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Paramount Self Storage
CU 202501, LMA H157, F20240710

AGENCY-CONTACT	SHEET	COMMENT	RESPONSE
MNCPPC Mid-County Planning - Troy Leftwich		As proposed, the project does not appear to conform to the 2021 Shady Grove Sector Plan. The proposal should be modified to specifically address the intent of the master plan, which calls for a mixed use and affordable housing development, especially for sites that are in close proximity to metro	The Applicant has prepared a detailed Sector Plan summary, which demonstrates how the revised project conforms with the goals and recommendations of the Sector Plan. Notably, the Applicant revised the architecture of Phase Two to provide additional activation along Somerville Road; designed the ground floor to have flex space that can either be devoted to storage or retail use, depending on market conditions (at the Applicant's sole discretion); and has committed to creating an energy net zero facility (which can be verified through an energy model).
MNCPPC Mid-County - Troy Leftwich		The Project must underground all utilities. The project currently shows utility poles located within the proposed public sidewalk.	It is not feasible to underground the utilities based on feedback recieved through consultations with Pepco. The undergrounding will require 2-69KV cable pole and a separate ductbank and cable 400' approx , 4-13kv switch/Ug cable pole, 1-pole to route the 13kv primary to the property across the street , 1-13kv urd cable pole to loop existing and proposed transformers and Pepco substation is approximately 625' away . This would result in a total of 5 new poles adjacent to the Mc Donalds property and a total of 4 new poles on the East side of Somerville Drive, for a total of 9 new poles in order to underground 4 poles. It is cost prohibitive for Pepco and other third parties like telecom providers. importantly, due to the close proximity to the substation and the short distance of undergrounding which have adverse effects to the electrical systems, Pepco doesn't support this approach and discourages small portion of underground near a substation for safety concerns. All of this has been reviewed and discussed with PEPCO. AS such, it is not feasible to underground utilities due to both substantial cost and saftey concerns. The sidewalk alignment has been revised to accommodate the existing utility poles
MNCPPC Mid-County - Troy Leftwich		Per Section 59.6.1.4.E E. the project must provide only one vehicle access point for a corner lot.	The Applicant is requesting an Alternative Method of Compliance to retain two access points to the Property, as currently exist. The two access points will not only ensure safe, adequate and efficient internal circulation but are also necessary to accommodate on-site loading that is readily accessible to the generally public, in the event that a portion of the ground floor space in Phase Two is devoted to retail use.
MNCPPC Mid-County - Troy Leftwich		The Data Table needs to provide more clear sections: Current zoning, Proposed Zoning, Phase 1 and Phase 2 for the entire table.	The data table shows the permitted / required zoning standards as well as separate columns for what is being provided in Phase 1 and Phase 2 of the project.
MNCPPC Mid-County - Troy Leftwich		Staff recommends the Public Benefit Points adhere to the Sector Plan's recommendation and pursue additional categories (ea. 15% Affordable housing)	The Project achieves several of the public benefit points that are listed as priorities for developments within the Sector Plan area, including: minimum parking, exceptional design, and energy conservation and generation. Although the Applicant is not seeking public benefit points for streetscape improvements, open space or tree canopy, the proposed project does promote these important objectives by providing significant streetscape improvements along the Property's frontage, open space that furthers the Sector Plan's recommendation to create future mid-block connections, and tree canopy along the Somerville Drive frontage (where no on-site canopy exists today).

MNCPPC Mid-County - Master Plan - Nkosi Yearwood		The Paramount Self Storage property is located at the intersection of Somerville Road and Paramount Drive in the 2021 Shady Grove Sector Plan area. This property is located in the Metro South area of the Sector Plan where the Sector Plan recommended “increased residential and non-residential development for all properties in this area since it is in proximity to the Metro station and could contribute to a variety of public benefits, including the maximum percentage of affordable housing and new open spaces” (p.38). The property is in the Commercial Residential (CR) Zone, CR 2.0 C-0.5 R- 1.5 H-120.	Acknowledged.
MNCPPC Mid-County - Master Plan - Nkosi Yearwood		The Sector Plan also recommended additional north-south and east-west connections to provide more connections between Frederick Road (MD 355) and Somerville Drive. In addition, the Sector Plan recommends flexibility “towards the implementation of the recommended network of streets. The location and character of these streets or pedestrian connections will be further delineated during the redevelopment process” (p.39).	The Project provides an area for a future pedestrian connection along the western side of the Property, which will function as public open space when the surrounding properties redevelop and the full connection can be made.
MNCPPC Mid-County - Master Plan - Nkosi Yearwood		The proposed density of 2.51 FAR exceeds the overall 2.0 FAR and non-residential (0.5 FAR) density for the property. It also exceeds any recommended overall density for any development within the plan area, including properties at the Shady Grove Metro Station. The maximum proposed height of 72 feet is within the recommended 120 feet for the site.	The density proposed is in compliance with Section 5.3.5.
MNCPPC Mid-County - Master Plan - Nkosi Yearwood		The Sector Plan’s urban design recommendations consider development potential in the Metro South area at the individual property owner level and the overall district. A key urban design recommendation that pertains to the proposed rezoning is the following provision: Encourage retail or other active uses at strategic locations to promote pedestrian activity as well as bikeshare, micro-mobility and bike parking, and to support the surrounding neighborhoods (p.39). The proposed storage buildings will not create an active use for a property within walking distance to the Metro Station.	This Project has been revised to include flex space on the ground floor that can either be devoted to storage or retail use, depending on the market demands at the Applicant's sole discretion. The ground floor is designed with storefront glass that will either allow views into the retail space (if the market can support retail use) or window boxes that will display visual amenities. The Applicant feels confident that the final building design, in combination with the streetscape improvements, will activate and improve the pedestrian environment.
MNCPPC Mid-County - Master Plan - Nkosi Yearwood		The purpose of the Commercial Residential (CR) Zone is for “larger downtown, mixed- use, and pedestrian-oriented areas in close proximity to transit options such as Metro, light rail, and bus” as noted in Section 4.5.1 of the Zoning Ordinance. Meanwhile, the Commercial Residential Town (CRT) is intended for smaller areas and edges of larger downtown areas. This property is two blocks from the Shady Grove Metro Station. In addition, the insertion of the CRT Zone at this property would undermine the intent of the Sector Plan’s recommendations for this area and it will vary significantly from the recently approved comprehensive plan.	As acknowledged by the Sector Plan, there has been no new investment in this area of the Plan. The Project seeks to reinvest in the existing, grandfathered self-storage use on the Property to strengthen the non-residential uses in the neighborhood. Not only will the reinvestment hopefully serve as a catalyst for other nearby redevelopment but the self-storage use will help to support future, desirable residential development. Moreover, centrally locating a community serving use, such as this, within proximity to future residential developments will help achieve the Sector Plan’s goal of reducing greenhouse gas emissions, as proximal access between uses is critical to achieve this goal.
MNCPPC Mid-County - Master Plan - Nkosi Yearwood		<p>The Sector Plan identifies several public benefits for new development in the Plan area, including the following:</p> <ol style="list-style-type: none"> 1) 15 percent MPDUs as the highest priority public benefit. 2) The provision of major public facilities, such as significant multimodal transportation improvements, new neighborhood parks and open spaces and undergrounding of utilities. 3) Neighborhood services, streetscape improvements, minimum parking and Vision Zero improvements 4) Exceptional design, public open space and public art. 5) Protection and enhancement of the natural environment, including tree canopy, habitat preservation and restoration and energy conservation. <p>The public benefits associated with the rezoning petition note that if approved, via the Commercial Residential Town (CRTF) Zone, the project will implement the following public benefits: Minimum Parking, Architectural Elevations, Exceptional Design, Cool Roof and Recycling Facility Plan. The rezoning petition would implement the recommended minimum parking and exceptional design public</p>	<p>The Project achieves several of the public benefit points that are listed as priorities for developments within the Sector Plan area, including: minimum parking, exceptional design, and energy conservation and generation. Although the Applicant is not seeking public benefit points for streetscape improvements, open space or tree canopy, the proposed project does promote these important objectives by providing significant streetscape improvements along the Property's frontage, open space that furthers the Sector Plan's recommendation to create future mid-block connections, and tree canopy along the Somerville Drive frontage (where no on-site canopy exists today).</p>

MNCPPC Mid-County - Transportation - Richard Brockmyer	Circulation Plan	If the property redevelops, the sidewalk on Paramount Drive should extend further to the south to the property line, and the existing ditch should be filled. Please provide directional curb ramps on both sides of Paramount Drive to allow for a connection between the sidewalk on the east side of Paramount Drive and the proposed sidewalk on the west side of Paramount Drive.	The sidewalk on Paramount Drive has been extended further south and the existing ditch is proposed to be filled in. Directional curb ramps have been provided on both sides of Paramount Drive. As requested the connection is a mid-block crossing.
MNCPPC Mid-County - Transportation - Richard Brockmyer	Circulation Plan	Per section 59.6.1.4.E E. of the zoning ordinance, unless the road is classified as a residential road, a vehicle must access a corner lot with only one driveway or a through lot from the street with the lower roadway classification. Although two curb-cuts currently exist, removing one access reduces the number of pedestrian crossings of driveways and meets the code requirement.	The Applicant is requesting an Alternative Method of Compliance to retain two access points to the Property, as currently exist. The two access points will not only ensure safe, adequate and efficient internal circulation but are also necessary to accommodate on-site loading that is readily accessible to the generally public, in the event that a portion of the ground floor space in Phase Two is devoted to retail use.
MNCPPC Mid-County - Transportation - Richard Brockmyer	Circulation Plan	If an access will be located on Paramount Drive, the driveway should be aligned with the driveway access on the opposite side of the road.	We've aligned the driveway access to the maximum extent feasible.
MNCPPC Mid-County - Transportation - Richard Brockmyer	Floating Zone Plan	Please provide cross-sections both Paramount Drive and Somerville Road.	Cross-sections for both Paramount Drive and Somerville Road have been provided.
MNCPPC Mid-County - Transportation - Richard Brockmyer	Floating Zone Plan	Per the Complete Streets Design Guide (page 141), where sidewalks cross a driveway, the Clear Zone should be clearly delineated across the driveway and maintain the grade, slope, and material of the adjacent sidewalk through the driveway.	Clear zones across proposed driveways will be in accordance with the Complete Streets Design Guide, maintaining grade, slope and material of the adjacent sidewalk through the driveway.
MNCPPC Mid-County - Transportation - Richard Brockmyer	Traffic Statement	The calculations in the Traffic statement do not follow the LATR methodology for existing use trip credits. Page 23 of the LATR Guidelines states "the net peak hour person trips for the transportation study are calculated by subtracting the peak hour person trips generated by the existing use from the peak hour person trips generated by the proposed use". Please revise the trip generation analysis. I don't believe this change will result in the proposed project generating more than 50 net new person trips, but this needs to be demonstrated.	The traffic statement has been updated accordingly.
MNCPPC Mid-County - Design - Natasha Fahim		Activation along Paramount Drive and Somerville Road: As proposed, the Self-storage facility creates no active uses along Paramount Drive and Somerville Road; there is almost no interaction between the ground floor and the pedestrian realm along the sidewalk beside the small office room. To help activate the frontage along Parklawn Drive, Staff recommends incorporating retail and residential along the ground floor with direct access to the public sidewalk.	The Applicant is proposing a revised architectural concept that provides flexible ground floor space, which can be devoted to retail use if the surrounding area and market support. The Applicant will make this determination in the future. Regardless, the façade design will provide visual activation along the street and further enhance the pedestrian realm with storefront glass that will either provide views into the retail space or visual amenities within the ground floor fenestrations. The updated architectural design further breakdowns the building massing and focus on pedestrian scale with the incorporation of ground floor level fenestration patterning, the use of canopies, and, vertical green screen. The enhanced massing breakdown is designed to be reminiscent of multi-family architectural forms in order to be harmonious with future development while still maintaining the same materials, color palette, and rhythms of the phased architectural design.
MNCPPC Mid-County - Design - Natasha Fahim		Sustainability features: Staff strongly suggests exploring the integration of solar panels on this facility's large flat roof (and/or as part of the southern elevation design) to help meet the County's sustainability goal of reducing greenhouse gas emissions by 80% by 2027 and 100% by 2035.	The Applicant has revised the current submittal to include the use of on-site renewable energy (i.e. rooftop solar photovoltaic system(s)) to offset the energy consumed on-site, to create an energy net zero facility (which can be verified through an energy model).
MCDOT - Deepak Somarajan		Paramount Drive: 1) Per the Masterplan of Highways, this roadway is classified as a Town Center Street, with a proposed right-of-way of 70 feet and 2 travel lanes. 2) Dimension the right-of-way and provide a roadway cross-section to include as street buffer and a default 10-ft sidewalk. 3) The roadside ditch south of the proposed driveway should be filled in and the proposed sidewalk shall be extended to the property line with handicap ramps connecting the existing sidewalk across the street.	Cross-sections for both Paramount Drive and Somerville Road have been provided, including dimensions. The sidewalk south of the access point on Paramount Drive has been extended to the property line and the ditch will be filled in. Directional curb ramps have been provided on both sides of Paramount Drive. We acknowledge that the pedestrian connection is at a mid-block crossing; however given the spacing and geometry of the access points of the existing access points to the properties on the east side of Paramount Drive the proposed location provides a direct, perpendicular pedestrian crossing, which is not feasible in other locations along the subject properties frontage on Paramount Drive.

MCDOT - Deepak Somarajan		<p>Somerville Road:</p> <p>1) Per the Masterplan of Highways, this roadway is classified as Town Center Street, a proposed right-of-way of 80 feet with 2 travel lanes.</p> <p>2) Dimension the right-of-way and provide a roadway cross-section to include a street buffer and a default 10-ft sidewalk.</p>	Cross-sections for both Paramount Drive and Somerville Road have been provided, including dimensions.
MCDOT - Deepak Somarajan		<p>Per the Master Plan, the proposed streets in the Metro South neighborhood (B-9) could be public or private streets or linear open space. We agree with MNCPPC that a linear open space would comply with the master plan and defer to them for comments.</p>	Comment Acknowledged.
MCDOT - Deepak Somarajan		<p>Proposed Driveways:</p> <p>1) Paramount Drive: The centerline of the proposed driveway shall align with the centerline of the existing driveway across the street.</p>	We've aligned the driveway access to the maximum extent feasible.
MCDOT - Deepak Somarajan		<p>Sight Distance:</p> <p>1) Submit a completed, executed MCDOT Sight Distances Evaluation certification form for all existing and proposed site entrances onto County-maintained roads for our review and approval. Please refer to the new sight distance.</p>	A completed, MCDOT Sight Distance Evaluation has been submitted.
MCDOT - Deepak Somarajan		<p>Storm Drain Analysis:</p> <p>1) Submit a storm drain study for the portion of the subject site draining to the Montgomery County public storm drain system. Please refer to the storm drain checklist.</p>	A Storm drain study has been submitted for review.
MCDOT - Deepak Somarajan		<p>Transportation Demand Management (TDM) Plan Requirements: TDM provisions of County Code 42A-26 apply to this development application. As per the county code, an owner or applicant for a development located in a District in a Red Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 40,000 gross square feet (gsf). The Paramount Self Storage LLC project, located in the Greater Shady Grove TMD and Red Policy Area, proposes to develop more than 40,000 gsf. The Project includes approximately 282,040 total square feet and is expected to have up to 2 employees on- site at any given time and as demonstrated on the Traffic Statement, the Project will result in fewer than 50 net new peak hour person trips (as compared to the existing conditions). In view of this fact, as cited in the TDM provisions of County Code 42A-26 (b) (5), a project with a gross square feet size disproportionate to its impact on traffic (e.g. large floor area warehouses with lower impacts) may be required to adhere to a Project- based TDM Plan Level lower than otherwise required by its size and location. Hence, we are recommending a Level 1 TDM Basic Plan subject to the approval of the MCDOT director.</p>	Acknowledged. The Applicant will enter into a Level 1 TDM Basic Plan prior to issuance of a building permit for the Project.
MCDOT - Deepak Somarajan		<p>A Level 1 Basic Plan must include the following:</p> <p>1) Appointment of Transportation Coordinator (a person to work with MCDOT and TMD representatives to assist with the Department's efforts to achieve the NADMS and other commuting goals)</p> <p>2) Notification of the Transportation Coordinator's contact information and any changes to the information.</p> <p>3) Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the Department to promote TDM)</p> <p>4) TDM Information (TDM-related information must be placed in a location visible to displayed in a location(s) visible to employees and other project users.)</p> <p>The Plan must be submitted to and approved by MCDOT prior to issuance of any building permit by the Department of Permitting Services. The Applicant shall coordinate with MCDOT Commuter Services Section (CSS) staff: Samuel Damesa at Samuel.Damesa@montgomerycountymd.gov or (240) 777-8384 and James Carlson at James.Carlson@montgomerycountymd.gov or (240) 777-8382 to implement the aforementioned recommendations of the Transportation Demand Management (TDM) plan for the new development project.</p>	Acknowledged. The Applicant will enter into a Level 1 TDM Basic Plan prior to issuance of a building permit for the Project.

MCDOT - Deepak Somarajan		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").	No preliminary plan is required.
MCDOT - Deepak Somarajan		Design all access points and alleys to be at-grade with the sidewalk / sidepath, dropping down to street level between the sidewalk / sidepath and roadway.	Access points have been designed at-grade
MCDOT - Deepak Somarajan		We support the MNCPPC's recommendation to underground utilities.	See response #2
MCDOT - Deepak Somarajan		The applicant is responsible for relocating utilities along existing roads to accommodate the required roadway improvements.	See response #2, no relocation is proposed. Frontage improvements have been designed to accommodate existing utilities.
Montgomery Parks - Henry Coppola		No Parks concerns.	Comment Acknowledged.
Fire Department Access - Marie LaBaw		No comments provided.	Comment Acknowledged.
Zoning - Melissa Goutos		No comments provided.	Comment Acknowledged.

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