™ Montgomery Planning

WHITE OAK SELF STORAGE

LOCAL MAP AMENDMENT AND PRELIMINARY FOREST CONSERVATION PLAN H-147 AND CONDITIONAL USE CU202302

Description

Request to rezone the subject property from CR-2.5, C-1.5, R-1.5, H-200 to CRTF-2.5, C-2.25, R-1.5, H-200 and allow self-storage as a Conditional Use to expand the existing self-storage use on site with a new self-storage building at the rear of the property.

LMA No. H-147 and CU202302
Completed: 12-2-2022

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LOCATION

11105 New Hampshire Avenue, Silver Spring, MD, 1,800 feet southeast of the intersection of Columbia Pike and New Hampshire Avenue.

MASTER PLAN

2014 White Oak Science Gateway Master Plan

ZONE

Existing zone: CR-2.5, C-1.5, R-1.5, H-200

Proposed zone: CRTF-2.5, C-2.25, R-1.5, H-200

PROPERTY SIZE

113,650 square feet

APPLICANT

White Oak Storage Owner LLC

ACCEPTANCE DATE

May 18, 2022

REVIEW BASIS

Chapter 59 and Chapter 22A



- Staff recommends approval of Local Map Amendment (LMA) H-147 to rezone the Property from CR-2.5, C-1.5, R-1.5, H-200 zone to the CRTF-2.5, C-2.25, R-1.5, H-200 zone.
- Pursuant to Section 3.1.6 (Use Table) of the Montgomery County Zoning Ordinance selfstorage is allowed as a conditional use in the CRTF zone. Staff recommends approval of the Conditional Use, CU202302, to allow for the expansion of the existing self-storage facility with a 3,600 square-foot addition to the existing building and a new, 116,000 square-foot self-storage building.
- As part of the Subject Application, the Applicant is seeking a parking waiver from the requirements of 59.6.2.4.B.
- Subsequent Sketch and Site Plan applications are required if the Local Map Amendment and Conditional Use are approved.
- The Subject Application includes a Preliminary Forest Conservation Plan in compliance with the Montgomery County Environmental Guidelines, which is recommended for approval.
- Staff has not received any correspondence regarding this application.

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SECTION 1: EXECUTIVE SUMMARY

The Subject Application consists of a Local Map Amendment, H-147, and a Conditional Use, CU202302. The Local Map Amendment proposes to change the zoning of the Subject Property from CR to CRTF. The purpose of this Local Map Amendment is to change the zoning of the property to a zone in which Self-Storage is allowed only as a conditional use. Based on the Use Table in the Montgomery County Zoning Code (59.3.1.6) under the Subject Property's existing CR zone, Self-Storage is allowed only as a Limited Use. A limited use may be allowed by-right and without Planning Board approval, but only if the Limited Use standards are met. In the case of a Self-Storage limited use, Section 59.3.6.8.D.2.a.ii outlines that Self-Storage is allowed only under the standard method of development, and that the Self-Storage use must be in a basement or cellar of a building used for other purposes. The Applicant wishes to construct a second Self-Storage building on their property which is already improved with an existing Self-Storage facility. The Applicant's proposal does not meet the requirements of the Limited Use standards, and thus proposes to rezone the Property from CR to CRT.

Under the CRT zone, Self-Storage is allowed only as a Conditional Use. As a Conditional Use, the proposal is not subject to the Self-Storage Limited Use standards, allowing the Applicant to move forward with their desire to construct a second Self-Storage facility on site. Despite not having to meet the specifics of the Self-Storage Limited Use standards, the Conditional Use process allows for a more thorough review of the project and requires a recommendation from the Montgomery Planning Board and an approval of the Conditional Use by the Montgomery County Hearing Examiner. The Conditional Use must meet the requirements and findings of Section 59.7.3.1, and therefore provides a more robust framework for ensuring that the Applicant's proposal furthers the public interest and is compatible with its surrounding neighborhood.

The Subject Property is currently improved with a 115,200-square-foot, three-story Self-Storage facility at the west of the property with a surface parking lot between the building and the property's New Hampshire Avenue frontage to the west. The existing self-storage facility was developed in 2002 under the Property's previous C-2 zone, which allowed for the development of a self-storage facility by-right. The Subject Application proposes to construct a new, 116,000-square-foot, five-story building at the rear/east of the property, in a location where a gated surface parking lot associated with the Self-Storage use currently exists. The Application also proposes a 3,600-square-foot addition to the front of the upper stories of the existing self-storage building, which will serve as shelter for a newly covered and reconfigured parking area at the front of the Site. Also included in the Application is improved landscaping along New Hampshire Avenue and a segment of a future trail connection at the rear of the property.

Following the Subject Application, the Project will need approval of a sketch plan and a site plan. At the time of sketch plan, the Applicant will need to provide at least 50 public benefit points. The merit of the public benefit points proposed will be evaluated at the time of sketch plan, but the Applicant has included an anticipated list of public benefit categories, including minimum parking, quality

building design, solar panels and cool roofs. A Preliminary Plan is not needed since the Subject Property is recorded in Plat 8280.			

SECTION 2: RECOMMENDATIONS AND CONDITIONS

LOCAL MAP AMENDMENT LMA H-147

Staff recommends approval of Local Map Amendment LMA H-147, White Oak Self-Storage, to construct a new Self-Storage building, subject to the following binding elements.¹

- 1. The use of the property will be limited to self-storage.
- 2. The proposed self-storage facility will not exceed 234,800 square feet of commercial density.
- 3. Vehicular access to the Site will be limited to the existing access point.
- 4. The maximum building height on the Subject Property is limited to 55 feet (as measured per Section 4.1.7.C).

CONDITIONAL USE CU202302

Staff recommends approval of Conditional Use No. CU202302 subject to the following conditions:

- 1. Applicant must receive approval for their Local Map Amendment H-147 from County Council prior to approval of the conditional use for a self-storage facility on the property.
- 2. This self-storage facility is limited to a total of 234,800 square feet of self-storage development, contained in one self-storage building of 118,800 square feet at the west of the Site and one self-storage building of 116,000 square feet at the east of the Site.
- 3. The Applicant must pay a fee-in-lieu for the construction of the bicycle facilities along the Property's New Hampshire Avenue frontage, which may be a part of the Project's payment into the White Oak Local Area Transportation Improvement Program (LATIP).
- 4. At time of sketch and site plan, the Applicant must provide a cross section of the proposed bicycle and pedestrian facilities along New Hampshire Avenue.
- 5. Applicant must provide a minimum of 12 parking spaces and 5 loading spaces on site.

PRELIMINARY FOREST CONSERVATION PLAN

- 1. A Final Forest Conservation Plan must be submitted and approved concurrently with Site Plan approval.
- 2. The Final Forest Conservation Plan must be consistent with the Preliminary Forest Conservation Plan.

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.

- 3. The Final Forest Conservation Plan must include all areas of off-site disturbance in worksheet calculations.
- 4. No demolition, clearing, or grading is permitted prior to Final Forest Conservation plan approval and satisfaction of forest conservation requirements.

SECTION 3: SITE DESCRIPTION

VICINITY

The Subject Property is located at 11105 New Hampshire Avenue in White Oak (the "Property" or the "Site"), in a mixed-use neighborhood around the intersection of Columbia Pike and New Hampshire Avenue. To the southeast of the Site is the FDA campus, to the north are commercial uses located in the White Oak Shopping Center, to the northwest are multi-family apartments, and to the south and southwest is the existing residential neighborhood of Hillandale.

The staff-defined neighborhood is bounded by Columbia Pike to the north and Oak Leaf Drive to the west. To the south, the neighborhood terminates where the commercial uses on either side of New Hampshire Avenue terminate, and to the east the neighborhood terminates east of the White Oak Shopping Center and where the commercial uses south of Lockwood Drive transition to multi-family residential.



Figure 1: Neighborhood Vicinity Map

Given the neighborhood's status as a commercial node and its location surrounding the bustling intersection of New Hampshire Avenue and Columbia Pike, the staff-defined neighborhood includes a number of existing, approved conditional uses (previously called Special Exceptions). For the most part, these conditional uses have allowed a number of commercial uses within residential properties,

including medical practices, childcare, and a delicatessen. Also included are a number of conditional uses allowing a telecommunications tower on the apartment building property at the southwest of the New Hampshire Avenue-Columbia Pike intersection, and conditional uses to allow drive-thru restaurants at various commercial properties in this area.

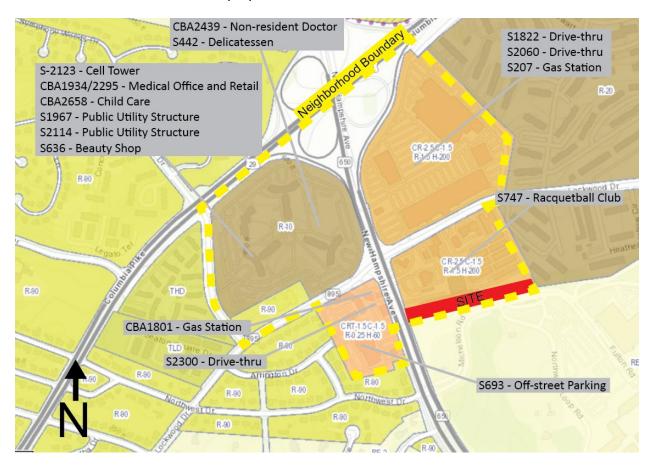


Figure 2: Neighborhood Conditional Uses and Special Exceptions

PROPERTY DESCRIPTION

The Subject Property is known as Part of Parcel E in the "White Oak" subdivision, as recorded among the Montgomery County Land Records at Plat No. 8280. It contains approximately 114,234 square feet of land. The Property is long and narrow with a width of 102 feet and length of 1,050 feet.



Figure 3: Subject Property

The Subject Property's only vehicular access is from New Hampshire Avenue and is shown highlighted in red on Figures 1 and outlined in yellow on Figures 2 and 3. The existing lot is long and skinny, as it is only 102 feet wide (north-south) and 1,050 feet long (east-west). The Subject Property is bounded by New Hampshire Avenue to the west, existing commercial and self-storage uses to the north, the FDA campus to the south, and garden apartments to the east. This Property is currently zoned CR-2.5, C-1.5, R-1.5, H-200, but the Applicant is requesting to change the zone of the Subject Property from CR to CRTF. There is an existing self-storage facility on the western side of the Site with associated parking and loading spaces along the New Hampshire Avenue frontage, and an existing parking lot at the east of the Site. The existing building is three (3) stories and 35 feet 6 inches tall and contains 115,200 square feet of self-storage use.



Figure 4: Existing Building Frontage, as viewed looking East from New Hampshire Avenue

The front of the Property is currently improved with a large surface parking lot, containing nine (9) parking spaces including two (2) ADA parking spaces. There is currently minimal landscaping along the property's frontage, and this area at the front of the property is auto-oriented.



Figure 5: Parking Area at the Rear/East of the Site looking East

At the rear of the Property is a gated parking lot that serves as vehicle storage for the existing self-storage facility. This parking lot will be replaced with the new self-storage building proposed in this Application, and the self-storage facility will no longer offer vehicle storage. Natural Resources Inventory 420221930, approved on May 10, 2022, determined that there was no forest, wetlands, streams, or floodplains on the property.

SECTION 4: PROJECT DESCRIPTION

PROJECT HISTORY

The Subject Property was previously zoned C-2 under the 2004 Zoning Code, in effect prior to October 29, 2014. Under the C-2 zone, self-storage was a permitted use, and therefore the existing self-storage facility was constructed by-right. As part of the Zoning Code rewrite in 2014, the Subject Property's zoning was changed from C-2 to CRT-2.25. As part of the *2014 White Oak Science Gateway Master Plan*, the Property's zoning was changed from CRT-2.25 to its current zone of CR-2.5, C-1.5, R-1.5, H-200. A Natural Resources Inventory, 420221930, was approved for the property on May 10, 2022.

PROPOSAL - LOCAL MAP AMENDMENT H-147

The Applicant seeks approval to rezone the Property from CR-2.5, C-1.5, R-1.5, H-200 to CRTF-2.5, C-2.25, R-1.5, H-200 for the future construction of a second, five-story, 116,000-square-foot self-storage facility at the rear of the property. In the proposed CRTF zone, self-storage is a conditional use, and the Applicant is applying for the self-storage conditional use concurrent with the Local Map Amendment application.

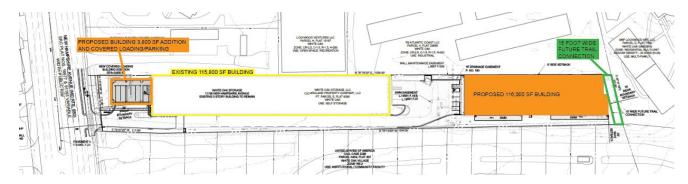


Figure 6: Site Plan



Figure 7: Existing Self-Storage Facility looking East from New Hampshire Avenue



Figure 8: Proposed Self-Storage Facility looking East from New Hampshire Avenue

The Applicant is seeking the proposed zoning change to allow for a second self-storage building to be added to the property. Self-storage is allowed as a limited use under the property's existing CR zone. However, Section 59.3.6.8.D.2.a.ii.a requires self-storage in the CR zone to be in a basement or cellar of a building used for other purposes. The Applicant is unable to accommodate this requirement, and is therefore proposing to change the zone of the property from CR to the CRTF zone. The CRTF zone only allows self-storage under the more stringent requirements of a Conditional Use, without requiring the self-storage to be located within the basement of a multi-use building. The change in zone will allow the applicant to move forward with expanding and improving the existing self-storage use. The rezoning proposed also allows Planning Staff to throughly evaluate the Project for master plan compliance, enhanced streetscape and pedestrian environment, and improved design as part of the Conditional Use process, which is in contrast with the process for a Limited Use that does not require any input from Planning Staff or the Planning Board.

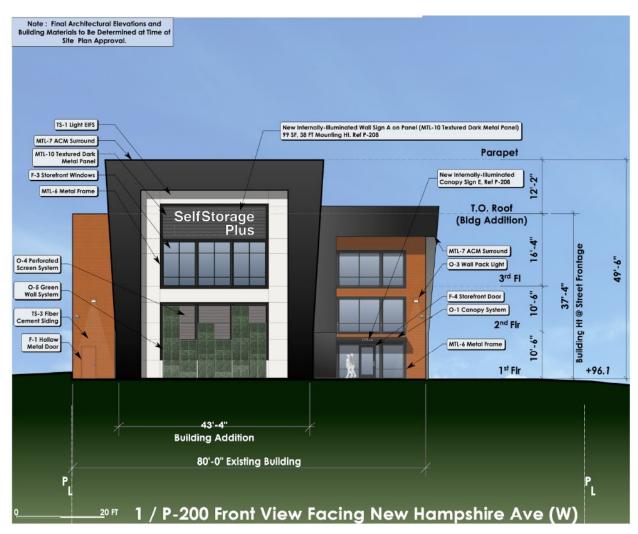


Figure 9: View of Building Front looking East from New Hampshire Avenue

PROPOSAL - CONDITIONAL USE CU202302

The Applicant seeks approval of a conditional use on the Subject Property to allow for the construction of a second self-storage building on the Site. The Subject Property is currently improved with an existing self-storage facility at the front/west of the property. This existing facility will include a 3,600-square-foot expansion to the third story of the building, creating a cantilevered structure that shelters the parking lot at the front of the property. This addition will add about two feet of height to the existing self-storage facility, increasing the height from 35 feet 6 inches to 37 feet 4 inches, and will increase the square footage of the existing facility from 115,200 square feet to 118,800 square feet. At the rear/east of the property, the Applicant is proposing to construct a new self-storage building that will be five stories and 55 feet tall and contain 116,000 square feet of self-storage use. In total, the proposed square footage of commercial self-storage development on the property between the two buildings is 234,800 square feet.

As part of this Application, the Applicant will construct an addition to the front of the west building, creating an overhang space that will serve as additional storage units and also enhance the design and street presence of the property, as discussed in the design portion of this report. The Applicant is also providing improved landscaping and a reconfigured parking area at the front of the Property which will allow for efficient vehicle circulation and enhance pedestrian safety. The Applicant proposes to add one (1), freestanding, 11-foot-1-inch sign at the front of the Site. Also proposed is the introduction of a rain garden along New Hampshire Avenue, provision of stormwater management on-site (where there currently is none), and solar panels and cool roofs on top of the two (2) self-storage buildings.

The Applicant is also providing a paved path at the rear of the property, along the Subject Property's eastern edge. The path was envisioned in the *White Oak Master Plan* as a through-block connection, and the path will be connected to surrounding properties to fully realize this connection should those properties redevelop.

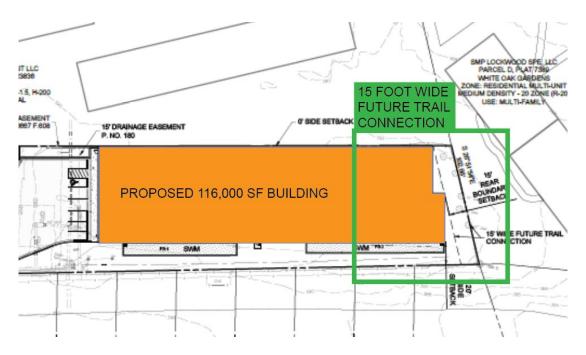


Figure 10: Future Trail Connection at West of the Property

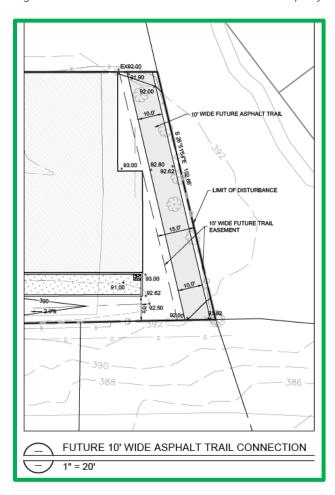


Figure 11: Future Trail Connection Detail

The self-storage facility's business office is anticipated to be staffed Monday through Friday, 9:30 AM to 6:00 PM, Saturday 9 AM to 5:00 PM and Sunday 10:00 AM to 4:00 PM. The Project will have controlled access through keypad-protected automatic doors and security gates. Access for existing customers with a valid access code is provided 365 days a year between the hours of 6:00 AM and 10:00 PM. The Project also features additional security measures in the form of perimeter fencing and security cameras. The self-storage use will have a maximum of four (4) employees on site at any one time, with one (1) office employee and one resident manager for each of the two (2) self-storage buildings.

MASTER PLAN

The Subject Property is within the boundary of the 2014 White Oak Science Gateway Master Plan (Master Plan). The Master Plan's primary goal is to ensure the local community's longevity by "reimagining existing centers – and providing a framework for reinvestment" (p. 11). The Master Plan envisioned "White Oak's major centers – Hillandale, White Oak, and Life Sciences/FDA Village evolving from conventional, auto-dependent suburban shopping centers, business parks, and light industrial areas into vibrant, mixed-use, transit-served nodes." The Master Plan also envisioned redevelopment that was carefully integrated with existing residential neighborhoods and adjacent major institutional uses.

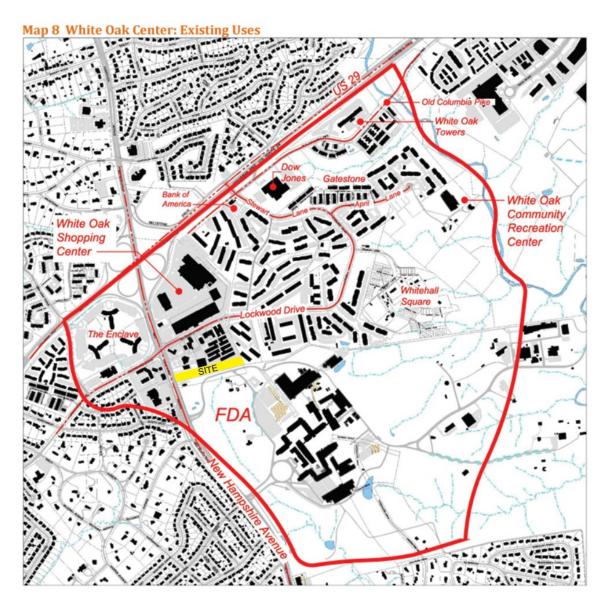


Figure 12: White Oak Center, as defined in the 2014 White Oak Science Gateway Master Plan

The Property is located within the White Oak Center, an area identified by the Master Plan as prominent and highly visible. Zoning recommendations support the establishment of a vertical, high intensity scale along with a pedestrian-friendly environment for this center to support the future bus rapid transit (BRT) stations recommended at the U.S. Food and Drug Administration campus's main entrance, just south of the Site. Redevelopment should also focus on both sides of Lockwood Drive to transform this street into a walkable focal point for the area. A connection to link the adjacent FDA campus with a redeveloped White Oak node along Lockwood Drive is also recommended. A segment of this connection is being provided at the east of the Property in the form of a 15-foot trail easement and 10-foot-wide paved trail.

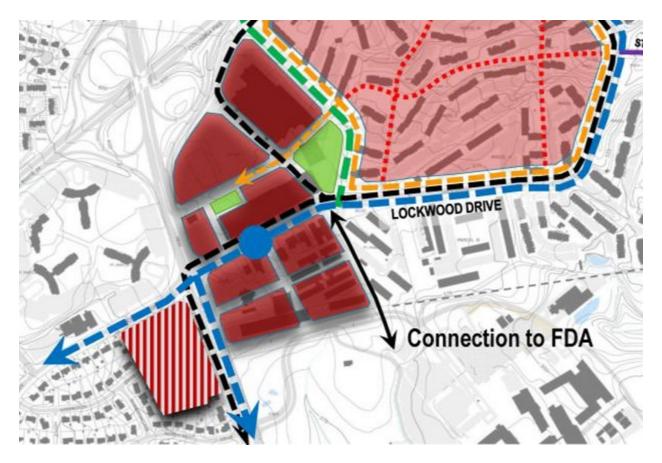


Figure 13: FDA-Lockwood Drive Connection as shown in the Master Plan

While the Master Plan supports the transition to mixed uses in this area, it recognizes the existing mix of uses and ownership and acknowledges that significant property assembly will be needed to achieve the Master Plan's vision for mixed-use development within the White Oak Center. In the interim, an improved storage facility would not preclude the transition to envisioned mixed-use in the remaining part of this quadrant, should property assembly occur. Improvements to this existing use could provide an adequate buffer to the utilitarian/vehicular uses projected near this area in the FDA campus. This would be consistent with the Master Plan goal of carefully integrating redevelopment with adjacent uses.

DESIGN

The Project provides a significant opportunity to refresh and modernize the existing self-storage building, particularly as the building relates to the street along the New Hampshire Avenue façade.

The front portion of the existing building facing New Hampshire Avenue will be re-skinned to provide a more modern aesthetic in the White Oak Center. The proposed addition to the front of the existing building will bring the facility closer to the street frontage and create an urban edge along this prominent roadway.



Figure 14: Rendering of Project looking Northeast from New Hampshire Avenue

A porte-cochere style addition has been incorporated in the front of the existing building to conceal the front-loading spaces and help bring the building mass closer to the street. The semi-enclosed loading addition will incorporate the same materials being applied to the main building massing. The new addition will provide screening from the street of loading activities while providing enhanced design of the overall façade.

The existing building has minimal expression, with muted exterior colors that appear to the naked eye as a big concrete block, with bright-colored, opaque metal roll-up doors at the base of this prominent frontage. This industrial-looking architecture fails to activate the street or contribute toward the goals of the Master Plan, which, in part, seeks to revitalize the commercial properties within the White Oak Center. However, with the proposed expansion, the existing building will be transformed by redesigning the existing façade with new materials and building forms to provide a more engaging and warm expression.



Figure 15: Rendering of Project looking Southeast from New Hampshire Avenue

The revised building architecture features a modern, new corner element to emphasize the main visitor entrance. This element utilizes unique geometry to add interest and depth to the existing façade. The front façade incorporates fiber cement siding with a natural wood appearance to provide warmth, designed to contrast with the dark charcoal elements expressed through the aluminum surrounds.

Furthermore, the existing brightly colored, opaque roll-up doors on the ground floor will be replaced with glass sliding doors and storefront windows to create a more urban and inviting expression with ample ground-floor transparency.

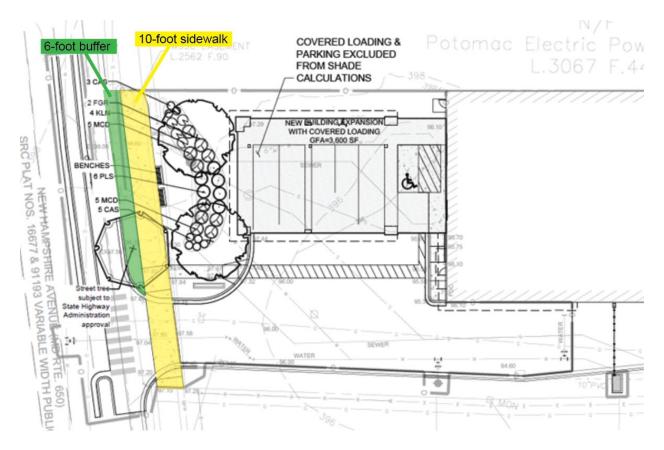


Figure 16: Streetscape Landscape Plan

The Project also provides streetscape improvements, which along with the transformed building architecture, will further activate the public realm and engage the pedestrian environment. Benches, landscaping elements, and an 11-foot-tall pedestrian-level ground-mounted sign for the building are some of the streetscape improvements that will be delivered along New Hampshire Avenue. Also located along New Hampshire Avenue is a future two-way separated bikeway. The Applicant make a payment-in-lieu of construction for this segment of master-planned bicycle facilities, and the bikeway will be constructed as either a Capital Improvement Project or as part of adjacent redevelopment. The Subject Application does not preclude the future bicycle facilities from being implemented.

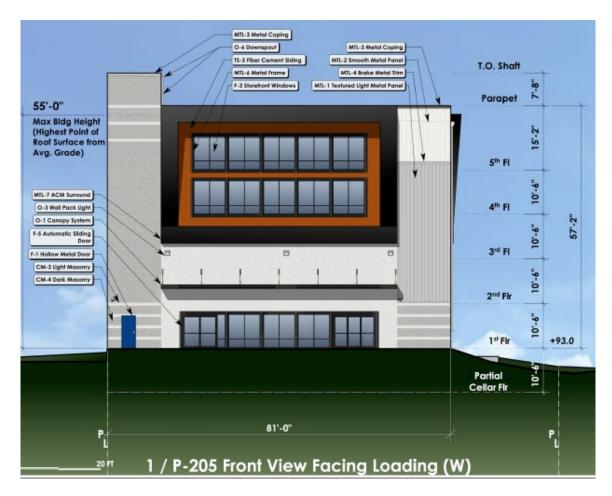


Figure 17: Western Façade of new Self-Storage Building at Rear of the Property

Additionally, this Project expands the existing self-storage facility by constructing a new five-story building in the rear of the site, providing additional self-storage services to support the surrounding community. The new self-storage facility will be constructed at the rear of the Property. Given the long, narrow configuration of the Property, the rear building is not readily visible from the street. However, the rear building has been designed to blend seamlessly with the refreshed overall building architecture. Specifically, the western and southern facing façades have been designed to incorporate the same wood-like appearance and charcoal accents, surrounding upper story windows that have been designed in a similar grid pattern to match the New Hampshire Avenue façade. This expression will provide a complementary backdrop as viewed over the front building, which is shorter at three (3) stories and 37' 4".

The customer entry/loading area along the western façade of the new building, although not directly visible from the street, has also been designed to incorporate ample transparency at the ground level, defined by a metal canopy, to similarly frame and identify this entrance. The rear building design also incorporates various vertical and horizontal elements and material changes to break down the building mass further. These design elements and the proposed building landscaping will provide a compatible transition to the surrounding properties.

TRANSPORTATION

MASTER PLANNED ROADWAYS

According to the 2014 White Oak Science Gateway Master Plan, New Hampshire Avenue is recommended for a minimum right-of-way width of 130 feet. The Applicant's frontage measures 86 feet from the New Hampshire Avenue pavement center line allowing the right-of-way to achieve the prescribed 130-foot width. The 2018 Bicycle Master Plan requires a future separated bicycle facility on New Hampshire Avenue along the Property frontage, which is being shown as part of this proposal. The Applicant will make a payment-in-lieu of construction for this segment of bicycle facilities, and the bikeway will be constructed as either a Capital Improvement Project or as part of adjacent redevelopment. The Subject Application does not preclude the future bicycle facilities from being implemented.

PEDESTRIAN FACILITIES

The Applicant is providing a ten-foot -wide sidewalk along the property's New Hampshire Avenue frontage, with a 6-foot landscape buffer between the New Hampshire Avenue curb and the sidewalk. This configuration meets the standards set out in the Complete Streets Design Guidelines, which calls out this portion of New Hampshire Avenue as a Town Center Boulevard with a minimum 6-foot landscape buffer and minimum 8-foot sidewalk.

TRANSIT SERVICE

A bus stop is located at Lockwood Drive and New Hampshire Avenue, about 200 feet north of the Site, that serves Ride On routes 10 and 22, and WMATA bus routes C8 and K6.

The 2013 *Countywide Transit Corridors Master Plan* recommends a Bus Rapid Transit (BRT) line along New Hampshire Avenue. Stops are recommended at the FDA campus to the south, and at the White Oak Transit Center to the north.

PARKING

The Applicant is providing a total of 12 parking spaces on the Property, spread between two (2) parking areas. Six (6) of the parking spaces, including one (1) ADA space, will be located in an open-air parking area with a building addition to the self-storage facility above at the front of the Property. An additional six (6) spaces, including another ADA space, are located in the area between the existing self-storage building at the west of the property and the new self-storage building at the east of the property. The two (2) parking facilities will be accessed via a driveway that runs east-west along the southern edge of the site. Section 59.6.2.4.B would require the applicant to provide 25 parking spaces for the applications proposed use and intensity. The Applicant proposes to provide 12 parking spaces and is thus requesting a 13-space parking waiver from the requirements of 59.6.2.4.B.

LOCAL AREA TRANSPORTATION REVIEW

The Applicant submitted a transportation exemption statement that shows the projected number of trips generated during the peak periods in the morning (6:30-9:30 AM) and in the evening (4:00-7:00 PM). Based on the transportation exemption statement, the proposed self-storage use will generate up to 16 net new person trips during morning peak hour and 26 during evening peak hour.

In accordance with the 2020-2024 Growth and Infrastructure Policy, a transportation impact study is not required to satisfy the LATR test because projects within the White Oak Policy Area are exempt from the LATR but are subject to a Local Area Transportation Improvement Program (LATIP). The Applicant will pay a fee per their assumed impact based on trip generation, to the satisfaction of the Montgomery County Department of Transportation (MCDOT), which operates the LATIP program, prior to the issuance of building permit.

ENVIRONMENTAL

Submitted as part of the Subject Application is a Preliminary Forest Conservation Plan, associated with the subject Local Map Amendment, H-147. As discussed further in the Findings and Analysis section below, the Subject Application complies with all requirements of Chapter 22A, Forest Conservation.

SECTION 5: FINDINGS AND ANALYSIS - LOCAL MAP AMENDMENT

The Subject Application complies with the general requirements and development standards of Chapter 59, the Zoning Ordinance, Chapter 22A, the Forest Conservation Law, and substantially conforms with the goals and recommendations of the 2014 *White Oak Science Gateway Master Plan*.

LMA FINDINGS

Section 7.2.1.E, *Necessary Findings*, states that:

- A Floating zone application that satisfies Article 59-5 may not be sufficient to require approval of the application.
- 2. For a Floating zone application, the District Council must find that the floating zone plan will:
 - a. Substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;

The Project substantially conforms to the 2014 *White Oak Science Gateway Master Plan*, as described in the Master Plan section above. The Project also conforms to the 2018 *Bicycle Master Plan*, which prescribes a two-way separated bikeway along the Property's frontage. The Applicant will make a payment in lieu of construction of this bikeway given the Property's limited frontage, in accordance with Code Interpretation Policy M-NCPPC 2022-02². The Subject Application will not preclude the future bikeway from being implemented.

b. Further the public interest;

The Project will further the public interest and provide an important neighborhood service to the White Oak community. The COVID-19 pandemic created long-lasting impacts to the work environment (including increased remote work opportunities), resulting in an increased demand for self-storage facilities. The Project addresses this need through the expansion of the self-storage facility. The Project also includes frontage improvements along New Hampshire Avenue. The building addition at the front of the Property will bring the massing of the building closer to the street and limit the visibility of the surface parking lot at the front of the Site. This will contribute to the de-prioritization of cars at the front of the Site and increase the building's on-

² Code Interpretation Policy M-NCPPC 2022-02 states "Applicants may request a full payment in lieu of constructing a transportation frontage improvement if the improvement would…require removing a lane of traffic for a very short distance to construct separated bike lanes or conventional bike lanes in a manner that MCDOT or SHA determine to be unsafe." The proposed separated bike lane would remove a travel lane on New Hampshire Avenue for only

street presence. Likewise, improvements to the landscaping and streetscape along New Hampshire Avenue will add visual interest to the Site and improve the public's use of the property when traversing the sidewalk along New Hampshire Avenue. The Project also furthers the public interest by consolidating self-storage uses on one (1) site where the self-storage use already exists. Planning Staff prefers to have existing self-storage uses intensified, rather than have the demand for self-storage met on a separate site that could otherwise be used for more desirable development. The Application also promotes the environmental objectives of the Master Plan through the introduction of a rain garden along New Hampshire Avenue, provision of stormwater management on-site (where there currently is none), and solar panels and cool roofs.

c. Satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter;

Section 59.5.1.2 Floating Zone Intent Statement

The intent of the Floating zones is to:

- A. Implement comprehensive planning objectives by:
 - a. Furthering the goals of the general plan, applicable master plan, and functional master plans;
 - Ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging, and applicable public facilities requirements; and
 - c. Allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the property; and

As discussed in the Master Plan section above, the Project furthers the goals and recommendations of the Master Plan. The public facilities available in the area will be adequate to accommodate the proposed development. The Project has been designed to complement the surrounding uses and revitalize the community. The proposed changes to the existing structure will not change the Property's use as a self-storage facility. The proposed modifications will elevate the existing exterior façade with attractive and modern finishes and an improved street presence in concert with new development and reinvestment in the White Oak neighborhood.

B. Encourage the appropriate use of land by:

- a. Providing flexible applicability to respond to changing economic, demographic, and planning trends that occur between comprehensive District or Sectional Map Amendments;
- Allowing various uses, building types, and densities as determined by a property's size and base zone to serve a diverse and evolving population; and
- Ensuring that development satisfies basic sustainability requirements, including open space standards and environmental protection and mitigation; and

The Master Plan was published prior to the ongoing COVID-19 pandemic, and as such, does not take into account the new challenges presented to families as a result of changes to our living and working environments. The expanded self-storage facility will address these new challenges with additional, much-needed storage opportunities for the community. The proposed Floating Zone complies with the maximum floor area ratio prescribed in Section 59.5.3.5.A and will permit desired reinvestment in the existing self-storage facility. The Project will introduce stormwater management to the Property, where none currently exists, and will provide additional green space and landscaping to promote sustainability and activate the pedestrian environment. The Applicant also proposes a cool roof and solar panels on the self-storage buildings, furthering the sustainability goals of the County. The Application also provides a segment of a future trail connection envisioned by the Master Plan at the rear of the property.

C. Ensure protection of established neighborhoods by:

- Establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density, and uses;
- b. Providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and]
- c. Allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.

The Project has been designed to complement the surrounding uses and revitalize the community. The proposed changes to the existing structure will not change the Property's use as a self-storage facility. Instead, the proposed modifications will elevate the existing exterior façade with attractive and modern finishes in concert with new development and reinvestment in the White Oak neighborhood.

Section 59.5.1.3 Applicability

1. A Floating zone must not be approved for property that is in an Agricultural or Rural Residential Zone

The property is zoned CR and is not in an Agricultural or Rural Residential zone.

2. If a Floating zone is recommended in a master plan, there are no prerequisites for an application

The Master Plan does not recommend the CRT Floating Zone for this property, therefore this subsection is not applicable.

3. When requesting a Floating zone for a property with a non-Residential base zone, there are no prerequisites for an application

The base zone for the Subject Property, CR, is non-residential, and therefore no prerequisites are required for the Subject Application.

Section 59.5.3.2 Purpose

The purpose of the Commercial/Residential Floating zones is to:

- A. Allow development of mixed-use centers and communities at a range of densities and heights flexible enough to respond to various settings;
- B. Allow flexibility in uses for a site; and
- C. Provide mixed-use development that is compatible with adjacent development

The Project meets the purposes of the CRTF zone. The Project's proposed Floating Zone will provide flexibility in response to the Property's unique setting within the White Oak area. The existing and proposed self-storage facility is a neighborhood amenity that has been carefully designed to ensure that building heights, massing, and the proposed use will remain as a compatible use for the community. As part of the Subject Application, the pedestrian realm, and the Property's relationship to its street frontage will be improved and made more compatible with surrounding development.

d. Be compatible with existing and approved adjacent development;

The Project will remain compatible with existing and approved development in the surrounding area. The rear addition will utilize vertical and horizontal elements, and material changes to break down the building mass. Furthermore, landscaping and design improvements along the western façade will provide both a visual and physical buffer from the surrounding multi-family development. The Applicant proposes to re-

skin the existing building façade and create a new porte-cochere at the front of the property, which will elevate and transform the appearance of the existing building, and hopefully serve as a catalyst for other reinvestment in the area.

e. Generate traffic that does not exceed the critical lane volume or volume/ capacity ratio standard as applicable under the Planning Board's LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impacts; and

The public facilities will be adequate to accommodate the proposed development. As demonstrated by the Applicant's transportation exemption statement, and in the transportation section above, the Project will result in fewer than 50 net new peak hour person trips. In accordance with the 2020-2024 Growth and Infrastructure Policy, a transportation impact study is not required to satisfy the LATR test because projects within the White Oak Policy Area are exempt from the LATR but are subject to the Local Area Transportation Improvement Program (LATIP). The LATIP program is designed to cost-share currently planned transportation improvements for the area. The Applicant will pay a fee per their assumed impact based on trip generation, to the satisfaction of the Montgomery County Department of Transportation (MCDOT), which operates the LATIP program.

f. When applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.

The Subject Property was not previously zoned Residential Detached, therefore this subsection is not applicable.

SECTION 6: FINDINGS AND ANALYSIS - CONDITIONAL USE

The Subject Application complies with the general requirements and development standards of Chapter 59, the Zoning Ordinance, Chapter 22A, the Forest Conservation Law, and substantially conforms with the goals and recommendations of the 1992 *North Bethesda/Garrett Park Master Plan*.

Section 7.3.1.E, *Necessary Findings*, states that:

- 1. To approve a conditional use application, the Hearing Examiner must find that the proposed development:
 - a. Satisfies any applicable previous approval on the subject site or, if not, that the previous approval must be amended;

The Conditional Use will comply with the requirements of the Floating Zone Plan, which has been submitted concurrently with the Conditional Use Plan. The Subject Property is not subject to any other previous approvals.

Satisfies the requirements of the zone, use standards under Article 59-3, and to the
extent the Hearing Examiner finds necessary to ensure compatibility, meets
applicable general requirements under Article 59-6;

The proposed use complies with the requirements of the CRTF zone, in which self-storage is allowed as a Conditional Use.

Development Standards Table - White Oak Self-Storage	Permitted	Proposed
Maximum Total Density (FAR)	2.5	2.06
Maximum Commercial Density (FAR)	2.25	2.06
Maximum Residential Density (FAR)	1.5	0
Maximum Height	200 ft	60 ft
Minimum Setback - Front Site Boundary	TBD at Site Plan	25 ft
Minimum Setback - Rear Site Boundary	TBD at Site Plan	15 ft
Minimum Setback - Side Site Boundary	TBD at Site Plan	0 ft
Minimum Lot Size	n/a	2.62 acres
Minimum Open Space	0%	n/a
Minimum Public Benefits (to be finalized at sketch plan)	50 points (3 categories)	52 points (3 categories)
Parking Lot Landscaping - Landscaped Area	5% (549 sf)	569 sf
Parking Lot Landscaping - Tree Canopy	25% (2,747 sf)	2,858 sf
Parking Lot Landscaping - Perimeter Planting Width	6 ft	8 ft 6 in
Parking Lot Landscaping - Perimeter Planting Height	3 ft	>3 ft

As part of this Application, the Applicant is seeking waivers from Section 59.6.2.4.B of the Zoning Code.

Parking Waiver

Section 6.2.10

The deciding body may waive any requirement of Division 6.2, except the required parking in a Parking Lot District under Section 6.2.3.H.1, if the alternative design satisfies Section 6.2.1. Any request for a waiver of the vehicle parking space requirement under Section 6.2.4.B requires application notice under Section 7.5.2.D.

Section 6.2.1 Intent

The intent of the vehicle and bicycle parking, queueing, and loading requirements is to ensure that adequate parking is provided in a safe and efficient manner.

Section 59.6.2.4.B would require the Applicant to provide 25 parking spaces for the applications proposed use and intensity. The Applicant proposes to provide 12 parking spaces, including one ADA parking space (above the minimum requirements) and is thus requesting a 13-space parking waiver from the requirements of 59.6.2.4.B. The Applicant notes that the proposed parking also includes five (5) loading spaces, and that for the proposed self-storage use, parking spaces and loading spaces function very similarly. Given the anticipated "dual-use" of the spaces, almost all of the spaces have been sized to meet loading design standards, which is important for operations but results in fewer spaces being provided on the project's constrained site.

The Applicant also proposes to improve the frontage and street presence of the existing self-storage building in conformance with the Complete Streets Design Guide and its classification of New Hampshire Avenue as a Town Center Boulevard. As part of their efforts to create a more pedestrian-friendly and attractive frontage, the Applicant proposes to remove vehicular parking spaces from the western-most portion of the site along New Hampshire Avenue. This de-prioritization of auto-oriented spaces is in line with the goals and objectives of the County and its Vision Zero Initiative, and the reduced number of spaces allows for improved landscaping, an enhanced pedestrian realm, and a more pronounced street presence.

Parking Table - White Oak Self-Storage (Parking Waiver Requested)		
Vehicle Spaces	Required	Proposed
Minimum: 1 space per 10,000 sf, plus 1 per employee	Min: 25 spaces	12 spaces
Maximum: 3 spaces per 10,000 sf, plus 1 per employee	Max: 67 spaces	
Accessible Spaces	1 space	2 spaces
Motorcycle Spaces	n/a	n/a
Car-share Spaces	n/a	n/a
Electric Vehicle Spaces	n/a	n/a
Bicycle Spaces	n/a	n/a
Loading Spaces	Min: 3	5

The Applicant's proposed signage also meets all requirements of Chapter 59.6.7, which includes one freestanding sign at the front of the property that will be 11 feet 1 inch tall.

c. Substantially conforms with the recommendations of the applicable master plan;

The proposed use substantially complies with the Master Plan. The Project provides desired reinvestment in the Property, both through improvement of the physical appearance and street presence of the existing building, and the construction of the new building proposed on the rear of the Property. The Project also provides streetscape improvements that will enhance the pedestrian network. Additionally, the Project promotes the environmental objectives of the Master Plan through the introduction of a rain garden along New Hampshire Avenue, provision of stormwater management on-site (where there currently is none), and solar panels and cool roofs.

As part of the Project, the Applicant also proposes to construct a path at the rear of the Property that is part of a through-connection envisioned in the White Oak Science Gateway Master Plan. The connection is envisioned as connecting Lockwood Drive to the north with the FDA property to the south. The Applicant is providing a paved, 10-foot path at the rear of the property along this envisioned connection, so that the connection may continue to be completed and realized as surrounding properties redevelop.

d. Is harmonious with and will not alter the character of the surrounding neighborhood in a manner inconsistent with the plan;

The Project will continue to operate as a self-storage facility and the expanded use and accompanying exterior modifications will remain compatible with the neighborhood's surrounding commercial uses. The proposed modifications to the Property are designed to enhance and modernize the building's design and expand the self-storage opportunities available to the White Oak community. The rear of the property, which abuts garden apartments in the R-20 zone, will be screened with an

existing six-foot wood fence along the eastern property line. The eastern façade of the building will be further screened with landscaping, and the area between the new building's eastern façade and eastern property line will be improved with a 15-footwide trail easement and a 10-foot-wide trail. This trail connection is envisioned in the Master Plan and will be fully realized when surrounding properties redevelop.

e. will not, when evaluated in conjunction with existing and approved conditional uses in any neighboring Residential Detached zone, increase the number, intensity, or scope of conditional uses sufficiently to affect the area adversely or alter the predominantly residential nature of the area; a conditional use application that substantially conforms with the recommendations of a master plan does not alter the nature of an area;

The Property is located within the commercial center of White Oak. As such, the proposed Conditional Use, which will allow for the continuation of the existing self-storage use, will not affect the surrounding area adversely or alter the nature of the surrounding area, which is commercial. Although there are a large number of conditional uses and special exceptions in the vicinity of the Subject Property, they all fit within the commercial nature of the neighborhood. The proposed Conditional Use does not change the use of the Property, and therefore does not change the Site's relationship with the neighborhood's surrounding commercial activity. The Property does abut a residential detached zone, RE-2, along its southern property line, but the RE-2-zoned property is improved with an institutional use, the U.S. Food and Drug Administration.

- f. 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 conditional use 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 and:
 - i. if a preliminary subdivision plan is not filed concurrently or required subsequently, the Hearing Examiner 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; or
 - ii. if a preliminary subdivision plan is filed concurrently or required subsequently, 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; and

The proposed Conditional Use will be served by adequate public facilities including police and fire protection, water, sanitary sewer, public roads, and storm drainage. As demonstrated by the traffic exemption statement submitted concurrently with these Applications, the Project will result in fewer than 50 net new peak hour person trips. As such, a transportation impact study is not required, but the Applicant is still subject to and is required to pay into the White Oak Local Area Transportation Improvement Program. The Project contains no residential use and as such, will have no impact on public school capacity. A Preliminary Plan is not required, and the Hearing Examiner must find that the development will be served by Adequate Public Facilities.

The proposed Conditional Use will be served by public water and sewer systems. Fire and Rescue has reviewed the application and has determined the Property has appropriate access for fire and rescue vehicles. Other public facilities including police stations and healthcare will continue to be sufficient following the construction of the project. The Applicant received approval of their stormwater management concept from the Montgomery County Department of Permitting Services, Water Resources Section on December 9, 2022. The concept meets required stormwater management goals using a combination of ESD approaches. The Property is not subject to a water quality plan, and there are no floodplain requirements. The requirements of Chapter 19 for stormwater management are satisfied.

- g. will not cause undue harm to the neighborhood as a result of a non-inherent adverse effect alone or the combination of an inherent and a non-inherent adverse effect in any of the following categories:
 - i. the use, peaceful enjoyment, economic value or development potential of abutting and confronting properties or the general neighborhood;
 - ii. traffic, noise, odors, dust, illumination, or a lack of parking; or
 - iii. the health, safety, or welfare of neighboring residents, visitors, or employees.

The Zoning Ordinance defines inherent adverse effects, as adverse effects that are created by the physical or operational characteristics necessarily associated with the particular conditional use, irrespective of its physical size or the scale of its operations. The Zoning Ordinance is clear that inherent adverse effects alone do not constitute a sufficient basis for denial of a Conditional Use, and must be evaluated in combination with non-inherent adverse effects. Non-inherent adverse effects are defined as adverse effects that arise from physical and operational characteristics that are not

necessarily associated with the particular conditional use, or adverse effects that are created by unusual characteristics of the site.

The Applicant is not proposing a change in use—rather, the Applications will allow the Applicant to reinvest and expand the existing self-storage use on the Property. This report finds each of these inherent effects of the Conditional Use will continue to be acceptable and appropriate for the proposed location:

- Physical Buildings and Structures: The Project will enhance the appearance of the existing building, improving its presence on the street. The new building proposed at the rear of the Property has been designed to promote compatibility with the redesigned existing building and surrounding neighborhood.
- Parking Facilities: The Applicant has eliminated several of the existing parking spaces and is proposing to construct a porte-cochere to visually conceal the front loading spaces. The new parking facilities proposed for the rear building will be screened from view of the street by the existing building. Adequate parking will be provided on-site to meet the demand.
- Traffic to and From the Site by Staff and Patrons: The Applicant's transportation exemption statement confirmed that the Project will result in fewer than 50 new net peak hour person trips. Additionally, access to the Site will remain unchanged and will continue to be provided via the existing curb cut on New Hampshire Avenue, which is safe, adequate and efficient. Additionally, the Project will be subject to the White Oak area Local Area Transportation Improvement Program (LATIP).

Additionally, the report has not identified any non-inherent adverse effects associated with the Conditional Use at the proposed location. This report therefore finds that the Conditional Use will not cause undue harm to the surrounding neighborhood. The Conditional Use will not interfere with the use or enjoyment of the surrounding properties, result in undue traffic, noise, odors, illumination, or a lack of parking, and will not interfere in any way with the health, safety, or welfare of the visitors or employees.

As such, as illustrated above, the proposed Conditional Use will not result in adverse effects over and above the above-described inherent impacts.

SECTION 7: FINDINGS AND ANALYSIS – PRELIMINARY FOREST CONSERVATION PLAN

ENVIRONMENTAL GUIDELINES

Staff approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) No. 420221930 on May 10, 2022. The approximately 2.62-acre Property is currently developed with a storage facility and associated asphalt surface parking lots. There are no forest, streams, or large or specimen trees on-site. The Property is located in the Paint Branch watershed, designated Use Class III, but not within a Special Protection Area. The proposed plan is in conformance with the Environmental Guidelines.

PRELIMINARY FOREST CONSERVATION PLAN

The Applicant submitted a Preliminary Forest Conservation Plan (PFCP) (Attachment C) with the Floating Zone Plan, as required by Section 22A-11 of Chapter 22A - Forest Conservation Law. While there is no forest on the Subject Property, there is a forest conservation requirement of 15% based on the Property area of 2.62 acres and the commercial land use. The forest conservation requirements of 0.39 acres will be met in an off-site mitigation bank or by fee-in-lieu payment if no banks are available. The final amount of forest conservation requirements will be determined at time of Final Forest Conservation Plan. As submitted, the plan complies with Chapter 22A, Forest Conservation.

SECTION 7: COMMUNITY OUTREACH

The Applicant has met signage and noticing requirements for the submitted Application. Staff has not received correspondence about the Subject Application.

SECTION 8: CONCLUSION

The Subject Application meets all of the requirements established in the Zoning Ordinance and Chapter 22 Forest Conservation Law and conforms to the recommendations of the 2014 *White Oak Science Gateway Master Plan*. Therefore, Staff recommends approval of the Local Map Amendment, Preliminary Forest Conservation Plan, and Conditional Use Applications, with the conditions specified at the beginning of the Staff Report.

ATTACHMENTS

Attachment A: Floating Zone Plan

Attachment B: Conditional Use Plan

Attachment C: Preliminary Forest Conservation Plan

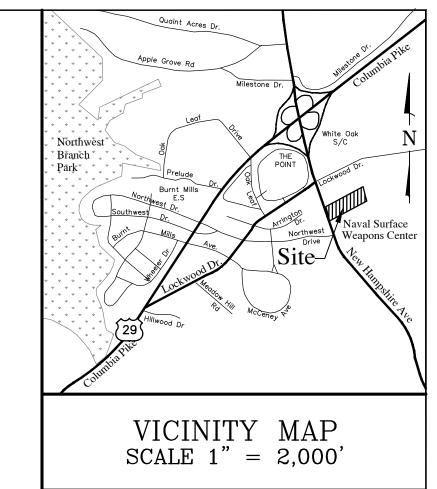
Attachment D: Applicant Transportation Statement

Attachment E: Stormwater Management Approval Letter

Attachment F: MCDOT Comments and Approval Letter

WHITE OAK SELF STORAGE

WHITE OAK, PT. PARCEL E



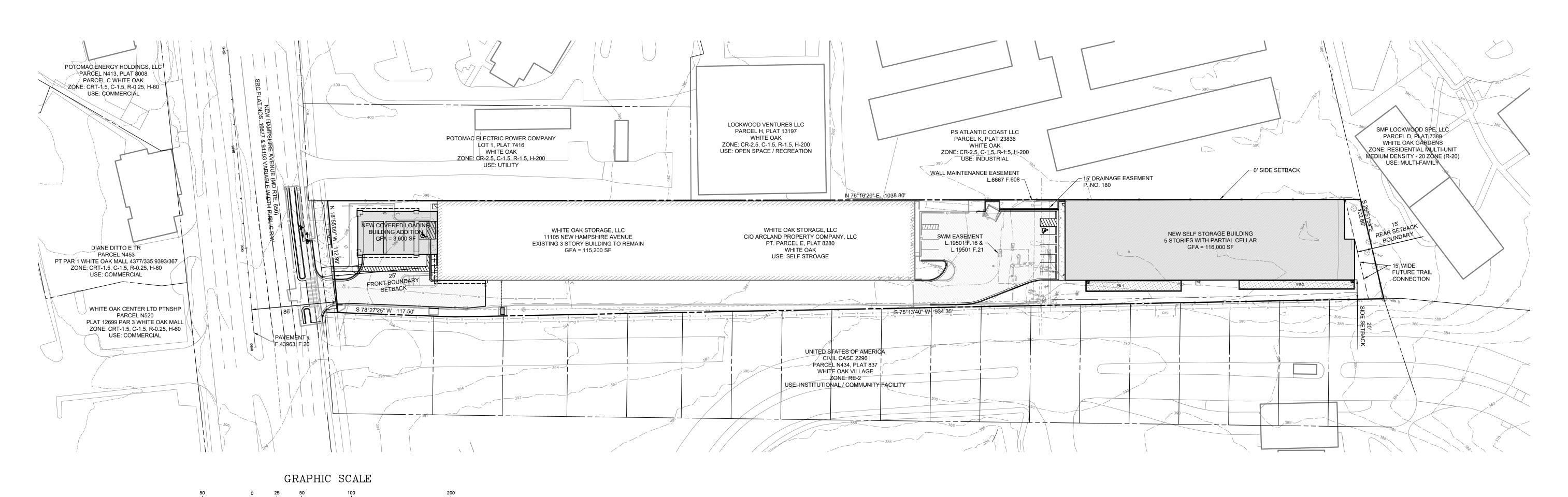
Land Planners Landscape Architects Land Surveyors

9220 Wightman Road, Suite 120 Montgomery Village, MD 20886

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Professional Certification I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Maryland. Lic. No. 16905 Exp. Date. 04.21.2024

WHITE OAK STORAGE, LLC C/O ARCLAND PROPERTY COMPANY, LLC 1055 THOMAS JEFFERSON ST NW STE 250 WASHINGTON, D.C. 20007



DEVELOPMENT PROGRAM

1 inch = 50 ft.

BINDING ELEMENTS

THE SELF-STORAGE USE MUST OBTAIN APPROVAL OF A CONDITIONAL USE. 2. THE MAXIMUM BUILDING HEIGHT FOR THE PROJECT WILL NOT EXCEED 60-FEET.

GENERAL NOTES

- 1. THE TOPOGRAPHY SHOWN IS A COMPILATION OF FIELD RUN SURVEY PERFORMED BY MACRIS, HENDRICKS AND GLASCOCK, P.A. IN JULY 2001 AND UPDATED IN SEPTEMBER 2014.
- 2. THE PROPERTY BOUNDARY & EASEMENTS SHOWN ARE PER AN ALTA SURVEY PREPARED BY MACRIS, HENDRICKS AND GLASCOCK IN SEPTEMBER OF 2014.
- 3. THE PROPERTY TAX ACCOUNT NUMBER IS 05-00276584.

THE PROJECT WILL BE DEVELOPED IN ONE PHASE

- 4. THE PROPERTY IS WITHIN THE WHITE OAK SCIENCE GATEWAY WATER PLAN AREA.
- 5. THE PROPERTY IS WITHIN THE PAINT BRANCH WATERSHED (USE CLASS III).
- 6. THE SITE IS SUBJECT TO APPROVED NATURAL RESOURCES INVENTORY / FOREST STAND DELINEATION #420221930.
- 7. THERE ARE NO 100-YEAR FLOODPLAINS, WETLANDS OR CHAMPION TREES ON THE PROPERTY.
- 8. THE PROPERTY IS NOT IDENTIFIED IN THE LOCATION ATLAS AND INDEX OF HISTORICAL SITES, NOR ITS IT IDENTIFIED IN THE MASTER PLAN FOR HISTORIC PRESERVATION.
- 9. THE PROPERTY IS NOT WITHIN A SPECIAL PROTECTION AREA.
- 10. THE EXISTING WATER SERVICE CATEGORY IS W-1.
- 11. THE EXISTING SEWER SERVICE CATEGORY IS S-1.
- 12. THE PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, NATIONAL FLOOD INSURANCE PROGRAM MAP FOR MONTGOMERY COUNTY, MARYLAND, COMMUNITY PANEL NUMBERS 24031C0390D, EFFECTIVE DATE SEPTEMBER 29, 2006
- 13. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS AS PER AVAILABLE RECORDS. THE EXACT LOCATIONS OF ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED BY "MISS UTILITY" PRIOR TO EXCAVATION. MACRIS, HENDRICKS AND GLASCOCK, P.A. DOES NOT EXPRESS OR IMPLY AN GUARANTEE OR WARRANTY AS TO THE LOCATION OR EXISTENCE OF ANY UNDERGROUND UTILITY.
- 14. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED. NO STATEMENT OS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE

	CONNECTIVITY AND MOBILITY				
	MINIMUM PARKING: MAXIMUM ALLOWED SPACES (A): 67 SPACES MINIMUM REQUIRES SPACES (R): 25 SPACES PROPOSED SPACES (P): 13 SPACES FORMULA: (A-P)(A-R) x 10 = (54/42) x 10 = 12 POINTS POINTS PROPOSED = 12 POINTS				
	QUALITY BUILDING AND SITE DESIGN				
	ARCHITECTURAL ELEVATIONS: PER CR INCENTIVE DENSITY GUIDELINES, 10 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT PROVIDES AND IS BOUND BY ARCHITECTURAL ELEVATIONS AS A PART OF THE CERTIFIED SITE PLAN. THE APPLICANT IS PROVIDING FACADE IMPROVEMENTS TO THE EXISTING SELF STORAGE BUILDING, SIGNAGE, AND LIGHTING. ARCHITECTURAL ELEVATIONS ARE A PRIORITY FOR BOTH THE NEW AND EXISTING SELF STORAGE BUILDINGS. PROPOSED POINTS = 10 POINTS				
CALCULATIONS	EXCEPTIONAL DESIGN: PER CR INCENTIVES GUIDELINES, 5 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS AT LEAST FOUR OF THE FOLLOWING CRITERIA. REFER TO ARCHITECTURAL AND DESIGN NARRATIVE IN THE STATEMENT OF JUSTIFICATION FOR DETAILS. POINTS PROPOSED = 5 POINTS				
) JÜL	PROTECTION AND ENHANCEMENT OF THE NATURAL E	<u>ENVIRONMENT</u>			
	ENERGY CONSERVATION AND GENERATION: 15 POINTS APPROPRIATE FOR PROVIDING RENEWABLE ENERGY GENERATION ON SITE EQUIVALENT TO 2.5% OF THE NEW BUILDINGS ENERGY REQUIREMENTS POINTS PROPOSED = 15 POINTS				
IT POINTS	COOL ROOF: PER CR INCENTIVE GUIDELINES, ON SITES LARGER THAN 1 ACRE 5 POINTS IS APPROPRIATE FOR CONSTRUCTING ANY ROOF AREA THAT NOT COVERED BY A VEGETATED ROOF WITH A MINIMUM SOLAR REFLECTIVE INDEX (SRI) OF 75 FOR ROOFS WITH A SLOPE AT OR BELOW RATIO OF 2:12. POINTS PROPOSED = 5 POINTS				
LIC BENEF	RECYCLING FACILITY PLAN: PER CR INCENTIVE DENSITY GUIDELINES 5 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS THE REQUIREMENTS OF OF THE ZONING ORDINANCE AND MONTGOMERY COUNTY EXECUTIVE REGULATION 15-04AM OR MONTGOMERY COUNTY EXECUTIVE REGULATION 18-04. PROPOSED POINTS = 5 POINTS				
PUBLIC	PUBLIC BENEFIT POINTS SUMMARY (INCENTIVE DENSITY = 93,776 SF)				
	PUBLIC BENEFIT (SEE CALCULATIONS)	POINTS POSSIBLE	POINTS ACHIEVED		
	CONNECTIVITY AND MOBILITY MINIMUM PARKING	10	12		
	QUALITY BUILDING AND SITE DESIGN ARCHITECTURAL ELEVATIONS EXCEPTIONAL DESIGN	20 10	10 5		
	PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT ENERGY CONSERVATION AND GENERATION COOL ROOF RECYCLING FACILITY PLAN	30 10 10	15 5 5		
	TOTAL POINTS (5 CATEGORIES)	140	52		

59-5.3.5.E.1 PARKING LOT LANDSCAPING - LANDSCAPED AREA 59-6.2.9.C.1 PARKING LOT LANDSCAPING - TREE CANOPY 59-6.2.9.C.2 PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 59-6.2.9.C.3.b.i	FLOATING ZONE DEVELOR	PMENT STANDARDS	
REREQUISITES REQUIRED	REQUESTED ZONING: CRTF-2.5, C-2.25, R-1.5, H-200 NET LOT AREA: 114,234 SF (2.62 AC)		
S99-1.3.C.3	ZONING STANDARD	PERMITTED/REQUIRED	PROVIDED PER PLAN
MAXIMUM COMMERCIAL DENSITY (FAR) 4.5 2.06		NONE	N/A
MAXIMUM RESIDENTIAL DENSITY (FAR)		6.0	2.06
MAXIMUM HEIGHT 59-53.5.B.2 NOTE 8 60 FT		4.5	2.06
### SPACES		4.5	0.0
### SP-5.3.5.B.2 MINIMUM SETBACK - REAR SITE BOUNDARY NOTE 8 15 FT \$9-5.3.5.B.2 NOTE 8 0 FT \$9-5.3.5.B.2 NOTE 8 0 FT \$9-5.3.5.B.2 NOTE 9 114,233 SF OR 2.62 AC. MINIMUM LOT SIZE NOTE 9 114,233 SF OR 2.62 AC. MINIMUM OPEN SPACE S9-5.3.5.C NOTE 9 114,233 SF OR 2.62 AC. MINIMUM OPEN SPACE S9-5.3.5.E S9-6.3.5.E S9-6.3.5.E S9-6.3.E MINIMUM PUBLIC BENEFIT POINTS 50 POINTS (3 CATEGORIES) 52 POINTS (3 CATEGORIES) PARKING LOT LANDSCAPING - LANDSCAPED AREA 5% SEE LANDSCAPE PLANS' S9-6.2.9.C.2 S9-6.2.9.C.2 PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 6 FT SEE LANDSCAPE PLANS' S9-6.2.9.C.3.D.i SEE LANDSCAPE PLANS' S9-6.2.9.C		NOTE 8	60 FT
### SEE LANDSCAPE PLANS* ### SP-5.3.5.B.2 ### MINIMUM DOT SIZE ### SP-5.3.5.B.2 ### MINIMUM LOT SIZE ### SP-5.3.5.C ### MINIMUM OPEN SPACE ### SP-5.3.5.C ### MINIMUM PUBLIC BENEFIT POINTS ### SP-5.3.5.D.1.b / 59-4.5.4.B.1.a ### MINIMUM PUBLIC BENEFIT POINTS ### SP-6.2.9.C.1 ### PARKING LOT LANDSCAPING - LANDSCAPED AREA ### SP-6.2.9.C.2 ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT ### SEE LANDSCAPE PLANS* ### SEE LANDS		NOTE 8	25 FT
### SEE LANDSCAPE PLANS* ### SEE LANDSCAPE PLANS* ### SEE LANDSCAPE PLANS* ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### S9-6.2.9.C.3.b.ii ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### SEE LANDSCAPE PLANS* ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### SEE LANDSCAPE PLANS* ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### SEE LANDSCAPE PLANS* ### PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH ### SEE LANDSCAPE PLANS* ### PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT ### SEE LANDSCAPE PLANS* ### PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT ### SEE LANDSCAPE PLANS* ### PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT ### SEE LANDSCAPE PLANS* ### PARKING REQUIREMENTS (REDUCED PARKING AREA)* ### VEHICLE ### (SELF STORAGE GFA = 208,000 SF) ### MAX = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE* ### MAX = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE* ### MAX = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE* ### MOTORCYCLE / SCOOTER SPACES ### MOTORCYCLE / SCOOTER SPACES ### MOTORCYCLE / SCOOTER SPACES ### N/A5* ### N/A5* ***		NOTE 8	15 FT
### SPACES ### SPACE ### SPACES **NIA5*		NOTE 8	0 FT
59-5.3.5.D.1.b / 59-4.5.4.B.1.a		NOTE 9	114,233 SF OR 2.62 AC.
59-5.3.5.E.1 PARKING LOT LANDSCAPING - LANDSCAPED AREA 59-6.2.9.C.1 PARKING LOT LANDSCAPING - TREE CANOPY 59-6.2.9.C.2 PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 59-6.2.9.C.3.b.i PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 59-6.2.9.C.3.b.ii PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT 3 FT SEE LANDSCAPE PLANS 59-6.2.9.C.3.b.ii PARKING REQUIREMENTS (REDUCED PARKING AREA) VEHICLE (SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE¹) 59-6.2.4.B ACCESSIBLE SPACES 59-6.2.3.B / COMAR 05.02.02 MOTORCYCLE / SCOOTER SPACES 59-6.2.3.C CAR-SHARE SPACES N/A ⁵		0% ²	N/A
59-6.2.9.C.1 PARKING LOT LANDSCAPING - TREE CANOPY 59-6.2.9.C.2 PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 59-6.2.9.C.3.b.i PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 59-6.2.9.C.3.b.ii PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT 3 FT SEE LANDSCAPE PLANS 59-6.2.9.C.3.b.ii PARKING REQUIREMENTS (REDUCED PARKING AREA) ³ VEHICLE (SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) ACCESSIBLE SPACES 59-6.2.3.B / COMAR 05.02.02 MOTORCYCLE / SCOOTER SPACES 59-6.2.3.C CAR-SHARE SPACES N/A ⁵ N/A ⁵ N/A ⁵ N/A ⁵ N/A ⁵ N/A ⁵		50 POINTS (3 CATEGORIES)	52 POINTS (3 CATEGORIES)
59-6.2.9.C.2 PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 59-6.2.9.C.3.b.i 6 FT SEE LANDSCAPE PLANS 59-6.2.9.C.3.b.i PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT 59-6.2.9.C.3.b.ii 3 FT SEE LANDSCAPE PLANS 59-6.2.9.C.3.b.ii PARKING REQUIREMENTS (REDUCED PARKING AREA) ³ VEHICLE (SELF STORAGE GFA = 208,000 SF) (MIN.) / 67 SPACES (MAX.) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) 12 SPACES 1.11 ACCESSIBLE SPACES (MAX.) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) 2 SPACE MOTORCYCLE / SCOOTER SPACES N/A ⁵ N/A ⁵ MOTORCYCLE / SCOOTER SPACES N/A ⁵ N/A ⁵ CAR-SHARE SPACES N/A ⁵ N/A ⁵		5%	SEE LANDSCAPE PLANS ⁶
PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT 9-6.2.9.C.3.b.ii PARKING REQUIREMENTS (REDUCED PARKING AREA) ³ VEHICLE (SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) ACCESSIBLE SPACES 1 SPACE 2 SPACE MOTORCYCLE / SCOOTER SPACES N/A ⁵ N/A ⁵ N/A ⁵ N/A ⁵		25%	SEE LANDSCAPE PLANS ⁶
PARKING REQUIREMENTS (REDUCED PARKING AREA) ³ VEHICLE (SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) ACCESSIBLE SPACES 59-6.2.3.B / COMAR 05.02.02 MOTORCYCLE / SCOOTER SPACES 59-6.2.3.C CAR-SHARE SPACES N/A ⁵ N/A ⁵ N/A ⁵ N/A ⁵		6 FT	SEE LANDSCAPE PLANS ⁶
VEHICLE 25 SPACES (MIN.) / 67 SPACES (MAX.) 12 SPACES¹.11 (SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE⁴) 12 SPACES¹.11 59-6.2.4.B (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE⁴) 2 SPACE 59-6.2.3.B / COMAR 05.02.02 N/A⁵ N/A⁵ MOTORCYCLE / SCOOTER SPACES N/A⁵ N/A⁵ 59-6.2.3.C N/A⁵ N/A⁵		3 FT	SEE LANDSCAPE PLANS ⁶
(SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) 59-6.2.4.B (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) ACCESSIBLE SPACES 59-6.2.3.B / COMAR 05.02.02 MOTORCYCLE / SCOOTER SPACES 59-6.2.3.C CAR-SHARE SPACES N/A ⁵ N/A ⁵ N/A ⁵ N/A ⁵	PARKING REQUIREMENTS (REDUCED PARK	KING AREA) ³	
59-6.2.3.B / COMAR 05.02.02 MOTORCYCLE / SCOOTER SPACES N/A ⁵ N/A ⁵ 59-6.2.3.C N/A ⁵ N/A ⁵	(SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS	1 PER EMPLOYEE⁴) 51 PER EMPLOYEE⁴)	12 SPACES ^{1,11}
59-6.2.3.C CAR-SHARE SPACES N/A ⁵ N/A ⁵		1 SPACE	2 SPACE
		N/A ⁵	N/A ⁵
		N/A ⁶	N/A ⁵
ELECTRIC VEHICLE CHARGING SPACES N/A ⁶ N/A ⁶ 59-6.2.3.E		N/A ⁶	N/A ⁶

FO	OTNOTES:
1.	THE BASELINE PARKING MINIMUM HAS BEEN REDUCED BY THE NON-AUTO DRIVER MODE SHARE (NADMS) PERCENTAGE GOAL RECOMMENDED IN
	ACCORDANCE WITH SECTION 59-6.2.3.1.7a. THE BASELINE PARKING HAS BEEN REDUCED BY 20 PERCENT.
2.	THE PROPERTY HAS A TRACT AREA OF 2.67 AC. WITH ONE EXISTING RIGHT-OF-WAY FRONTAGE, THERE FOR 0% OF THE SITE IS REQUIRED TO BE
	DEDICATED FOR OPEN SPACE.
3.	FINAL NUMBER AND TYPES OF PARKING SPACES PROVIDED, INCLUDING BICYCLE PARKING, WILL BE DETERMINED AT SITE PLAN.

THE PARKING FACILITY CONTAINS LESS THAN 50 SPACES TOTAL. THE PARKING FACILITY CONTAINS LESS THAN 100 SPACES TOTAL. THERE ARE NO BICYCLE PARKING REQUIREMENTS SPECIFIED IN THE ZONING ORDINANCE FOR SELF STORAGE.

PER THE OWNER THERE WILL BE 1 OFFICE EMPLOYEE AND 1 RESIDENT MANAGER FOR EACH BUILDING, 4 EMPLOYEES TOTAL.

59-6.2.4.C

- 8. SET BY FLOATING ZONE PLAN
- 0. REFER TO LANDSCAPE PLANS FOR DEVELOPMENT STANDARDS RELATED TO LANDSCAPING. 11. IN ACCORDANCE WITH SECTION 59-6.2.3.H.2, THE APPLICANT MAY PROVIDE FEWER PARKING SPACES THAN REQUIRED, ONLY IF A PARKING WAIVER UNDER SECTION 6.2.10 IS APPROVED. THE APPLICANT IS REQUESTING A WAIVER UNDER SECTION 6.2.10. 2. FUTURE FRONTAGE IMPROVEMENTS ALONG NEW HAMPSHIRE AVENUE (MD 650) WILL BE CONSTRUCTED BY OTHERS.

OFFICE OF ZONING AND ADMINISTRATI	VE HEARINGS CERTIFICATION
THIS IS A TRUE COPY OF THE FLOATING APPROVED BY THE DISTRICT COUNCIL NUMBER, IN APPLIC	,
HEARING EXAMINER	DATE
HEARING EXAMINER NAME PRINTED	

OFFICE OF ZONING AND ADMINISTRA	TIVE HEARINGS CERTIFICATION
	NG ZONE PLAN (EXHIBIT NUMBER, BY RESOLUTION ICATION NUMBER
HEARING EXAMINER	DATE
HEARING EXAMINER NAME PRINTED	

| FLOATING ZONE COVER LOCAL MAP AMENDMENT

04.12.22

DESCRIPTION

TAX MAP JQ61

PLAT 8280

MARYLAND

PROJ. MGR

DRAWN BY

NO. H147

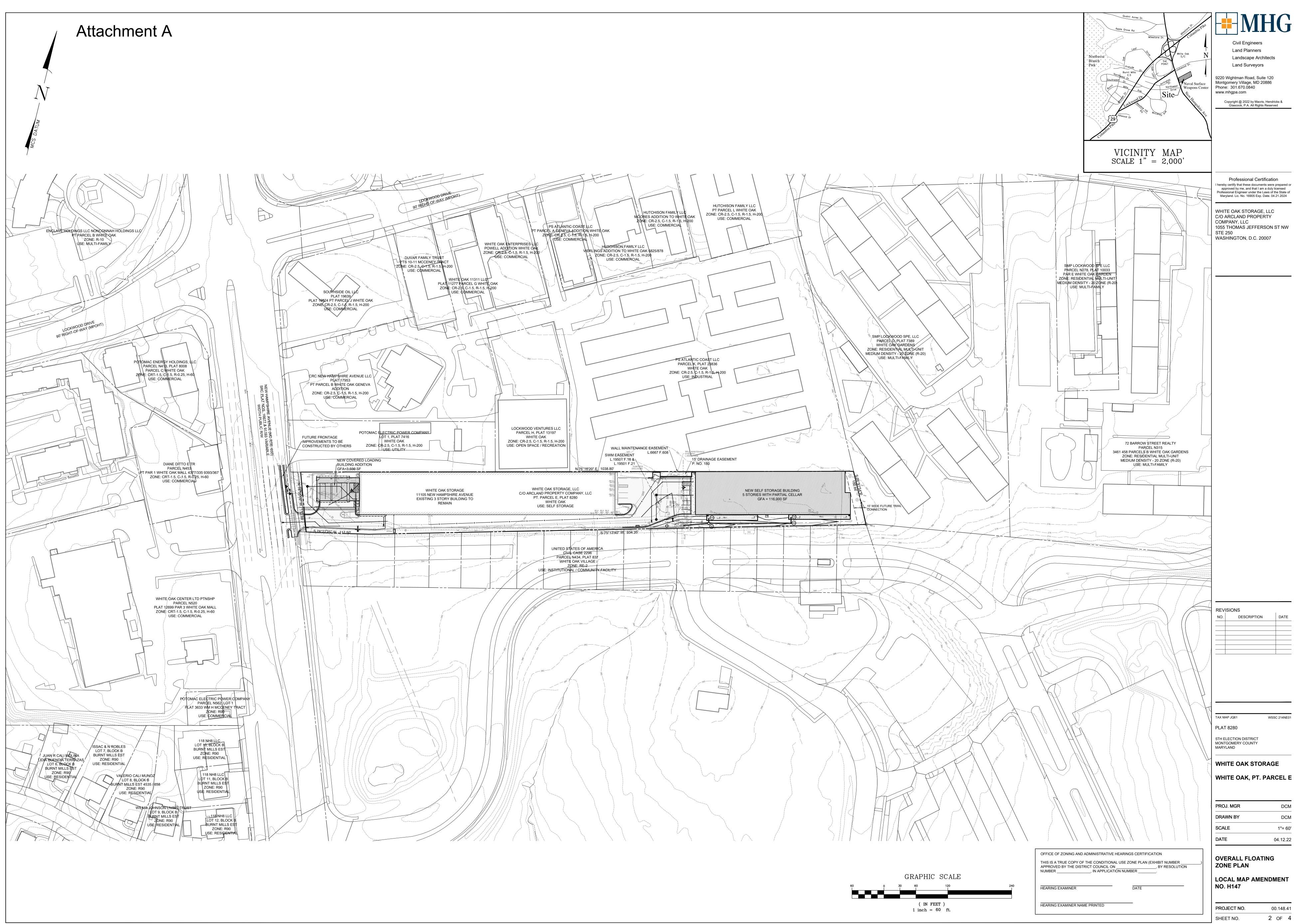
5TH ELECTION DISTRICT

MONTGOMERY COUNTY

WHITE OAK SELF STORAGE

WHITE OAK, PT. PARCEL E

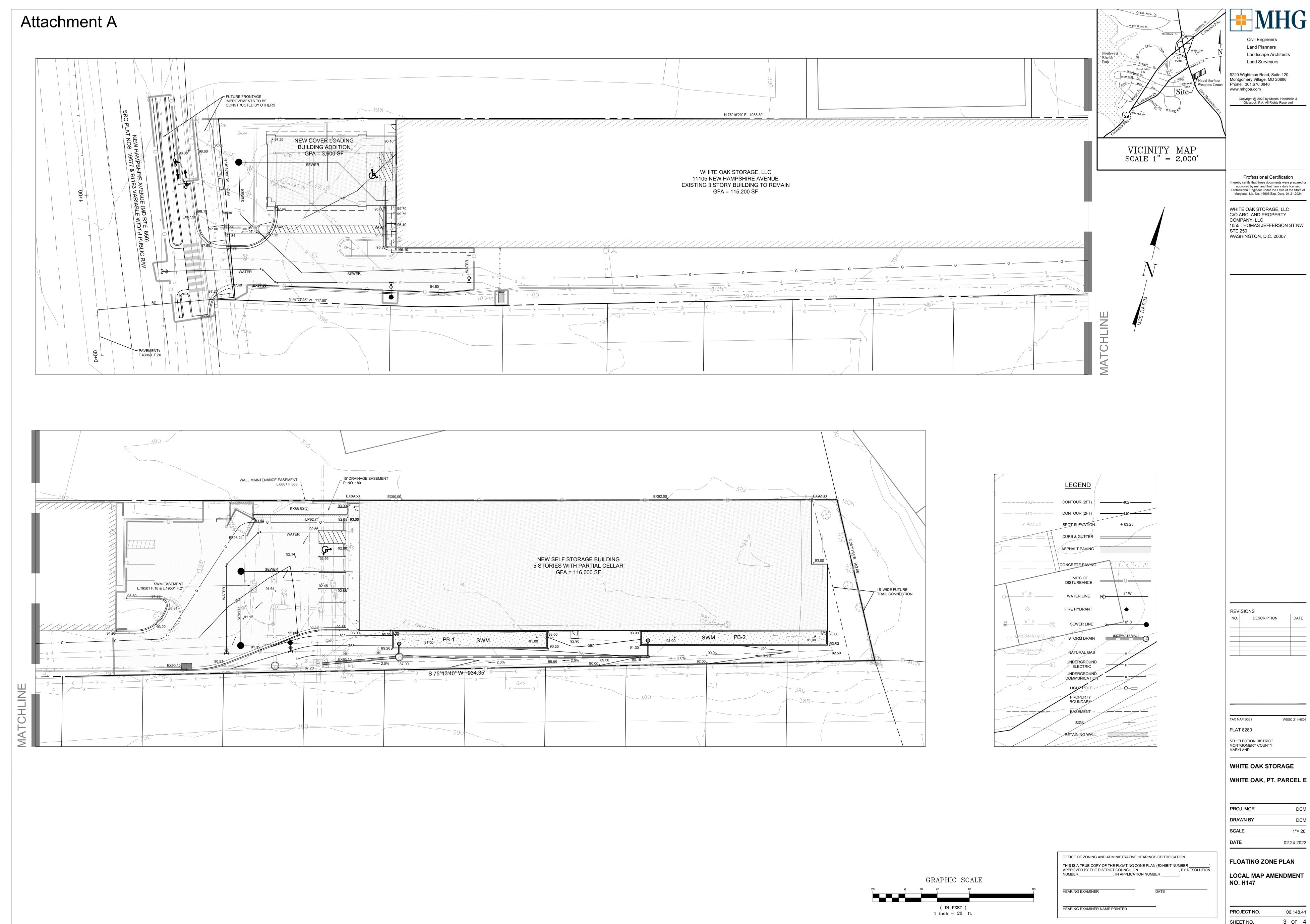
PROJECT NO. 00.148.41 1 of 4 SHEET NO.



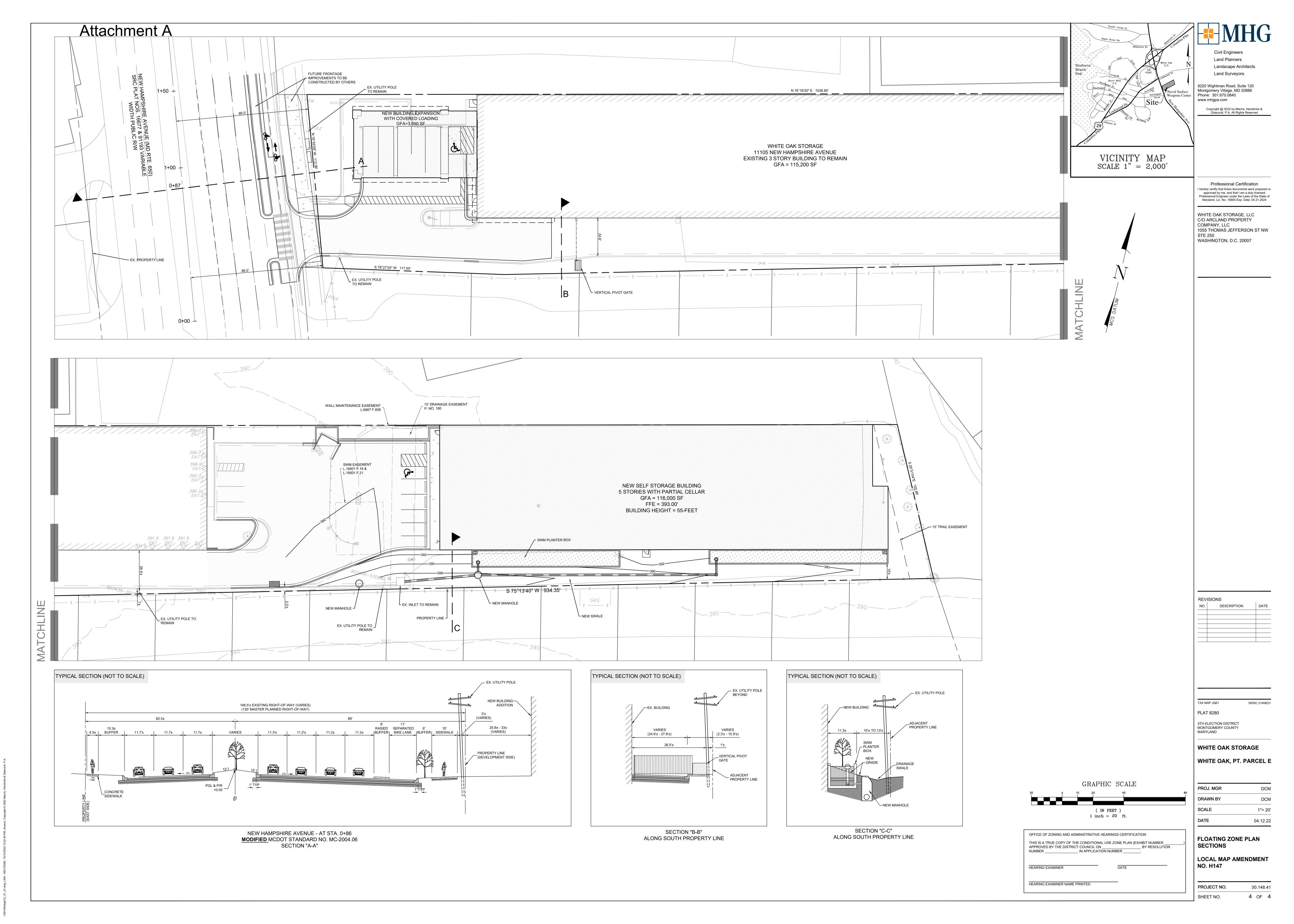
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed

1"= 60' 04.12.22

00.148.41 2 of 4



00.148.41 3 of 4 SHEET NO.



WHITE OAK SELF STORAGE

WHITE OAK, PT. PARCEL E

N 76°16'20" E₃₀1038.80'

CIVIL CASE 2296 PARCEL N434, PLAT 837 WHITE OAK VILLAGE ZONE: RE-2

ΓΙΟΝΑ<u>L / COMMUNITY FACILIT</u>

PS ATLANTIC COAST LLC

PARCEL K, PLAT 23836

ZONE: CR-2.5, C-1.5, R-1.5, H-200

WALL MAINTENANCE EASEMENT

USE: INDUSTRIAL

SWM EASEMENT

L.19501 F.21

L.19501 F.16 & -

LOCKWOOD VENTURES LLC

PARCEL H, PLAT 13197

WHITE OAK

ZONE: CR-2.5, C-1.5, R-1.5, H-200

USE: OPEN SPACE / RECREATION

WHITE OAK STORAGE

11105 NEW HAMPSHIRE AVENUE

EXISTING 3 STORY BUILDING TO REMAIN

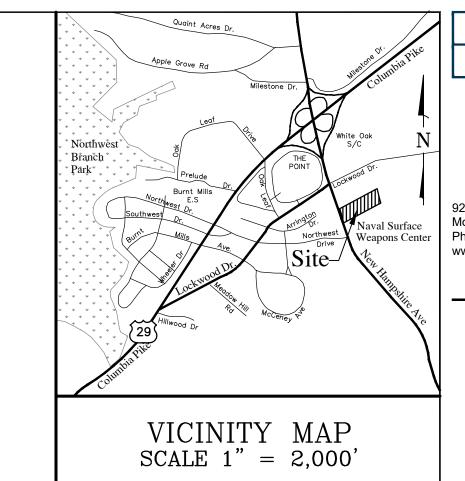
WHITE OAK STORAGE, LLC

PT. PARCEL E, PLAT 8280

WHITE OAK

USE: SELF STORAGE

C/O ARCLAND PROPERTY COMPANY, LLC



PROPERTY INFORMATION

WHITE OAK SELF STORAGE

Land Planners Landscape Architects Land Surveyors

9220 Wightman Road, Suite 120 Montgomery Village, MD 20886 Phone: 301.670.0840 www.mhgpa.com

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Professional Certification I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Maryland. Lic. No. 16905 Exp. Date. 04.21.2024

WHITE OAK STORAGE, LLC C/O ARCLAND PROPERTY COMPANY, LLC 1055 THOMAS JEFFERSON ST NW STE 250 WASHINGTON, D.C. 20007

WHITE OAK, PT. PARCEL E PLAT 8280 11105 NEW HAMPSHIRE AVENUE PROPERTY ADDRESS: SILVER SPRING, MARYLAND 20904 114,234 SF OR 2.62 AC. NO DEDICATION PROPOSED PROPOSED DEDICATION: 114,234 SF OR 2.62 AC. WHITE OAK STORAGE OWNER, LLC BY: ARCLAND PROPERTY COMPANY, LLC 1055 THOMAS JEFFERSON ST., NW, SUITE 250 WASHINGTON, DC 20007 TAX ID NUMBER: CURRENT ZONING CLASSIFICATION: CRTF-2.5, C-2.25, R-1.5, H-200 CURRENT USE: SELF STORAGE EXISTING GROSS FLOOR AREA (GFA): 115,200 SF NEW GROSS FLOOR AREA (GFA):

TOTAL GROSS FLOOR AREA (GFA): 231,200 SF

SUBJECT PROPERTY:

SMP LOCKWOOD SPE, JL

WHITE OAK GARDENS

ZONE: RESIDENTIAL MULTI-UNIT

USE: MULTI-FAMILY

MEDIUM DENSITY - 20 ZONE (R-20)

1 inch = 50 ft.

POTOMAC ELECTRIC POWER COMPANY

WHITE OAK

ZONE: CR-2.5, C-1.5, R-1.5, H-200

BUILDING ADDITION

DEVELOPMENT PROGRAM

PARCEL N413, PLAT 8008 PARCEL C WHITE OAK

ZONE: CRT-1.5, C-1.5, R-0.25, H-6

USE: COMMERCIAL

DIANE DITTO E TR

PARCEL N453

PT PAR 1 WHITE OAK MALL 4377/335 9393/367 ZONE: CRT-1.5, C-1.5, R-0.25, H-60 USE: COMMERCIAL

> WHITE OAK CENTER LTD PTNSHP PARCEL N520 PLAT 12699 PAR 3 WHITE OAK MALL ZONE: CRT-1.5, C-1.5, R-0.25, H-60 USE: COMMERCIAL

- 1. THE TOPOGRAPHY SHOWN IS A COMPILATION OF FIELD RUN SURVEY PERFORMED BY MACRIS, HENDRICKS AND GLASCOCK, P.A. IN JULY 2001 AND UPDATED IN SEPTEMBER 2014.
- 2. THE PROPERTY BOUNDARY & EASEMENTS SHOWN ARE PER AN ALTA SURVEY PREPARED BY MACRIS, HENDRICKS AND GLASCOCK IN SEPTEMBER OF 2014.
- 3. THE PROPERTY TAX ACCOUNT NUMBER IS 05-00276584.

THE PROJECT WILL BE DEVELOPED IN ONE PHASE

- 4. THE PROPERTY IS WITHIN THE WHITE OAK SCIENCE GATEWAY WATER PLAN AREA.
- 5. THE PROPERTY IS WITHIN THE PAINT BRANCH WATERSHED (USE CLASS III).
- 6. THE SITE IS SUBJECT TO APPROVED NATURAL RESOURCES INVENTORY / FOREST STAND DELINEATION #420221930.
- 7. THERE ARE NO 100-YEAR FLOODPLAINS, WETLANDS OR CHAMPION TREES ON THE PROPERTY.
- 8. THE PROPERTY IS NOT IDENTIFIED IN THE LOCATION ATLAS AND INDEX OF HISTORICAL SITES, NOR ITS IT IDENTIFIED IN THE MASTER PLAN FOR HISTORIC PRESERVATION.
- 9. THE PROPERTY IS NOT WITHIN A SPECIAL PROTECTION AREA.
- 10. THE EXISTING WATER SERVICE CATEGORY IS W-1. 11. THE EXISTING SEWER SERVICE CATEGORY IS S-1.
- 12. THE PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, NATIONAL FLOOD INSURANCE PROGRAM MAP FOR MONTGOMERY COUNTY, MARYLAND, COMMUNITY PANEL NUMBERS 24031C0390D, EFFECTIVE DATE SEPTEMBER 29, 2006
- 13. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS AS PER AVAILABLE RECORDS. THE EXACT LOCATIONS OF ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED BY "MISS UTILITY" PRIOR TO EXCAVATION, MACRIS, HENDRICKS AND GLASCOCK, P.A. DOES NOT EXPRESS OR IMPLY AN GUARANTEE OR WARRANTY AS TO THE LOCATION OR EXISTENCE OF ANY UNDERGROUND UTILITY.
- 14. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS SITE.

	MINIMUM PARKING: MAXIMUM ALLOWED SPACES (A): 67 SPACES MINIMUM REQUIRES SPACES (R): 25 SPACES PROPOSED SPACES (P): 13 SPACES FORMULA: (A-P)/(A-R) x 10 = (54/42) x 10 = 12 POINTS POINTS PROPOSED = 12 POINTS				
	QUALITY BUILDING AND SITE DESIGN				
	ARCHITECTURAL ELEVATIONS: PER CR INCENTIVE DENSITY GUIDELINES, 10 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT PROVIDES AND IS BOUND BY ARCHITECTURAL ELEVATIONS AS A PART OF THE CERTIFIED SITE PLAN. THE APPLICANT IS PROVIDING FACADE IMPROVEMENTS TO THE EXISTING SELF STORAGE BUILDING, SIGNAGE, AND LIGHTING. ARCHITECTURAL ELEVATIONS ARE A PRIORITY FOR BOTH THE NEW AND EXISTING SELF STORAGE BUILDINGS. PROPOSED POINTS = 10 POINTS				
CULATIONS	EXCEPTIONAL DESIGN: PER CR INCENTIVES GUIDELINES, 5 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS AT LEAST FOUR OF THE FOLLOWING CRITERIA. REFER TO ARCHITECTURAL AND DESIGN NARRATIVE IN THE STATEMENT OF JUSTIFICATION FOR DETAILS. POINTS PROPOSED = 5 POINTS				
;;	PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT				
S CAL	ENERGY CONSERVATION AND GENERATION: 15 POINTS APPROPRIATE FOR PROVIDING RENEWABLE ENERGY GENERATION ON SITE EQUIVALENT TO 2.5% OF THE NEW BUILDINGS ENERGY REQUIREMENTS POINTS PROPOSED = 15 POINTS				
TNIOA TI	COOL ROOF: PER CR INCENTIVE GUIDELINES, ON SITES LARGER THAN 1 ACRE 5 POINTS IS APPROPRIATE FOR CONSTRUCTING ANY ROOF AREA THAT IS NOT COVERED BY A VEGETATED ROOF WITH A MINIMUM SOLAR REFLECTIVE INDEX (SRI) OF 75 FOR ROOFS WITH A SLOPE AT OR BELOW A RATIO OF 2:12. POINTS PROPOSED = 5 POINTS				
LIC BENEF	RECYCLING FACILITY PLAN: PER CR INCENTIVE DENSITY GUIDELINES 5 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS THE REQUIREMENTS OF OF THE ZONING ORDINANCE AND MONTGOMERY COUNTY EXECUTIVE REGULATION 15-04AM OR MONTGOMERY COUNTY EXECUTIVE REGULATION 18-04. PROPOSED POINTS = 5 POINTS				
PUBLIC	PUBLIC BENEFIT POINTS SUMMARY (INCENTIVE DENSITY = 93,776 SF)				
	PUBLIC BENEFIT (SEE CALCULATIONS)	POINTS POSSIBLE	POINTS ACHIEVED		
	CONNECTIVITY AND MOBILITY MINIMUM PARKING	10	12		
	QUALITY BUILDING AND SITE DESIGN ARCHITECTURAL ELEVATIONS EXCEPTIONAL DESIGN	20 10	10 5		
	PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT ENERGY CONSERVATION AND GENERATION COOL ROOF RECYCLING FACILITY PLAN	30 10 10	15 5 5		
1 F	TOTAL POINTS (5 CATEGORIES)	140	52		

CONDITIONAL USE DEVELOPMENT STANDARDS				
CURRENT ZONING: CRTF-2.5, C-2.25, R-1.5, H-200 ¹² NET LOT AREA: 114,234 SF (2.62 AC) PROPOSED USES: SELF STORAGE (234,800 SF)				
ZONING STANDARD	PERMITTED/REQUIRED	PROVIDED PER PLAN		
MAXIMUM TOTAL DENSITY (FAR) 59-5.3.5.A.2	6.0	2.06		
MAXIMUM COMMERCIAL DENSITY (FAR) 59-5.3.5.A.2	4.5	2.06		
MAXIMUM RESIDENTIAL DENSITY (FAR) 59-5.3.5.A.2	4.5	0.0		
MAXIMUM HEIGHT 59-5.3.5.B.2	NOTE 8	60 FT		
MINIMUM SETBACK - FRONT SITE BOUNDARY 59-5.3.5.B.2	NOTE 8	25 FT		
MINIMUM SETBACK - REAR SITE BOUNDARY 59-5.3.5.B.2	NOTE 8	15 FT		
MINIMUM SETBACK - SIDE SITE BOUNDARY 59-5.3.5.B.2	NOTE 8	0 FT		
MINIMUM LOT SIZE 59-5.3.5.C	NOTE 9	114,233 SF OR 2.62 AC.		
MINIMUM OPEN SPACE 59-5.3.5.D.1.b / 59-4.5.4.B.1.a	0%²	N/A		
MINIMUM PUBLIC BENEFIT POINTS 59-5.3.5.E.1	50 POINTS (3 CATEGORIES)	52 POINTS (3 CATEGORIES)		
PARKING LOT LANDSCAPING - LANDSCAPED AREA 59-6.2.9.C.1	5%	SEE LANDSCAPE PLANS ⁶		
PARKING LOT LANDSCAPING - TREE CANOPY 59-6.2.9.C.2	25%	SEE LANDSCAPE PLANS ⁶		
PARKING LOT LANDSCAPING - PERIMETER PLANTING WIDTH 59-6.2.9.C.3.b.i	6 FT	SEE LANDSCAPE PLANS ⁶		
PARKING LOT LANDSCAPING - PERIMETER PLANTING HEIGHT 59-6.2.9.C.3.b.ii	3 FT	SEE LANDSCAPE PLANS ⁶		
PARKING REQUIREMENTS (REDUCED PARKING AREA) ³				
VEHICLE 25 SPACES (MIN.) / 67 SPACES (MAX.) (SELF STORAGE GFA = 208,000 SF) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 FOR MAX.) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1	PER EMPLOYEE ⁴) PER EMPLOYEE ⁴)	12 SPACES ^{1,11}		
ACCESSIBLE SPACES 59-6.2.3.B / COMAR 05.02.02	1 SPACE	2 SPACE		
MOTORCYCLE / SCOOTER SPACES 59-6.2.3.C	N/A ⁵	N/A ⁵		

Р	ARKING REQUIREMENTS (REDUCED PARKING AREA) ³	
VEHICLE (SELF STORAGE GFA = 208,000 SF) 59-6.2.4.B	25 SPACES (MIN.) / 67 SPACES (MAX.) (MIN. = 1.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴) (MAX. = 3.0 PER 10,000 SF OF GFA, PLUS 1 PER EMPLOYEE ⁴)	12 SPACES ^{1,11}
ACCESSIBLE SPACES 59-6.2.3.B / COMAR 05.02.02	1 SPACE	2 SPACE
MOTORCYCLE / SCOOTER SPACES 59-6.2.3.C	N/A ⁵	N/A ⁵
CAR-SHARE SPACES 59-6.2.3.D	N/A ⁵	N/A ⁵
ELECTRIC VEHICLE CHARGING SPACES 59-6.2.3.E	N/A ⁶	N/A ⁶
BICYCLE 59-6.2.4.C	N/A ⁷	N/A ⁷

THE BASELINE PARKING MINIMUM HAS BEEN REDUCED BY THE NON-AUTO DRIVER MODE SHARE (NADMS) PERCENTAGE GOAL RECOMMENDED IN ACCORDANCE WITH SECTION 59-6.2.3.1.7a. THE BASELINE PARKING HAS BEEN REDUCED BY 20 PERCENT.

THE PROPERTY HAS A TRACT AREA OF 2.67 AC. WITH ONE EXISTING RIGHT-OF-WAY FRONTAGE, THEREFORE 0% OF THE SITE IS REQUIRED TO BE

FINAL NUMBER AND TYPES OF PARKING SPACES PROVIDED, INCLUDING BICYCLE PARKING, WILL BE DETERMINED AT SITE PLAN. PER THE OWNER THERE WILL BE 1 OFFICE EMPLOYEE AND 1 RESIDENT MANAGER FOR EACH BUILDING, 4 EMPLOYEES TOTAL THE PARKING FACILITY CONTAINS LESS THAN 50 SPACES TOTAL.

NEW SELF STORAGE BUILDING

5 STORIES WITH PARTIAL CELLAR

GFA = 116,000 SF

- THE PARKING FACILITY CONTAINS LESS THAN 100 SPACES TOTAL.
 THERE ARE NO BICYCLE PARKING REQUIREMENTS SPECIFIED IN THE ZONING ORDINANCE FOR SELF STORAGE. SET BY FLOATING ZONE PLAN
- D. REFER TO LANDSCAPE PLANS FOR DEVELOPMENT STANDARDS RELATED TO LANDSCAPING.

DEDICATED FOR OPEN SPACE.

- I. IN ACCORDANCE WITH SECTION 59-6.2.3.H.2, THE APPLICANT MAY PROVIDE FEWER PARKING SPACES THAN REQUIRED, ONLY IF A PARKING WAIVER UNDER SECTION 6.2.10 IS APPROVED. THE APPLICANT IS REQUESTING A WAIVER UNDER SECTION 6.2.10.
- 2. THE PROPERTY IS SUBJECT TO A LOCAL MAP AMENDMENT APPLICATION, WHICH HAS BEEN FILED CONCURRENTLY WITH THE CONDITIONAL USE APPLICATION. THE CURRENT ZONING WAS REQUESTED PURSUANT TO THE LOCAL MAP AMENDMENT. 3. FUTURE FRONTAGE IMPROVEMENTS ALONG NEW HAMPSHIRE AVENUE (MD 650) WILL BE CONSTRUCTED BY OTHERS.

	ASPHALT PAVING	
	CONCRETE PAVING	4 4 4 4
	LIMITS OF DISTURBANCE	0
Φ8"_₩	WATER LINE	Ю 8" W
	FIRE HYDRANT	•
<i>€ 6" S S</i>	SEWER LINE	o6" S
- (SIZE/MATERIAL)	STORM DRAIN	(SIZE/MATERIAL
(SIZE/MA TERIAL)	NATURAL GAS	
— Е	UNDERGROUND ELECTRIC	—— Е —
сс	UNDERGROUND COMMUNICATION	с
፟	LIGHT POLE	
	PROPERTY BOUNDARY	
	EASEMENT	
	SIGN	
	RETAINING WALL	

-----402----- CONTOUR (2FT) -----402-----

CONTOUR (2FT)

= = = CURB & GUTTER =

SPOT ELEVATION

OFFICE OF ZONING AND ADMINISTRATIVE	HEARINGS CERTIFICATION
THIS IS A TRUE COPY OF THE CONDITION	`
APPROVED BY THE DISTRICT COUNCIL OF NUMBER, IN APPLICATE	N, BY RESOI FION NUMBER
HEARING EXAMINER	DATE

IGS CERTIFICATION	
PLAN (EXHIBIT NUMBER) BY RESOLUTION MBER	CONDITIONAL USE COVER
DATE	CONDITIONAL USE N CU202302

PLAT 8280

MARYLAND

PROJ. MGR

DRAWN BY

PROJECT NO.

SHEET NO.

SCALE

DATE

5TH ELECTION DISTRICT

WHITE OAK STORAGE

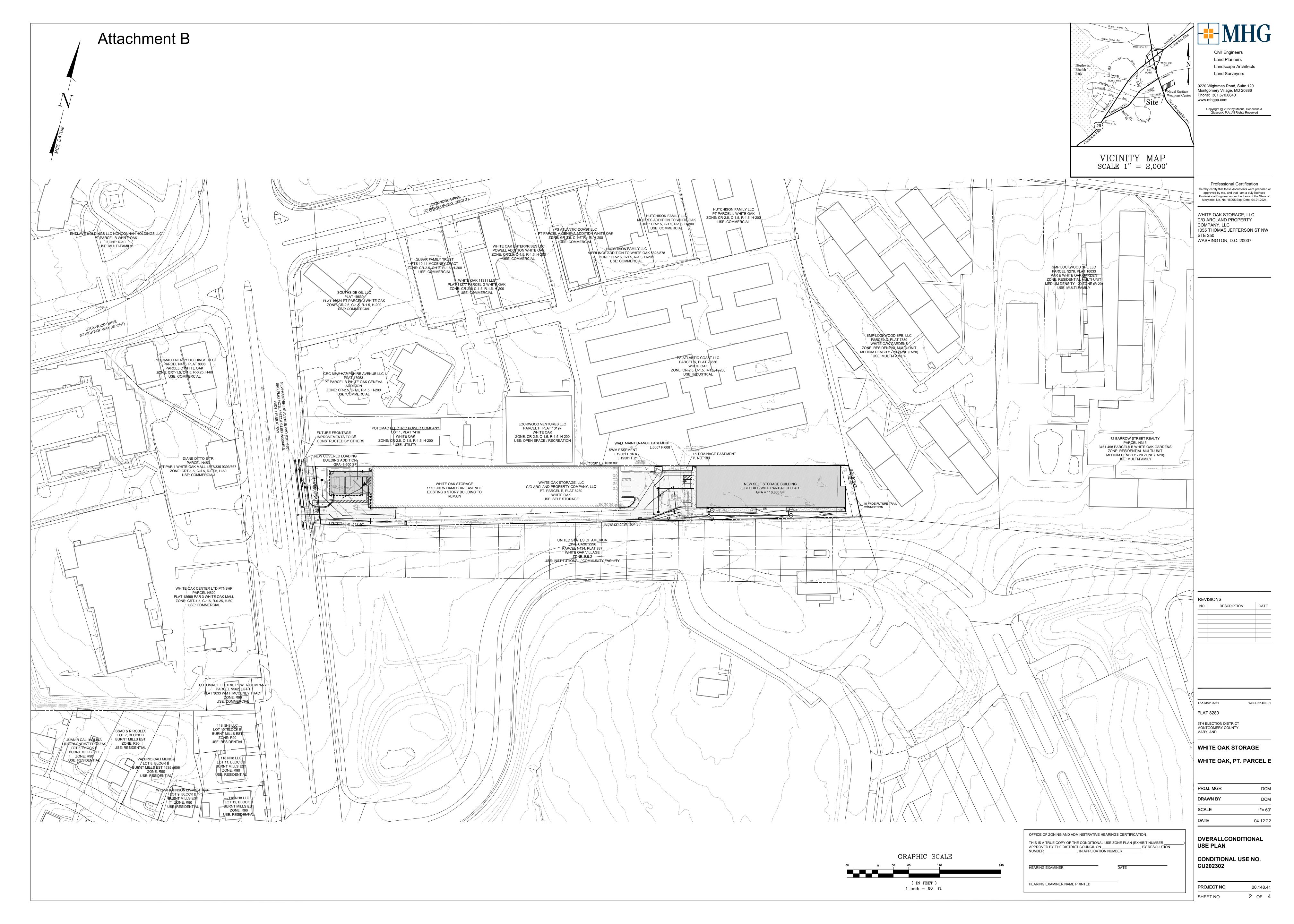
WHITE OAK, PT. PARCEL E

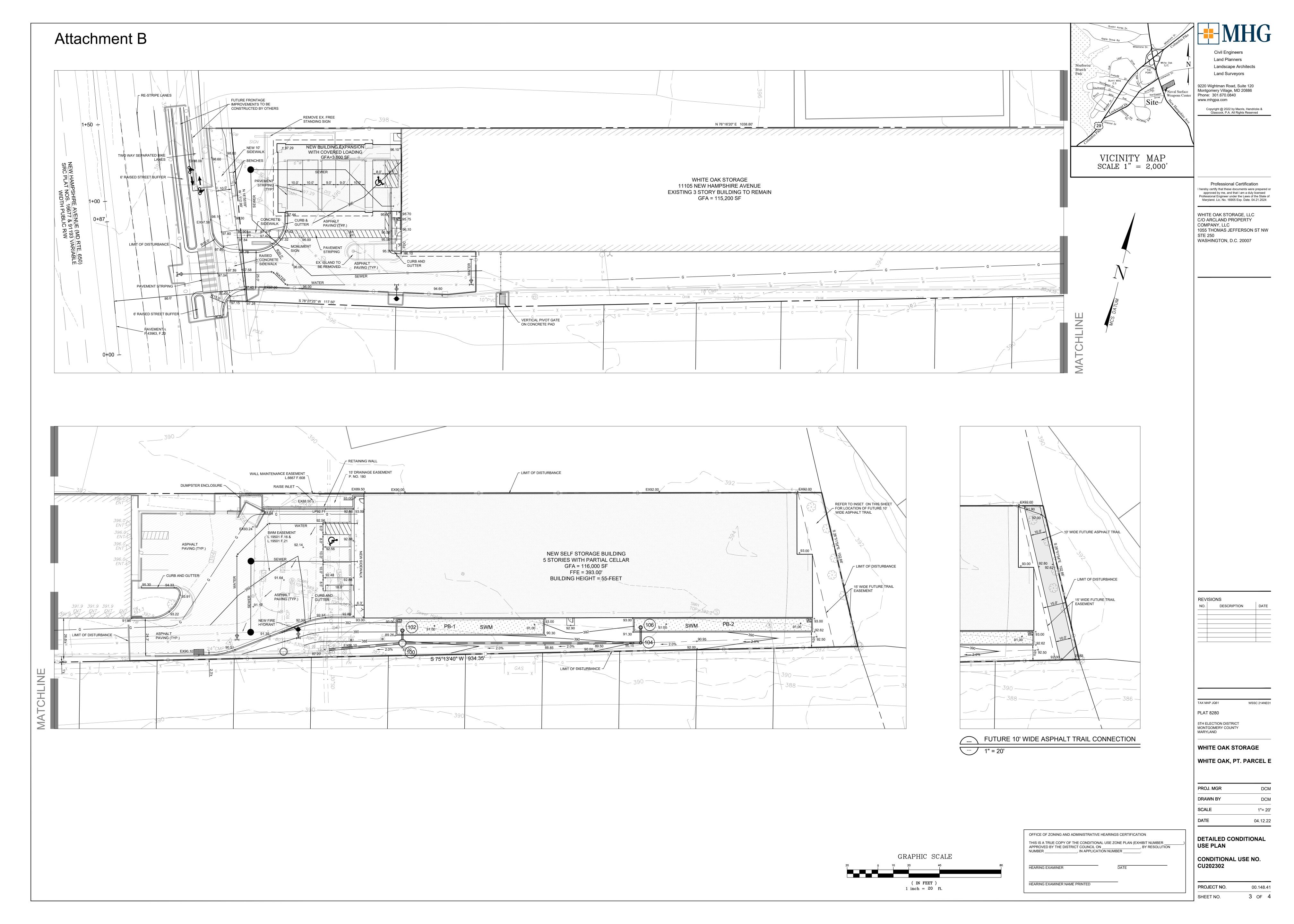
04.12.22

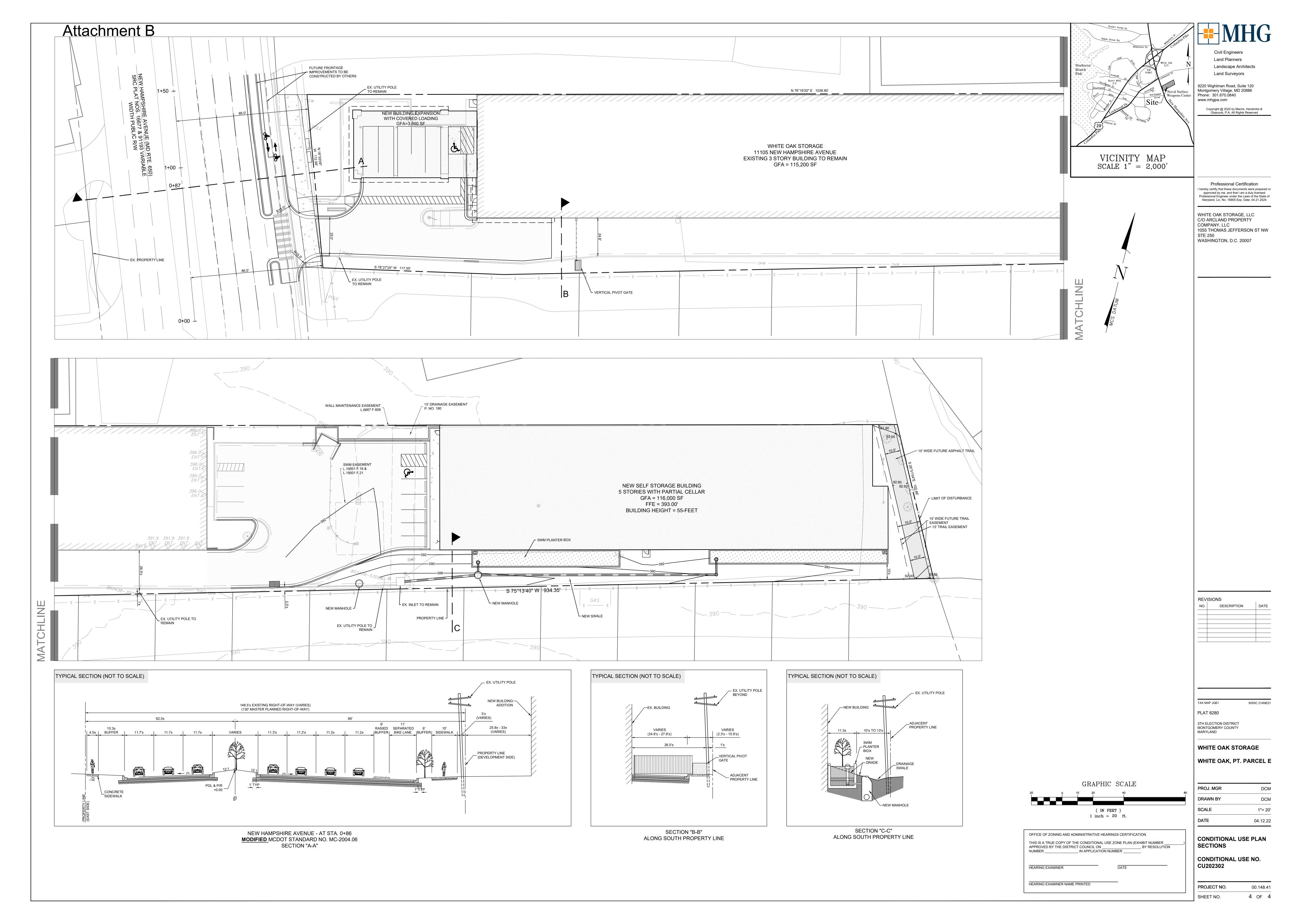
00.148.41

1 of 4

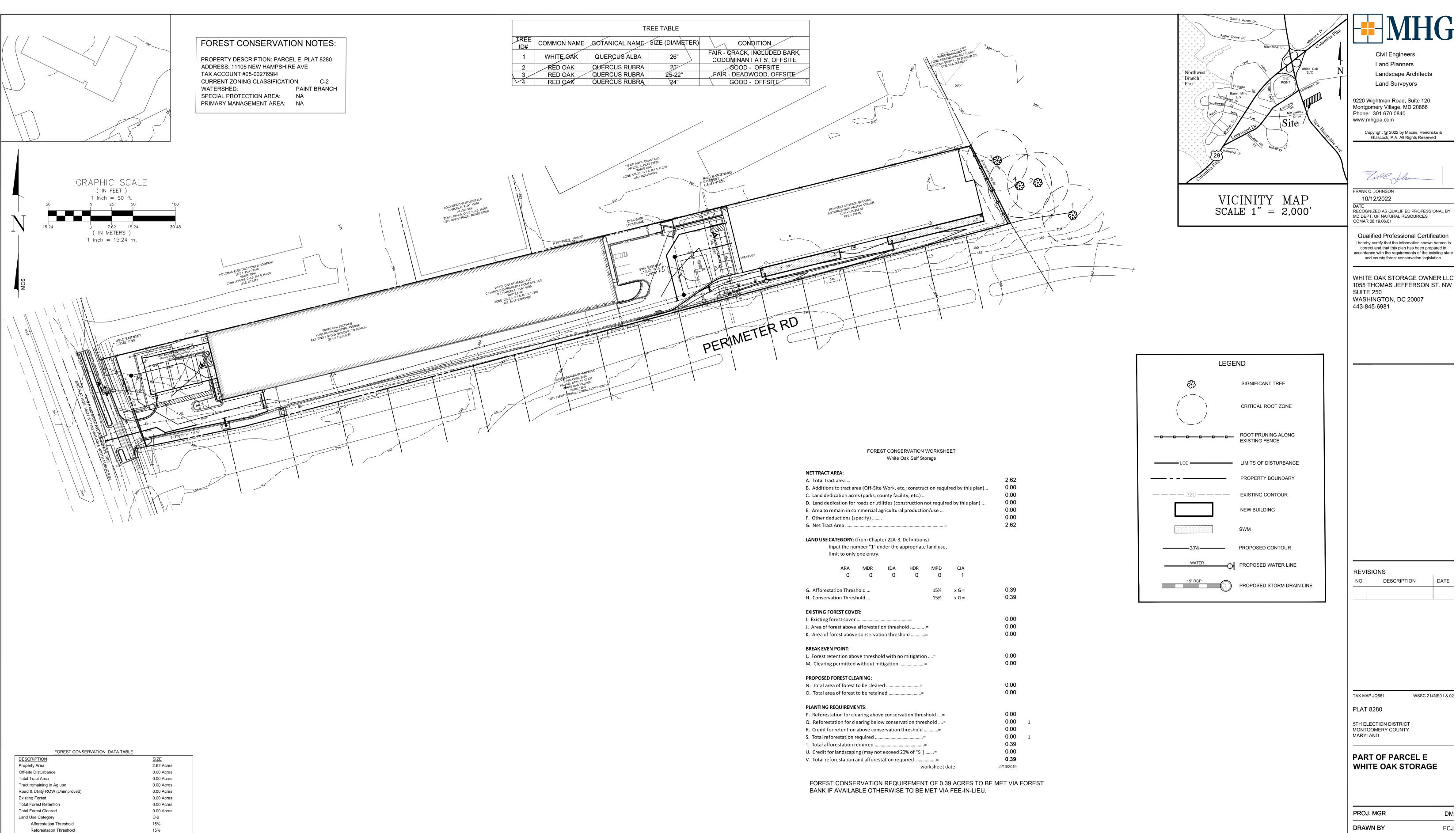
MONTGOMERY COUNTY







Attachment C



TAX MAP JQ561 WSSC 214NE01 & 02 PLAT 8280 5TH ELECTION DISTRICT

Civil Engineers

Land Planners

Land Surveyors

Landscape Architects

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and county forest conservation legislation.

MARYLAND

WHITE OAK STORAGE

ROJ. MGR	DM
RAWN BY	FCJ
CALE	1"= 50'
ATE	06.28.2022

PRELIMINARY FOREST CONSERVATION PLAN LMA NO. H147

L8.01 PROJECT NO. 00.148.41 1 of 2 SHEET NO.

Stream(s) Length: NA

Acres of Forest in: Wetlands

100yr Floodplain Stream Buffers

Other Priority Areas 0.00

FOR UTILITY LOCATIONS CONTACT "ONE CALL" AT 811 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION

Average Buffer Width: NA

0.00 0.00

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 A 200)

Pre-Construction

- 1. An on-site pre-construction meeting is required after the limits of disturbance have been staked and flagged and before any land disturbance.
- 2. The property owner must arrange for the meeting and the following people must participate at the preconstruction meeting: the property owner or their representative, construction superintendent, International Society of Arboriculture (ISA) certified arborist/MD 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 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.
 - a. Typical tree protection devices include:
- i. Chain link fence (four feet high)
- ii. Super silt fence with wire strung between the support poles (minimum 4 feet high) with high visibility flagging.
- iii. 14 gauge 2 inch x 4 inch welded wire fencing supported by steel T-bar posts (minimum 4
- feet high) with high visibility flagging.
 b. Typical stress reduction measures may include, but are not limited to:
- i. Root pruning with a root cutter or vibratory plow designed for that purpose. Trenchers
- are not allowed, unless approved by the Forest Conservation Inspector
- ii. Crown Reduction or pruning
- iii. Watering iv. Fertilizing
- v. Vertical mulching
- vi. 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.
- 3. A Maryland Licensed Tree expert must perform, or directly supervise, the implementation of all stress reduction mesasures. Documentation of the process (including photograhs)

Page 1 of 3 February 2017

may be required by the Forest Conservation Inspector, and will be determined at the preconstruction meeting.

- 4. Temporary 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.
- 5. 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:
- a. Parking or driving equipment, machinery, or vehicles of any type.
- b. Storage of any construction materials, equipment, stockpiling, fill, debris, etc.
- c. Dumping or any chemicals (i.e., paint thinner), mortar or concrete remainder, trash, garbage, or debris of any kind.
- d. Felling of trees into a protected area.
- e. Trenching or grading for utilities, irrigation, drainage, etc.
- 6. 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

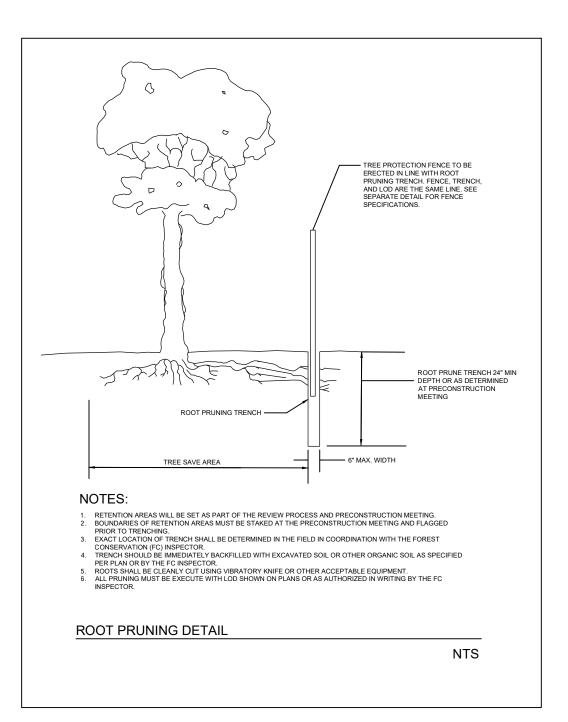
- 7. Periodic inspections will be made by the Forest Conservation Inspector. Corrections and repairs to all tree protection devices must be completed within the timeframe given by the Inspector.
- 8. The property owner must immediately notify the Forest Conservation Inspector of any damage to trees, 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

- 9. 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:
- a. Removal, and possible replacement, of dead, dying, or hazardous trees
- b. Pruning of dead or declining limbs
- c. Soil aeration
- d. Fertilization
- e. Watering

Page 2 of 3

February 2017



f. Wound repair

- g. Clean up of retention areas, including trash removal
- 10. 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. No additional grading, sodding, or burial may take place after the tree protection fencing is removed.
- 11. 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.

Page 3 of 3 February 2017

INSPECTIONS

All field inspections must be requested by the applicant.

Field Inspections must be conducted as follows:

Plans without Planting Requirements

- After the limits of disturbance have been staked and flagged, but before any clearing or grading begins
- 2. After necessary stress reduction measures have been completed and protection measures have been installed, but before any clearing and grading begin and before release of the building permit.
- 3. 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

- 4. Before the start of any required reforestation and afforestation planting.
- 5. 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.
- 6. 2 years after reforestation and afforestation have been completed, to determine survival and assess necessary maintenance activities for the remaining duration of the
- maintenance and management period.7. 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.

□ MHG

Civil Engineers
Land Planners
Landscape Architects

Land Surveyors

9220 Wightman Road, Suite 120 Montgomery Village, MD 20886 Phone: 301.670.0840 www.mhgpa.com

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Free Jenn

FRANK C. JOHNSON 10/12/2022

DATE
RECOGNIZED AS QUALIFIED PROFESSIONAL BY
MD DEPT. OF NATURAL RESOURCES
COMAR 08.19.06.01

Qualified Professional Certification
I hereby certify that the information shown hereon is correct and that this plan has been prepared in accordance with the requirements of the existing state

and county forest conservation legislation.

WHITE OAK STORAGE OWNER LLC
1055 THOMAS JEFFERSON ST. NW

WHITE OAK STORAGE OWNER LI 1055 THOMAS JEFFERSON ST. N SUITE 250 WASHINGTON, DC 20007 443-845-6981

REVISIONS
NO. DESCRIPTION

TAX MAP JQ561 WSSC 214NE01 & 02

5TH ELECTION DISTRICT MONTGOMERY COUNTY MARYLAND

PLAT 8280

PART OF PARCEL E WHITE OAK STORAGE

PROJ. MGR DM

DRAWN BY FCJ

SCALE NTS

DATE 06.28.2022

PRELIMINARY FOREST CONSERVATION PLAN LMA NO H147

PROJECT NO. 00.148.41
SHEET NO. 2 OF 2



9220 Wightman Road, Suite 120 Montgomery Village, MD 20886 (301) 670-0840 www.mhgpa.com

November 29, 2022

Mid-County Planning Transportation Planning 2425 Reedie Drive, 14th Floor Wheaton, MD 20910

> RE: White Oak Self Storage Conditional Use Case No. CU202302 Local Map Amendment Case No. H146 LATR Exemption Statement MHG Project No. 2000.148.41

Mr. Matthew Folden,

Please accept this memo as an Exemption Statement for the subject development, as required by the 2020-2024 Growth and infrastructure Policy and the 2022 Local Area Transportation Review (LATR) Guidelines. The site is located at 11105 New Hampshire Avenue in Silver Spring and is currently developed with an existing 115,200 square foot, 3-story self-storage building, which is to remain. The site is in the White Oak Transportation Policy Area.

The new development includes construction of a 116,000 square foot (gross floor area), 5-story self-storage building with a 12,150 square foot cellar as well as a 3,600 square foot (gross floor area) cantilevered third-story addition to the front of the existing 115,200 square foot, 3-story self-storage building. Minor site improvements at the existing and proposed buildings will also be implemented.

Our office conducted a trip generation study using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) in conjunction with Appendix Tables 1a and 1b of the 2022 LATR Guidelines. As shown in the attached Exhibit, the new building will generate a maximum of 16 AM peak hour and 26 PM peak hour person trips. For additional reference, we also conducted a trip generation study on the existing building and determined it currently generates a maximum of 15 AM peak hour and 24 PM peak hour person trips.

The LATR guidelines stipulate those projects generating less than 50 new peak hour person, transit or non-motorized trips are exempt from LATR requirements. Since each of these values are less than 50, the site is exempt from providing quantitative auto, transit, bicycle or pedestrian analyses.

Please let us know if you have any questions or need additional information.

Sincerely,

Dylan Macro, CDT



9220 Wightman Road, Suite 120 Montgomery Village, MD 20886

Phone: (301) 670-0840 Fax: (301) 948-0693

Trip Generation Data White Oak Self Storage

Existing Facility

ITE Trip Generation Data

ITE Trip Generation Manual, 11th Edition

Industrial Mini-Warehouse (ITE-151, 1000 SF GFA)

1,000 SF GFA115.20Morning Peak Rate0.09Morning Distribution (In)59%Morning Distribution (Out)41%Afternoon Peak Rate0.15Afternoon Distribution (In)47%Afternoon Distribution (Out)53%

LATR Data White Oak

Adjustment Factor 88%

Mode Split

Auto Driver66.9%Auto Passenger23.9%Transit3.4%Non-Motorized5.8%

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
ITE Trips	6	4	10	8	9	17
Adjusted Trips	5	4	9	7	8	15
Person Trips			14			23
Transit Trips			1			1
Non-Motorized Trips			1			2



9220 Wightman Road, Suite 120 Montgomery Village, MD 20886

Phone: (301) 670-0840 Fax: (301) 948-0693

Trip Generation Data White Oak Self Storage

New Facility and 3rd-Story Addition to Existing Facility

ITE Trip Generation Data

ITE Trip Generation Manual, 11th Edition

Industrial Mini-Warehouse (ITE-151, 1000 SF GFA)

1,000 SF GFA 131.75 (includes cellar space)

Morning Peak Rate 0.09

Morning Distribution (In) 59%

Morning Distribution (Out) 41%

Afternoon Peak Rate 0.15

Afternoon Distribution (In) 47%

Afternoon Distribution (Out) 53%

LATR Data White Oak

Adjustment Factor 88%

Mode Split

Auto Driver66.9%Auto Passenger23.9%Transit3.4%Non-Motorized5.8%

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
ITE Trips	7	5	12	9	10	20
Adjusted Trips	6	4	10	8	9	17
Person Trips			16			26
Transit Trips			1			1
Non-Motorized Trips			1			2



Marc Elrich County Executive Mitra Pedoeem Director

December 9, 2022

Mr. Mark Hollida Macris, Hendricks & Glascock, P.A. 9220 Wightman Road, Suite 120 Montgomery Village, MD 20886

Re: Stormwater Management **CONCEPT** Request

for White Oak Self Storage Preliminary Plan #: N/A SM File #: 288447

Tract Size/Zone: 2.62 ac./CR-2.5,C,R-1.5,H-200

Total Concept Area: 1.32 ac.

Lots/Block: N/A Parcel(s): E

Watershed: Paint Branch

Dear Mr. Hollida:

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 two Micro-Bio Planter Boxes.

The following **items** will need to be addressed **prior to** Planning Board approval of the Site Plan:

- 1. Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.
- 2. Continue to investigate additional means of obtaining full stormwater management compliance.

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

- **3.** Terminate the existing bioswale easement for DEP Asset # 25281 prior to SC plan approval, and make sure to include DEP during the Pre-Construction meeting.
- 4. Include the repair and maintenance of DEP Asset # 13121 per the report dated 3/17/2020 in the final engineering plans.
- 5. At final design, submit computations to support that DEP Asset # 13121 provides the level of management for which it was approved.
- 6. Demonstrate non-erosive velocity in proposed on-site channels.
- 7. Show acceptable access to all SWM facilities for maintenance and inspection.



Mr. Mark Hollida December 9, 2022 Page 2 of 2

8. At final engineering, provide a final safe conveyance study for impacts to existing FDA SD which includes the pre- and post- development Q10 computations with DAM, pipe comps, and profiles to show 10-year HGL.

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

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **will be required** if full compliance cannot be met.

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 Elvina Newton Tryer at 240-777-6342 or at elvina.newtontryer@montgomerycountymd.gov.

Sincerely,

Mark C. Etheridge, Manager Water Resources Section

Mark Theridge

Division of Land Development Services

MCE: ent

cc: Neil Braunstein SM File # 288447

ESD: Required/Provided 6,969 cf / 4,856 cf PE: Target/Achieved: 1.94"/1.35" STRUCTURAL: N/A cf

WAIVED: N/A ac.

DRC Date: 09/27/2022

CU202302/H146-White Oak Storage

MCDOT Reviewer: Deepak Somarajan MNCPPC Reviewer: Parker Smith

deepak.somarajan@montgomerycountymd.gov

240-777-2194

In an effort to improve our responsiveness and streamline development reviews, we will not be preparing a formal letter for this Plan. These comments reflect MCDOT's official comments on this Plan.

Significant Comments:

- 1. New Hampshire Avenue (MD-650):
 - Per the White Oak Science Gateway Master Plan; this roadway is classified as a major highway with planned BRT; a proposed right-of-way of 130-ft., six (6) lanes divided with a transit lane.
 - Per the Countywide Transitway Master Plan: Dedicated Bus Rapid
 Transit (BRT) Lane with a minimum 130-ft of right-of-way. We
 recommend that the applicant coordinate with Mr. Corey Pitts of our
 Transportation Engineering Section at 240-777-7217 or at
 corey.pitts@montgomerycountymd.gov regarding the BRT.
 - Bicycle master Plan: Separated bike lanes.
 - Dimension the right-of-way and the applicant may have to dedicate to comply with the Master Plan. May need additional right-of-way.
 - Provide a roadway cross section.
- 2. Per Figure 2 "White Oak Center Illustrative Concept" of the White Oak Science Gateway Master Plan proposes a Connection to FDA from Lockwood Drive. The proposed building would impact the proposed connection shown in the master plan. The applicant shall comply with the master plan.
- 3. Access and improvements along New Hampshire Avenue (MD-650) as required by the Maryland State Highway Administration (MDSHA).
- 4. If a Preliminary Plan is required, pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
- 5. We defer to MDSHA for sight distance approval for the access from Colesville Road (MD-29).
- 6. Storm Drain Analysis:

- Submit a storm drain study for the portion of the subject site draining to the Montgomery County public storm drain system.
- MDSHA approval required for the portion of the site draining to the public storm drain system maintained by MDSHA.