Project Description/ Scope of Work Narrative

Wheeler Goodman Masek
One Annapolis Street #100
Annapolis Maryland 21401

V. 410.841.6787
F. 410.841.5523
www.wgm-arch.com

Re: **Gude Drive Facility Improvements**
Project Description/Scope of Work Narrative
WG/M Project No. 28118.01

Date: 05/22/09

Prepared by: Richard Kleponis, AIA, LEED AP

The City of Rockville (Department of Public Works) has charged the WGM design team to develop a design for the modifications, additions and new buildings for the Public Works Maintenance Facility off of Gude Drive (on Rothgeb Drive). The original RFP for the project has been significantly adapted to meet programming modifications and scope creep. The current project is the second phase of a three phase development plan. The first phase recently completed included a new Salt Storage Barn, new/expanded paved parking for City maintenance vehicles and a new stormwater containment facility (on Redgate Golf Course). Phase Two includes the following:

- Construct a new pre-engineered, 18,507 SF Fleet Services Building (FSB)
- Renovate the existing masonry Motor Vehicle Maintenance (EMVM) building (26,035 SF); a small (600 SF) addition will be incorporated on the back of the building
- Expand the paved parking area to the southeast corner of the site; address stormwater management for this area
- Relocate the existing material storage bins to the southeast corner of the site
- Install a new fuel island/equipment, underground tanks and canopy to replace existing

A future Phase Three includes a new precast concrete parking deck over the lower tier parking lot with a new , 20,000 SF, LEED Administration Building set on top of the parking deck. The City is considering relocating the Public Works Department in City Hall to this site, consolidating and streamlining their operations, thus the need for the additional onsite parking. The other component of the third phase is to remove the existing office trailers and construct an addition on the existing, renovated administration building to house their locker room, training room and inspectors. Phase Three will be further studied at a later date.

The first "sub-phase" of Phase Two will be to construct a new Fleet Services Building on a portion of the existing paved parking lot to the east of the covered storage structure. This building will house a larger and more efficient vehicle maintenance shop. New offices, training, storage and locker facilities will support this building. The Machine Shop, Sign Shop, Meter Room and Tire Storage will all move over from the existing MVM. Mezzanine space will offer additional storage space for the supplies and equipment. The new FSB will be a pre-engineered metal building with a partial masonry façade and abundant natural light features for office and shop spaces. To supplant the lost parking from this new building, a current undeveloped piece of land in the southeast corner of the site will be transformed into paved parking. Stormwater management will be studied in this area to either tie into the existing SWM pond or back to the adjacent Taft Court stormwater system. Forest conservation in this area had been addressed in the Phase One work. A high reflectance roof will reduce heat gain in the building as well as on the site.

For the second item of the Phase Two work, the design team is preparing construction documents to renovate the existing Motor Vehicle Maintenance Building. This masonry building, originally built in the early 70's, currently houses the Motor Vehicle Maintenance Shop, Tire Storage, Machine Shop, Heated Truck Storage,

Sign Shop and the Stock Room, which is split between the upper floor and a 3,840 SF basement level. The Carpentry Shop (from off site) and heated truck storage will move into the current vehicle maintenance shop following their move over to the new FSB. The Stock Room will expand on the upper (first) floor, providing more space over one level, as new office space will provide a more efficient delivery and distribution operation. The floor over the basement will be structurally fortified to handle heavier loads. Once the Stock Room is consolidated on the upper floor, the basement will be modified to accommodate the HVAC and Custodial Shops, both moving from off-site. A 600 SF masonry addition will be constructed on the back of the building to accommodate the Traffic and Transportation unit of the Department of Public Works. Updated mechanical and electrical components will update existing systems. New windows, doors and overhead doors will also be incorporated into the design.

A new striped parking scheme with identified vehicle and pedestrian circulation paths will bring a semblance of organization to the work yard.