

**Springvale Terrace Speed to Market  
Community Correspondence received by Planning Staff January – April 5, 2024**

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**From:** HowardSusan Gruenspecht <hsgruenspecht@gmail.com>

**Sent:** Saturday, March 9, 2024 12:23 PM

**To:** Kisiel, Mackenzie <mkisiel@ecdcommunities.org>

**Cc:** Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>; Stacy Silber <spsilber@lercheearly.com>; Groszek, Daniel <dgroszek@ecdcommunities.org>; William Zeid <william.zeid@groveslade.com>; Nancy Mills - Chelsea Heights Board of Directors <millsnancy727@gmail.com>

**Subject:** Re: Springvale Terrace - Parking

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Mackenzie:

Thank you for your note. I certainly appreciate your clear statement that no one should be signing a lease at Springvale Terrace without knowledge of the parking situation, specifically: (1) residents should not expect a parking space on site (unless explicitly designated to them), and (2) residents should not expect to be able to park on nearby streets freely.

I certainly hope, as I know you do, that the parking situation at Springvale Terrace and your plan to inform potential lessees regarding it will not pose a barrier to the successful leasing of Springvale Terrace. That said, the risk (and challenge) for Chelsea Heights is what happens if the limited availability of on-site and nearby parking for residents and very limited visitor parking prove to be a significant negative from the perspective of many potential lessees. In such a situation, can the leasing agents, who will be under significant pressure to get the facility rapidly occupied to insure its financial viability, actually be counted on to make the parking disclosures we both agree are needed?

Given the possibility that reality may fall short of our shared hopes regarding the attractiveness of a facility with very severe parking limitations, it seems important for Chelsea Heights to have a binding written agreement regarding the parking disclosures with the owner/operator of the facility. Moreover, since a future change in ownership of the facility is always possible, it would be useful for that agreement to be reflected in the county's approval of the project and to be binding on any future owner.

I'd be very interested in your ideas about how to formalize an agreement between the facility owner/operator, the county, and Chelsea Heights regarding the necessity of parking disclosures to potential lessees at Springvale Terrace.

I look forward to hearing from you.

Howard

On Tue, Mar 5, 2024 at 2:32 PM Kisiel, Mackenzie <[mkisiel@ecdcommunities.org](mailto:mkisiel@ecdcommunities.org)> wrote:

Howard,

Park and Planning shared your letter with us pertaining to parking at Springvale Terrace. In response, I wanted to let you know the following:

- We agree that lessees at Springvale Terrace must be aware of the parking situation. No one should be signing a lease at our community without knowledge of the parking situation, specifically: (1) residents should not expect a parking space on site (unless explicitly designated to them), and (2) residents should not expect to be able to park on nearby streets freely.
- To that end, we agree to provide information either in our lease or other materials provided to applicants and lessees that:
  - Residential parking permits are not available to residents for parking on surrounding streets; and
  - On site parking is not available unless explicitly designated to the lessee.
- As you know, our policy will also be to use a placard system or similar to ensure that residents who do not have a spot at Springvale Terrace are not parking in the lot and taking visitor spots. Only residents who are designated a placard (or similar) will be able to park at our parking lot.

Thank you for your thoughtful letter and I hope that the above will allay some of your concerns.

Thank you,

Mackenzie

*Note: My working day may not be your working day. Please do not feel obligated to reply to this email outside of your normal working hours.*

**Mackenzie Kisiel**

Sr. Real Estate Development Manager

Community Development

410.230.2118

[enterprisecommunitydevelopment.org](http://enterprisecommunitydevelopment.org)



*Enterprise Community Development is an Enterprise Community Partners affiliate*

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**From:** HowardSusan Gruenspecht <hsgruenspecht@gmail.com>  
**Sent:** Thursday, February 15, 2024 3:47 PM  
**To:** Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>  
**Cc:** Bossi, Adam <Adam.Bossi@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>  
**Subject:** Re: Springvale Terrace Trip Generation Estimate

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Dear Ms. Mencarini and colleagues:

As I review the comments I sent you regarding Springvale Terrace I realize that I may have failed to provide enough information on the visitor parking issue. Chelsea Heights, directly across from Springvale Terrace has 13 visitor parking for its 63 units. The ratio of visitor parking to units, which exceeds 0.2 visitor spaces per unit, has some relevance to Springvale Terrace given that both communities have no daytime street parking or public garage parking available to visitors within a 0.3-mile radius.

In addition to social visits by friends and family, the experience of my mother and family friends in independent living suggests that many residents may have an increasing number of daytime weekday visits by various types of support staff as they try to “age in place” and avoid seeking higher levels of care. Also, unlike Chelsea Heights, which has no on-site staff, Springvale Terrace will need some spaces for staff parking. Such factors could suggest the need for more visitor spaces per unit at Springvale Terrace than at Chelsea Heights.

Thanks. Howard Gruenspecht

On Tue, Feb 13, 2024 at 8:27 AM Mencarini, Katherine <[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)> wrote:

Howard,

Thank you so much for sharing your comments on the parking waiver for Springvale Terrace. I'm looping in Adam Bossi, lead reviewer, since we'll be addressing your comments in the staff report.

I'll review your comments this week and will follow up with you by the end of the week.

Thanks again,

Katie



**Katherine (Katie) Mencarini** (she/her/hers)

**Planner III**

Montgomery County Planning Department  
[2425 Reedie Drive](#), 13<sup>th</sup> floor, Wheaton, MD 20902  
[Katherine.mencarini@montgomeryplanning.org](mailto:Katherine.mencarini@montgomeryplanning.org)

p: 301.495.4549



**WE'VE MOVED!**

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT  
2425 REEDIE DRIVE, WHEATON, MD 20902

**From:** HowardSusan Gruenspecht <[hsgruenspecht@gmail.com](mailto:hsgruenspecht@gmail.com)>  
**Sent:** Monday, February 12, 2024 5:09 PM  
**To:** Mencarini, Katherine <[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)>  
**Subject:** Re: Springvale Terrace Trip Generation Estimate

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Dear Ms. Mencarini

Following up on our conversation on February 8, I have attached comments regarding the proposed parking waiver for the Springvale Terrace project.

I'll be away on foreign travel starting tomorrow through February 20, but I will be checking email if you have any questions/comments

Thanks again for your consideration.

Howard Gruenspecht

On Fri, Feb 9, 2024 at 4:01 PM Mencarini, Katherine <[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)> wrote:

Howard,

It's my pleasure to be helpful. You can find the Applicant's justification for a parking waiver in two files on our DAIC webpage. I've linked them both below.

- [Statement of Justification](#) (revised): see pages 19-21
- [Parking Memo](#)

Let me know if you have any questions about these documents.

Sincerely,

Katie



**Katherine (Katie) Mencarini (she/her/hers)**

**Planner III**

Montgomery County Planning Department  
[2425 Reedie Drive](#), 13<sup>th</sup> floor, Wheaton, MD 20902  
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**From:** HowardSusan Gruenspecht <[hsgruenspecht@gmail.com](mailto:hsgruenspecht@gmail.com)>  
**Sent:** Friday, February 9, 2024 9:40 AM  
**To:** Mencarini, Katherine <[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)>  
**Subject:** Re: Springvale Terrace Trip Generation Estimate

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Dear Ms. Mencarini

It was a pleasure to speak with you yesterday. I learned a lot.

One further question -- I was wondering if the document requesting the parking waiver for Springvale Terrace was in the public domain. If you can share it, it would be helpful to me in thinking about what further input might I offer that would be relevant and useful to the planning.

Thanks again. Howard

On Thu, Feb 8, 2024 at 4:01 PM Mencarini, Katherine <[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)> wrote:

Howard,

It was a pleasure talking with you today about the Springvale Terrace project. As discussed, I've attached a copy of my assessment of the trip generation for the project. If you have additional questions, thoughts, or insights, please reach out to me.

Sincerely,

Katie



**Katherine (Katie) Mencarini (she/her/hers)**

**Planner III**

Montgomery County Planning Department  
[2425 Reedie Drive](https://www.montgomeryplanning.org/2425-Reedie-Drive), 13<sup>th</sup> floor, Wheaton, MD 20902  
[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)

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**Sent:** Friday, February 9, 2024 9:40 AM  
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Thanks again. Howard

On Thu, Feb 8, 2024 at 4:01 PM Mencarini, Katherine <[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)> wrote:

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Katie



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p: 301.495.4549







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**From:** A V <avsspam@gmail.com>  
**Sent:** Thursday, January 25, 2024 1:01 PM  
**To:** Bossi, Adam <Adam.Bossi@montgomeryplanning.org>  
**Cc:** Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>; trafficops@montgomerycountymd.gov; william.zeid@goroveslade.com; Silber, Stacy P. <spsilber@lercheary.com>; Torma, Rebecca <Rebecca.Torma-Kim@montgomerycountymd.gov>; Chris Reynolds <urban.economist@gmail.com>  
**Subject:** Re: Springvale Terrace - Traffic Calming

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Adam,

I appreciate your response and update.

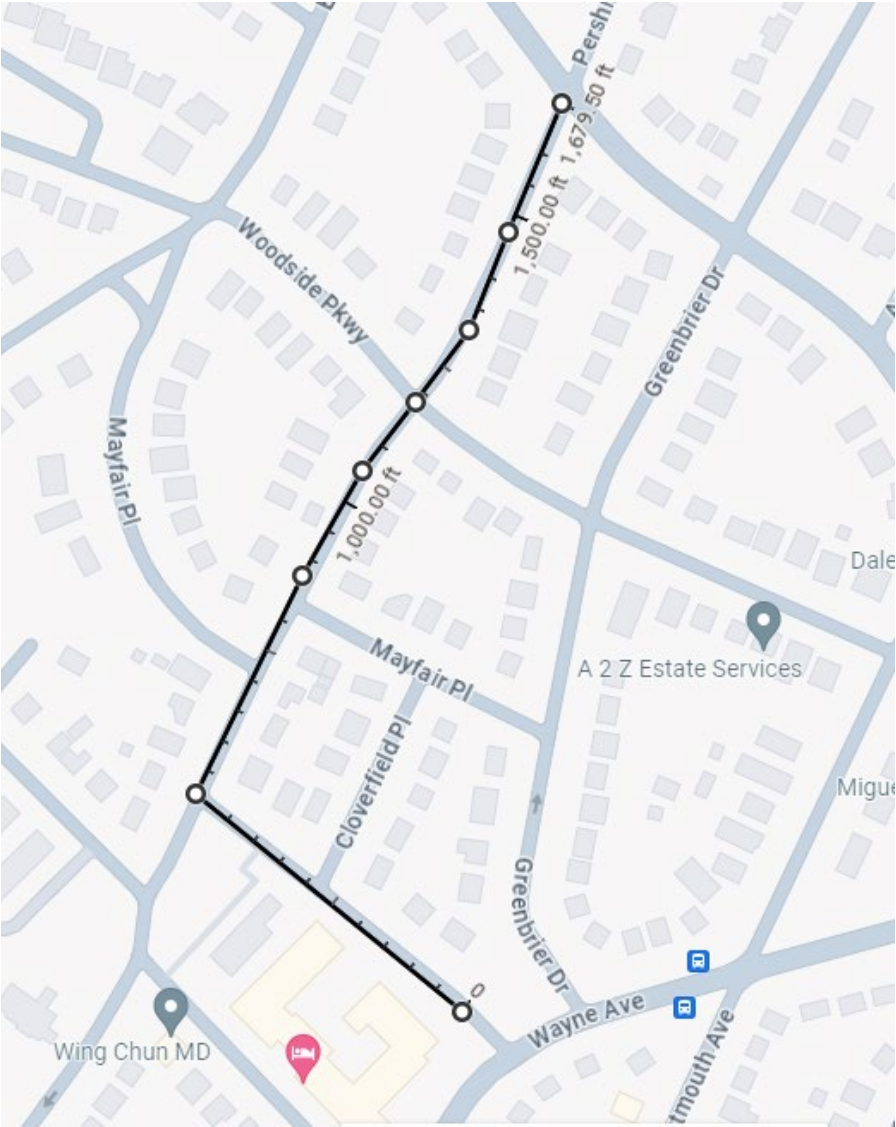
Thank you for additional information on the Cloverfield Place/Road intersection. If the threshold is that re-locating the loading area to Cloverfield Road can be safely accessed with or without two-way traffic conversion, then that is problematic for the proposed loading area on Cloverfield Road. Based on current - and long-standing traffic patterns - delivery trucks would need to continue north on Cloverfield Rd and navigate deep into the neighborhood in order to get back to an arterial road. The shortest distance to reach a minor arterial road is roughly 1/3 of a mile - or nearly a 1/2 mile of neighborhood driving to reach an arterial road. Is there a limit on what size trucks can access the proposed loading area? Will semis be navigating the tight neighborhood streets for 1/3-1/2 a mile to exit the neighborhood?

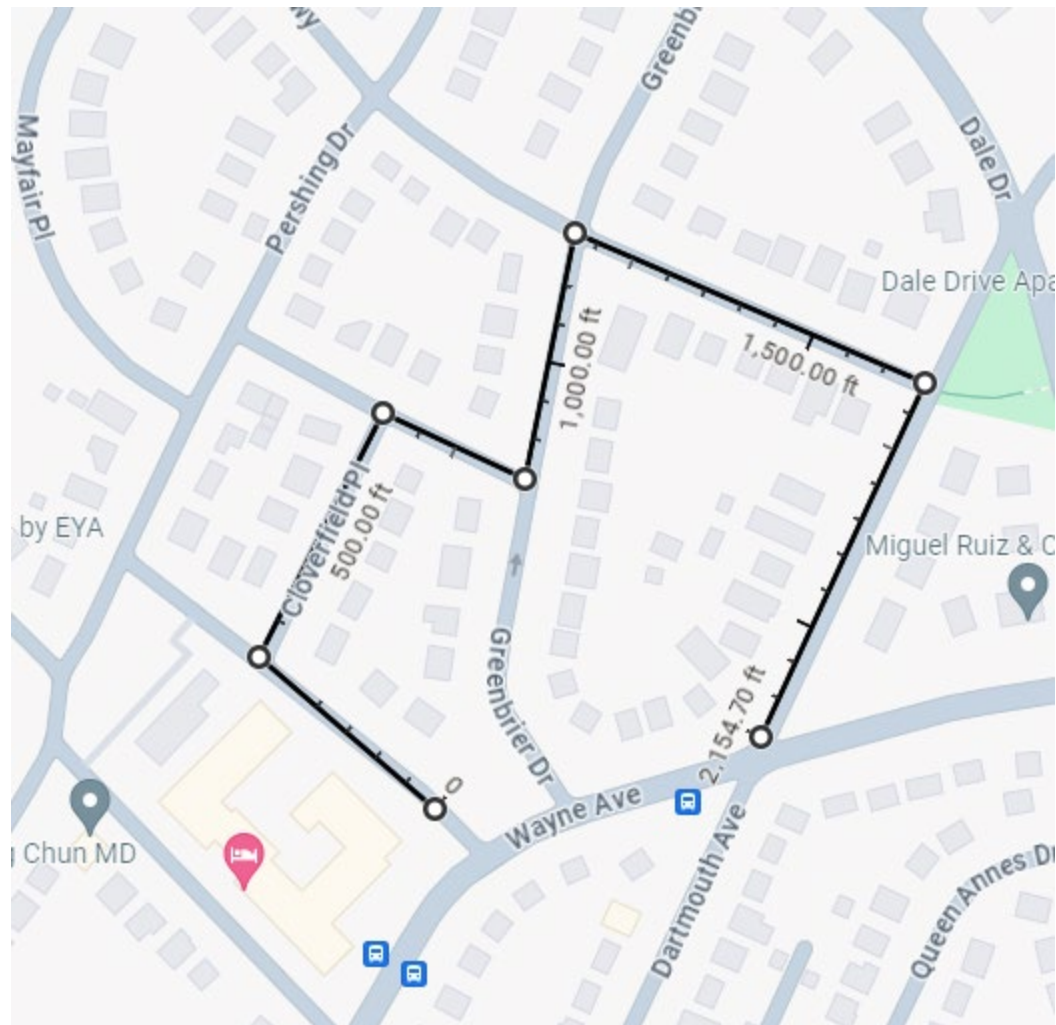
What is the process for changing a road from one-way to two-way? What threshold or process is required to overturn long-standing, existing traffic patterns? If the loading area ends up on Cloverfield, I personally would much prefer a short two-way stretch at the base of Cloverfield Rd near Wayne (as proposed by the developer) over commercial trucks having to navigate through the neighborhood - ~~IF~~ there are appropriate (180ft or more in my opinion) traffic bump outs to mitigate people disobeying the potential new traffic pattern.

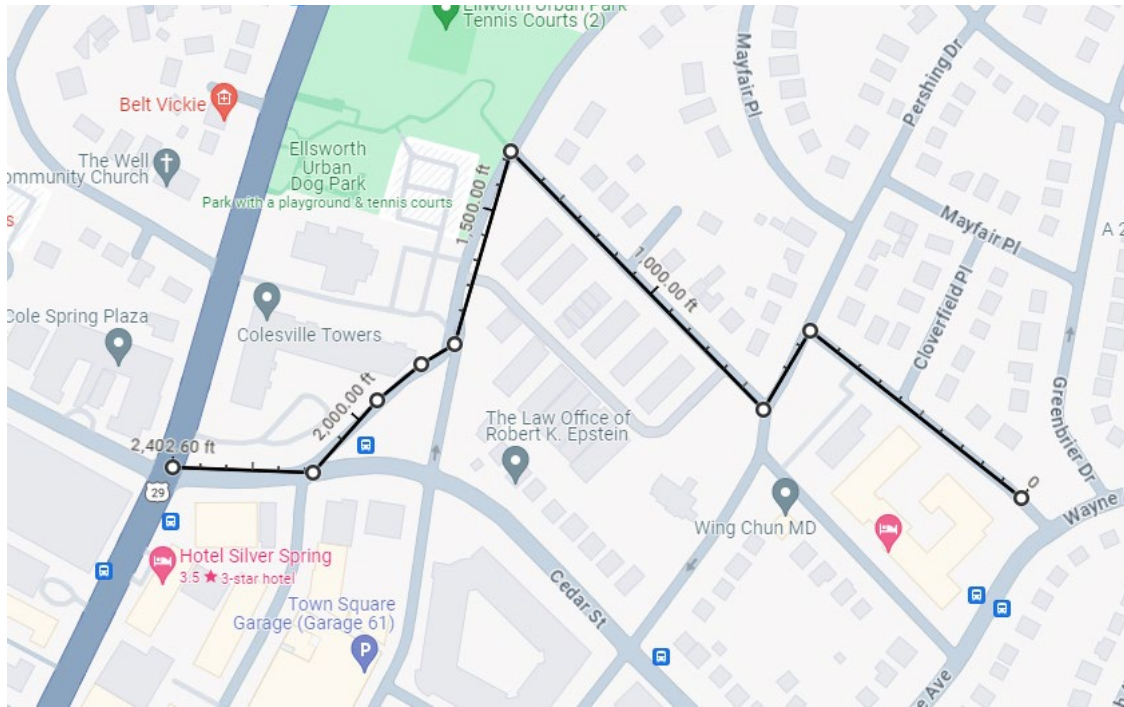
Separately, what about the existing breakdown of adherence to current traffic laws along Pershing? It is not safe for the neighborhood to keep increasing density without acknowledging and addressing failures in current traffic controls.

Will a study be done to document - and measure - the current flaunting of the "Do Not Enter" signs at Springvale and Pershing? That is a critical first step in understanding the current issue and proactively addressing it before it gets worse with added density.

Thank you,  
Andrew







On Thu, Jan 25, 2024 at 10:09 AM Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)> wrote:

Hi Andrew,

Thanks again for sharing your observations and insights regarding the existing traffic patterns surrounding the Springvale Terrace Site. I've copied several others in this response including MCDOT traffic operations, colleagues at Planning, and members of the Applicant's team to keep them in the loop as its relevant to their work on the Springvale Terrace redevelopment proposal.

To your question, as I understand it, one of the potential design options the Applicant and MCDOT are exploring includes a traffic diverter or bump out as you described that would hinder left-turns from traffic onto Cloverfield Road from Cloverfield Place. MCDOT will make the final determination as to the appropriate treatment to convey the one-way traffic operations on Cloverfield Road. The Applicant is working closely with MCDOT to provide the necessary drawings and information needed to determine if the change to the traffic operations is appropriate. To be clear, that analysis is separate from and goes beyond what would be required as part of a transportation impact study. This process between the Applicant and MCDOT is likely to go beyond the regulatory review period (120 days) the Planning Board and Applicant must work through the Sketch, Preliminary and Site Plan Applications. For this reason, the

Applicant needs to demonstrate that the loading area, as proposed in these applications, can be safely accessed with or without the two-way traffic conversion.

If you have additional questions, please let me know.

Adam



**Adam Bossi**

**Planner III, Downcounty Planning Division**

Montgomery County Planning Department

2425 Reedie Drive, Wheaton, MD 20902

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o: 301 495 4529



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**From:** A V <[avsspam@gmail.com](mailto:avsspam@gmail.com)>

**Sent:** Thursday, January 18, 2024 2:05 PM

**To:** Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)>

**Cc:** Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>

**Subject:** Re: Springvale Terrace - Traffic Calming

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Sounds great, thanks for the update.

On Thu, Jan 18, 2024 at 1:10 PM Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)> wrote:

Hi Andrew,

Thanks for sharing your questions and comments.

I've shared them with several colleagues here in Planning, and the County Dept. of Transportation and Dept. of Permitting Services and requested their input. Given its Thursday now, I'll plan to circle back with them early next week with the intent of getting responses to your query by the end of next week (Jan. 26).

Adam



**Adam Bossi**

**Planner III, Downcounty Planning Division**

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](https://www.montgomeryplanning.org/2425-Reedie-Drive-Wheaton-MD-20902)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

o: 301 495 4529



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2425 REEDIE DRIVE, WHEATON, MD 20902

**From:** A V <[avsspam@gmail.com](mailto:avsspam@gmail.com)>

**Sent:** Thursday, January 18, 2024 11:13 AM

**To:** Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)>

**Cc:** Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>

**Subject:** Re: Springvale Terrace - Traffic Calming

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Adam,

Thanks very much for the email.

I have a concern with the Transportation Study Exemption request. I think a traffic study is important for this site due to the following factors:

- 1) A change in traffic patterns is being proposed with a section of currently 1-way street being proposed to be changed to 2-way
- 2) Current traffic patterns are NOT being followed - so the baseline assumption should not be that current traffic patterns are being legally followed. Specifically, there is a high percentage of vehicles that ignore the Do Not Enter signs on Pershing at Springvale Rd. Vehicles coming south on Springvale from Ellsworth - or exiting Chelsea Heights onto Springvale - consistently and routinely make an illegal right turn onto Pershing. Vehicles heading west on Pershing consistently and routinely ignore the Do Not Enter signs and continue along Pershing either to take a left at Springvale or continue through to Cedar. This situation has gotten worse with the added density and car traffic from Chelsea Heights - and will only be exacerbated from Springvale Terrace's proposed 60%+ increase in density with an additional 91 units. Then there is the new Child Development center at the old library site that will be serving 120 children daily. This increase in intensity of uses and the number of vehicles going through the neighborhood - combined with the current failure of many vehicles to follow existing traffic signs - needs further study and action to address.

I am generally supportive of the Springvale Terrace redevelopment, but not at the expense of the safety of our neighborhood streets. Currently the Do Not Enter signs on Cloverfield Rd (at intersection of Cloverfield Pl) are effective as few cars ignore this - I believe this Do Not Enter sign is generally obeyed as that traffic pattern is illegal all the way down to Wayne. I believe - and am very concerned - that opening up a section of Cloverfield Rd off Wayne to 2-way traffic is going to change the dynamics of traffic patterns - specifically I think a significant number of vehicles will drive past the Do Not Enter signs on Cloverfield Rd (at Cloverfield Pl) and head towards Wayne - as they will only briefly be driving the

wrong way down a 1-way street before they reach the 2-way portion and be back in a legal flow of traffic. This will become a quick exit from the neighborhood as once they are at the lower half of Cloverfield Rd near Wayne they will be legally on a 2-way street. This is what happens with the flaunting of the Do Not Enter signs on Pershing at Springvale as once a vehicle goes through the Do Not Enter signs they are legally in a legal traffic pattern (on Springvale heading towards Wayne or Pershing towards Cedar). I think the way to cut-down on this anticipated behavior on Cloverfield Rd is to either leave the entire section from Wayne to Cloverfield Pl as one-way or to add a significant bump out on Cloverfield Rd to the South of Cloverfield Place. Not a short 10' bump out, but an extended 150'-200' bump out (similar to the 180' bump out on Ellsworth that successfully keeps traffic from heading east on Ellsworth past Chelsea Heights. I also think a bump out or other traffic measure is needed to address the CURRENT issue at Pershing and Springvale where that Do Not Enter sign is routinely ignored by vehicles.

I don't know if a Transportation Study by the applicant is the only way to study and address these concerns, but it seems logical to me. If there are other ways to study and address these issues, I am open to other approaches.

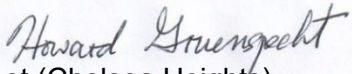
Appreciate your thoughts on this matter.

Thank you,

Andrew



TO: Katherine Mencarini  
Montgomery County Planning Department

FROM: Howard Gruenspecht   
66 Ellsworth Heights Street (Chelsea Heights)  
Silver Spring, MD 20910

DATE: February 12, 2024

SUBJECT: Springvale Terrace Development – Input on Proposed Parking Waiver

During our conversation on February 8 regarding the proposed redevelopment of Springvale Terrace into a 237-unit senior independent living facility, you noted that the developers were seeking a waiver to allow for 55 parking spaces at the new facility, compared to a range of 62 to 123 parking spaces that would normally be required under the zoning ordinance. You also indicated that you and other members of the planning staff would welcome public input as it prepares its recommendation on the developer's parking waiver request.

Given your description of the schedule for developing a staff recommendation, I wanted to quickly provide you with some relevant information.

#### Statement of concerns

The developer's request for a parking waiver is premature given the developer's failure to demonstrate that on-site parking demand by residents and visitors will not exceed availability and that sufficient visitor parking will be available to avoid incursion of visitors into spaces on Ellsworth Heights Street, a private road within Chelsea Heights, that are reserved for the exclusive use of Chelsea Heights visitors and residents. My concerns focus on two areas.

- First, the developer has not allocated the proposed parking between visitor/staff use and use by Springvale residents. Provision for sufficient visitor parking is important for me and other residents of Chelsea Heights given that there is no weekday street parking available within 0.3 miles of Springvale Terrace given residential parking permit areas (RPPAs) that disallow weekday street parking by vehicles without residential permits in the Seven Oaks or East Silver Spring RPPAs. The January 30, 2024 Technical Memorandum from Zeid and Wagner of GoroveSlade understates the actual parking situation by stating that "the majority" of the surrounding neighborhood streets require residential permits for daytime weekday parking – the reality is that "virtually all" neighborhood streets do.

"Standard" amounts of visitor parking and some provision for staff parking suggest that there may be little if any on-site parking available for residents of the 237 units proposed for Springvale Terrace. By way of example, Chelsea Heights, a community immediately across from Springvale Terrace, was approved by the County with slightly more than 1 visitor space for every 5 units. With anything close to a similar ratio of visitor spaces, there would be virtually no on-site residential parking at Springvale Terrace if the proposed parking waiver is approved.

- Second, absent a specific number of spaces for visitor and staff use there is no indication of how many (if any) on-site spaces would actually be available for residents. This likely a more important issue for Springvale Terrace than for the other (unidentified) projects cited in the Technical Memorandum given the unavailability of weekday street parking or garage parking within 0.3 miles of Springvale Terrace as discussed above. Moreover, the county has stated (see Attachment A for county emails) and the Technical Memorandum agrees that Springvale Terrace residents will not be eligible for RPPA permits.

Without any clarity regarding how many, if any, on-site parking spaces would be actually be available for residents, the waiver request simply asserts that “based on Applicant’s significant experience developing and operating other similar age-restricted residential developments, the Applicant is confident that the proposed parking will be more than sufficient to accommodate on-site parking demand.” (see pages 19/20 of Applicant’s Statement of Justification document). No supporting evidence is offered.

My own experience and observation suggest that many seniors do in fact own personal vehicles. Certainly, many potential lessees will be able to afford vehicles given that Statement of Justification states that the developer may include an unspecified number of unrestricted income units and will generally make units available to residents with up to 80% of area median income (AMI).

The developer’s Statement of Justification, makes no commitment to market the units in a manner that makes clear to potential residents that the nearest parking garage or weekday street parking available to residents without onsite parking is at least 0.3 miles distant. Thus, if the developer’s “confidence” proves to be misplaced, both the residents and the surrounding community will likely suffer significant adverse impacts.

I was pleased to see that the Technical Memorandum (last paragraph, page 1) mentions that potential lessees at Springvale Terrace will not be guaranteed or offered a parking space on site and will be informed prior to signing a lease that that residents without a parking placard will not be allowed to park on-site. This policy, if implemented, could be helpful in addressing the concerns outlined above, but to have the desired effect, several further conditions will be important:

- The proposed notification to lessees should include notice of the lack of daytime weekday street parking on virtually all of streets within a 0.3-mile radius of Springvale Terrace.
- The commitment to notify potential lessees of parking limitations, should be included in documents that will be binding on the future behavior of the developers. I’m (thankfully) not a lawyer, but I don’t view language in a Technical Memorandum prepared by transportation consultants is sufficient. A commitment from the developers that is noted by the planning department as a factor relied on in granting approval would be a much clearer and more effective way to memorialize this commitment.

Given the above, I respectfully suggest that the developer has not provided sufficient information in the record to support the approval of a parking waiver.

Please feel free to contact me if you have any questions or would like to discuss this submission.

I would also welcome the opportunity to participate in any future discussions between the Planning Board and/or the developer regarding the parking waiver request and, more generally, the parking situation at Springvale Terrace and possible strategies to mitigate the risk of adverse outcomes affecting both future Springvale Terrace residents and nearby communities.

Thanks again for considering these comments. My aim is to work with the county and the developers to assure that the proposed project meets the needs of both its residents and its neighbors.

#### Attachments

Attachment A: email exchanges with County regarding Springvale Terrace Eligibility for RPPA permits

ATTACHMENT A

**Howard Gruenspecht**

---

**From:** Ellis, Paul <Paul.Ellis@montgomerycountymd.gov>  
**Sent:** Wednesday, September 6, 2023 11:37 AM  
**To:** Kisiel, Mackenzie  
**Subject:** FW: Question about neighborhood parking permit program and a proposed development within our neighborhood

FYI re: Residential Parking Permit program eligibility for future residents—I will convey this to a resident who inquired



**Paul B. Ellis** (*he/him*), **Deputy Chief of Staff**  
Office of Councilmember Kate Stewart  
Work 240-777-7853  
[Web montgomerycountymd.gov/stewart/](http://montgomerycountymd.gov/stewart/)  
100 Maryland Ave, 5<sup>th</sup> floor, Rockville, MD 20850  
[Stay Council connected](#)

**From:** TrafficOps <TrafficOps@montgomerycountymd.gov>  
**Sent:** Tuesday, September 5, 2023 3:10 PM  
**To:** Ellis, Paul <Paul.Ellis@montgomerycountymd.gov>  
**Subject:** RE: Question about neighborhood parking permit program and a proposed development within our neighborhood

Good afternoon, Paul:

Thank you for your email dated August 15, 2023, which was forwarded to Montgomery County Department of Transportation (MCDOT) Traffic Engineering and Operations to review and provide a response. MCDOT acknowledges Ms. Conte's concerns and appreciates you sharing her questions about Residential Permit Parking (RPP) in relation to the 230-unit proposed development of an assisted senior living community near her home within the "Seven Oaks" Residential Permit Parking Area (RPPA) in Silver Spring.

After reviewing the location provided, MCDOT can share with you the following facts in accordance with Executive Regulation 24-16, the RPP Guidelines. If the proposed multi-family building is constructed and residents move in, they will not be eligible to purchase permits within the "Seven Oaks" Residential Permit Parking Area (RPPA).

The RPP program is data-driven with specific eligibility criteria and, therefore, not available to all County residents. Multi-family residents are not typically eligible for RPP. However, when an applicant block consists of multi-family dwellings and meets all criteria for the program, a new proposed boundary must only consist of the block face adjacent to the multi-family dwelling property. It must remain separate from RPPA's for single-family dwellings. So, Ms. Conte's block along Pershing Drive can be assured some degree of protection from multi-family spill-over parking under the terms of the program.

Lastly, RPP will not be considered for any private road, private property, or on roads where parking has been prohibited for safety or operational reasons. In this particular location, the entire block face adjacent to and surrounding the Seabury at Springvale Terrace Senior Living property at 8505 Springvale Road already maintains "No Stopping Any Time" and "No Parking Any Time" prohibitions. This would likely disqualify any future multi-family dwellings from participating in the RPP Program because MCDOT could not legally implement it there. If the proposed development is constructed, any request for the establishment of an RPPA

must be in writing by a tenant on the applicant block and evaluated by MCDOT before a final determination can be made.

If you have any questions, please contact me at [TrafficOps@montgomerycountymd.gov](mailto:TrafficOps@montgomerycountymd.gov) or 240-777-2190.

Sincerely,

Thomas Tyree, Program Specialist  
Traffic Engineering Studies Section  
Division of Traffic Engineering and Operations  
Montgomery County Department of Transportation

TT:kmf

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**From:** Ellis, Paul <[Paul.Ellis@montgomerycountymd.gov](mailto:Paul.Ellis@montgomerycountymd.gov)>

**Sent:** Tuesday, August 15, 2023 2:22 PM

**To:** Reinmann, Scot <[Scot.Reinmann@montgomerycountymd.gov](mailto:Scot.Reinmann@montgomerycountymd.gov)>

**Subject:** FW: Question about neighborhood parking permit program and a proposed development within our neighborhood

Scot,

Can residents of a (proposed) multifamily building at Springvale Rd and Pershing Dr in Silver Spring purchase a Seven Oaks Evanswood (SOECA) parking permit once the building is complete and they move in, or would they have to seek a different type of permit?

Would it be dependent on 2/3 of residents of their block whether to implement a further, distinct permit parking zone on Springvale, Pershing, or Cloverfield Rd?

Paul



**Paul B. Ellis** (*he/him*), Deputy Chief of Staff

Office of Councilmember Kate Stewart

Work 240-777-7853

Web [montgomerycountymd.gov/stewart/](http://montgomerycountymd.gov/stewart/)

100 Maryland Ave, 5<sup>th</sup> floor, Rockville, MD 20850

[Stay Council connected](#)

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**From:** Kristen Conte <[kcl.conte@gmail.com](mailto:kcl.conte@gmail.com)>

**Sent:** Tuesday, August 15, 2023 12:22 PM

**To:** Albornoz's Office, Councilmember <[Councilmember.Albornoz@montgomerycountymd.gov](mailto:Councilmember.Albornoz@montgomerycountymd.gov)>; Stewart's Office, Councilmember <[Councilmember.Stewart@montgomerycountymd.gov](mailto:Councilmember.Stewart@montgomerycountymd.gov)>; Glass's Office, Councilmember <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>; Sayles's Office, Councilmember <[Councilmember.Sayles@montgomerycountymd.gov](mailto:Councilmember.Sayles@montgomerycountymd.gov)>; Jawando's Office, Councilmember <[Councilmember.Jawando@montgomerycountymd.gov](mailto:Councilmember.Jawando@montgomerycountymd.gov)>

**Subject:** Question about neighborhood parking permit program and a proposed development within our neighborhood

**[EXTERNAL EMAIL]**

Dear Council Members Albornoz, Stewart, Glass, Jawando and Sayles,

My husband and I have lived at 615 Pershing Drive in Silver Spring for 41 years. We live a half block from Springvale Terrace, which currently is an assisted living facility for elderly people and others needing extra help with daily care. The current owners of the building are proposing to raze it and replace it with a bigger, newer, and better facility that serves active seniors (i.e., no more assisted living services).

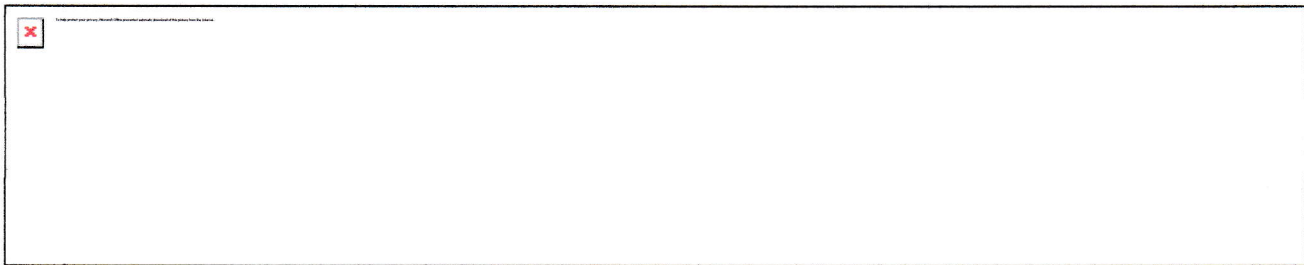
In earlier messages with the project manager of the development I received unequivocal assurance that residents of the new facility would not qualify for permits in the SOECA Parking Permit Program. However, during a meeting held last night the development team wasn't as firm in that conviction. They hedged their bet with phrases like "I believe residents of the facility will not qualify for parking permits." The county's residential parking permit webpage has this squishy language "For those eligible multi-family dwelling units impacted, residential permit parking can be considered."

I support the redevelopment of the current facility, but it will lose my support if residents can get parking permits. When the County's Planning Board approved a 66-home townhome community one block from my house they protected current residents from overflow parking from that community by making the townhome community's street a private street. The townhome community does not have adequate parking and the residents have tried more than once to become eligible for SOECA neighborhood parking permits. So far, those requests have been denied. The new Springvale facility will not be on a private street so a hundred or more cars that need daily parking would be a nightmare for the homes located close to the building.

Can you clarify what the parking permit's webpage means? Can you elaborate on the circumstances under which residents of a 230-unit building would qualify for an existing neighborhood parking permit program?

Thank you,

Kristen Conte  
615 Pershing Drive  
Silver Spring, MD 20910



For more helpful Cybersecurity Resources, visit: <https://www.montgomerycountymd.gov/cybersecurity>