

DESCRIPTION: Proposal

The property will be developed with a mixed-use commercial and residential project, comprised of 555,399 gross sf (4.47 FAR), with public use space and other on and off site amenities, streetscape and landscape, and parking on site sufficient to accommodate these uses, the SSIC and adjacent commercial uses. The project proposes 22.5 % on-site public amenity area and 16.6% off site amenity area for a total of 39.1% of the net lot for off site improvements.

Site Design - Open spaces

The proposed project is organized around several significant front door public spaces:

Central Plaza – a circular terrace between this project and Silver Spring Square site plan creating the Canada Dry building as a focal point, with seat walls and moveable furniture.

Terraced Lawn - in front of the grocery store, with sitting steps and outdoor tables;

West Park - an urban park in grid form that blends the open spaces of Silver Spring Square with the open spaces of this proposal;

Pocket Park – a small park with a more private outdoor area, to be furnished with outdoor furniture.

All the open spaces have high quality paving materials, light fixtures with designs that complement the buildings, benches and other street furniture are sited throughout the space.

The project is further organized around vehicular and pedestrian circulation systems for the site:

Internal Street connects the above open space areas to the adjacent Arts Alley and the lower parking lot for the grocery store, with walks and special paving on both sides, and

New Mixed Street - a private mixed street through the Project that connects Georgia Avenue and the Arts Alley to East West Highway and provides access to the loading/service area and the upper parking levels for resident and adjacent retail areas; with special paving, street trees, special lighting, parking spaces and a raised intersection that links this street to the adjacent Art Walk.

Public Art for Silver Spring Gateway

The Artwork will include sculpture pieces that resemble “outdoor furniture.” They will be placed throughout the open space areas adjacent to East-West Highway and the Silver Spring Square site plan. See attachment. Sculptor and artist Carolyn Braaksma has been engaged to design the art objects. The art work has been favorably reviewed by the Montgomery County Planning Board Art Panel. Their enthusiastic response to the

design included comments on the size and placement of the pieces for the artist to resolve. See attached memo and sketches.

The art objects will include historical references of form and pattern in the design of over-sized art-deco furniture, including two types of chairs and a large ornamental sofa. Two (2) large couches, six (6) small “art deco” chairs, and three (3) large “upholstered” chairs for a total of eleven (11) art pieces are proposed. These art pieces serve a dual purpose as ornamental art objects and functional park seating. Locations for the art objects are a joint design effort by the artist, the landscape architect, and the owner.

The seating reflects the architectural style of the Canada Dry building near the site. Both the form of the seating and the surfaces reference the Art Deco Period in art and architecture. The “upholstered” chairs bring the living room outside. One can put two chairs together for a conversation or a tête-à-tête -add a table between and you can “do” lunch, play chess or sip coffee. The seating is an emulation of actual Art Deco style chairs – sometimes biomorphic, sometimes streamlined and angular, but rendered in durable outdoor materials. At first glance the outer surface of the chair is concrete. However, some surfaces of the chair will have the pattern of Deco style upholstery that will be cut from stone and terrazzo, or cast in the concrete surface. Individual chairs may sit on a plinth of glass block that is lit from beneath.

The materials palette for the objects includes pre-cast concrete, metal, glass-block w/ lighting incorporated, and the surfaces are decorated with colorful mosaic/terrazzo designs

These forms and materials will also influence the detailing of the central plaza paving by the project landscape architect. Other site furnishings will be selected by the landscape architect that is sympathetic to the theme: i.e. planters, benches, lights, etc. This will help “knit” the design together over a larger area.

Architecture

The project architecture will consist a “U”-shaped, 15-story residential high-rise building stacked over a multi-level parking garage and grocery store and an “L”-shaped, 15-story residential high-rise building as follows:

- 1) The “U”-shaped residential building has frontage along the front amenity areas and is located adjacent to the Canada Dry building. Configured as a courtyard or “U”-shaped building, it “wraps” around two of the four sides of the parking garage to screen it from the Lawn Terrace and Central Plaza and the New Mixed Street. The façade at the ground floor of the grocery store will be visible to the street and open space areas, as the storefront faces the Terraced Lawn and Central Plaza; visitors will be able to look down through the glass storefront at the main level of the grocery store one level below. Other ground floor spaces includes residential lobby space and potentially residential common areas such as leasing offices.

- 2) The "L"-shaped residential building is located along the southeast edge of the property, fronting on East-West Highway, the New Mixed Street; and the Internal Street. Its ground floor spaces consist of flex residential/retail space, with building lobby/residential common areas and/or ground floor retail. Additionally, this building provides a corridor for the Internal Street that creates an exterior pedestrian and vehicular connection that links the Terraced Lawn and amenity areas to the Arts Alley.

The massing of the residential buildings steps back above the grocery store to create a "podium" to define a pedestrian scale and create an architectural and programmatic variety at the lower levels. The project provides tapered building heights at a 2:1 slope along East West Highway from 90 feet immediately adjacent to the right of way up to 143 feet to create a coherent, attractive streetscape and to allow abundant light and air.

The project will derive its character from the mid-twentieth century architectural styles of Silver Spring, Art Deco and Art Moderne, which are exemplified by such buildings as the Silver Theater and the Canada Dry Building, as well as from the "edgy" urban aesthetic suggested by the industrial history of the site. The diverse open spaces will have their own distinct architectural identity that will contribute to the diverse and rich neighborhood character.

Parking

The parking garage is seven levels above grade with two levels below grade, providing a maximum of 924 spaces. The total parking quantity provided within the parking garage exceeds the zoning requirements, and parking counts are based on the shared parking formulas for mixed-use development and includes 75 spaces to support the existing commercial uses to the south of the site, and an additional 48 spaces for SSIC.

Vehicular access to the Project's parking structure is provided from two locations and is intended to be clearly identifiable and convenient for residents, employees and retail customers. Entrances are located from the abandoned Blair Mill Road near the SSIC and Georgia Avenue, from the entrance drive at East-West Highway and from the internal street adjacent to the grocery store entry.

Service and Loading

The residential buildings, the office building, and the retail component will share a central off-street service area with five loading docks, discreetly located at the rear of the parking facility and the adjacent to the SSIC service area.

Historical Marker for the Train Station

The applicant will provide an interpretive historical marker, e.g., a "trompe l'oeil" mural, to commemorate the (non-historic) eastbound train waiting station on the façade of the parking garage facing across the CSX tracks towards the Silver Spring Train Station.

Site Amenities per Project Plan Approval

The amenities approved with the Project Plan approval are as follows:

On-site Public Use Space and Amenities

- 1) **Central Plaza** along East-West Highway that serves as a central unifying element to link the Project with the adjacent Silver Spring Square project
- 2) **West Park** - an urban park that blends the open spaces of Silver Spring Square with the open spaces of this proposal
- 3) **Terraced Lawn** – sitting and dining areas in front of the grocery store
- 4) Streetscape and lighting along the former Blair Mill Road at Georgia Avenue (implemented by others)
- 5) Streetscape and lighting along **New Mixed Street** – with special pavers, street trees, special lights and other street furniture
- 6) Streetscape and lighting along the **Internal Street** – with special pavers, street trees, special lights and other street furniture
- 7) Pedestrian connection linking Internal Street with the Arts Alley – with adequate headroom to achieve generous and inviting public passage. Choice of building material to be detailed at site plan approval to support open pedestrian space.
- 8) **Pocket Park** – between the two residential buildings and linked to Central Plaza
- 9) **Public Artwork**– eleven pieces of outdoor “furniture” thematically linked to the Canada Dry façade placed within public open space amenity areas.
- 10) **East Bound Waiting Room Commemorative** – per agreement with Montgomery Preservation
- 11) Streetscape and lighting along East-West Highway
- 12) All Public Streetscape improvements to conform to the *Silver Spring Streetscape* Technical Manual and shall include under-ground utilities along East-West Highway

Off-site Amenities

- 1) Streetscape and lighting along East-West Highway
- 2) Paving and landscape improvements along south side East-West Highway and in front of adjacent property to the east (the Blair Mill L.L.C. property).
- 3) Paving and landscape and lighting along the **east side of the New Mixed Street**
- 4) **Pocket Park** next to the existing Silver Spring Square Site Plan (Canada Dry Building).
- 5) Financial contribution to Montgomery Preservation, Inc. prior to record plat
- 6) Financial subsidy for the construction of the Silver Spring Innovation Center
- 7) All public Streetscape improvements to conform to the *Silver Spring Streetscape* Technical Manual and shall include under-ground utilities along East-West Highway

PROJECT DESCRIPTION: Prior Approvals

The site plan has been reviewed concurrently with the Project Plan amendment # 9-04002A and Preliminary Plan # 1-04039A. Therefore, the Planning Board will review all plans concurrently.

ANALYSIS: Conformance to Master Plan

The County Council approved the Silver Spring Central Business District and Vicinity Sector Plan on February 1, 2000. The proposed site plan is within the Ripley/South Silver Spring Overlay Zone that provides for flexibility of development standards to encourage innovative design solutions.

The Sector Plan outlines six themes that articulate the shared goals and vision for a revitalized Silver Spring. Four of these themes – a **Commercial Downtown**; A **Residential Downtown**; A **Green Downtown**; and A **Pedestrian-Friendly Downtown** – apply to this proposed project. The Sector Plan does not specifically identify the proposed project site as a potential housing site. However, the Sector Plan does encourage housing as an important component of the revitalization efforts. This project is being developed under the optional method of development and proposes new opportunities for landscaped public open spaces and streetscape. This project encourages the development of active urban streets by providing building entrances along the streets and easily accessible public spaces as activity generators. This improves the quality of the pedestrian environment by extending the East-West Highway promenade streetscape treatment and other amenities required for optional method projects.

The applicant proposes off-peak, on-street parking spaces on East-West Highway. The Sector Plan specifically endorses the provision of on-street parking for major arterials within the Silver Spring CBD. Staff is supportive of on-street parking for this proposal subject to review and approval by SHA.

Items related to the Sector Plan include:

- A. **Compatibility:** The proposed mixed-use development is adjacent to the Silver Spring Square residential development to the north, the CSX/Metrorail lines to the east and the Blair Mill LLC buildings to the south. The Discovery Communications Creative Technology Center is located across East-West Highway from the proposed development.

The CBD-2 Zone permits a maximum building height of 143 feet under the optional method of development. The Sector Plan recommends a maximum building height of 90' at the street along East-West Highway. The Sector Plan further suggests the building height may step back at a 2:1 (vertical to horizontal) setback envelope to a maximum of 143 feet after the initial 90 feet. The proposed office building facing East-West Highway as proposed is within the prescribed

2:1 setback envelope. The building adjacent to the Metrorail tracks is approximately 143'. The proposed development meets the intent of the Sector Plan in terms of building height and use.

- B. **Silver Spring Wayfinding System:** The Silver Spring Wayfinding Master Plan indicates 3 signs (#209- Type D; #208- Type D and #36-Type C2) proposed along East-West Highway and Blair Mill Road. Staff suggests that the applicant verify the location and type of proposed wayfinding signs with the Silver Spring Regional Center and locate these signs on the plans within the public right-of-way.
- C. **Sector Plan Street Rights-of-Way:** The Sector Plan recommends a street right-of-way of 90 feet for East-West Highway. The applicant proposes to dedicate an additional 15 feet to meet the required right-of-way width.
- D. **Streetscape:** The applicant proposes to improve the East-West Highway streetscape including a promenade treatment consisting of a 10-foot wide brick sidewalk separated from the curb by a street tree panel. The streetscape public amenities for the proposed project are in accordance with the standards of the *Silver Spring Streetscape* technical manual and are required of optional method projects.
- E. **Coordination with the Historic Preservation Commission:** There is no regulatory impediment to removing the former B&O waiting room located on the west side of the tracks across from the historic B&O train station. The pedestrian tunnel under the tracks is considered part of the historic site. Staff agrees with the applicant that closing access to the tunnel will improve pedestrian safety.

Community Outreach:

The applicant has met with various community and historic preservation groups regarding this proposal. These groups have been generally supportive of the first proposal. There have been no comments regarding the amendment Project Plan.

Relationship to the South Silver Spring Pathways Plan:

Montgomery County Department of Housing and Community Affairs has prepared a conceptual Pedestrian Pathways Plan for South Silver Spring. The Pedestrian Pathways Plan consists of a series of pedestrian-oriented linkages routed primarily through the larger blocks typical of South Silver Spring. The pathways most affected by this development proposal are identified as I-A and I-C in Phase 1 of the plan. A briefing was held on May 15, 2003 for the Planning Board on the DHCA Pedestrian Pathways Plan.

Pathway I-A is the proposed Art Alley located between several buildings owned by Blair Mill LLC. The Arts Alley is a private alley being implemented by DHCA that will provide a whimsical space for strolling and sitting as well as showcasing art. The

proposed development will extend the notion of an arts-oriented space from the Arts Alley into the internal street within the project. The applicant, in coordination with DHCA, the Montgomery County Department of Public Works and Transportation (DPWT) and the planning staff, has agreed to design and construct a private street (pathway I-C) located in the space between the proposed development and the existing buildings owned by Blair Mill LLC. The street improvements include a raised crosswalk leading to the Arts Alley (pathway I-A) special paving, ornamental lighting and street trees. Staff encourages an open dialog between the applicant, DHCA and other interested parties as the design of these spaces continues to evolve.

ANALYSIS: Conformance to Development Standards

Zoning Classification:
Method of Development:

CBD-2 (Central Business District, 2.0)
Optional Method (Mixed-Use)

DEVELOPMENT STANDARD	Permitted/ Required	PROPOSED
Gross Tract Area:		
Minus Previous ROW along East West Highway		124,308.8 SF 2.85 Acres
Minus New ROW along East West Highway		6,707.5
Total Gross Tract Deductions:		6,335.9
Net Lot Area	22,000 SF (min)	13,043.4 0.30 Acres
		111,265.4 SF 2.55 Acres
Gross Floor Area (SF)		
Non Residential: Office/Retail (4.0 far max. in mixed use)	497,235 SF	52,832 SF
Residential: (5.0 FAR. Max in mixed use)	621,544 SF	502,567 SF
Total: (5.0 FAR. Max in mixed use)	621,544 SF	555,399 SF
Floor Area Ratio (FAR)	5.0 FAR	4.47 FAR
Dwelling Units	571 units	477 units
MPDU's @12.5% of total units	71 units	60 units
Dwelling Units per Acre	200 units/acre	167 units/acre
Amenities & Facilities		
<i>Public Use Space:</i>		
Minimum Public Use Space (% of Net Lot)	20%	22.5%
Public Use Space Required	22,253 SF	
Public Use Space to be replaced from Innovation Center:	776 SF	
Total Public Use Space Required:	23,029 SF	
Public Use Space Provided:		
Transferred from Silver Spring Square:		0 SF
Provided On Site:		25,084 SF
		SF
Subtotal-Public Use Space Provided:		25,084 SF 0.58 Acres
<i>Amenity Space:</i>		
Amenity Provided Off Site		6,173 SF
Amenity Provided Off Site at Silver Spring Square		6,969 SF
Amenity Provided On Site:		5,228 SF
Total Amenities & Facilities (SF)		43,454 SF
Total Amenities & Facilities (% of Net Lot)		39.1%
Maximum Building Height		
CBD-2 Zone	143 FT	143 FT
Setbacks		
CBD-2 Zone	0 FT	

CBD Discount per Zoning Code 59-E-3.33(a)

Shared Parking Formulas		Ratio	Parking 100% req	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening	Nighttime
Office/New		0.21/1000	0	0	0	0	0	0
Replace Scorecard			75	75	75	75	75	75
Innovation Center:			48	48	5	5	3	3
Amis Teeter Retail	47,785	0.005	239					
Specialty Retail Parking	5,047	0.005	25					
Total Retail Parking			265	159	239	265	265	14
Residential-total:	477							
Residential-MFDUs (12.5%)	60		52					
Residential-Market Rate	417		543					
Total Residential Parking			595					
Total Residential Parking w/ 10% Metro Discount			536	268	536	536	536	536
Totals:			924	550	866	881	879	628

(Peak)

Residential Parking Requirements

		Unit mix	Parking Req	Parking Ratio/unit		
Market Rate Units						
Total Market Rate Units	417					
Ss	54	13%	54	1 spaces/unit		
1s & 1Ds	225	54%	282	1.25 space/unit		
2s	138	33%	207	1.5 spaces/unit		
Total Parking for Market Rate Units		100%	543	spaces		
MFDUs						
Total MFDUs	60					
Ss	8	13%	4	0.5 spaces/unit		
1s & 1Ds	32	54%	39	0.625 spaces/unit		
2s	20	33%	15	0.75 spaces/unit		
Total Parking for MFDUs		100%	52	spaces		
Total Residential Parking Requirement:			595	spaces		

A maximum of 924 parking spaces are proposed, 866 are required.

The Site Plan conforms to the development standards of the CBD-2 Zone.

RECREATION CALCULATIONS:

Recreation Requirements:

	D1 Tots 0-4	D2 Children 5-11	D3 Teens 12-17	D4 Adults 18-64	D5 Seniors 65+	
Hi-Rise	4	4	4	77	46 per	100 units
demand	19.08	19.08	19.08	367.29	219.42 per	477 units
demand minus 10%	17.172					
Supply						
Swimming Pool	1.0494	3.9114	3.9114	91.8225	32.913	
Fitness Facility	0	1.908	1.908	73.458	32.913	
Tot Lot (indoor)	9	2	0	4	1	
Community Space	1.908	2.862	5.724	110.187	87.768	
Pedestrian System	1.908	3.816	3.816	165.2805	98.739	
Picnic /Sitting (off site - Jesup Blair Park)	1	1	1.5	5	2	
Open Plan Area II (off site - Jesup Blair Park)	3	4	4	10	1	
	17.8654	19.4974	20.8594	459.748	256.333	
Off-site Amenity points	4	5	5.5	15	3	
Percent of off-site amenity points (35% maximum)	22.4%	25.6%	26.4%	3.3%	1.2%	

Off-site amenities must be within 1 mile of the site boundary.

Jesup Blair Park is approx. 1500 ft. from the site boundary.

Notes:

The swimming pool will include 2 lap lanes and an area for recreational use. A pool deck will surround the pool.

The fitness facility will be approximately 1400 SF (approximately 500 SF is required) and provide aerobic and weight training areas.

The indoor "tot lot" will be approx. 750 SF (1,00 sf is required outdoors). Due to the urban nature and projected demographics of this project, this should be sufficient area for this use.

The community space will be approximately 2000 SF (2,700 is required) and is sized for an urban environment. It will contain a

conference /dining room, a large multi-purpose room and a catering kitchen.

The project proposes a smaller community space and a larger indoor fitness area than required. Staff recommends the Planning Board consider this adequate for the overall provision of community area on site. With this agreement (and the provision of detailed plans that show the layout of the fitness room) the proposed site plan conforms to recreation guidelines.

FINDINGS: For Site Plan Review

1. *The Site Plan is consistent with Project Plan #9-04002A for the optional method of development as required for this zone.*
2. *The Site Plan meets all of the requirements of the zone in which it is located. See project Data Table above.*
3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

a. Buildings

The arrangement of the interconnected buildings provides a large front open space area adjacent to a major street. This configuration enhances the definition of the open spaces and its place within the improved East-West Highway streetscape. The placement of the open spaces opposite M-NCPPC's Acorn Park, and the building placement is aligned with the Discovery Channel.com building, further accentuating the open space created along East West Highway. Finally, the building placement also enhances the preserved façade of the Canada Dry bottling plant – the building materials and design are reminiscent of the adjacent historic façade.

The “hidden” parking garage, both under the useable space and integrated into the upper levels of the building creates a high level of efficiency for the building and convenience for commercial and residential users.

The building creates a simple separation of commercial and residential uses at the front plaza, by stepping back the residential floors immediately above the entry to the grocery store. Massing the parking garage along the railroad tracks to the east places a “noise insensitive use” adjacent to a “noise generator” and reduces the noise impacts to project residents. Placing building over the Internal Street creates an efficient circulation system and a compelling pedestrian “bridge.” The location of the building, the resultant alignment of the Internal Street and the walks in the amenity areas enhance the presence of the Arts Walk in a significant way.

b. Open Spaces

The open spaces of the project are rich and varied within the site. They create wooded bosques, quiet places for retreat, open lawn areas, outdoor dining rooms and they create revealing views of historic architecture. The open spaces are enhanced with sculptural pieces that accentuate their welcoming ambiance—living room furniture. The sculpture is designed with motifs and forms that are evocative of the preserved Canada Dry façade and its era.

The opens spaces are well sized for pedestrian movement and congregation. They provide a variety of paths for multiple trips within the plaza areas. The grocery store entry needs to be fully integrated into the pedestrian and open space systems. The entry (at both levels) and the lighting into the store needs to be further detailed to show their connection, legibility and function with the adjacent open spaces. The fully developed lighting plan, to be reviewed further, will create safe and inviting spaces for day and evening use with light levels that conform to IESNA guidelines.

Storm water management is provided with on-site channel protection measures via underground storage and on-site water quality control using green roof technology and /or "Storm Filters." It is significant that this developer is providing an option to possibly utilize "Green Roofs" for their storm water management – it is a highly desirable environmental alternative, especially within a CBD.

Significant noise impact affecting residents adjacent to the railroad tracks will be mitigated to acceptable levels by acoustical treatment of the windows and building façade. A preliminary noise study has been submitted to staff and the final proposal will be ready with signature set review. After construction the applicant will present a noise study to staff verifying compliance with the requirements.

c. Landscaping and Lighting

The landscaping on site will provide a variety of treatments for the open space areas – shade, accent, enclosure of open spaces and screening. The final plant design for each area is under review, the intent is well articulated in the plans to date. The lawn panels and the high quality paving materials and design will accentuate the ground plane of the outdoor amenity areas – highlighting the spatial definition of each outdoor "room." The proposal needs to identify the depth of soil in the outdoor areas to assure there is adequate root space over the subsurface parking garage. The above ground transformers within the Silver Spring Square site will be screened with shrubs to minimize views of the transformers.

d. Recreation

Recreation demand is satisfied as shown in the recreation calculations table and conditioned. The project proposes a smaller community space and a larger indoor fitness area than required. This is an adequate overall provision of community area on site. With Planning Board agreement (and the provision of detailed plans that show the layout of the fitness room) the proposed site plan conforms to recreation guidelines.

e. Vehicular and Pedestrian Circulation

The internal street pattern and the three intersections with adjacent streets are in accordance with the approved Preliminary Plan. The layout provides for an efficient interconnected on-site system that moves traffic only where it needs to go – residential parking is accessed from one street and grocery store parking is from another street. The New Mixed Street with its highly detailed paving, street trees, street lights and raised intersection at the connection to the Arts Walk and the Internal Street provide an attractive inter-block connection and welcoming entry to SSIC as well. Additional review of the circulation patterns for vehicles using the loading dock and the façade treatment of that area will insure compatibility with the adjacent land uses. Additional review of the building materials for the pedestrian “bridge” at the Internal Street will strive to achieve the optimal pedestrian experience of sufficient scale.

The pedestrian system is continuous within the project and has highly desirable linkages to adjacent properties. The streetscape along East-West Highway will link to adjacent streetscapes to create a continuous and safe pedestrian path.

The applicant shall enter into a Traffic Mitigation Agreement with the Planning board and the MCDPWT to participate in the Silver Spring Transportation Management Organization.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The design, massing and density of the building are compatible with similar adjacent CBD development. The placement of the parking garage adjacent to train tracks is compatible with the adjacent development as described above. The façade treatment must be developed to create a more finished façade as viewed from many adjacent properties.

The proposed north side of the parking garage adjacent the Silver Spring Square project and the interior roof of the “U” shaped building over the parking deck need additional treatment of the building edge or roof to buffer lighting and garage operations from residents. The building materials and the light fixtures will need to be selected to provide a buffer. The treatment of the loading dock area needs a similar treatment to be compatible with area businesses and their entry.

As conditioned, the activity associated with the proposed retail, residential use and amenity will not cause any negative effect on adjacent retail, residential and amenity uses.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The Forest Conservation Plan was approved on September 2, 2004; all afforestation requirements are met on site through the use of tree canopy – 1.14 acres.

Attachments:

1. DPS June 14, 2004
2. Art Panel comments September 15, 2004
3. MPI letter September 10, 2004
4. Transportation Planning, September 7, 2004
5. Community Based Planning, September 3, 2004
6. Related approvals for off site amenity areas and right-of-way assignment September 3-14, 2004
7. Blair Mill Abandonment County Council Resolution April 8, 2004