

**MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION**  
**STAFF REPORT**

<b>Address:</b>	Intersection of 2 <sup>nd</sup> Avenue and Spring Street	<b>Meeting Date:</b>	5/21/2019
<b>Resource:</b>	<b>Woodside <i>Locational Atlas</i> Historic District (#36/004-000A)</b>	<b>Report Date:</b>	5/14/2019
<b>Applicant:</b>	Mongomery County Dept. of Transportation	<b>Public Notice:</b>	5/7/2019
<b>Review:</b>	HAWP	<b>Tax Credit:</b>	None
<b>Case Number:</b>	36/04-19A	<b>Staff:</b>	Rebecca Ballo
<b>PROPOSAL:</b> Retroactive hardscape alteration and tree removal; construction of new hardscape.			

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**STAFF RECOMMENDATION**

Staff recommends that HPC **approve** the HAWP application.

**ARCHITECTURAL DESCRIPTION**

**SIGNIFICANCE:** Right-of-way within the **Woodside *Locational Atlas* Historic District**  
**STYLE:** N/A  
**DATE:** N/A

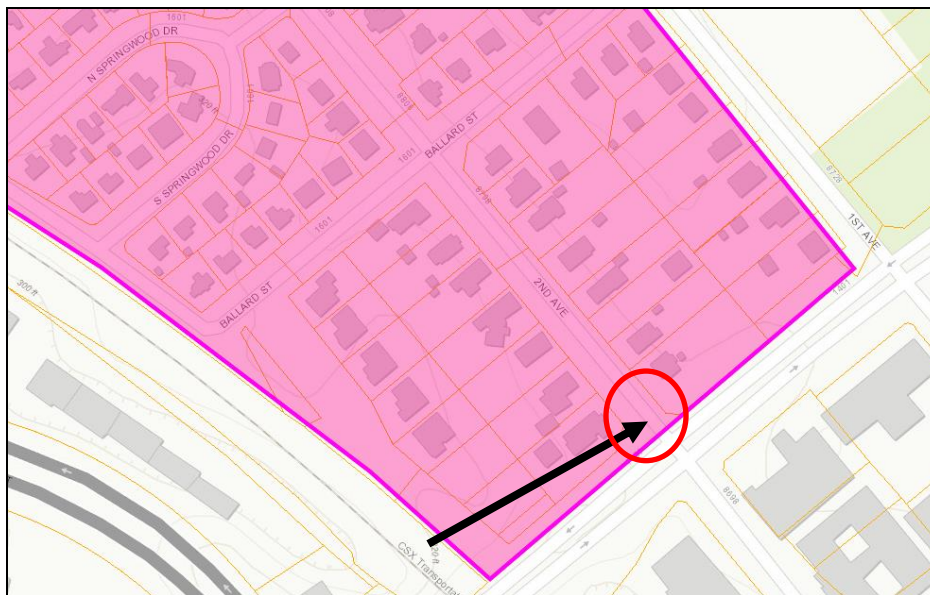


Fig. 1. The boundary of the project area impacting the Woodside District is shown inside the red circle with the arrow pointing to the location of the median.

## **BACKGROUND**

This is a retroactive review of hardscape alterations and tree removal within the boundaries of the Woodside *Locational Atlas* Historic District located at the northwest corner/intersection of Second Avenue and Spring Street. These alterations are part of the cycle track project that is being constructed along Wayne Avenue and Second Avenue within the larger Silver Spring Central Business District. Per the narrative provided by Montgomery County DOT, the project also provides for an extension of the existing Spring Street Separated Bike Lanes west from Second Avenue to the bridge over the CSX railroad tracks. Previous design drawings at the 30% and 60% stages did not show any alterations within the boundaries of the Woodside *Locational Atlas* District. However, the final phase of the design, which included the creation of a “protected intersection” at Second Avenue and Spring Street, necessitated the removal of an existing median and two maple trees. The previously installed median was constructed in 1993. That median was approximately 40’ long and 8’ wide at its widest point, tapering to approximately 2’ at the northern end. DOT also removed one of the specially carved “Woodside” neighborhood signs; the sign is being stored safely offsite by DOT and will be replaced when construction is finished. The removal of this median along with the removal of mature trees could be considered a substantial alteration and thus requires review and approval by the HPC via a HAWP.

## **PROPOSAL:**

The Montgomery County Department of Transportation (Applicant) is seeking the following from the HPC:

- 1) Retroactive approval for the removal of two mature trees demolition of the existing hardscaped median; and,
- 2) Approval for the construction of a new median at the same intersection.

## **APPLICABLE GUIDELINES:**

Under 24A-10 of the Historic Preservation Ordinance, property owners who wish to demolish or substantially alter a resource within a Locational Atlas historic district may opt to 1.) Have their request reviewed under the Historic Area Work Permit provisions of the law (24A-7); or 2.) They may file a building/demolition permit application, which would trigger an expedited evaluation of the resource for historic designation.

When reviewing alterations and new construction within Locational Atlas districts under Option 1, two documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents are the *Montgomery County Code Chapter 24A (Chapter 24A)*, and the *Secretary of the Interior’s Standards for Rehabilitation (Standards)*.

### ***Montgomery County Code; Chapter 24A***

- A HAWP permit should be issued if the Commission finds that:
  1. The proposal will not substantially alter the exterior features of a historic site or historic resource within a historic district.
  2. The proposal is compatible in character and nature with the historical archaeological, architectural or cultural features of the historic site or the historic district in which a historic resource is located and would not be detrimental thereto of to the achievement of the purposes of this chapter.

***Secretary of the Interior's Standards for Rehabilitation:***

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportions, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

**STAFF DISCUSSION**

The new median proposed for this intersection will be smaller than the previously existing one (approximately 30' long as opposed to 40'). It will be substantially narrower near the intersection in order to accommodate the newly designed protected intersection associated with the cycle track. The median will be constructed with a concrete curb and gutter according to MCDOT specifications. The interior of the median will have a soil medium that will allow for new trees and shrubs to be planted. The proposed restriping of the asphalt within the Woodside Locational Atlas boundary does not require HPC approval.

This new configuration was designed in consultation with representatives from the Woodside neighborhood and civic association, as well as with the input of historic preservation staff. It was important to the neighborhood that the median be large enough to accommodate new trees and the current design allows for these plantings. Tree species will be chosen in coordination with the neighborhood. A letter of support from the Woodside Civic Association is attached to this application.

The Woodside neighborhood sign will be relocated to a location within the new median in consultation with the neighborhood.

Staff finds that both the retroactive work and the newly proposed alterations are compatible with the historic district. The proposal is compatible with the scenic and historical features of the district, and there will be no detrimental effects to the character of the neighborhood from this new construction.

**STAFF RECOMMENDATION:**

Staff recommends that the Commission **approve** the HAWP application under the Criteria for Issuance in Chapter 24A-8(b), (1), (2) & (d) having found that the proposal will not substantially alter the exterior features of the historic resource and is compatible in character with the district and the purposes of Chapter 24A;

and with the *Secretary of the Interior's Standards for Rehabilitation* #2, 9 and 10;

and with the general condition that the applicant shall present the **3 permit sets of drawings, if applicable, to Historic Preservation Commission (HPC) staff for review and stamping** prior to submission for the Montgomery County Department of Permitting Services (DPS) building permits;

and with the general condition that the applicant shall notify the Historic Preservation Staff if they propose to make **any alterations** to the approved plans;

and with the general condition that final project design details, not specifically delineated by the Commission, shall be approved by HPC staff or brought back to the Commission as a revised HAWP application at staff's discretion.

Once the work is completed the applicant will contact the staff person assigned to this application at 301-563-3400 or [Rebeccah.ballo@montgomeryplanning.org](mailto:Rebeccah.ballo@montgomeryplanning.org) to schedule a follow-up site visit.



## WOODSIDE CIVIC ASSOCIATION

SILVER SPRING, MARYLAND 20910

May 2, 2019

Mr. Al Roshdieh, Director  
Montgomery County Department of Transportation  
101 Monroe Street, 10th floor  
Rockville, MD 20850

RE: Restoration of Historic Woodside Gateway  
At Second Avenue and Spring Street

Dear Director Roshdieh:

On behalf of the Woodside Civic Association (WCA), thank you again for your time and the work of the Montgomery County Department of Transportation (MCDOT) in advance of and during the April 29th meeting on the planned protected intersection at 2nd Avenue and Spring Street. We extend our thanks as well to everyone who attended.

WCA now supports MCDOT's revised plan, as submitted to the Historic Preservation Commission (HPC) via its Application for a Historic Area Work Permit (attached) as part of the Cycle Track project. This revised plan corresponds to Option 2, considered and agreed to during our meeting. WCA's support is conditional upon seeing the final documentation prepared for the public HPC hearing on May 21, and upon reaching agreement about the vegetation, as indicated in the third and fourth bullets below.

This revised plan includes:

- Restoring the center island on 2nd Avenue just north of Spring Street.
- Woodside's sign being restored at the front of the island facing Spring Street.
- This earthen island, with the least curbing possible will be slightly narrower than its predecessor and shifted back a bit from the intersection to accommodate the new crosswalk. (We assume that MCDOT will check the quality of the soil beneath the new island and, if substandard for tree and shrub health, replace the soil with topsoil to a sufficient depth to sustain the planned vegetation.)
- In addition to restoring suitable plantings on the island, MCDOT will provide eight trees to be located in the neighborhood, the sites and types of which are to be determined jointly by representatives of WCA (led by Webb Smedley, 301.651.8890, [wlsmedley@gmail.com](mailto:wlsmedley@gmail.com)) and MCDOT (Brett Linkletter, 240.777.7651, [Brett.linkletter@montgomerycountymd.gov](mailto:Brett.linkletter@montgomerycountymd.gov)). Such sites will likely include this center island and possibly the corresponding island at 2nd Avenue and 16th Street.

Lastly, WCA encourages your agency—in your work completing the intersection—to consider two other measures. First, at the other end of 2nd Avenue in our neighborhood,

Mr. Al Roshdiah  
May 2, 2019  
Page Two

at 16th street, there is no crosswalk across 2nd Avenue on the east/southeast side of 16th. **Could such a crosswalk be added?** WCA representatives recently met with County Planning staff about broader pedestrian safety at that intersection, and they included this need in the draft sector plan for Georgia Avenue/Montgomery Hills (item 20 in the technical appendix). Adding the crosswalk now, while other treatments are determined, would be a quick, easy and welcome step for pedestrian safety that could be accomplished while your crew is on site doing the street markings at 2nd and Spring.

Second, all of our residents will appreciate learning that rush-hour restrictions on 2nd Avenue will remain in place, as confirmed by Tim Cupples, while the Spring Street bridge will be closed for Purple Line work. Nonetheless, non-rush hour traffic could increase. **What additional steps might be taken to keep speeds along 2nd Avenue in check during anticipated increases in non-peak hour traffic?**

Again, we appreciate MCDOT's responsiveness in addressing our concerns, and look forward to the restoration of our gateway and the completion of the Cycle Track.

Regards,



Rick LaRue  
President

cc: Rebecca Ballo, Staff Supervisor, HPC  
Matt Johnson, BiPPA Project Manager, MCDOT  
Brett Linkletter, Highway Services Forester, MCDOT

Casey Anderson, Chair, MNCPPC Montgomery Planning Board  
Chris Conklin, Deputy Director for Transportation Policy, MCDOT  
Tim Cupples, Purple Line Implementation Manager, MCDOT  
Sean Emerson, Legislative Aide, County Council Member Tom Hucker  
Tommy Heyboer, Deputy Chief of Staff, County Council Member Hans Riemer  
Katie Mencarini, Senior Transportation Planner, Area 1, MNCPPC Montgomery Planning Staff  
Reemberto Rodriguez, Director, Silver Spring Regional Services Center

John Dittmeier, former WCA Vice President  
Stephen Reid, affected property owner  
Ellen Sands, WCA Historic Preservation Committee, WCA immediate past president  
Webb Smedley, former WCA president, former chair, WCA Green Committee  
Emily Strunk, WCA Vice President



HISTORIC PRESERVATION COMMISSION  
301/563-3400

DPS - #8

# APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Email: matt.johnson@montgomerycountymd.gov Contact Person: Matt Johnson  
Daytime Phone No.: 240.777.7237  
Tax Account No.: \_\_\_\_\_  
Name of Property Owner: Montgomery County Dept of Transportation, Trans. Eng. Daytime Phone No.: 240.777.7237  
Address: 100 Edison Park Drive, 4th Floor Gaithersburg, MD 20878  
Street Number City State Zip Code  
Contractor: D&F Construction Phone No.: 240.674.8977  
Contractor Registration No.: \_\_\_\_\_  
Agent for Owner: Matt Johnson Daytime Phone No.: 240.777.7237

## LOCATION OF BUILDING/PREMISE

House Number: N/A Street: Second Avenue within 100 feet north of Spring Street  
Town/City: Silver Spring Nearest Cross Street: Spring Street  
Lot: N/A Block: N/A Subdivision: Woodside  
Liber: N/A Folio: N/A Parcel: ROW

## PART ONE: TYPE OF PERMIT ACTION AND USE

### 1A. CHECK ALL APPLICABLE:

- ☒ Construct ☐ Extend ☐ Alter/Renovate  
☐ Move ☒ Install ☐ Wreck/Raze  
☒ Revision ☒ Repair ☐ Revocable

### CHECK ALL APPLICABLE:

- ☐ A/C ☐ Slab ☐ Room Addition ☐ Porch ☐ Deck ☐ Shed  
☐ Solar ☐ Fireplace ☐ Woodburning Stove ☐ Single Family  
☐ Fence/Wall (complete Section 4) ☒ Other: Median, curb, tree removal

1B. Construction cost estimate: \$ \$1.4 M

1C. If this is a revision of a previously approved active permit, see Permit # \_\_\_\_\_

## PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. Type of sewage disposal: 01 ☐ WSSC 02 ☐ Septic 03 ☐ Other: \_\_\_\_\_  
2B. Type of water supply: 01 ☐ WSSC 02 ☐ Well 03 ☐ Other: \_\_\_\_\_

## PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height \_\_\_\_\_ feet \_\_\_\_\_ inches

3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:

- ☐ On party line/property line ☐ Entirely on land of owner ☐ On public right of way/easement

I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Signature of owner or authorized agent

Date

Approved: \_\_\_\_\_ For Chairperson, Historic Preservation Commission

Disapproved: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Application/Permit No.: 874003 Date Filed: \_\_\_\_\_ Date Issued: \_\_\_\_\_

Edit 6/21/99

**SEE REVERSE SIDE FOR INSTRUCTIONS**

**THE FOLLOWING ITEMS MUST BE COMPLETED AND THE  
REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.**

1. **WRITTEN DESCRIPTION OF PROJECT**

a. **Description of existing structure(s) and environmental setting, including their historical features and significance:**

There are no existing structures on the site. The proposed changes are to the street. Prior to the start of construction, a median was located in the middle of Second Avenue just north of the intersection with Spring Street. This median was installed in 1993. The median was approximately 40 feet long and was approximately 8 feet wide at its widest point, tapering to approximately 2 feet at the north end. The median was vegetated and included two trees along with a carved Woodside sign. MCDOT was unaware that this project entered the Woodside Locational Atlas District, and did not apply for a permit. After construction started, MCDOT was contacted by Historic Preservation staff. We are applying for a permit *ex post facto*.

b. **General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:**

The overall project is a transportation project to construct a cycletrack along Wayne Avenue and Second Avenue within the Silver Spring Central Business District. The project also provides an extension of the existing Spring Street Separated Bike Lanes west from Second Avenue to the bridge over the CSX/WMATA tracks. The vast majority of this project is outside the Woodside Locational Atlas District. However, the intersection treatment for the Second Ave/Spring Street intersection does enter the Woodside Locational Atlas District on the north leg of the intersection. The treatment is called a "protected intersection", and is the gold-standard for bicyclist and pedestrian safety, and is the recommended treatment in the approved and adopted Bicycle Master Plan. The modified plans, developed based on conversations with the Woodside Civic Association will include a reinstalled median in a similar location to

2. **SITE PLAN** the previous median, though it will be smaller. Trees will be planted based on the recommendations of the MCDOT arborist, and the Woodside sign will be reinstalled in the median.

Site and environmental setting, drawn to scale. You may use your plat. Your site plan must include:

- a. the scale, north arrow, and date;
- b. dimensions of all existing and proposed structures; and
- c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

3. **PLANS AND ELEVATIONS**

You must submit 2 copies of plans and elevations in a format no larger than 11" x 17". Plans on 8 1/2" x 11" paper are preferred.

- a. **Schematic construction plans**, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- b. **Elevations (facades)**, with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. An existing and a proposed elevation drawing of each facade affected by the proposed work is required.

4. **MATERIALS SPECIFICATIONS**

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

5. **PHOTOGRAPHS**

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

6. **TREE SURVEY**

If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

7. **ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS**

For **ALL** projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question.



**HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING**  
**[Owner, Owner's Agent, Adjacent and Confronting Property Owners]**

<p><b>Owner's mailing address</b></p> <p>Montgomery County Department of Transportation          Division of Transportation Engineering          100 Edison Park Drive, 4th Floor          Gaithersburg, MD 20878</p>	<p><b>Owner's Agent's mailing address</b></p> <p>Montgomery County Department of Transportation          Division of Transportation Engineering          100 Edison Park Drive, 4th Floor          Gaithersburg, MD 20878</p>
<p align="center"><b>Adjacent and confronting Property Owners mailing addresses</b></p>	
<p>Stephen &amp; Lisa Reid          1415 Spring Street          Silver Spring, MD 20910</p>	<p>Sarabjit and Sukhwant Kaur Gill Singh          8702 Second Ave          Silver Spring, MD 20910</p>
<p>Easter Seals Greater Washington Baltimore Region, Inc          1420 Spring Street          Silver Spring, MD 20910</p>	<p>Fenwick Station Venture, LLC          4601 N Fairfax Drive          Suite 1150          Arlington, VA 22203</p>

**Existing Property Condition Photographs** (duplicate as needed)

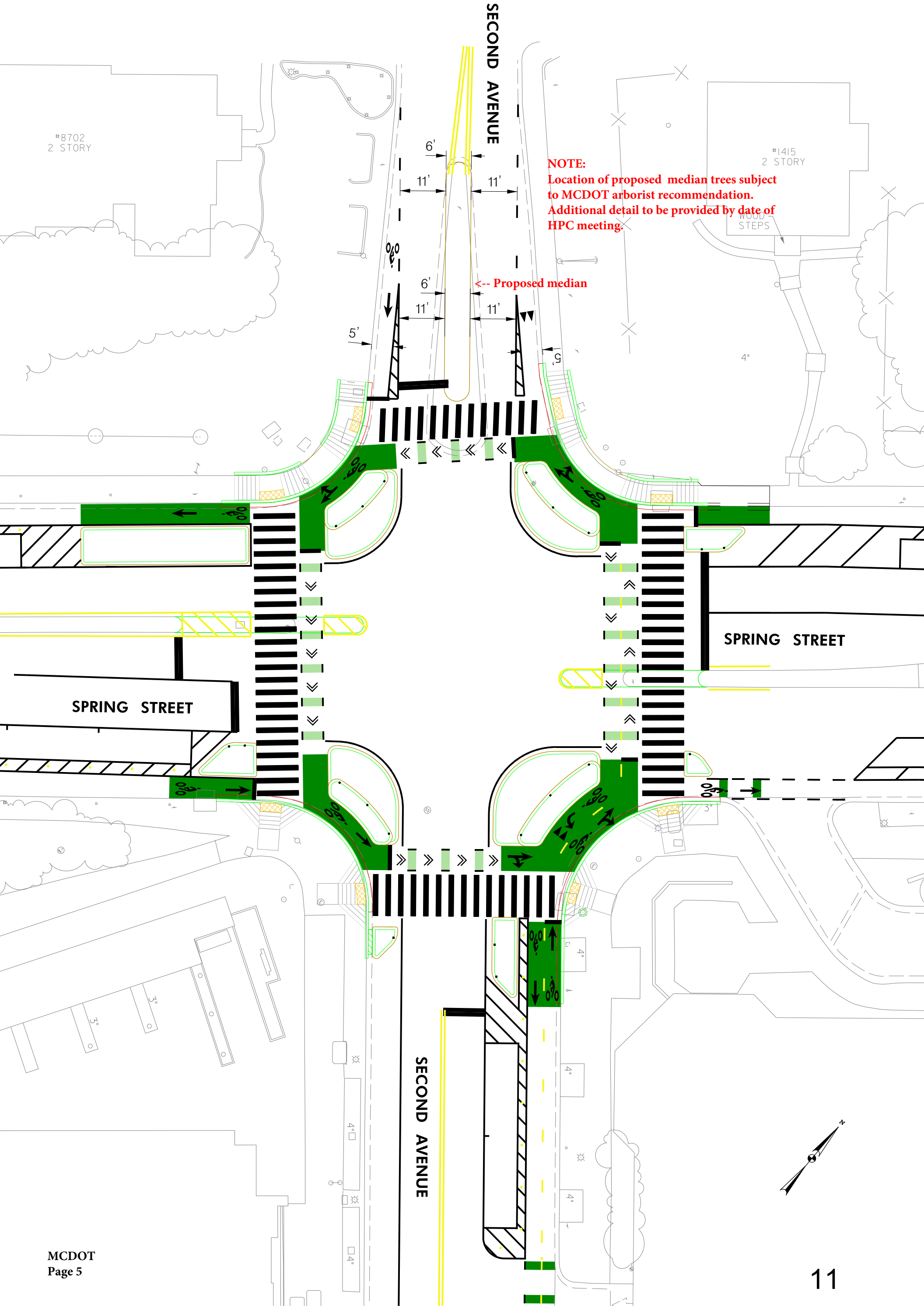


Median (since removed), looking north from Spring Street.



Median (since removed), looking south from 8702 Second Ave.

Site Plan



## **Materials Specifications**

The median will be constructed with concrete curb and gutter meeting MCDOT specifications. The interior of the median will be soil, with sufficient soil volume to support the number of trees identified for inclusion.

Sidewalks will be concrete meeting MCDOT specifications.

The corner islands (located outside of the Locational Atlas District) will be constructed in two pieces. A lower truck apron will be constructed of stamped concrete to look like cobblestones in a fan pattern. The raised corner island will be made of concrete curb meeting MCDOT standards with an inset area of stamped, dyed concrete to appear to be brick, matching the Silver Spring streetscape standards.

Other components will include asphalt and lane striping matching MCDOT standards.



PERFORM TURFGRASS SOD ESTABLISHMENT ON 4 INCHES FURNISHED TOPSOIL - 10 SY SOUTHERN MAGNOLIAS 12" DBH - GOOD

TEMPORARY ORANGE CONSTRUCTION FENCE FOR TREE PROTECTION 34 LF

ROOT PRUNE AT PROPOSED BACK OF CURB AS NECESSARY TO A DEPTH OF 8 INCHES - 30 LF

MAPLE 24" DBH GOOD

HOLLY 10' HT. GOOD

TBR

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SP-2

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