



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

MCPB No. 17-075  
Sketch Plan No. 320170060  
8787 Georgia Avenue  
Date of Hearing: July 24, 2017

SEP 13 2017

**RESOLUTION**

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on February 28, 2017, SC/BA Silver Spring Apartments, LLC ("Applicant"), filed an application for approval of a sketch plan covering a 4.93 acre tract composed of property zoned CR 3.0: C 2.0, R 2.75, H 90T, including a total of 413,821 square feet of development (the "Site"<sup>1</sup>), of which up to 413,821 square feet of residential development and up to 50,000 square feet of non-residential uses will be used to construct a mixed use project on 3.24 acres of CR 3.0: C 1.0, R 2.75, H 90T zoned-land, located at the corner of Spring Street and Georgia Avenue ("Subject Property") in the Silver Spring CBD Sector Plan ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320170060, 8787 Georgia Avenue ("Sketch Plan" or "Application"); 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 July 14, 2017, setting forth its analysis of and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on July 24, 2017, 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

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote as certified below.

<sup>1</sup> The Planning Department Staff report refers to the 4.93 acre area covered by this Sketch Plan as the "Tract."

Approved as to  
Legal Sufficiency:

*Christina Jones* 8/3/17

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NOW, THEREFORE, BE IT RESOLVED that, the Planning Board approves Sketch Plan No. 320170060, 8787 Georgia Avenue, for a maximum of 413,821 square feet of development, including up to 413,821 square feet of residential density and up to 50,000 square feet of non-residential uses, subject to the following binding elements and conditions:<sup>2</sup>

A. **Binding Elements.** The following site development elements shown on the Sketch Plan stamped "Received" by M-NCPCC on May 19, 2017, are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements are illustrative.

B. **Conditions.** This approval is subject to the following conditions:

1. **Density**

The Sketch Plan is limited to a maximum of 413,821 total square feet, including up to 413,821 square feet of residential development and up to 50,000 square feet of non-residential uses. The maximum number of dwelling units and use mix will be determined at Preliminary Plan.

2. **Height**

The development is limited to a maximum height of 90 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. **Incentive Density**

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. and this Sketch Plan is amended. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

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<sup>2</sup> For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

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- a. Major Public Facilities, achieved through expansion of the existing Bikeshare station along the Site's Georgia Avenue frontage or a financial contribution toward expansion of Bikeshare in the Central Business District. This category must be accepted by both the Montgomery County Department of Transportation and the M-NCPPC.
- b. Transit Proximity, achieved through location within ½ mile of the Silver Spring Metro Station;
- c. Connectivity and Mobility, achieved by providing a through-block connection and way-finding;
- d. Quality of Building and Site Design, achieved through exceptional design, public open space, structured parking, a tower step-back, and architectural elevations; and
- e. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

#### 4. Building & Site Design

The Applicant must:

- a. Establish a prominent gateway feature for the building at the Georgia Avenue and Spring Street intersection.
- b. Spring Street Façade
  - i. Reflect the confronting low density residential uses by providing an approximately two- to three-story base of street-facing dwelling units with doors opening on to the Spring Street sidewalk;
  - ii. Step back or design building façade above the base to minimize perceived mass along Spring Street.
  - iii. Embrace Fairview Park by providing a building façade that activates and contributes to the parkland through the use of architectural elements and pedestrian connections.
- c. Through-Block Mews
  - i. Provide a continuous pedestrian and bicycle through-block connection between Fenton Street extended and Woodland Drive;
  - ii. Provide an approximately 15-foot-wide bi-directional separated bicycle lane through the mews;
  - iii. Limit the width of the mews to approximately 45-feet wide, including the separated bicycle lanes, to establish an intimate public space.
  - iv. The buildings on either side of the mews should have a two- to three-story base with activating uses (e.g., resident entries, small retail, or similar uses, as opposed to private gathering, internal amenity, or service uses); upper floors should step back approximately 10 feet to provide adequate light and air; and
  - v. The upper-story building connection "bridge" over the mews should be minimized and have a minimum vertical clearance of

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approximately 35 feet above the mews, and a cross section no greater than approximately 40 feet (i.e., a single-loaded corridor).

5. Streetscape

The Applicant must install the Silver Spring Streetscape Standard, including undergrounding of utilities, along the Site Frontage, including Georgia Avenue, Spring Street, and Planning Place.

6. Building Lot Terminations (BLTs)

Prior to release of any building permit, the Applicant must provide proof of purchase and/or payment for the required BLTs.

7. Moderately Priced Dwelling Units (MPDUs)

The Applicant must provide a minimum of 12.5% of the total units as Moderately Priced Dwelling Units on the Subject Property. The development must provide MPDUs in accordance with Chapter 25A.

8. Final Forest Conservation Plan

- a. The Final Forest Conservation Plan must include the planting of two (2) 4-6" caliper Willow oaks (*Quercus phellos*) or other similarly sized native hardwood shade tree species as approved by Staff on the Subject Property, with 1,000 cubic feet of soil volume per tree for the trees to reach maximum growth at maturity. Final planting location to be determined at Site Plan.
- b. As mitigation for the proposed loss of specimen trees 1, 2, and 3 identified on the Preliminary Forest Conservation Plan (total caliper loss of 200"), the Applicant must plant eighteen (18) 3-inch caliper canopy trees onsite exclusive of plantings on the buildings.
- c. The Applicant must show conceptual tree protection measures for trees #4 and #7.
- d. The Final Forest Conservation Plan must include planting details for tree mitigation for the removal of the variance trees.
- e. The Applicant must provide 0.49 acres of afforestation through offsite mitigation in a forest bank or through payment of the applicable fee-in-lieu.

9. Future Coordination for Preliminary and Site Plan

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan:

- a. Fire and Rescue access and facility details;
- b. Streetscape details;

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- c. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- d. Noise analysis at the time of Preliminary Plan;
- e. The Applicant must explore alternatives to a mid-block entrance into the garage from Spring Street; all vehicular access points should be from Planning Place/ Planning Place Extended.
- f. Further develop circulation and loading strategy shown on the revised Sketch Plan, dated May 19, 2017;
- g. Potential right-of-way abandonment within the area previously truncated at the intersection of Planning Place and Georgia Avenue prior to Preliminary Plan;
- h. Dedication along Georgia Avenue and Spring Street;
- i. Draft Traffic Mitigation Agreement; and
- j. Study minimization of parking to the maximum extent practicable.

BE IT FURTHER RESOLVED that, having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of § 59-7.3.3.E, the Planning Board finds that as conditioned herein the elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan. Specifically, the Planning Board FINDS the Sketch Plan:

1. *meets the objectives, general requirements, and standards of Division 59-4.5;*

The Sketch Plan meets the objectives of Section 59-4.5.1.A quoted below; specifically, the development as approved will:

- a) *Implement the recommendations of applicable master plans.*

Site-Specific Recommendations

The Subject Property is within the portion of the Silver Spring CBD described as "Other Areas of the CBD" and is adjacent to the Georgia Avenue Corridor/ Gateway (Sector Plan, page 72).

Although the Sector Plan did not anticipate redevelopment of the entire M-NCPPC office building site, Map 28 of the Sector Plan showed potential housing on the Site and identified the mid-block connections included as part of the Subject Application. The Sketch Plan, as conditioned, provides a mixed-use, mid-rise residential development with ground-floor retail or other non-residential uses consistent with the Sector Plan recommendations. The Project provides up to 413,821 square feet of

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residential uses (with final unit count and unit mix to be determined at Site Plan) with 12.5% on-site MPDUs and up to 50,000 square feet of non-residential uses.

As conditioned, the Project will improve upon the existing street frontages of Georgia Avenue, Spring Street, and Planning Place, providing an enhanced pedestrian environment. Loading and vehicular access points are proposed primarily from Planning Place, though the Application also seeks approval of a new access point on Spring Street. Although Staff generally supports the access concept for access points along Georgia Avenue and Planning Place, both Planning Staff and MCDOT have reservations about the potential Spring Street access point. Staff does not support an access point on Spring Street at this time with further analysis required at the time of Preliminary Plan.

Although the Sector Plan calls to retain the CBD-1 Zone, the Property was rezoned through the Zoning Ordinance rewrite to CR 3.0, C 2.0, R 2.75, H 90T, effective October 31, 2014. The intent of the CBD-1 zoning was to encourage redevelopment within the CBD by allowing more commercial density in response to the current market (in 2000), but also provide the flexibility for both commercial or residential high-rises, or mixed-use projects. The Project will be a mixed-use, mid-rise residential development with ground-floor non-residential uses under the optional method of development, which satisfies the intent of the CBD-1 Zone and the current CR Zone.

#### Urban Design Recommendations

The Sector Plan provides general urban design recommendations for redevelopment projects in the Silver Spring CBD. The guidelines most applicable to the application site are listed below with analysis immediately following.

- *Create an attractive pedestrian environment by creating a system of short blocks, and defining streets with buildings, open spaces, and streetscaping at a human scale created by street-front retail, frequent doors and windows, architectural detail, and appropriately scaled buildings.*

As submitted, in the Sketch Plan dated May 19, 2017, the building presents an imposing mass along Spring Street and lacks articulation and activation along the mews. As conditioned, the development will create an attractive pedestrian environment defined by well-designed buildings providing pedestrian residential, retail, and service entrances,

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open space connections, and other visual interest. A central landscaped mews will be accessible from the three surrounding streets and will provide a portion of the Silver Spring Separated Bicycle Network. The building height will be stepped-back along Spring Street to provide a transition from the single-family residential neighborhood to the north and the taller commercial and mixed-use buildings in the core.

- *Through urban design treatments, establish streetscapes that emphasize the hierarchy of the circulation system.*

As submitted, in the Sketch Plan dated May 19, 2017, the Project circulation concept creates the potential for conflict points at the intersection of Planning Place extended and a new mid-block access point on Spring Street. As conditioned, the development will provide safe and efficient site access and circulation as Staff recommends all vehicular access points should be from Planning Place. Although streetscape specifications will be finalized at the site plan stage, the Project will include appropriate streetscape elements, including the undergrounding of overhead utility lines.

- *Create formal and informal civic spaces – buildings and open spaces – that add to property values, provide amenity, and improve downtown’s aesthetic appearance.*

As submitted, in the Sketch Plan dated May 19, 2017, the Project lacks a relationship with Fairview Park and does not effectively provide formal and informal gathering spaces due to the mass of the building façade opposite the park. As conditioned, the Project should embrace Fairview Park by providing a building that activates and contributes to the parkland using architectural elements and pedestrian connections. The Project will provide a high quality public open space, in the form of the through-block mews and small parklet along Spring Street, that will upgrade the indoor and outdoor areas of the Project that will facilitate a connection to the broader community. The Project’s public use spaces will enhance the community, enliven the area, and connect to other downtown area uses.

#### General Recommendations

For the general goals of the Sector Plan, the vision for Silver Spring’s future is “to create a development environment that invites revitalization” (page 28). The Sector Plan outlines six themes: transit-oriented downtown, commercial downtown, residential downtown, green downtown, civic

downtown and pedestrian friendly downtown that guide the vision for the Silver Spring CBD, which apply to the Project.

#### *Transit-Oriented Downtown*

The site is situated at the corner of Georgia Avenue and Spring Street: the northern gateway to the CBD. The Sector Plan's transit-oriented downtown theme strives to balance the needs of commuter and local traffic, of walkers and drivers and to maximize the investment in Silver Spring's transit infrastructure. "Creating a transit-oriented community is not only a transportation effort, but also a land use effort" (Sector Plan, page 16). The Sector Plan further states that transportation choices go beyond the car to link local and regional buses, trains, bikes and foot travel. The Property is one ½ mile of the Silver Spring Metro Station and is served well by transit that includes Metro, Metrobus, RideOn, the VanGo Circulator and future Purple Line. As conditioned, the development will create an attractive pedestrian environment defined by well-designed buildings providing pedestrian residential, retail, and service entrances, open space connections, and other visual interest. A central landscaped mews will be accessible from the three surrounding streets and will provide a portion of the Silver Spring Separated Bicycle Network.

#### *Commercial Downtown*

The Sector Plan states "Commercial activity-a mutually supportive mix of office, stores, and other business enterprises-is the defining feature of a successful downtown" (Sector Plan, page 18). The potential for a non-residential component (retail and/or restaurant) on the ground floor at the Georgia Avenue/ Spring Street intersection may provide commercial services for the residents and surrounding neighborhood.

#### *Residential Downtown*

The Sector Plan's residential downtown theme seeks to create a mix of housing choices supported by parks, shopping, cultural, civic and employment uses with transit. "A green and pedestrian friendly downtown will create parks, plazas, and streets of a desirable residential community" (Sector Plan, page 19). The Project will provide up to 413,821 square feet of residential uses (with final unit count and unit mix to be determined at Site Plan) with 12.5% on-site MPDUs and up to 50,000 square feet of non-residential uses.

#### *Green Downtown*

The green downtown theme of the Sector Plan envisions shaded, tree-lined streets and well placed green parks and plazas, creating a comprehensive system of open spaces that provide economic, environmental and aesthetic



benefits throughout downtown. The Sector Plan states “Landscaped plazas are incorporated into building and site design to create visual and physical respite, to create formal and informal gathering places, and to complement street and building design” (Sector Plan, page 23). The streetscape along Georgia Avenue and Spring Street will be upgraded as necessary with street trees, paving, and lighting to improve the pedestrian experience and to interact with their neighbors. The Project is intended to transition the CBD to the residential neighborhoods to the north by lining the base of the project with two- to three-story multi-family dwelling units; function as a gateway into the CBD by providing a focal point at the intersection of Georgia Avenue and Spring Street; and provide a public open space in the form of a mid-block pedestrian/ bicycle connection, the “mews.” The public use space will be strategically located along Spring Street, accessible to residents and open to the public. Staff will continue to work with the Applicant to provide a pedestrian-friendly and inviting space. The public use space (mews) and along the streetscape will enhance the experience of residents and the public when walking along the streets or enjoying the mews. As conditioned, the project will embrace Fairview Park by lining Spring Street with human scale two- to three-story multi-family dwelling units.

#### *Civic Downtown*

The civic downtown theme envisions formal or informal, large or small, public or private civic spaces, where people meet, cross paths and gather (Sector Plan, page 21). As conditioned, the Project will provide a high quality public open space, in the form of the through-block mews and small parklet along Spring Street, providing a unique, public informal civic space.

#### *Pedestrian-Friendly Downtown*

The pedestrian-friendly downtown theme of the Sector Plan encourages the development of active streets and sidewalks, busy with people walking to shop, commute, or for pleasure. The Sector Plan states “An urban area’s greatest economic asset and strongest physical definition comes from its pedestrian environment” (Sector Plan, page 24). The pedestrian-friendly elements in the Sector Plan include:

- Sidewalks sized to accommodate walking traffic with landscaping, edged by buildings, and connecting urban parks, plazas and activities.
- Street crossings promoting safety and access for pedestrians.
- Street definition formed with harmonious proportions of buildings edging the street and sidewalk and the activities created.
- Street patterns to create easy pedestrian connections.
- Urban plazas to provide breaks in the street patterns to attract groups of people.

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- Street furniture to add architectural and streetscape details that contribute visual interest and texture.
- On street parking to buffer pedestrians from moving traffic.
- The scale of buildings and streets in relations to people to create a comfortable urban environment.

Furthermore, in the pedestrian-friendly downtown theme, the Sector Plan states “The design of the pedestrian-scaled environment combines buildings and streets, active sidewalks, and open spaces detailed with street furniture and landscaping to provide a safe, pleasant and interesting environment” (Sector Plan, page 14). The pedestrian-friendly downtown theme recommends creating urban plazas to attract groups of people.

The theme encourages sidewalks and streets scaled to walkers and street crossings should promote safety and access for pedestrians. Proposed improvements to the streetscape and through-block mews will improve the pedestrian experience by creating a safe and attractive pedestrian space.

As conditioned, the Application is consistent with the six themes.

#### Circulation Systems Recommendations

The Sector Plan recommends creating a system of trails and bike routes, implementing streetscape to create a safe and pleasant pedestrian environment to assess, and where appropriate, reuse public parking facilities, and to make circulation improvements to local roads. (Page 93)

As submitted, the Project proposes a new mid-block Spring Street access point that may create a conflict point along Spring Street. Staff does not support vehicular access points along Spring Street and instead recommends that all vehicular access points occur via Planning Place. As conditioned, the Project includes a central pedestrian mews through the Property as a projection of Fenton Street, which will include separated bicycle lanes that will improve pedestrian and bicycle access between the CBD and lower density neighborhoods to the north. In addition to the separated bicycle lanes, the Project proposes a private extension of Planning Place to connect the existing terminus with Spring Street. This street extension will help consolidate access points for the Project and improve internal circulation. The Project will provide streetscape improvements along Georgia Avenue, Spring Street, and Planning Place, which will create an inviting pedestrian environment that will activate the street and support the ground-floor retail included as part of the Project. As conditioned, the Application conforms to the Sector Plan recommendations for Circulation Systems.

**Housing Recommendations**

The housing objective of the Sector Plan is to develop new residential projects to provide housing and encourage maintenance of existing housing, creating Silver Spring as an even more desirable residential market. The recommendations include:

- provide housing choice and market-feasible development options, including apartments and townhouses;
- rezone CBD properties to encourage residential development; and
- convert selected public sector surface parking lots to housing.

The Sector Plan identified the Subject Property as a potential housing site. The Application provides a new mixed-use project with up to 413,821 square feet of residential uses (with final unit count and unit mix to be determined at Site Plan) with 12.5% on-site MPDUs, offering housing opportunities proximate to the numerous transit options of downtown Silver Spring. The Application meets the Sector Plan housing objective.

- b) *Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.*

The Property is currently comprised of an existing government office building and associated surface parking lot. The Project will redevelop the parking lot and existing single-use building on the site with a higher-density mixed-use development with structured parking to maximize residential development within a half mile from the Silver Spring Metro and the future Purple Line. The Project includes ground-floor non-residential uses, upper level residential units, public open space and residential amenity space. The Project meets the objective of this finding.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Project encourages such development by proposing market-rate residential units in a variety of unit types as well as 12.5% MPDUs on-site, offering housing opportunities for a range of incomes proximate to the numerous transit options of downtown Silver Spring. The potential for a non-residential component (retail and/or restaurant) on the ground floor at the Georgia Avenue/ Spring Street intersection may provide commercial services for the residents and surrounding neighborhood, though the Applicant is continuing to evaluate the market demand for non-residential

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uses on the Subject Property. The Project will satisfy the intent of the Commercial/ Residential Zone with or without a non-residential component due to its role as a transition between the Central Business District and residential neighborhood. The Project facilitates all modes of transportation – pedestrian, bicycle, and vehicular, and transit. It will provide wide sidewalks along Georgia Avenue, Spring Street, and Planning Place. The Project does not propose any parking between the building and the street frontages.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Project may provide a mix of uses on-site, including a significant amount of new residential development and, potentially, ground floor retail with a building height of up to 90 feet, as allowed in the CR 3.0, C 2.0, R 2.75, H 90T zone. The specific use mix and project density will be determined at the time of Site Plan review. Adjacent building heights and uses in the CBD, south of the Property, include the Sheraton Hotel with a height of approximately 15-stories. Directly north of the site, across Spring Street, are existing three story single family attached dwelling units.

As currently submitted, the Project lacks step-backs, vertical breaks, and other architectural elements intended to break-down the building massing. As conditioned, the Project is anticipated to enhance the pedestrian experience and soften the height of the building by incorporating low two-to three-story volumes along the Spring Street frontage and provide a step-back above the base to lessen the building's mass across from the residential neighborhood. This design element will create a pedestrian scale and better relate to the surrounding uses.

As conditioned, the Project's building heights are appropriate at this location and ensure compatible relationships with adjoining neighborhoods, and therefore meets the finding.

As an existing condition, the vegetated berm along the north side of Spring Street is the first transitional element between the neighborhood and Subject Property. This transition is further aided by an exceptionally wide public right-of-way (100-feet in width), tree-lined median, and proposed setback from the Subject Property lot line.

- e) *Integrate an appropriate balance of employment and housing opportunities.*

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As conditioned, the Project will help to meet the need for additional housing options in the Central Business District. The mixed-use development will provide more residents to patronize local businesses. Additionally, providing more housing stock in the CBD provides greater opportunities for employment, a fundamental ingredient for the “smart growth” promoted by the previous CBD zones. The Project provides a variety of housing options through provision of both market-rate units and MPDUs on site in an array of unit sizes. In addition, the Project provides non-residential uses such as retail and/or restaurant.

- f) Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit.

- 2. substantially conform with the recommendations of the applicable master plan;*

As discussed earlier in the findings, and as conditioned, the Project provides the diversity of housing, connectivity improvements, and will create an open space that will contribute to master planned pedestrian and bicycle connectivity. The issues that are identified in the conditions of approval must be addressed prior to the Site Plan application. In addition, the Applicant will design the Spring Street façade with articulation in building massing, step-backs, and heights. The Project conforms to the intent and recommendations of the Sector Plan.

- 3. satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

- 4. achieve compatible internal and external relationships between existing and pending nearby development;*

As submitted, the Project lacks elements that contribute to compatible internal and external relationships. Specifically, the Project appears imposing when viewed from the north side of Spring Street and lacks the scale and proportionality necessary along the mews to create an intimate space. As conditioned, the building is compatible in height and scale with nearby existing development. The Project will

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provide a building measuring up to 90 feet in height with massing concentrated along Georgia Avenue and internally toward the south side of the Site to minimize the building's perceived mass when viewed from across Spring Street. The Project will provide adequate open space and setbacks to relate to the surrounding uses and character. Although further refinement of the site layout and building design is necessary at Site Plan, the Project is anticipated to provide an appropriate transition to adjoining neighborhoods as recommended with the urban design goals and guidelines in the Sector Plan. The Project, as conditioned, achieves compatible internal and external relationships between existing and pending nearby development. Staff will work with the Applicant as part of the Site Plan review to ensure a site design that is compatible with surrounding land uses.

5. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

As submitted, the Project adds a new mid-block access point on Spring Street that Staff does not support, however, conditions recommended in this Staff Report are expected to result in satisfactory circulation, parking and loading. The Project proposes an extension of Planning Place to Spring Street that must be coordinated with MCDOT to reconfigure access between the Subject Property and PLD Garage #2. As conditioned, the Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The Project appropriately locates activating pedestrian uses along the Georgia Avenue and north-south mews frontages, including the residential entrances, the public open space, and Silver Spring standard streetscaping. Planning Place on the south side of the Property appropriately functions for vehicular access and loading.

6. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

The Application includes public benefits that address the general incentive and density considerations required by Section 59.4.7.1.B. The public benefits:

- a. Take into consideration "the recommendations of the applicable master plan" by providing the diversity of housing, providing opportunities to retain existing businesses and expanding opportunities for new businesses, and connectivity improvements;
- b. Meet "the CR Zone Incentive Density Implementation Guidelines" by providing the proper calculations and criteria for each public benefit;
- c. Meet "any design guidelines adopted for the applicable master plan area" by providing streetscape improvements along Georgia Avenue, Spring Street, and Planning Place, which will create an inviting pedestrian environment that will activate the street and support the ground-floor retail included as part of the Project;

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- d. Are appropriate for “the size and configuration of the site” by improving the existing configuration of aging existing buildings and providing structured parking;
- e. Adequately address “the relationship of the site to adjacent properties” by designing the building at an appropriate scale for the surroundings with heights that complements the existing character of the area;
- f. Consider “the presence or lack of similar public benefits nearby” through the provision of affordable housing, environmental benefits, pedestrian connections, all of which are currently needed in this area; and
- g. Provide “enhancements beyond the elements listed in an individual public benefit that increase public access to, or enjoyment of, the benefit” which will be developed and assessed during Preliminary and Site Plan reviews.

The Sketch Plan meets the development standards of Section 59-4.5.4, as shown in the following Project Data Table, and description of public benefits.

<b>Project Data Table for the CR3.0 C2.0 R2.75 H90T Zone</b>		
<b>Development Standard Section 59 – 4.5.4</b>	<b>Permitted/Required</b>	<b>Approved</b>
Gross Tract Area	n/a	214,921 sf or 4.93 AC
Net Lot Area		141,112 sf or 3.24 AC
<b>Maximum Density (CR)</b>	<b>644,763 sf (3.0 FAR)</b>	<b>Up to 413,821 sf (1.93 FAR)</b>
<i>Non-residential (C)</i>	429,842 sf (2.0 FAR)	Up to 50,000 sf (0.23 FAR)
<i>Residential (R)</i>	591,032 sf (2.75 FAR)	Up to 413,821 sf (1.93 FAR)
<b>Building Height (feet)<sup>3</sup></b>	90	Up to 90
<b>Minimum Public Open Space (3 Frontages)</b>	10% of Lot Area	15% (21,168 sf)

#### Major Public Facilities

**Bikeshare:** The Applicant requests 4.25 points for expanding the existing bikeshare station at the intersection of Georgia Avenue and Spring Street, along the Site frontage, or contributing to bikeshare within the immediate vicinity. Further

<sup>3</sup> Section 59-4.5.2.C.2 of the Zoning Ordinance, for CR zoned properties designated with a “T”, residential density may be increased above the number following the R on the zoning map in proportion to any MPDU density bonus achieved under Chapter 25A of the County Code for providing more than 12.5% of the residential units as MPDUs, and total density may be increased above the number following the zoning classification on the zoning map by an amount equal to the residential bonus density achieved. No additional MPDUs are proposed as part of the Subject Application, therefore no incentive density is awarded.

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coordination with MCDOT is necessary to determine the means through which public benefits points will be achieved, however, expansion of bikeshare in the Central Business District is appropriate. The Planning Board supports this category at Sketch Plan, however, the Applicant's contribution must meet criteria set forth in the *2015 Commercial/Residential Zones Incentive Density Implementation Guidelines* (CR Guidelines) and be accepted by both MCDOT and M-NCPPC at the time of Site Plan.

#### Transit Proximity

The Property is located within one ½ mile of the Silver Spring Metro Station, which allows the development to be eligible for Level 1 transit as defined in the Zoning Ordinance. The Planning Board supports 30 points as suggested in the CR Guidelines.

#### Connectivity and Mobility

*Through-Block Connection:* The Applicant requests 20 points for providing a through-block pedestrian connection of at least 15-feet in width along the alignment of Fenton Street extended, between Planning Place and Spring Street. This facility is a master planned pedestrian/ bicycle connection and constitutes a portion of the Council endorsed Silver Spring Separated Bicycle Network. Final determination of this category will be made at Site Plan upon review of the final design. The Planning Board supports granting 20 points at this time.

*Way-Finding:* The Applicant requests 5 points for providing wayfinding signs within the Site's public spaces and through the mews. Such wayfinding is envisioned to help orient pedestrians and bicyclists toward transit facilities, trails, paths, parks, other public amenities. Further details will be determined at the time of Site Plan, including coordination with MCDOT's wayfinding for the Silver Spring Separated Bicycle Network. The Planning Board supports granting 5 points in this public benefit category at this time with further details and refinement to be provided at the time of Site Plan.

#### Quality of Building and Site Design

*Exceptional Design:* The Applicant requests 10 points for building or site design that enhances the character of a setting. Per the CR Guidelines, incentive density of 5 points is appropriate for development that meets at least four of the guideline criteria; 10 points are awarded for projects that meet all criteria. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. The Planning Board supports the Applicant's request at this time with further details and refinement to be provided at the time of Site Plan.

*Public Open Space:* The Applicant requests 5 points for providing 15% of the net lot area as public Open Space. A final public open space plan will be required at the



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time of Site Plan and final determination of points will be based on the amount and quality of open space provided at that time. The Planning Board supports this request at this time.

*Structured Parking:* The Applicant requests 13 points for providing on-site parking within a parking structure. The Applicant has provided precedent images demonstrating how exposed façades of the garage will be treated to improve the aesthetic appearance of the building. Details on the façade treatment will be determined at the time of Site Plan. The Planning Board supports the Applicant's request at this time with further details and refinement to be provided at the time of Site Plan.

*Tower Step-Back:* The Applicant requests 10 points for providing a tower step-back above the two- to three-story multi-family dwelling units along Spring Street as a means of breaking-up the building façade as it is viewed from Spring Street. The Planning Board supports the Applicant's request at this time with further details and refinement to be provided at the time of Site Plan.

*Architectural Elevations:* The Applicant requests 15 points for providing a design that is bound by architectural elevations as part of a certified site plan showing elements of the façade. This subcategory was added to the Application after the final May 19, 2017 submittal based on coordination with Planning Staff. This subcategory is appropriate given the importance of the subject site as a transition between the residential area to the north and the higher density CBD to the south. Final determination of points will be based upon architectural drawings submitted with the Site Plan. Staff will continue to work with the Applicant to refine the architectural design. The Planning Board supports 10 points for this benefit at this time.

#### Protection and Enhancement of the Natural Environment

*Building Lot Termination (BLT):* The Applicant requests 6.6 points for the purchase of BLT easements or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5% incentive density floor area. Points are granted by the calculation of BLTs as provided in Section 59.4.7.3.F of the Zoning Ordinance. Based on this calculation, the Planning Board supports 6.6 points for this benefit at this time, with final calculations to be provided at the time of Site Plan.

7. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

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As submitted, the project design is built atop a parking structure that occupies almost the entire site. This will likely be constructed in one phase, but the phasing of the project will be determined at Site Plan.

BE IT FURTHER RESOLVED that at the time of site plan, the Planning Board may approve changes to this Sketch Plan under certain circumstances. If the Applicant proposes to change a condition of approval or binding element, or agrees to a change proposed by another party, the proposed change must satisfy the requirements for approval of a sketch plan and site plan, including Section 59-4.5, Section 59-7.3, and the Sector Plan. If Staff proposes to change a condition of approval or binding element, however, the Board may approve the change if necessary to ensure conformance with Section 59-4.5, Section 59-7.3, or the Sector Plan. In other words, for the Board to approve an Applicant-proposed change of a binding element, it must find consistency with applicable standards; for the Board to approve a modification to a Staff-proposed binding element that the Applicant has not agreed to, the Board must find that the proposed change is necessary to meet the site plan approval standards, including conformance with zoning and Sector Plan requirements.

Alternatively, based on detailed review of a site plan, the Board may find that any element of the approved Sketch Plan, including a binding element, does not meet the requirements of the zone, the Sector Plan, or other findings necessary to approve a site plan, and deny the site plan application.

The Board's review of sketch plans is governed by Section 59-C-7.3.3.E, which provides that "to approve a sketch plan" the Board must find that certain elements of the plan are "appropriate in concept and appropriate for further detailed review at site plan." Because the Board's approval of a sketch plan is in concept only and subject to further detailed review at site plan, it necessarily follows that the Board may find, based on detailed review of a site plan, that any element of a sketch plan does not meet the requirements of the zone, master plan, or other requirements for site plan approval. The Board does not have the authority at the time of sketch plan to predetermine that any element of the Sketch Plan will satisfy all applicable requirements for site plan approval. As a practical matter it would be unwise for it to do so, due to the limited detail contained in a sketch plan and the sketch plan's unlimited validity period. If the Board were unable to require changes to binding elements at the time of site plan to ensure compliance with all code and master plan requirements, the Board might have decided to approve fewer elements of this Sketch Plan as binding.

Although the Board does not have the authority to provide complete certainty about the conditions of approval or binding elements of a sketch plan, this does not mean that the Board should or will require changes to an approved sketch plan without good reason. To do so would be inefficient and unfair to Applicants and community

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members whose expectations about the future shape of development will be formed by what the Board approves in a sketch plan; and

BE IT FURTHER RESOLVED, that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all elements of the plans for Sketch Plan No. 320170060, 8787 Georgia Avenue, stamped received by M-NCPPC on May 19, 2017, are required except as modified herein; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is SEP 13 2017 (which is the date that this Resolution is mailed to all parties of record).

\* \* \* \* \*

**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 Fani-González, seconded by Commissioner Cichy, with Chair Anderson, Vice Chair Dreyfuss, and Commissioners Fani-González and Cichy voting in favor, and Commissioner Patterson abstaining at its regular meeting held on Thursday, September 7, 2017, in Silver Spring, Maryland.

  
\_\_\_\_\_  
Casey Anderson, Chair  
Montgomery County Planning Board



**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 plan<sup>1</sup> 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");<sup>2</sup> 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

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

<sup>2</sup> 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

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 Forest Conservation Plan No. MR2014047  
 8787 Georgia Avenue  
**Page 2**

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:<sup>3</sup>

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.<sup>4</sup>
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.

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<sup>3</sup> 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.

<sup>4</sup> 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.

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## 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

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Forest Conservation Plan No. MR2014047  
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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.*

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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



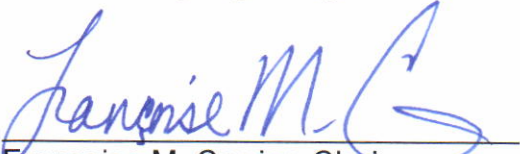
MCPB No. 14-47  
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**Page 6**

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

Resolution No.: 18-1222  
Introduced: September 18, 2018  
Adopted: September 18, 2018

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

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Lead Sponsor: County Council

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**SUBJECT:** DOT Docket Nos. AB761  
Abandonment – Planning Place  
Woodside Park Subdivision, Silver Spring

**Background**

1. By letter dated September 20, 2017 from Lerch Early & Brewer on behalf of its client, SC/BA Silver Spring Apartments, LLC (the “Applicant”), the Applicant requested that the County abandon a portion of the right-of-way for Planning Place in the Woodside Park Subdivision in Silver Spring. The portion of the right-of-way for which abandonment is sought consists of 1,743 square feet as shown on the drawing by Bohler Engineering. It adjoins property under contract to the Applicant.
2. A Public Hearing to consider the abandonment proposal was held on January 23, 2018 by the designee of the County Executive.
3. Verizon did not respond within 60 days and therefore, concurrence is presumed.
4. Washington Suburban Sanitary Commission did not respond within 60 days and therefore, concurrence is presumed.
5. Washington Gas expressed no issues.
6. PEPCO did not respond within 60 days and therefore, concurrence is presumed.
7. The Montgomery County Police Department did not respond within 60 days and therefore, concurrence is presumed.
8. The Montgomery County Fire Marshal voiced no objection.
9. The Montgomery County Planning Board staff recommended approval.

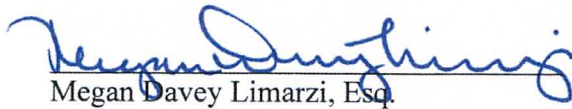
10. The Department of Transportation (DOT) recommended approval with the following conditions: the Applicant must dedicate a portion of Planning Place as shown in an attached drawing by Bohler Engineering for public use to maintain pedestrian connectivity along Planning Place at Georgia Avenue (MD 97).
11. The County Executive recommends approval of the proposed abandonments.

**Action**

The County Council for Montgomery County, Maryland, finds that the subject portion of the Planning Place right-of-way is no longer necessary for public use and pursuant to Section 49-63 of the Montgomery County Code, approves the abandonment subject to the following conditions which must be satisfied at Applicant's sole cost and expense prior to the abandonment becoming effective:

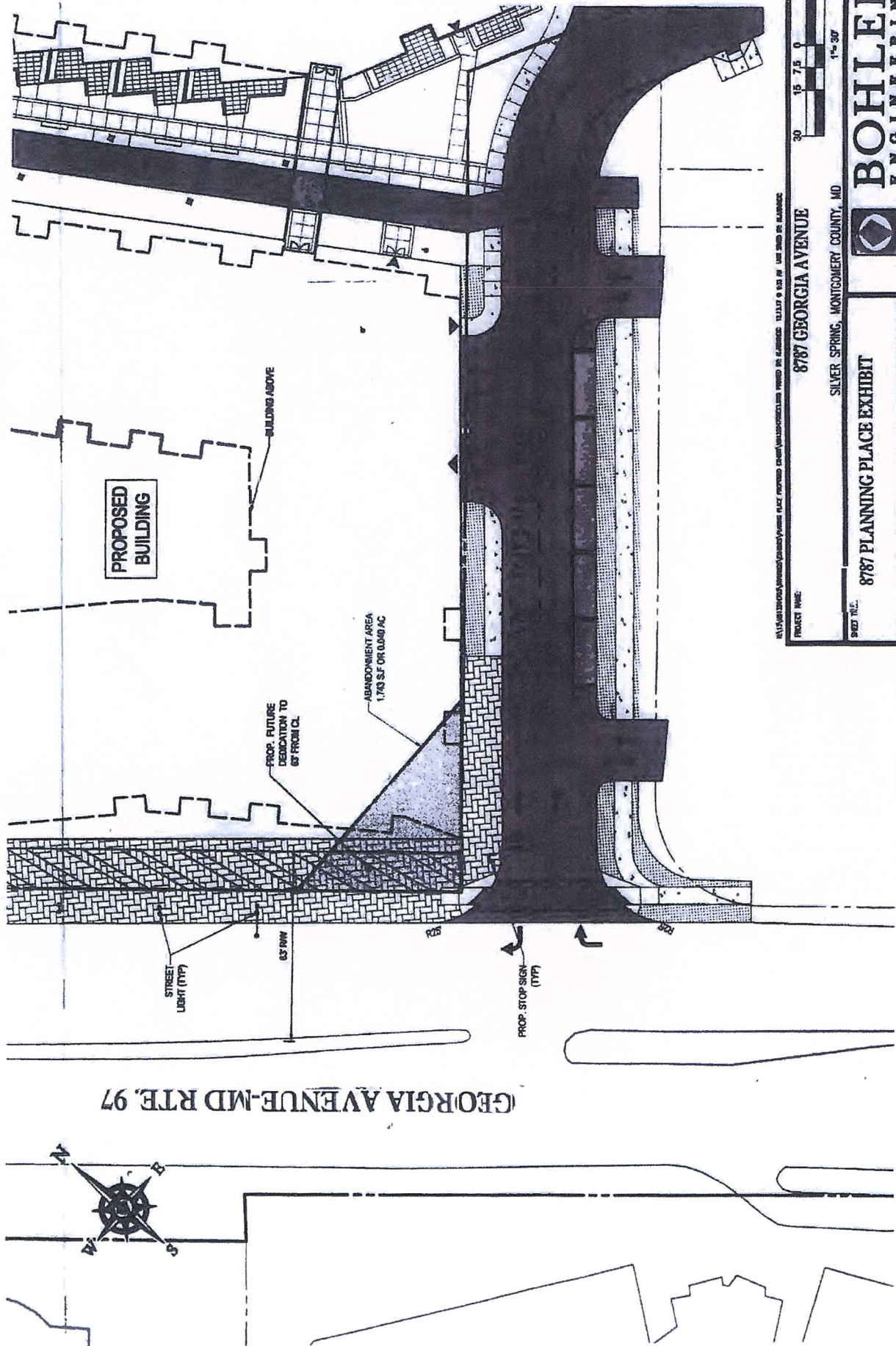
1. Applicant must dedicate a portion of Planning Place as shown in the attached drawing by Bohler Engineering for public use to maintain pedestrian connectivity along Planning Place at Georgia Avenue;
2. Applicant must file a new record plat incorporating the former right-of-way and showing the new dedication;
3. The County Attorney must record among the Land Records of Montgomery County, Maryland, a copy of this Resolution approving the abandonment of the subject area; and
4. Any person aggrieved by the action of the Council for the abandonments may appeal to the Circuit Court within 30 days after the date such action is taken by Council.

This is a correct copy of Council action.



Megan Davey Limarzi, Esq.  
Clerk of the Council

Attachment to Resolution No.: 18-1222



PROJECT NAME: 8787 GEORGIA AVENUE

SILVER SPRING, MONTGOMERY COUNTY, MD

8787 PLANNING PLACE EXHIBIT

SCALE: 1"=30'

DATE: 11/30/17

JOB #: EX1

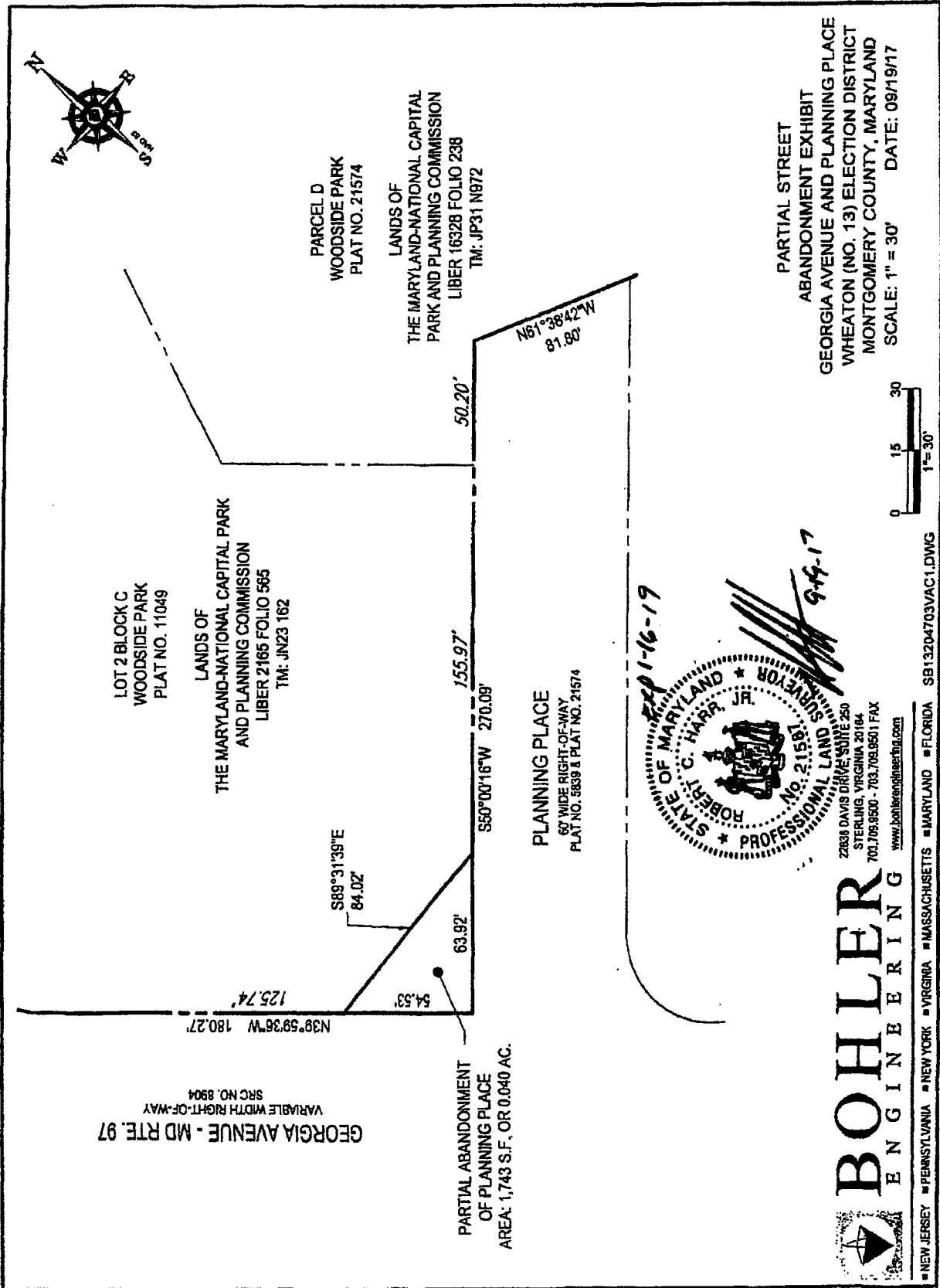
PROJECT NUMBER: 0613004703

BOHLER ENGINEERING

1070 BELFORD BLVD., SUITE 300, ROCKVILLE, MD 20850  
PHONE: (301) 984-4000 FAX: (301) 984-6001

30 15 7.5 0

1"=30'





**Robert R. Harris**  
Attorney  
301-841-3826  
[rrharris@lerchearly.com](mailto:rrharris@lerchearly.com)

September 18, 2018

Mr. Matthew Folden  
Maryland – National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: 8787 Georgia Avenue (Site Plan Number 82018100) – Noise Waiver

Dear Matt:

The purpose of this letter is to request a waiver from the Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development (June, 1983), under Section 2.2.2 of those Guidelines. The proposed project consists of multifamily units fronting on both Georgia Avenue and Spring Street. Transportation noise exists along Georgia Avenue and this project will mitigate the impact of that noise to the extent feasible. First, the construction of the units will use materials to protect the interior of the units from the adverse effects of noise. It is possible that some outdoor balconies will experience noise levels but this is unavoidable and common in urban, multifamily buildings along Georgia Avenue, Wisconsin Avenue and other such arterials. Residents accept some level of exterior noise as part of living in an urban area. The project envisions its outdoor amenity space to be well separated from Georgia Avenue (and buffered by the surrounding building) such that no adverse noise impacts are anticipated there.

Thank you for your consideration.

Cordially yours,

A handwritten signature in blue ink, appearing to read "R. Harris", enclosed in a blue oval.

Robert R. Harris

cc: Mike Henehan  
Ramie Schneider



**BOHLER**<sup>TM</sup>  
ENGINEERING

16701 Melford Boulevard, Suite 310  
Bowie, MD 20715  
PHONE 301.809.4500

October 17, 2018

VIA E-MAIL AND FIRST-CLASS MAIL

Ms. Tina Schneider  
M-NCPPC  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Forest Conservation Tree Variance Request 8787 Georgia Avenue, Silver Spring, MD  
Preliminary Plan 120180100/Forest Conservation Plan No. MR 2014047

Dear Ms. Schneider:

On behalf of the applicant, we are submitting this supplement to the previously approved tree variance request. The previously approved Forest Conservation Plan and variance anticipated greater than a 30% impact on the critical root zones of trees 4 and 7 due to streetscape requirements, pedestrian facilities utilities and circulation improvements. Subsequent to that conclusion, the applicant has worked with MC-DOT regarding additional facilities in the public right-of-way and has refined the plans for the buildings and on-site improvements consistent with planning objectives. In order to meet both of these goals, the critical root zone impact, depicted in the Final Forest Conservation Plan, now includes an impact to 69% of the CRZ for tree number 4 (which includes 32% impact located within the public right-of-way) and 72% of the CRZ for tree 7 (which includes 39% impact located within the public right-of-way.)

Additionally, the proposed facilities in the public right-of-way cause CRZ impacts to trees 60 and 61. Overall impact to the CRZ for tree 60 is 35% (which includes 33.2% of impact within the public right-of-way) and 14.6% impact to tree 61, all of which is within the public right-of-way, the CRZ does not extend to the site. These public right-of-way impacts are to provide the separated bike lane along Spring Street and relocate the bike and pedestrian median connection to align with Woodland Drive.

Given that the impact within the right-of-way for each tree is primarily at or near the surface of the ground, the applicant will use reasonable efforts to preserve these trees but, as requested in the original tree variance, requires approval of a variance for impacting the critical root zone by greater than 30%. Based on recent coordination with M-NCPPC Staff, due to the ailing nature of tree 7 and the over 70% of CRZ impact to tree 7, the variance is also amended to identify tree 7 as a tree that will be removed. Tree 4, still proposed to be preserved via reasonable efforts, will be protected by tree protection fence, tree protection boards, and root pruning. Installation of protection measures will be coordinated with a professional M-NCPPC arborist. As previously stated, the portions of the CRZ impacts are at or near the surface of the ground and reasonable efforts will be used to preserve tree 4.

The specific rationale in support of the request for this variance is as follows:

1. The requested tree variance is necessary for implementation of this redevelopment project consistent with the existing Sketch Plan approval for it and overall planning principles for the site. There is no forest on the subject property nor are there any environmental buffers. The

- conditions related to this request are the unavoidable consequence of the development process under the zoning. Not granting the variance is an unwarranted hardship. The four subject trees are impacted by proposed sidewalk, bikeways, pedestrian facilities and necessary location of buildings to meet planning objectives.
2. The requested variance is based on development plans that are consistent with the zoning approved through the County planning process, not conditions or circumstances resulting from actions by the applicant. The variance trees are impacted by the proposed redevelopment for which a Sketch Plan has been approved and Preliminary and Site Plans have been submitted. Strict protection of the variance trees would deprive the applicant from making significant changes to the site and complying with planning objectives. The removal of tree 7 and the impacts to trees 60 and 61 are required to implement the separated bike lane specified by the proposed Bicycle Master Plan. There are no conditions relating to land or building use, either permitted or non-conforming, on a neighboring property that have played a role in the need for this variance.
  3. The site is located in a dense urban area that was developed before modern stormwater management regulations were enacted and no stormwater management is currently provided on the site in the existing condition. The stormwater management plan incorporates environmental site design. The specimen trees being impacted are not in a stream valley buffer, wetland or special protection area. The plan provides stormwater treatment to the MEP of the project site. Therefore, granting the variance with respect to these two trees will not result in any violation of state water quality standards or degradation of water quality.

Minimum criteria for the granting of a variance (pursuant to Section 22A-21(d)) remain the same as the original variance request dated April 25, 2014, hereby enclosed with this supplement for reference.

Upon your review, should you have any questions or require additional information, please do not hesitate to contact this office at (301) 809-4500. Thank you.

Sincerely,  
Bohler Engineering VA, LLC



Bradford Fox, P.E.

cc: Matthew K. Jones, P.E., Bohler Engineering (w/o Enc)

BF/kd

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**Sequence of Events for Properties Required to Comply With Forest Conservation Plans, Exemptions from Submitting Forest Conservation Plans, and Tree Save Plans**

The property owner is responsible for ensuring all tree protection measures are performed in accordance with the approved final forest conservation plan or tree save plan, and as modified in the field by a Planning Department Forest Conservation Inspector. The measures must meet or exceed the most recent standards published by the American National Standards Institute (ANSI A300).

**Pre-Construction**

- An on-site pre-construction meeting is required after the limits of disturbance have been staked and flagged and before any land disturbance.
- The property owner must arrange for the meeting and following people **should** must participate at the pre-construction meeting: the property owner or their representative, construction superintendent, International Society of Arboriculture (ISA) certified arborist/Maryland Licensed Tree Expert (representing owner) that will implement the tree protection measures, The Planning Department Forest Conservation Inspector, and Montgomery County Department of Permitting Services (DPS) Sediment Control Inspector. The purpose of this meeting is to verify the limits of disturbance and discuss specific tree protection and tree care measures shown on the approved plan. No land disturbance shall begin before tree protection and stress-reduction measures have been implemented and approved by the Planning Department's Forest Conservation Inspector.
  - Typical tree protection devices include:
    - Chain link fence (four feet high)
    - Super silt fence with wire strung between the support poles (minimum 4 feet high) with high visibility flagging.
    - 14 gauge, 2 inch x 4 inch welded wire fencing supported by steel T-bar posts (minimum 4 feet high) with high visibility flagging.
  - Typical stress reduction measures may include, but are not limited to:
    - Root pruning with a root cutter or vibratory plow designed for that purpose. Trenchers are not allowed, unless approved by the Forest Conservation Inspector
    - Crown Reduction or pruning
    - Watering
    - Fertilizing
    - Vertical mulching
    - Root aeration systems
 Measures not specified on the Forest Conservation Plan may be required as determined by the Forest Conservation Inspector in coordination with the property owner's arborist.
- A Maryland Licensed Tree expert must perform, or directly supervise, the implementation of all stress reduction measures. Documentation of the process (including photographs) may be required by the Forest Conservation Inspector, and will be determined at the pre-construction meeting.
- Temporary tree protection devices must be installed per the approved Forest Conservation Plan, Exemption Plan, or Tree Save Plan and prior to any land disturbance. The Forest Conservation Inspector, in coordination with the DPS Sediment Control Inspector, may make field adjustments to increase the survivability of trees and forest shown as saved on the approved plan.
- Tree protection fencing must be installed and maintained by the property owner for the duration of construction project and must not be altered without prior approval from the Forest Conservation Inspector. All construction activity within protected tree and forest areas is prohibited. This includes the following activities:
  - Parking or driving of equipment, machinery or vehicles of any type.
  - Storage of any construction materials, equipment, stockpiling, fill, debris, etc.
  - Dumping of any chemicals (i.e., paint thinner), mortar or concrete remainder, trash, garbage, or debris of any kind.
  - Felling of trees into a protected area.
  - Trenching or grading for utilities, irrigation, drainage, etc.
- Forest and tree protection signs must be installed as required by the Forest Conservation Inspector. The signs must be waterproof and wording provided in both English and Spanish.

**During Construction**

- Periodic inspections will be made by the Forest Conservation Inspector. Corrections and repairs to tree protection devices must be completed within the timeframe given by the Inspector.
- The property owner must immediately notify the Forest Conservation Inspector of any damage to trees, forests, understory, ground cover, and any other undisturbed areas shown on the approved plan. Remedial actions, and the relative timeframes to restore these areas, will be determined by the Forest Conservation Inspector.

**Post-Construction**

- After construction is completed, but before tree protection devices have been removed, the property owner must request a final inspection with the Forest Conservation Inspector. At the final inspection, the Forest Conservation Inspector may require additional corrective measures, which may include:
  - Removal, and possible replacement, of dead, dying, or hazardous trees
  - Pruning of dead or declining limbs
  - Soil aeration
  - Fertilization
  - Watering
  - Wound repair
- After the final inspection and completion of all corrective measures the Forest Conservation Inspector will request all temporary tree and forest protection devices be removed from the site. Removal of tree protection devices that also operate for erosion and sediment control must be coordinated with both DPS and the Forest Conservation Inspector and cannot be removed without permission of the Forest Conservation Inspector. No additional grading, sodding, or burial may take place after the tree protection fencing is removed.
- Long-term protection measures, including permanent signage, must be installed per the approved plan. Installation will occur at the appropriate time during the construction project. Refer to the approved plan drawing for the long-term protection measures to be installed.

**INSPECTIONS**

All field inspections must be requested by the applicant. Inspections must be conducted as follows:

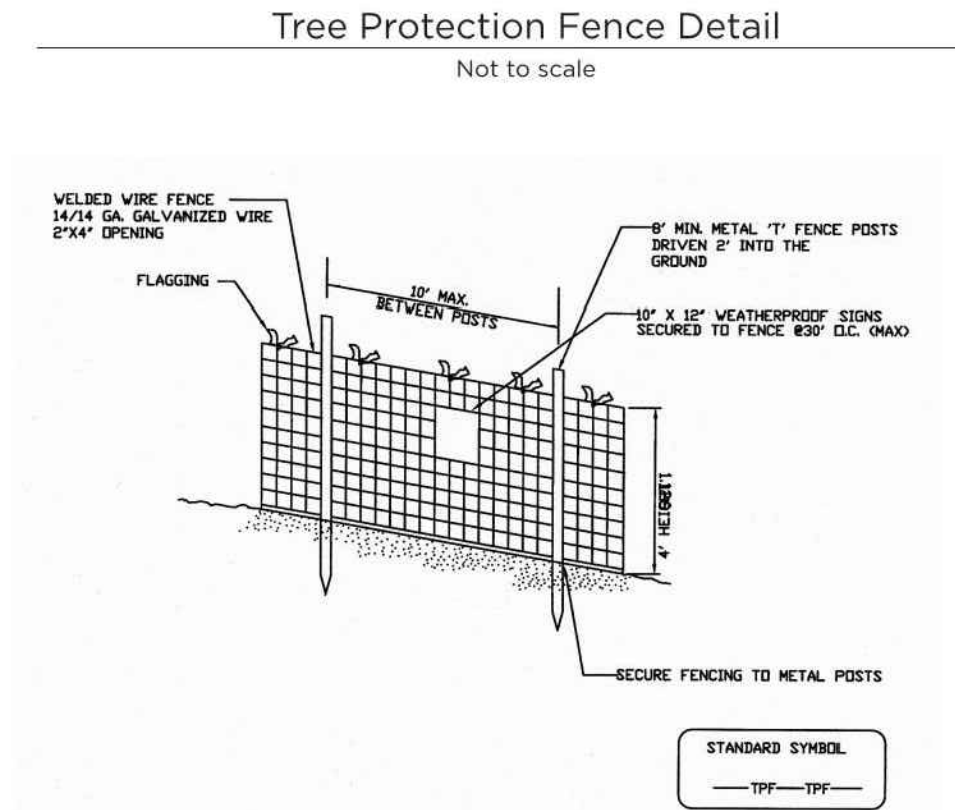
**Tree Save Plans and Forest Conservation Plans without Planting Requirements**

- After the limits of disturbance have been staked and flagged, but before any clearing or grading begins
- After necessary stress reduction measures have been completed and protection measures have been installed, but before any clearing and grading begin.
- After completion of all construction activities, but before removal of tree protection fencing, to determine the level of compliance with the provision of the forest conservation.

**Additional Requirements for Plans with Planting Requirements**

- Before the start of any required reforestation and afforestation planting
  - After the required reforestation and afforestation planting has been completed to verify that the planting is acceptable and prior to the start the maintenance period.
  - At the end of the maintenance period to determine the level of compliance with the provisions of the planting plan, and if appropriate, release of the performance bond.
7. Maintenance period to be two years for all on site mitigation plantings.

M-NCP&PC INSPECTION SCHEDULE		
M-NCP&PC APPROVAL SIGNATURE	DATE	TASK PERFORMED
		LIMITS OF DISTURBANCE STAKED AND FLAGGED
		STRESS REDUCTION AND PROTECTION MEASURES INSTALLED
		COMPLETION OF CONSTRUCTION ACTIVITIES



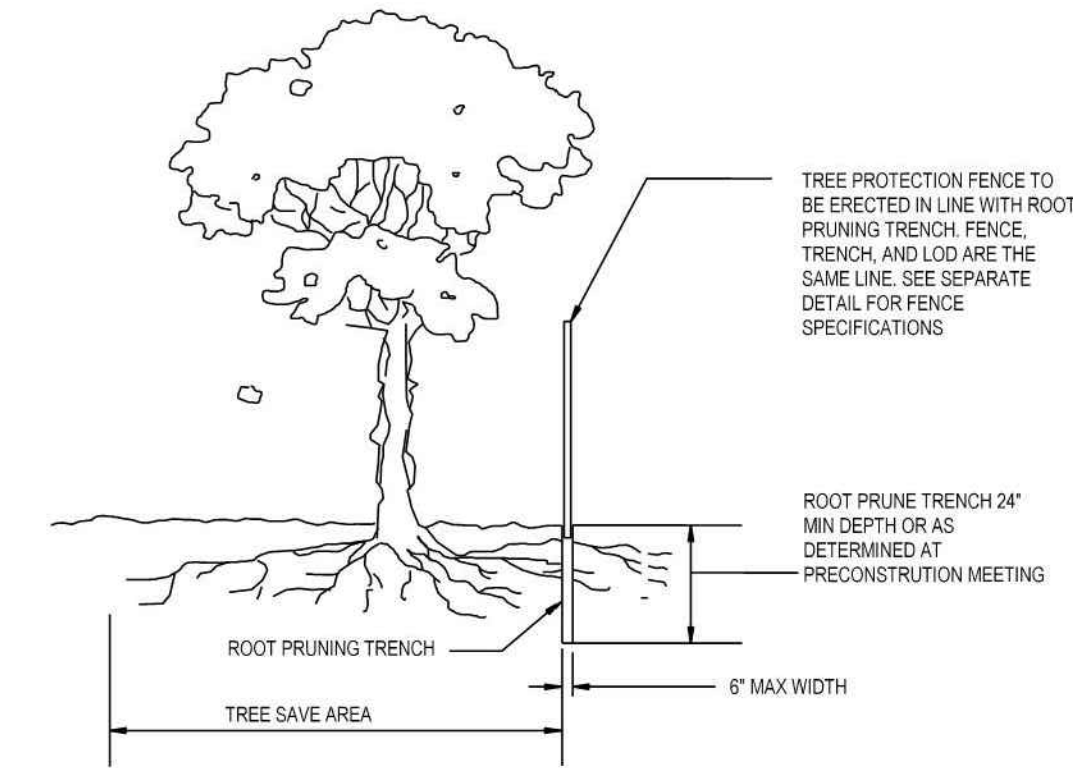
**NOTES**

- Practice may be combined with sediment control fencing.
- Location and limits of fencing should be coordinated in field with arborist.
- Boundaries of protection area should be staked prior to installing protective device.
- Root damage should be avoided.
- Protection signage is required.
- Fencing shall be maintained throughout construction.

Montgomery County Planning Department • M-NCP&PC  
MontgomeryPlanning.org



STANDARD M-NCP&PC TREE PROTECTION SIGN FOR SPECIMEN TREES



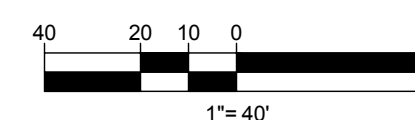
**NOTES:**

- RETENTION AREAS WILL BE SET AS PART OF THE REVIEW PROCESS AND PRECONSTRUCTION MEETING.
- BOUNDARIES OF RETENTION AREAS MUST BE STAKED AT THE PRECONSTRUCTION MEETING AND FLAGGED PRIOR TO TRENCHING.
- EXACT LOCATION OF TRENCH SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FOREST CONSERVATION (FC) INSPECTOR.
- TRENCH SHOULD BE IMMEDIATELY BACKFILLED WITH EXCAVATED SOIL OR OTHER ORGANIC SOIL AS SPECIFIED PER PLAN OR BY THE FC INSPECTOR.
- ROOTS SHALL BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE EQUIPMENT.
- ALL PRUNING MUST BE EXECUTED WITH LOD SHOWN ON PLANS OR AS AUTHORIZED IN WRITING BY THE FC INSPECTOR.

**ROOT PRUNING DETAIL**

NTS

<b>Developer's Certificate</b>	
The Undersigned agrees to execute all the features of the Site Plan Approval No. <b>820180100</b> including Approval Conditions, Development Program, and Certified Site Plan.	
Developer: <b>SC/BA SILVER SPRING APARTMENTS, LLC</b>	Company: <b>RAMIE SCHNEIDER</b>
Address: <b>6406 IVY LANE - SUITE 700 GREENBELT, MD 20770</b>	
Phone: <b>301.248.1433</b>	
Signature: _____	



**BOHLER ENGINEERING**

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LAND SURVEYING • PROGRAM MANAGER • TRANSPORTATION SERVICES  
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 ◆ TAMPA, FL  
 ◆ ATLANTA, GA  
 ◆ RALEIGH, NC  
 ◆ DALLAS - FT. WORTH, TX  
 ◆ CENTRAL VIRGINIA

REVISIONS			
REV	DATE	COMMENT	BY
1	08/24/18	FOR FINAL APPROVAL	ALJ
2	10/15/18	PER MNCPPC COMMENTS	LJN

**NOT APPROVED FOR CONSTRUCTION**

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE OF VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE CALL: 811 (NY 1-800-368-6848) (PA 1-800-242-1776) (DC 1-800-287-7777) (VA 1-800-552-7071) (MD 1-800-257-7777) (DE 1-800-282-8559)

PROJECT No.: MB13204703  
DRAWN BY: AK  
CHECKED BY: RK  
DATE: 02/20/18  
SCALE: AS SHOWN  
CAD I.D.: FC2

PROJECT: **8787 GEORGIA AVENUE**

FOR

**SC/BA SILVER SPRING APARTMENTS, LLC.**

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

**BOHLER ENGINEERING**

**16701 MELFORD BLVD., SUITE 310 BOWIE, MARYLAND 20715**  
Phone: (301) 809-4500  
Fax: (301) 809-4501  
**MD@BohlerEng.com**

WETLAND STUDIES AND SOLUTIONS, LLC  
1131 BENFIELD BOULEVARD, SUITE L MILLERSVILLE, MARYLAND 21108  
PHONE: (410) 672-5990  
FAX: (410) 672-5993  
PLAN PREPARED BY:  
KENNETH R. WALLIS  
QUALIFIED PROFESSIONAL  
COMAR 08.19.06.01

SHEET TITLE:  
**FINAL FOREST CONSERVATION PLAN**

SHEET NUMBER:  
**2**

REVISION 2



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett  
County Executive

Diane R. Schwartz Jones  
Director

October 17, 2018

Mr. Bradford L. Fox, P.E.  
Bohler Engineering  
16701 Melford Blvd, Suite 310  
Bowie, MD 20715

Re: **COMBINED STORMWATER MANAGEMENT  
CONCEPT/SITE DEVELOPMENT  
STORMWATER MANAGEMENT PLAN** for  
8787 Georgia Avenue  
Preliminary Plan #: 120180100  
SM File #: 283621  
Tract Size/Zone: 3.24 Ac./CR  
Total Concept Area: 4.14 Ac.  
Lots/Block: 2/C  
Watershed: Sligo Creek

Dear Mr. Fox:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESDv using micro-bioretenention planter boxes and with Modular Wetland System-Linear device, a proprietary water quality unit.

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

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Landscaping in areas located within the stormwater management easement which are shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
5. Use the latest MCDPS design standards at the time of plan submittal.
6. The MWS-Linear units in the Right of Way must use either HDPE pipe or concrete pipe, which is preferred for storage. Pipes must be water tight.
7. Provide easements and covenants for all stormwater management devices not in the right of way.



255 Rockville Pike, 2<sup>nd</sup> Floor, Rockville, Maryland 20850 | 240-777-0311  
[www.montgomerycountymd.gov/permittingservices](http://www.montgomerycountymd.gov/permittingservices)

Mr. Bradford L. Fox, P.E.  
October 17, 2018  
Page 2 of 2

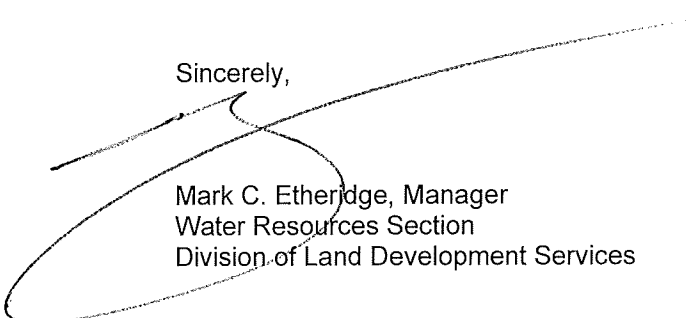
8. The MWS-Linear Units must be flow split to.
9. The micro-bioretenion planter boxes should not be larger than 110% of the maximum allowed volume.

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

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

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6332.

Sincerely,



Mark C. Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

MCE: CN283621 8787 Georgia Avenue.DWK

cc: N. Braunstein  
SM File # 283621

ESD: Required/Provided 23758 cf / 23898 cf  
PE: Target/Achieved: 1.80"/1.81"  
STRUCTURAL: 0.00 cf  
WAIVED: 0.00 ac.



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**Department of Permitting Services  
Fire Department Access and Water Supply Comments**

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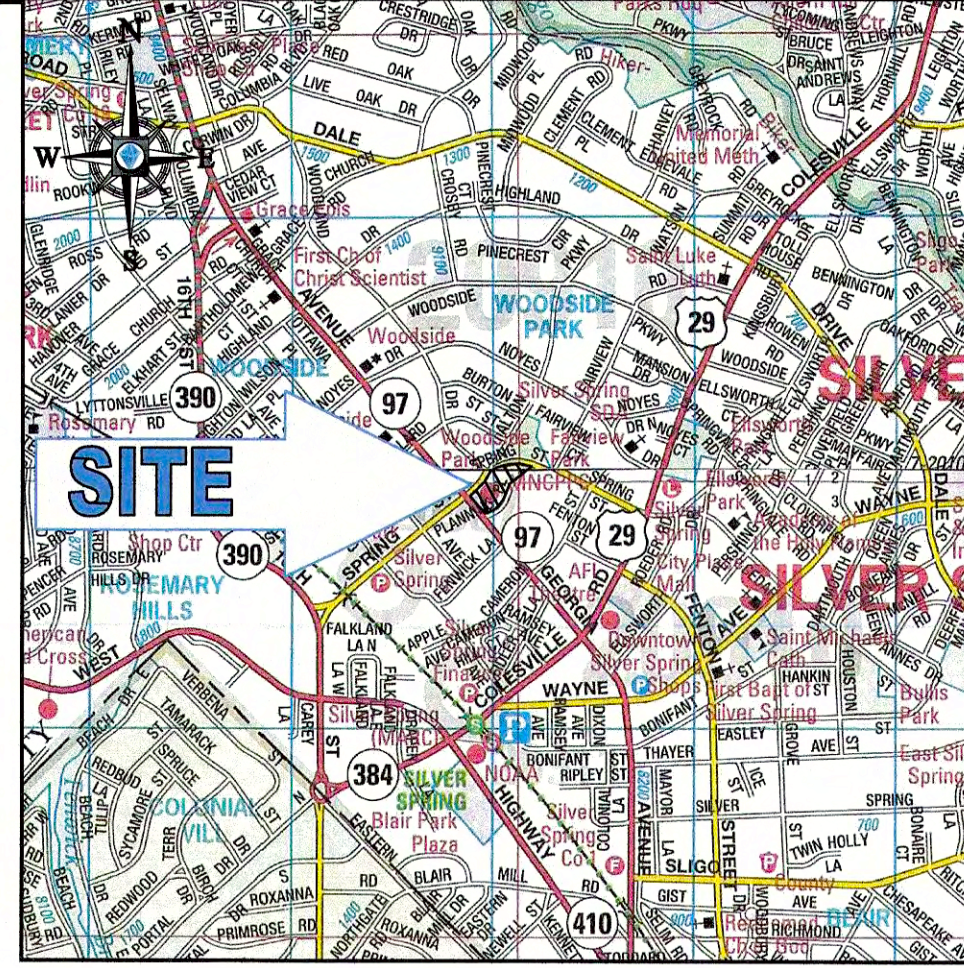
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**DATE:** 27-Sep-18  
**TO:** Bradford Fox - bfox@bohlereng.com  
Bohler Engineering  
**FROM:** Marie LaBaw  
**RE:** 8787 Georgia Ave  
820180100 120180100

---

**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **27-Sep-18** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



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

**BOHLER ENGINEERING**

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LAND SURVEYING PROGRAM MANAGEMENT LANDSCAPE ARCHITECTURE  
SUSTAINABLE DESIGN PERMITTING SERVICES TRANSPORTATION SERVICES

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MEMPHIS, TN  
NEW YORK, NY  
PHILADELPHIA, PA  
RICHMOND, VA  
SOUTH BEND, IN  
SOUTH FORT WORTH, TX  
SOUTH LAKESIDE, OH  
WASHINGTON, DC

REVISIONS

REV	DATE	COMMENT	BY
1	05/25/18	DRC REVISIONS	ALJ
2	09/26/18	FOR FINAL APPROVAL	IBG

**NOT APPROVED FOR CONSTRUCTION**

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE IN VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE: CALL: 811  
(VA: 1-800-245-4846) (PA: 1-800-242-1776) (DC: 1-800-257-7777) (VA: 1-800-652-7001) (MD: 1-800-527-1772) (DE: 1-800-292-8555)

PROJECT No.: MB13204703  
DRAWN BY: ALJ  
CHECKED BY: BF  
DATE: 02/09/18  
SCALE: AS SHOWN  
CAD ID.: FDG

PROJECT: 8787  
**GEORGIA AVENUE**

FOR

**SC/BA SILVER SPRING APARTMENTS, LLC.**

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

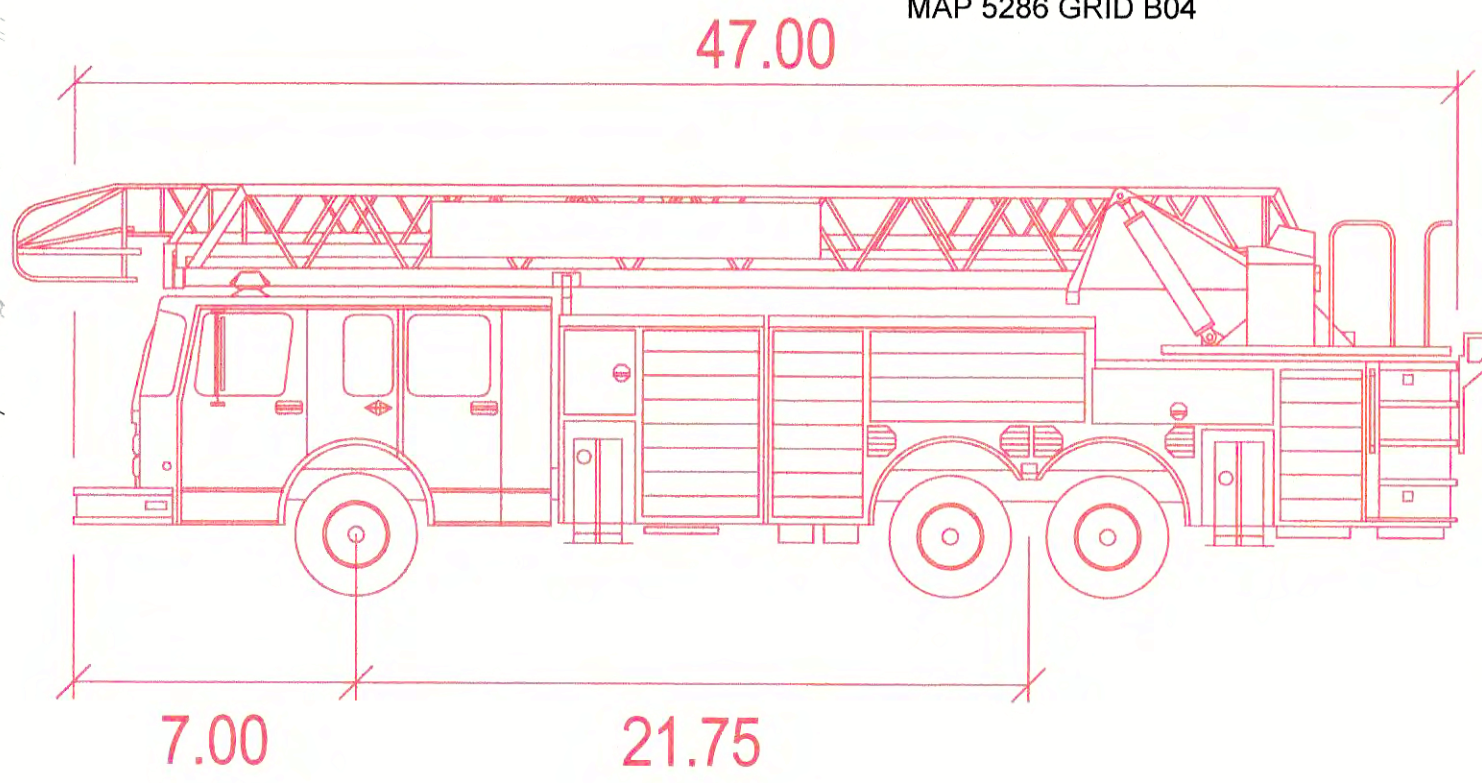
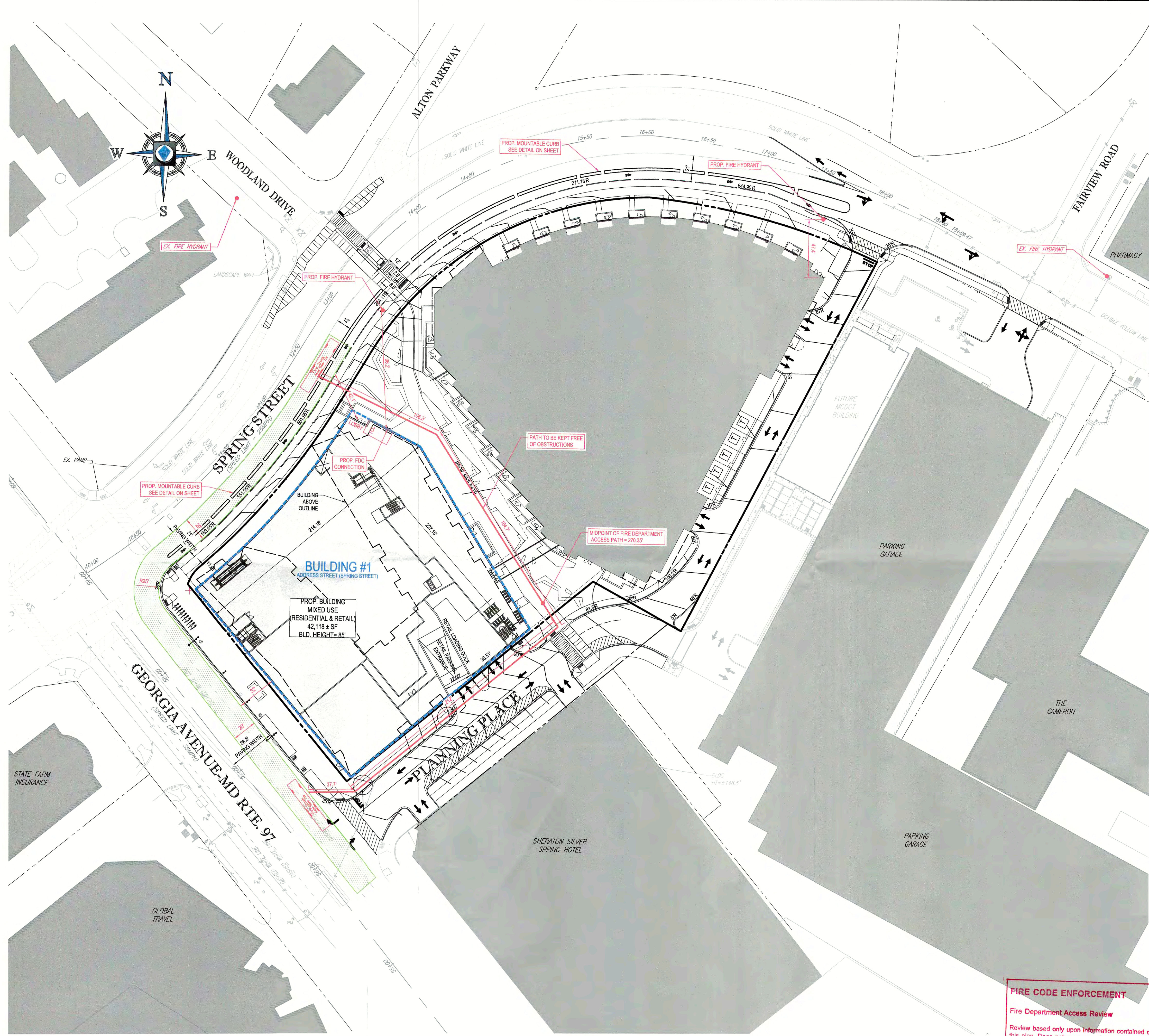
**BOHLER ENGINEERING**

16701 MELFORD BLVD., SUITE 310  
BOWIE, MARYLAND 20715  
Phone: (301) 809-4500  
Fax: (301) 809-4501  
MD@BohlerEng.com

**B. J. FOX**  
PROFESSIONAL ENGINEER  
9/26/18

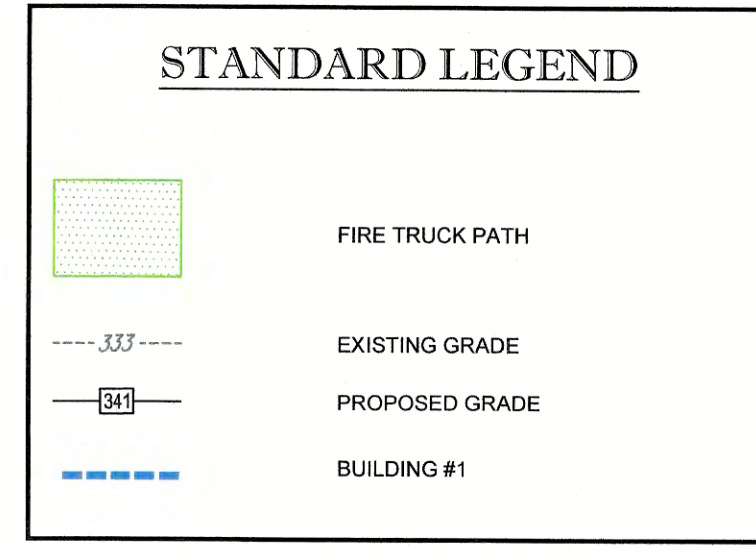
SHEET TITLE:  
**BUILDING #1  
FIRE  
DEPARTMENT  
ACCESS PLAN**

SHEET NUMBER:  
**1**



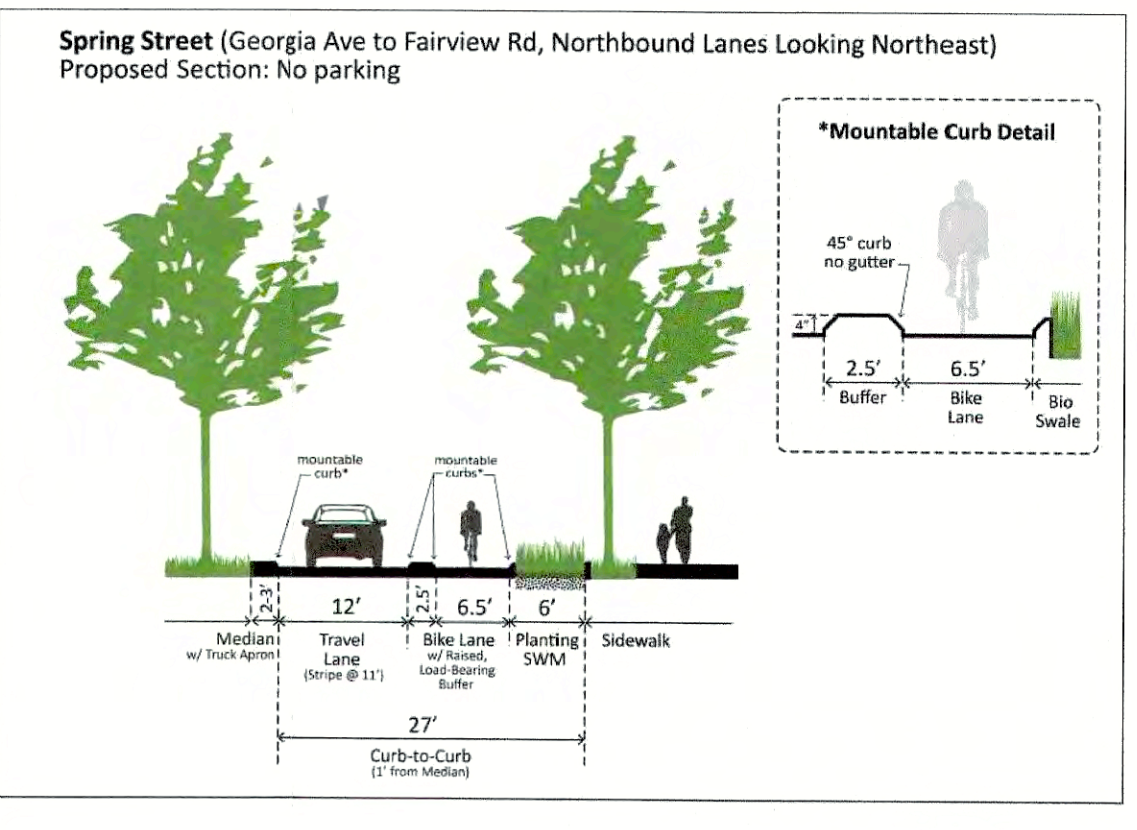
### Aerial Tower 729

- Track : 8.25 feet
- Lock to Lock Time : 6.0
- Steering Angle : 33.2



### REFERENCES:

- TOPOGRAPHY AND EXISTING FEATURES OBTAINED FROM BOUNDARY & TOPOGRAPHIC SURVEY TITLED "THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION" BY BOHLER ENGINEERING, DATED 04/23/14.
- TOPOGRAPHY AND EXISTING FEATURES OBTAINED FROM MONTGOMERY COUNTY PLANNING DEPARTMENT GIS DATA DATED: 11/17/14, 08/11/14, 03/12/16.
- SPRING STREET SITE FEATURES OBTAINED FROM PLAN PREPARED BY MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION DATED: 12/18/2016.

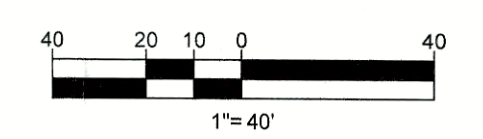


**FIRE CODE ENFORCEMENT**

Fire Department Access Review

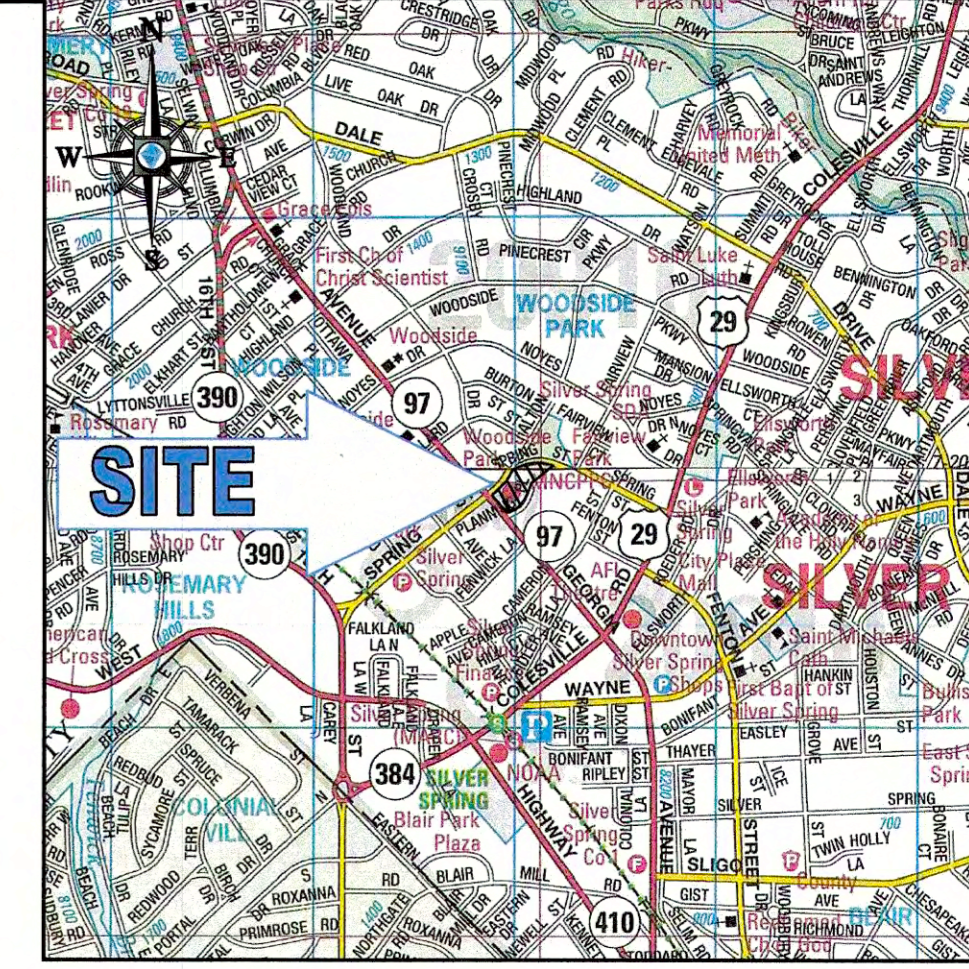
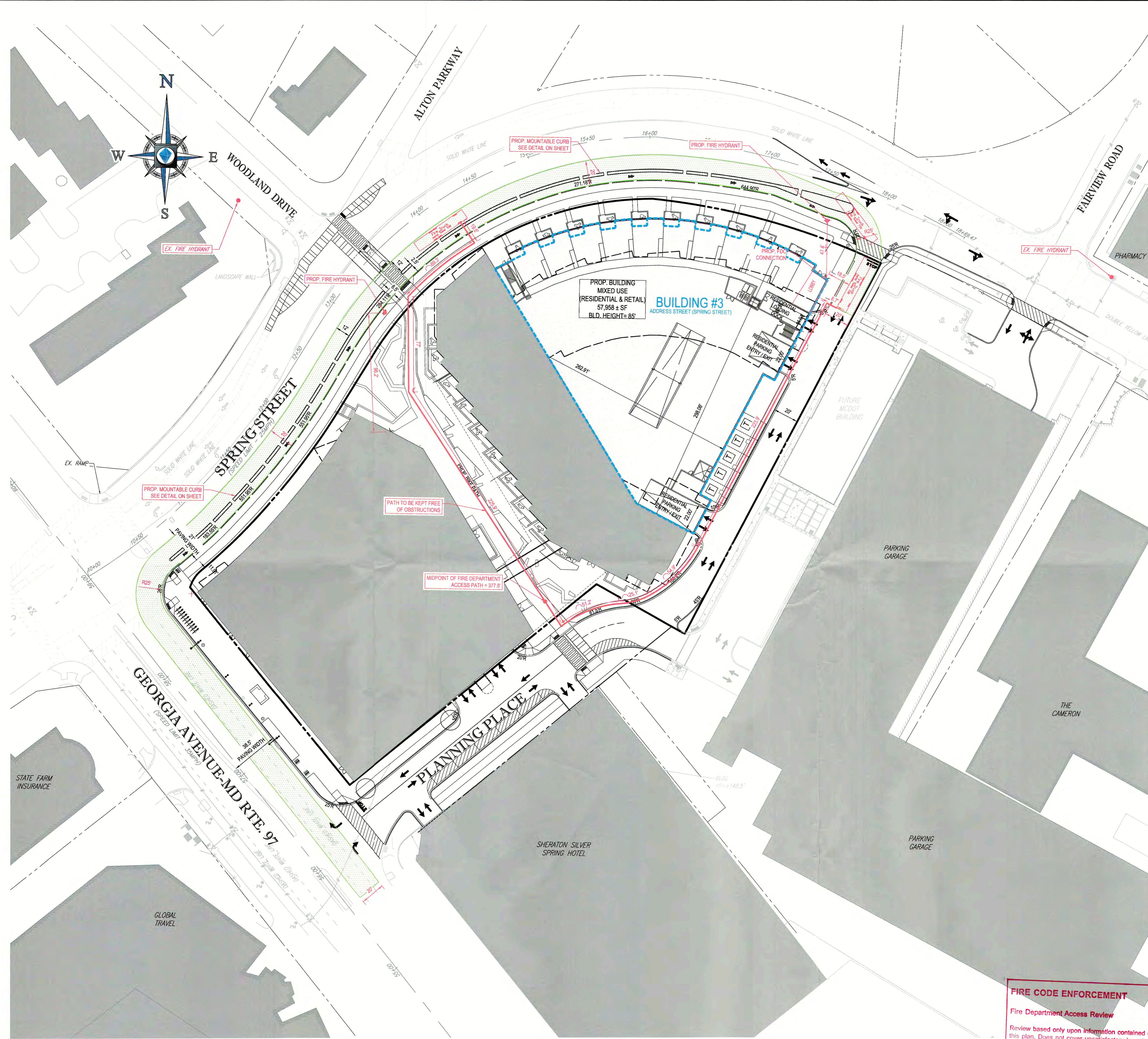
Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.

7/27/2018  
BY: SML FM: 93 DATE:

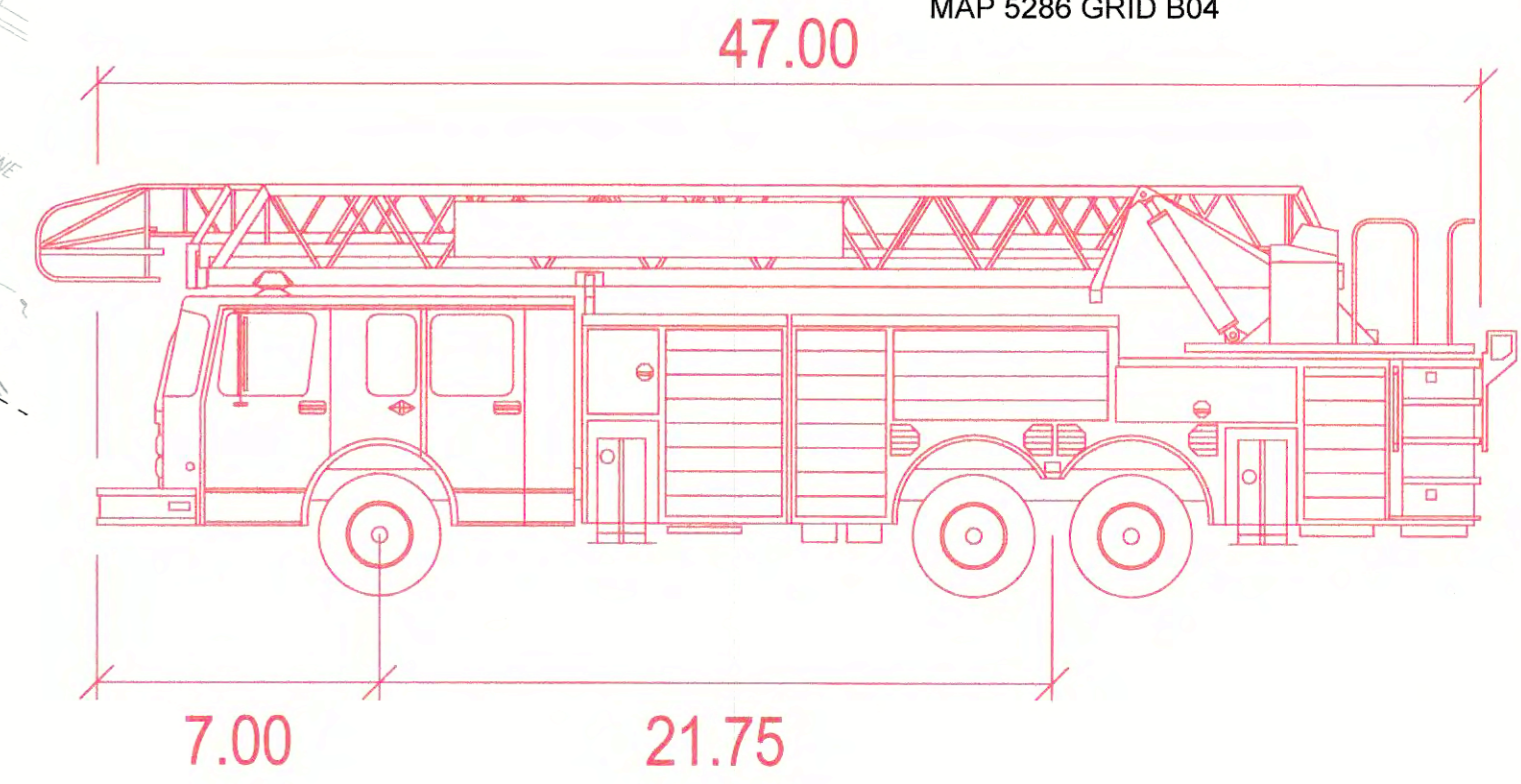


PROFESSIONAL CERTIFICATION  
I, B. J. FOX, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 37966, EXPIRATION DATE: 11/30/2019



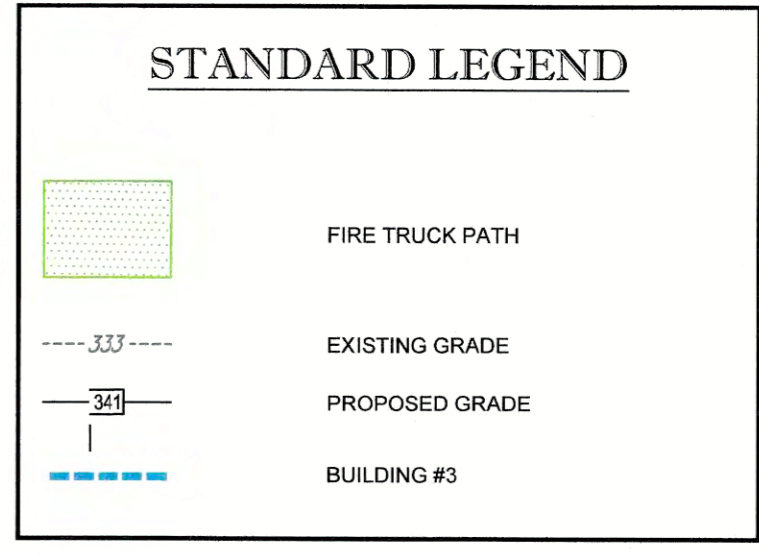


**LOCATION MAP**  
 COPYRIGHT ADC THE MAP PEOPLE  
 PERMIT USE NO. 30602153-5  
 SCALE: 1" = 2000'  
 MAP 5286 GRID B04



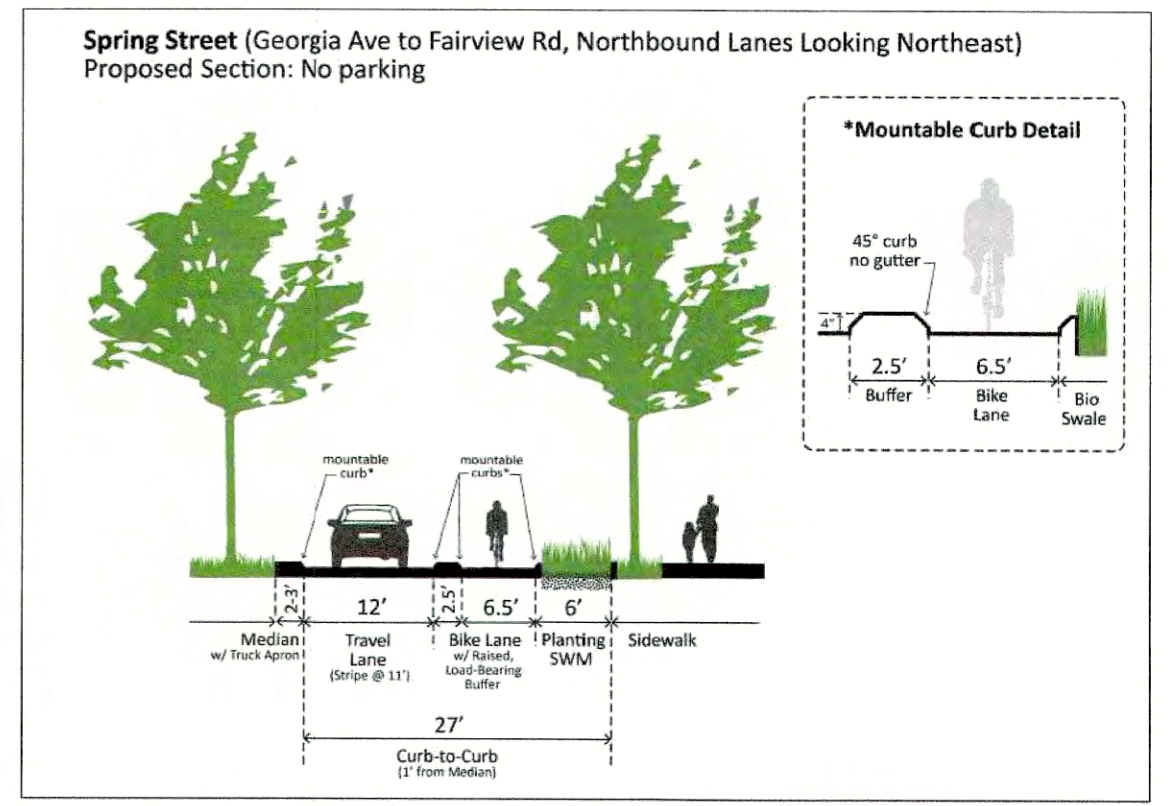
**Aerial Tower 729**

- Track : 8.25 feet
- Lock to Lock Time : 6.0
- Steering Angle : 33.2



**REFERENCES:**

- 1) TOPOGRAPHY AND EXISTING FEATURES OBTAINED FROM BOUNDARY & TOPOGRAPHIC SURVEY TITLED "THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION" BY BOHLER ENGINEERING, DATED 04/23/14
- 2) TOPOGRAPHY AND EXISTING FEATURES OBTAINED FROM MONTGOMERY COUNTY PLANNING DEPARTMENT GIS DATA DATED: 11/17/14, 05/11/14, 03/12/16
- 3) SPRING STREET SITE FEATURES OBTAINED FROM PLAN PREPARED BY MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION DATED: 12/16/2016



**FIRE CODE ENFORCEMENT**  
 Fire Department Access Review  
 Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.  
 9/27/2018  
 DATE: 9/27/2018

**BOHLER ENGINEERING**  
 SITE AND SURVEYING ENGINEERING  
 PLANNING ENGINEERING ARCHITECTURE  
 SUSTAINABLE DESIGN PERMITTING SERVICES TRANSPORTATION SERVICES  
 LAND SURVEYING PROGRAM MANAGING ENGINEERING  
 TRANSPORTATION SERVICES  
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 CHARLOTTE, NC  
 RALEIGH, NC  
 TAMPA, FL  
 WASHINGTON, DC  
 BALTIMORE, MD  
 NEW YORK, NY  
 PHILADELPHIA, PA  
 CENTRAL VIRGINIA  
 DALLAS, TX  
 DORTCH, TX

**REVISIONS**

REV	DATE	COMMENT	BY
1	05/25/18	DRC REVISIONS	ALJ
2	09/26/18	FOR FINAL APPROVAL	IBG

**NOT APPROVED FOR CONSTRUCTION**

THE FOLLOWING STATES REQUIRE NOTIFICATION BY INDICATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE OF VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE CALL: 811 (WV 1-800-345-4848) (PA 1-800-242-1776) (DC 1-800-257-7777) (VA 1-800-552-7071) (MD 1-800-257-7777) (DE 1-800-282-8569)

PROJECT No: MB13204703  
 DRAWN BY: ALJ  
 CHECKED BY: BF  
 DATE: 12/13/17  
 SCALE: AS SHOWN  
 CAD I.D.: FDD

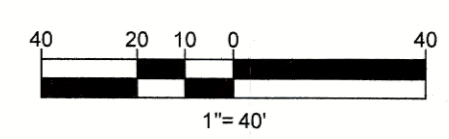
PROJECT: 8787  
**GEORGIA AVENUE**  
 FOR  
**SC/BA SILVER SPRING APARTMENTS, LLC.**  
 LOCATION OF SITE  
 8787 GEORGIA AVE.  
 MONTGOMERY COUNTY  
 SILVER SPRING, MD 20910

**BOHLER ENGINEERING**  
 16701 MELFORD BLVD, SUITE 310  
 BOWIE, MARYLAND 20715  
 Phone: (301) 809-4500  
 Fax: (301) 809-4501  
 MD@BohlerEng.com

**B. J. FOX**  
 PROFESSIONAL ENGINEER  
 3786  
 9/26/18

SHEET TITLE:  
**BUILDING # 3  
 FIRE  
 DEPARTMENT  
 ACCESS PLAN**

SHEET NUMBER:  
**3**



PROFESSIONAL CERTIFICATION  
 I, BRADFORD L. FOX, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 37865, EXPIRATION DATE: 11/30/2019





DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

Al R. Roshdieh  
*Director*

October 12, 2018

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: Preliminary Plan No. 120180100  
8787 Georgia Avenue

Dear Mr. Folden:

We have completed our review of the Preliminary Plan dated August 24, 2018, (Revision Date). A previous plan was reviewed by the Development Review Committee at its meeting on March 27, 2018. 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.

**PRELIMINARY PLAN SIGNIFICANT COMMENTS:**

1. **Planning Place:**

- a) Revise the roadway cross section to the following section for Planning Place before approval of the certified preliminary plan: From west to east
  - Two (2)-foot buffer
  - Six (6)- foot concrete sidewalk
  - Six (6)- foot lawn panel
  - Twelve and one-half (12.5)-foot travel lane
  - Eleven (11)-foot travel lane

**Office of the Director**

---

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Mr. Mathew Folden  
Preliminary Plan No. 120180100  
October 12, 2018  
Page 2

- Eight (8)-foot parking lane \*
- Six and one-half (6.5)- foot lawn panel
- Six (6)- foot concrete sidewalk
- Two (2)-foot buffer

\* In order to achieve sight distance some of the proposed parking spaces may have to be removed.

b) The signing and pavement marking will be approved at the permit stage.

2. **Spring Street:**

a) The plan and the roadway cross section does not match as shown in the plan. The cross section should clearly show the dimensions from the roadway centerline to the property line.

b) We recommend the following cross section and should be revised prior to the certified preliminary plan: From the existing median to the subject site.

- Two (2) to Three (3)-foot median with truck apron (MCDOT project)
- Twelve (12)-ft travel lane
- Two and one-half (2.5)-foot raised loadbearing buffer with mountable curb
- Six and a half (6.5)-foot bike lane
- Six (6)-foot planting/stormwater management \*\*
- Seven (7)-foot concrete sidewalk
- One (1)-foot buffer

\*\* The stormwater management area will be approved by Department of Permitting Service (DPS).

c) Prior to the certified preliminary plan, provide a detail with dimensions of the lane width, length of the lane and tapering for the proposed storage lane for the left turn from the site onto Spring Street. The minimum length of the left turn storage should be 100-feet with a 75-foot tapering.

d) The lane configuration for the left/through turn from Spring Street into the site will be finalized during the signing and pavement marking at the permit stage.

3. **Sight Distance:** The approved sight distance forms are attached with this letter.

a) Retail Parking Entrance: The sight distance towards the right is 190-feet, which is less than the 200-foot requirement for a Business District roadway. Since the 190-foot line of

Mr. Mathew Folden  
Preliminary Plan No. 120180100  
October 12, 2018  
Page 3

sight extends to the T-intersection of Planning Place and Georgia Avenue, we agree with the applicant's finding and **approve** the sight distance for this location.

- b) Retail Loading Dock: The sight distance study meets the 200-foot minimum requirement for a Business District roadway. Therefore, we agree with the applicant's finding and **approve** the sight distance for this location.
- c) Public Garage (East Drive): In order to meet the minimum required sight distance of 200-feet towards the left, it will require removal of proposed parking and no planting of street trees in the line of sight. Therefore, we **approve** the sight distance for this location based on the removal of parking and no street trees. Specific removal of spaces and street trees will be determined at the permitting stage.
- d) Existing Hotel Drop-off (West Drive): In order to meet the minimum required sight distance of 200-feet towards the left, it will require removal of proposed parking and no planting of trees in the line of sight. Therefore, we **approve** the sight distance for this location based on the removal of parking and no street trees. Specific removal of spaces and street trees will be determined at the permitting stage.
- e) Planning Place Extended: Based on the Design Exception & Gap Analysis letter dated June 1, 2018, the sight distance meets the 85<sup>th</sup> percentile speed of 30 mph along Spring Street which needs a minimum of 200-feet. We **approve** the sight distance for this location provided there is no obstructions (trees) in the line of sight.
- f) Planning Place at Georgia Avenue: We defer Maryland State Highway (MDSHA) for the sight distance approval.

4. **Storm Drain Study:**

- a) At or before the permit stage, submit the spread computations for all the existing inlets along the county-maintained right-of-way to DPS for their review and approval.
  - b) The existing downstream analysis has been approved, and the applicant is not responsible for any improvements.
  - c) We defer to MDSHA for any runoff from the subject site draining to existing storm drain system in Georgia Avenue (MD-97).
- 5. Prior to certified preliminary plan the stormwater management in the right-of-way must be approved by DPS.
  - 6. We defer to MDSHA for access and improvements along Georgia Avenue (MD-97).

Mr. Mathew Folden  
Preliminary Plan No. 120180100  
October 12, 2018  
Page 4

7. The Traffic Impact Study (TIS) letter was issued on April 19, 2018. We provided our comments in an email dated August 7, 2018, for the Pedestrian Adequacy Report dated June 28, 2018. Prior to the permit the pedestrian adequacy must be met per the requirements of Local Area Transportation Review (LATR) and Montgomery County Department of Transportation (MCDOT) memorandum dated April 3, 2018- "Technical Guidance: 2016 Subdivision Staging Policy (SSP) American Disabilities Act (ADA) Noncompliance Test Procedures for urbanized areas".
8. The Design Exception & Gap Analysis letter was issued on June 1, 2018.
9. We recommend approval of a non-standard property truncation as shown on the preliminary plan for the Planning Place and Georgia Avenue (MD-97) and Spring Street and Georgia Avenue (MD-97) intersections.

**STANDARD COMMENTS:**

10. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
11. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
12. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
13. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
14. At or before the permit stage, please coordinate with Mr. Khursheed Bilgrami of our Division of Traffic Engineering and Operations regarding traffic operations and controls within the County-maintained rights-of-way. Mr. Bilgrami may be contacted at 240- 777-2190 or [Khursheed.Bilgrami@montgomerycountymd.gov](mailto:Khursheed.Bilgrami@montgomerycountymd.gov).
15. At or before the permit stage, we recommend that the applicant coordinate with Mr. Matt Johnson of our Transportation Engineering Section at [Matt.Johnson@montgomerycountymd.gov](mailto:Matt.Johnson@montgomerycountymd.gov) or at 240-777-7237 regarding the Bikeway and Pedestrian Improvement (BIPPA) project along Spring Street.

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16. At or before the permit stage, please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Carver may be contacted at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov) or at 240 777-5836.
17. We recommend that the applicant coordinate with Ms. Darcy Buckley, of Montgomery County DOT regarding the Bus Rapid Transit (BRT) on Georgia Avenue (MD-97). Ms. Buckley can be reached at [Darcy.Buckley@montgomerycountymd.gov](mailto:Darcy.Buckley@montgomerycountymd.gov) or at 240-777-7166.
18. At or before the permit stage, please coordinate with Mr. Tim O'Gwin / Mr. Jeremy Souders of our Division of Parking Management to coordinate with existing street parking, existing garage access improvements and the proposed county facility adjacent to the site. Mr. O'Gwin / Mr. Souders may be contacted at 240-777-8724 / 240-777-8706 or [Tim.O'Gwin@montgomerycountymd.gov](mailto:Tim.O'Gwin@montgomerycountymd.gov) / [Jeremy.Souders@montgomerycountymd.gov](mailto:Jeremy.Souders@montgomerycountymd.gov).

19. Traffic Mitigation Agreement

The draft Traffic Mitigation Agreement (TMAg) submitted with the Preliminary Plan application should be resubmitted as a Word document redlined against the latest version of the TMAg template. To obtain the latest version of the TMAg template, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section, or Beth Dennard, both of whom can be reached at (240) 777-8380. The Applicant must work with MCDOT to finalize the draft TMAg prior to issuance of any building permits. The TMAg may include but not be limited to the following:

- Car Sharing Parking. Provide two (2) car sharing vehicle parking spaces, or the number required by law, whichever is greater, in highly visible, preferentially-located spots.
- Electric Car Charging. Provide two (2) electric car charging stations on site, or the number required by law, whichever is greater, or other EV charging arrangements acceptable to MCDOT.
- Bicycle Facilities. Locate some bicycle racks for use by the public in the Plaza in addition to those provided within the parking facility. Provide bike racks/lockers in weather-protected, highly visible/active locations. Consider providing secure bicycle storage area in garage for resident use (bike cage) as well as a small bicycle repair station for resident use.
- Bike Sharing Station. See comment below.
- Real Time Transit Information – See comment below.
- Static Information Displays - Incorporate static (permanent) display space into residential lobby, retail locations and other high pedestrian activity areas, to provide opportunity for

Mr. Mathew Folden  
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display of transit and other alternative transportation information. Information on alternatives should also be displayed on each level of the parking facility and in elevators.

20. Parking: The Applicant proposes to, per the SOJ, "provide a maximum of 445 parking spaces on-site in a structured parking garage, with the final number of spaces to be determined at time of certified site plan". While acknowledging that 445 is closer to the minimum number of spaces allowed, CSS recommends that, given the Project's vision which includes promoting transit-oriented development and County Smart Growth initiatives, the ultimate number of parking spaces provided should be further reduced to no more than the minimum number allowed, or 348 spaces.
21. Bikeshare Station: A bikeshare station is currently located outside the existing building at 8787 Georgia Avenue and gets significant use as part of the robust bikeshare network in downtown Silver Spring. It is anticipated that the proposed mixed-use project will also generate sufficient demand to support a bikeshare station. Therefore, at Sketch Plan, CSS recommended that the Applicant provide space in the Project for a bikesharing docking station (or similar provision required by the County) to enable this form of transportation to be used by residents, employees and visitors at the Project. A typical station is 19-docks and requires a space of 53 feet by 7 feet and must be situated 2' off the curb. If parking is removed along Spring Street, CSS recommends that the proposed location shown on the Preliminary Plan be changed to a site along Spring Street for greater visibility, solar access and ease of rebalancing. To be clear, because this development will increase the demand for bikeshare in the area and can support a 19-dock bikeshare station in addition to the existing station Georgia Avenue, the existing station must remain where shown, and streetscape and landscaping must accommodate its current location. As noted in Sketch Plan comments, CSS recommends that the Applicant show a proposed location on the Project along Spring Street near the eastern end of Planning Place. The final location of this docking station will be selected by the Applicant with approval of the County, based upon the requirements of the bike sharing system and in a highly-visible, convenient and well-lit location on the Project. The Applicant must allow MCDOT or its contractors access to the Project to install, service and maintain the bikeshare stations. The applicant will be required to pay the capital cost of such station. Applicant must take other actions in concert with the County to promote use of bikeshare among residents, employees and visitors at the Project, to accomplish the objectives of the TMD.

Mr. Mathew Folden  
Preliminary Plan No. 120180100  
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22. Real Time Transit Information: Provide opportunity and connections for electronic (LCD) display screens providing Real Time Transit Information Signs in the multi-family residential lobby, to enable information to be readily accessed by building residents, employees, visitors, etc. Applicant will reimburse the County for the cost of County-provided monitors. Alternatively, Real Time Transit Information display can be incorporated into planned lobby display monitors/software system for building(s). Applicant will pay for five years of maintenance for County-provided sign(s); if Real Time Transit Information is incorporated into the building's planned monitor systems, there would be no additional maintenance costs.

23. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:

- a. Street grading, paving, curb and gutter, concrete sidewalk, handicap ramps, enclosed storm drainage and appurtenances, and street trees along proposed Spring Street as per Comment # 2 of the Preliminary Plan Significant Comments.
- b. Street grading, paving, curb and gutter, concrete sidewalk, handicap ramps, and street trees along proposed Planning Place as per Comment # 1 of the Preliminary Plan Significant Comments.


\* **NOTE: The Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**

- c. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- d. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- e. Developer shall provide street lights on all public street frontages in accordance with the specifications, requirements, and standards prescribed by the Division of Traffic Engineering and Operations.
- f. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.

Mr. Mathew Folden  
Preliminary Plan No. 120180100  
October 12, 2018  
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Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team Engineer for this project, at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or (240) 777-7170.

Sincerely,



Rebecca Torma, Manager  
Development Review  
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\ 8787 Georgia Avenue \ Letter \120180010-8787 Georgia Avenue-Prelim Plan ltr.docx

Enclosures: Sight Distance Forms (5)  
Sight Distance Plan (1)

cc: Ramie Schneider           Bozzuto  
Bradford Fox               Bohler Engineering  
Robert Harris              Lerch Early and Brewer  
Letters notebook

cc-e: Atiq Panjshiri           MCDPS RWPR  
Sam Farhadi                MCDPS RWPR  
Dave Kuykendall          MCDPS WRM  
Marie LaBaw                MCDPS Fire  
Khursheed Bilgrami       MCDOT DTEO  
Tim O'Gwin                 MCDOT DPM  
Jeremy Souders            MCDOT DPM  
Wayne Miller              MCDOT DTS  
Darcy Buckley             MCDOT RTS  
Sandra Brecher            MCDOT CSS  
Beth Dennard              MCDOT CSS  
Matt Johnson              MCDOT DTE  
Deepak Somarajan         MCDOT OTP





**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: 8787 Georgia Avenue (Woodside Park) Preliminary Plan Number: 1-20180100

Street Name: Planning Place Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Retail Parking Entrance ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>190'</u>	<u>YES</u>	Right _____	_____
Left <u>200'</u>	<u>YES</u>	Left _____	_____

Comments: There is 190' feet right sight line to the left turn lane from Georgia Avenue

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
Secondary - 30	200'	
Business - 30	200'	
Primary - 35	250'	
Arterial - 40	325'	
(45)	400'	
Major - 50	475'	
(55)	550'	

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature [Handwritten Signature]  
37966  
 PLS/P.E. MD Reg. 37966  
 PROFESSIONAL ENGINEER

Date 9/14/18

**Montgomery County Review:**

Approved \*

Disapproved:

By: [Handwritten Signature]

Date: 10/12/18

Form Reformatted:  
 March, 2000

\* Refer to Preliminary Plan Letter dated 10/12/18, Comment # 3(a).



**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: 8787 Georgia Avenue (Woodside Park) Preliminary Plan Number: 1-20180100

Street Name: Planning Place Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Retail Loading Dock ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>200'</u>	<u>YES</u>	Right _____	_____
Left <u>200'</u>	<u>YES</u>	Left _____	_____

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
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Arterial - 40	325'	
(45)	400'	
Major - 50	475'	
(55)	550'	

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: [Handwritten Signature]  
37966  
 PLS/P.E. MD REG. NO. 37966  
 PROFESSIONAL ENGINEER

Date: 9/14/18

**Montgomery County Review:**

Approved \*

Disapproved:

By: [Handwritten Signature]

Date: 10/12/18

Form Reformatted:  
March, 2000

\* Refer to Preliminary Plan Letter dated 10/12/18, Comment # 3(b).  
 E - 16



**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: 8787 Georgia Avenue (Woodside Park) Preliminary Plan Number: 1-20180100

Street Name: Planning Place Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Hotel Garage (East Drive) )<sup>\*\*</sup> Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>200'</u>	<u>YES</u>	Right _____	_____
Left <u>200'</u>	<u>YES</u>	Left _____	_____

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
Secondary - 30	200'	
Business - 30	200'	
Primary - 35	250'	
Arterial - 40	325'	
(45)	400'	
Major - 50	475'	
(55)	550'	

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature:   
 Date: 7/14/18

  
 PLS/P.E. M.D. Reg. 37966  
 PROFESSIONAL ENGINEER

**Montgomery County Review:**

Approved \*

Disapproved:

By: 

Date: 10/12/18

Form Reformatted:  
March, 2000

\* Refer to Preliminary Plan Letter dated 10/12/18, Comment # 3(c).  
 \*\* The driveway is existing Public Garage access and not Hotel Garage (East Drive).



**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: 8787 Georgia Avenue (Woodside Park) Preliminary Plan Number: 1-20180100

Street Name: Planning Place Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Hotel Drop Off (West Drive) ) \*\* Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>200'</u>	<u>YES</u>	Right _____	_____
Left <u>150'</u>	<u>YES</u>	Left _____	_____

Comments: 150' left sight line distance to southbound Georgia Avenue.  
Clear sight distance to right turn lane from northbound Georgia Avenue.

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
Secondary - 30	200'	
Business - 30	200'	
Primary - 35	250'	
Arterial - 40	325'	
(45)	400'	
Major - 50	475'	
(55)	550'	

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: *Bradford Lee*  
 37966  
 PLS/P.E. MD Reg. No. 37966  
 PROFESSIONAL ENGINEER

Date: 9/19/18

<b>Montgomery County Review:</b>	
<input checked="" type="checkbox"/>	Approved *
<input type="checkbox"/>	Disapproved:
By:	<u><i>[Signature]</i></u>
Date:	<u>10/12/18</u>

Form Reformatted:  
March, 2000

\* Refer to Preliminary Plan Letter dated 10/12/18, Comment # 3(d).  
 \*\* The driveway is existing Hotel Drop Off.



**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: 8787 Georgia Avenue (Woodside Park) Preliminary Plan Number: 1-20180100

Street Name: Spring Street Master Plan Road Classification: Arterial (Functions as Primary)

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Planning Place Extended ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>250'</u>	<u>YES</u>	Right _____	_____
Left <u>250'</u>	<u>YES</u>	Left _____	_____

Comments: As designed, functions as primary based on 25 mph posted speed limit and observed conditions with separated bike lanes and parking

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
Secondary - 30	200'	
Business - 30	200'	
Primary - 35	250'	
Arterial - 40	325'	
(45)	400'	
Major - 50	475'	
(55)	550'	

\*Source: AASHTO

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: [Handwritten Signature] Date: 9/14/18

37966  
 PLS/P.E. MD Reg. No. 37966  
 PROFESSIONAL ENGINEER

**Montgomery County Review:**

Approved \*

Disapproved:

By: [Handwritten Signature]

Date: 10/12/18

Form Reformatted:  
March, 2000

\* Refer to Preliminary Plan Letter dated 10/12/18, Comment # 3(e).





DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

Al R. Roshdieh  
*Director*

June 1, 2018

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: Design Exception-Speed & Gap Analysis Letter  
Preliminary Plan No. 120180010  
8787 Georgia Avenue

Dear Mr. Folden:

We have completed our review of the Design Exception Package dated May 4, 2018 and the Speed and Gap Analysis dated May 7, 2018 and please see below for our 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.

**1. Applicant's request and Justification: Full-movement access at the intersection of the proposed Planning Place extended and Spring Street.**

To accommodate the proposed development and provide efficient vehicular circulation, the applicant is proposing to retain the existing restricted movement access point along Georgia Avenue and provide two new vehicular access points along Spring Street:

- a. Right-in/right-out driveway access on property's northern frontage. Approximately 380-feet east of the intersection of Georgia Avenue and Spring Street; and

**Office of the Director**

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

Located one block west of the Rockville Metro Station

Mr. Matthew Folden  
Preliminary Plan No. 120180010  
June 1, 2018  
Page 2

- b. A full movement access at the intersection of the proposed Planning Place extended and Spring Street.

The latter of which is the subject of this Design Exception request. The proposed intersection will improve vehicular circulation, provide a mid-block connection between Georgia Avenue and Spring Street, and provide the required fire access for the subject property, the under-construction Parking Lot District (PLD) service building, the existing garage No.2, and the existing hotel.

**MCDOT Response:** Based on our initial comments provided during the Development Review Committee (DRC) meeting on March 27, 2018, the left turn movement from the proposed Planning Place extended (private street) onto Spring Street was recommended to be restricted due to the traffic operation and safety concerns. After reviewing of the Design Exception Package dated May 4, 2018 and the Speed and Gap Analysis dated May 7, 2018, we **approve** the applicant's request for full access movement on the proposed Planning Place extended at the intersection with Spring Street per the following condition:

The proposed intersection is approximately 75-ft +/- (tangent length) to the existing full movement at the PLD service building and garage No.2 as shown on the preliminary plan dated 02/09/18. Also, the proposed intersection of the proposed Planning Place extended with Spring Street does not meet the intersection spacing criteria of 300-ft with the existing intersection of Fairview Road and Spring Street per the Montgomery County Code Chapter 50- Section 4.3.f.ii. Therefore, a left turn bay (storage area) should be designed, permitted and built by the applicant by shortening the existing median on Spring Street for the safe traffic operation at the proposed intersection. Prior to issuance of the right-of-way permit, the applicant must obtain MCDOT DTEO approval of the design. The applicant must provide an engineer's cost estimate that will need to include contingencies and be approved by MCDOT prior to issuance of the performance bond. Prior to recording the record plat, the applicant will provide a performance bond to MCDOT for full cost to design, permit and construct the left turn bay. Prior to issuance of the use and occupancy permit for the first building, the left turn bay must be installed and accepted by MCDOT.

Based on our previous comment during the DRC on March 27, 2018 and the TIS letter dated April 19, 2018, MCDOT **does not recommend** the applicant's proposal for the right-in/right-out proposed



Mr. Matthew Folden  
Preliminary Plan No. 120180010  
June 1, 2018  
Page 3

driveway access on Spring Street, located on the northern property boundary closer to the intersection of Georgia Avenue.

**2. Applicant's request and Justification: Reduced intersection spacing requirement**

The applicant requested a waiver to allow an intersection separation of less than 300-feet along Spring Street, between the proposed Planning Place extended and Fairview Road/Spring Street Garage No. 2 ("Garage No. 2"). The distance between the proposed intersection and the existing intersection of Spring Street and Fairview Road/Garage No. 2 will be 134.9 feet.

Given the constraints of the curvature and design of Spring Street right-of-way, the intersection has been located at the optimal location to maximize the sight distance and at the only break in the median along the property frontage. The applicant has also proposed to consolidate the two existing access points for the Garage No. 2 (currently dual driveways) into a single driveway with full movements. This will reduce the width of the driveway apron and improve the safety for bicycles and pedestrian travelling along Spring Street. Additionally, given the nature of the proposed use, the intersection and the Spring Street Garage No. 2 will have different demands and usage at different times of the day.

The applicant considered the relocation of Fairview Road through the adjacent Fairview urban park to the north. However, this scenario is undesirable as it will result in a reduction in the size of Fairview Urban Park and is strongly opposed by the community.

**MCDOT Response:** We recommend **approval** of the location of the intersection of proposed Planning Place extended at Spring Street if it meets the sight distance requirements. A Planning Board finding will be needed to allow a lesser separation between these intersections. We defer to planning board for decision regarding the lesser intersection spacing request from the applicant.

**3. Applicant's request and Justification: Sight distance requirement waiver based on speed study conducted on Spring Street:**

The proposed intersection (Planning Place extended with Spring Street) provides an appropriate line of sight based on the posted speed limits of 25 mph and 30 mph. Additionally, the line of sight meets AASHTO standards based on the recorded average speeds and current conditions on Spring Street.

Mr. Matthew Folden  
Preliminary Plan No. 120180010  
June 1, 2018  
Page 4

The applicant conducted a speed study near the subject property's Spring Street frontage for a 48-hour period between Wednesday April 19, 2017, and Thursday April 20, 2017. The study indicated during non-peak daylight hours, average speeds of 27.5 mph and the 85<sup>th</sup> percentile speeds of 31 mph. Because the speed study was conducted before the installation of separated bike lanes along Spring Street, which narrowed the effective width of the travel lanes to 11-feet, additional speed data was collected on May 1, 2018. The result of this speed study indicates the average and the 85<sup>th</sup> percentile speeds reduced to 23 mph and 27.5 mph respectively.

Bill 33-13 allows for decreased design standards related to lane width (maximum of 10 feet to 11 feet), curb radius (maximum of 15 feet) and maximum target speeds (25 mph) for urban areas. Given the property's location within the Silver Spring Central Business District (CBD), the posted speed (25 mph and 30 mph) and the observed speed (average 23 mph and the 85<sup>th</sup> percentile speeds of 27.5 mph), a sight distance requirement consistent with a 25-mph speed limit is acceptable. The proposed intersection provides for a sight distance of 250-feet in both directions, which is consistent with a 35-mph roadway.

**MCDOT Response:** The speed study conducted in May 2018, which was completed after the separated bike lanes were installed, shows the 85<sup>th</sup> percentile speed is 27.5 mph. The MCDOT and DPS sight distance evaluation requires a minimum of 200-feet for a 30-mph posted speed. Therefore, we **approve** the sight distance for the proposed intersection of Planning Place extended with Spring Street as it will meet the minimum sight distance requirements.

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 Engineer for this project at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or (240) 777-7170.

Sincerely,



Rebecca Torma, Acting Manager  
Development Review  
Office of Transportation Policy

Mr. Matthew Folden  
 Preliminary Plan No. 120180010  
 June 1, 2018  
 Page 5

M:\Subdivision\Deepak\Preliminary Plan\8787 Georgia Avenue\Design Exception & Speed-Gap Study\ 120180010 8787 Georgia Avenue- MCDOT Design Exception-Speed & Gap Analysis ltr.docx

cc: Alisa Rosenberg SC/BA Silver Spring Apts, LLC  
 Brad Fox Bohler Engineering  
 Robert Harris Lerch, Early & Brewer  
 Elizabeth Rogers Lerch, Early & Brewer  
 Ramie Schneider Bozzuto Development  
 Chris Kabatt Wells and Associates  
 John Andrus 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  
 Khursheed Bilgrami MCDOT DTEO  
 Devang Dave MCDOT DTEO  
 Jeffrey Riese MCDOT DPM  
 Alexander Deley MCDOT DPM  
 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  
 Christopher Conklin MCDOT OTP  
 Deepak Somarajan MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdiah  
Director

April 19, 2018

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

RE: 8787 Georgia Avenue  
Traffic Impact Study Review

Dear Mr. Folden:

We have completed our review of the Local Area Transportation Review (LATR) and Transportation Policy Area Review (TIS) report dated February 2, 2018 and prepared by Wells + Associates. Total development evaluated by the analysis includes:

- Removal of 35,600 square feet Office Building;
- Proposed 400 dwelling units which includes 250 mid-rise apartments and 150 condominiums/townhouse units; and
- Proposed 33,250 square foot of retail space.

We offer the following comments:

**Adequacy Determination**

1. The study indicates that the proposed development generates more than 50-peak hour transit, pedestrian and bicycle trips; however, the site is not within 1,000 feet of the Metro station. The pedestrian, bicycle and transit adequacy tests are required.

**Motor Vehicle System Adequacy**

1. Page 1-Section 1-Introduction-Overview: The last paragraph of the report states "DRAFT M-NCPPC LATR". Please remove "DRAFT" and clarify that LATR has been finalized in the report.
2. Page 8-Programmed Improvements-last paragraph: Revise the Purple Line expected year of open

**Office of the Director**

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Mr. Matthew Folden  
 8787 Georgia Avenue  
 Traffic Impact Study Review  
 April 19, 2018  
 Page 2

for service to 2022. The report states "20122".

3. Page 17-Delay (Existing Conditions)- According to Table 3-1, the highest overall delay is during the PM peak hour at 47.5 seconds at Colesville/Spring Street Intersection.
4. Page 18-Delay (background Future Conditions)- According to Table 3-1, the highest overall delay is during the AM peak hour at 99.7 seconds at Colesville/Spring Street Intersection.
5. Based on the low number of vehicle trips (19 PM peak hour trips), and the conflicting movements with pedestrian/bike that will generate unsafe traffic operations at this location. Therefore, we **do not** agree with the applicant's proposal of the right-in/right-out site entrance on Spring Street. We believe that the proposed access to the subject site should be along the Planning Place.
6. It is very difficult to comprehend how the signal at Georgia Avenue and Spring Street will have less than 120 seconds delay during the evening peak hours of traffic. If one does a macroscopic analysis and compute delay along the arterial (MD 97) northbound during evening peak, the delay along the corridor (between CBD and the interchange) is way greater than 120 seconds. Since the intersection of Georgia Avenue and Spring Street is maintained by Maryland State Highway Administration (MDSHA), we defer to them for any comments or decision regarding this comment.
7. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA jurisdiction.
8. The subject development is required to meet the Local Area Transportation Review (LATR) test for motor vehicle system adequacy. The LATR test for the Silver Spring CBD policy area uses the Highway Capacity Manual (HCM) with an average vehicle delay standard of 120 seconds. The consultant studied five (5) intersections and four (4) driveway/loading access points. The consultant concluded that the total future conditions for these intersections will not exceed the congestion standard for the Silver Spring CBD policy area.

We **accept** the consultant's conclusions that the post-development traffic would operate within the congestion standard at the studied intersections-assuming the Planning Department has found the consultant's methodology and analysis to be accepted.

### **Pedestrian System Adequacy**

1. The LATR states the following should be achieved:
  - a) Fix (or fund) all Americans with Disabilities Act (ADA) noncompliance issues, including, but not limited to, curb ramps and sidewalks, within a 500-foot radius of site boundaries or within the distance to the nearest signalized intersections located beyond a 500-foot radius of site boundaries.

Mr. Matthew Folden  
8787 Georgia Avenue  
Traffic Impact Study Review  
April 19, 2018  
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- b) Ensure LOS D for crosswalk pedestrian delay (or no more delay than existing) at any LATR study intersections that are located within 500 feet of site boundaries or within a Road Code Urban Area/Bicycle Pedestrian Priority Area (RCUA/BPPA). This delay can be achieved by considering means to reduce crosswalk distances and demonstrating a practical approach to signal timing. The applicant is responsible for identifying a revised signal timing concept for consideration but is not required to obtain MCDOT or MDSHA approval, nor is the operating agency required to implement it.

The report **does not** address the resolution of the ADA non-compliance issues per the LATR. The report should be revised per the MCDOT Memorandum dated April 3, 2018- "Technical Guidance: 2016 Subdivision Staging Policy (SSP) ADA Noncompliance Test Procedures for urbanized areas".

#### **Bicycle System Adequacy**

1. Based on the report the applicant shall provide a through block, separated bikeway along the proposed Mews which will connect the Fenton Street and the Woodland Drive bikeways and the recently installed separated bikeway along Spring Street provides a low Level of Traffic Stress (LTS)-2 route to destinations within 750-ft of the site boundary. Therefore, we **agree** with the consultant's Bicycle System Adequacy and conclusions.

#### **Transit System Adequacy**

1. Since the peak load of LOS are below the standard of 1.25 transit riders per seat, we **agree** with the consultant's Transit System Adequacy and conclusions.

#### **Pedestrian and Bicycle Impact Statement**

1. The consultant provided an evaluation of the pedestrian and bicycle access and circulation in the vicinity of the site and the transit and other non-automotive operations in the study area.

Mr. Matthew Folden  
8787 Georgia Avenue  
Traffic Impact Study Review  
April 19, 2018  
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SUMMARY

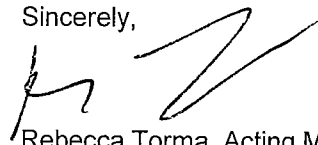
1. We concur with the consultant's conclusion regarding the motor vehicle, transit and bicycle system adequacy. The motor vehicle delay will not exceed the Silver Spring CBD policy threshold.

For the Pedestrian System Adequacy, the report **does not** address the resolution of the ADA non-compliance issues per the LATR. The report should be revised per the MCDOT Memorandum dated April 3, 2018- "Technical Guidance: 2016 Subdivision Staging Policy (SSP) ADA Noncompliance Test Procedures for urbanized areas".

2. We recommend eliminating the right-in/right-out site entrance on Spring Street.
3. We defer to the Maryland State Highway Administration for comments regarding Georgia Avenue (MD 97), which is a state-maintained road.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer III for this project, at [Deepak.somarajan@montgomerycountymd.gov](mailto:Deepak.somarajan@montgomerycountymd.gov) or (240) 777-7170.

Sincerely,



Rebecca Torma, Acting Manager  
Development Review Team  
Office of Transportation Policy

[sharepoint/transportation/directors office/development review/Deepak/TIS/8787 Georgia Avenue/8787 Georgia Avenue TIS.docx](#)

cc: John Andrus Wells + Associates, Inc.  
Kevin A. Berger Wells + Associates, Inc.  
Christopher L. Kabatt Wells + Associates, Inc.  
Preliminary Plan folder  
Preliminary Plan letters notebook

cc-e: Khursheed Bilgrami MCDOT DTEO  
Kamal Hamud MCDOT DTEO  
Tania Stewart MDSHA-District 3  
Deepak Somarajan MCDOT OTP

## **DPS-ROW CONDITIONS OF APPROVAL**

### **820180100 8787 Georgia Ave**

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

**“07-SITE-820180100-C04.pdf V4”** uploaded on/ dated **“8/24/2018”** and

The followings need to be addressed prior to the certification of site plan:

1. Provide safe truck turning-s for right turn movements for both loading docks located off Planning Place for the appropriate truck size.
2. Correct note 2 on the above site plan to refer to “bike” lanes. Also properly address the streetscape provisions on Planning Place.
3. Ensure the proposed handicap ramps on Planning Place are aligned and green panel has been provided for the proposed sidewalk.
4. Please clarify; although the response letter indicates Silva Cells have been provided under the sidewalk to increase the soil volume for the street trees, we were not able to locate the related details within the submission.
5. Provide a note on the site plan to indicate private streets to be built to tertiary roadway structural standards at minimum.



September 19, 2018

Mr. John Andrus  
Wells + Associates, Inc.  
1100 Bonifant Street, Suite 210  
Silver Spring MD 20910

Dear Mr. Andrus:

Thank you for the opportunity to review the Traffic Impact Study (TIS) Response prepared by Wells + Associates, Inc., revision date May 25, 2018 (received on September 12, 2018), for the 8787 Georgia Avenue Development – SHA Tracking #17-AP-MO-010-XX located on MD 97 - Georgia Avenue (Mile Point: 0.25) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the mixed-use residential and retail dwelling is via one (1) right-in/ right-out driveway along Spring Street and (3) full movement driveways along Planning Place.
- The following intersections were analyzed under existing, background and future conditions:
  - Georgia Avenue and Spring Street
  - Georgia Avenue and Planning Place
  - Georgia Avenue and Colesville Road
  - Colesville Road and Spring Street
  - Spring Street and Planning Place
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, please address the following comments in a point-by-point response:

**Traffic Development & Support Division (TDSD) Comments (By: Samer Alhawamdeh):**

1. All the intersections operate at acceptable Level of Service (LOS) for all the three conditions existing, background, and total traffic for the AM and PM Peak hours based on the CLV and HCM Methodologies for the Signalized and Un-Signalized intersections. TDSD doesn't have any further comments.

Mr. Andrus  
SHA Tracking No.: 17-AP-MO-010-XX  
Page 2 of 2  
September 19, 2018

**Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):**

1. TFAD is in agreement with the response to previous TFAD comments and we have no further comments

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way. Please submit one (1) set of the proposed improvement plans (including a set of hydraulic plans and computations) and a CD containing the plans and all supporting documentation to the District 3 Access Management Division at 9300 Kenilworth Avenue, Greenbelt, MD 20770, to the attention of Mr. Kwesi Woodroffe. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit> . Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx> Please note, if this project has not obtained an SHA access permit and begun construction of the required improvements within five (5) years of this approval, extension of the permit shall be subject to the submission of an updated traffic impact analysis in order for SHA to determine whether the proposed improvements remain valid or if additional improvements will be required of the development. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at [kwoodroffe@sha.state.md.us](mailto:kwoodroffe@sha.state.md.us) or [shaamdpermits@sha.state.md.us](mailto:shaamdpermits@sha.state.md.us).

Sincerely,



Andre Futrell,  
District Engineer, District 3, SHA

AF/ts

cc: Mr. Samer Alhawamdeh, SHA – TDSD  
Mr. Matt Folden, Montgomery County Planning Board  
Mr. Scott Holcomb, SHA – TFAD



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett  
*County Executive*

Clarence J. Snuggs  
*Director*

July 13, 2018

Mr. Matthew Folden  
Area 1 Division  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: 8787 Georgia Avenue  
Preliminary Plan No. 120180100  
Site Plan No. 820180100

Dear Mr. Folden:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plans and recommends Approval. DHCA will need to review the project's proposed bedroom distribution at certified site plan.

Sincerely,

Lisa S. Schwartz  
Senior Planning Specialist

cc: Brad Fox, Bohler Engineering

S:\Files\recurring\Housing\MPDU\Developments\8787 Georgia Avenue\8787 Georgia DHCA Letter\_7-13-2018.docx

Division of Housing

Affordable Housing    Common Ownership Communities    Landlord-Tenant Affairs    Multifamily Housing

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