

## BINDING ELEMENTS OF LMA

- The Applicant commits that the use of the Property will be limited to multi-family residential units and ancillary uses and amenities (parking garage, surface parking spaces, drive aisles, green area, children's play area).
- The Applicant commits that the maximum building height on the Property will be 140 feet, but that the maximum building height of the proposed new building will not exceed 98 feet.
- The Applicant commits that the number of multi-family residential units on the Property will not exceed 217 (141 existing and 76 new units proposed).

## GENERAL NOTES

Site Area: 143,348 sq. ft. or 3.29 Acres  
Zone: R-H

- This site is located on Tax Map JP61 and WSSC grid 211NE01, and identified as Parcel N935 with Tax ID number 00975711. Street address is 8860 Piney Branch Drive.
- Fieldwork for Boundary information, and Topography information – 2' contours, was conducted on 11/15/2019 by Charles P. Johnson & Associates.
- Soils information was obtained from [www.websoilsurvey.nrcs.usda.gov](http://www.websoilsurvey.nrcs.usda.gov) on June 10, 2020.
- The site is located within the Northwest Branch of the Anacostia River watershed.
- The site is not located in a FEMA Flood zone.
- The site contains no Special Protection (SPA) or Primary Management (PMA) areas.
- No Historic sites are located within or adjacent to this property.
- No Rare or Threatened Species, Critical Habitats were observed on this property verified by the Maryland DNR.
- There are steep slopes located on-site.
- The site contains a small portion of forest along the east property line according to MCATLAS.
- There are no significant views or vistas located on this site.
- This site is located on tax map JP61.
- This site is located on WSC 200 sheet 211NE01.
- This site is located in Election District 20.
- WSSC service categories: S-1, W-1.
- Site is to be serviced by public water and sewer systems.
- Legal descriptions
- Parcel No. Tax ID Liber/Folio Address
- 935 00975711 57142/231 8860 Piney Branch Road
- Soil type is 1C as shown on the Natural Resources Conservation Service website.
- Utility Companies
- Electric: Pepco
- Telephone: Verizon
- Gas: Washington Gas
- CATV: Comcast
- Water/Sewer: WSSC
- Stormwater management to be provided on-site to meet the ESD requirements to the MEP.
- Disturbed area = TBD
- Topography and boundary by Charles P. Johnson and Associates, January 2020

## SITE CONSTRUCTION NOTES:

Demolition Plan— Demolition of the existing 2-story parking structure will use sound practices for removing and disposing of materials and any hazardous waste encountered. The existing play area equipment will be salvaged and reinstalled at a new location on-site.

Site Work— All site work will follow Maryland Department of the Environment (MDE) 2011 Standards for Soil Erosion and Sediment Control during construction, limiting area of disturbance to immediate work area. Site work at building pad, parking areas, and storm water structures will be completed with the approval and direction of the geotechnical engineer. Access to site will be limited when vehicle and construction activity environmentally degrade the site.

Landscaping— All new plantings will utilize at least 50% native plantings. Project will select native, highly suitable, drought / disease tolerant plantings that are suitable for the project soil and microclimate. Where possible, all existing large trees will be protected and preserved on the site during construction.

DATA TABLE	
Zoning	R-H
Ex. Water/Sewer Categories	W-1/S-1
Method of SWM	Environmental Site Design
Watershed	Northwest Branch
Topographical Information from	Charles P. Johnson & Associates
Contour Interval	2 Foot
Boundary Information from	Charles P. Johnson & Associates
Maryland State Grid Datum Used	NAD 83/91
Tax Map Reference	JP61
WSSC Base Map	211NE01
Areas	
Area of R-H	150,087 SF (3.44 Acres)
Gross Tract Area	150,087 SF (3.44 Acres)
Previous Street Dedication (Piney Branch)	6,740 SF
Proposed Street Dedication	None
Net Tract Area	143,347 SF (3.29 Acres)
100 Year Floodplain	None
Stream Valley Buffer	None
Wetlands	None

PUBLIC BENEFIT POINTS				
CATEGORY	SUB-CATEGORY	POSSIBLE POINTS	PROPOSED POINTS	
Transit Proximity - Section 4.7.3.B	Level 2 - Transit Proximity	20	10	
Quality Building & Site Design- Section 4.7.3.E	Structured Parking	20	14***	
Affordable Housing- Section 4.7.3.D	Moderately Priced Dwelling Units	No Limit*	30**	
TOTAL POINTS REQUIRED: 50 (CRT Zone)				
TOTAL POINTS PROPOSED			54	

\* Pursuant to the approved October 2015 Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines, the number of public benefits points available for providing more than 12.5% of residential units as MPDUs as required under Chapter 25 of the Montgomery County Code is not limited. 12 points are to be granted for every 1% of MPDUs greater than 12.5%, and any fraction of a 1 percent increase in MPDUs entitles the Applicant to an equal fraction of 12 points.

\*\* The Project is providing a minimum of 15% MPDUs and, therefore, qualifies for 30 points based on the following formula: (15% - 12.5%) \* 12 = 30 points.

\*\*\* The Project is providing 90 structured parking spaces. (120/130)\*10 + (20/90)\*20 = 14 points

NOTE: - The Public Benefit Point categories, specific number of points, and the manner in which this requirement will be satisfied will be refined and finalized at the time of Sketch/Site Plan applications, and is only illustrative at this time.

DEVELOPMENT STANDARDS				
	Existing Zoning (R-H) ****		Proposed Zoning (CRF-1.6, C-0, R-1.6, H-140)	
	Required/Allowed	Existing	Required/Allowed	Proposed
Gross Tract Area	150,087 SF	150,087 SF	150,087 SF	150,087 SF
Prior Dedication	6,740 SF	6,740 SF	6,740 SF	6,740 SF
Proposed Dedication	0	0	0	0
Site Area	143,347 SF	143,347 SF	143,347 SF	143,347 SF
Public Open Space	55% min. (may be reduced to 35% to accommodate workforce housing)	Unknown	5% (7168 SF)	5% (7168 SF)
Maximum Building Height	None	135'	35'	140' ***
Lot Area per Dwelling Unit or FAR (PAR = GFA/ Tract Area)	7.6% Lot Coverage 1,000 SF / DU	More than 11% Lot Coverage 1,400 SF / DU	Max 1.75 FAR C-0.5 FAR R-1.5 FAR **** R-0.95 FAR Existing	Max 1.75 FAR C-0.5 FAR R-1.5 FAR R-1.6 FAR **
Moderately Priced Dwelling Units			12.50%	15%**
GFA Used in FAR Calculation		143,256 GFA		237,737 GFA
Vehicle Parking				
Residential	Min. 1 SP/Unit; Max 1 SP/STUDIO; 1.25 SP/1BR; 1.5 SP/2BR; 2 SP/3BR MPDU & Workforce Housing: 0.5 SP/DU		Min. 1 SP/Unit; Max 1 SP/STUDIO; 1.25 SP/1BR; 1.5 SP/2BR; 2 SP/3BR MPDU & Workforce Housing: 0.5 SP/DU	
Motorcycle Parking	71 Spaces (141 Existing DU * 5 SP/DU)	224 Spaces (47 1BR, 46 2BR, 48 3BR)	210 SP	216 SP
Bicycle Parking	Min. 0.5 SP/Unit; Max 100 SP (95% Long Term)	Unknown	Min. 2% of total parking spaces	5
Minimum Building Setbacks	30' Height: F-30' / 5-10' min (30' both) / R-30'	Varies	Min. 0.5 SP/Unit; Max 100 SP (95% Long Term)	100 SP
			Min. Principal Big Setback: F-0' / 5-10' / R-30'	Min. F-0' / 5-10' / R-30'

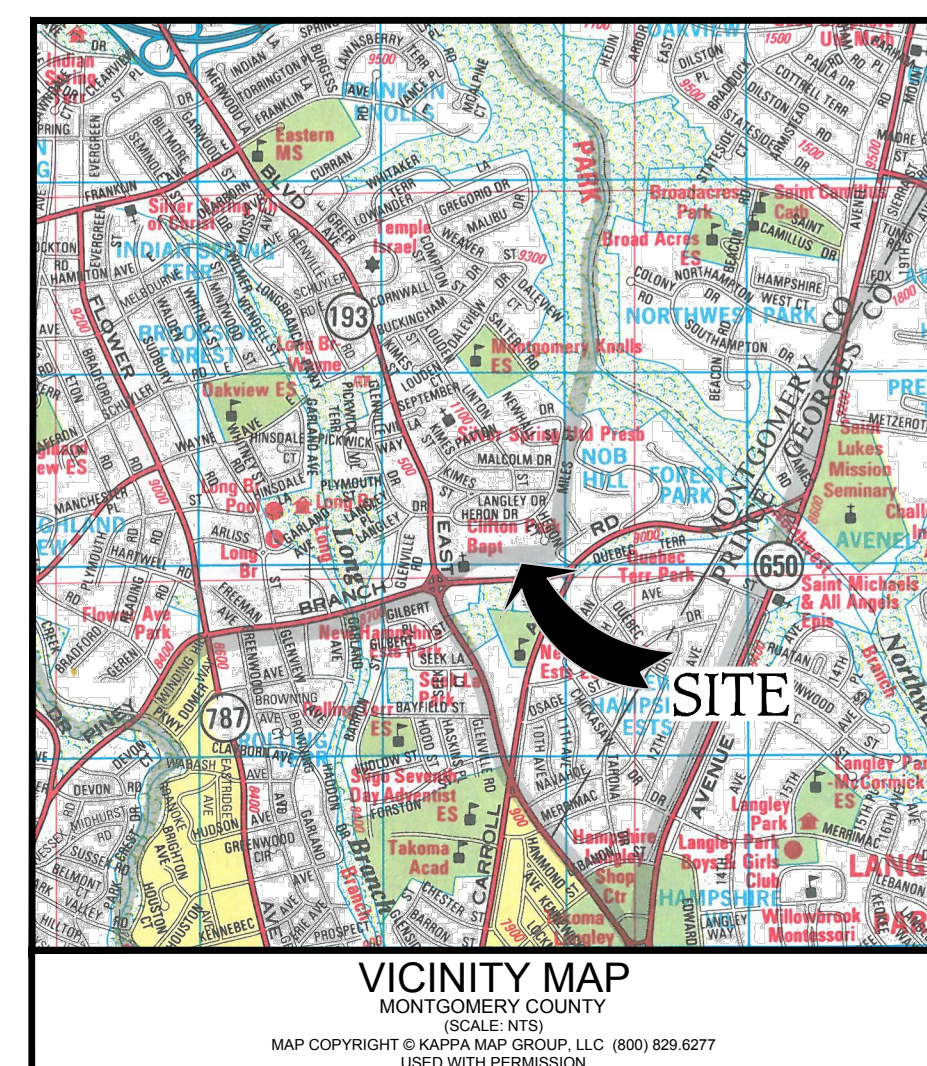
\* Add 1' of setback per each additional 1' of height over 30 feet per Zoning Ordinance section number (59-4.1.8.A).

\*\* BONUS DENSITY: Because the project is entirely affordable housing, if bonus density were calculated on the basis of 100% affordable units, per Section 59-4.5.2.C.2.a (30% plus 0.1% for each 0.1% increase in MPDUs above 20%), it would allow the project an additional 8.45 FAR. However, 15% MPDUs are proposed for the project which per Section 59-4.5.2.C.1.a (0.88% for each 0.1% increase in MPDUs above 12.5%, up to and including 15%), would allow for an additional 2.2 FAR (88 X 2.5). However, only an additional 0.1 FAR is proposed, for a total residential density of 1.6 FAR.

\*\*\* Maximum building height on the property is 140 feet, but proposed height of the new building not to exceed 98 feet.

\*\*\*\* 141 \* 1.016 = 143,256 SF; 143,256 GFA/150,087 GFA = 0.95 FAR

\*\*\*\*\* R-H was not included as pre-existing Euclidean Zone therefore staff and applicant utilized R-30 as an equivalent based on existing density.



LEGEND	
	EX SIGNAL POLE
	EX MANHOLE
	EX STORM DRAIN MANHOLE
	EX UTILITY POLE
	EX GUY WIRE
	EX LIGHT
	EX SIGN
	EX FIRE HYDRANT
	EX PROPERTY LINE
	EX EASEMENT LINE
	EX METAL FENCE
	EX WOOD FENCE
	EX OVER HEAD WIRE
	LIMITS OF CONSTRUCTION
	EX CONCRETE CURB
	PROPOSED CONCRETE CURB
	PROPOSED RETAINING WALL
	EXISTING CRITICAL ROOT ZONE
	SIGNIFICANT TREE TO BE REMOVED
	EXISTING BUILDING
	PROPOSED BUILDING
	PROPOSED BIO-RETENTION AREA
	PROPOSED ASPHALT PAVING (MIN. 5" ASPHALT OVER 8" ROCK)
	PROPOSED VEHICLE LOADED CONCRETE PAVING
	PROPOSED CONCRETE PAVING
	PROPOSED PLAY AREA SURFACING
	ADA ACCESS ROUTE
	BUILDING HEIGHT MEASUREMENT

## LANDSCAPE ARCHITECT CERTIFICATE

I HEREBY CERTIFY THAT THE INFORMATION SHOWN HEREON IS CORRECT AND TAKEN FROM AVAILABLE PLANS AND RECORDS.

MICHAEL J. LOE  
REGISTERED LANDSCAPE ARCHITECT  
MD #3927  
EXPIRES: 3/16/2021

DATE Seal not valid without signature

## FLOATING ZONE CONCEPT PLAN

PARK MONTGOMERY  
FIFTH (5TH) DISTRICT  
MONTGOMERY COUNTY, MD

**CPJ** Charles P. Johnson & Associates, Inc.  
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors  
1751 Elton Rd., Suite 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394  
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: Entropic Community Development, Inc.  
675 Hollins Street, Suite 200  
Baltimore, MD 21201

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WSSC GRID: 211NE01  
TAX MAP: JP61  
DESIGN: MML  
DRAFT: MML  
DATE: July 2020  
SCALE: 1" = 30'-0"  
FILE NO.: 00-000-00

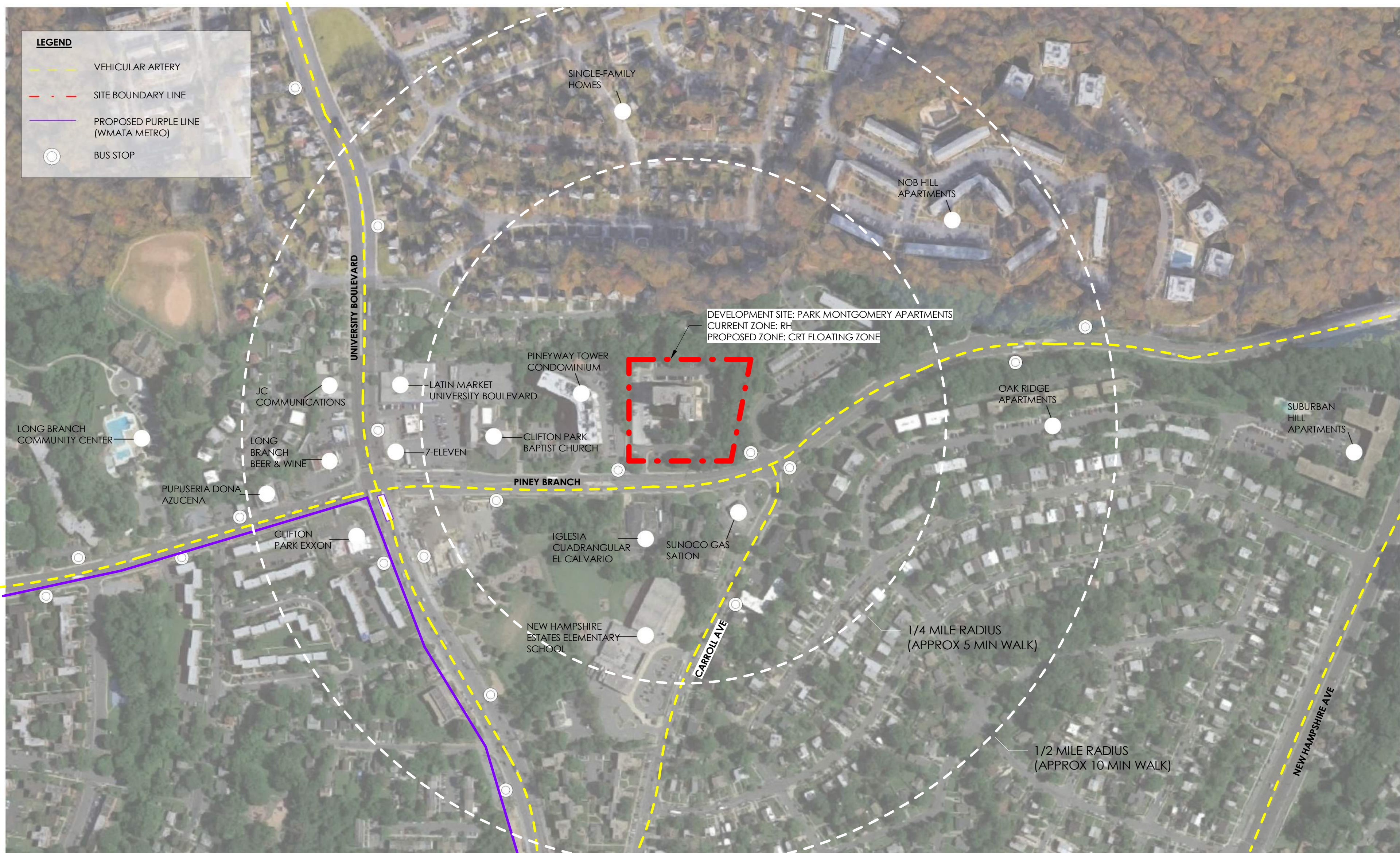
NOTE:  
FLOATING ZONE PLAN IS SCHEMATIC AND BUILDING LOCATION COULD SHIFT DURING SKETCH AND SITE PLAN DEVELOPMENT.

## NOTES:

- WE WILL PROVIDE STREETScape IMPROVEMENTS PER THE 2013 LONG BRANCH SECTOR PLAN AND 2018 BIKEWAY MASTER PLAN, TO BE DETERMINED AT THE TIME OF SKETCH/SITE PLAN.
- BICYCLE FACILITIES TO BE PROVIDED AND DESIGN TO BE FINALIZED AT SKETCH/SITE PLAN IN COORDINATION WITH APPROPRIATE COUNTY AGENCIES.

GRAPHIC SCALE  
30 0 15 30 60  
SCALE: 1" = 30'

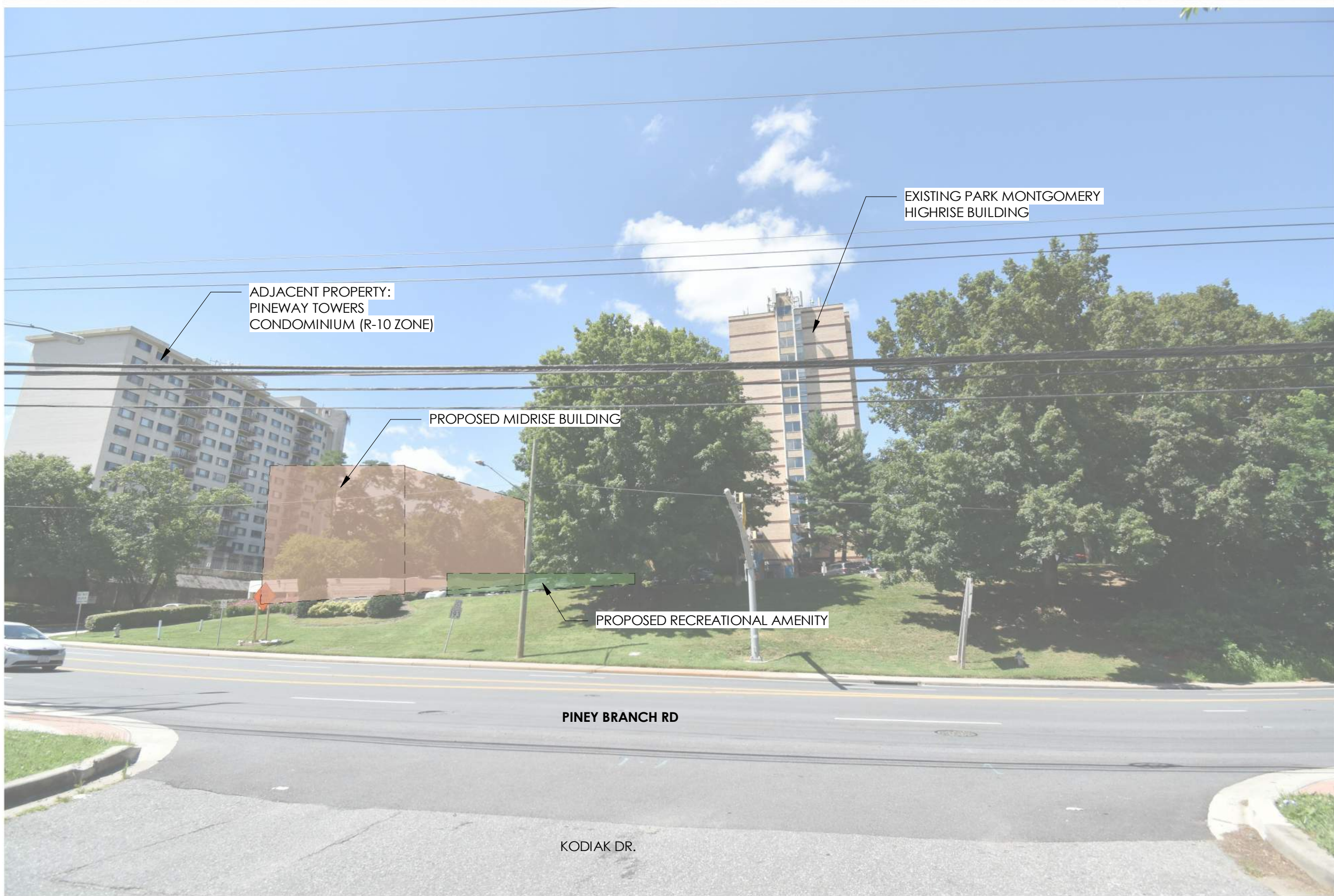




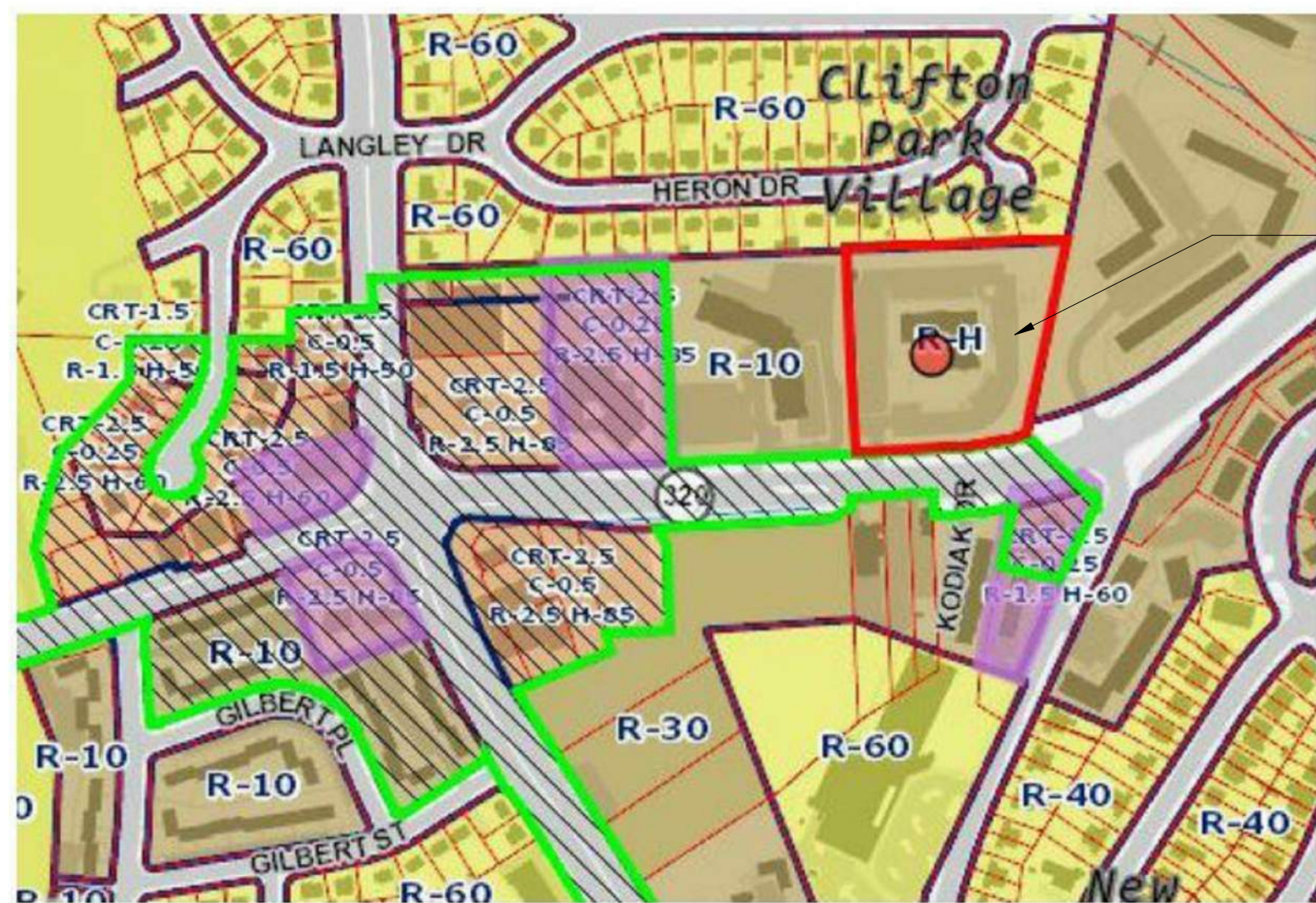
3 SITE MAP - NEIGHBORHOOD  
1:200



4 SITE MAP - BLOCK  
1:100



1 SITE PHOTOS - PINEY BRANCH ROAD  
NTS



2 MONTGOMERY COUNTY ZONING MAP  
NTS

**NOTE:** Architectural exhibits are conceptual and for illustrative purposes only. Massing and architecture will not be formally reviewed and finalized until the time of Site Plan application and may evolve up until that time. Unit types and square footages reflected are also conceptual and for illustrative purposes only, and will be finalized at the time of Site Plan.

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I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED ARCHITECT IN THE STATE OF MARYLAND, LICENSE NUMBER 16486, EXPIRATION DATE 03/09/2019

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architecture & urban design

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Tel: 202-750-6717  
www.sotoplnc.com

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Development, Inc.  
875 Hollins Street, Suite 202  
Baltimore MD 21201

**PARK  
MONTGOMERY  
APARTMENTS**  
8860 PINEY BRANCH RD  
SILVER SPRING, MD 20903

**SITE MAP &  
ZONING**

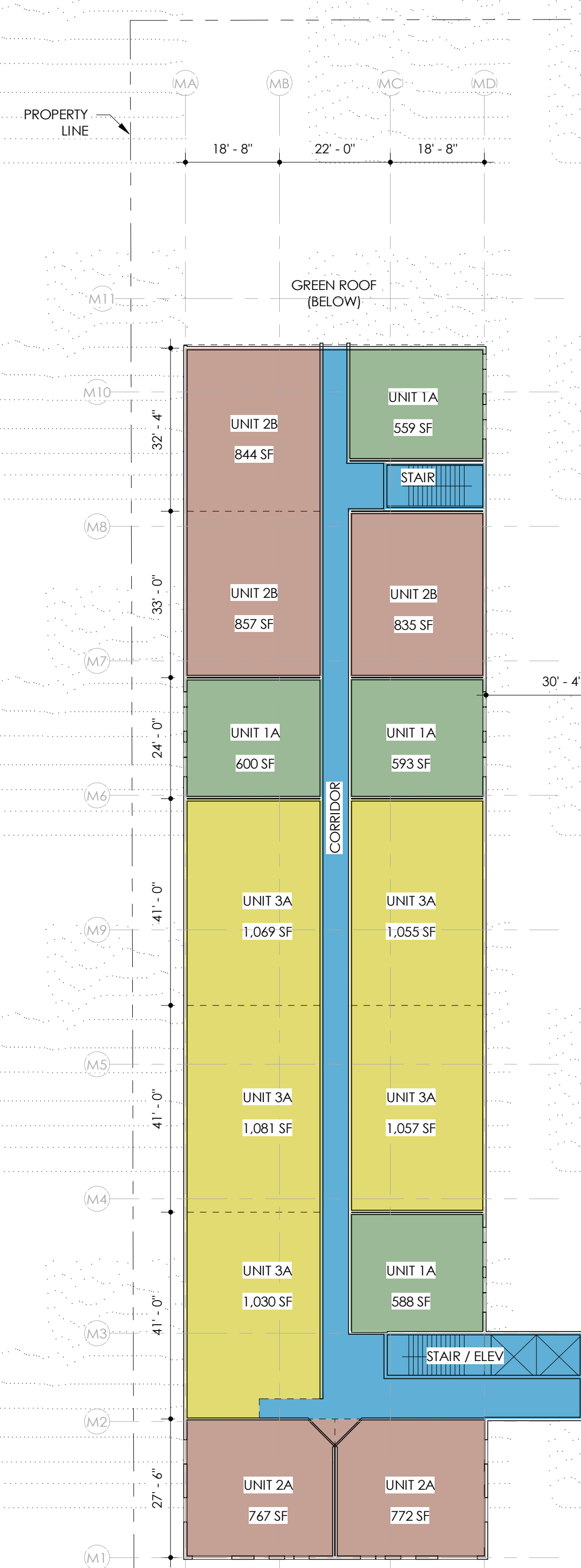
DATE	REVISION	#

**A-00**

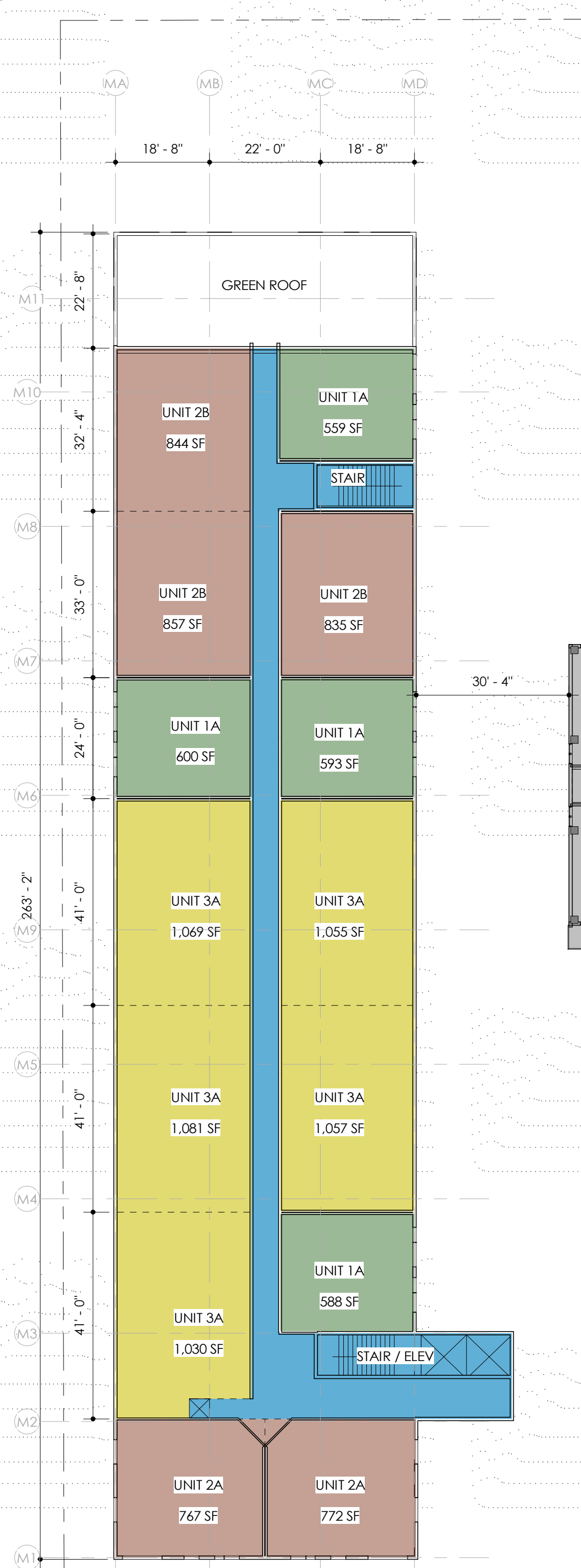
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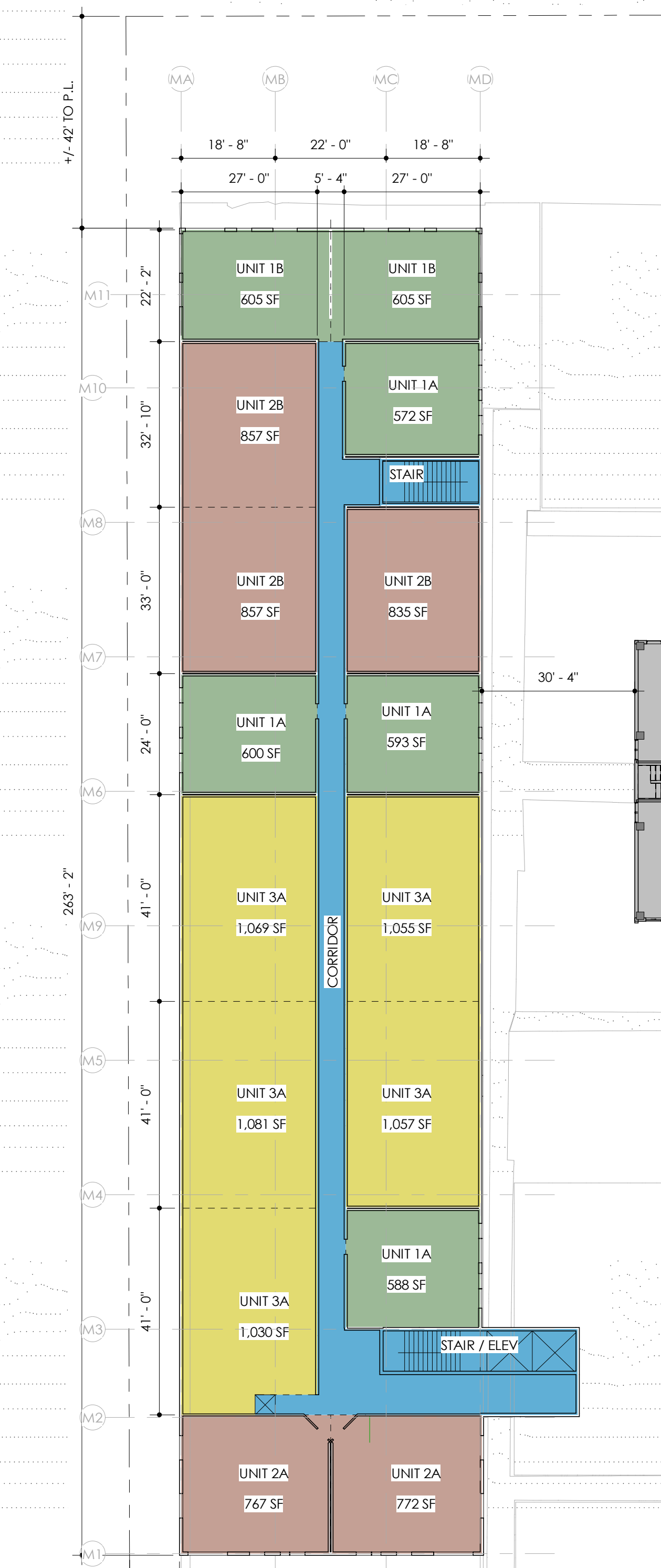




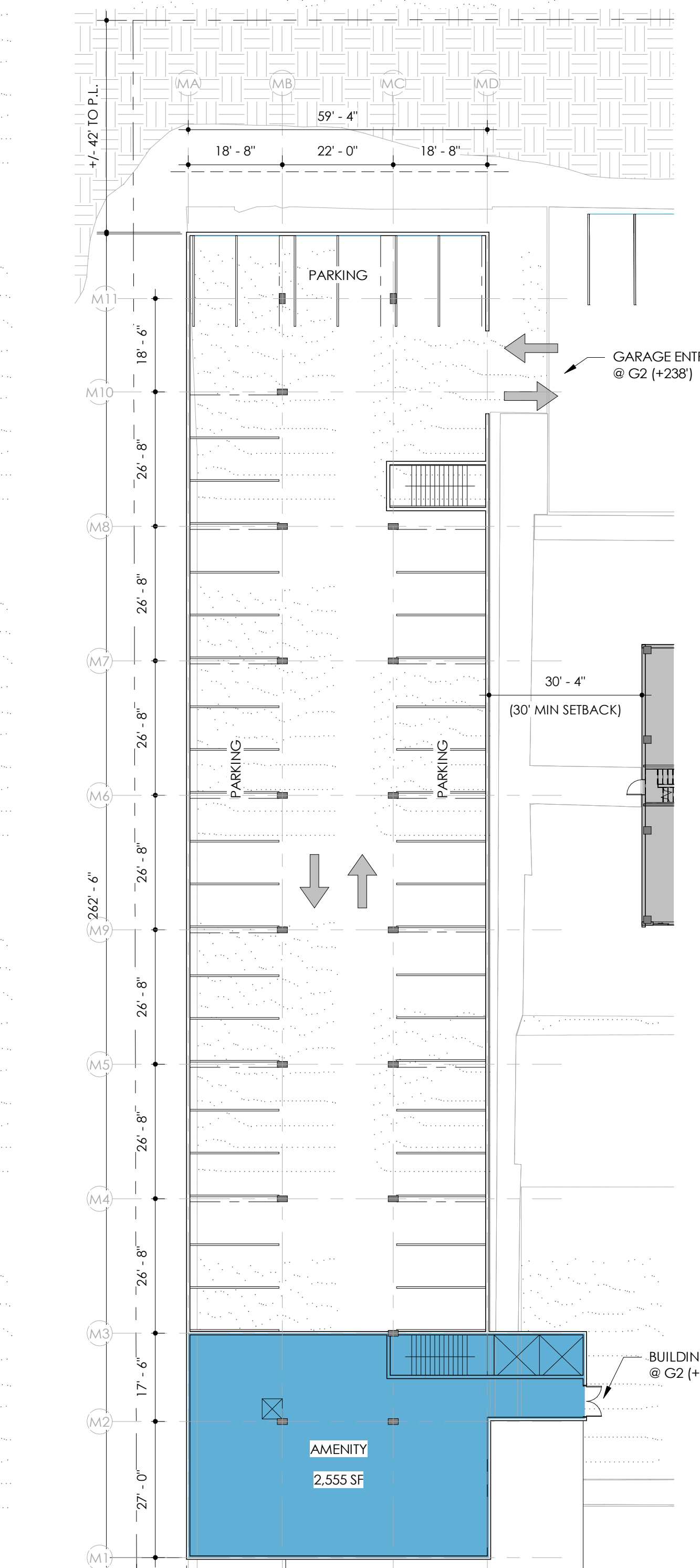
5 MIDRISE PLAN - LEVEL 5  
1" = 20'-0"



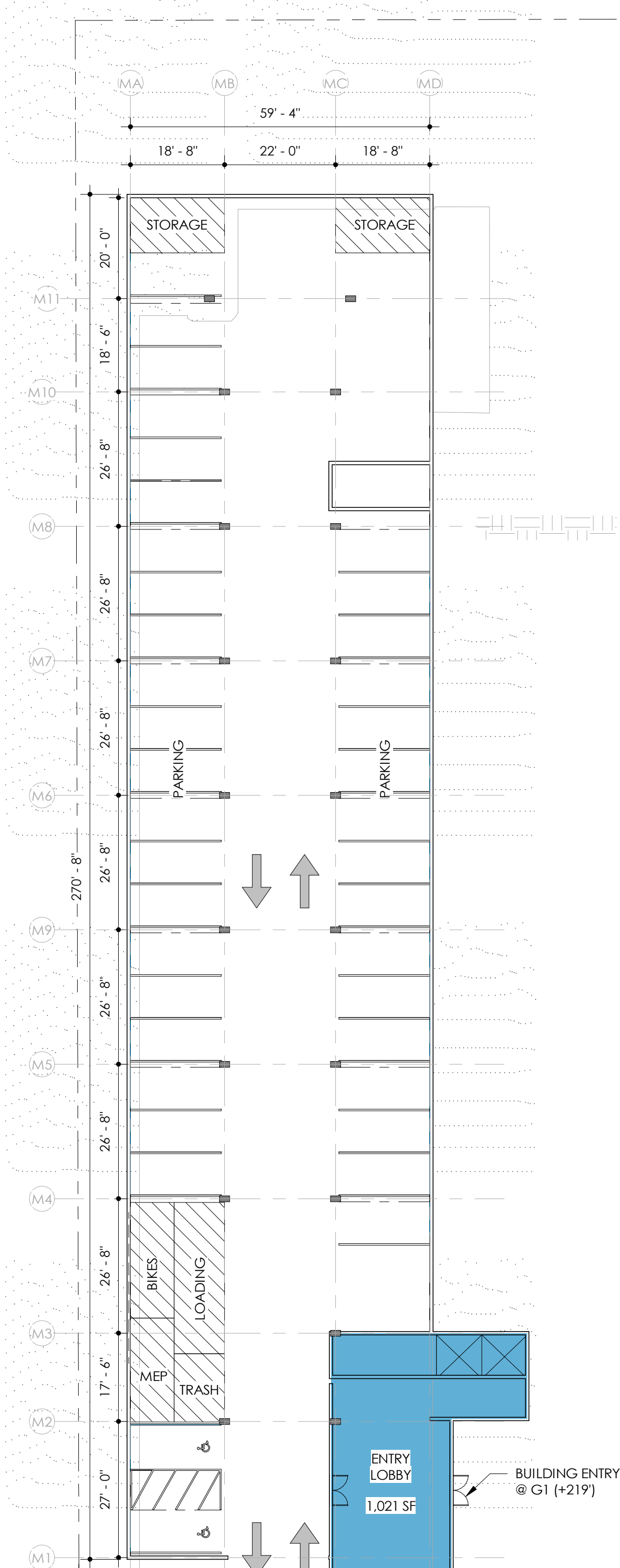
4 MIDRISE PLAN - LEVEL 4  
1" = 20'-0"



3 MIDRISE PLAN - LEVEL 1-3  
1" = 20'-0"



2 MIDRISE PLAN - LEVEL G2  
1" = 20'-0"



1 MIDRISE PLAN - LEVEL G1  
1" = 20'-0"

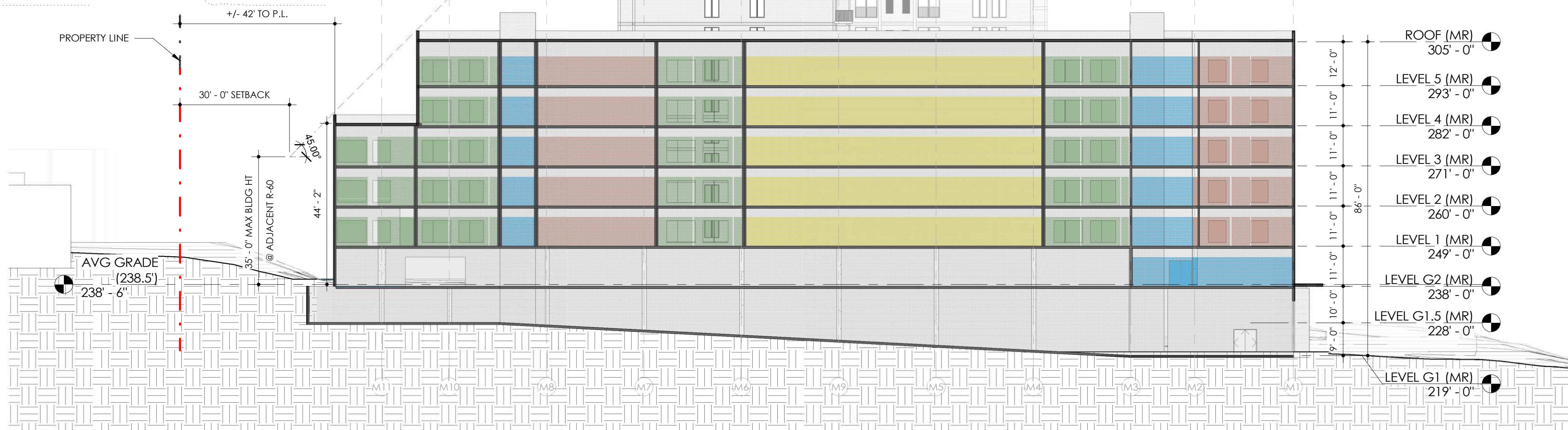
MIDRISE - PROPOSED UNITS (BY TYPE)				
UNIT TYPE	UNIT NAME	QUANTITY	UNIT TYPE GSF	UNIT RATIO PER BED-UNIT TYPE
1-BED	UNIT 1A	20	11740	34.21%
1-BED	UNIT 1B	6	3666	34.21%
1-BED: 26			15406	
2-BED	UNIT 2A	10	7693	32.89%
2-BED	UNIT 2B	15	12716	32.89%
2-BED: 25			20409	
3-BED	UNIT 3A	25	26456	32.89%
3-BED: 25			26456	
TOTAL PROPOSED UNITS: 76			62272	

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- Refer to civil drawings for GFA and additional site metrics.
- Note, GFA does not include "cellars" as shown in existing highrise. 75% of Level 1 at existing highrise is assumed to be "cellar" as defined in Section 1.4.2.
- Note, Parking does not count toward GFA in proposed midrise. Refer to civil drawings for additional parking information.
- All square footages and unit counts are approximate estimates and subject to change with plan refinements.
- Existing Building shown for reference only (A-03). No changes to existing highrise are proposed as part of this zoning application.

UNIT LEGEND

- 1-BED
- 2-BED
- 3-BED
- COMMON SPACE



6 MIDRISE - BLDG SECTION - NORTH SOUTH  
1" = 20'-0"

PROFESSIONAL CERTIFICATION

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PROPOSED  
MIDRISE  
BUILDING

DATE	REVISION	#

A-01

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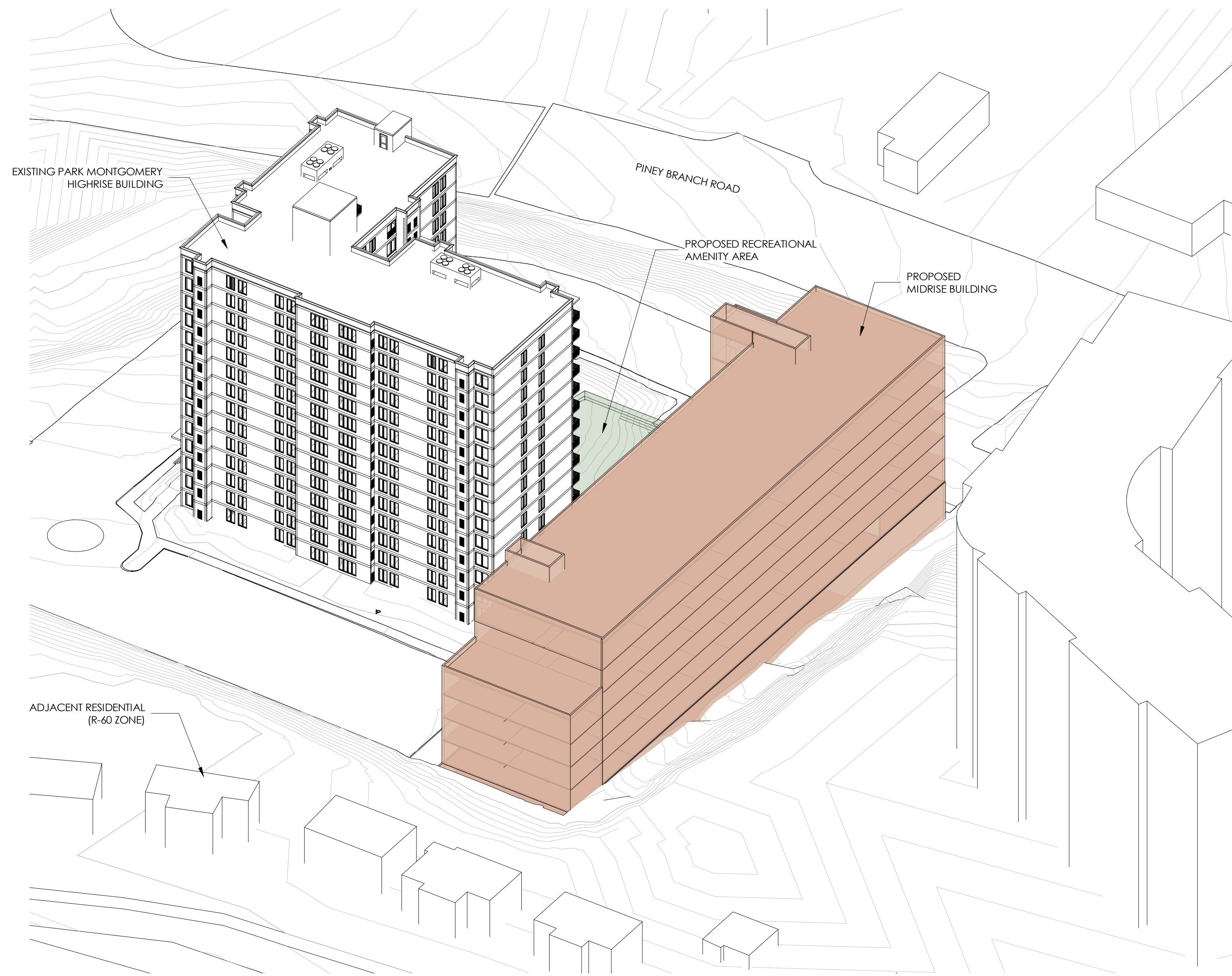
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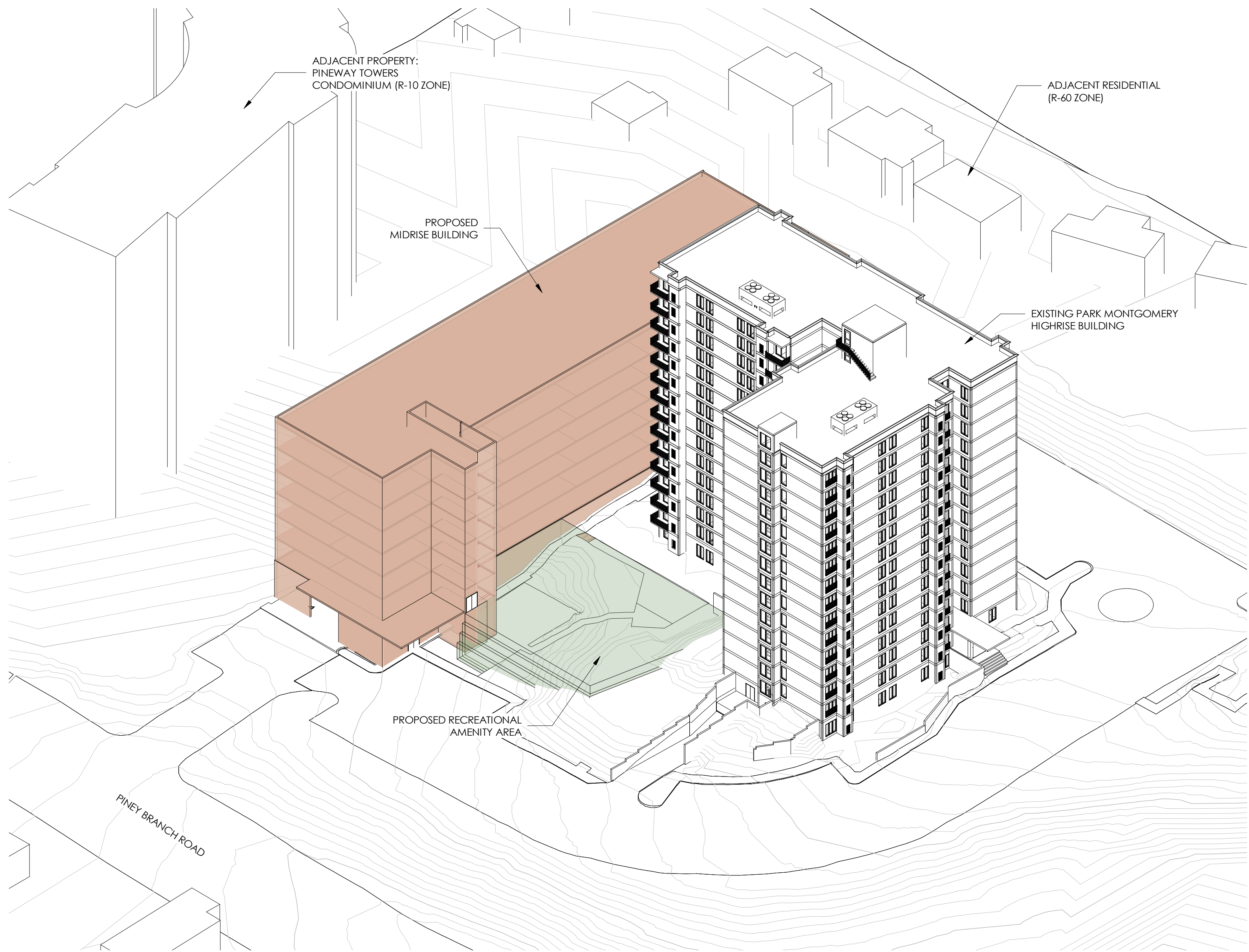
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  - 2. Existing Building shown for reference only. No changes to existing highrise are proposed as part of this zoning application.



1 CONCEPT MASSING - SE PERSPECTIVE  
NTS



3 PROPOSED MIDRISE MASSING - NW AXON



2 PROPOSED MIDRISE MASSING - SE AXON

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PROPOSED  
MIDRISE  
BUILDING

DATE	REVISION	#

A-02

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5 HIGHRISE PLAN - LEVEL 15  
1" = 20'-0"



3 HIGHRISE PLAN - LEVEL 3-11  
1" = 20'-0"



4 HIGHRISE PLAN - LEVEL 12-14  
1" = 20'-0"



2 HIGHRISE PLAN - LEVEL 2  
1" = 20'-0"

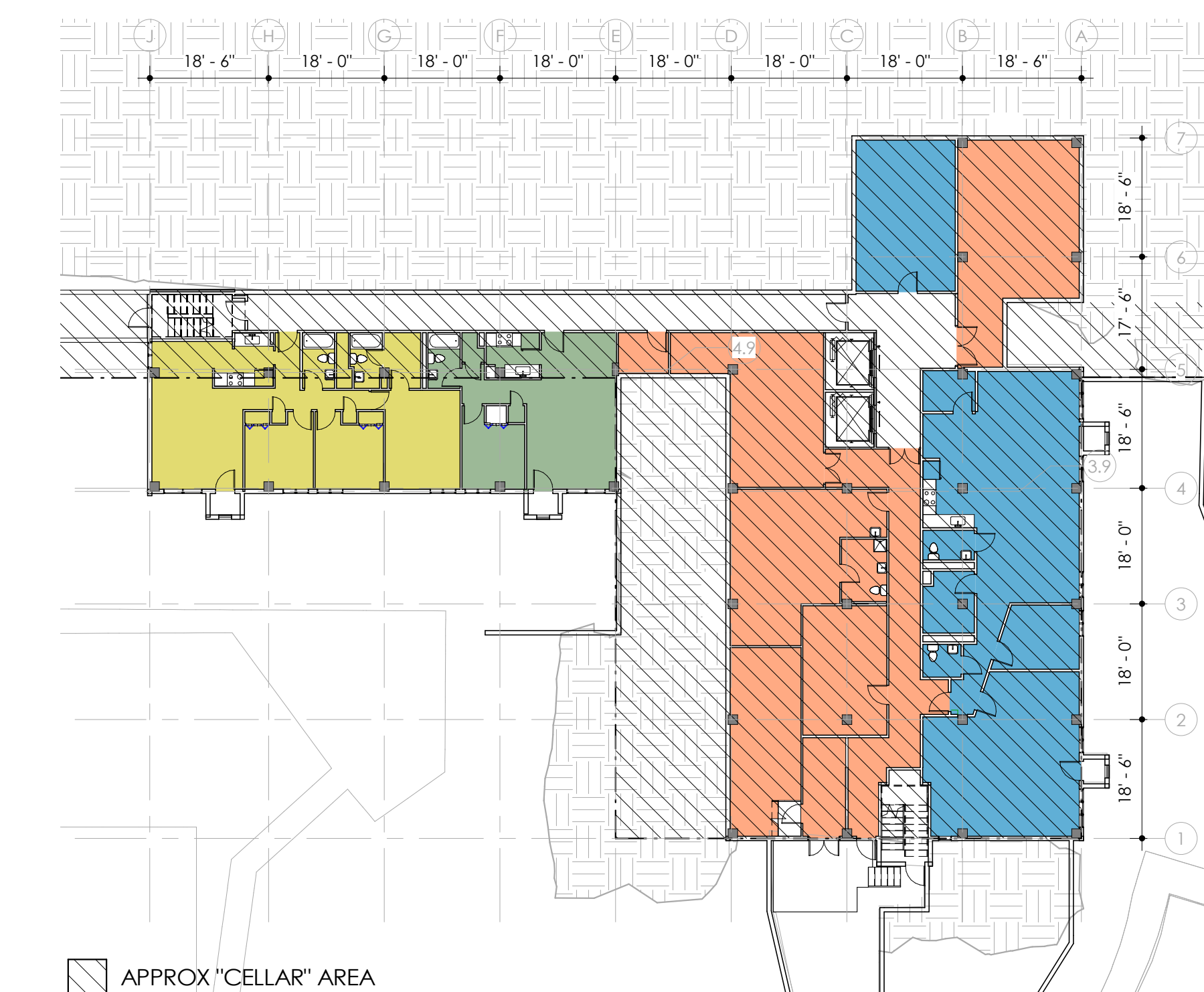
HIGHRISE - EXISTING UNITS (BY TYPE)				
UNIT TYPE	UNIT NAME	COUNT	UNIT TYPE GSF	UNIT RATIO PER BED-UNIT TYPE
1-BED	UNIT TYPE 1.1a	15	9121	33.3%
1-BED	UNIT TYPE 1.1b	28	17373	33.3%
1-BED	UNIT TYPE 1.1c	4	2394	33.3%
1-BED: 47			28888	
2-BED	UNIT TYPE 2.1-	18	15232	32.6%
2-BED	UNIT TYPE 2.1a	23	19178	32.6%
2-BED	UNIT TYPE 2.1b	5	4019	32.6%
2-BED: 46			38429	
3-BED	UNIT TYPE 3.2c	5	5355	34.0%
3-BED	UNIT TYPE 3.2d	43	45606	34.0%
3-BED: 48			50961	
TOTAL EXISTING UNITS: 141			118278	

## UNIT LEGEND

- 1-BED
- 2-BED
- 3-BED
- BOH / UTILITY
- COMMON SPACE

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4. Note, Parking does not count toward GFA in proposed midrise. Refer to civil drawings for additional parking information.
5. All square footages and unit counts are approximate estimates and subject to change with plan refinements
6. Existing Building shown for reference only (A-03). No changes to existing highrise are proposed as part of this zoning application.



1 HIGHRISE PLAN - LEVEL 1  
1" = 20'-0"

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EXISTING  
HIGHRISE  
BUILDING

[illegible]

**A-03**

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08/07/2020

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**BEFORE THE DISTRICT COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

<b>IN THE MATTER OF THE APPLICATION</b>	*	
<b>OF PARK MONTGOMERY LIMITED</b>	*	
<b>PARTNERSHIP, FOR REZONING</b>	*	<b>Zoning Application No. H-140</b>
<b>TO THE CRTF ZONE CLASSIFICATION</b>	*	

**STATEMENT OF JUSTIFICATION**

*January 2021 Revision*

The Applicant, Park Montgomery Limited Partnership (the “Applicant”), by and through their attorneys, Wire Gill LLP, is applying for a local map amendment requesting the rezoning of the property located at 8860 Piney Branch Road in Silver Spring, more particularly known as Lot 1, Park Montgomery, as shown at Plat No. 9626 (the “Property”), from its current R-H Zone (Multiple-Unit, high-rise planned residential) to the CRTF Zone (Commercial Residential Town-Floating) (the “Application”). The zoning specifically requested is CRTF-1.6, C-0, R-1.6, H-140. The Property is already comprised entirely of affordable, multi-family residential dwelling units – 141 existing units located in a 14-floor high-rise building (15 floors total, but only 14 floors above grade) – and the Application proposes to rezone the Property in order to develop a second multi-family residential building on the Property, comprised of approximately 76 units (the “Project”). Additional affordable housing in this location – near the future Piney Branch Road Purple Line Station – and at this time, will provide middle and low income families housing in a high cost of living area with all the amenities – schools, shopping, employment – that can be accessed through the nearby public transit options. The Application complies with all applicable review requirements and criteria necessary for approval, as discussed more fully.

**I. BACKGROUND**

The Property consists of a total of approximately 3.29 acres and is improved with one multi-family residential building and one two-level structured parking garage, along with surface parking, drive aisles, and landscaping. The existing multi-family residential building is comprised of approximately 150,000 gross square feet and stands at approximately 131 feet tall.

The Property is located on the north side of Piney Branch Road approximately 1,000 feet east of the intersection of Piney Branch Road and University Boulevard. As noted, a new Purple Line



Station – the Piney Branch Road Station – is currently under construction along University Boulevard just south of its intersection with Piney Branch Road, just over 1,000 feet walking distance from the Property. Directly west of the Property, located in the R-10 Zone, is the Pineway Towers Condominium, a high-rise condominium building. Directly east of the Property are the Nob Hill Apartments, a series of garden-style apartment buildings located in the R-30 Zone. Directly behind the Property, to the north, are single-family homes located in the R-60 Zone. Confronting the Property to the south, across Piney Branch Road, are a variety of uses – a church, a small commercial building, and townhouse condominiums – located in the R-30 Zone, and a Sunoco gas station located in the CRT-1.5, C-0.25, R-1.5, H-60 Zone. There is significant topography on the Property, with the grade falling significantly from the rear (north and east) of the site to the front (south and west). Because the new building, a mid-rise, is proposed on the lowest portion of the site near the south and west corner, adjacent properties to the north and east, in particular the single-family homes directly north of the Property, are well-buffered from the new proposed building based on existing grading and topography.

At the time of the comprehensive rezoning accompanying the adoption of the new Montgomery County Zoning Ordinance (“Zoning Ordinance”) on October 30, 2014, the Property’s then R-H zoning was retained, despite that the R-H Zone is no longer a zoning classification in the Zoning Ordinance. The Applicant is seeking reclassification to the CRTF Zone, to bring the Property’s zoning into compliance with the current Zoning Ordinance and to permit development of additional affordable housing units on the Property.

As noted, the existing development on the Property is comprised entirely of affordable housing units, ranging from one-bedroom units to three-bedroom units. Approximately one-half of the existing units are at 50% area median income (“AMI”), and the rest are at 60% AMI. The Applicant met with representatives of the Montgomery County Department of Housing and Community Affairs (“DHCA”) some months ago, and were strongly encouraged by DHCA officials to seek rezoning of the Property in order to add affordable housing units to the site. The Applicant also met with Staff of the Maryland-National Capital Park and Planning Commission (“M-NCPPC”) several times and has briefed several Montgomery County Councilmembers on the proposal, all of whom were very supportive of the proposal.



The sponsor and developer of the Park Montgomery Apartments is Enterprise Community Development, Inc., the real estate arm of Enterprise Community Partners (“ECP”), which is a national nonprofit philanthropic organization created by James Rouse (the Rouse Company) to end housing insecurity. Since its founding in 1982, ECP, through Enterprise Community Development (“ECD”), formed in January 2020 through the combination of Enterprise Homes, Inc. and Community Preservation and Development Corporation (“CPDC”), has created or preserved and renovated 662,000 homes for low and moderate income families and households predominantly in the Mid-Atlantic region but also in certain other areas in the nation.

Park Montgomery was originally acquired by CPDC in 2000 to prevent its conversion to a market rate apartment community and preserve it as affordable housing for the community. The Property consists of 3± acres improved with a 15-floor high-rise apartment tower containing 141 apartment units split equally into one-, two- and three-bedroom apartments. Originally completed in 1970, the apartments have gone through moderate renovations over its life, the most recent taking place in 2013.

Located one-quarter mile away is a future Purple Line stop, and this rezoning request is to increase density on the site to accommodate an additional 76 affordable apartment units to serve the community. While all units in the new building will be deemed affordable and built using 9% Low Income Housing Tax Credits (“LIHTC”), the Applicant is proffering that 15% of the total number of multi-family residential units at the Property will be moderately priced dwelling units (“MPDUs”), regulated per Chapter 25A of the Montgomery County Code after the covenant period per LIHTC regulations expires, which number is necessary in order to justify the “bonus” density discussed in further detail on page 13 of this Statement and public benefit point provisions discussed in further detail on page 15 of this Statement. As part of the construction of these additional units, the existing tower will undergo a renovation to modernize and update the apartments with energy efficient appliances, lighting, and windows (note, the renovation of the existing building is discussed here for context, but not under review as part of this Application). In the scope of work will also be updated kitchens, baths, and other finishes. Common areas will be updated, and the building will be fully sprinklered (currently it is not sprinklered). All these new improvements will not only extend the life of the building but will also create a much better and more pleasant living experience for the residents.



In support of this Application, the Applicant is proposing the following binding elements that would be applicable to the Project. These are also reflected on the Floating Zone Concept Plan included in the Application.

- The Applicant commits that the use of the Property will be limited to multi-family residential units and ancillary uses and amenities (for example, parking garage, surface parking spaces, drive aisles, green area, children’s play area).
- The Applicant commits that the maximum building height on the Property will be 140 feet, but that the maximum building height of the proposed new building will not exceed 98 feet.
- The Applicant commits that the number of multi-family residential units on the Property will not exceed 217 (141 existing and 76 new units proposed).

## II. COMPLIANCE WITH APPLICABLE REQUIREMENTS

The Application conforms to the standards and criteria for approval in the Zoning Ordinance as outlined below:

### **Section 59-5.1.2. Intent Statement**

- A. *The application must be shown to implement comprehensive planning objectives by:*
  1. *Furthering the goals of the general plan, applicable master plan, and functional master plan;*

The Property is subject to the Long Branch Sector Plan, approved and adopted in November 2013 (the “Sector Plan”). While the Sector Plan does not contain any specific recommendations relative to the Property, it identifies that one of the challenges faced by the Sector Plan area is “to ensure that rental and ownership costs, for either homes or businesses, remain affordable, while also providing mechanisms to strengthen code enforcement and provide incentives to encourage reinvestment”. (p. 8) The Project will do precisely these things – provide additional affordable housing units for middle- and low-income families, to be developed and constructed by a long-term existing property owner who is reinvesting in their property. The Sector Plan references a 2005 Urban Land Institute study commissioned by DHCA, which suggested that a catalytic project such as the Purple Line, “combined with increases in FAR through new zoning regulations were



necessary to encourage reinvestment and new development”. (p. 13) The Application proposes the requested rezoning to increase the FAR on the Property so that new reinvestment and development of additional affordable housing units may occur.

Interestingly, the Sector Plan expressed concern that “implementing the Purple Line could impact real estate values and drive up prices,” and that in order “[t]o prevent the loss of[,] market affordable units and potential displacement of lower-income residents, the Plan recommends retaining the zoning on most of the existing multifamily developments”. (p. 20) This seems to be the reason why the Property was not recommended for upzoning as part of the Sector Plan process, despite its close proximity to the future Piney Branch Road Station. However, the Applicant is not a for-profit developer and the majority of the units in the new proposed building will be affordable units. Therefore, the concern expressed by the Sector Plan is simply not relevant in this case given that every single unit added to the Property by virtue of the Application and subsequent development of the Project will be an affordable housing unit.

For locations in the Sector Plan area that were specifically recommended for upzoning in order to add density and more affordable housing units, the Sector Plan noted that the CRT Zone optional method – which is the zoning and method of development proposed by this Application, would be the correct one. “The Plan’s challenge is to protect housing affordability in Long Branch while also providing mechanisms that strengthen code enforcement and create incentives to reinvestment. To achieve this, the Plan encourages higher density, mixed-use development that can add to existing subsidized units by maximizing use of the CRT Zone’s optional method density incentive for MPDUs”. (p. 20)

Regarding the Sector Plan’s roadway and bikeway recommendations, the Sector Plan recommends a 120-foot right-of-way for Piney Branch Road between University Boulevard and Carroll Avenue. p. 42 This is the existing right-of-way along the Property frontage, and therefore no further right-of-way dedication is required. The Sector Plan also recommends bike lanes along Piney Branch Road between Sligo Creek Parkway and University Boulevard. p. 38 More specifically, the Montgomery County Bicycle Master Plan (approved and adopted December 2018) calls for a two-way separated bike lane on the north side of Piney Branch Road between Flower Avenue and Carroll Avenue. p. 279 The Applicant will work with relevant



County agencies during review of the Application and subsequent applications to determine how to accommodate this within the existing right-of-way.

The Sector Plan includes sustainability recommendations, including that environmental site design (“ESD”) be used to minimize impervious areas, along with structured parking, among other tactics. There is an existing two-level structured parking garage on the Property, and all new development proposed on the Property will provide stormwater management using ESD practices.

2. *Ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging, and applicable public facilities requirements; and*

The Application is in balance with existing and planned infrastructure in the area, as further explained in the Land Use Report and the Civil Engineering and Environmental Report included with the Application. As demonstrated by the Traffic Study, prepared by Traffic Concepts, Inc. and dated November 2020, the existing and proposed uses are supported by existing transportation infrastructure. The Property is in the Downcounty Consortium (Blair) school cluster and is served by Eastern Middle School and Pine Crest and Montgomery Knolls elementary schools. Per the recently adopted Growth and Infrastructure Policy FY 2021 School Test, Blair High School is subject to the Tier 2 Utilization Premium Payment (“UPP”) due to capacity issues. However, per Section S3.2.1 (Exemptions from Utilization Premium Payments, Affordable Housing Units), “Moderately Priced Dwelling Units and other affordable housing units, which are exempt from development impact taxes for schools under Section 52-54(d), paragraphs 1 through 4, are exempt from the Utilization Premium Payments. In addition, any dwelling unit in a development for which a preliminary plan application is filed prior to February 26, 2021 that includes 25% affordable units as defined in Sections 52-41(g)(1) through 52-41(g)(4) or 52-54(d)(1) through 52-54(d)(4) are exempt from the Utilization Premium Payment.” Section 52-54(c)(2) of the County Code in turn provides “any other dwelling unit built under a government regulation or binding agreement that limits for at least 15 years the price or rent charged for the unit in order to make the unit affordable to households earning equal to or less than 60% of the area median income, adjusted for family size” is exempt from the development impact tax for school improvements, and by extension exempt from the UPP. Here, the Project



satisfies this Section in that the Project will be built utilizing 9% Low Income Housing Tax Credits (“LIHTC”), under which the affordability requirement is 15 years and all units in the Project will be affordable to households earning equal to or less than 60% of the area median income. Note, pursuant to Section 52-41(g)(5) of the County Code, the Project will similarly be exempt from the development impact tax for transportation improvements.

3. *Allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the property.*

The proposed design concept uses the existing site circulation pattern and natural topography to integrate the proposed building. The proposal will demolish the existing two-story garage structure on the west side of the Property and use a new two-story parking structure as the foundation of the new mid-rise building. The existing surface parking will remain while also constructing additional parking on the site in the area of the existing play area at the northeast corner of the site, with the play area to be relocated closer to the front of the site for better access and visibility. Additional parking spaces will also be added throughout the site by restriping the existing lot and extending curb lines where possible. Surface parking on the site is being expanded, rather than providing additional spaces in the new garage, primarily due to two factors: the cost of construction, with exceptionally tight financial margins given that the new building being proposed by the Project is comprised of entirely affordable housing units and structured parking being inherently significantly more expensive than surface parking spaces, and site and design constraints that prevent sufficient room for an additional level and its requisite ramping. A new ADA pedestrian access will be added to access the new building along with right-of-way improvements along Piney Branch Road as may be required. Impacts to the existing natural features of the site are limited to only the areas of construction for the new building, community courtyard, and additional parking. The remainder of the site (the majority of it) will not be impacted by this Application or the Project.

*B. Encourage the appropriate use of land by:*

1. *Providing flexible applicability to respond to changing economic, demographic, and planning trends that occur between comprehensive District or Sectional Map Amendments;*



As discussed in detail above, the Sector Plan did not recommend rezoning of the Property, and it appears that this was primarily due to the fact that the Sector Plan was concerned that upzoning could reduce affordable housing in the area. However, with the onset of construction of the Purple Line since adoption of the Sector Plan, and the fact that the entire mission of the Property owner (Applicant) is to create housing opportunities for low and middle income families, rezoning of the Property to the CRTF Zone as proposed by the Application is a chance for the Sector Plan's fundamental goals to be achieved. Rezoning to the CRTF Zone will allow the Applicant to build additional affordable housing units on the Property, near existing and coming transit options.

2. *Allowing various uses, building types, and densities as determined by a property's size and base zone to serve a diverse and evolving population; and*

The Project proposes to expand the affordable housing units existing on the Property today through development of a second multi-family residential building on the Property, achievable through rezoning the Property from the R-H Zone, which is no longer a current zoning classification, to the CRTF Zone. As described further both above and below, the Property is largely surrounded by other multi-family residential developments, and while the Property's existing zoning is no longer a current zone under the Zoning Ordinance, its equivalent base zone is the R-10 Zone. As explained in detail below, the Project proposes an appropriate density as permitted under the CRTF Zone for properties with base zoning of R-10 and consisting of just over 3 acres, as does the Property. Implementation of the Project will allow the Applicant to provide a range of unit types at an affordable level for more low- and middle-income families than it currently serves.

3. *Ensuring that development satisfies basic sustainability requirements, including open space standards and environmental protection and mitigation.*

The proposed development on the Property will increase the available affordable housing in the area while providing the required amount of public open space by creating a central courtyard that will help link the two buildings and provide a community gathering space. The existing play area will be relocated to the community courtyard and will be ADA accessible. The impacts to the existing significant and heritage trees will be limited to only areas that are necessary for



construction and all available means will be used to protect trees to remain. Stormwater treatment and management will be addressed by installing a green roof on the new mid-rise building along with bio-planters and permeable paving where possible.

*C. Ensure protection of established neighborhoods by:*

- 1. Establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density, and uses;*

The proposed development is compatible with the land use, scale, and density of the existing urban context. The proposed mid-rise is a multi-family apartment building, consistent with the existing apartment building on the lot, as well as the use type of the two adjacent properties to the east and west. The proposed building will sit generally on the same footprint as the existing parking structure (which will be demolished), and new parking will be incorporated into the lower levels of the proposed building, therefore maintaining the existing 30-foot separation between the existing high-rise and adjacent structure (currently, the existing parking structure and, as proposed, the new mid-rise building). The proposed building will be smaller in scale and height than the existing high-rise and maintain a smaller massing on the site. Also, as noted, due to the topography of the site and location of the existing high-rise, the new mid-rise will be located at a much lower elevation and the uses to the north of the Property (single-family homes) and east of the Property (apartments) will be largely buffered from the proposed new building.

- 2. Providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and*

The proposed development adheres to the general development and compatibility standards set forth in both the Sector Plan and the Zoning Ordinance. One of the major goals of the Sector Plan is to provide more affordable housing to the area with close proximity to the future Purple Line station at Piney Branch Road. The new proposed mid-rise building will have limited impact to the single-family residential area to the north by locating the building perpendicular to the Property line and by using the existing parking garage to reduce the building height. Parking will be provided on-site and a new recreation area with a public amenity open space is being developed so that they will be centrally located between the existing and proposed buildings.

More specifically, the proposed development respects all zoning and setback requirements – maintaining a 10-foot distance from the west Property line, and is located approximately 40 feet



from the north Property line (where only a 30-foot setback is required from the adjacent R-60 zoned properties). The upper levels of the proposed building step back an additional +/- 25 feet on the north side to comply with the 45-degree setback plane as shown on the plans included with the Application. The site is sloped in a way such that the R-60 zone residential property to the north is at a higher elevation, providing a comfortable and compatible sense of scale between the existing single-family homes to the north and the proposed development.

The architectural expression of the proposed building and associated site upgrades propose a contemporary design style that is in line with modern building aesthetics while also compatible with the architectural expression of surrounding high-rise apartment buildings. The residential and amenity spaces are highlighted with a frame-like mass above the parking levels to support this contemporary expression and welcoming corner at the building's entry. Openings in this frame add rhythm and balance to the long side facades, and windows are paired in a similar manner as the adjacent existing Park Montgomery high-rise to help create a relationship between the two buildings on the site.

3. *Allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.*

In addition to the contextual and architectural compatibility described above, the proposed development works to mitigate any negative impacts to the overall site through landscaping and protection of natural features. Existing heritage trees and root zones are being preserved and left in place to maintain shade, privacy, and foliage for the site. The development proposes minimal work on steeply graded areas, and indigenous and drought-resistant plantings will be selected for use in newly landscaped or affected areas on the site.

In addition, the proposed building is situated on the site in a way such that its entry is most visible to Piney Branch Road – the major pedestrian and vehicular artery leading to the site – welcoming visitors, and providing a new public amenity space between the existing high-rise and proposed new building that enhances and supports the surrounding community.

Finally, as previously noted, the Property is already developed with a multi-family high-rise residential building. While there is a residential neighborhood directly behind the Property (to the north), the new proposed building will be built between the existing building and Piney



Branch Road. Therefore, the existing improvements on the Property today largely buffer the existing single-family residential neighborhood from the new building that is proposed.

### **Section 59-5.1.3. Applicability**

Pursuant to Section 59-5.1.3.C, if a floating zone is not recommended for a property in the applicable master plan, certain prerequisite conditions must be satisfied. Per Section 59-5.1.3.C.2.c, because the Property is located in a residential base zone (R-H) and requesting rezoning to the CRTF Zone:

- i. The property must front on a nonresidential street or must confront or abut a property that is in a Residential Townhouse, Residential Multi-Unit, Commercial/Residential, Employment, or Industrial zone; and*

The Property fronts on a nonresidential street (Piney Branch Road, which is classified as a “major highway”). Further, it abuts and confronts properties located in residential multi-unit (R-10, R-30) and commercial residential (CRT) zones.

- ii. the application must satisfy a minimum of 2 prerequisites for each of the categories under Section 5.1.3.D.*

The Application satisfies the following prerequisites from each of the categories listed in Section 59-5.1.3.D:

#### *Transit and Infrastructure*

Prerequisite	Manner in Which Prerequisite Is Satisfied
At least 75% of the site is within ¼ mile of a Level 3, ½ mile of a Level 2, or ¾ mile of a Level 1 transit station/stop.	The Property is located entirely within ½ mile of a Level 2 transit station/stop (the Piney Branch Road Purple Line Station, currently under construction on University Boulevard just south of its intersection with Piney Branch Road).
The site is served by existing water and sewer infrastructure that will not require either an upgrade to the service line or installation of a pump station due to the proposed development.	There is an existing 16-inch water main built under WSSC Contract 2012-5437A located in Piney Branch Road to provide adequate water service. Water service size to the site will be determined by WSSC at the Hydraulic Planning Analysis review stage. The existing building is served by an existing 8-inch sewer connection to the existing sewer main in Piney Branch Road. The proposed building will tie into the existing 8-inch sewer connection, with adequate capacity for both buildings, within the site boundary. No new sewer construction within the Piney Branch Road right-of-way is proposed.

#### *Vicinity and Facilities*

Prerequisite	Manner in Which Prerequisite Is Satisfied
The site is in a transitional location between property in an existing Residential Multi-Unit, Residential	The Property is located between properties in a residential detached zone (R-60) directly to the north, and properties in residential multi-unit (R-10, R-30) and non-



Townhouse, or non-Residential zone and property in a Residential Multi-Unit, Residential Townhouse, or Residential Detached zone.	residential (CRT) zones to the west, south, and east.
The site is adjacent to a pedestrian route that provides access to existing public park and recreation facilities that satisfy a minimum of 30% of the recreation demand under the Planning Board's Recreation Guidelines, as amended, within ¼ mile.	New Hampshire Estates Neighborhood Park is located nearly directly across Piney Branch Road from the Property. There is existing sidewalk along the north side of Piney Branch Road. A short walk west from the Property brings pedestrians to a pedestrian crossing, which in turn leads to a path into the park. Total walking distance from the entrance of the Property to the entrance to the trail is less than 300 feet.

### *Environment and Resources*

Prerequisite	Manner in Which Prerequisite Is Satisfied
The limits of disturbance for the development will not overlap any stream, floodplain, wetland, or environmental buffer or any slopes greater than 25% or slopes greater than 15% where erodible soils are present.	The limits of disturbance do not overlap any stream, floodplain, wetland, or environmental buffer.
The site does not contain any forest or, if forest is present, the limits of disturbance for the development will not reduce the forest cover to less than an area of 10,000 square feet and width of 35 feet at any point.	The proposed development will not impact the existing forest cover on the site to less than an area of 10,000 square feet and a width of 35 feet.
The site does not contain any rare, threatened, or endangered species or critical habitats listed by the Maryland Department of Natural Resources.	A letter has been sent to the Maryland DNR to verify that no rare, threatened, or endangered species or critical habitats are located on the Property.

## **Division 5.3. Commercial/Residential Floating Zones**

*Section 5.3.2. Purpose. The purpose of the Commercial/Residential Floating zones is to: (A) allow development of mixed-use centers and communities at a range of densities and heights flexible enough to respond to various settings; (B) allow flexibility in uses for a site; and (C) provide mixed-use development that is compatible with adjacent development.*

As noted above, the Application seeks to permit an increase in the number of affordable, multi-family residential units on the Property, within height and density limitations commensurate with the size and location of the Property.

### *Section 5.3.3. Land Uses*

Section 59-5.3.3.A.2 of the Zoning Ordinance provides that only uses allowed in the CRT Zone are permitted in the CRTF Zone. Pursuant to Section 59-3.1.6 (Use Table), “multi-unit living”, as proposed by the Application is a permitted use in the CRT Zone.

### *Section 5.3.4. Building Types Allowed*



Section 59-5.3.4.A provides that any building type is allowed in the CR Floating zones. The Application proposes an “apartment building” building type, per the definitions in the Zoning Ordinance.

Section 5.3.5. Development Standards

*A. Density*

Because the Sector Plan does not include a floating zone recommendation for the Property, Section 59-5.3.5.A.2 establishes the applicable density limits, based on the pre-existing Euclidean zone. The R-H Zone, because it is an old zone retained only for holdover purposes in the Zoning Ordinance, is not included in this list. However, the existing density on the site under the existing R-H zoning (141 units on approximately 3.29 acres = approximately 42.9 units/acre) is nearly identical that permitted in the R-10 Zone (maximum of 43.5 units/acre). Therefore, M-NCPPC Staff agreed with the Applicant that the equivalent pre-existing Euclidean zone is R-10. On that basis, maximum density allowed in FAR is then based on size of the tract in acres. The Property is 3.29 acres. As a result, pursuant to the table in Section 59-5.3.5.A.2, the maximum total density permitted on the Property is 1.75 FAR, with a maximum C (commercial) component of 1.5 FAR and a maximum R (residential) component of 1.5 FAR. Note, however, that pursuant to Section 59-5.1.3.C.1 of the Zoning Ordinance, “[a]ny density bonus requested under Chapter 25A may be added to the density allowed under Division 5.2 through Division 5.5 and included in the units per acre or FAR of the zone requested”. Therefore, the Project proposes maximum total density of 1.6 FAR, a maximum C component of 0 FAR (no commercial component is proposed), and a maximum R component of 1.6 FAR. Because the maximum residential density proposed (1.6 FAR) is 0.1 FAR greater than the maximum residential density permitted pursuant to Section 59-5.3.5.A.2 of the Zoning Ordinance, despite that all of the new units proposed by the Project actually qualify as MPDUs, additional MPDUs above the required 12.5% are needed in order to garner the 0.1 FAR of “bonus density”. This calculation is noted on the Floating Zone Concept Plan. Note that the Applicant is proffering that 15% of the total units at the Property would be offered as MPDUs after the LIHTC affordability covenants expire, for purposes of public benefit points, explained in further detail below.



### *B. Setback and Height*

Section 59-5.3.5.B of the Zoning Ordinance provides that because a floating zone is not specifically recommended for the Property in the Sector Plan, setbacks from the site boundary and maximum height will be established by the floating zone plan itself. As shown on the plans, the proposed maximum height on the Property is 140 feet, with the proposed height of the new building at approximately 98 feet. The height of the new building satisfies the compatibility standards for the “apartment building” type per Section 59-4.1.8.B of the Zoning Ordinance. The plans included with the Application note the proposed setbacks from the Property boundary.

### *C. Lot Size*

Section 59-5.3.5.C provides that minimum lot sizes will be established as part of the site plan review process. The Applicant will seek combined Sketch and Site Plan approval for the Project following final District Council action on this rezoning Application.

### *D. General Requirements*

Section 59-5.3.5.D.1 of the Zoning Ordinance states that parking, recreation facilities, screening, and landscaping must be provided under Article 59-6 as required for the Euclidean zone that establishes uses under Section 59-5.3.3. Therefore, the Project will be required to comply with the CRT Zone requirements for these categories. As shown on the plans included with the Application, the Project will comply with parking requirements (Division 59-6.2), recreation facility requirements (Division 59-6.3), general landscaping and outdoor lighting requirements (Division 59-6.4), and screening requirements (Division 59-6.5). With regard to loading and trash, there is a loading space proposed on the first level of the parking garage. Trash will also be collected from this location, so both loading and trash removal will occur interior to the garage. It should also be noted that the existing playground, currently located at the rear of the site in the northeast corner, as part of the Project will be relocated closer to the front of the Property.

Further, Section 59-5.3.5.D.2 provides that if public benefits are required under Section 59-5.3.5.E, as is the case here, open space must be provided under Section 59-4.5.4.B.1 (for optional method) as required for the Euclidean zone that establishes uses under Section 59-5.3.3 (again, in this case, the CRT Zone). Because the Property is comprised of 3.29 acres and fronts on one



right-of-way (Piney Branch Road), Section 59-4.5.4.B.1 requires that 5% of the site be provided as open space. The Application proposes at least 5% of the site as open space, in satisfaction of this requirement.

*E. Public Benefits*

Section 59-5.3.5.E of the Zoning Ordinance states that public benefits are required for development above the greater of 1.0 FAR or 10,000 square feet of gross floor area for a project in the CRTF Zone. The Project proposes an FAR of 1.6, and therefore public benefit points are required. The manner in which the Project is proposed to satisfy the public benefit points requirement is provided in the Public Benefit Points data table on the Floating Zone Concept Plan. Note that the final public benefit point categories, points, and specific manner in which this requirement will be satisfied will be detailed and finalized at the time of the subsequent Sketch Plan and Site Plan applications for the Property.

**Section 59-7.2.1.E. Necessary Findings**

- 1. For a Floating zone application the District Council must find that the floating zone plan will:*
  - (a) substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;*

The Application substantially conforms to the recommendations of the Sector Plan, as outlined above.

- (b) further the public interest;*

The Application seeks to respond to market demand for more affordable dwelling units in the area of the Property, in particular given its close proximity to the Purple Line currently under construction, and to ensure compatibility of the Property with the adjacent area. Additionally, the Application will build upon existing improvements, and not overburden existing infrastructure, all of which is in the public interest.

- (c) satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter;*



As detailed above, the Application satisfies the intent, purposes, and standards of the proposed zone and rezoning requirements.

*(d) be compatible with existing and approved adjacent development;*

As described above, the Property is already developed with a multi-family high-rise residential building. While there is a residential neighborhood directly behind the Property (to the north), the new proposed building will be built between the existing building and Piney Branch Road. Therefore, the existing improvements on the Property today buffer the existing single-family residential neighborhood from the new building that is proposed.

*(e) generate traffic that does not exceed the critical lane volume or volume/capacity ratio standard as applicable under the Planning Board's LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impacts; and*

As detailed in the Traffic Study included with the Application, the traffic generated by the Application will not exceed area capacity and will conform to the LATR Guidelines.

*(f) when applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.*

This section is not applicable to the Application, as the existing zoning is not Residential Detached.

### **III. SUMMARY OF PROOF**

The Applicant anticipates that the following witnesses will appear at the Hearing Examiner public hearing:

(a) Louis Kiang, and/or another representative of the Applicant, will testify with respect to the need for the Application, including existing conditions, market demands, and the need for the additional affordable housing at the Property.

(b) Les Powell will testify as an expert in land planning. Mr. Powell has testified as an expert land planner before the Hearing Examiner previously. Nevertheless, a copy of Mr. Powell's resume is included with the Application. Mr. Powell will address the propriety of the CRTF Zone for the Property and will also address conformance of the Application with the Sector Plan and the Zoning Ordinance. Mr. Powell's analysis and conclusions that the



Application satisfies requisite standards of the Zoning Ordinance and is in conformance with the Sector Plan are included in the Land Use Report.

(c) David O'Bryan will testify as an expert in civil engineering. Mr. O'Bryan has testified as an expert in civil engineering before the Hearing Examiner previously. Nevertheless, a copy of Mr. O'Bryan's resume is included with the Application. Mr. O'Bryan will address engineering matters related to the Application, including utility adequacy and design and the effect the Application will have on adjacent properties and the surrounding area, as further discussed in the Civil Engineering and Environmental Report.

(d) Mark Keeley will testify as an expert in transportation planning/engineering concerning the transportation impacts of the Application. Mr. Keeley has testified as an expert transportation planner before the Hearing Examiner previously. Nevertheless, a copy of Mr. Keeley's resume is included with the Application. His conclusion that the Application will not have an adverse impact on area traffic will be included in the Traffic Study included with the Application.

In addition to the foregoing, the Applicant reserves the right to call additional witnesses and submit such other reports and exhibits as they deem necessary.

The Applicant anticipates it will take approximately four hours to present their case-in-chief.

In support of the Application, the Applicant includes with this submission the following plans and materials:

1. Application for Local Map Amendment to the Zoning Ordinance
2. Local Map Amendment Application Disclosure Statement
3. This Statement of Justification
4. List of Adjoining and Confronting Property Owners and Citizens Associations
5. Certified Zoning Map
6. Identification Plat
7. Record Plat
8. Floating Zone Plan (including building location, density, massing, height, and anticipated use; locations of open spaces and preliminary stormwater management strategy; pedestrian/bicycle/vehicular circulation, parking, and loading; current and proposed zone)
9. Existing Conditions Plan




10. Surrounding Area Plan
11. Traffic Impact Study
12. Land Use Report
13. Civil Engineering and Environmental Report
14. Relevant Excerpts from Sector Plan

We are requesting that you schedule this matter for public hearing at the earliest available time. We appreciate your cooperation, and we look forward to presenting this matter during the ensuing public hearing processes.

If you have any questions, or if additional materials are required to complete this application package, please do not hesitate to contact either of the undersigned. Thank you.

Respectfully submitted,

Wire Gill LLP

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