

PROJECT DESCRIPTION: Prior Approvals

The site plan will be reviewed concurrently with the Project Plan amendment # 9-04002A and Preliminary Plan # 1-04039A. Therefore, the Planning Board will review all plans concurrently. See Project Plan #9-04002A for detailed explanation of Prior Approvals.

ANALYSIS: Conformance to Master Plan

SECTOR PLAN CONFORMANCE:

The approved CBD Sector Plan recommends the CBD-2 zoning for this site, which was applied through the Sectional Map Amendment (SMA), adopted July 18, 2000 per County Council Resolution 14-600. The property is within the Ripley/South Silver Spring Overlay Zone that provides for flexibility of development standards to encourage innovative design solutions. Refer to the preceding development chart for conformance to the zone.

Sector Plan Themes

The Silver Spring Central Business District and Vicinity Sector Plan approved by the County Council on February 1, 2000, outlines six themes, which 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 street with 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 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'. Staff feels that the proposed development meets the intent of the Sector Plan for building height.

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 their portion of 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 and the applicant agree that closing access to the tunnel will improve pedestrian safety.

F. 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.

G. 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

Silver Spring Gateway

Zoning Analysis

Zoning Classification:
Method of Development:

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

DEVELOPMENT STANDARD	Permitted/ Required	PROPOSED
Gross Tract Area:		116,837.0 SF 2.68 Acre
Minus Previous ROW along East West Highway		0.0
Minus New ROW along East West Highway		5,563.0
Total Gross Tract Deductions:		5,563.0 0.13 Acre
Net Lot Area	22,000 SF (min)	111,274.0 SF 2.55 Acre
Gross Floor Area (SF)		
Non Residential: Retail (4.0 far max. in mixed use)	467,348 SF	53,027 SF
Residential: (5.0 FAR. Max in mixed use)	584,185 SF	491,665 SF
Total: (5.0 FAR. Max in mixed use)	584,185 SF	544,692 SF
Floor Area Ratio (FAR)	5.0 FAR	4.66 FAR
Dwelling Units	536 units	468 units
MPDU's (12.5% of total units)		59 units
Dwelling Units per Acre	200 units/acre	174 units/acre
Amenities & Facilities		
<i>Public Use Space:</i>		
Minimum Public Use Space (% of Net Lot)	20%	22.0%
Public Use Space Required	22,255 SF	
Public Use Space to be replaced from Innovation Center:	1,255 SF	
Total Public Use Space Required:	23,510 SF	
Public Use Space Provided:		
Transferred from Silver Spring Square:		0 SF
Provided On Site:		24,506 SF
Subtotal-Public Use Space Provided:		24,506 SF 0.56 Acre
<i>Amenity Space:</i>		
Amenity Provided Off Site		8,775 SF
Amenity Provided Off Site at Silver Spring Square		6,969 SF
Off Site Amenity Space (% of Net Lot)		14.1%
Amenity Provided On Site:		5,258 SF 4.7%
Total Amenities & Facilities (SF)		45,508 SF 1.04 Acre
Total Amenities & Facilities (% of Net Lot)		40.9%
Maximum Building Height		
CBD-2 Zone	143 FT	142.5' FT
Setbacks		
CBD-2 Zone	0 FT	

Silver Spring Gateway
 Shared Parking Analysis:

Updated: 02.24.05

Shared Parking Requirement Worksheet

Montgomery County Zoning Requirements

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	Nighttim
Office/New:	0	2.1/1000	0	0	0	0	0	
Innovation Center:			48	48	5	5	3	
Grocery	47,839	0.005	239					
Speciality Retail Parking:	5,188	0.005	26					
Total Retail Parking			266	160	240	266	266	
Residential-total:	468							
Residential-MPDU's (12.5%)	59		39					
Residential-Market Rate	409		533					
Total Residential Parking:			573					
Total Residential Parking w/ 10% Metro Discount			516	258	516	516	516	5
Totals:			830	466	761	787	785	5

(Peak)

TOTAL PARKING REQUIRED

787 SPACES

TOTAL PARKING PROVIDED

810 SPACES

MIN. SURPLUS PARKING

23 SPACES

Residential Parking Requirements:						
		Unit mix	Parking Req.	Parking Ratio/unit		
Market Rate Units						
Total Market Rate Units	409					
S's	53	13%	53	1	spaces/unit	
1's & 1D's	221	54%	277	1.25	space/unit	
2's	135	33%	203	1.5	spaces/unit	
Total Parking for Market Rate Units	100%		533		spaces	
MPDU's						
Total MPDU's	59					
S's	8	13%	4	0.5	spaces/unit	
1's & 1D's	32	54%	20	0.625	spaces/unit	
2's	19	33%	15	0.75	spaces/unit	
Total Parking for MPDU's	100%		39		spaces	
Total Residential Parking Requirement:			572		spaces	

A maximum of 810 parking spaces are proposed, 787 are required with the mixed use parking facility calculations.

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 10 r 0 units
Demand	19.08	19.08	19.08	367.29	219.42	per 47 r 7 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	5	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	
% 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 aprox. 1500 ft. from the site boundary.

Notes:

1. Swimming pool will include 2 lap lanes and an area for recreational use. A pool deck will surround the pool.
2. The fitness facility will be approximately 1400 SF (approximately 500 SF is required) and provide aerobic and weight training areas.
3. The indoor "tot lot" will be aprox. 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.

4. 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 and does not yet accurately discount the off site recreation areas. With an amended table, staff recommends the Planning Board consider this adequate for the overall provision of community area on site. With the provision of a revised table and plans that shows 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 the building over the Internal Street still allows an efficient circulation system and a creates 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.

The parking garage needs to be screened and buffered to adjacent land uses – the Silver Spring Square condominiums and internally, to the adjacent units above the parking garage. The façade of the parking deck needs to be integrated into the design of the building as a whole through the use of color and type of building material. The screening of the top of the parking garage makes the adjacent units more liveable. Finally, the removal of the transformer from the New Mixed Street will allow that street to be more safely used with higher visibility for pedestrian

and vehicular operations and the appearance will be improved and the site can remain as an on site amenity area.

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.” The developer is providing an option to possibly utilize “Green Roofs” for their storm water management.

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

A table showing the revised recreation supply show conformance to the recreation guidelines. The project proposes a smaller community space and a larger indoor fitness area than required. This is an adequate tradeoff for the 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. The above ground transformer must be removed to make this finding. 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 with light materials of glass and metal and without an opaque overhead bridge.

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 façade of the parking garage adjacent the Silver Spring Square project and the roof over the parking deck are required to provide to buffer lighting and

garage operations from residents and create compatibility for on and off site residents. The building materials and the light fixtures will need to be selected to create that buffer. The treatment of the loading dock area needs a similar treatment to be compatible with area businesses and their entry. Finally the removal of the above grade transformer on New Mixed street is critical to have that street function as an amenity area, provide for safe vehicular and pedestrian passage and to allow for street trees to provide the appropriate scale of the building.

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
7. Blair Mill Abandonment County Council Resolution April 8, 2004