitted from the table above in order to provide a consistent comparison between the Program Summary and the Charrette Plan. The Concept Pricing Package drawings also include optional areas for the Planning Board's consideration, a 12,000 gsf daycare center and a below-grade 23,900 gsf parking level with 50 parking spaces. These two areas have been included in the drawings as alternates in order to obtain an understanding of their cost implications. Costs are being estimated with and without the daycare center and parking level.

Public Space Program Summary

The MRO Site will be developed to provide exemplary public open spaces and connections between adjacent residential neighborhoods and the Silver Spring CBD.

The principal public space is a large open space located between the new MRO and the low-rise apartment building. This area includes the mature willow oak trees that will be retained and a hardscaped area that will serve as an entrance to the MRO's atrium. This public space will function as an important pedestrian connection between the northwest portion of the Woodside Park neighborhood and the Silver Spring CBD.

In addition to linking the on-site development directly to Georgia Avenue, the extension of Planning Place will provide a pedestrian connection between the portion of the Woodside Park neighborhood immediately north of the MRO site and Georgia Avenue. In order to minimize cut-through vehicular traffic, the intersection of the Planning Place extension and Spring Street will be restricted to a "right-in, right-out" movement.

Residential Program Summary

The residential program consists of two multifamily buildings, related open spaces, and an underground garage. The buildings will include 30 percent affordable housing, 17.5 percent workforce housing and 12.5 percent Moderately-Priced Dwelling Units.

A 4-story multifamily building of approximately 125 units will face the residential portion of Spring Street. Units in this building will average 1,000 square feet.

A high-rise multifamily building of approximately 175 units will be located across the Planning Place extension from the low-rise building. Units in this building will also average 1,000 square feet.

Residential parking will be in an underground garage beneath the apartment buildings. The underground parking entrance will be on the Planning Place extension.

ANALYSIS

This report is intended to describe aspects of the SilverPlace project relevant to the Commission in its role as owner of the new MRO and seller of the residential development land. The Planning Board will, in due course, be presented with a Project Plan application (and Subdivision, Preliminary and Site Plan applications) for its consideration as part of the normal regulatory review process. The Project Plan for SilverPlace will be required to meet the findings in Article 59-D-2, and all regulatory reviews will be in accordance with law. Additional analysis will be required to examine the impact of the proposed development on the traffic and schools. The following paragraphs provide a preliminary analysis of the findings based on the information available for the Charrette Plan before the Project Plan is submitted.

Conformance to the Standards in the CBD-1 Zone

The SilverPlace Charrette Plan has been designed to conform to the development standards in the CBD-1 Zone. The table on the following page summarizes conformance with the development standards in the CBD-1 Zone.

Item	Required/Allowed	Proposed
Zone	CBD-1	CBD-1
Site Area (square feet):		
• M-NCPPC Building Lot	NA	63,486
• M-NCPPC Parking Lot	NA	<u>77,620</u>
• Total	22,000 minimum	141,106
FAR, Maximum	3.79 with a bonus for additional affordable housing	3.19 with a bonus for additional affordable housing
Gross Floor Area (maximum square feet):		
• M-NCPPC Offices	NA	139,700
• Housing (approximately 300 units)	NA	<u>311,000</u>
• Total	534,791	450,700
Building Height (feet)	90	90
On- Site Public Use Space	20% of lot area	28% of lot area
Parking:		
• Offices (2.4 parking spaces/1,000 square feet X 30 percent credit)	235	NA
• Residential (estimate, 1.25 spaces per unit)	382	360

Conformance to the Silver Spring CBD Sector Plan

The SilverPlace Charrette Plan has been designed to conform to the Silver Spring CBD Sector Plan. Under the Sector Plan, the property is recommended for public and semi-public uses in the CBD-1 Zone (p.30 and 32). The Sector Plan also identifies the site for potential housing (p. 72 and 151).

The Sector Plan provides flexibility for building design and uses. This flexibility also allows Silver Spring to respond to market changes without cumbersome revisions to the Sector Plan (p. 29).

The Sector Plan provides urban design guidelines for development (p. 72 and 73). The proposed SilverPlace project has been designed to conform to the guidelines as follows:

- Pedestrian connections between Spring Street and Fenton Street extended have been provided
- Pedestrian connections from Spring Street to Georgia Avenue along the Planning Place extended have been provided
- An attractive pedestrian environment has been proposed by creating short blocks, defining streets with buildings, and providing extensive streetscaping along Georgia Avenue, Spring Street, and Fenton Street extended
- The open space provides a significant amenity on the edge of the CBD

Compatibility with the Adjacent Neighborhood

The SilverPlace Charrette Plan has been designed so that the location, size, design, operational characteristics and staging of SilverPlace are compatible and not detrimental to the existing and potential development in the general neighborhood.

The proposed SilverPlace locates the lowest buildings (3 to 4 stories) adjacent to the existing neighborhood. The tallest buildings are located closer to the Silver Spring CBD, adjacent to the existing hotel and parking garage and away from the existing neighborhood. Vehicular access to the site is located along Planning Place instead of Spring Street and away from the adjacent neighborhood.

The high-rise housing is separated from the neighborhood by Fairview Park with access from the extension of Planning Place. The housing could be constructed in one or two phases without a detrimental impact to the adjacent neighborhood. The existing surface parking will need to be removed during construction.

Provision of a More Efficient and Desirable Design than Could be Achieved Under the Standard Method

The SilverPlace Charrette Plan has been designed to be more desirable than if it were designed to meet the Standard Method criteria. The amenities such as the large open space accessible to the public, the pedestrian connections, the streetscape, and the improvements to Planning Place extended provide both on-site and off-site amenities that significantly exceed the requirements in the Standard Method.

Provision of Moderately Priced Dwelling Units

Thirty percent of the total units will be affordable housing. The affordable housing will be distributed between Moderately Priced Dwelling Units and Workforce housing.

Forest Conservation

The project will preserve three existing, large willow oak trees. The remaining trees will be replaced by additional landscaping on-site and within the public right-of-way of Spring Street.

NEXT STEPS

During the month of August 2008, staff and SilverPlace, LLC will:

- Incorporate additional Charrette Plan changes requested by the Planning Board
- Complete the construction cost estimate and obtain independent verification
- Negotiate the value of the land to be sold supported by verification of reasonableness of the value by independent appraisals
- Prepare a request for the Construction Appropriation for the Planning Board's review and approval

In September 2008, staff will seek the Board's approval of the Construction Appropriation package and, once approval is obtained, submit the appropriation request to the County Council for review and approval.

Architectural design will commence upon County Council's approval of the Construction Appropriation. This work will include preparation of a Project Plan application and other appropriate development applications to conform to the regulatory review process.

CONCLUSION

The staff recommends approval of the Charrette Plan to serve as the basis of the Construction Appropriation request to the Montgomery County Council, and also as a basis for the initiation of the Montgomery County land use regulatory process.

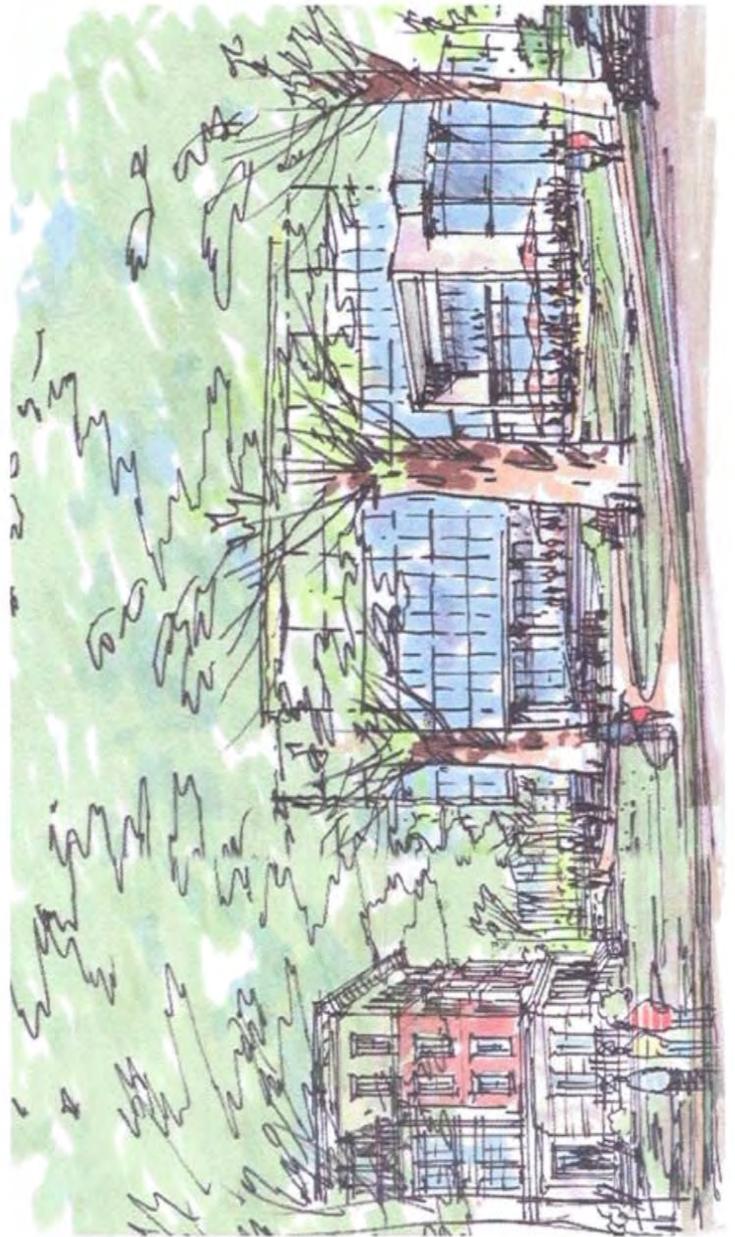
ATTACHMENTS

- SilverPlace Charrette Plan
- View From Spring Street
- Conceptual Building Sections
- Conceptual First Floor Plan
- Conceptual Second Floor Plan

SilverPlace Charrette Plan



View From Spring Street



Folden, Matthew

From: Carl Mukri <carl.mukri@gmail.com>
Sent: Friday, July 07, 2017 10:53 AM
To: Robert Oshel
Cc: Joe Anderson; Dan; Eugene Canjels; Doug Miller; Keely Lange; Jim Burke; E Sternberg; David Ross; Katherine Anderson; Connie Raab; Alisa Rosenberg; Folden, Matthew
Subject: Re: Scheduling a 8787 Georgia Ave meeting with Bozzuto Group
Attachments: 8787Georgia_DesignImages w COMMENTS.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Robert, and Everyone,

Attached are my observations noted on the Planning Board package of the history of the proposals. I have noted the number of levels of the building mass along Spring Street for the latest proposal.

I hope this is helpful.

On Fri, Jul 7, 2017 at 10:35 AM, Carl Mukri <carl.mukri@gmail.com> wrote:

Thanks, Joe

I will try to make the meeting

Carl

WPCA (Fairview Court)

On Fri, Jul 7, 2017 at 7:07 AM, Robert Oshel <robert.oshel@gmail.com> wrote:

I'll be there. The new scheme looks better in some respects, but it is hard to tell for sure without seeing horizontal views so we can judge building height.

Bob Oshel

On Thu, Jul 6, 2017 at 10:17 PM, Joe Anderson <janderson8812@verizon.net> wrote:

Hi Folks,

Alisa Rosenberg has reserved a conference room at the Sheraton at 5:30 on Monday, July 10th (first email below). This is a little earlier than before. Please let Alisa know as soon as possible if this means that you're unable to attend. The second email below includes Bozzuto's revisions to the sketch plan and an explanation of the protocol.

Matt Folden or one of his colleagues from the MNCPPC Planning Board may attend as well

Best,

Joe

Joe,

We are confirmed for the Sheraton in the same room we were in last time at 5:30 at the Linden Board Room on July 10th.

Best,

Alisa

From: Alisa Rosenberg [mailto:Alisa.Rosenberg@bozzuto.com]

Sent: Thursday, July 6, 2017 5:01 PM

To: 'Joe Anderson' <janderson8812@verizon.net>

Cc: 'Harris, Robert R.' <rrharris@lercheearly.com>

Subject: Re: Scheduling a 8787 Georgia Ave meeting

Joe,

Please find attached the updated design package that we have discussed. I look forward to walking you all through these designs on Monday evening. I am still working to confirm a time and location. Please let me know once you have a final headcount and if you could share who will be in attendance.

As we discussed on the call, these are an interim design that reflect the conversations we have had with staff and the community.

The official submission under review for Sketch Plan on July 24th will be the version that was previously submitted. The design has progressed since the submission based on discussions with the community and with staff on elements that will be established at site plan, not at sketch plan. Sketch Plan is very preliminary and is focused on density, public benefit incentive categories, maximum height, and conceptual circulation and access. It does not approve design or the massing of the building. The density, public benefit incentive categories, maximum height, conceptual circulation and access are unchanged in the version we will review on Monday and the official submission.

Please let me know if you have any further questions.

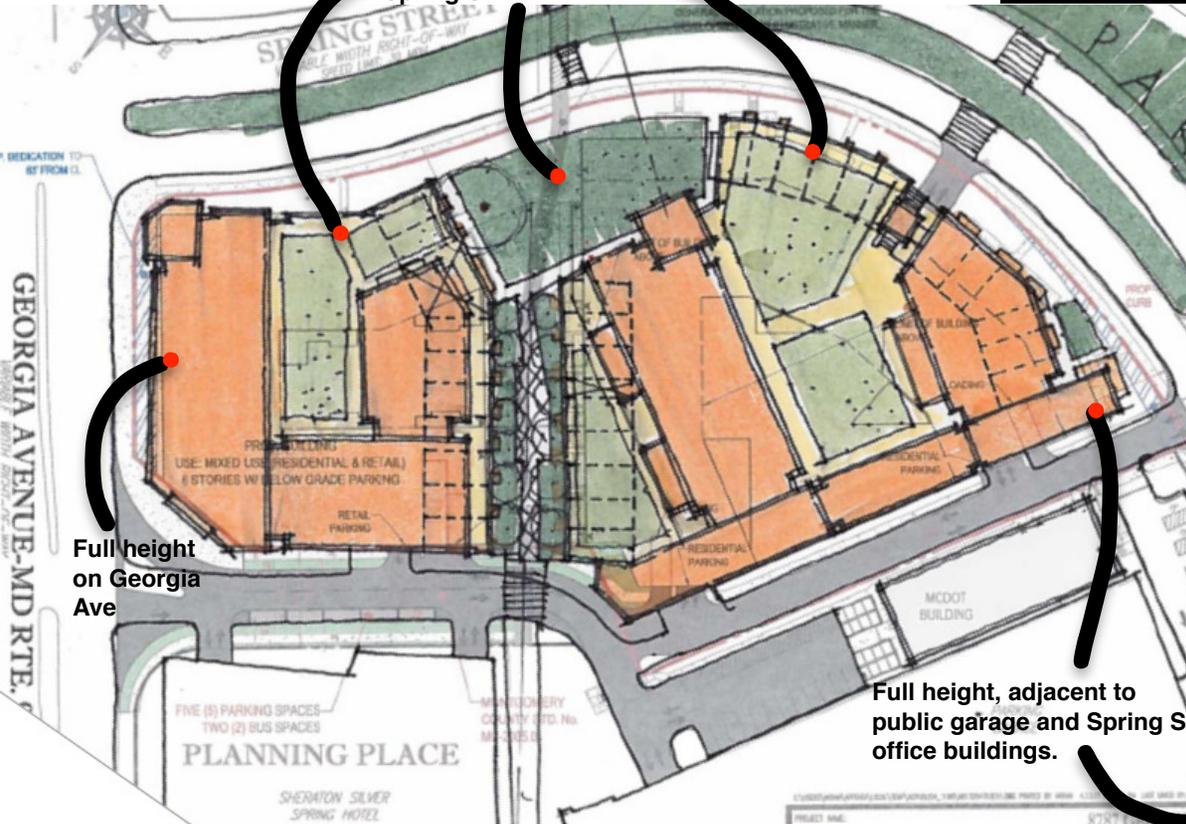
Best,

Alisa

Residential height and open space, adjacent to 2-3 level homes on Spring St.

Building heights transition gracefully to reflect adjacent building heights

Planning Staff Design Alternative



Full height on Georgia Ave

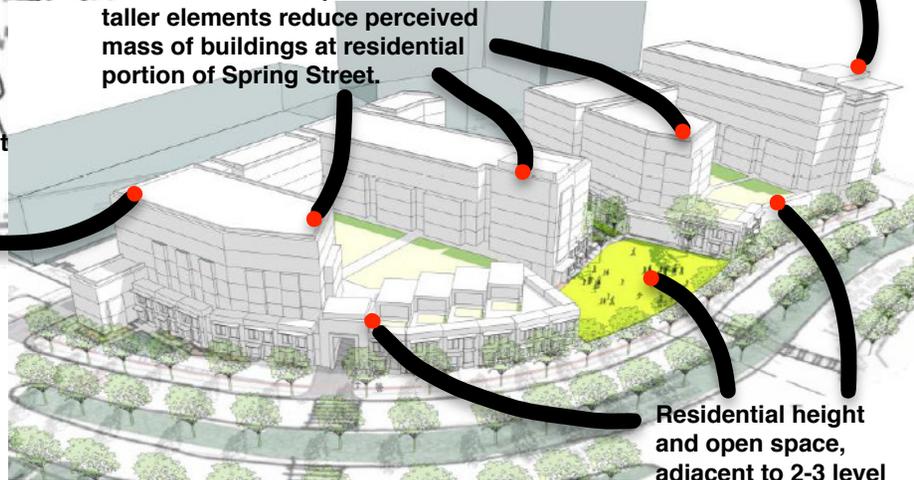
Full height, adjacent to public garage and Spring St office buildings.



Aerial Perspective, looking east

Full height on Georgia Ave

“Cut-Outs” and step-backs of taller elements reduce perceived mass of buildings at residential portion of Spring Street.



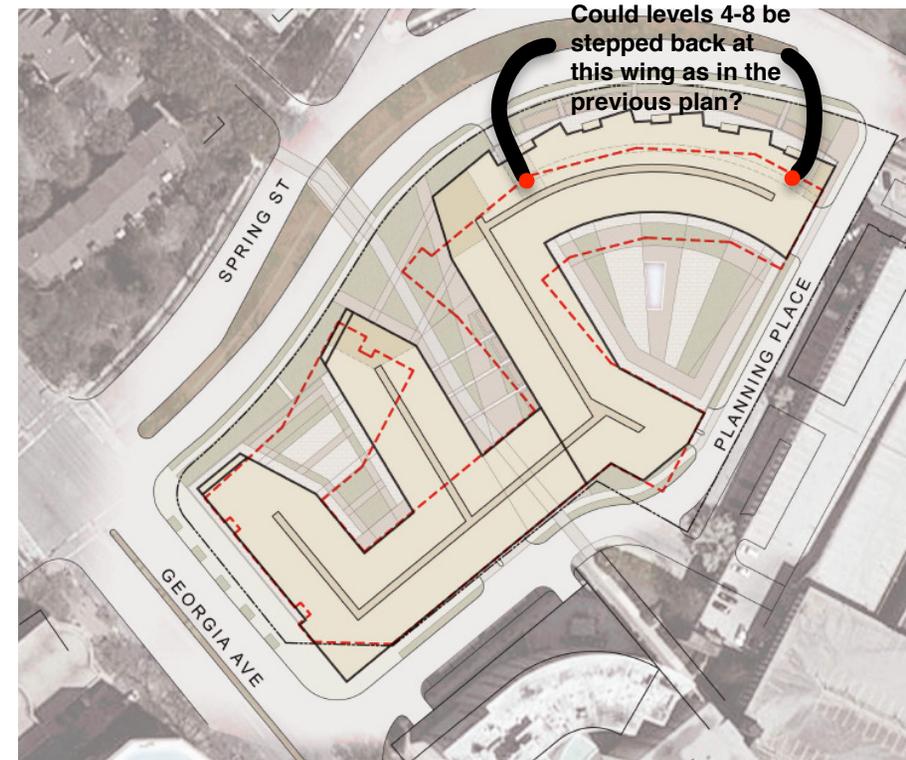
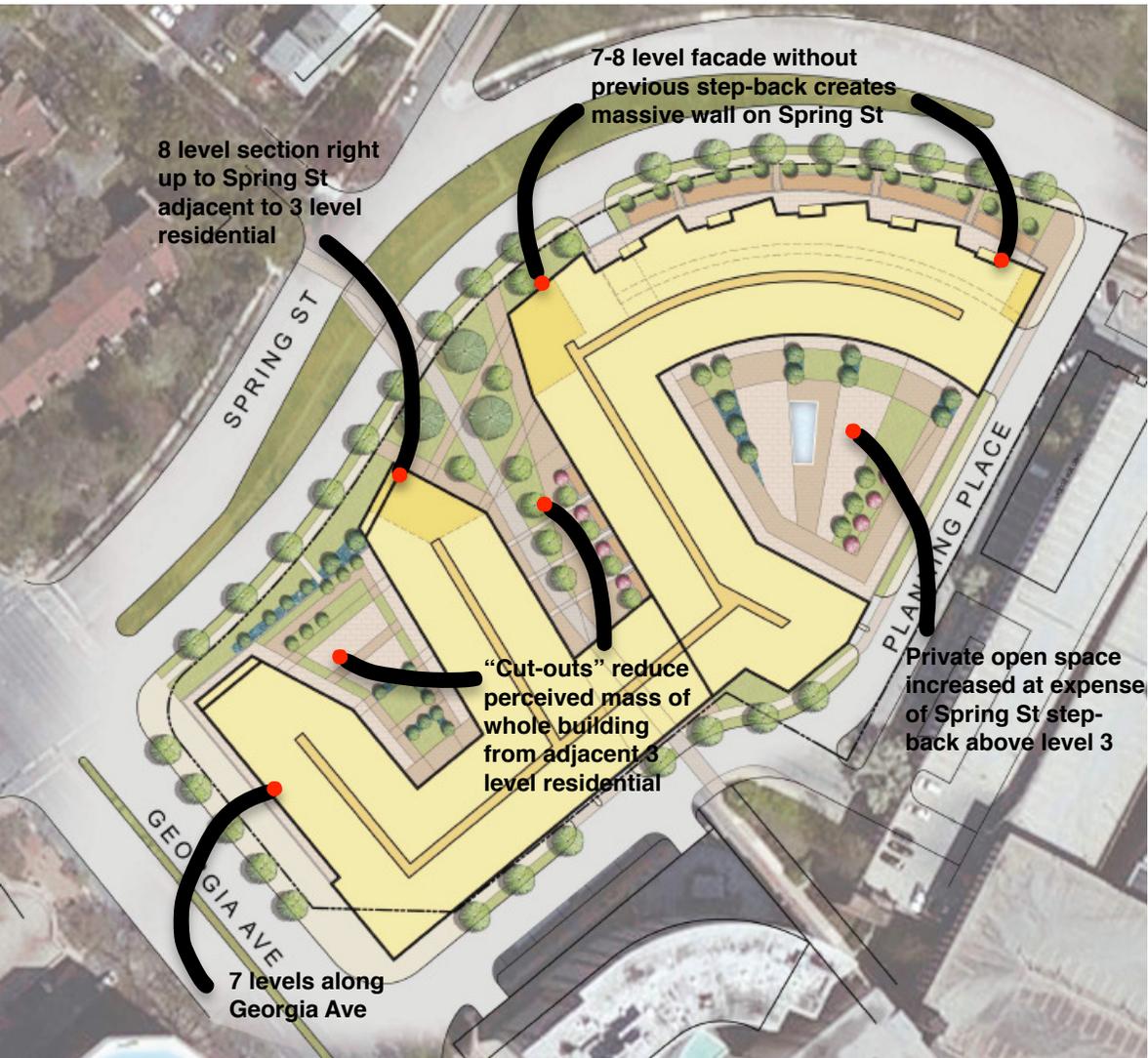
Residential height and open space, adjacent to 2-3 level homes

Aerial Perspective, looking southwest

Perspective from Woodside, looking south



Bozzuto Response to Staff Design Alternative



Bozzuto proposed alternative
(original submittal outlined in red)

Folden, Matthew

From: Kronenberg, Robert
Sent: Thursday, April 20, 2017 8:18 AM
To: Folden, Matthew; Hisel-McCoy, Elza
Subject: FW: Developing the Park & Planning site

From: Williams, Patricia [mailto:Patricia.Williams2@xerox.com]
Sent: Sunday, April 16, 2017 11:12 PM
To: Anderson, Casey <Casey.Anderson@mncppc-mc.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>
Cc: Kronenberg, Robert <robert.kronenberg@montgomeryplanning.org>; county.council@montgomerycountymd.gov; WPCA@yahoo.com
Subject: RE: Developing the Park & Planning site

Good day Mr. Anderson and Ms. Wright,

My name is Patricia Williams. My husband James, I and our family have been residents here in Woodside Park area for over 20 years. I am writing about the development of the Park & Planning site. As you know greenspace in our community is slowly being depleted. I understand that development is important to any community however as a resident with young children and a pet that all enjoy the convenience of the wonderful walking area right outside our home, and the great green space at our Fairview Park, I am very much opposed to the six/seven story building being proposed right outside our door on the corner of Spring Street. I am even more so opposed to MCDOT's recommendation of extending Fairview Road and Alton Pkwy through Fairview Park that would be a tragedy. This change would disturb our now peaceful walking neighborhood and add to the congestion.

I hope as the development is being designed and thought about, we take the concerns of our residents whom live and work here in the community into consideration.

I thank you for allowing me to voice my opinion on the project being proposed.

Thank you,

Patricia Williams
8824 Woodland Drive

Folden, Matthew

From: Dan Desai Martin <daniel.martin.dc@gmail.com>
Sent: Tuesday, April 18, 2017 2:50 PM
To: Anderson, Casey; Wright, Gwen
Cc: Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lerchearly.com; Alisa Rosenberg; Mike Henehan; Joe Anderson; Connie Raab; Robert Oshel; Jim Burke
Subject: Development of Park & Planning site (8787 Georgia Ave.)
Attachments: WPCA Resolution - Park and Planning - 4-12-17.pdf

Dear all -

I am writing as President of the Woodside Park Civic Association, which represents more than 600 homes in the Woodside Park neighborhood in Silver Spring.

At our April 12, 2017 meeting, our association passed the attached resolution regarding the development of the Park & Planning building at 8787 Georgia Ave., which is next to our neighborhood.

We are pleased that many elements from the 2008 charrette (which included MNCPP, neighbors, and stakeholders) are in line with the development plans we have seen so far. And we appreciate the outreach thus far from representatives from Bozzuto.

However, we have two main concerns, which are outlined in the attached resolution: we oppose a tall building immediately across Spring Street from homes in the Woodside Park neighborhood, and we oppose any effort to reduce the size of Fairview Road Urban Park for road realignment. On the first point, as the resolution states, "The Association notes that it would not oppose a new building at the corner of Spring Street and Georgia Avenue which is set back from and 3 floors high along Spring Street but which is increased in height to 6 floors or more toward the hotel immediately south of Planning Place."

We are committed to working in good faith with the county, the developers, and our fellow neighborhood associations (including Woodside Park Community Association; Woodside Park Homeowners Association; and Woodside Station Homeowners Association, who you have already heard from) to make this redevelopment a successful project.

Thank you for your time and attention to this matter. Please feel free to reach out to me if I can be helpful in any way.

Best,
Dan Desai-Martin
President, Woodside Park Civic Association

**Woodside Park Civic Association
Park & Planning Headquarters Site Redevelopment Resolution
Adopted on April 12, 2017**

Background

For more than 10 years the Montgomery County government has been planning to relocate the headquarters of the Park and Planning Commission from its long-time home on the southeast corner of Georgia Avenue and Spring Street to a new building to be built on a county-owned parking lot in Wheaton. Sale of the current Park and Planning site to a developer will fund construction of the new Wheaton building. This long-delayed project is now under way and the county is selling the current Park and Planning headquarters site to Bozzuto Development. Bozzuto has proposed a redevelopment plan which in most ways conforms to a plan developed in 2008 with community input through a charrette process. However, two aspects of the plan may harm Woodside Park. In contrast to the lower building specified in the charrette plan, Bozzuto is proposing a six story building at the corner of Georgia Avenue and Spring Street. This building would tower over the townhouses across Spring Street. Bozzuto is also proposing to extend Planning Place, the short street between the Park and Planning headquarters building and the Sheraton Hotel, through the property to a new intersection with Spring Street somewhat north of the intersection of Spring Street with Fairview Road and the parking garage entrance across from Fairview Road. This proposal has led the Montgomery County Department of Transportation (DOT) to propose that Fairview Road be moved into Fairview Park, presumably to align with the new extended Planning Place. DOT also suggests that the intersection of Alton Parkway with Spring Street be changed into a "T". Both of these change would result in the area of Fairview Park being significantly reduced. The Bozzuto plan also completely eliminates Royce Hanson Park, the small park immediately south of the Park and Planning building. Taken together, these proposals would amount to an important reduction in the amount of public green space in and near downtown Silver Spring. This would be particularly unfortunate given the area's booming population with new apartments and condos, including those proposed in the Bozzuto plan itself.

Resolution

Whereas both Fairview Road Urban Park and the residential character of part of the Woodside Park neighborhood are being threatened by the plan to redevelop the Maryland-National Capital Park and Planning Commission (M-NCPPC) headquarters site, and

Whereas Bozzuto Development is proposing to redevelop the current M-NCPPC headquarters site on the southeast corner of Georgia Avenue and Spring Street, immediately across Spring Street from the Woodside Park neighborhood and Fairview Road Urban Park, and

Whereas the Bozzuto preliminary plan submitted to the M-NCPPC for review generally follows an acceptable plan developed with community input in 2008 when the site was first proposed for redevelopment but differs from the community approved charrette plan in one unacceptable aspect, and

Whereas Bozzuto is proposing a 6 story building at the corner of Georgia Avenue and Spring Street, immediately across Spring Street from existing townhomes in the Woodside Park neighborhood, which would tower over the existing homes, and

Whereas Bozzuto is proposing to extend Planning Place, the street between the existing M-NCPPC headquarters building and the hotel to its south, so it would continue through the property to a new intersection with Spring Street, and

Whereas the Bozzuto plan includes the complete elimination of Royce Hanson Park adjacent to the existing M-NCPPC headquarters building, and

Whereas the Montgomery County Department of Transportation (MCDOT) comments on the Bozzuto proposal suggest additional changes which also would be unacceptable if adopted, and

Whereas MCDOT commented that this intersection is too close to the county parking garage entrance just south of the M-NCPPC property to allow traffic safe flow in all directions and proposes: "One way to remedy this spacing problem is to realign Fairview (through the adjacent property) to align opposite Planning Place Extended (assuming there will be adequate visibility in all directions at that location)." [The "Fairview" that they propose could be realigned is Fairview Road and the "adjacent property" they propose to realign Fairview Road through is Fairview Road Urban Park.] and,

Whereas MCDOT is proposing to take scarce parkland to solve a traffic problem created by the Bozzuto proposal and reduce the amount of parkland in and adjacent to Downtown Silver Spring, which already suffers from a lack of adequate parkland to serve the area's booming population, and

Whereas, if Buzzoto's plan creates a traffic problem, the solution should be found on the redevelopment site itself, not by taking land in a park, and

Whereas, MCDOT also proposes to "reconfigure the intersection geometry of Alton Parkway/Spring Street so that Alton Pkwy connects to Spring Street in a more formalized "T" intersection," which undoubtedly would require taking land occupied by the park, and

Whereas any reduction of the size of the park as it currently exists is unacceptable because there is a lack of adequate parkland to serve the area's booming population.

Therefore the Woodside Park Civic Association goes on record as requesting that the Maryland-National Capital Park and Planning Commission and the Montgomery County government reject any redevelopment plan for the M-NCPPC site which places a tall building immediately across Spring Street from homes in the Woodside Park neighborhood or which results in a reduction of the size of Fairview Road Urban Park. The Association notes that it would not oppose a new building at the corner of Spring Street and Georgia Avenue which is set back from and 3 floors high along Spring Street but which is increased in height to 6 floors or more toward the hotel immediately south of Planning Place.

The officers of the Association are instructed to communicate this opposition to the Maryland-National Capital Park and Planning Commission and Bozzuto Development. The Executive Committee of the Association is also authorized to seek legal representation concerning this matter if the committee deems it necessary to protect the interest of the Woodside Park neighborhood.

Folden, Matthew

From: Woodside Station <woodside.station@yahoo.com>
Sent: Tuesday, April 11, 2017 9:31 PM
To: Anderson, Casey; Wright, Gwen
Cc: Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew;
county.council@montgomerycountymd.gov; rrharris@lerchearly.com;
Alisa.Rosenberg@bozzuto.com; carl.mukri@gmail.com; dougmiller@post.harvard.edu;
douglasryanmiller@gmail.com; keely.o.lang@gmail.com; Eugene Canjels
Subject: Development of Park and Planning site
Attachments: HOA letter to MNCPPC.pdf

Attached please find a letter from the following homeowners associations regarding the proposed development at 8787 Georgia Avenue:

Woodside Park Community Association
Woodside Park Homeowners Association
Woodside Station Homeowners Association

Woodside Park Community Association
Woodside Park Homeowners Association
Woodside Station Homeowners Association

April 11, 2017

Casey Anderson
Gwen Wright
Maryland-National Capital Park and Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Mr. Anderson and Ms. Wright,

We represent the three homeowners associations that will be directly affected by the Bozzuto Group's application to develop the Park & Planning site at 8787 Georgia Ave. The Woodside Station and Woodside Park HOAs abut the site along Spring St. and Alton Parkway, and the Woodside Park Community Association is one block away on Fairview Road. Together we comprise fifty-five households. We oppose the proposed construction of a six-story building on the corner of Spring and Georgia that will overwhelm the residential neighborhood across the street. We are also concerned about MCDOT's recommendation that portions of Fairview Park be used to reroute Fairview Road and Alton Parkway.

The 2008 charrette held by MNCPPC and funded by Montgomery County resulted in a plan for this property that was agreed upon by over 100 residents and other stakeholders. As such, it should serve as a guideline in the current plans for developing the site. Although the eastern half of the development roughly follows the charrette plan, the proposed 6-story structure on the corner of Spring and Georgia—with no setback, no step-backs, and totally out of proportion with the three other corners of the intersection—recreates one of the most serious problems that the charrette was designed to address.

We are pleased with many of the elements in the Bozzuto plan. However we very much hope that MNCPPC will insist on reducing the height of the structure right at the corner of Spring and Georgia and will step back the height to create a more gradual transition between the residential portion of Silver Spring and the Central Business District. We also hope that MCDOT will reconsider their recommendation to redirect Fairview Road. This seems to be an over-reaching effort to resolve an alignment problem that would be better addressed by a redesign of entry points into the new development.

We believe that addressing these concerns will represent a significant step in creating an appealing transition between the residential and commercial districts while adding to—rather than reducing—the green spaces in Silver Spring.

Sincerely,



Carl Mukri, President
Woodside Park Community Association



Douglas Miller, President
Woodside Park Homeowners Association



Eugene Canjels, President
Woodside Station Homeowners Association

Cc: Richard Kronenberg
Elza Hisel-McCoy
Matthew Folden
Montgomery County Council
Robert Harris

Folden, Matthew

From: STEVEN OSNOWITZ <osnowitz@comcast.net>
Sent: Sunday, April 16, 2017 10:41 PM
To: Anderson, Casey; Wright, Gwen
Cc: Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lercheary.com
Subject: Concerning the Bozutto Behemoth Planned for the corner of GA Ave. & Spring Street

I write as a long-time resident of Woodside Park, living directly across Spring Street from the planned Bozutto development at the current location of the Park and Planning site at Georgia Avenue and Spring Street. As someone who was very involved in the charrette process in 2008, I am dismayed at the dramatic changes from the charrette plan. In contrast to the explicit decisions of the charrette to limit height on Spring Street, and not include any retail development on the property, the current Bozutto plan violates both of these principles. The proposals to solve the congestion caused from retail operations by taking away part of Fairview Park, or push the increased traffic onto Spring Street across from Woodland Drive, are very unpopular.

A fundamental principle decided at the charrette was that height along all of Spring Street was to be limited, with a tradeoff of greater height toward the rear of the development. Graduation of height toward the hotel was part of the agreement. The abandonment of this decision for the corner at Georgia Avenue is intolerable to the long-standing residential community that has been supportive of our neighboring downtown through its decades of struggles.

Back in 2007, opposition to the then proposed development began in part not just over height and setbacks on Spring Street, but a proposal to put a supermarket at Spring and Georgia. By the time of the charrette process of 2008, there were developer proposals to allow retail businesses (then unnamed, as now) at that corner. The charrette considered and rejected proposals for retail businesses at Georgia Avenue and Spring Street. Housing and offices were accepted.

Considered at the charrette was the history of failed stores and empty storefronts on the ground level of the Pointe (then Georgian Towers), and inside and adjacent to the Sheraton (previously a Crowne Plaza and Holiday Inn). Since then, these and other parts of downtown Silver Spring have increasingly struggled with empty storefronts, especially in locations farther removed from consumer traffic near Ellsworth. The growth of Internet choices makes isolated retail storefronts much more problematic. Ironically, the emphatic statement in 2008 of Bozutto representatives that retail was not viable at that intersection is now more true than ever.

Yet residents of our neighborhood objected to retail stores at the corner of Spring & Georgia even if successful. The increased traffic volume (pedestrian or vehicle) from some unnamed successful business, along with its lighting and possible liquor license, resulted in a “Catch-22” – empty storefronts avoided means unacceptable

commercialization contiguous to our neighborhood. (The only caveat for any retail left standing at the Barrette was for a “Starbucks-like” coffee shop on Georgia at the corner closest to the hotel. Subsequently, that demand was met by a Starbucks on Georgia Avenue on the other side of the hotel.)

Our neighborhood has no control over the unnamed retail tenants, their customers, noise, lighting or anything else – in fact, Bozutto or any management will undoubtedly be controlled by a very difficult commercial and retail market in even a good economy. **Our support of sustainable retail in downtown Silver Spring (and I am most definitely a strong supporter) does not require retail in every building or in isolated pockets, especially directly across from us.**

The proposed solution to this congestion and traffic generated by retail entities is now the very unpopular MCDOT proposal to take part of the Fairview Park for traffic, or possibly dump even more cars on Spring Street across from Woodland Drive (threatening an eventual cut through the divide on Spring Street to access Woodland). These are widely deemed unacceptable solutions to the retail congestion planned for the property.

Words and phrases about creating a "gateway" to "make a statement" do not constitute sound planning and implementation. Parks and Planning gets to view these future problems from Wheaton. The neighborhood is left with the mistakes.

Respectfully submitted,

Steven J. Osnowitz

8810 Woodland Drive

Silver Spring, MD 20910

Folden, Matthew

From: Frank Weathers <frankw1015@verizon.net>
Sent: Friday, April 07, 2017 1:02 PM
To: Anderson, Casey; Wright, Gwen
Cc: Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew;
county.council@montgomerycountymd.gov; rrharris@lerchearly.com;
alisa.rosenberg@bozzuto.com
Subject: Development Proposals/Plans for Spring Street & Georgia Ave. area
Importance: High

TO ALL CONCERNED:

I agree with the entire message offered by Bob Oshel of Woodside Park, dated April 6, 2017. Your consideration of stated concerns would be greatly appreciated.

Sincerely,

Frank Weathers, Jr
1219 Burton Street (since June 1970)
Silver Spring, MD 20910

Folden, Matthew

From: Daniel Wolf <dwolfus@gmail.com>
Sent: Thursday, April 06, 2017 3:46 PM
To: Anderson, Casey; Wright, Gwen; Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew
Subject: Fwd: Objection to Development Plan for Fairview Park and Building at Georgia and Spring

Dear Mr. Anderson and Ms. Wright,

As a long-time resident of Ballard Street in Silver Spring, I am among those who will be most affected by the development proposed for where the Park and Planning building currently stands at the intersection of Georgia and Spring Streets. My house is almost directly across the street and my children play in Fairview Park almost daily. I am concerned about what the proposed development, in particular the plans for re-routing Fairview Road, might mean for my family's safety as well as its quality of life.

It is unconscionable to even consider taking away land from Fairview Park. It is among the only useable open space in Downtown Silver Spring or Woodside Park, particularly for children. Although there are other playgrounds nearby, there are no other fields of any kind. Fairview Park provides the only space in the neighborhood where older kids can find a pick up game of baseball, soccer or football or where preschoolers can run around freely.

Moreover, there has been a noticeable increase in the number of apartment dwellers with children who frequent the park. For these families, any encroachment will literally take away from the only "backyard" where their kids can play.

The current size of the park ensures that the children can play safely away from a very heavily trafficked street -- where, I might add, speeding is routine and enforcement is non-existent. Any encroachment into the park to accommodate traffic is simply unacceptable.

When development for the Park and Planning site was first discussed, the neighbors in Woodside Park were told to expect a "gateway" that would provide a common-sense transition between the urban district and our neighborhood. To us, that meant maintaining and improving both the safety and the atmosphere of our community. A large, six-story building does not appear to be faithful to that vision, nor does a plan that encroaches on our green space in order to bring traffic closer to where our children play.

As a neighbor, I am asking for you to honor the "gateway" vision and to find a way to develop this site that does not remove green space nor adversely impacts the character of our neighborhood. As a park and planning organization it is unconscionable in today's day & age that you would shrink green space at a time that it has become nothing short of a rarity in Downtown Silver Spring. I don't think it would come as a shock that you as the permitting entity have a duty to serve and protect citizens - not developers.

Thanks in advance for your careful consideration in this matter.

Daniel Wolf
 Woodside Park Resident
 (Ballard Street)

Folden, Matthew

From: Robert Oshel <robert.oshel@gmail.com>
Sent: Thursday, April 06, 2017 10:24 AM
To: Anderson, Casey; Wright, Gwen
Cc: Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lercheary.com; alisa.rosenberg@bozzuto.com; Mike.henehan@bozzuto.com
Subject: Redevelopment of M-NCPPC Headquarters Site

Dear Ms. Wright and Mr. Anderson:

I am writing with comments on the proposed redevelopment of the M-NCPPC headquarters site and the potential effect of the redevelopment on the Woodside Park neighborhood across Spring Street.

In 1989 the Historic Preservation Planning Staff of the M-NCPPC said that "Woodside Park [the neighborhood] was more than a typical 1920s development . . . it was really prototypical. . . . Although there are many neighborhoods with some of the same characteristics and architectural housing types as Woodside Park, staff has concluded that Woodside Park is not only the most intact subdivision of the period, but also that its basic design and development is probably the purest manifestation of the '20s/'30s suburban ideal to have been built in Montgomery County. [Other contemporary neighborhoods do not] have the sylvan, park-like character that many subdivisions of the period aspired to but that few actually were able to create. Woodside Park did create this ideal sort of ambiance and has, amazingly, maintained it over the years to a great degree."

Now, almost 30 years later, Woodside Park still remains largely intact and still has the sylvan, park-like character its developers intended. One important reason for that is the fact that the M-NCPPC headquarters site and Fairview Road Urban Park have served as buffers protecting the neighborhood from encroachment by the increasing commercial development of downtown Silver Spring. The low scale of the headquarters building and the open space of Fairview Road Urban Park have kept the high-rises of downtown Silver Spring from overwhelming the ambiance of the Woodside Park neighborhood.

I trust the M-NCPPC will keep the importance of the buffers in mind as it reviews the Bozzuto proposal for redevelopment of the headquarters site.

For the most part the Bozzuto proposal conforms to the acceptable charrette plan developed with community input about 10 years ago, but two aspects of the proposal and reaction to it on initial review are very troubling. First, Bozzuto is proposing a 6-story building at the corner of Spring Street and Georgia Avenue in contrast to the charrette consensus for a much lower building at that corner. This building could increase in height nearer to Planning Place and the Sheraton Hotel, but it is important that any new building on the south side of Spring Street between Woodland Drive and Georgia Avenue not tower over the homes in Woodside Park across Spring Street. Any new building along Spring Street should not be higher than the townhouses across the street so it can continue to serve as a buffer for the neighborhood as the M-NCPPC Headquarters building does now. Such a lower scale building on the corner of Georgia Avenue and Spring Street also would be a better "gateway" to downtown Silver Spring than would an abrupt switch from low scale our residential neighborhood to a 6-story building.

Second, two of the Montgomery County Department of Transportation (DOT) recommendations in relation to the Bozzuto proposal are very troubling. To facilitate traffic entering Spring Street from a proposed extension of Planning Place through the redevelopment site, DOT proposes that Fairview Road be rerouted through Fairview Road Urban Park. DOT also proposes turning the Alton Parkway/Spring Street intersection into a

"T". Both of these proposals would necessitate taking land from the park. Proposing to reduce the size of the park to facilitate development on the other side of Spring Street is particularly outrageous. Any traffic problems caused by the location of a new street in the redevelopment should be solved within the redevelopment site, not by reducing the size of the park. This is particularly the case when a boom of new residents in downtown Silver Spring is increasing the demand for green space and parks.

I urge the Commission not to approve any redevelopment proposal which has any building immediately across Spring Street which is taller than the existing townhouses between Woodland Drive and Georgia Avenue or which leads to taking land from Fairview Road Urban Park.

Robert E. Oshel
9114 Crosby Road
Silver Spring, MD 20910
[301-585-0307](tel:301-585-0307)
robert.oshel@gmail.com

[Author of *Home Sites of Distinction: The History of Woodside Park*; "The Woodside Park Historic and Architectural Walking Tour;" and *Silver Spring and the Civil War*]

Folden, Matthew

From: Joe Anderson <janderson8812@verizon.net>
Sent: Monday, April 03, 2017 2:10 PM
To: Anderson, Casey; Wright, Gwen
Cc: Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lercheary.com; WPCA@yahoogleroups.com
Subject: Developing the Park & Planning site

Dear Mr. Anderson and Ms. Wright,

We are residents of Woodside Park and are writing about the Bozzuto Group's application and sketch plan to develop the Park & Planning site at 8787 Georgia. As you know, in 2008 more than 100 Woodside Park residents and others participated in a charrette to refine and improve a plan to develop the site. The result was a much-improved design that represented the desires of the community for an attractive transition from the CBD to residential Silver Spring along with the commercial interests of the developers. The current Bozzuto application states that it follows "the recommendations of the sector plan and the 2007 [*sic*] charrette held with neighborhood stakeholders..." and in fact the east section of the site does reflect the charrette. However, the current plan for the west section calls for a six-story building right on the corner of Spring & Georgia that will overwhelm the residential area across the street. In sharp contrast the charrette plan called for a two-story building at the corner that would grow higher in a series of step-backs to the Sheraton, providing an effective transition from commercial to residential.

We hope that the Planning Board will keep the spirit of the charrette plan in mind in the course of the process of reviewing plans for this property. Particularly relevant, we believe, is how this corner of Spring and Georgia will blend in with the other three corners, consisting of a county park, a townhouse development and a rounded, stepped-back Bank of America building. Bozzuto's notion of providing a "gateway" to the Silver Spring CBD can be accomplished without such an abrupt and dramatic shift in height.

We strongly encourage the Planning Board to require that the developer to maintain the spirit of the 2008 charrette plan. Like many of our neighbors, we also are concerned about MCDOT's recommendation to take part of Fairview Park to change traffic patterns on Fairview Road and Alton Pkwy. The fact that Fairview does not line up with the Spring Street entrance by the parking garage in the Bozzuto plan should be addressed in the Bozzuto design—not compensated for by moving Fairview and eliminating a portion of the park.

The charrette plan offers a unique opportunity to meet the expectations of all the stakeholders. We understand that development of the site is to be expected, but we believe that it can be done intelligently and in a way that creates an appealing transition between the residential and commercial districts and also adds to—rather than reduces—the green spaces in Silver Spring.

Joe and Katherine
Anderson

8812 Woodland Drive

Folden, Matthew

From: Steve Diehl <hedog3@gmail.com>
Sent: Sunday, April 02, 2017 11:03 AM
To: Anderson, Casey; Wright, Gwen
Cc: woodside.station@yahoo.com; Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lerchearly.com
Subject: Concern about the proposed plans for Spring and Georgia/Proposed solution

Hello:

We are Steve and Sally Diehl. We currently reside at 8804 Woodland Drive, directly across from the developer's planned six story structure.

We object strenuously to the portion of the proposed six story structure that would run along Spring Street directly opposite our townhouse. If six story structures are necessary in this development, we would ask that the portion on Spring Street be set back in the same manner that the Bank of America (at the corner of Georgia and Spring) is set back.

We respectfully request that you consider our good faith request. If you have any questions, feel free to call us at our home (301-592-1723).

Thank you,

Steve and Sally Diehl

Folden, Matthew

From: Andy Alderdice <andy4homes@gmail.com>
Sent: Monday, April 03, 2017 10:28 AM
To: Anderson, Casey; Wright, Gwen; Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lercheary.com
Subject: Fairview Park and Garage Parking

Good Morning - I live in the Woodside Park community and work in Downtown Silver Spring. I am dismayed by the fact that the land at Spring Street and Georgia Ave. could now be approved for a 6 story building, and with no setback requirement would make a negative impact on the Woodside Park community with an alley affect on Spring Street and bright lighting into the community. I thought we were going to be a well-planned community and have a gracious entrance to downtown?

As I understand it the following would be impacted by Bozzutto's and MCDOT planning:

1. MCDOT's suggestion of taking land from Fairview Park to turn the Alton Parkway/Spring Street intersection into a "T"
2. MCDOT's suggestion for taking land from Fairview Park to re-route Fairview Road exit onto Spring through a corner of Fairview Park
3. The proposed 6-story residential/retail building for the corner of Spring & Georgia

First of all, the interactive map for comments about Fairview Park may be fine for those of us who are proficient in online navigation AND are actually aware of the interactive map. However, the only way to become aware of the map is to read the park commission online bulletins or to hear about it from someone else. I do not think the interactive map is a sufficient method in and of itself for evaluating use. Greater community involvement and additional methods of input should be sought.

Fairview Park

I specifically bought in Woodside Park because of the lovely natural environment consisting of woods **and the green space of Fairview Park.**

Fairview Park is important because green space is critical in a neighborhood. This park is used by children, parents, grandparents, visitors, bird watchers, local workers out for a stroll, picnics, and people reading and enjoying the greenery and sun.

Parks allow us to develop a sense of community. Parks provide space for residents and visitors to interact with one other and meet new people.

I see lots of local workers taking a stroll in the park throughout the day.

Building more apartments nearby will make a park such as Fairview even more important.

Fairview Park is already small. Reducing the size of the park is a slippery slope. Both MCDOT suggestions 1 and 2 set bad precedent for our residential area. If anything, the size of the park should be increased.

Being outside/playing in nature is crucial for the healthy development of children. There's a lovely playground in this park that so many children use while the parents and grandparents schmooze and play with them. Children can make new friends in the neighborhood, run around safely, and learn to appreciate nature. Attachment B

Each park has its own unique ecosystem. These ecosystems provide natural habitats for many different insects, birds, and animals. You can't just take down a tree, plant a new one, and expect the area to be the same. When you remove an older tree, you also remove the ecosystem that goes with it. Reducing the size of the park weakens the ecosystem.

Spring Street/Georgia Intersection

The present plan is not acceptable:

- A 6-story residential/retail building is much too tall for this small area and too close to Woodside Park. In addition, there is no setback planned. Adding tall buildings of this nature creates a cement canyon that is an eyesore.
- There is already a great deal of empty retail space close to this area. Building more empty space does not make sense.
- Building this many new apartments does not make sense. There is already a surfeit of empty apartments.
- Light is going to bleed out into the adjoining residential area of Woodside Park. There will also be additional noise.

I firmly oppose all 3 of these plans in their present state.

As far as changing the times for payment in the county lots in Downtown Silver Spring, please don't extend the fee for parking in the county lots from 7pm to 10pm. This is such a wonderful advantage of living in Silver Spring. We DON'T want to be like Bethesda - that's why I moved from Bethesda. We want to attract people to Downtown Silver Spring, not push them into the District or back to Bethesda. Having safe, lighted parking where people can frequent restaurants and entertainment without worrying about being ticketed is tantamount to building Silver Spring to what we want it to be - a safe, thriving destination!

Thank you very much for your time and consideration,

--

Andy Alderdice
Realtor, GRI, CRS

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Folden, Matthew

From: Hisel-McCoy, Elza
Sent: Monday, April 03, 2017 12:04 PM
To: Steve Diehl; Anderson, Casey; Wright, Gwen
Cc: woodside.station@yahoo.com; Kronenberg, Robert; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lerchearly.com; Dickel, Stephanie
Subject: RE: Concern about the proposed plans for Spring and Georgia/Proposed solution

Hello Steve and Sally,

As I mentioned to some of your neighbors, thank you for taking the time to share your thoughts with us. We share your concern about compatibility of the development with your community and have shared those (and others) with the applicant team. The purpose of the Sketch Plan review, in part, is for all of the agencies to identify issues that will need to be resolved either during this review or in a future review.

I see that you have copied the applicant's attorney on this correspondence so I will not forward it to them. The applicant team is currently working on addressing all of the comments raised during the Development Review Committee meeting. When they resubmit we will reach out to you to see where things stand.

I will be out of the country for the next two weeks or so, and Matt Folden, lead reviewer on the project, is out on paternity leave for the same period. I am copying Stephanie Dickel on our team so that she can respond to any questions you might have in the interim.

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
 Master Planner, Regulatory Supervisor
 Area One
 Montgomery County Planning Department
 M-NCPPC
 8787 Georgia Avenue
 Silver Spring, MD 20910
 301.495.2115, elza.hisel-mccoy@montgomeryplanning.org
montgomeryplanning.org

From: Steve Diehl [mailto:hedog3@gmail.com]
Sent: Sunday, April 02, 2017 11:03 AM
To: Anderson, Casey <Casey.Anderson@mncppc-mc.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>
Cc: woodside.station@yahoo.com; Kronenberg, Robert <robert.kronenberg@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Folden, Matthew <matthew.folden@montgomeryplanning.org>; county.council@montgomerycountymd.gov; rrharris@lerchearly.com
Subject: Concern about the proposed plans for Spring and Georgia/Proposed solution

Hello:

We are Steve and Sally Diehl. We currently reside at 8804 Woodland Drive, directly across from the developer's planned six story structure. Attachment B

We object strenuously to the portion of the proposed six story structure that would run along Spring Street directly opposite our townhouse. If six story structures are necessary in this development, we would ask that the portion on Spring Street be set back in the same manner that the Bank of America (at the corner of Georgia and Spring) is set back.

We respectfully request that you consider our good faith request. If you have any questions, feel free to call us at our home (301-592-1723).

Thank you,

Steve and Sally Diehl

Folden, Matthew

From: Hisel-McCoy, Elza
Sent: Monday, April 03, 2017 12:01 PM
To: RossandShira Bettinger; Anderson, Casey; Wright, Gwen; Kronenberg, Robert; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lercheary.com; Dickel, Stephanie
Cc: Joe Anderson; robert.oshel@gmail.com
Subject: RE: Fairview Park and the Corner of Spring and Georgia

Hello Ross and Shira,

Thank you for taking the time to share your thoughts with us. We share many of the same concerns and have shared those (and others) with the applicant team. The purpose of the Sketch Plan review, in part, is for all of the agencies to identify issues that will need to be resolved either during this review or in a future review.

I see that you have copied the applicant's attorney on this correspondence so I will not forward it to them. The applicant team is currently working on addressing all of the comments raised during the Development Review Committee meeting. When they resubmit we will reach out to you to see where things stand.

I will be out of the country for the next two weeks or so, and Matt Folden, lead reviewer on the project, is out on paternity leave for the same period. I am copying Stephanie Dickel on our team so that she can respond to any questions you might have in the interim.

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
 Master Planner, Regulatory Supervisor
 Area One
 Montgomery County Planning Department
 M-NCPPC
 8787 Georgia Avenue
 Silver Spring, MD 20910
 301.495.2115, elza.hisel-mccoy@montgomeryplanning.org
montgomeryplanning.org

From: RossandShira Bettinger [mailto:rsbettinger@gmail.com]
Sent: Saturday, April 01, 2017 6:56 PM
To: Anderson, Casey <Casey.Anderson@mncppc-mc.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Kronenberg, Robert <robert.kronenberg@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Folden, Matthew <matthew.folden@montgomeryplanning.org>; county.council@montgomerycountymd.gov; rrharris@lercheary.com
Cc: Joe Anderson <JoeAnderson8812@gmail.com>; robert.oshel@gmail.com
Subject: Fairview Park and the Corner of Spring and Georgia

Ross and I own a home on Ballard Street, very close to Fairview Park and the corner of Spring Street and Georgia Avenue. We would like to offer our comments about 3 Silver Spring development items:

1. MCDOT's suggestion of taking land from Fairview Park to turn the Alton Parkway/Spring Street intersection into a "T"
2. MCDOT's suggestion for taking land from Fairview Park to re-route Fairview Road exit onto Spring through a corner of Fairview Park
3. The proposed 6-story residential/retail building for the corner of Spring & Georgia

First of all, the interactive map for comments about Fairview Park may be fine for those of us who are proficient in online navigation AND are actually aware of the interactive map. However, the only way to become aware of the map is to read the park commission online bulletins or to hear about it from someone else. We do not think the interactive map is a sufficient method in and of itself for evaluating use. Greater community involvement and additional methods of input should be sought.

Fairview Park

We bought our home on Ballard two years ago. We specifically bought in Woodside Park because of the lovely natural environment consisting of woods **and the green space of Fairview Park.**

Fairview Park is important because green space is critical in a neighborhood. This park is used by children, parents, grandparents, visitors, bird watchers, local workers out for a stroll, picnics, and people reading and enjoying the greenery and sun.

Parks allow us to develop a sense of community. Parks provide space for residents and visitors to interact with one other and meet new people.

We see lots of local workers taking a stroll in the park throughout the day.

Building more apartments nearby will make a park such as Fairview even more important.

Fairview Park is already small. Reducing the size of the park is a slippery slope. Both MCDOT suggestions 1 and 2 set bad precedent for our residential area. If anything, the size of the park should be increased.

Flat, dark surfaces composed of asphalt and concrete in cities create what is known as the urban heat island effect. This makes urban neighborhoods noticeably warmer than other nearby areas, and is a major factor in air pollution. Even a small increase in the number of trees in the neighborhood can reduce this effect. Trees remove a wide variety of pollutants from the air. And even a small increase in the number of city parks OR THEIR SIZE can make a significant difference when it comes to air pollution.

Direct exposure to nature has immense benefits on mental health by reducing stress and increasing happiness. Studies by American, Japanese, and Finnish researchers confirm this. Making the park smaller reduces the amount of nature available to residents nearby.

Being outside/playing in nature is crucial for the healthy development of children. There's a lovely playground in this park that so many children use while the parents and grandparents schmooze and play with them. Children can make new friends in the neighborhood, run around safely, and learn to appreciate nature.

Each park has its own unique ecosystem. These ecosystems provide natural habitats for many different insects, birds, and animals. You can't just take down a tree, plant a new one, and expect the area to be the same. When you remove an older tree, you also remove the ecosystem that goes with it. Reducing the size of the park weakens the ecosystem.

Spring Street/Georgia Intersection

The present plan is not acceptable:

- A 6-story residential/retail building is much too tall for this small area and too close to Woodside Park. In addition, there is no setback planned. Adding tall buildings of this nature creates a cement canyon that is an eyesore.
- There is already a great deal of empty retail space close to this area. Building more empty space does not make sense.
- Building this many new apartments does not make sense. There is already a surfeit of empty apartments.
- Light is going to bleed out into the adjoining residential area of Woodside Park. There will also be additional noise.

We firmly oppose all 3 of these plans in their present state.

Thank you very much for your time and consideration,

Ross and Shira Bettinger

1213 Ballard Street

Silver Spring, MD 20910

Folden, Matthew

From: rg steinman <lifonurth@gmail.com>
Sent: Saturday, April 01, 2017 8:12 PM
To: Anderson, Casey; Wright, Gwen; Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lercheary.com
Subject: Comments on Bozzuto building plans for 8787 Georgia Avenue
Attachments: Comments on Building Proposal for 8787 Georgia ave, Apr 2017.doc

To recipients:

We, Roberta G (rg) Steinman and John Parrish, are providing our initial comments on the February 2017 Bozzuto building plans for 8787 Georgia Avenue. Please see attached.

If you have any questions or comments, or if the file doesn't download properly, please feel free to contact us at this email - lifonurth@gmail.com.

Most Sincerely,
~ rg Steinman

We have three main comments on the building plan:

The height of the proposed buildings adjacent to residential neighborhoods is excessive and insensitive to the adjoining neighborhoods and is not what was agreed upon during the 2008 charrette process.

- This applies to the proposed six-story residential/retail building right on the corner of Spring St. and Georgia Ave., as well as to the proposed 7-8 story residential/retail on Spring St. facing Fairview Rd. Both diverge greatly from the outcome of the 2008 charrette. It was agreed upon in the charrette to “place low-rise buildings along Spring Street” and to place the taller buildings “closer to the intersections of Georgia Avenue and Planning Place.”

“The proposed SilverPlace locates the lowest buildings (3 to 4 stories) adjacent to the existing neighborhood. The tallest buildings are located closer to the Silver Spring CBD, adjacent to the existing hotel and parking garage and away from the existing neighborhood.”

- The building height needs to come down to the height of two stories at the corner of Georgia and Spring, so as not to affront the neighborhood; and the step-back facing the Fairview side of the development needs to come down to a total building height of four stories, at most.
- In both cases, the building height is overpowering and insensitive to the neighborhood. The tall buildings block the sky, the light, and the sun, and generally darkens the skyline, especially in the winter when the sun is lower in the sky.

Vehicular access to the site along Planning Place from Spring Street does not work. It creates traffic and safety concerns. MCDOT's proposals to re-route Fairview and to create a T intersection at Alton both involve sacrificing sections of Fairview Park and are completely unacceptable, besides not resolving the traffic and safety concerns.

- Bozzuto’s proposal places Planning Place parallel to the existing garage, and entering Spring Street, thus creating two adjacent intersections, leading to traffic and safety problems.
- MCDOT’s plans create just as much, if not more, traffic and safety problems as they intended to resolve. There would still be duplicative intersections adjacent to each other, plus the neighborhood would lose a good chunk of the Park and more trees. The forthcoming loss of trees and green space due to this entire project underscores the critical need for retaining every square inch of Fairview Park.
- Other options must be explored to allow vehicular access to the site along Planning Place, but not via Spring Street. Traffic to the site needs to be kept away from the adjacent neighborhood. And destroying Fairview Park to accomplish this is not an option. The 2008 charrette did not allow vehicular access from Spring Street. It stated, *“Vehicular access to the site is located along Planning Place instead of Spring Street and away from the adjacent neighborhood.”*

Under the current plan, the loss of highly functioning green space (mature old trees) would be significant. Consideration needs to be given to retention of mature trees and meaningful Green Space, not just paved public areas.

- The property boasts at least 62 trees of which are 17 are specimen trees, with a dbh of 24 inches or more.* These old trees provide highly valued biological functions – they clean the air, capture carbon, store and filter water, and provide habitat and food for the local wildlife. Importantly, these old trees provide beauty and spiritual upliftment. As small as Royce Hanson Park is, it is a highly valued sanctuary in a sea of concrete. The MNCPPC gardeners have also provided bountiful vegetable gardens over the years. We lose much if all of this is leveled and destroyed. Our area has lost so many of mature trees due to development, storms, and disease. It is imperative that more be done to preserve mature trees, create green spaces, and reduce impervious surfaces.
- The 2008 charrette indicated they would retain several mature Willow oaks. Surely Buzzuto’s plan can and should do better.

*NOTE: The Tree inventory included in the plan was done in May, 2014 and expired in May, 2016. However, the current plan needs to include an updated Tree inventory, including specimen trees, which would change the forest conservation outcome.

Respectfully submitted by Roberta G (rg) Steinman (lifeonurth@gmail.com) & John Parrish
9009 Fairview Rd., Silver Spring, 20910-4106

Folden, Matthew

From: Rachel Scher <rlsw01@gmail.com>
Sent: Thursday, March 30, 2017 9:17 PM
To: Anderson, Casey; Wright, Gwen
Cc: Kronenberg, Robert; Hisel-McCoy, Elza; Folden, Matthew; county.council@montgomerycountymd.gov; rrharris@lerchearly.com
Subject: Objection to Development Plan for Fairview Park and Building at Georgia and Spring

Dear Mr. Anderson and Ms. Wright,

As a long-time resident of Ballard Street in Silver Spring, I am among those who will be most affected by the development proposed for where the Park and Planning building currently stands at the intersection of Georgia and Spring Streets. My house is almost directly across the street and my children play in Fairview Park almost daily. I am concerned about what the proposed development, in particular the plans for re-routing Fairview Road, might mean for my family's safety as well as its quality of life.

It is unconscionable to even consider taking away land from Fairview Park. It is among the only useable open space in Downtown Silver Spring or Woodside Park, particularly for children. Although there are other playgrounds nearby, there are no other fields of any kind. Fairview Park provides the only space in the neighborhood where older kids can find a pick up game of baseball, soccer or football or where preschoolers can run around freely.

Moreover, there has been a noticeable increase in the number of apartment dwellers with children who frequent the park. For these families, any encroachment will literally take away from the only "backyard" where their kids can play.

The current size of the park ensures that the children can play safely away from a very heavily trafficked street -- where, I might add, speeding is routine and enforcement is non-existent. Any encroachment into the park to accommodate traffic is simply unacceptable.

When development for the Park and Planning site was first discussed, the neighbors in Woodside Park were told to expect a "gateway" that would provide a common-sense transition between the urban district and our neighborhood. To us, that meant maintaining and improving both the safety and the atmosphere of our community. A large, six-story building does not appear to be faithful to that vision, nor does a plan that encroaches on our green space in order to bring traffic closer to where our children play.

As a neighbor, I am asking for you to be true to the "gateway" vision and to find a way to develop this site that does not remove green space nor adversely impacts the character of our neighborhood.

Rachel Scher
Woodside Park Resident
(Ballard Street)



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

JUL 16 2014

MCPB No. 14-47
Forest Conservation Plan No. MR2014047
8787 Georgia Avenue
Date of Hearing: June 5, 2014

RESOLUTION

WHEREAS, under Montgomery County Code Chapter 22A, the Montgomery County Planning Board is authorized to review forest conservation plan applications; and

WHEREAS, on April 28, 2014, the Montgomery County Department of Transportation ("Applicant"), together with its mandatory referral submission for disposition of the Subject Property under §20-301(1) of the Land Use Article, MD Ann. Code, filed an application for approval of a preliminary forest conservation plan¹ on approximately 3.24 acres of land located at 8787 Georgia Avenue, Silver Spring, Maryland ("Subject Property") in the Silver Spring Policy Area, Silver Spring CBD Sector Plan ("Master Plan") area; and

WHEREAS, Applicant's preliminary forest conservation plan application was designated Forest Conservation Plan No. MR2014047, 8787 Georgia Avenue, ("Forest Conservation Plan" or "Application");² and

WHEREAS, following review and analysis of the Application by Planning Board Staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board dated May 23, 2014, setting forth its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on June 5, 2014, the Planning Board held a public hearing on the Application, and at the hearing the Planning Board heard testimony and received evidence submitted for the record on the Application; and

¹ Pursuant to §22A-11(e) of the County Code, the Planning Board must consider the forest conservation plan when reviewing a mandatory referral application.

² Unless specifically indicated otherwise, the Board has reviewed the preliminary Forest Conservation Plan. As provided in the mandatory referral submission, the Subject Property will be conveyed to a private party for development, and therefore, the Board will consider the final Forest Conservation Plan at site plan review. For purposes of this Resolution, whether or not indicated, the Board's action is with regard to the preliminary Forest Conservation Plan.

Approved as to
Legal Sufficiency:

[Handwritten Signature]
6/19/14

WHEREAS, on June 5, 2014, the Planning Board, on motion of Commissioner Dreyfuss; seconded by Commissioner Wells-Harley; with a vote of 5-0 Commissioners Anderson, Carrier, Dreyfuss, Presley and Wells-Harley voting in favor voted to approve the Forest Conservation Plan as revised at the hearing.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board APPROVED Forest Conservation Plan No. MR2014047 for the Subject Property, subject to the following conditions:³

1. The Final Forest Conservation Plan must include the planting of two 4-6" caliper Willow oaks (*Quercus phellos*) or such other similarly sized native hardwood shade tree species as approved by Staff on the Subject Property, with final location and soil volume to be determined at the time of site plan review, considering favorable growing conditions to the trees to reach maximum growth at maturity.
2. As mitigation for the proposed loss of specimen trees 1, 2, and 3 identified on the Forest Conservation Plan (total caliper loss of 200"), eighteen (18) 3-inch caliper canopy trees must be planted onsite.⁴
3. The Final Forest Conservation Plan must include planting details for tree mitigation for the Protected Trees approved for removal by the Variance.

BE IT FURTHER RESOLVED, that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference, and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

1. *The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and the protection of environmentally sensitive features.*

A. Forest Conservation

While there is no forest on the Subject Property, there is a 0.49-acre afforestation requirement. The Forest Conservation Plan, as conditioned will meet the afforestation requirement through offsite mitigation in a forest bank or through payment of the applicable fee-in-lieu.

³ For the purpose of these conditions, the term "Applicant" shall also mean the developer, the owner, or any successor in interest to the terms of this approval.

⁴ The mitigation for 200" of caliper loss included removal of trees 4 and 7 as proposed in the Application, but not approved by the Planning Board. The final mitigation requirements may be recalculated based on the Variance specifics approved as part of the Final Forest Conservation Plan.

B. Forest Conservation Variance

Section 22A-12(b)(3) of the Forest Conservation Law identifies certain individual trees as high priority for retention and protection (“Protected Trees”). Any impact to these Protected Trees, including removal or any disturbance within a Protected Tree’s critical root zone (“CRZ”), requires a variance under Section 22A-12(b)(3) (“Variance”). Otherwise such resources must be left in an undisturbed condition.

The limits of disturbance (“LOD”) for this development are along the edge of the Subject Property. In accordance with Section 22A-21(a), the Applicant requested a Variance. The Applicant proposed removing five Protected Trees, including one 54-inch specimen Willow oak on-site (Tree 2), one 45-inch specimen Willow oak on-site (Tree 1), one 33-inch specimen Tulip poplar on-site (Tree 3), one specimen 35-inch Pin oak located along the Georgia Avenue right-of-way (Tree 4), and one 33-inch Pin oak along the Spring Street right-of-way (Tree 7). Three Protected Trees within the right-of-way of Spring Street (Trees 59, 60 and 61) are proposed to remain, but will be disturbed. Efforts have been proposed to protect the trees along the property perimeter during construction, with specific measures to be established as part of the Final Forest Conservation Plan.

At the hearing, the Board agreed that the Applicant would suffer unwarranted hardship by being denied reasonable and significant use of the Subject Property without a Variance, but not the full Variance as proposed by the Applicant. Although the Board did not permit the removal of Protected Trees 4 and 7, it did approve the CRZ impacts to those Protected Trees. The optimal development of this prominent urban site will best be achieved through thoughtful location of buildings with underground parking to create a more compatible transition from the single family residential development to the north into the commercial and high-rise developments to the south. The significant elevation change from Georgia Avenue to the existing parking lot creates the need for a long, sloped entrance into the site. Approximately 30 percent of the site is covered by the CRZs of Protected Trees 1, 2 and 3, which stand basically in row that divides the site into a northeastern half and a smaller southwestern portion on the other side of the trees. If a Variance were not granted for Protected Trees 1, 2 and 3, development of the site would effectively be limited to only the northeastern half – the southwestern portion appears to be too small to support productive use without major incursions into the CRZs of Protected Trees 1, 2 and 3. Therefore, the Board agreed that not permitting the removal of the on-site Protected

Trees 1, 2, and 3, would prevent approximately half of the Subject Property from being appropriately developed. Such restriction would cause unwarranted hardship on the Applicant. Furthermore, if only a portion of the site is developable, it would not meet the full potential recommended in the Sector Plan as an urban infill site.

The Planning Board made the following findings necessary to grant the Variance as limited by the Board:

1. *Granting the Variance will not confer on the Applicant a special privilege that would be denied to other applicants.*

The removal or impact to the CRZs of the Protected Trees, in conjunction with the concept plan for development of the site is supported by the Sector Plan. The urban conditions support the redevelopment of the Subject Property as shown on the concept plan. The existing site constraints, including grading and elevation, and location of underground utilities create a difficult site for any applicant to develop without significant impact to the Protected Trees. Further, provision for underground parking allows reduced building heights with better site organization, helping to maintain a compatible relationship with the surrounding community. Such development would be impossible without impact or removal of the Protected Trees as approved.

The Applicant did not demonstrate the need to remove Protected Trees 4 and 7. The Applicant proposed removal because disturbance to the CRZs of these trees will be greater than 30 percent considering anticipated streetscape, pedestrian, utility and circulation improvements. The Board determined that although some CRZ impacts are unavoidable, the Applicant should explore reasonable efforts as part of its future development plans to preserve these trees.

2. *The need for the Variance is not based on conditions or circumstances which are the result of the actions by the Applicant.*

The concept plan for development of the Subject Property is supported by the Sector Plan and the goals of the urban infill redevelopment. With the Subject Property in particular, as the gateway to the commercial district, provision of underground parking and reduced heights will provide a compatible transition from the residential neighborhoods north of Spring Street into the commercial business district that begins at this site.

3. *The need for the Variance is not based on a condition related to land or building use, either permitted or non-conforming, on a neighboring property.*

The Variance is needed for development of the Subject Property and is not a result of land or building use on a neighboring property.

4. *Granting the Variance will not violate State water quality standards or cause measurable degradation in water quality.*

The Protected Trees approved for removal are not located in an environmental buffer or special protection area. This approval is conditioned on mitigation that approximates the form and function of the trees removed. The Protected Trees being impacted will remain to provide the same level of water quality protection as they currently provide. Mitigation for the Variance is at a rate that approximates the form and function of the Protected Trees removed. The Board approved replacement of Protected Trees at a rate of approximately eighteen - 3" caliper canopy trees. Two additional Willow oaks (*Quercus phellos*) or other native shade trees are to be planted on the Subject Property. The location and quantity of soil will be set at Final Forest Conservation Plan during the Site Plan review. No mitigation is required for Protected Trees impacted but retained.

The site presently has no stormwater management other than the small patches of trees. With redevelopment of the site, the new State and local stormwater regulations will require stormwater management above the existing conditions, improving water quality relative to the existing discharge rates.

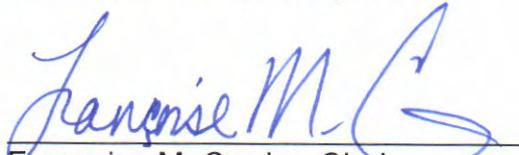
BE IT FURTHER RESOLVED, that this Resolution constitutes the written opinion of the Planning Board in this matter, and the date of this Resolution is JUL 16 2014 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED, that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Presley, seconded by Vice Chair Wells-Harley, with Chair Carrier, Vice Chair Wells-Harley, and Commissioners Anderson and Presley voting in favor, and Commissioner Dreyfuss absent, at its regular meeting held on Thursday, June 26, 2014, in Silver Spring, Maryland.



Françoise M. Carrier, Chair
Montgomery County Planning Board



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

June 1, 2017

Mr. Matthew Folden, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan Letter
Sketch Plan No. 320170060
8787 Georgia Avenue

Matt:
Dear Mr. Folden:

We have completed our review of the Sketch Plan dated February 28, 2017 (application accepted by Park & Planning for Development Review Committee). This plan was reviewed by the Development Review Committee at its meeting on March 21, 2017. We recommend approval for the plan based to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

Major Comments

1. MCDOT has significant concerns about traffic operations and multi-modal safety regarding the proposals for Planning Place and the proposed access points on Spring Street. Prior to submission of the preliminary plan, the applicant will need to work with Planning Department and MCDOT staff to discuss the following comments. We appreciate the applicant's efforts to meet the

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Located one block west of the Rockville Metro Station

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agencies to proactively address these concerns. The applicant's May 12, 2017 Access and Circulation Study has been distributed and remains under review within our Department. We will provide our consolidated comments to your office and the applicants as soon as they become available. These concerns include:

- The vehicle circulation plan proposes full movements at the proposed intersection of Planning Place Extended with Spring Street. Since Fairview Road at Spring Street and the adjacent public garage entrance already have full movements, this design could be a potential traffic safety issue. In addition, the proposed intersection of Planning Place Extended to Spring Street does not meet the intersection spacing criteria established under SRA 16-01. Since Spring Street is classified as an arterial road, the centerline to centerline spacing from the existing Spring Street/Fairview Avenue intersection needs to be at least three hundred (300) hundred feet.

One way to remedy this spacing problem is to realign Fairview Road (through the adjacent property) to align opposite Planning Place Extended (assuming there will be adequate visibility in all directions at that location). If this realignment is not feasible, turning movements at the proposed intersection will need to be restricted.

- If Fairview Road is re-aligned opposite to Planning Place, submit signal warrant study for the intersection of Spring Street with Planning Place Extended and realigned Fairview Road at the Preliminary Plan stage.
- Provide a proper terminus for Planning Place as a public street with acceptable multi-modal movements to the nearby public and private garages.
- Based on the Plan dated February 15, 2017, visibility for vehicles exiting the proposed private garage entrance at the public terminus of Planning Place will not be adequate if the vehicles are allowed to travel westbound on Planning Place Extended between the eastern garage entrance and the access to the MCDOT Parking Maintenance facility. This design also poses significant pedestrian and bicycle safety concerns (for the proposed path system to connect the alley with Spring Street at Woodland Drive).
- Page 66-Tract Area Exhibit: Per the exhibit Planning Place is partially public and private. Provide justification for Planning Place connection to be partially private.

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Standard Comments

1. MCDOT does not object to the applicant submitting a preliminary plan for this project. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM (“Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents”).
2. Provide right-of-way truncations at intersection of Georgia Avenue (MD-97) and Spring Street.
3. We defer to Maryland State Highway (MDSHA) for access and improvements along Georgia Avenue (MD-97).
4. The public roadways are subject to context sensitive design standards.
 - Spring Street shall meet the MC-2004.06 standard from Georgia Avenue (MD-97) to the subject property.
 - Planning Place shall meet the Business District standard MC-2005.01.
5. *At the preliminary plan* stage:
 - a. Provide typical section for Spring Street and Planning Place on the plan.
 - b. Submit a storm drain study if any portion of the subject site drains to the Montgomery County public storm drain system.
 - c. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval. We are concerned about available sight distances for the two proposed egress points onto Spring Street.
6. Prior to approval of the preliminary plan, please coordinate with Mr. Jeffrey Riese of our Division of Parking Management to coordinate the impacts of the proposed Parking Maintenance Facility and on the public parking facilities near this project Mr. Riese may be contacted at jeffrey.riese@montgomerycountymd.gov or 240- 777-8722.
7. Prior to approval of the preliminary plan, please coordinate with Mr. Khurshed Bilgrami of our Division of Traffic Engineering and Operations regarding traffic operations and controls within

Mr. Matthew Folden
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the County-maintained rights-of-way. Mr. Bilgrami may be contacted at khursheed.bilgramik@montgomerycountymd.gov or 240- 777-2190.

8. We recommend that the applicant coordinate with Ms. Patricia Shepherd and /or Mr. Matt Johnson of our Transportation Engineering Section regarding the Bikeway and Pedestrian Improvement (BIPPA) project along Spring Street. Ms. Shepherd may be contacted at patricia.shepherd@montgomerycountymd.gov or at 240-777-7231; Mr. Johnson may be contacted at matt.johnson@montgomerycountymd.gov or at 240-777-7237.
9. At or before the permit stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.
10. We recommend that the applicant coordinate with Ms. Joanna Conklin, of Montgomery County DOT regarding the Bus Rapid Transit (BRT) on Georgia Avenue (MD-97). Ms. Conklin can be reached at joanna.conklin@montgomerycountymd.gov or at 240-777-7195.
11. Prior to approval of the record plat by MCDPS, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-5800.
12. At the preliminary plan stage, submit a Traffic Impact Study if required by the Planning Department.
13. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curbline.
14. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.

Mr. Matthew Folden
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- 15. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
- 16. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,



Gregory M. Leck, Manager
Development Review Team
Office of Transportation Policy

M:\Subdivision\Deepak\Sketch Plan\Montgomery Village Center\Letter\320170020 Montgomery Village Center-Sketch Plan Letter.docx

cc: Mike Henehan SC/BA Silver Spring Apts, LLC
Brad Fox Bohler Engineering
Robert Harris Lerch, Early & Brewer
Alisa Rosenberg Bozzuto Development
Chris Kabatt Wells and Associates
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Robert Kronenberg M-NCPPC Area 1
Elza Hisel-McCoy M-NCPPC Area 1
Katie Mencarini M-NCPPC Area 1
Venu Nemani MCDOT DTEO
Dewa Salihi MCDOT DTEO
Khursheed Bilgrami MCDOT DTEO
Jeffrey Riese MCDOT DPM
Alexander Deley MCDOT DPM
Patricia Shepherd MCDOT DTE
Matt Johnson MCDOT DTE
Atiq Panjshiri MCDPS RWPR

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Sam Farhadi	MCDPS RWPR
Marie LeBaw	MCDPS FRS
Stacy Coletta	MCDOT DTS
Kwesi Woodroffe	MDSHA District 3
Christopher Conklin	MCDOT OTP
Joanna Conklin	MCDOT RTS
Sandra Brecher	MCDOT OTP
Beth Dennard	MCDOT OTP
Deepak Somarajan	MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

June 19, 2017

Ms. Alisa Rosenberg, Development Manager
Bozzuto Development
6406 Ivy Lane, Suite 700
Greenbelt, Maryland 20770

RE: Sketch Plan No. 320170060
8787 Georgia Avenue
Site Access and Circulation Study

Dear Ms. Rosenberg:

Thank you for your May 12, 2017 Site Access and Circulation Study for the pending Sketch Plan. We have carefully reviewed this supplemental study, submitted in response to comments and questions that you received through the Development Review Committee, within the Department of Transportation.

Based on the information that was included in this study, we cannot – at this time – support approval of the proposed access locations and vehicle movements in the public rights-of-way on Spring Street and Planning Place. We have reached this conclusion based on the following concerns:

1) Sight Distances and 85th Percentile Speed Study

Spring Street is classified as an Arterial Road, while Planning Place is classified as a Business District Road. As noted on the Executive Branch's Sight Distance Evaluation Certification Form, the required visibility is determined using the higher value for the posted speed versus the road classification. Based on these classifications, three hundred twenty-five (325) feet is the required visibility along Spring Street and two hundred (200) feet is needed along the public portion of Planning Place.

Sheet 2 (Sight Distance Exhibit) of the Site Access and Circulation Study appears to show minimum visibilities of two hundred fifty (250) feet along Spring Street and one hundred fifty (150) feet along Planning Place. A Design Exception, approved by this Department, will be necessary to allow a lower visibility requirement along the public portions of either of these roads. We are amenable to accepting lower sight distances requirement(s) if it can be confirmed that visibility needed for the existing 85th percentile speed(s) - during daylight, off-peak hours - is less than that needed for the roadway classification(s). We have not yet agreed to a lesser visibility requirement on either street.

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Located one block west of the Rockville Metro Station

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We note that the existing conditions speed study only analyzed traffic activity on Spring Street. That study is based on average and 85th percentile speed data compiled over a continuous 48-hour period. However, the study did not include the supplemental data to support those conclusions nor did the study analyze those values for one-hour periods during daylight, off-peak hours. As a result, we have not accepted the study's conclusion that the calculated 85th percentile speeds (32 mph westbound and 33 mph eastbound) accurately reflect the speeds during daylight, off-peak hours.

It is not clear to us whether the sight distances shown on Sheet 2 are estimates of anticipated visibilities or the results of actual field measurements. Why did the study not include the County-standard Sight Distance Evaluation Certification Form – signed and sealed by a registered Professional Engineer or Professional Land Surveyor? What is the sight distance looking left from the proposed intersection of Planning Place and Spring Street?

2) Site access locations

We note the study does not provide any delivery frequency data nor truck turning templates for the proposed truck loading docks; this information should be provided at the preliminary plan stage.

Planning Place and Spring Street: The proposed intersection location does not meet the three hundred (300) foot intersection spacing criteria on an Urban Arterial Road now established in Chapter 50 of the County Code. Based on Sheet 1 of this study, it appears the centerline-to-centerline spacing on Spring Street – between its existing intersection with Fairview Road and the proposed intersection with Planning Place – is approximately one hundred and twenty five (125) feet. A Planning Board finding will be needed to allow a lesser separation between these intersections.

We strongly recommend you work with the Planning and Parks Departments to realign Fairview Road to intersect Spring Street directly opposite proposed Planning Place – as mentioned in our comments provided for the March 21, 2017 Development Review Committee meeting. At the preliminary plan stage, this intersection should be evaluated to see if it will meet the warrants to install a traffic signal. If a signal is not warranted, it should be analyzed to determine if a multi-way stop control is appropriate.

Proposed driveway 3 and Spring Street:

We do not support allow this driveway due to the need to remove four existing parking spaces and unnecessary impact on the pending bikeway. The projected turning movements at this location are very low; those few trips can be diverted to use the other driveways proposed on Planning Place.

Proposed driveways along the public portion of Planning Place:

Proposed driveway "R": we accept the proposed configuration and location of the driveways for the parking garage and truck loading docks.

Ms. Alisa Rosenberg
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Existing driveways for the Sheraton Hotel: we note Sheet 2 indicates visibility for vehicles exiting the eastern driveway will be limited by the five parking and two bus spaces proposed on the south side of existing Planning Place. To provide better visibility for exiting vehicles looking left, extend the curb on both sides of the driveway instead of paint stripes.

Proposed driveways along the private portion of Planning Place:

We defer to the Planning Department for the design of the private portion of this road and related access points.

- 3) Other comments on the study – to be addressed at the preliminary plan stage:

Proposed horizontal reverse curve on Planning Place and proposed crosswalk: the plan does not appear to provide centerline data for the proposed reverse curve; you will need to demonstrate the acceptability of your design. We also have concerns about the proposed crosswalk location due to the road geometry.

Terminus of the public portion of Planning Place: we accept and support approval of your proposal to execute [and record] a Declaration of Covenants for Private Roads – as an alternative to providing a traffic circle/cul-de-sac as the eastern terminus of the public portion of this road.

Bikeway issues:

We appreciate the addition of corner islands at locations where traffic will turn right across the bikeway. Adding in these islands with a 15' curb radius maximum will reduce turning speeds, which will lessen the chances of a collision and when one happens will lessen the severity. These are consistent with best practice in separated bike lane design. If necessary to accommodate turning trucks, the 15' radius can be built as a truck apron that can be mounted by trucks.

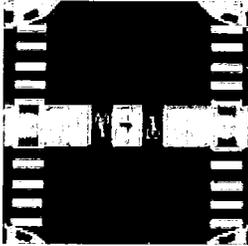
In the area of Spring Street immediately northwest of the proposed intersection with Planning Place extended (where the parking spaces are being removed to accommodate sight distances), painting the buffer will be insufficient to keep people from parking and driving in the space. This area should be reconstructed with physical channelization (perhaps as a bio-swale or raised area) to preclude vehicles from driving/parking within that area.

At the location where the bikeway (Fenton Extended) through the plaza crosses Planning Place, there should be two crosswalks: One (to the west) for pedestrians using the "sidewalk" along Fenton Extended and a bike crossing (to the east) for the bikeway.

More consideration needs to be given to how to terminate/transition the bikeway into a shared roadway on Woodland Drive where it crosses Spring Street. I tend to feel that separate crossings should be provided, with the bikeway lining up for through movement on Woodland Drive (which

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 Page 4

would be consistent with a bike boulevard style treatment). The below image is from NACTO, and I would add green paint to it.



Parking management issues:

If the relocation of Fairview Road (to align opposite proposed Planning Place) is found to infeasible, we support the concept of relocating the existing garage exit to align opposite existing Fairview Road. However, we will require submission of plans that demonstrate vehicle maneuvers and stacking space will function in an acceptable manner.

Please confirm the accuracy of the turning movement projection at our garage's Fenton and Cameron driveway – is it true that only two vehicles were counted exiting at that location during peak hours?

Please coordinate with Mr. Jeremy Souders of our Division of Parking Management at 240-777-8706 for the proposed removal of existing on-street parking spaces and meters.

Thank you for your consideration and future response to these comments. We are available to meet to discuss these remarks in more detail. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,

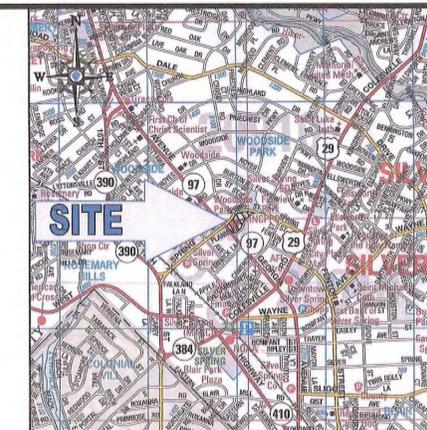
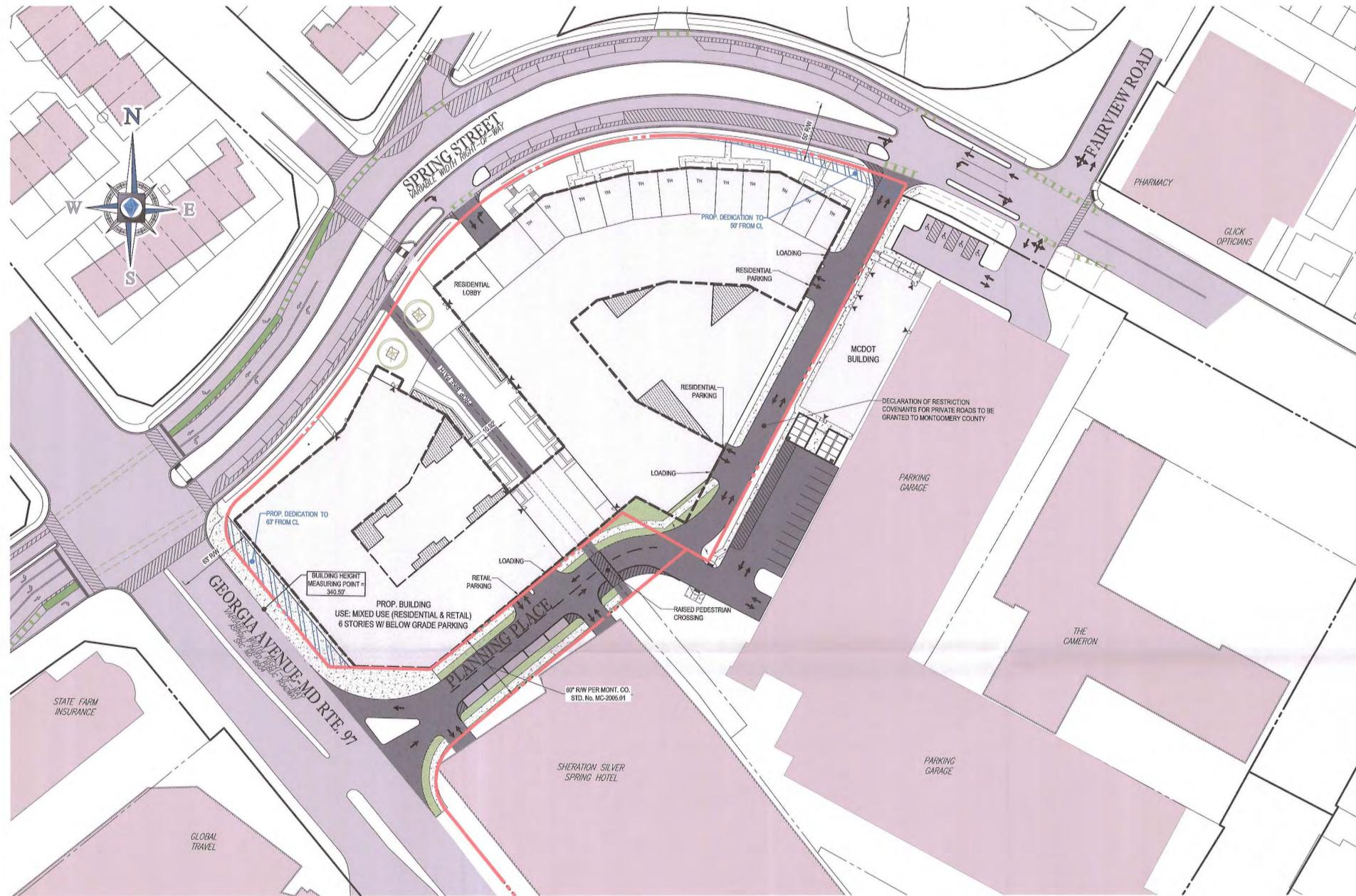
Gregory M. Leck, Manager
 Development Review Team
 Office of Transportation Policy

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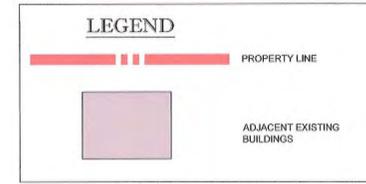
M:\Subdivision\Deepak\Sketch Plan\8787 Georgia Avenue\Letter\MCDOT ltr on 051217 Access & Circ Study

cc: Mike Henehan SC/BA Silver Spring Apts, LLC
Brad Fox Bohler Engineering
Robert Harris Lerch, Early & Brewer
Chris Kabatt Wells and Associates
Matthew Folden M-NCPPC Area 1
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Robert Kronenberg M-NCPPC Area 1
Elza Hisel-McCoy M-NCPPC Area 1
Katie Mencarini M-NCPPC Area 1
Christopher Conklin MCDOT OTP
Venu Nemani MCDOT DTEO
Dewa Salihi MCDOT DTEO
Khursheed Bilgrami MCDOT DTEO
Jeffrey Riese MCDOT DPM
Alexander Deley MCDOT DPM
Patricia Shepherd MCDOT DTE
Matt Johnson MCDOT DTE
Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Marie LeBaw MCDPS FRS
Stacy Coletta MCDOT DTS
Kwesi Woodroffe MDSHA District 3
Deepak Somarajan MCDOT OTP



LOCATION MAP
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 PERMIT USE NO. 30602153-5
 SCALE: 1" = 2000'
 MAP 5286 GRID B04



PROJECT DATA TABLE: (CR-3.0, C-2.0, R-2.75)

	ZONING ORDINANCE DEVELOPMENT STANDARDS	PROPOSED
A. GROSS TRACT AREA		214,921 S.F. (4.29 AC.)
B. LOT AREA		141,111 S.F. (4.93 AC.)
C. MAXIMUM BUILDING HEIGHT	90'	UP TO 90'
D. FLOOR AREA RATIO (FAR) (BUILDING COVERAGE TO GROSS TRACT AREA)**	CR-3.0 (644,763 S.F.) C-2.0 (429,842 S.F.) R-2.75 (581,032 S.F.)	UP TO CR-2.21 (413,821 S.F.) UP TO C-0.16 (50,000 S.F.) UP TO R-2.05 (413,821 S.F.)
E. PUBLIC OPEN SPACE	2 FRONTAGES MIN = 10%	AT LEAST 10%
F. PARKING (ADDITIONAL REDUCTIONS TO MINIMUM PARKING MAY APPLY AND WILL BE DETAILED AT THE TIME OF SITE PLAN)	RESIDENTIAL: MIN. 1 SP/UNIT; MAX 1 SP/STUDIO 1.25 SP/HR; 1.5 SP/2BR RESTAURANT: MIN. 4 SP/1000 SF OR PATRON USE; MAX 12 SP/1000 SF OF PATRON USE RETAIL/SERVICE ESTABLISHMENT: MIN. 3.5 SP/1000 SF GLA; MAX 6 SP/1000 SF GLA	TBD AT SITE PLAN
G. BICYCLE PARKING	RESIDENTIAL: MIN. 0.5 SP/UNIT; MAX 100 SP RESTAURANT: MIN. 1 SP/10,000 SF OF GFA; MAX 10 SP RETAIL/SERVICE ESTABLISHMENT: MIN. 1 SP/10,000 SF OF GFA; MAX 50SP	TBD AT SITE PLAN
H. LOADING	MIN = 1SP	TBD AT SITE PLAN
I. MIN. BUILDING SETBACKS	NA	TBD AT SITE PLAN
J. MODERATELY PRICED DWELLING UNITS	12.5%	12.5%

THE SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT THE MASSING, BUILDING FOOTPRINTS AND GENERAL CIRCULATION SYSTEMS PROPOSED FOR THE DEVELOPMENT IN AN ILLUSTRATIVE MANNER.

BOHLER ENGINEERING
 SITE CIVIL AND CONSULTING ENGINEERING
 LAND SURVEYING PROGRAM MANAGEMENT LANDSCAPE ARCHITECTURE
 SUSTAINABLE DESIGN PERMITTING SERVICES TRANSPORTATION SERVICES
 NEW ENGLAND NEW YORK SOUTH EASTERN PA. CHICAGO IL
 BOSTON MA BEVERLY BEACH FL ATLANTA GA
 NEW YORK NY NEW YORK NY SOUTH FLORIDA
 NEW JERSEY NORTHERN VIRGINIA SOUTH CAROLINA
 TEXAS TEXAS
 THE INFORMATION CONTAINED ON THIS PLAN IS UNOFFICIAL AND DOES NOT CONSTITUTE AN OFFICIAL RECORD OF THE ENGINEERING BOARD OF PROFESSIONAL ENGINEERS

REVISIONS

REV	DATE	COMMENT	BY

NOT APPROVED FOR CONSTRUCTION

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXAMINATORS, DESIGNERS, OR ANY PERSON PREPARING TO DIRECT THE EXERCISE OF PROFESSIONAL SERVICES IN THE STATE OF VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE CALL: 811
 VA: 1-800-245-4640; PA: 1-800-342-1776; DC: 1-800-267-7777; MD: 1-800-552-7091; DE: 1-800-287-7777

8787 GEORGIA AVENUE

FOR

BOZZUTO DEVELOPMENT COMPANY

LOCATION OF SITE
 8787 GEORGIA AVE.
 MONTGOMERY COUNTY
 SILVER SPRING, MD 20910

BOHLER ENGINEERING
 16701 MELFORD BLVD., SUITE 310
 BOWIE, MARYLAND 20715
 Phone: (301) 805-4500
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 MD@BohlerEng.com

M. K. JONES
 PROFESSIONAL ENGINEER
 MARYLAND LICENSE NO. 5880

SHEET TITLE:
SKETCH PLAN
 # 320170060

SHEET NUMBER:
1
 OF 1

RECEIVED
 MAY 19 2017
 Montgomery County
 Planning Department

PROFESSIONAL CERTIFICATION
 I, MATTHEW K. JONES, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DAILY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 38999, EXPIRATION DATE: 3/15/2019