Transportation

Parking

Bethesda Lot 31 Parking Garage
(P500932)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,164	2,164	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,214	3,214	-	-	-	-	-	-	-	-	-
Construction	45,764	45,738	26	-	-	-	-	-	-	-	-
Other	3,003	3,003	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	54,145	54,119	26	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	488	462	26	-	-	-	-	-	-	-	-
Current Revenue: Parking - Bethesda	1,073	1,073	-	-	-	-	-	-	-	-	-
Land Sale: Bethesda PLD	29,160	29,160	-	-	-	-	-	-	-	-	-
Revenue Bonds	23,424	23,424	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	54,145	54,119	26	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY09
Appropriation FY 22 Request	-	Last FY's Cost Estimate	56,507
Cumulative Appropriation	56,507		
Expenditure / Encumbrances	54,344		
Unencumbered Balance	2,163		

PROJECT DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land previously used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

LOCATION

Garage 31, also known as the Capital Crescent Garage is located at the intersection of Bethesda Avenue and Woodmont Avenue in the Bethesda PLD. It is situated under the two developer built residential buildings, The Darcy and the Flats, which are integral to the garage. Vehicle entrances and exits are located on Bethesda Avenue east of Woodmont and Woodmont Avenue south of Bethesda Avenue. Pedestrian access is on both sides of Woodmont Avenue and on the Capital Crescent Trail, south of Bethesda Avenue.

CAPACITY

The garage contains 954 publicly owned and operated parking spaces and 200 private spaces.

COST CHANGE

The expenditure schedule has been updated to reflect pending closeout in FY21.

PROJECT JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by Maryland-National Capital Park and Planning Commission (M-NCPPC), recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above. Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005. Master Plan: Bethesda CBD Sector Plan July 1994.

FISCAL NOTE

The project schedule is based on the executed General Development Agreement.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

M-NCPPC, Bethesda Urban District, Bethesda-Chevy Chase Regional Services Center, Verizon, PN Hoffman/Stonebridge Associates, Department of General Services, Bethesda Metro Station South Entrance project, , Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

Facility Planning Parking: Bethesda Parking Lot District

(P501313)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,240	498	202	540	90	90	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,260	518	202	540	90	90	90	90	90	90	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Parking - Bethesda	1,260	518	202	540	90	90	90	90	90	90	-
TOTAL FUNDING SOURCES	1,260	518	202	540	90	90	90	90	90	90	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	90	Year First Appropriation	FY13
Appropriation FY 22 Request	90	Last FY's Cost Estimate	1,080
Cumulative Appropriation	720		
Expenditure / Encumbrances	536		
Unencumbered Balance	184		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Bethesda Parking Lot District.

COST CHANGE

The expenditure schedule has been updated to include FY25 and FY26.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests. The MNCPPC re-evaluation of Bethesda Zoning and Development Potential along with announcements of major corporate headquarters relocation to Bethesda is adding to the level of analysis that is required in this District.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Bethesda Facility Renovations, Bethesda CBD Sector Plan, and Developers.

Facility Planning Parking: Silver Spring Parking Lot District

(P501314)

Category	Transportation	Date Last Modified	01/04/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,240	475	225	540	90	90	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,260	495	225	540	90	90	90	90	90	90	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Parking - Silver Spring	1,260	495	225	540	90	90	90	90	90	90	-
TOTAL FUNDING SOURCES	1,260	495	225	540	90	90	90	90	90	90	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	90	Year First Appropriation	FY13
Appropriation FY 22 Request	90	Last FY's Cost Estimate	1,080
Cumulative Appropriation	720		
Expenditure / Encumbrances	495		
Unencumbered Balance	225		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Silver Spring Parking Lot District.

COST CHANGE

The expenditure schedule has been updated to include FY25 and FY26.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Silver Spring Renovations, Silver Spring CBD Sector Plan, Developers, PEPCO, and Department of Technology Services.

Facility Planning Parking: Wheaton Parking Lot District

(P501312)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	630	143	217	270	45	45	45	45	45	45	-
TOTAL EXPENDITURES	630	143	217	270	45	45	45	45	45	45	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Parking - Wheaton	630	143	217	270	45	45	45	45	45	45	-
TOTAL FUNDING SOURCES	630	143	217	270	45	45	45	45	45	45	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	45	Year First Appropriation	FY13
Appropriation FY 22 Request	45	Last FY's Cost Estimate	540
Cumulative Appropriation	360		
Expenditure / Encumbrances	294		
Unencumbered Balance	66		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Wheaton Parking Lot District.

COST CHANGE

The expenditure schedule has been updated to include FY25 and FY26.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Wheaton Facility Renovations, Wheaton CBD Sector Plan, Developers. and Wheaton Town Center Project.

Parking Bethesda Facility Renovations
(P508255)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	4,630	2,599	231	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	18	18	-	-	-	-	-	-	-	-	-
Construction	34,325	7,289	5,675	21,361	4,793	4,708	3,565	2,765	2,765	2,765	-
Other	936	936	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	39,932	10,865	5,906	23,161	5,093	5,008	3,865	3,065	3,065	3,065	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Parking - Bethesda	39,932	10,865	5,906	23,161	5,093	5,008	3,865	3,065	3,065	3,065	-
TOTAL FUNDING SOURCES	39,932	10,865	5,906	23,161	5,093	5,008	3,865	3,065	3,065	3,065	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	3,050	Year First Appropriation	FY83
Appropriation FY 22 Request	3,600	Last FY's Cost Estimate	26,296
Cumulative Appropriation	22,897		
Expenditure / Encumbrances	14,275		
Unencumbered Balance	8,622		

PROJECT DESCRIPTION

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning Parking project. Included are annual consultant services to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing, if required.

LOCATION

Bethesda Parking Lot District.

COST CHANGE

Expenditures in FY21 through FY23 have been updated to reflect anticipated costs for repairs.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER

Major sub-projects within this ongoing effort are as follows:

- Garage 47 Waverly Avenue re-decking of entire facility. Major corrosion and deterioration will require closing down this garage if remedial work is not accomplished. This project is estimated to cost $6.5 million dollars and work will be performed in FY19-22. It is urgent to have this completed prior to the Marriott and JBG headquarters moves to Bethesda and the major redevelopment of the Bethesda Police District Property with a hotel, office, and residential component.
- Waterproofing, drainage repair, concrete repair, and Paystation improvements at Garage 49 Metropolitan.
- Repairs to steel, asphalt, and concrete at Garage 35 Woodmont/Rubgy.
- Paystation improvements at Garage 11 Woodmont.

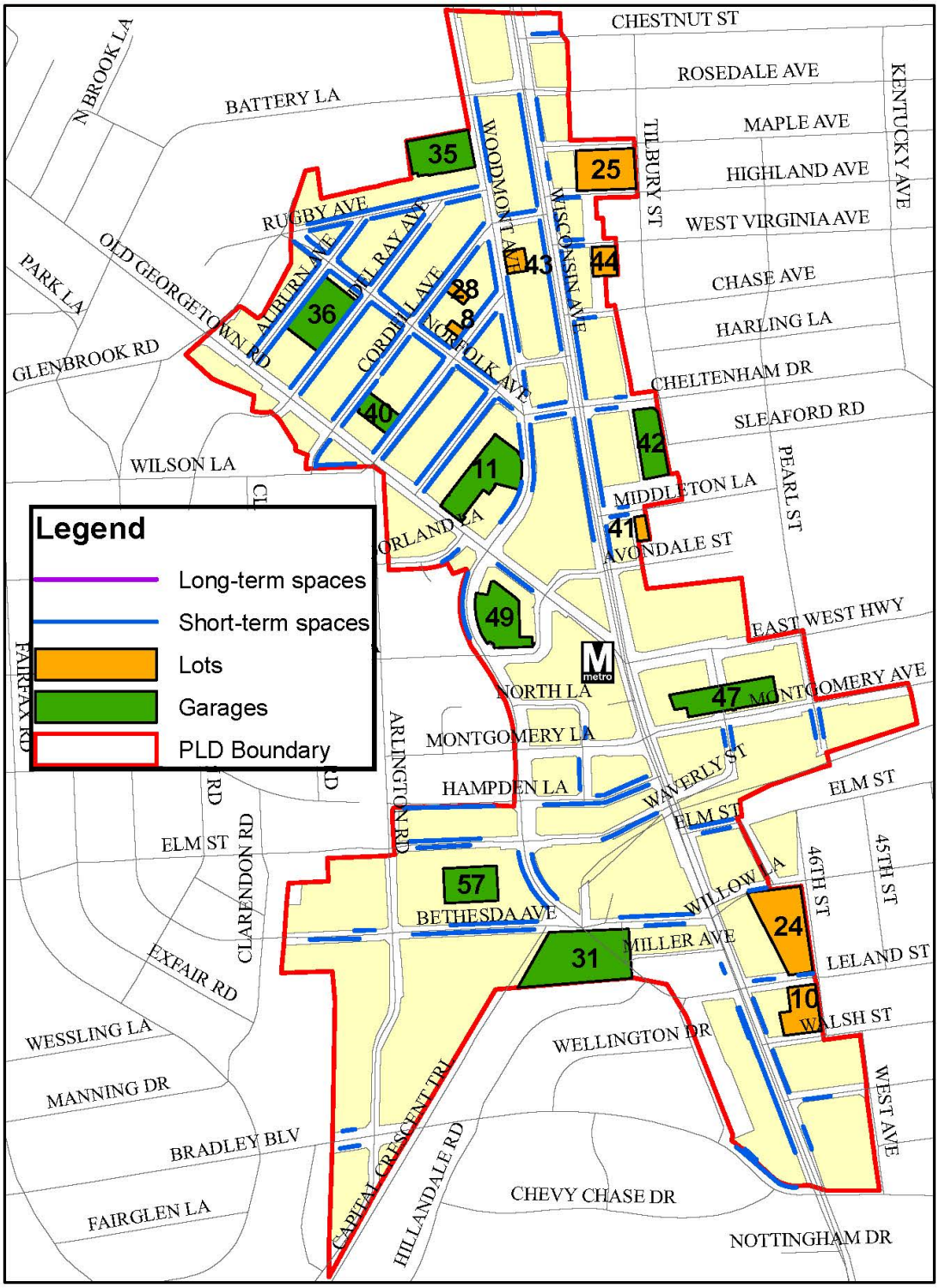
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD.

Bethesda Parking Lot District



Parking Silver Spring Facility Renovations
(P508250)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	5,371	3,334	237	1,800	300	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	28,260	6,657	2,156	19,447	4,432	3,930	3,895	2,570	2,310	2,310	-
Other	312	312	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	35,124	11,484	2,393	21,247	4,732	4,230	4,195	2,870	2,610	2,610	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Parking - Silver Spring	35,124	11,484	2,393	21,247	4,732	4,230	4,195	2,870	2,610	2,610	-
TOTAL FUNDING SOURCES	35,124	11,484	2,393	21,247	4,732	4,230	4,195	2,870	2,610	2,610	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	427	Year First Appropriation	FY83
Appropriation FY 22 Request	1,620	Last FY's Cost Estimate	24,317
Cumulative Appropriation	20,793		
Expenditure / Encumbrances	12,897		
Unencumbered Balance	7,896		

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Silver Spring parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under facility planning. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services to provide investigation, analysis, recommend repair methods, contract documents, inspection, and testing, if required.

LOCATION

Silver Spring Parking Lot District.

COST CHANGE

Expenditures in FY21 through FY24 have been updated to reflect anticipated repair costs.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Silver Spring Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER

Major sub-projects within this ongoing effort are as follows:

- Elevator replacements at Garages on Kennett St., Wayne Ave., and at the Town Square.
- Storm-drain valve replacements at Garage 2 Spring-Cameron, and Garage 7 Cameron.

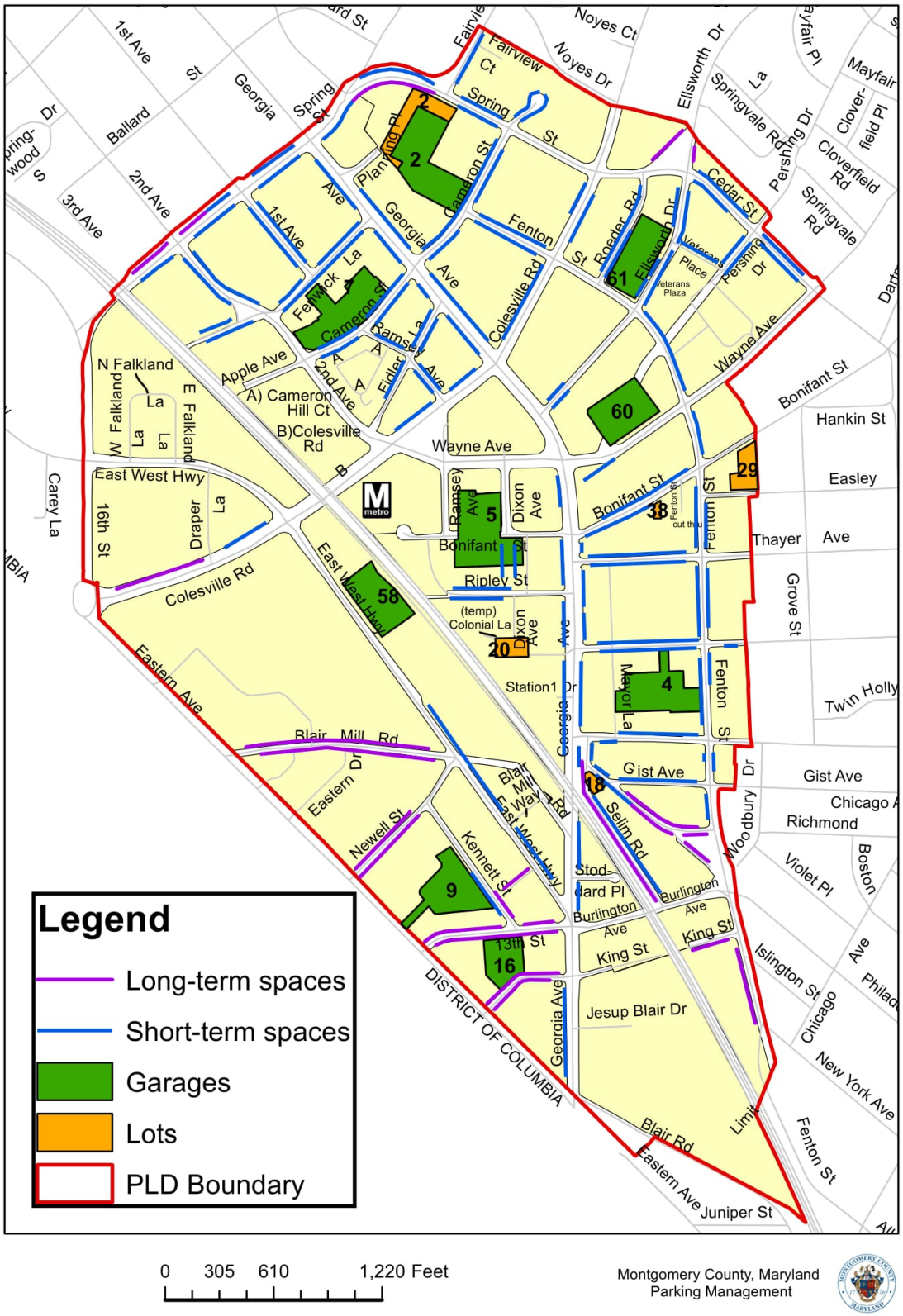
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning.

Silver Spring Parking Lot District



Parking Wheaton Facility Renovations
(P509709)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	234	150	12	72	12	12	12	12	12	12	-
Land	5	5	-	-	-	-	-	-	-	-	-
Construction	1,151	248	127	776	100	100	188	188	100	100	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,391	404	139	848	112	112	200	200	112	112	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Parking - Wheaton	1,391	404	139	848	112	112	200	200	112	112	-
TOTAL FUNDING SOURCES	1,391	404	139	848	112	112	200	200	112	112	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	92	Year First Appropriation	FY97
Appropriation FY 22 Request	112	Last FY's Cost Estimate	1,167
Cumulative Appropriation	563		
Expenditure / Encumbrances	527		
Unencumbered Balance	36		

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

LOCATION

Wheaton Parking Lot District, Maryland.

COST CHANGE

The expenditures schedule has been updated to include FY25 and FY26.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

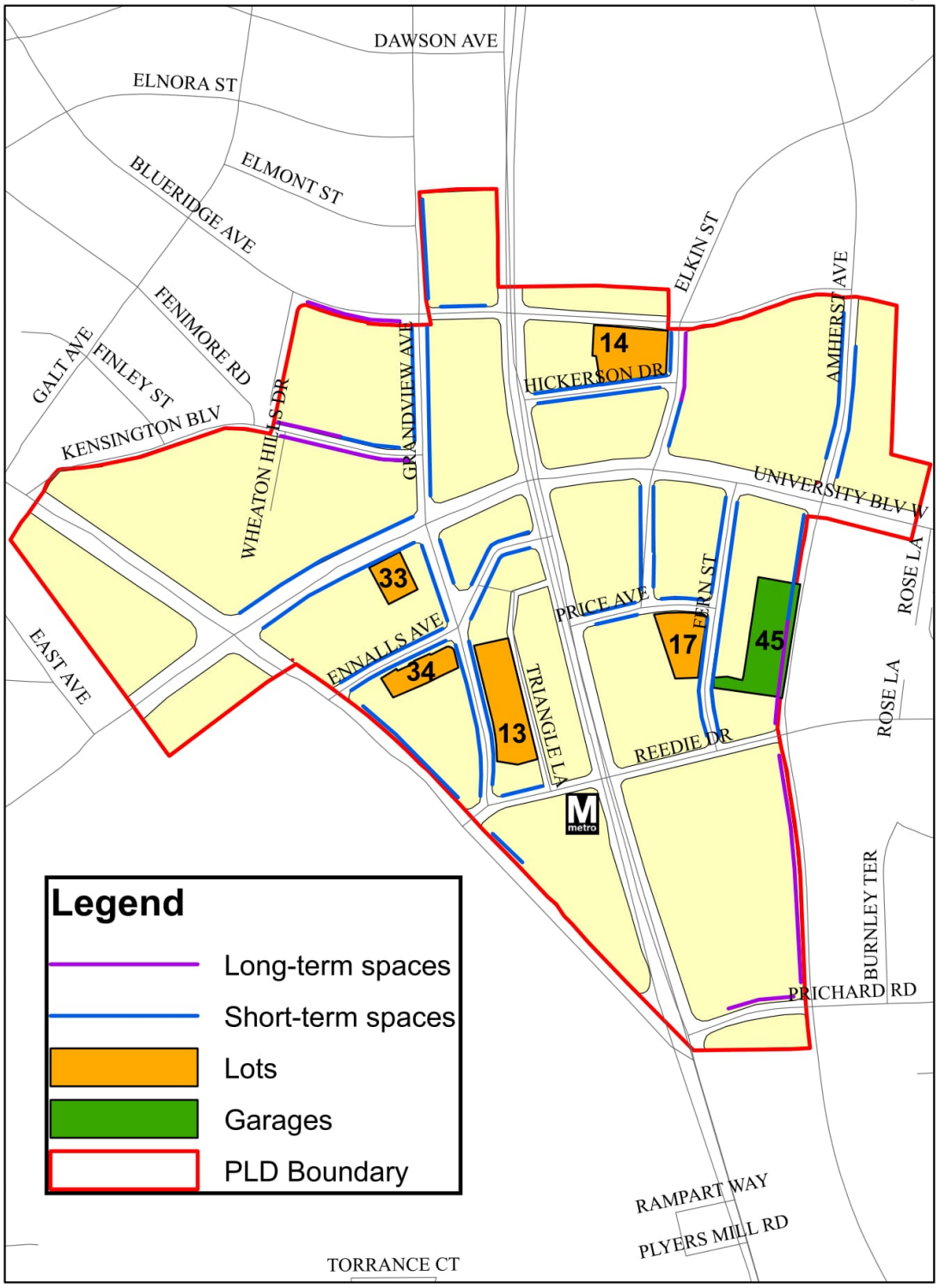
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Wheaton PLD.

Wheaton Parking Lot District



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Montgomery County Maryland
Parking Management
Planning & Project Development Section