



February 26, 2024

Ms. Rebecca Torma
Development Review Manager
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor
Rockville, MD 20850

RE: Springvale Terrace - Preliminary Plan #120240030
MHG Project # 2020.315.21
Design Exception Request #1

Ms. Torma,

On behalf of Enterprise Community Development (the "Applicant"), we hereby request a Design Exception pertaining to the Montgomery County Department of Transportation ("MCDOT") design standard for driveway separation from an intersection. This design exception applies to the new parking lot entrance on Springvale Road, just south of Pershing Road. The applicant is requesting a reduction from the required 100 feet of separation between the driveway and Pershing Road, down to 85 feet.

This design exception is requested to accommodate a replacement parking lot driveway, which will serve a new 237-unit affordable senior housing development. The new driveway has been shifted as far as possible from Pershing Road, while accommodating the footprint of the new building. There is an existing parking lot in roughly the same location today, and the new driveway has been shifted approximately 33 feet further away from Pershing Road. Relocating the driveway to the opposite confronting street (Cloverfield Road) was explored but was deemed infeasible due to the elevation of the roadway relative to the site. To minimize the reduction from the standard 100 feet of separation, the curb radius at the intersection of Springvale Road and Pershing Drive has been reduced to 15 feet. The curb radii at the driveway have been reduced to the minimum to accommodate a fire truck turnaround, at 22 feet.

Both Springvale Road and Pershing Drive are small residential streets, with posted speed limits of 25 mph. Pershing Road is also designed for one way traffic (south) at this intersection. The replacement parking lot is small, with only 55 spaces and the new driveway meets MCDOT sight distance requirements. We believe this design exception will be an improvement over existing conditions and will have no adverse impact on vehicular, bicycle and pedestrian traffic. Additionally, this design exception should have no impact on future County maintenance operations. As a driveway, the life span of the improvement should not be impacted by this request.

If MCDOT were to deny this request, there would be no way to provide vehicular access to the parking lot. Although the project is near downtown Silver Spring, some on-site parking is necessary to accommodate staff, residents, and their visitors. The driveway also allows for on-site pickup and drop-off operations, which are very important to the senior population who will reside in this building.

If MCDOT were to approve this request, there would be a benefit to both the public and private sectors. The driveway allows for ample on-site parking, which will prevent illegal street parking in

the neighborhood. It also provides an accessible and safe point of drop off and pickup directly in front of the building, which is critical for the senior population living in the new building.

To assist in your review of this request, we have attached an exhibit showing the new driveway and its relationship to the adjacent street network.

We appreciate your assistance with this matter and look forward to hearing from you soon. Please let us know if you have any questions or need additional information.

Thank you,

A handwritten signature in black ink, appearing to read "Patrick G. La Vay". The signature is fluid and cursive, with a large initial "P" and "L".

Patrick G. La Vay, P.E.



MHG

CIVIL ENGINEERING
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RE: Springvale Terrace - Preliminary Plan #120240030
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Design Exception Request #2

Ms. Torma,

On behalf of Enterprise Community Development (the "Applicant"), we hereby request a Design Exception pertaining to the Montgomery County Department of Transportation ("MCDOT") design standard for driveway separation from an intersection. This design exception applies to the new loading entrance on Cloverfield Road, just north of Wayne Avenue (MD-594-A). The applicant is requesting a reduction from the required 100 feet of separation between the loading driveway and Wayne Avenue, down to 72 feet.

This design exception is requested to accommodate a driveway limited to loading operations, which will serve a new 237-unit affordable senior housing development. The new driveway has been placed as close to Wayne Avenue as possible, to limit impacts on the surrounding residential community, while mainlining the loading space within the lowest floor footprint. Relocating the driveway to the opposite confronting street (Springvale Road) was explored but would have a similar separation from Wayne Avenue, while placing all the vehicular access on one side of the development. To minimize the reduction from the standard 100 feet of separation, the curb radius at the loading space has been limited to 15 feet.

Cloverfield Road is a small residential street, with posted speed limit of 25 mph, and is currently designed for one way traffic (north), although the applicant is working with MCDOT on a possible conversion to two-way traffic from this driveway to Wayne, to prevent trucks from traveling through the adjacent neighborhood. The new loading driveway will have limited use and meets MCDOT sight distance requirements. We believe this design exception will have no adverse impact on vehicular, bicycle and pedestrian traffic. Additionally, this design exception should have no impact on future County maintenance operations. As a driveway, the life span of the improvement should not be impacted by this request.

If MCDOT were to deny this request, there would be no way to provide internal loading access, which risks having loading vehicles parking on the adjacent residential streets.

If MCDOT were to approve this request, there would be a benefit to both the public and private sectors. The driveway allows for internal loading, which will prevent illegal street parking in the neighborhood.

To assist in your review of this request, we have attached an exhibit showing the new driveway and its relationship to the adjacent street network.

We appreciate your assistance with this matter and look forward to hearing from you soon. Please let us know if you have any questions or need additional information.

Thank you,

A handwritten signature in black ink, appearing to read "Patrick G. La Vay". The signature is fluid and cursive, with the first name "Patrick" being the most prominent part.

Patrick G. La Vay, P.E.



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Design Exception Request #3

Ms. Torma,

On behalf of Enterprise Community Development (the "Applicant"), we hereby request a Design Exception pertaining to the Montgomery County Department of Transportation ("MCDOT") design standards for storm drainage on closed section roads. This design exception applies to the curb on the south side of Cloverfield Road, between Pershing Avenue and 135 feet west of Wayne Avenue (MD-594-A). The applicant is requesting to use a grass swale between the curb and sidewalk instead of traditional curb inlets.

This design exception is requested to accommodate an existing WSSC public water main, which is located directly beneath the existing and proposed curb. Drainage from the roadway will enter the swale through a series of curb openings spaced regularly along Cloverfield Road. The swale will have a storm drain pipe beneath with intake structures placed at end points.

Cloverfield Road is a small residential street, with posted speed limit of 25 mph, and is currently designed for one way traffic (north), although the applicant is working with MCDOT on a conversion to two-way traffic from this driveway to Wayne, to prevent trucks from traveling through the adjacent neighborhood. Given the surrounding single family residential zoning, future development along this street is unlikely. We believe this design exception will have no adverse impact on vehicular, bicycle and pedestrian traffic. Additionally, this design exception should have no impact on future County maintenance operations. Swales are already used in open section roadways and the pipes and structures will be installed per MCDOT or SHA standards. Therefore, the life span of the improvement should not be impacted by this request.

If MCDOT were to deny this request, the water line would need to be relocated, causing a significant financial burden on an affordable senior housing community. It is also not clear if there is adequate space in the roadway, while meeting WSSC's utility separation standards.

If MCDOT were to approve this request, there would be a benefit to both the public and private sectors. The project will benefit from not having to relocate a water main. The public will benefit through new storm drains where none exist today. The swale also provides stormwater management quality control and traditional storm drainage through "green" infrastructure.

To assist in your review of this request, we have attached an exhibit showing the new driveway and its relationship to the adjacent street network.

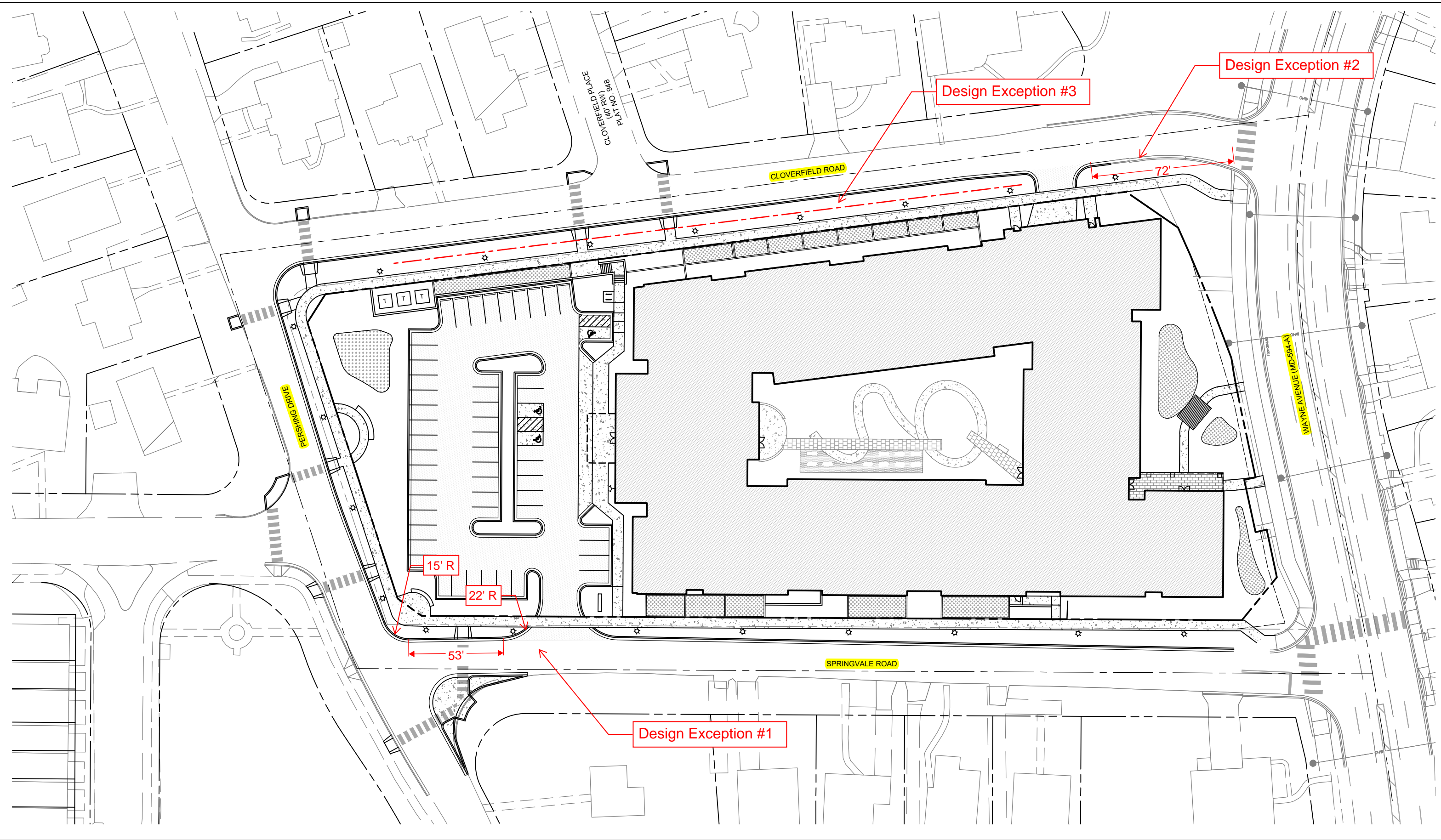
We appreciate your assistance with this matter and look forward to hearing from you soon. Please let us know if you have any questions or need additional information.

Thank you,

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Patrick G. La Vay, P.E.

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SPRINGVALE TERRACE
MCDOT DESIGN EXCEPTION REQUEST