






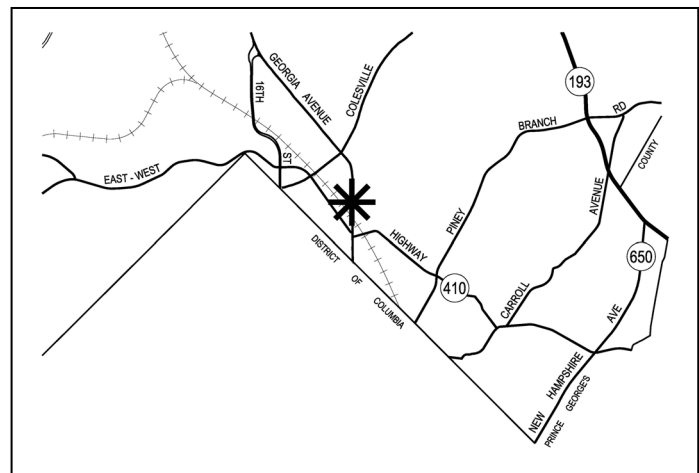
Quality Time Learning Center Annex, Site Plan No. 820200070

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Completed: 4.3.2020

Description

- Site Plan: Construct a 21,840 square foot day care center for up to 140 new students and up to 32 new staff, as a free-standing annex to the abutting off-site Quality Time Learning Center.
- Current use: Private surface parking lot;
- Located on the northeast quadrant of the Georgia Avenue and Sligo Avenue intersection;
- 12,173 square feet (0.28 acres) zoned CR 3.0 C 2.0 R 2.75 H 110T and Fenton Village Overlay Zone in the 2000 *Silver Spring CBD Sector Plan*
- Applicant: ERNA, LLC;
- Acceptance date: Site Plan: November 20, 2019.



Summary

- Staff recommends approval of the Site Plan with conditions.
- The development proposes to construct a new 21,840 square foot annex to the existing adjacent off-site Quality Time Learning Center.
- The Project will provide public open space off-site in accordance with 59.6.3.6.C of the Zoning Ordinance.
- A subsequent Minor Subdivision, designated 220200390, will propose consolidation of the existing parts of lots into two new lots: one for the annex and another for the existing Quality Time Learning Center structure to remain.
- On March 12, 2020, the Planning Board granted an extension of the Site Plan public hearing in accordance with Section 59.7.3.4.C. of the Zoning Ordinance. That extension postponed the hearing date from March 19, 2020 to April 30, 2020.
- Staff has not received any correspondence from community groups or citizens as of the date of this report.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Site Plan 820200070. All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions.¹

Density, Height & Housing

1. Density

The Site Plan is limited to a maximum of 21,840 square feet of commercial development (daycare center) on the Subject Property with up to 32 staff and up to 140 students.

2. Minor Subdivision

Prior to certification of the Site Plan, the Applicant must obtain Planning Board approval of Minor Subdivision 220200390.

3. Height

The development is limited to a maximum height of 50 feet, as measured from the building height measuring point illustrated on the Certified Site Plan.

Open Space, Facilities and Amenities

4. Silver Spring Streetscape

The Applicant must install the 2019 Silver Spring Streetscape, modified to provide a minimum fire department operational access area, along the Site's Georgia Avenue frontage as shown on the Certified Site Plan. The modified streetscape section must include continuous soil panels, or similar as determined by staff, to mitigate loss of depth for street tree planting.

5. Public Open Space, Facilities, and Amenities

- a. The Applicant must provide a minimum of 664 square feet of public open space (10% of site area) off-site, as shown on the Certified Site Plan.
- b. If the off-site area is modified so as to be inconsistent with the definition of public open space, the Applicant must amend this Site Plan to address the public open space requirement.

Site Plan

6. Lighting

- a. Prior to Certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior

¹ For the purposes of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).

- b. All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- c. Deflectors will be installed on proposed fixtures to prevent excess illumination and glare.
- d. Illumination levels generated from onsite lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by street lights within the right-of-way.
- e. Street lights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.
- f. On the rooftop of the building, the light pole height must not exceed the height illustrated on the Certified Site Plan.

Environment

7. Stormwater Management

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Service (MCDPS) Water Resources Section in its stormwater management concept letter dated February 20, 2020 (revised) and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

Transportation & Circulation

8. Pedestrian & Bicycle Circulation

- a. The Applicant must provide 5 long-term and 2 short-term bicycle parking spaces on-site.
- b. The long-term spaces must be in a secured, well-lit bicycle room and the short-term spaces must be inverted-U racks (or approved equal) installed along the building's Georgia Avenue frontage. The specific locations of the bicycle parking spaces must be identified on the Certified Site Plan.

9. Validity

The Adequate Public Facility Review (APF) will remain valid for sixty (60) months from the date of mailing of the Planning Board Resolution for the Site Plan.

10. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Fire Department Access and Water Supply Section in its letter dated January 23, 2020, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan approval.

11. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Right-of-Way Plan Review Section in its memorandum dated March 6, 2020, and hereby incorporates them as conditions of approval.

The Applicant must comply with each of the recommendations as set forth in the memorandum, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan approval.

12. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated April 2, 2020, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Site Plan approval.
13. The Planning Board has reviewed and accepts the recommendations of the Maryland State Highway Administration ("MDSHA") in its letter dated March 11, 2020, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MDSHA if the amendment does not conflict with any other conditions of the Site Plan approval.
14. Before the issuance of access permits, the Applicant must satisfy the Maryland State Highway Administration's requirements for access and improvements.

15. Site Plan Surety and Maintenance Agreement

Prior to issuance of any building permit, sediment control permit, or Use and Occupancy Certificate, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a. Any cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b. Any cost estimate must include applicable Site Plan elements, including, but not limited to plant material, onsite lighting, trash enclosures. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
- c. Any bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

16. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved prior to the approval of the Certified Site Plan.

17. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Provide an exhibit demonstrating conformance with the building transparency and blank wall requirements set forth in Section 59.4.5.3.C. of the Zoning Ordinance.
- b. Include the following approval letters on the Site Plan cover sheet(s): stormwater management concept, MD SHA, MCDOT, MCDPS Right-of-Way Plan Review Section, MCDPS Fire Department Access and Water Supply Section development program, and Site Plan resolution on the approval or cover sheet(s).
- c. Add a note stating that "Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services."
- d. Modify data table to reflect development standards approved by the Planning Board.
- e. Ensure consistency of all details and layout between Site and Landscape plans.

SECTION 2: SITE DESCRIPTION

Site Vicinity and Analysis

The subject site (Subject Property or Property) is located on “Part of Lot 6” within the *R. Holt Easley Subdivision* (Plat 54, dated 1904) and is currently a surface parking lot for the existing adjacent Quality Time Learning Center daycare, located at 8101 – 8105 Georgia Avenue (existing daycare center located on parts of lots 7, 8, and 9)¹. The Site is generally located at the northeast quadrant of the Georgia Avenue and Sligo Avenue intersection. The Site, defined as Part of Lot 6, has a tract area of approximately 12,173 square feet (0.28 acres) and is zoned CR 3.0 C 2.0 R 2.75 H 110T and Fenton Village Overlay Zone (Figure 1).



Figure 1 – Site Vicinity

The Subject Property is located in the Silver Spring Central Business District (CBD) and is within the area encompassed by the 2000 *Silver Spring CBD Sector Plan* (Sector Plan). The Property is located within 2,000 feet of the Silver Spring Metrorail Station and falls within the Silver Spring Parking Lot District (PLD).

¹ The Subject Property and existing adjacent Quality Time Learning Center are located on “Parts of Lots” due to previous public right-of-way dedications to Georgia Avenue.

The Property is currently improved with a surface parking lot that serves the adjacent 1-2 story Quality Time Learning Center (Figure 2). In the existing condition, the Quality Time Learning Center has a maximum enrollment of 257 students and up to 67 staff. The Property has frontage on Georgia Avenue and Mayor Lane. There are no known rare, threatened, or endangered species on-site; there are no 100-year floodplains, stream buffers, wetlands or historic properties on-site.



Figure 2 – Site Aerial



Figure 3 – Georgia Avenue Context



Figure 4 – Sligo Avenue Context



Figure 5 – Mayor Lane Context

Surrounding Uses

The existing Quality Time Learning Center building is located immediately to the south of the Subject Property. Located on the site of the former Gifford’s Ice Cream production facility, the center currently accommodates a maximum enrollment of 257 children, ranging in age from infant to five years old.

A mix of predominantly one- and two-story restaurant and retail uses share the Georgia Avenue frontage with the Property, along with the 10-story “World Building” with office uses to the north. To the east across Mayor Lane is County Parking Garage #4, and an assortment of single-story restaurant and light-industrial uses. The Silver Spring Fire Station, the historic Train Station Site and Progress Place are across Georgia Avenue to the west.

SECTION 3: PROJECT DESCRIPTION

Proposal

Uses and Density

The Site Plan proposes to redevelop Part of Lot 6, an existing surface parking lot, with a new free-standing 21,840 square foot building addition (the “Annex”) abutting the existing off-site daycare center, accommodating an additional 140 students and up to 32 additional staff.

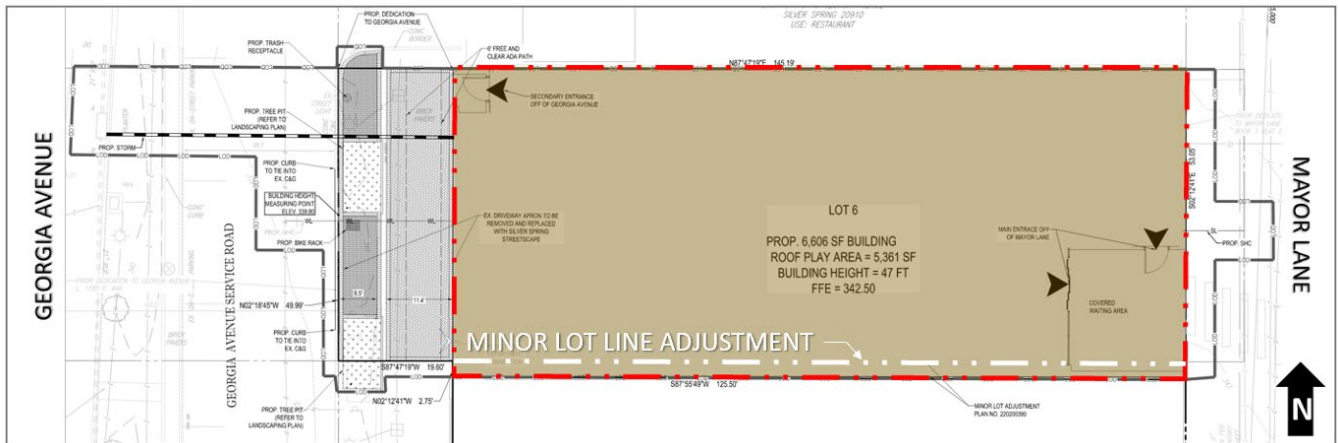


Figure 6 - Site Plan

Minor Subdivision

In order to create a new lot for the proposed Annex and another for the existing Quality Time Learning Center facility, the Applicant is pursuing separately a Minor Subdivision application, Plan No. 220200390, to be approved by the Planning Board prior to certification of the Site Plan. This action will clean up a century of land use activity of various kinds that has created lotting conditions that do not meet the current standards. An illustrative exhibit demonstrating the anticipated future minor subdivision is provided in Figure 7.

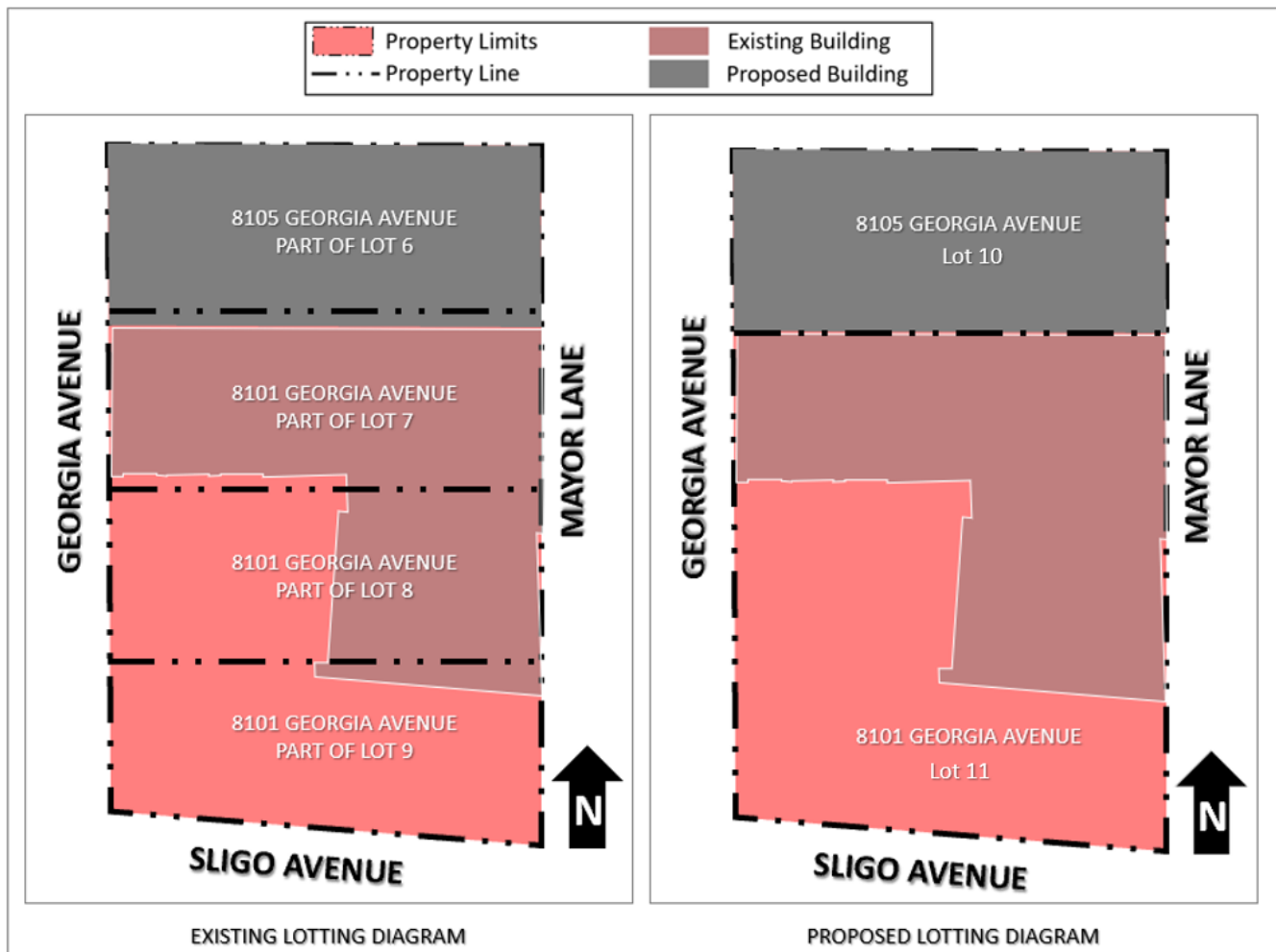


Figure 7 – Future Minor Subdivision

Buildings

The Project proposes an infill development that will replace the existing private surface parking lot with a new 3-story Annex to the existing abutting Quality Time Learning Center. The new building will comprise approximately 21,840 square feet of gross floor area. As proposed, the Annex design compliments the existing Quality Time Learning Center building by extending the building façade across an underdeveloped parking lot and improving the Silver Spring Streetscape. Once completed, the Quality Time Learning Center Annex will expand the innovative, active, and inviting daycare center and transform a surface parking lot along Georgia Avenue into a community resource and source of employment.



Figure 8- Existing Georgia Avenue Facade

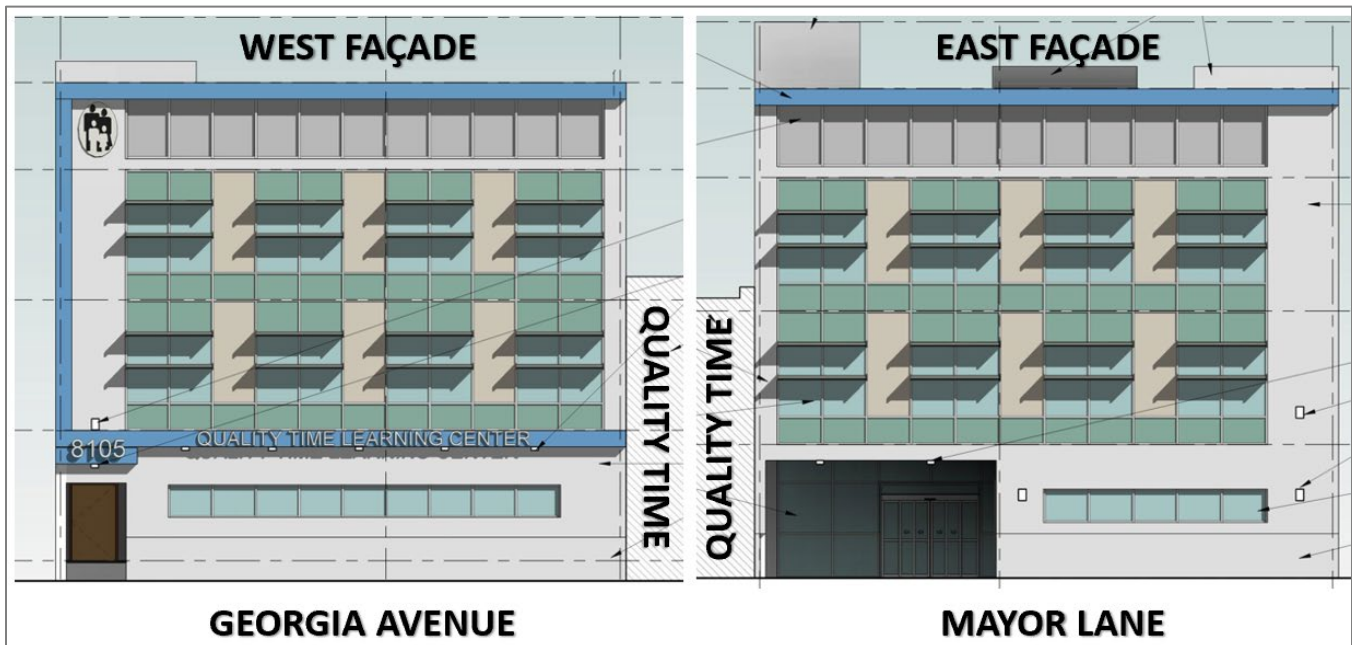


Figure 9- Architectural Elevations

The Project will provide a modified Silver Spring Streetscape Standard along the Property's Georgia Avenue frontage. The modifications are necessary to accommodate the standard Montgomery County Fire and Rescue apparatus on the one-way service drive and have been endorsed by both Planning Staff and MCDPS Fire Department Access and Water Supply Section. The modified streetscape, depicted in Figure 10, moves the service

drive curb three (3) feet to the east to provide a minimum fire department operational access area (20' x 60'). This modification results in a decrease in the depth of the tree pits to allow for a continuation of the existing concrete banding. It also offsets the street lights along the service road frontage. As conditioned, the Applicant will provide continuous soil panels under the new sidewalk. Staff supports deviation from the standard streetscape to permit the minimum fire department operational access area.

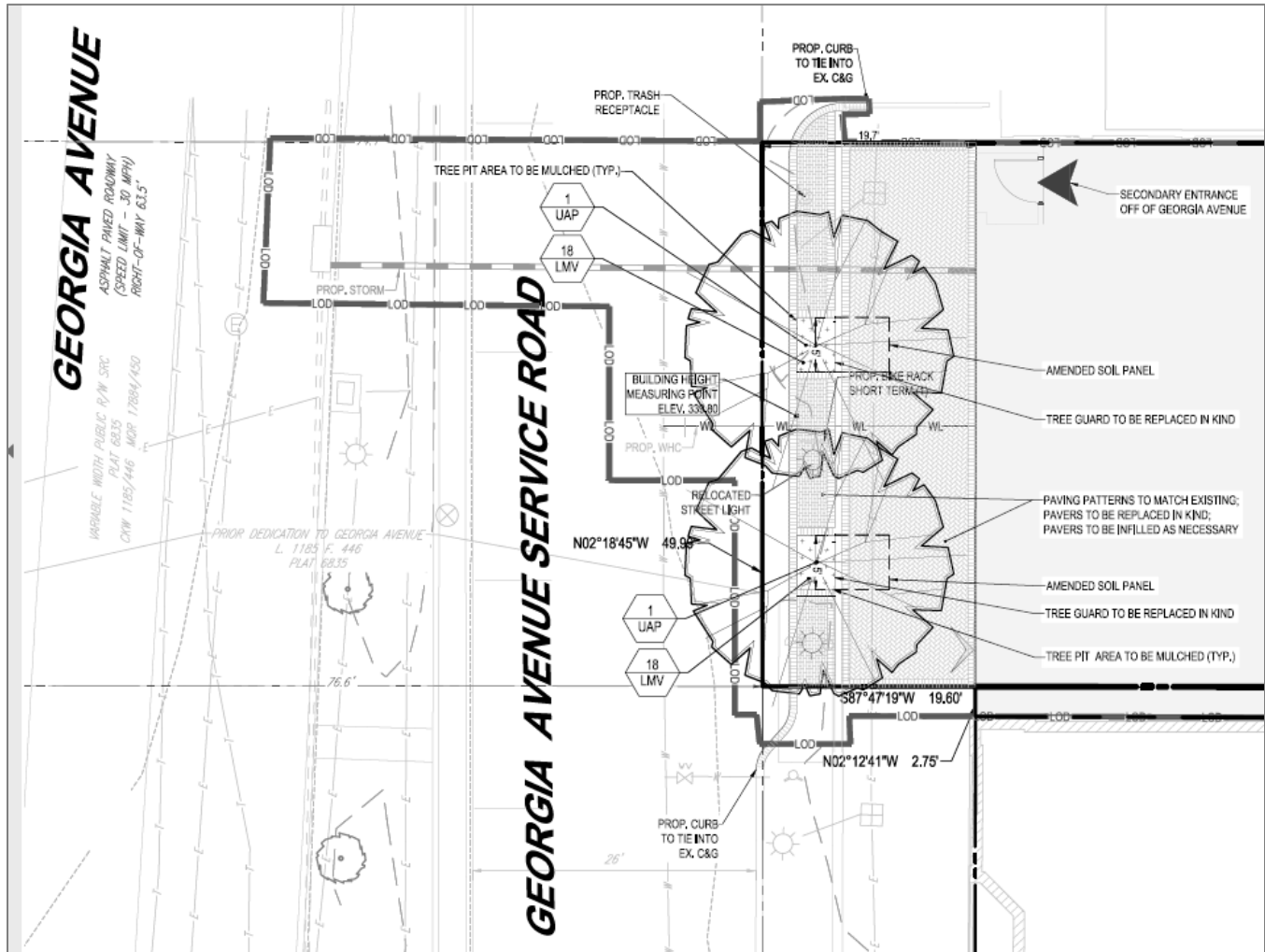


Figure 10 – Modified Streetscape

Open Space

The Applicant is required to provide at least 10% of the site area, a minimum of 664 square feet, as public open space. The Sector Plan and Fenton Village Overlay Zone allow the transfer of public open space off-site per section 59.4.9.8.A.4.

The Project includes 664 square feet of existing public open space improvements off-site within the Georgia Avenue right-of-way. Use of these existing improvements is supported by Planning staff and has been accepted by the Maryland State Highway Administration in an e-mail from the Maryland State Highway Administration District 3 Regional Engineer, dated March 10, 2020 (Attachment A). If the area is modified so as to be inconsistent with the definition of public open space, the Applicant must amend the Site Plan to satisfy the requirement.



Figure 11 – Existing Offsite Open Space

Environment

This Site lies within the urban context of Downtown Silver Spring, in the Sligo Creek watershed, and contains no forest, streams, wetlands, floodplains or associated buffers. Further, there are no rare threatened or endangered species, or known historical or cultural resources on or near the site. The Site, which fronts onto the one-way northbound Georgia Avenue service drive, is adjacent to several street trees, none of which measure 24" diameter at breast height (dbh) or greater.

Forest Conservation

This Application is subject to Chapter 22A, Montgomery County Forest Conservation Law, but is exempt from the requirement to submit a Forest Conservation Plan under Section 22A-(5)(s)(1). Forest Conservation Exemption 42020070E was confirmed for the Subject Property on November 12, 2019. The Project meets the particular requirements of the exemption because the proposed activity occurs on a tract of land less 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.

Circulation

As proposed, the development is not providing on-site circulation or parking. Parents may park in the metered spaces along the Georgia Avenue service drive or the County Parking facilities across Mayor Lane and walk their

children to the Site. As a property within the Silver Spring Parking Lot District, the Applicant is not required to provide parking on-site.

Pedestrian and bicycle access to the Property will be provided along the Property's frontage on Georgia Avenue and Mayor Lane. Bicycle parking is provided in the basement of the Annex, the precise location and details of which will be approved by Staff as part of the Certified Site Plan. The Applicant will be providing improvements to the frontage of the Subject Property including improving the sidewalk to the Silver Spring Streetscape Standard (modified for Fire Department Access).

Transit Connectivity

The immediate area is well served by transit that includes the Red Line Silver Spring Metrorail Station, Metrobus, RideOn, and the Silver Spring VanGo Circulator. Future transit in the area includes a proposed Purple Line station at the existing Silver Spring Metrorail Redline station, to the northwest, and a Purple Line station at the Silver Spring Library, to the northeast.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The following summarizes recommendations included in the 2000 *Silver Spring CBD Sector Plan* and the 2018 *Bicycle Master Plan*:

1. Georgia Avenue, along the Property's western frontage, as a major highway within a minimum right-of-way width of 140 feet.

Sector-Planned Transportation Demand Management

As the Project comprised of less than 40,000 square feet within the Silver Spring CBD, designated as a red policy area by the 2016 – 2020 Subdivision Staging Policy, the Application is not subject to TDM requirements (Chapter 42A-26 of the County Code).

Adequate Public Facilities

A transportation study, dated December 16, 2019, was submitted to analyze the Project. The proposed development is estimated to generate 134 net new morning peak-hour person trips (66 vehicle trips) and 130 net new evening peak-hour person trips (64 vehicle trips) (Tables 1 and 2). Because the estimated transportation impact of the Project exceeds 50 net new trips for the vehicular and pedestrian modes, the Project evaluated the adequacy of both of these modes to satisfy the Local Area Transportation Review requirement.

Table 1: Project Peak Hour Person Trip Generation Estimate						
	Vehicle Rates		Adjusted Vehicle Rates		Person Trips	
Proposed	AM	PM	AM	PM	AM	PM
140 Student Daycare Center ¹	101	98	66	64	134	130
Net New Trips	101	98	66	64	134	130

¹ Trip generation associated with the existing QTLIC daycare are counted in the "Background" condition.
Source: Lenhart Traffic Consulting, Inc. Traffic Study, dated December 16, 2019.

Table 2: Project Peak Hour Trip Generation by Mode					
	Person Trips	Auto Driver	Pedestrian*	Transit	Bike
AM	134	66	56	36	20
PM	130	64	55	35	20

* Pedestrian trips are the sum of all transit and bicycle trips generated by the project.

Source: Lenhart Traffic Consulting, Inc. Traffic Study, dated December 16, 2019.

Vehicle Adequacy

As a project that generates less than 250 net new peak hour vehicle trips, the Applicant was required to evaluate one tier of intersections within Downtown Silver Spring, resulting in a total of five intersections. In accordance with the 2016-2020 Subdivision Staging Policy, the study locations are presented in Figure 12, below, and results of the HCM methodology are presented in Table 3.



Figure 12 – Intersection Analysis Map

Table 3: Intersection Capacity Highway Capacity Manual Methodology Control Delay (seconds)								
Intersection/Corridor		Delay Standard	Existing Conditions		Background Conditions		Future Conditions	
			AM	PM	AM	PM	AM	PM
1	Georgia Avenue/ Sligo Avenue	120	16.6	22.8	17.8	32.7	18.1	34.3
2	Georgia Avenue/ Service Road (Entry) ¹	120	--	--	--	--	--	--
3	Georgia Avenue/ Service Road (Exit)	120	0.3	0.1	0.3	0.1	0.5	0.3
4	Georgia Avenue/ Silver Spring Avenue	120	5.9	6.6	14.4	16.7	14.4	17.5
5	Fenton Street/ Sligo Avenue	120	24.0	22.8	36.9	35.3	37.8	35.9

¹ There is no delay for the Service Road (entry) because it is an unrestricted "free-right" from Georgia Avenue.
Source: Lenhart Traffic Consulting, Inc. Traffic Study, dated December 16, 2019.

Pedestrian Adequacy

Because the Project generates more than 50 peak hour pedestrian trips, the Applicant evaluated each of the crosswalk level of service at LATR study intersections within 500 feet of the Site and determined that each of the pedestrian crossings would operate at a level of service "C" or better in the future condition. The Applicant must fix or fund improvements to non-compliant ADA infrastructure pedestrian infrastructure within 500 feet of the Subject Property, in accordance with the 2016-2020 Subdivision Staging Policy and supplemental guidance issued by the Montgomery County Department of Transportation. Final determination of the required improvements must be made by MCDOT and/ or MD SHA prior to certification of the Site Plan, as determined by MCDOT.

Community Outreach

On November 4, 2019, the Applicant held a pre-submittal public meeting at *Vicino Ristorante Italiano*, located at 959 Sligo Avenue (immediately adjacent to the Subject Property). The Applicant has complied with all submittal and noticing requirements and Staff has not received correspondence from community groups or citizens as of the date of this report.

SECTION 4: SITE PLAN 820200070

ANALYSIS AND FINDINGS

1. *When reviewing an application, the approval findings apply only to the site covered by the application.*
2. *To approve a site plan, the Planning Board must find that the proposed development:*
 - a. *satisfies any previous approval that applies to the site;*

The Site is not subject to any previous approvals.

- b. *satisfies under Section 7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;*

This section is not applicable as there are no binding elements of an associated development plan or schematic development plan in effect on October 29, 2014.

- c. *satisfies under Section 7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;*

This section is not applicable as the Subject Property's zoning classification on October 29, 2014, was not the result of a Local Map Amendment.

- d. *satisfies applicable use standards, development standards, and general requirements under this Chapter;*
 - i. *Division 4.5. Commercial/Residential Zones*

Development Standards

The Subject Project is approximately 0.28 acres of tract area, zoned CR 3.0 C 2.0 R 2.75 H 110T and Fenton Village Overlay Zone. The following data table shows the Application's conformance to the development standards of the zone. As conditioned, the Applicant must obtain approval of Minor Subdivision 220200390 prior to certification of the Site Plan.

Table 4: Site Plan Data Table

Section	Development Standard	Permitted/ Mapped Density	Proposed
59.4	Tract Area CR 3.0 C 2.0 R 2.75 H 110T and Fenton Village Overlay Zone	n/a	12,173 sf (0.28 ac)
	Prior Dedication Proposed Dedication	n/a	4,552 sf (0.10 ac) 983 sf (0.02 ac)
	Site Area		6,638 sf (0.15 ac)
	Commercial Density (GFA/ FAR) CR 3.0 C 2.0 R 2.75 H 110T	24,346 sf (2.0)¹	21,840 (1.79 FAR)
	Building Height (max)	110 feet	50 feet
	Public Open Space (min)	10%	664 sf (10%) ²
	Minimum Setbacks	0	0
59.6		Spaces Required	Spaces Provided³
	Vehicle Parking (Min/ Max)	(65 Min./ 87 Max.)	0
	Vehicle Loading	0	0
	Bicycle Parking		
	Long Term Short Term Bicycle Parking Total	5 0 5	5 2 7

¹ In accordance with Section 59.4.9.8.C.4. of the Zoning Ordinance, Standard Method projects within the Fenton Village Overlay Zone may provide up to 2.0 FAR of commercial uses.

² Open Space to be provided offsite

³ No vehicular parking is provided onsite because the Site is within the Silver Spring Parking Lot District.

Section 4.5.3 – Standard Method Development Form Standards

The Site Plan conforms to the intent of the form standards, including transparency, blank walls and active entrances, as illustrated on the Certified Site Plan. The Project proposes pedestrian entrances on both Georgia Avenue and Mayor Lane and will improve upon the existing Georgia Avenue street frontage adjacent to the Property through the provision of wide sidewalks and attractive streetscaping features.

ii. *Division 6.1. Site Access*

As proposed, the development is not providing on-site circulation or parking. Parents may park in the metered spaces along the Georgia Avenue service drive or the County Parking facilities across Mayor Lane and walk their children to the Site. As a property within the Silver Spring Parking Lot District, the Applicant is not required to provide parking on-site.

Pedestrian and bicycle access to the Property will be provided along the Property's frontage on Georgia Avenue and Mayor Lane. Bicycle parking is provided in the basement of the Annex, the precise location and details of which will be approved by Staff as part of the Certified Site Plan. The Applicant will be providing improvements to the frontage of the Subject Property including improving the sidewalk to the Silver Spring Streetscape Standard (modified for Fire Department Access). The Project

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

iii. Division 6.2. Parking, Queuing, and Loading

No parking or loading operations will occur onsite because the daycare center Annex is located within the Silver Spring Parking Lot District and comprises less than 25,000 square feet of gross floor area. Parking demand and queuing will be accommodated via nearby public parking facilities and on-street metered parking. Additionally, travel demand to and from the Site will be accommodated through the robust public transit system available in Silver Spring.

iv. Division 6.3. Open Space and Recreation

The Applicant is required to provide at least 10% of the site area, a minimum of 664 square feet, as public open space. The Sector Plan and Fenton Village Overlay Zone allow the transfer of public open space off-site per section 59.4.9.8.A.4. The Project includes 664 square feet of existing public open space improvements off-site within the Georgia Avenue right-of-way. Use of these existing improvements is supported by Planning staff and has been accepted by the Maryland State Highway Administration in an e-mail from the Maryland State Highway Administration District 3 Regional Engineer, dated March 10, 2020. If the area is modified so as to be inconsistent with the definition of public open space, the Applicant must amend the Site Plan to satisfy the requirement.

v. Division 6.4. General Landscaping and Outdoor Lighting

Landscaping and lighting will be provided to ensure that the Annex will be safe, adequate, and efficient for students, staff, and visitors to the Project. The Project will include streetscaping along the Georgia Avenue frontage, with widened sidewalks, street trees, and lighting.

As shown in the Development Standards table, the Site Plan meets all of the general requirements and development standards of Section 4.5 of the Zoning Ordinance and the general development requirements of Article 59-6 of the Zoning Ordinance.

e. satisfies the applicable requirements of:

i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

This Application meets the stormwater management requirements of Chapter 19 of the County Code. The Applicant requested, and received, a full stormwater concept waiver approval from the Montgomery County Department of Permitting Services Water Resources Division on February 20, 2020 (revised). MCDPS will provide further review of the stormwater management computations at the time of detailed plan review.

ii. Chapter 22A, Forest Conservation.

This Application is subject to the Chapter 22A, Montgomery County Forest Conservation Law, but is exempt from the requirement to submit a Forest Conservation Plan under Section 22A-5(s)(1) because the proposed activity occurs on a tract of land less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.

An exemption was confirmed for this Site Plan Application on November 12, 2019 under Forest Conservation Exemption No. 42020070E.

- f. provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;*

The Project provides adequate, safe, and efficient parking and circulation patterns. Access for bicyclists and pedestrians will be provided along the Property frontages on Georgia Avenue and Mayor Lane. No parking or loading will occur onsite because the Site is within the Silver Spring Parking Lot District and below the minimum gross square footage threshold at which an onsite loading space is required. The Project will provide open space offsite in accordance with Section 59.6.3.6.C. of the Zoning Ordinance and as conditioned.

- g. substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;*

The Project lies within the “Fenton Village” area of the 2000 *Silver Spring CBD Sector Plan*. The Sector Plan describes the vision for this area of Silver Spring as having “an upgraded streetscape, new housing, and a lively mix of multi-cultural, specialty, and convenience shops serving local and regional customers” (Sector Plan, p. 60). The Project’s proposed redevelopment of an existing surface parking lot to a daycare and advanced learning center for children directly aligns with the goals stated for the Fenton Village area.

The Project, which also lies within the Silver Spring Parking Lot District, proposes zero onsite vehicular parking, supporting the use of transit, bicycles, and walking in lieu of automobile transportation. Further, the Project will follow the Silver Spring Streetscape Standards, as modified to accommodate fire apparatus access, to improve upon the existing street frontage along Georgia Avenue and adjacent to the Property.

The Sector Plan is organized around six themes, which are applicable to the Project, including transit-oriented downtown, commercial downtown, residential downtown, civic downtown, green downtown, and pedestrian friendly downtown. (Sector Plan, pp. 14-25)

Transit-Oriented Downtown

The Sector Plan identifies Silver Spring as a transportation center where regional train, bus, road and trail systems come together (Sector Plan, p. 13). Through both location and active design choices, the Project embodies the elements of the transit-oriented downtown theme in many ways. The Project will be less than a mile walking distance from the Silver Spring Metro and from the multi-modal Paul S. Sarbanes Transit Center that includes the MARC commuter rail station, WMATA Metrobus, Montgomery County Ride-On Bus service, and the University of Maryland bus. The future Purple Line stop will be located near the Silver Spring Metro Station. Additionally, the Project leverages ample garage and street parking to discourage the use of single-occupancy vehicles by residents, employees, and patrons. Future Bus Rapid Transit (BRT) is also proposed along Georgia Avenue. The potential for BRT service at the running along doorstep of the Project will enhance the Sector Plan’s transit-oriented vision for Downtown Silver Spring.

Commercial Downtown

The Sector Plan’s commercial downtown theme seeks to create a rejuvenated mix of commercial uses that will combine with housing and civic uses, all linked to the area by transit, to create a complete and active downtown (Sector Plan, p. 18).

Silver Spring's location, infrastructure, and position in the metropolitan area market will continue its role as an employment center. New retail development will serve the local community with a mix of chain and independent businesses offering convenience and specialty shopping, restaurants and entertainment. (Sector Plan, p.18).

This Project will further expand the mix of uses within Silver Spring, which relates to the Sector Plan's goals of a rejuvenated and diverse commercial area. The Applicant also directly addresses goals regarding Silver Spring as an employment center through their planned development program which aims to increase staff by 48% from current figures.

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. While this Project is not residential in nature, the proposal aims to expand Silver Spring's capacity for educational programs for young children. This use supports the increased presence of families within Downtown Silver Spring and allows for residents to find their childcare and early education needs locally.

Civic Downtown

"Civic structures are often tied to the services they provide...Other structures are more flexible in their use and character. Meeting rooms, for example, can be used for public gatherings or private parties" (Sector Plan, p. 21). The redevelopment proposed by this Project consists of an innovative building designed to be an active and inviting part of the community.

Green Downtown

The green downtown theme of the 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 (Sector Plan, page 22). Despite the Site's limited footprint, the Application is able to work towards the green downtown theme in various ways. The Project proposes the incorporation of the design elements of the Silver Spring streetscape standards as well as two large tree pits to be planted with canopy trees and understory perennials. Additionally, the conversion of the Site from a surface parking lot will improve water quality because the runoff will no longer contain oil, grease, and heavy metals typical of surface parking lots.

Pedestrian-Friendly Downtown

The pedestrian-friendly downtown theme of the Plan encourages the development of active streets and sidewalks, busy with people walking to shop, commute, or for pleasure. The Plan states "An urban area's greatest economic asset and strongest physical definition comes from its pedestrian environment" (Sector Plan, page 24). The Site's pedestrian environment will be enhanced by an improved sidewalk along the Site frontage, which includes street tree plantings to provide shade. Additionally, the 48% increase in employment contributes to the activation of downtown Silver Spring. When viewed in combination with the aspects already detailed within the transit-oriented theme, this Project displays a clear improvement in the pedestrian experience along Georgia Avenue.

- h. will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public*

services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;

The proposed development will be served by adequate public facilities, including police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. The Project does not require an evaluation of public school adequacy because it does not generate any students for the public school system.

The Project is estimated to generate more than 50 new peak hour person trips, therefore, a transportation study was submitted to analyze the Project in accordance with the Local Area Transportation Review Guidelines. The study concluded that the Project will be served by adequate transportation facilities and that conclusion was accepted by the County Department of Transportation, Maryland State Highway Administration, and Planning staff. Other public facilities and services are available and will be adequate to serve the Project.

- i. on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and*

The Subject Property is not located in a Rural Residential or Residential zone.

- j. on a property in all other zones, is compatible with existing and approved or pending adjacent development.*

The Project's design and scale is compatible with existing adjacent buildings and approved or pending adjacent development. The proposed redevelopment of an existing surface parking lot with an expanded daycare center is compatible with the existing and approved development in the vicinity of the Property and throughout the Fenton Village district of the Silver Spring CBD. The density and building heights proposed by the Project is consistent with the Fenton Village Overlay Zone. Given location of the Property, the constrained parking proposed by the Project will encourage the use of alternative forms of transportation and utilization of nearby public parking facilities. The relationships of building massing and the improved streetscape along Georgia Avenue will help to further activate the street level of this location in a manner that is compatible with the surrounding urban neighborhoods in Silver Spring.

- 3. To approve a site plan for a Restaurant with a Drive-Thru, the Planning Board must also find that a need exists for the proposed use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood.*

Not applicable, this Site Plan does not include a restaurant with a drive-thru.

- 4. For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, if the proposed development includes less gross floor area for Retail/Service Establishment uses than the existing development, the Planning Board must consider if the decrease in gross floor area will have an adverse impact on the surrounding area.*

Not applicable, the Subject Property is not zoned C-1 or C-2.

CONCLUSION

The Site Plan application complies with the general requirements and development standards of the Zoning Ordinance. The Project substantially conforms with the goals and recommendations of the *Silver Spring CBD Sector Plan*. Therefore, Staff recommends approval of Site Plan No. 820200070 with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Agency Letters
- B. Forest Conservation Exemption 42020070E



April 2, 2020

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: Quality Time Learning Annex
Traffic Impact Study Review
ADA Adequacy Study

Dear Mr. Folden:

We have completed our review of the Local Area Transportation Review (LATR) and Transportation Policy Area Review (TIS) report dated November 24, 2019 and prepared by Lenhart Traffic Consulting, Inc. This study was prepared in accordance with the Fall 2017 LATR Guidelines. Total development evaluated by the analysis includes:

- Day care facility for 140 students

We offer the following comments:

Adequacy Determination

1. The proposed development will generate at least 50 total weekday peak hour person trips; therefore, the Motor Vehicle Adequacy test is required.
2. The proposed development will generate at least 50 peak-hour pedestrian trips; therefore, this adequacy test is required.
3. The proposed development does not generate more than 50-peak hour transit or bicycle trips; therefore, these adequacy tests are not required.

Motor Vehicle System Adequacy

1. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA jurisdiction.
2. The subject development is required to meet the Local Area Transportation Review (LATR) test for motor vehicle system adequacy. The LATR for the Silver Spring CBD policy area uses the Highway Capacity Manual (HCM) with an average vehicle delay standard of 120 seconds. The consultant analyzed five intersections in the vicinity of the site and concluded that none of the studied intersections will exceed the congestion level threshold for the Silver Spring CBD policy area.

We **accept** the consultant's conclusion that the post-development traffic will operate within the congestion standard at the studied intersections.

Pedestrian and Bicycle Impact Statement (PBIS)

1. In accordance with the LATR guidelines, the consultant provided an evaluation of the pedestrian, bicycle and transit infrastructure for the studied intersections and roads.
2. In accordance with the LATR guidelines, the consultant gathered pedestrian and bicycle counts at the studied intersections. These counts show low bicycle volumes at all intersections. However, signalized intersections along Georgia Avenue and the Fenton Street/Sligo Avenue intersection showed high pedestrian counts.
 - a. Since the site is located in a CBD, the consultant identified the peak pedestrian hours for the above intersections.
3. The consultant identified sidewalks within the vicinity of the site.
4. The consultant identified which crosswalks have countdown pedestrian signals (CPS) and accessible pedestrian signals (APS).
5. The consultant provided the locations of bus stops and the routes that serve the site vicinity and identified the amenities, if any, associated with these stops.
6. The consultant identified street lighting in the vicinity of the site.

Pedestrian System Adequacy

1. The applicant submitted a separate ADA analysis for the pedestrian system adequacy test on March 26, 2020 and stated that most of the Tier 2 and Tier 3 items will be fixed as part of a CIP rather than paid for by the applicant. We do not agree with this statement. The Applicant shall be responsible for the following ADA improvements listed below per the MCDOT Memorandum dated October 25, 2018- "Revised Technical Guidance: 2016 Subdivision Staging Policy (SSP) ADA Noncompliance Test Procedures for urbanized areas". The applicant is required to identify and fix ADA non-compliance issues with sidewalk ramps, traffic signals, significant trip hazards, cross slope deviations, and broken, missing or structurally failing sidewalks within 500 feet radius of the site.
 - a. The applicant is required to fix the tier 1 items located within 250 feet from the project boundary, measured along the street. The improvements need to be completed prior to issuance of the first Use and Occupancy permit.
 - b. For the tier 2 and 3 items, the applicant can either fix the items and contribute \$100,000 for tier 2 and \$50,000 for tier 3 improvements. The contribution needs to be made prior to issuance of the first above grade building permit.

The applicant has not submitted the correct information for whether or not they will fund or fix items. They will need to work with MCDOT and MCDPS to finalize the Pedestrian Adequacy and determine what they are fixing or funding prior to issuance of the certified site plan. DPS, who is the primary reviewer, will need to coordinate with MCDOT to provide additional comments in their letter.

SUMMARY

1. We concur with the consultant's conclusion regarding the motor vehicle system adequacy. The motor vehicle delay will not exceed the Silver Spring CBD threshold.
2. We concur with the consultant's conclusion that the transit and bicycle adequacy tests are not required.
3. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA jurisdiction.
4. The applicant will need to work with MCDOT and MCDPS to finalize the Pedestrian Adequacy and determine what they are fixing or funding prior to issuance of the certified site plan or, at a minimum, fix all Tier 1 items and pay \$150k minimum toward Tiers 2 and 3 items.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. William Whelan, our Development Review Engineer for this project, at william.whelan@montgomerycountymd.gov or (240) 777-7170.

Sincerely,

William Whelan

William Whelan
Development Review Team
Office of Transportation Policy

SharePoint/DOT/Development Review/Correspondence/FY-2020/Quality Time Learning Annex TIS – MCDOT review letter
040120.docx

cc-e:	Nick Driban	Lenhart Traffic Consulting, Inc.
	Mark Terry	MCDOT DTEO
	Seifu Kerse	MCDOT DTEO
	Kamal Hamud	MCDOT DTEO
	Kwesi Woodroffe	MDSHA-District 3
	Sam Farhadi	MCDOT DPS



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

M E M O R A N D U M

Revised October 25, 2018

TO: Eric Graye, AICP, PTP, Planning Supervisor
Functional Planning and Policy Division
Maryland National Capital Park and Planning Commission

FROM: Rebecca Torma, Manager *[Signature]*
Development Review Section
Office of Transportation Policy

SUBJECT: Technical Guidance: 2016 Subdivision Staging Policy (SSP)
ADA Noncompliance Test Procedures for urbanized areas

This memorandum provides guidance to the development community on how to perform the pedestrian system adequacy test as required in the 2016 Subdivision Staging Policy (SSP) and the Local Area Transportation Review (LATR) guidelines, Fall 2017. The SSP has a goal to achieve an approximately equivalent transportation level of service in all areas of the County and provides for multi-modal transportation adequacy tests, including a test for pedestrian system adequacy. The SSP requires that any site that generates more than **50 pedestrian peak hour trips** (including trips to transit) must "fix (or fund) Americans with Disabilities Act (ADA) non-compliance issues within a 500' radius of the site boundaries..." Given the 50-trip pedestrian peak hour threshold associated with this adequacy test, it should be noted that this requirement would typically be triggered by **large proposed development projects**. However, there is little additional guidance in the SSP or LATR guidelines for completing this assessment. Based on early experience with this new requirement, MCDOT recommends the procedure outlined below to the Planning Department for determination of project compliance within urbanized areas (Red/Orange Policy Areas).

This procedure is tiered based on the significance for access to the project and likelihood of participation in addressing ADA non-compliance issues by other nearby projects. The applicant's requirements to fix or fund corrections to these conditions will depend on the location of the condition with respect to the project site.

1. **Establish evaluation tiers.** The project-specific tiers should be confirmed at the scoping stage by the Planning Department, in consultation with MCDOT, before any assessment is done. The following guidance is provided for determining the tiers.

a. Tier 1 –Primary sidewalk

- i. The public or private street frontage of the project.
- ii. The same side of street up to the nearest public street intersection, or a maximum distance of 250 feet from the project boundary, measured along the street.
- iii. Approximately 25 feet along each intersecting street within 1.a.i and 1.a.ii.

Office of the Director

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

b. Tier 2 – Connected sidewalk

- i. The same side of the street as the project between the first public road intersection and 250 feet (if applicable), measured along the fronting street.
- ii. The corresponding opposite side of the street as 1.a.ii and 1.b.i.
- iii. Approximately 25 feet along each intersecting street within 1.b.i, and 1.b.ii.

c. Tier 3 –Network connections

- i. Between 250 feet and 500 feet, measured along the fronting street.
- ii. The corresponding opposite side of the street.
- iii. Along both sides of each intersecting street in 1.a and 1.b, up to the next public road intersection or a maximum distance of 500 feet from the project boundary, measured along the street.
- iv. Approximately 25 feet further along each intersecting street identified in 1.c.iii.

2. Adequacy Determination

a. Tier 1

- i. The applicant should identify and fix ADA non-compliance issues with sidewalk ramps, traffic signals, significant trip hazards, cross slope deviations, and broken, missing, structurally failing sidewalks.
- ii. Beyond the site frontage, the applicant is not required to relocate utilities or traffic signal cabinets, reconstruct utility vaults, relocate fire hydrants, relocate street trees or relocate manhole covers.

b. Tier 2

- i. The applicant should identify and fix ADA non-compliance issues with sidewalk ramps, traffic signals, significant trip hazards, and missing or structurally failing sidewalks.
- ii. A minimum recommended contribution of \$100,000 toward ADA compliance may satisfy this requirement.

c. Tier 3

- i. The applicant should identify and fix ADA non-compliance issues with sidewalk ramps, traffic signals, significant trip hazards, and missing or structurally failing sidewalks.
- ii. A minimum recommended contribution of \$50,000 toward ADA compliance may satisfy this requirement.

- 3. For applicants to comply with the pedestrian system adequacy test, the contributions should be placed into a CIP fund for the relevant policy area (if applicable) or the countywide ADA Compliance Transportation CIP (P509325).

If you have any questions regarding this memorandum please call Rebecca Torma, at 240-777-2118.



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Hadi Mansouri
Acting Director

~~February 14, 2020~~
February 20, 2020 (Revised)

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

Re: Stormwater Management **CONCEPT** Request
for Quality Time Learning Center Annex
Preliminary Plan #: 820200070
SM File #: 285520
Tract Size/Zone: 0.15ac
Total Concept Area: .21 ac
Lots/Block: Lot 6, Block B, Book 1 Plat 54
Watershed: Lower Rock 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 requested a full stormwater management waiver due to site constraints. This concept approval letter revises the previously issued concepts approval letter.

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. This revision replaced the previous letter dated February 14, 2020.

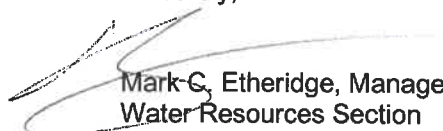
This list may not be all-inclusive and may change based on available information at the time.

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.

Mr. Bradford Fox
February 20, 2020
Page 2 of 2

If you have any questions regarding these actions, please feel free to contact Bill Musico at 240-777-6340.

Sincerely,



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

MCE: WJM

cc: N. Braunstein
SM File # 285520

ESD: Required/Provided 1,396 cf / 0.00 cf
PE: Target/Achieved: 2.00"/0.00"
STRUCTURAL: 0.00 cf
WAIVED: 1,396 cf..



Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 23-Jan-20
TO: Bradford Fox - bfox@bohlereng.com
Bohler Engineering
FROM: Marie LaBaw
RE: Quality Time Learning Center
8105 Georgia Ave

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **23-Jan-20** .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.

***** See Statement of Performance Based Design *****

January 22, 2020

Montgomery County Department of Permitting Services
Fire Department Access and Water Supply
255 Rockville Pike, 2nd Floor
Rockville, Maryland 20850

Attn: Marie LaBaw, PhD, PE

Revised 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

Re: Statement of Performance Based Design
Fire Department Access Plan
Quality Time Learning Center
8105 Georgia Avenue
Silver Spring, Montgomery County, MD
BEPC # MB182163

Dear Dr. LaBaw:

BY: SML FM: 43 DATE: 1/23/2020

On behalf of the applicant, Bohler Engineering has prepared this Statement of Performance Based Design for your review and approval. At this time the applicant has submitted a Site Plan for a proposed Day Care Center at 8105 Georgia Avenue in Silver Spring, MD. The enclosed Fire Department Access Plan demonstrates the proposed improvements.

This Statement of Performance Based Design is in reference to the required 20-foot fire department vehicular access required by NFPA 1, as mentioned in the Fire Department Access Performance-Based Design Guide (Approved August 2019). The Georgia Avenue Service road is 17' to 17.9' wide, with an 8' parallel parking lane. The parking spaces are metered by Montgomery County.

The 17' width meets the minimum 12' free and clear travel access required for a fire truck, per Chapter 3 of the Performance-Based Design Guide. The development also proposes to modify the curb in front of the Site to allow for a 20' wide by 60' long area for fire truck operational access.

Please find enclosed the following material for your review:

- Two (2) copies of the Fire Department Access Plan, prepared by Bohler Engineering, dated January 22, 2020.

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

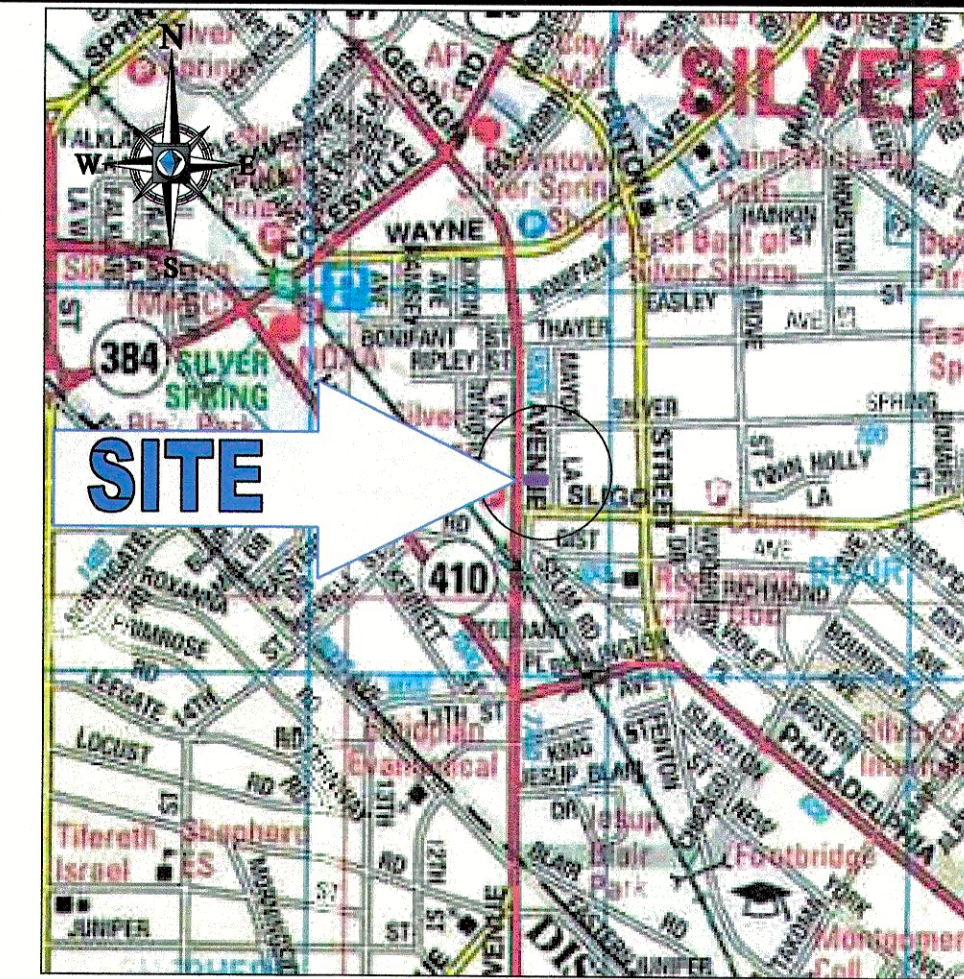
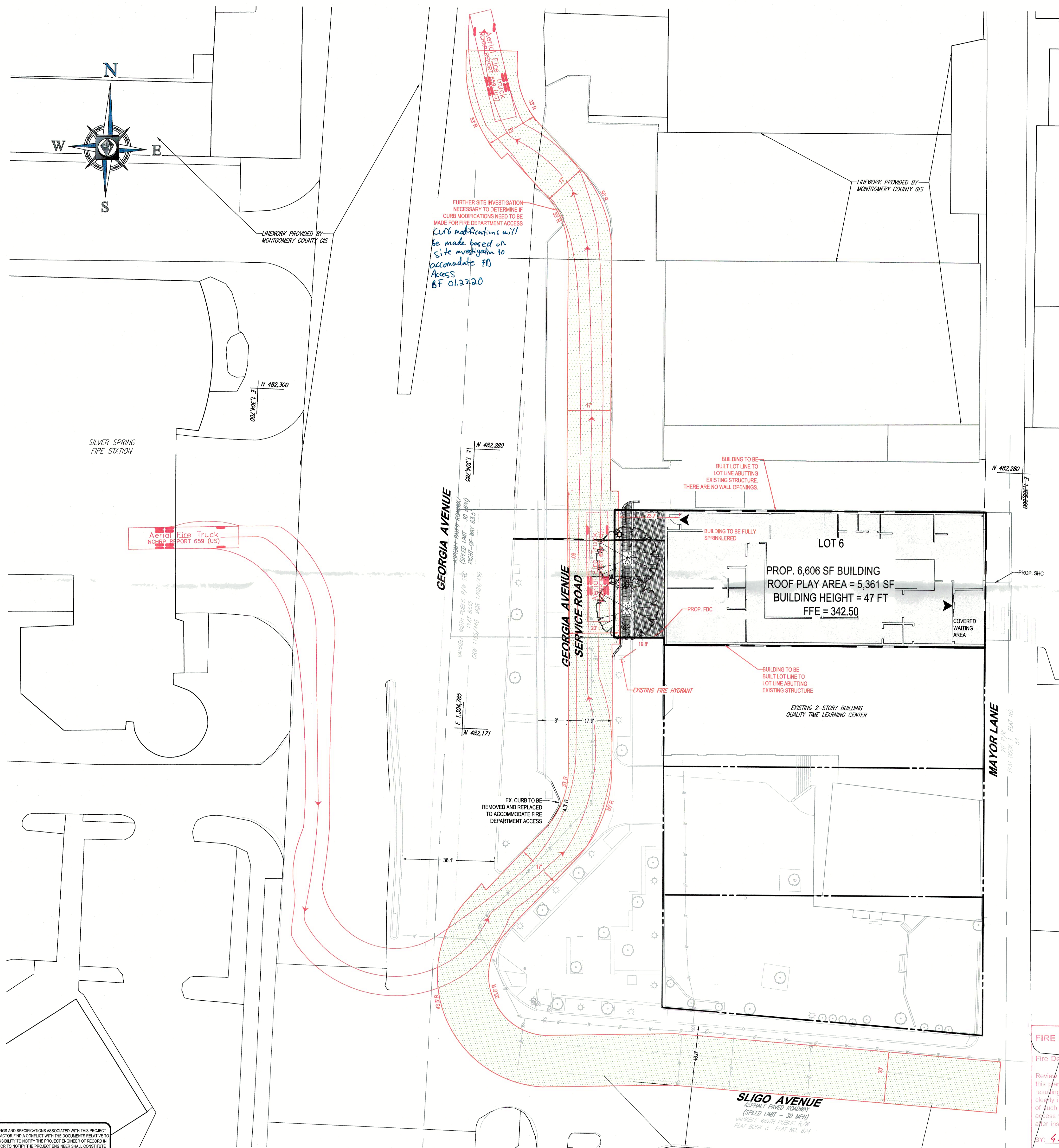
Sincerely,
Bohler Engineering VA, LLC

Bradford L. Fox, P.E.

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. 37966, EXPIRATION DATE: 11/30/2021

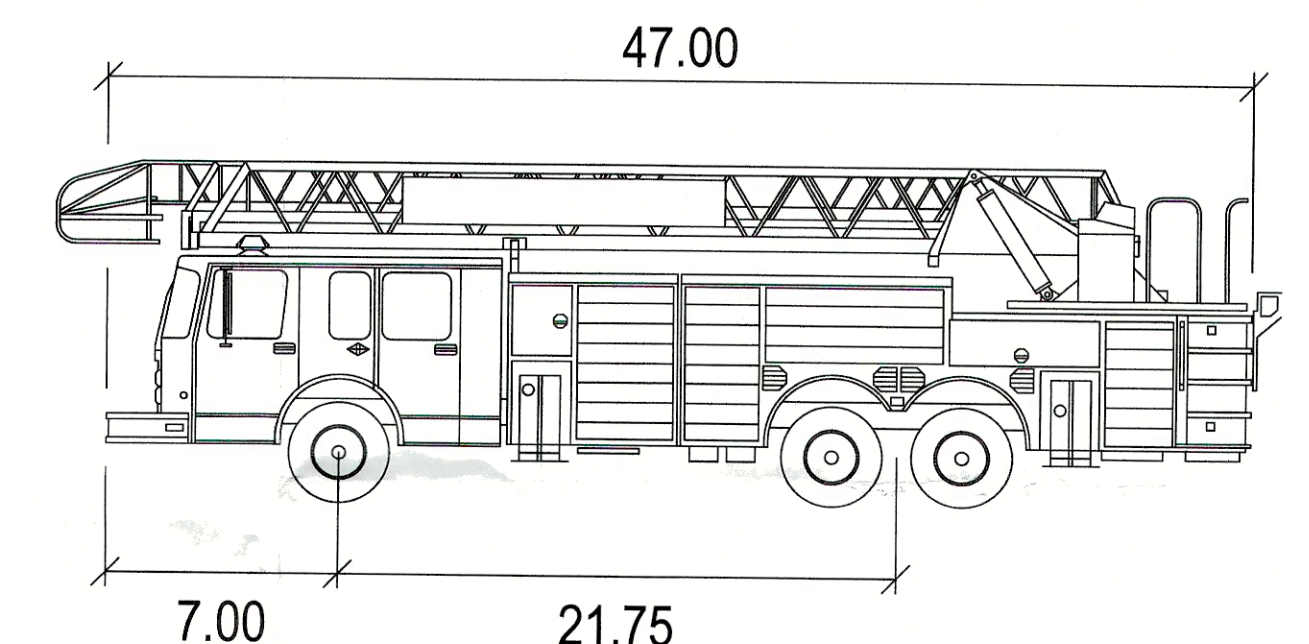
cc: Matthew Jones, P.E., Bohler Engineering (w/o Enc.)
File

H:\18\MB182163\Administrative\Letters\2001XX DPS - MLaBaw - FDAP Statement of Performance.doc



LOCATION MAP
SCALE: 1" = 200'

- NOTES:
- ALL SIMULATED TURNING MOVEMENTS WERE CREATING USING AUTOCAD AUTOTURN PRO.
 - TRUCK DIMENSIONS OBTAINED FROM THE MONTGOMERY COUNTY FIRE MARSHAL.

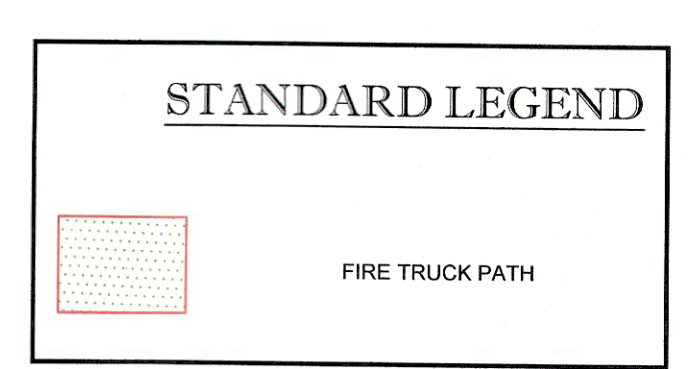


Aerial Tower 729 feet

Track Width : 8.25

Lock to Lock Time : 6.0

Steering Angle : 33.2



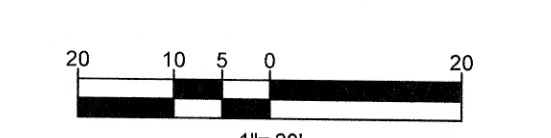
- REFERENCES:
- OFFSITE EXISTING FEATURES OBTAINED FROM MONTGOMERY COUNTY PLANNING DEPARTMENT GIS DATA ON 10/15/2019.
 - LOCATION OF FIRE HYDRANTS OBTAINED FROM WSSC 200' SHEET 210NW01-W DATED MAY 20, 2019.

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.

BY: SJC FM: 43 DATE: 1/23/2020



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. 37966, EXPIRATION DATE: 11/30/2021.

BOHLER ENGINEERING

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING PROGRAM MANAGEMENT LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN PERMITTING SERVICES TRANSPORTATION SERVICES

NEW YORK, NY
NEW JERSEY
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
PENNSYLVANIA
DELAWARE
MARYLAND
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
FLORIDA
ALABAMA
LOUISIANA
MISSISSIPPI
ARKANSAS
OKLAHOMA
KANSAS
NEBRASKA
MINNESOTA
IOWA
MICHIGAN
OHIO
INDIANA
ILLINOIS
WISCONSIN
MINNESOTA
IOWA
MICHIGAN
OHIO
INDIANA
ILLINOIS
WISCONSIN

REVIEWS				
REV	DATE	COMMENT	BY	
1	01/06/2020	PER FIRE MARSHAL COMMENTS	IBG	
2	01/22/2020	PER FIRE MARSHAL COMMENTS	IBG	

NOT APPROVED FOR CONSTRUCTION

PROJECT No.: MB182163
DRAWN BY: JOC
CHECKED BY: BLF
DATE: 11/12/19
SCALE: 1"=20'
CAD I.D.: EXO

QUALITY TIME LEARNING CENTER ANNEX FOR QUALITY TIME LEARNING CENTER, LLC.

LOCATION OF SITE
8105 GEORGIA AVENUE
SILVER SPRING, MD 20190
MONTGOMERY COUNTY
TAX ID: 01042248

BOHLER ENGINEERING

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

B.L. FOX

PROFESSIONAL ENGINEER
1/23/20

FIRE DEPARTMENT ACCESS PLAN

SHEET TITLE: FIRE DEPARTMENT ACCESS PLAN
SHEET NUMBER: 1 OF 1

820200070 Quality Time Learning

Contact: Sam Farhadi at 240 777-6333

We have reviewed site and landscape plans files:

“07-SITE-820200070-003.pdf V3” uploaded on/ dated “12/20/2019”,
“08-LL-820200070-001.pdf V3” uploaded on/ dated “12/20/2019” and

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

1. Provide Silver Spring Streetscaping along the site frontage and provide a note accordingly on the site plan. Any deviation should be clearly specified for our review and approval. Also ensure all proposed County maintained curb and gutter conform to the County standards.
2. Ensure Fire Department Connection (FDC) does not project into the proposed ROW.
3. Provide public sidewalk:
 - a. to ADA standards (minimum five feet wide) and label it accordingly;
 - b. Use ADA compliant cover for manholes/ vaults within sidewalk where possible.
4. Proposed street trees along the site frontage on Georgia Ave Service Road:
 - a. show streetlight and maintain 15’ offset from it.
 - b. clarify whether existing elm at the southern limits is being retained or replaced.
 - c. Install amended soil panel.
5. Due to limited pavement width, no standing, parking, drop off/ pickup can be done within Mayor Lane. Provide a note accordingly on the site plan.

March 11, 2020

Mr. Mike Lenhart
Lenhart Traffic Consulting, Inc.
645 Baltimore Annapolis Blvd, Suite 214
Severna Park, MD, 21146

Dear Mr. Lenhart:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Lenhart Traffic Consulting, Inc., dated November 14, 2019, for the (Quality Time Learning Annex development – SHA Tracking #19-AP-MO-040-xx) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 140 student Day Care facility is via Georgia Ave Service Road (a County road) between Sligo Avenue and Silver Spring Avenue.
- The following intersections were analyzed under existing, background and future conditions:
 - Georgia Avenue & Sligo Avenue
 - Georgia Avenue & Service Road Entrance
 - Georgia Avenue & Service Road Exit
 - Georgia Avenue & Silver Spring Avenue
 - Fenton Street & Sligo Avenue
- 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:

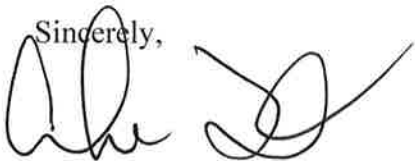
Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):

1. We have reviewed the responses to previous TFAD comments for this TIS and find the responses and revised TIS to be acceptable. TFAD has no further comments.

Mr. Lenhart
SHA Tracking No.: 19-AP-MO-040-xx
Page 2 of 2
March 11, 2020

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 Mr. Kwesi Woodroffe at 9300 Kenilworth Avenue, Greenbelt, MD 20770, attention of Mr. Kwesi Woodroffe. 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 <https://www.roads.maryland.gov/mdotsha/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@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,



Andre Futrell,
District Engineer, District 3, SHA

AF/ts

cc: Scott Holcomb, SHA - TFAD
Brad Fox, Bohler Engineering
Matthew Folden, Montgomery Planning

From: [Kwesi Woodroffe](#)
To: [Folden, Matthew](#)
Subject: RE: Quality Time Learning Center - Open Space
Date: Tuesday, March 10, 2020 9:41:23 AM
Attachments: [image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)

Matt,

Yes, this approach is acceptable.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>



From: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Sent: Monday, March 9, 2020 4:36 PM
To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Subject: Quality Time Learning Center - Open Space

Kwesi,

Following-up on my voicemail from this afternoon regarding the potential use of SHA ROW to meet the subject property's open space requirement. If SHA is willing to accept the continued use of the existing planters and benches (at the corner of Georgia Avenue/ Sligo Avenue), I will condition that the applicant

can count that space toward their open space requirement until SHA needs the improvements to be vacated.

Given the width of the right-of-way and the fact that this area is at the back of the sidewalk, behind the existing service drive, and does not constrain the minimum clear width of the sidewalk, I don't see any issue accepting this space. (see images below)

Do you find this approach acceptable?

Thanks,



Matthew Folden, AICP

Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
matthew.folden@montgomeryplanning.org
o: 301.495.4539



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Potential condition language:

1. Public Open Space, Facilities, and Amenities

- a. The Applicant must provide a minimum of 670 square feet of public open space (10% of site area) off-site, as shown on the Certified Site Plan.
- b. If the Maryland State Highway Administration modifies the area of right-of-way used for public open space in a manner inconsistent with the definition of public open space, the Applicant must pay \$145,460 dollars to M-NCPPC in accordance with 59.6.3.6.C., or seek a site plan amendment to reflect an alternative location to construct public open space improvements.

Quality Time Learning Center Offsite Open Space Financial Contribution						
Property Address	Site Area	SDAT Land Value	Open Space			
			10% Site Area	Site	10% Land Value	\$35/ SF * 10% Site Area
8101 Georgia Avenue	6,698 SF	\$1,220,100	670 SF		122,010	23,450
Offsite Contribution						\$145,460



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

November 12, 2019

Mr. Brad Fox
Bohler Engineering
16701 Melford Blvd., Suite 310
Bowie, MD 20715

Re: Forest Conservation Exemption 42020070E; Quality Time Learning Center Annex

Dear Mr. Fox:

Based on the review by staff of the Montgomery County Planning Department, the Forest Conservation Exemption Request submitted on October 22, 2019 for the plan identified above, is confirmed. The project site is exempt from Article II of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(s)(1) because this activity is being conducted on a tract less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.

An on-site pre-construction meeting is required after the limits of disturbance have been staked and flagged, but before any clearing or grading begins. The property owner should contact inspector David Wigglesworth at David.Wigglesworth@montgomeryplanning.org or at 301-495-4581 before construction to verify the limits of disturbance. The property owner, construction superintendent, this forest conservation inspector, and the Montgomery County Department of Permitting Services (DPS) sediment control inspector should attend this pre-construction meeting.

You may contact me at Kristin.Taddei@montgomeryplanning.org or at (301) 495-4597

Sincerely,

Kristin Taddei
Forest Conservation Planner
Development Applications & Regulatory Coordination