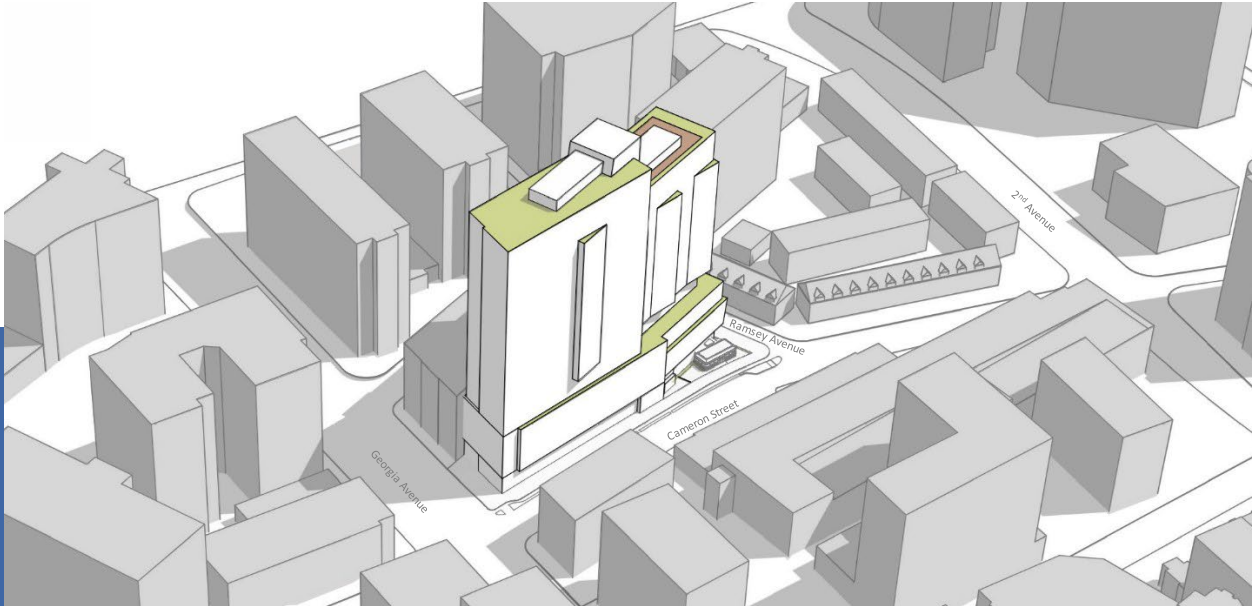


Montgomery Planning
8676 GEORGIA AVENUE
SKETCH PLAN NO. 320230060 &
PRELIMINARY PLAN NO. 120230150



Proposal to create one lot for up to 550,000 total square feet of density for a mixed-use development to include up to 525 multifamily residential units, with 15 percent MPDUs, and up to 25,000 square feet of retail/service establishment uses, and adaptive reuse of the Historic Tastee Diner.

No. 320230060 & 120230150

Completed: July 8, 2024

MCPB

Item No. [XX]

July 18, 2024

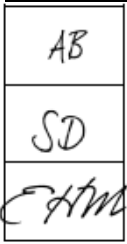
Montgomery County

Planning Board

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LOCATION/ADDRESS

Located at the southern quadrant of the intersection of Georgia Avenue and Cameron Street, Silver Spring; at 8676 Georgia Avenue and 8601 Cameron Street

MASTER PLAN

2022 Silver Spring Downtown and Adjacent Communities Plan

ZONE

CR-5.0, C-5.0, R-5.0, H-300 & Downtown Silver Spring Overlay Zone

PROPERTY SIZE

1.04 acres

APPLICANT

8676 Georgia Avenue LLC

ACCEPTANCE DATE

March 20, 2024

REVIEW BASIS

Chapter 50 & Chapter 59

Summary:

- Staff recommends approval with conditions of the Sketch Plan and the Preliminary Plan applications.
- The Proposal redevelops two low-density commercial properties and replaces them with a single, mixed-use, high-rise building within downtown Silver Spring’s urban core.
- The Proposal includes up to 550,000 square feet of gross floor area, inclusive of up to 525 multifamily residential units with 15% MPDUs and up to 25,000 square feet of ground floor retail/service establishment uses.
- Restoration and adaptive reuse of the Historic Tastee Diner is included in the development program and supported by the Historic Preservation Commission.
- This Application is the first to request to increase its density above its mapped limit with Downtown Silver Spring Overlay Zone density and make a corresponding payment to the Civic Improvement Fund.
- Correspondence was received during the review process from neighbors that expressed concerns focused on site access and loading, traffic generation, and scale of the proposed development.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

SKETCH PLAN 320230060

Staff recommends approval of 8676 Georgia Avenue, Sketch Plan No. 320230060, for up to 550,000 square feet of density on a 1.04 acre tract, zoned CR-5.0, C-5.0, R-5.0, H-300 and Downtown Silver Spring Overlay Zone, in the 2022 *Silver Spring Downtown and Adjacent Communities Plan* area. The following site development elements shown on the latest electronic version of Sketch Plan No. 320230060, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the conditions below.

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Site Plan.

This approval is subject to the following conditions:

1. **Density**
The Sketch Plan is limited to a maximum of 550,000 square feet of total development, including up to 525 residential units and up to 25,000 square feet of non-residential density.
2. **Height**
The development is limited to a maximum building height of 300 feet, as measured from the building height measuring point illustrated on the Certified Site Plan, exclusive of any MPDU height bonus.
3. **Incentive Density**
The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.
 - a) Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance;
 - b) Diversity of Uses and Activities, achieved by providing accessible units and more than 12.5 percent MPDUs;
 - c) Quality of Building and Site Design, achieved through architectural elevations, exceptional design, historic resource protection, and structured parking; and
 - d) Protection and Enhancement of the Natural Environment, achieved through the purchase of building lot terminations, and a recycling facility plan.

4. Public Open Space

In lieu of providing the required 3,463 square feet of public open space on-site, the Applicant must provide a fee contribution to M-NCPPC Montgomery Parks as required by Section 59.4.9.8.C.5 of the Zoning Ordinance and recommended by Section 4.1.12 of the *Silver Spring Downtown and Adjacent Communities Plan*. The final amount of the contribution shall be determined at site plan review following the formulas established in Master Plan Interpretation / Policy Document M-NCPPC 2024-01.

5. Downtown Silver Spring Overlay Zone Density

Prior to the release of any building permit, to qualify for up to 277,932 square feet of Downtown Silver Spring Overlay Zone Density, the Applicant must contribute to the Civic Improvement Fund. The final amount of Overlay Zone Density and associated contribution to the Civic Improvement Fund will be determined at Site Plan.

6. Green Cover

At the time of Site Plan, the Applicant must provide a minimum 35 percent of Site Area as green cover in accordance with the *Silver Spring Downtown and Adjacent Communities Plan* and any proposed tree canopy must utilize tree species and canopy sizes at 20-year maturity per the M-NCPPC Approved Trees Technical Manual. Any green roof installed pursuant to this condition must have a minimum soil depth of six inches (6 inches) or Staff-approved equivalent.

7. Future Coordination for the Site Plan

In addition to any other requirements for Site Plans under Chapter 59, the following must be addressed in the Site Plan application:

- a) Address building and site design comments from the Design Advisory Panel as specified in their October 24, 2023 meeting minutes, including incorporation of a signature tower cap proximate to Georgia Avenue and screening treatment of structured parking levels.
- b) Evaluate visual treatment options of parking and loading garage doors.
- c) Incorporate Bird-Safe Design elements into the building's architecture per the *Silver Spring Downtown and Adjacent Communities Plan Design Guidelines*.
- d) Address the SITES recommendations of the Sector Plan.
- e) Correct the public benefit table calculation for Affordable Housing.
- f) Provide the final loading management plan.

8. Validity

A site plan must be submitted within 36 months after the date the resolution is sent per Section 59.7.3.3.G.

PRELIMINARY PLAN 120230150

Staff recommends approval with conditions of 8676 Georgia Avenue Preliminary Plan No. 120230150 to create a single lot for up to 525 multifamily residential units and up to 25,000 square feet of commercial uses. All site development elements shown on the latest electronic version of Preliminary Plan No.120230150 as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.

GENERAL APPROVAL

1. This Preliminary Plan is limited to one (1) lot for up to 550,000 square feet of total development, including up to 525 multifamily dwelling units and up to 25,000 square feet of non-residential density.

ADEQUATE PUBLIC FACILITIES

2. The Adequate Public Facilities (“APF”) review for the Preliminary Plan will remain valid for five (5) years from the initiation date (as defined in Montgomery County Code Section 50.4.3.J.5).

PLAN VALIDITY PERIOD

3. The Preliminary Plan will remain valid for three (3) years from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and before the expiration date of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

OUTSIDE AGENCIES

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated June 25, 2024, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. The Planning Board has reviewed and accepts the recommendations of the Maryland State Highway Administration (“MDOT SHA”) in its letter dated June 28, 2024, and incorporates them as conditions, of the Preliminary Plan approval with the exception of items 1 and 3 from Travel Forecasting and Analysis Division (TFAD). The Applicant must comply with each of the recommendations in the letter, (with the exception of those identified above), which may be amended by MDOT SHA if the amendment does not conflict with any other conditions of the Preliminary Plan approval.

7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Water Resources Section in its stormwater management concept letter dated April 8, 2024, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
8. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated May 28, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
9. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs (“DHCA”), in its letter dated May 30, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

FUTURE SITE PLAN APPROVAL REQUIRED

10. Except for demolition and/or clearing and grading associated with the demolition of the existing building, before approval of a record plat, the Applicant must receive Staff certification of any subsequent Site Plan(s) associated with this Preliminary Plan. The number and location of site elements including but not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks and landscaping is determined through site plan review and approval.
11. If an approved site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan or site plan amendment.

ENVIRONMENT AND NOISE

12. The Applicant must schedule the required site inspections by M-NCPPC Forest Conservation Inspection Staff per Section 22A.00.0.10 of the Forest Conservation Regulations.
13. Noise Attenuation
An updated noise analysis report must be included with the site plan application. The updated analysis must include a second acoustical measuring point on Cameron Street, as well as a vertical acoustical analysis for Georgia Avenue and Cameron Street.

TRANSPORTATION

Frontage Improvements on Existing Roads

14. The Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:
 - a. All land necessary to accommodate sixty-three (63) feet from the existing right-of-way centerline along the Subject Property frontage for Georgia Avenue.
 - b. All land necessary to accommodate thirty-seven-and-one-half (37.5) feet from the existing pavement centerline along the Subject Property frontage for Cameron Street.
 - c. All land necessary to accommodate thirty-one (31) feet from the existing pavement centerline along the Subject Property frontage for Ramsey Avenue.
15. Before the recordation of plat(s), the Applicant must satisfy all necessary requirements of MDOT SHA to ensure construction of a ten-foot-wide (10 ft) sidewalk along the Property frontage on Georgia Avenue, unless modified by MDOT SHA.
16. Before the recordation of plat(s), the Applicant must satisfy all necessary requirements of MCDOT to ensure construction of an eight-foot-wide (8 ft) sidewalk and a five-foot-wide (5 ft) separated bike lane along the Property frontage on Cameron Street, unless modified by MCDOT.
17. Before the recordation of plat(s), the Applicant must satisfy all necessary requirements of MCDOT to ensure construction of an eight-foot-wide (8 ft) sidewalk along the Property frontage on Ramsey Avenue, unless modified by MCDOT.

Off-Site Improvements

18. Prior to the issuance of the first certificate of occupancy permit, the following off-site improvements as identified in the Transportation Impact Study (revised May 14 and June 17, 2024) must be permitted and bonded (to ensure construction) pursuant to MCDOT and/or MDOT SHA requirements, unless modified by the applicable agency:
 - a. Projects No. 14 and 15: Add a median to the south crossing of Georgia Avenue at Colesville Road
 - b. Project No. 95: Add a HAWK signal to the south crossing Georgia Avenue at Fenwick Lane
 - c. Project No. 25: Rebuild the ADA curb ramps to meet ADA cross slope design standards at the southeast corner of Ramsey Avenue and Fidler Lane (facing Ramsey Avenue)
 - d. Project No. 26: Rebuild the ADA curb ramps to meet ADA cross slope design standards at the southeast corner of Ramsey Avenue and Fidler Lane (facing Fidler Lane)
 - e. Project No. 42: Rebuild the ADA curb ramp to meet ADA gutter slope design standards at the northeast corner of Georgia Avenue and Cameron Street
 - f. Project No. 43: Rebuild the ADA curb ramp to meet ADA gutter slope design standards at the northwest corner of Georgia Avenue and Cameron Street (facing Cameron Street)
 - g. Project No. 44: Rebuild the ADA curb ramp to meet ADA gutter slope design standards at the northwest corner of Georgia Avenue and Cameron Street (facing Georgia Avenue)
 - h. Project No. 45: Rebuild the ADA curb ramp to meet ADA gutter slope design standards at the northwest corner of Georgia Avenue and Fidler Lane (facing Fidler Lane)

- i. Project No. 46: Rebuild the ADA curb ramp to meet ADA cross slope design standards at the southwest corner of Georgia Avenue and Fidler Lane (facing Fidler Lane)
 - j. Project No. 47: Rebuild the ADA curb ramp with a cross slope and running slope to meet ADA cross slope and running slope design standards at the northeast Corner of Georgia Avenue and Colesville Road
 - k. Project No. 48: Rebuild ADA curb ramp with a gutter slope and flared slope to meet ADA gutter and flared slope design standards at the southeast corner of Georgia Avenue and Colesville Road (facing Colesville Road)
 - l. Project No. 49: Rebuild the ADA curb ramp with a cross slope and gutter slope to meet ADA gutter and cross slope standards at the southeast corner of Georgia Avenue and Colesville Road (facing Georgia Avenue)
 - m. Project No. 99: Install an ADA accessible parking space on Fidler Lane between Georgia Avenue and Ramsey Avenue, consistent with Applicant’s 10% design plans dated June 17, 2024.
 - n. Project No. 63: Construct separated bicycle lanes on Cameron Street between Ramsey Avenue and Fenton Street, consistent with Applicant’s 10% design plans dated June 17, 2024.
 - o. Project No. P1: Construct a protected intersection at Cameron Street and Ramsey Avenue, consistent with Applicant’s 10% design plans dated June 17, 2024.
 - p. Project No. P2: Construct a protected intersection at Cameron Street and Georgia Avenue, consistent with Applicant’s 10% design plans dated June 17, 2024.
 - q. Project No. P3: Construct a protected intersection at Cameron Street and Second Avenue, consistent with Applicant’s 10% design plans dated June 17, 2024.
19. If, at the time the Applicant submits for permits to construct one of the required LATR Off-Site Improvements identified in Condition 18, the improvement is no longer necessary or desirable, because: i) it has been constructed or is under construction by another applicant or as part of a capital improvement project by a government agency, or, ii) the applicable master plan has changed and no longer requires or suggests the improvement, the Applicant can propose an alternative LATR Off-Site Improvement from the priority list of improvements provided in the subject Staff Report and shown on the Certified Preliminary Plan, that is of similar value, and this alternative improvement, if reviewed and approved by Planning Staff, can be substituted and shown on a revised Certified Preliminary Plan.

RECORD PLATS

- 20. Except for clearing and grading associated with building demolition, there shall be no clearing or grading of the site before recordation of plat(s).
- 21. The record plat must show necessary easements.

DEVELOPMENTS WITH MPDUS

22. The final number of MPDUs will be determined at the time of site plan approval.

CERTIFIED PRELIMINARY PLAN

23. The certified Preliminary Plan must contain the following notes:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.

24. Before submittal of the Certified Preliminary Plan, the Applicant must make the following changes:

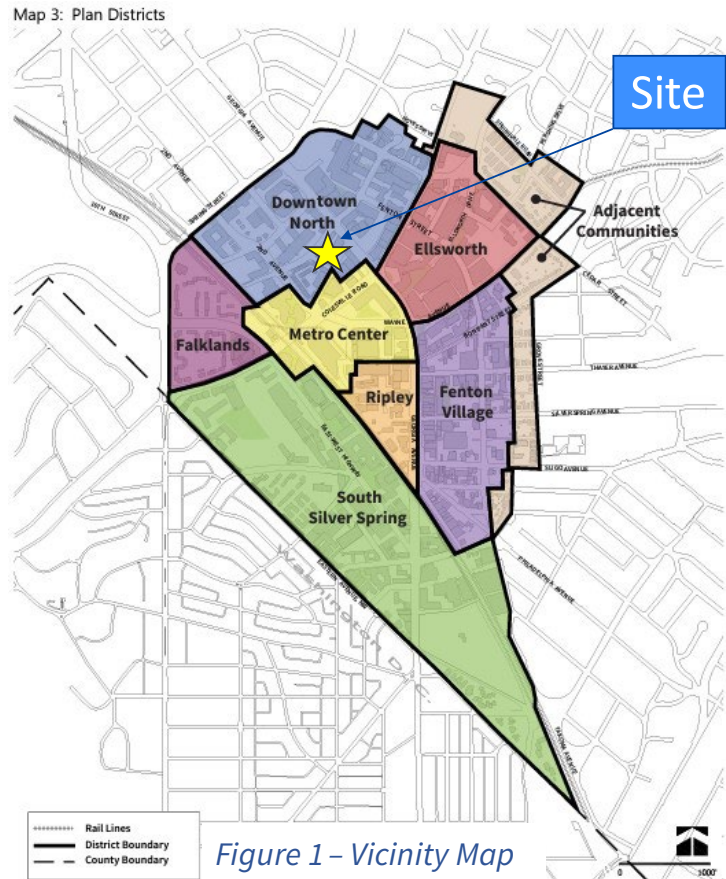
- a) Show resolutions and approval letters on the certified plan set.
- b) Include the list of required and alternative LATR Off-Site Improvement on the certified plan set.

SECTION 2: SITE DESCRIPTION

VICINITY

The Property (“Subject Property” or “Property” or “Site”) is located at the southern quadrant of the intersection of Georgia Avenue and Cameron Street. This is within the Downtown North district of the 2022 *Silver Spring Downtown and Adjacent Communities Plan* (“Sector Plan”), as shown in Figure 1. The Property is zoned CR-5.0, C-5.0, R-5.0, H-300 and Downtown Silver Spring Overlay Zone. Nearby properties are similarly zoned. As shown in Figure 2, the Property occupies approximately one-half of the block defined by Georgia Avenue to the east, Fiddler Lane to the south, Ramsey Avenue to the west and Cameron Street to the north. The Cameron-Second Street Public Parking Garage and a seven-floor commercial-office building confront the Property across Cameron Street. Townhouses and a single-story commercial building (Cubano’s

Restaurant) confront the Property across Ramsey Avenue. A single-story commercial building (Mi Rancho Restaurant) and seven-floor Verizon utility building abut the Property to the south. Commercial-office buildings are located across Georgia Avenue from the Property. The Paul S. Sarbanes Transit Center, with access to multiple bus routes, the Silver Spring Metro Station and future Purple Line Station, is located approximately 0.3 miles southwest of the Property.



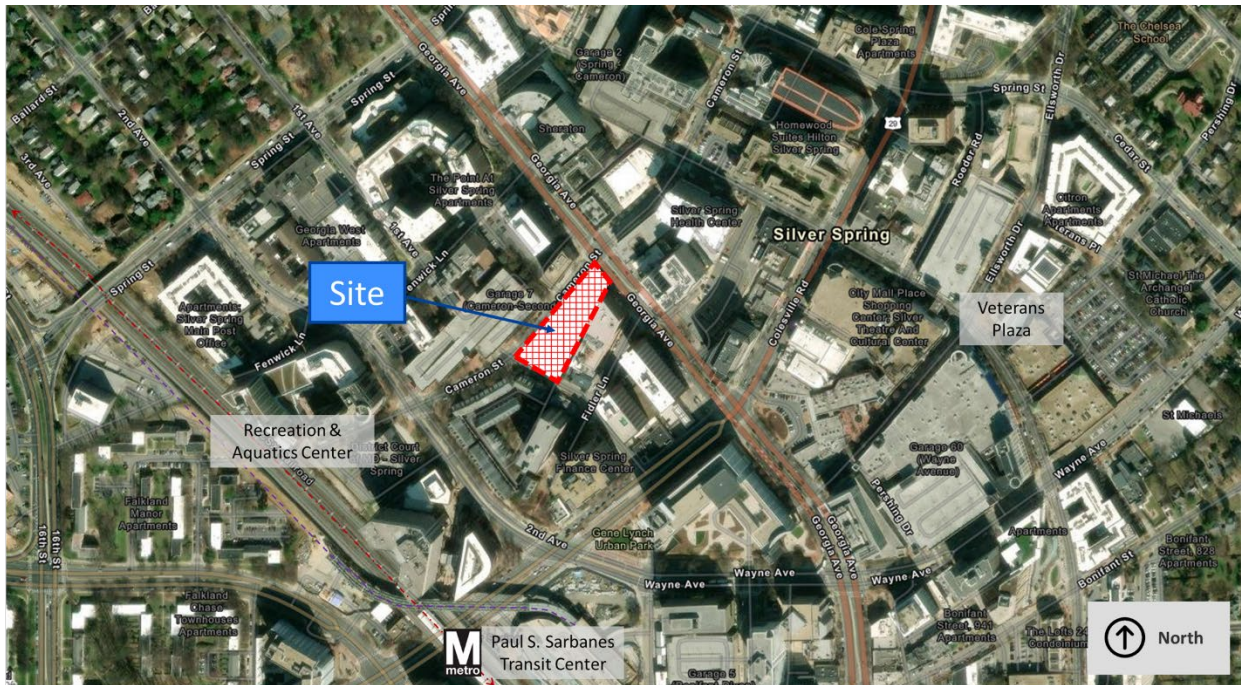


Figure 2- Neighborhood Map

PROPERTY DESCRIPTION

The existing Property has a Tract Area of 1.04 acres, which is reduced to a Site Area of 0.79 acres after considering prior and proposed right-of-way dedications. It consists of two lots as illustrated in Figure 3 and Figure 4. The first is an existing lot at 8676 Georgia Avenue, as recorded by deed in the Land Records of Montgomery County at Book 66167, Page 414. This lot is improved with a low-rise commercial building (former bank) and surface parking lot. The second tract at 8601 Cameron Street (also referred to as 8711 Ramsey Avenue) is known as “Lot 10, Ward and Fidler Subdivision” as recorded among the Land Records of Montgomery County, Maryland at Plat No. 21255, and is improved with the Historic Tastee Diner, an attached non-historic addition to the Diner, and surface parking. The bank building and Tastee Diner buildings are both unoccupied.



Figure 3- Existing Conditions

The Property has frontage on Georgia Avenue, Cameron Street and Ramsey Avenue. All three frontages are improved with brick sidewalks of varied width and street trees. The Property is generally narrow and wedge-shaped. It is widest at its Ramsey Avenue frontage and slimmer along Georgia Avenue. Access to the existing Property is through two curb cuts, one on Cameron Street serving the bank property and second on Ramsey Avenue serving the Diner property.



Figure 4 - Existing Site Conditions - Georgia Avenue at Cameron Street Intersection

A unique feature of the Property is the Historic Tastee Diner, a designated historic structure listed on the Master Plan for Historic Preservation in Montgomery County (Master Plan Historic Site No. 36/13). The designated historic portion of the Tastee Diner and its environmental setting consists of the approximately 800 square-foot, original diner structure with an exterior surface of porcelain enamel with wraparound bands of trim and stainless-steel detailing. For the purposes of this Report, “Historic Tastee Diner” means the 800-square foot structure as listed in the Master Plan for Historic Preservation in Montgomery County as shown in Figure 5 and Figure 6. The existing, attached, addition to the Diner is not part of the historically designated structure.

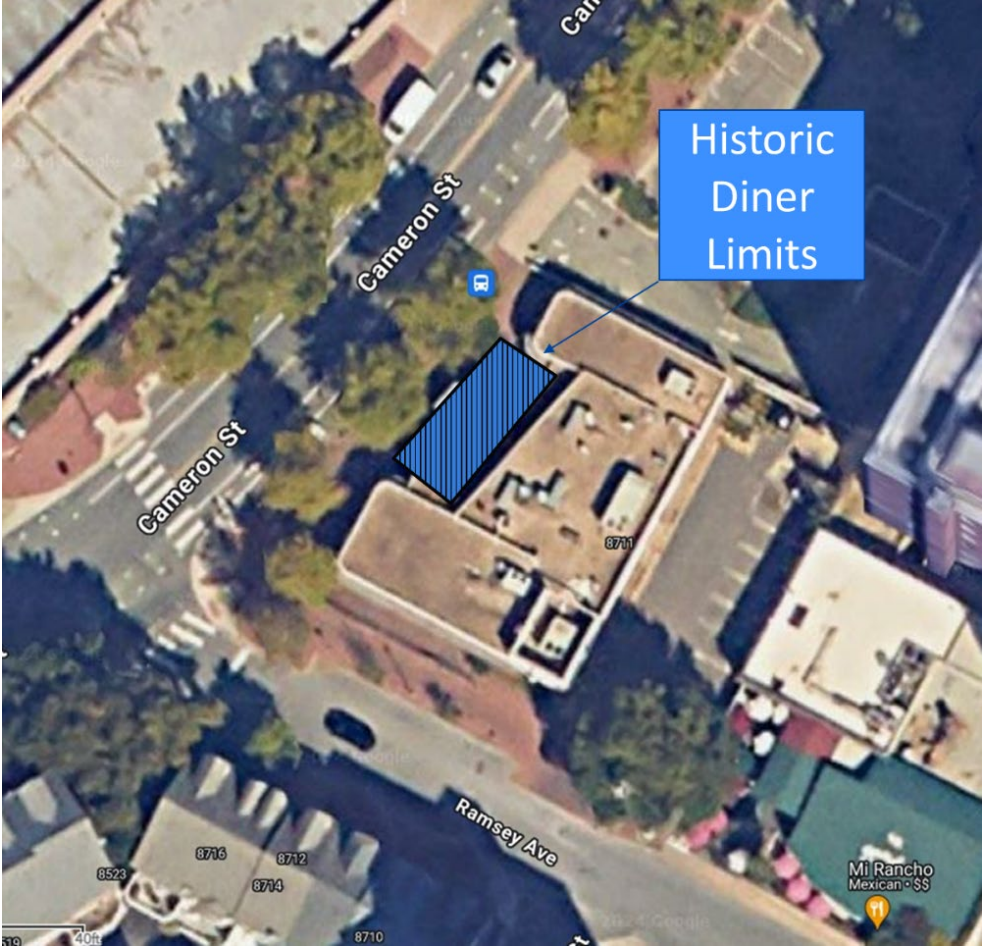


Figure 5: Historic Tastee Diner & its environmental setting



Figure 6 – Historic Tastee Diner Facade

The Property is in the Lower Rock Creek watershed which is a tributary to the Anacostia River and is a Use-Class I watershed¹. The Site is not associated with any forest, or environmentally sensitive areas such as steep slopes, 100-year flood plains, streams, wetlands, or associated buffers. There are three trees onsite measuring 24-inch diameter at breast height (DBH) or greater. There are no hydric or highly erodible soils on or near the site.

SECTION 3: PROJECT DESCRIPTION

PREVIOUS APPROVALS

On August 10, 1999, the Planning Board approved Preliminary Plan No. 119990890 and Site Plan No. 819990450 (Attachment C). These approvals supported the project that relocated the Historic Tastee Diner from its original location at 8516 Georgia Avenue to its current location and provided for the construction of the non-historic restaurant addition and associated site and streetscape features existing today. If approved, the development proposal for 8676 Georgia Avenue, including the subject Sketch Plan and Preliminary Plan, and a future site plan, will supersede the 1999 Preliminary Plan and Site Plan approvals in their entirety.

On June 5, 2001, a Historic Easement Agreement was executed to ensure the Historic Tastee Diner is maintained in a manner consistent with its historic designation, with a focus on preserving its historic, aesthetic and cultural character and appearance. The Easement Agreement is perpetual in duration.

¹ WATER CONTACT RECREATION, PROTECTION OF AQUATIC LIFE. Waters that are suitable for: water contact sports: play and leisure time activities where the human body may come in direct contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wildlife; agricultural water supply; and industrial water supply.

Any work to impact the Historic Tastee Diner is subject to the terms of this Agreement, which requires review and approval of the Montgomery County Executive with a recommendation by the Planning Department's Historic Preservation Supervisor. As such, the development proposal that is subject of this Sketch Plan and Preliminary Plan (and will be the subject of a future site plan) will be the subject of further review for conformance with the terms of the Historic Easement Agreement by the Historic Preservation Supervisor, County Attorney and County Executive. In a letter dated March 19, 2024, the Historic Preservation Supervisor noted the Proposal does not constitute an alteration under the Historic Easement Agreement, and further noted that the Proposal will be subject to further review by the Historic Preservation Commission through the requisite Historic Area Work Permit review. The Historic Easement Agreement and letter from the Historic Preservation Supervisor are included in Attachment D.

On January 24, 2024, the Historic Preservation Commission issued a letter outlining their support for the Sketch Plan proposal relative to the incorporation of the Historic Tastee Diner (Attachment D). The Commission held Preliminary Consultations on the Proposal on August 16, 2023 and October 25, 2023, which considered the following primary issues:

1. Is it appropriate to demolish the non-historic additions?
2. Is relocating the Diner consistent with the required guidance?
3. Is the Diner building appropriately integrated into the proposed new construction?

The Historic Preservation Commission's letter notes their objective is for the Historic Tastee Diner to retain as much of its independent appearance and streetscape presence as possible while being integrated with the new construction. Through the Preliminary Consultations, the Commission determined demolition of the non-historic addition and relocation of the Diner were appropriate. Regarding integration of the Diner with the new construction, the Commission supported the Sketch Plan design concept moving forward and expects further refinement (through the site plan process) to ensure the proposed tower does not appear to loom over the small historic building.

PROPOSAL

Collectively, this Sketch Plan and Preliminary Plan propose a development concept and subdivision plan to redevelop the existing Property with a single high-density, mixed-use building, with a restored and adaptively reused Historic Tastee Diner featured at its base. The proposed building footprint fits into the wedge-shape Site and is set back from Georgia Avenue, Cameron Street, and Ramsey Avenue, to allow for streetscape enhancements prescribed by the Sector Plan and associated Design Guidelines, including implementation of a segment of the Central Green Loop, which includes upgraded bicycle and pedestrian facilities along Cameron Street. The illustrative Sketch Plan is shown in Figure 7.

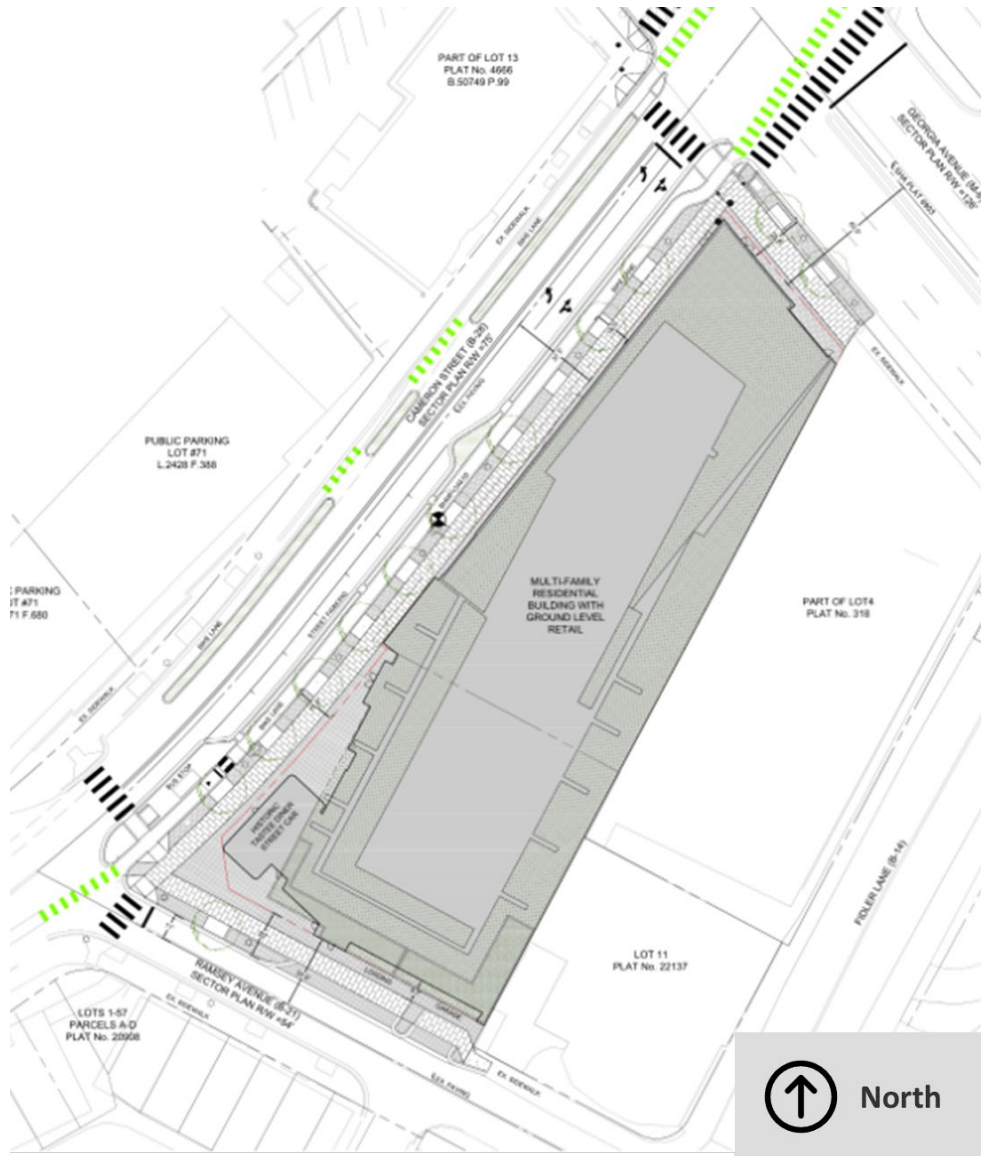


Figure 7: Illustrative Sketch Plan

Individually, the subject applications propose the following:

The Sketch Plan requests up to 550,000 total square feet of density for a mixed-use development with up to 525,000 square feet of residential uses and up to 25,000 square feet of retail/service establishment uses, with 15 percent MPDUs, and adaptive reuse of the Historic Tastee Diner.

The Preliminary Plan requests to create a single lot for up to 525 multifamily residential units, with 15 percent MPDUs and up to 25,000 square feet of retail/service establishment uses.

DEVELOPMENT DENSITY

As shown in Table 1, in Finding 1, Section 6 Sketch Plan Findings and Analysis, a total development density of up to 550,000 square feet (12.09 FAR) is proposed. This scale of building will utilize all mapped CR zone density of 227,515 square feet (5.0 FAR) for the Property. It will achieve additional bonus density of 44,553 square feet (0.98 FAR) for the provision of more than 12.5 percent MPDUs (in accordance with Section 59.4.5.2.C.1.a of the Zoning Ordinance), and requests to utilize 277,932 square feet (6.11 FAR) of Downtown Silver Spring Overlay Zone density (DSS) and make a corresponding contribution to the Civic Improvement Fund.

$$227,515 \text{ sf CR zoned density (5.0 FAR)} + 44,553 \text{ sf MPDU bonus density (0.98 FAR)} + 277,932 \text{ sf DSS density (6.11 FAR)} = 550,000 \text{ sf total development density proposed (12.09 FAR)}$$

As provided by Section 59.4.9.8.C.2.e of the Zoning Ordinance, a contribution to the Civic Improvement Fund must be made before the issuance of any building permit at a rate of \$5 per square foot of approved residential DSS Density gross floor area and at a rate of \$3 per square foot of approved non-residential DSS Density gross floor area. With the Sketch Plan, 277,932 square feet of DSS density is requested in total, with 252,932 square feet for residential density and 25,000 square feet for non-residential density.

$$(252,932 \text{ sf residential DSS density} \times \$5/\text{sf}) + (25,000 \text{ sf non-residential DSS density} \times \$3/\text{sf}) = \$1,339,660 \text{ estimated Civic Improvement Fund contribution}$$

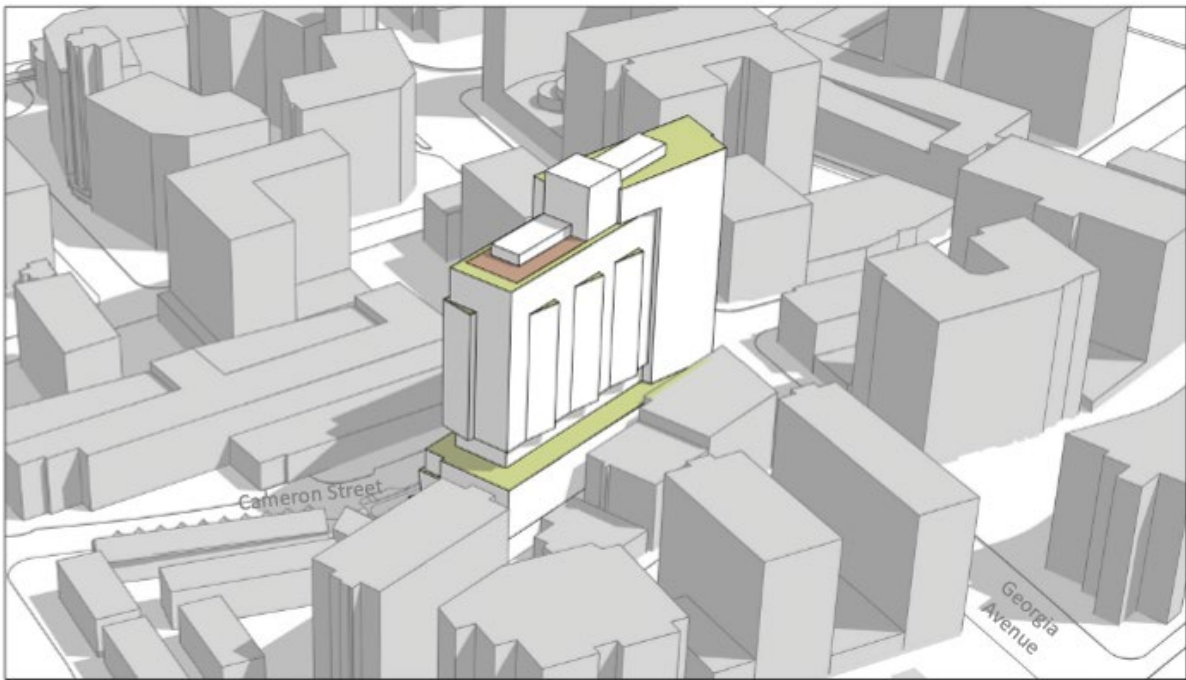
The proposed development will be further reviewed at the time of site plan, with the Civic Improvement Fund contribution expected to be refined based on the final design and prevailing contribution rates at that time.

ARCHITECTURAL CONCEPT

The single building proposed will occupy the majority of the Property. It will reach a maximum height of 300 feet and will feature prominently in Silver Spring skyline. It will be at its tallest close to Georgia Avenue and step down in height proximate to Ramsey Avenue as shown in Figure 8. The architectural design incorporates step-backs, geometric modulation and articulation of façade elements, and the incorporation of a variety of materials and colors to add visual interest to the building and break down its perceived mass and scale. Details of these design elements is to be further refined at the time of site plan review.



AERIAL VIEW LOOKING SOUTH-WEST



AERIAL VIEW LOOKING NORTH-EAST

Figure 8 - Building images

The building program provides for ground floor retail/service establishment uses and a residential lobby area as shown in Figure 9. Structured parking will be located on floors two through six, with up to 525 multifamily residential units to occupy the remaining upper levels of the building. The Historic

Tastee Diner is placed at street level at the southwest corner of the Property and connected to the residential lobby space of the new mixed-use building.

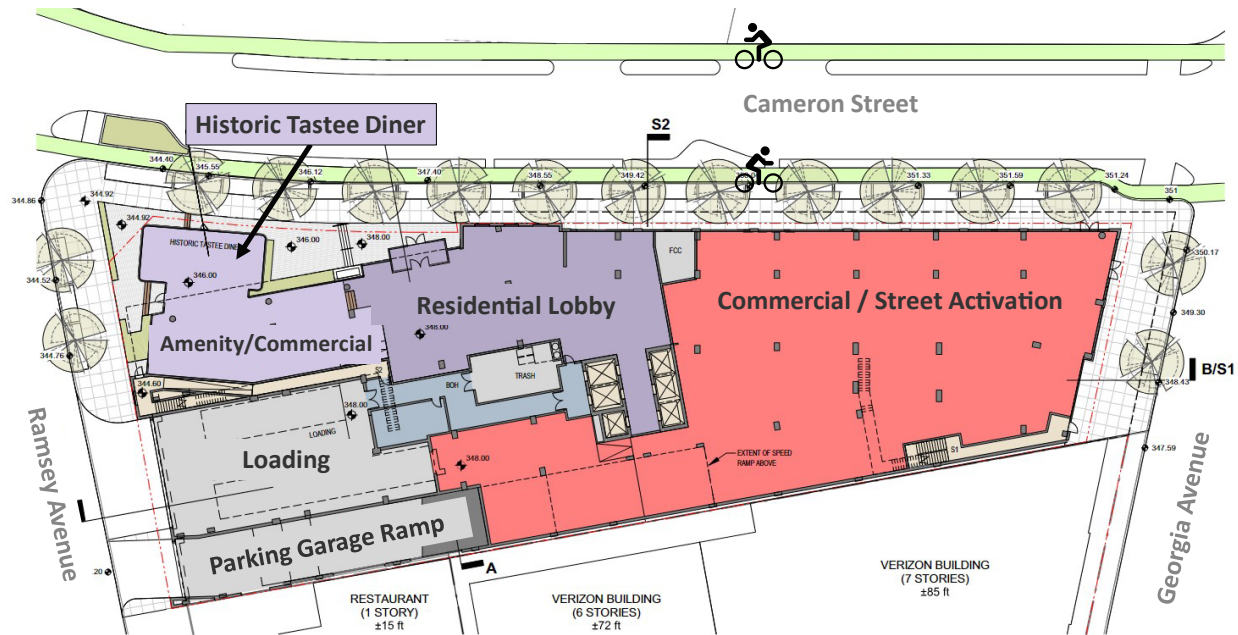


Figure 9 – Ground Floor Program

The design will restore the exterior of the 800-square-foot Historic Tastee Diner and adaptively reuse it as part of the overall development program. The Diner’s location will shift from its existing location, to be approximately 45 feet closer to the intersection of Cameron Street and Ramsey Avenue. This places the Diner outside the footprint of proposed mixed-use building and any of its overhanging elements as illustrated in Figure 10 and Figure 11. The backside of the Diner will be connected to the larger new building’s ground-floor space, allowing it to function as an integrated, but unique and special, element of the development program. The siting of the Diner in this fashion gives it a high level of visual prominence is consistent with the findings and recommendations of the Historic Preservation Commission’s Preliminary Consultations and letter regarding the Sketch Plan. Treatment of the Diner, including how it will attach to the new, mixed-use building, will be subject to further review by the Historic Preservation Commission and will require approval of a Historic Area Work Permit. Review and approval by the County Executive is also required under the terms of the Historic Easement Agreement associated with the Historic Tastee Diner. These reviews will occur in the future as the site and building design matures through the entitlement process.



Figure 10- Taste Diner Illustrative Concept Rendering – View from Cameron Street / Ramsey Avenue Intersection

The Silver Spring Design Advisory Panel (DAP) reviewed the proposed building design at their public meetings on July 19, 2023 and October 18, 2023, with minutes of those meetings included herein as Attachment E. At the July 2023 meeting, the DAP requested the Applicant to further develop building plans to respond more directly to the townhomes located across Ramsey Avenue, explore means for the building façade and streetscape design along Georgia Avenue to be activated and integrate harmoniously with the abutting Verizon building and sidewalk, explore means to achieve full visual integration of the parking garage levels into the greater building design, and to ensure the Historic Taste Diner is not overwhelmed by the massing and façade design of the proposed building.



Figure 11- Tastee Diner Illustrative Concept Rendering – View from Cameron Street

At the October 2023 meeting of the DAP, the Panel concluded the general building location, massing and overall design concept were acceptable, with the expectation that the overall architecture for the building will be further developed, with particular attention to the sculpting of a prominent tower top proximate to Georgia Avenue, visual integration of parking levels into the overall façade design, and ensuring the design for the building is complimentary to the Historic Tastee Diner, and does not overpower it.

OPEN SPACE

Given the tract size and number of street frontages of this Property, Section 59-4.5.4.B.1 of the Zoning Ordinance requires ten percent of the Site area (3,463 square feet) to be provided as public open space. However, Section 59-4.9.8.C.5 regarding Public Open Space in the Downtown Silver Spring Overlay Zone and the *Silver Spring Downtown and Adjacent Communities Plan* provide that for any Optional Method development project required to provide public open space on a site not recommended for a new public space in the Sector Plan, the Sector Plan recommends that in lieu of on-site open space, applicants contribute to the creation of new and improvement of existing public parks recommended by the Sector Plan, preferably within the same district. These contributions will be determined during the Optional Method development review and approval process and will be based on the cost/sf of constructing an equivalent area of the recommended public space.

The Planning Board Master Plan Interpretation Policy No. 24-01 dated October 26, 2023 (Attachment F) provides further guidance to calculate and apply the contribution-in-lieu of public open space requirement. As this Application is required to provide public open space under the CR zone Optional

Method of Development but the Property is not recommended for new parkland or public open space by the Sector Plan, the contribution-in-lieu is required. The contribution amount will be determined through a future site plan application.

TRANSPORTATION



Figure 12: Site Access and Circulation

Parking and Loading Access

All vehicular and loading access to the Site will be provided on Ramsey Avenue as shown in Figure 12. Of the three Site frontages, Ramsey Avenue is the most suitable vehicular and loading access point to the proposed building because of the roadway’s comparatively low vehicular, pedestrian, and bicycle travel volumes, and the location’s ability utilize the Site’s length to create an efficient access arrangement. While this location for the development’s loading bays and parking garage is the most workable as discussed herein, it will confront townhomes located across Ramsey Avenue.

Alternative vehicular and loading access locations to the Property were examined from Georgia Avenue and/or Cameron Street and determined not to be feasible. Georgia Avenue is a Downtown Boulevard with six vehicle lanes and the highest levels of vehicle and pedestrian activity of Site's three fronting streets. A cross section of Georgia Avenue is shown in Figure 13. The Property's frontage is at its most narrow on Georgia Avenue. The angle at which Georgia Avenue fronts on the Property, the Property's limited frontage length, and this frontage's proximity to the intersection of Georgia Avenue and Cameron Street do not provide adequate distance or geometry to allow for safe and efficient vehicle or truck turning movements from Georgia Avenue into the Site.

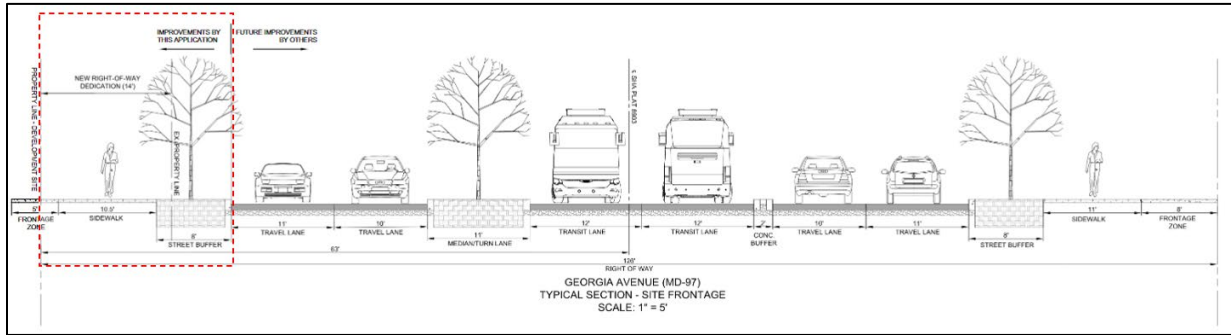


Figure 13: Ultimate Cross Section of Georgia Avenue, Applicant contribution shown in dashed lines

Cameron Street, a Downtown Street, is a key east-west connector in downtown for vehicles, pedestrians and bicyclists. The 2022 *Silver Spring Downtown and Adjacent Communities Plan* envisions Cameron Street between Second Avenue and Fenton Street as the northern segment of the Central Green Loop as shown in Figure 14. Key elements of the Green Loop include comfortable sidewalks, separated bicycle lanes, and street trees. These elements are provided with this Proposal, as shown in Figure 15. Given the desire to increase pedestrian and bicycle activity on Green Loop streets, minimization of potential points of conflict between vehicles and walkers or bikers is prioritized along the Green Loop. In addition to pedestrian and bicycle considerations, the shallow depth of the Property as it relates to Cameron Street is not adequate to support a safe and efficient



Figure 14: The Green Loop

vehicle ramp to an interior parking structure without significantly reducing the quantity and quality of ground floor building space available for activating uses. Furthermore, the 2024 *Complete Streets Design Guide* emphasizes that driveways should be minimized on streets such as Downtown Streets (page 141). Both Cameron Street and Ramsey Street are Downtown Streets; however, Cameron Street experiences higher volumes of all travel modes. Therefore, additional curb cuts and vehicular access points on Cameron Street should be avoided where feasible.

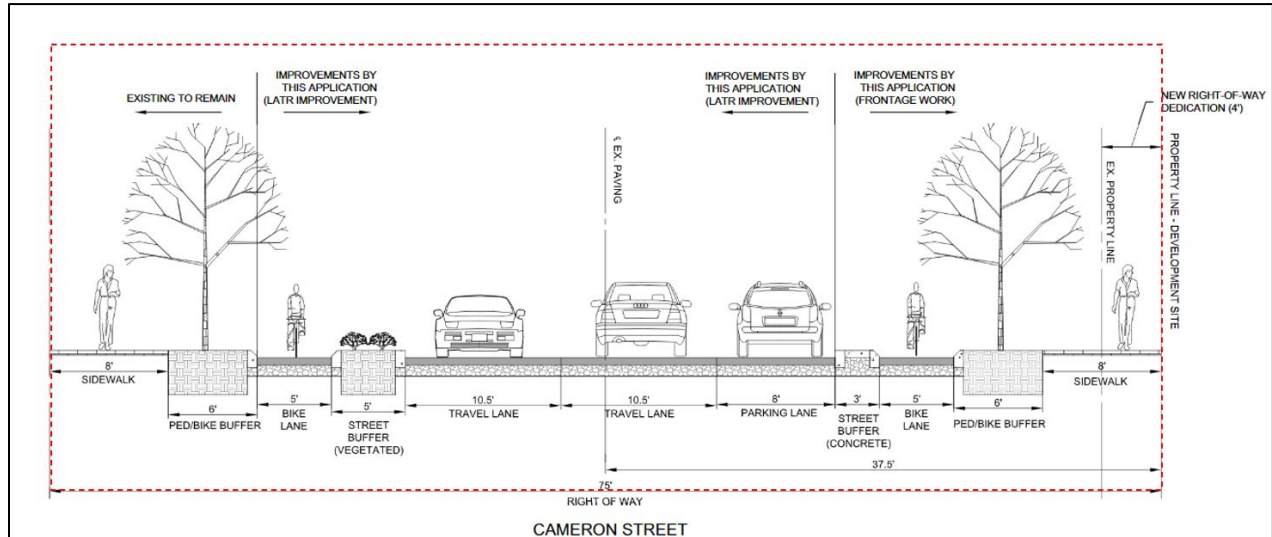


Figure 15: Proposed Cross Section of Cameron Street - Applicant contribution shown in dashed lines

As stated above, all vehicular access will be consolidated on Ramsey Avenue. Ramsey Avenue along the Site frontage will be redesigned to remove existing on-street parking in favor of a more pedestrian-friendly streetscape with buffered sidewalks as shown in Figure 16. To accommodate the future commercial tenant and residential occupants, a three-bay loading dock is proposed. Planning, MCDOT, and MCDPS ROW staff evaluated the maneuverability of the two types of trucks expected to service the Site and determined that there is sufficient space within the loading bay and the future design of Ramsey Avenue to accommodate ingress and egress movements. Structured parking is proposed on floors two through six of the building, above the ground level retail and residential lobby space. Architectural screening of the parking structure is required, and its design will be finalized at site plan. The Site is located within the Silver Spring Parking Lot District and is therefore permitted to provide parking capacity under the minimum required for the zone without a parking waiver. The total number of parking spaces will be finalized at the time of site plan review.

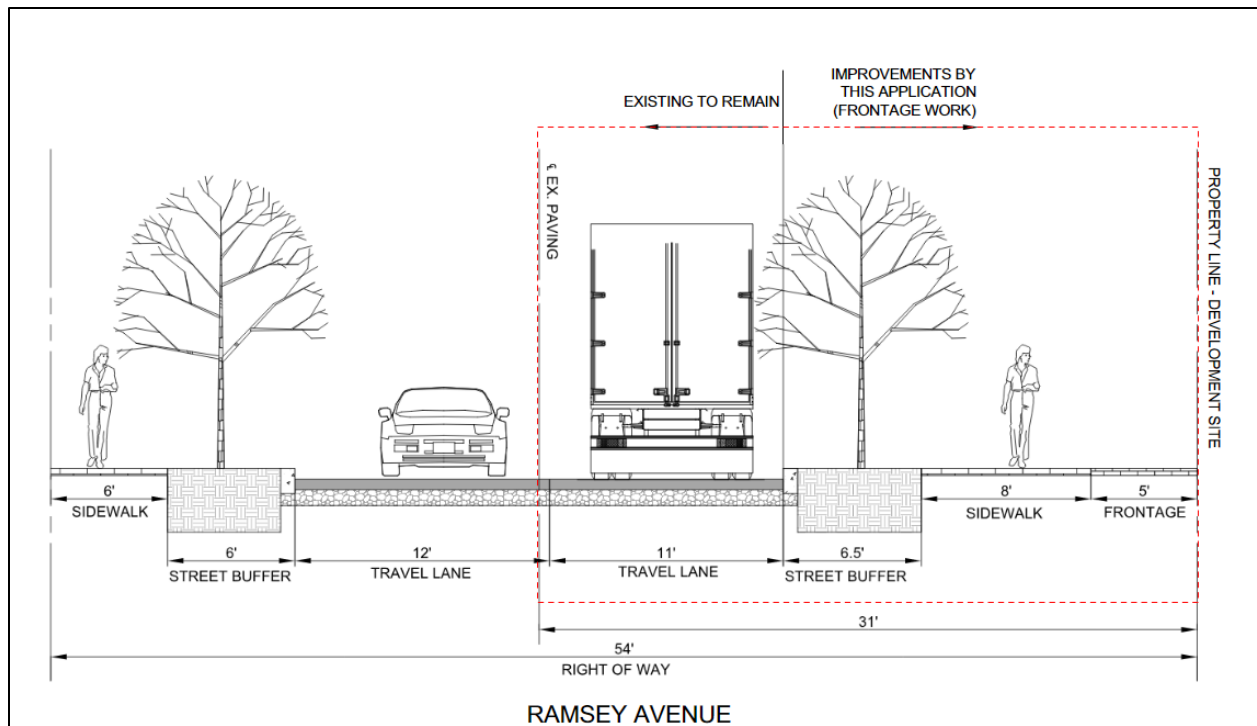


Figure 16: Proposed Cross Section of Ramsey Avenue, Applicant contribution shown in dashed lines

Bicycle and Pedestrian Access

Bicycle access will be substantially upgraded on both sides of Cameron Street along the Site frontage. The eastbound bicycle lanes are required as part of the frontage improvements for this Application as shown in Figure 15. The westbound bicycle lanes, and the improved, protected intersection treatments at Georgia Avenue and Cameron Street as well as Cameron Street and Ramsey Avenue are required mitigation projects as part of the Local Area Transportation Review, discussed in further detail within Section 6: Preliminary Plan Findings and Analysis, of this Report. Bicycle parking will be required for the project. The quantity and location on site will be finalized at the time of Site Plan.

Pedestrian access will be improved along all three site frontages, in accordance with the Sector Plan. Georgia Avenue will have a 10.5-foot-wide sidewalk with an eight-foot-wide street buffer. Cameron Street will have an eight-foot-wide sidewalk, six-foot-wide pedestrian and bicycle buffer (with tree plantings), a five-foot-wide separated bike lane, which is buffered partially by an 11-foot-wide floating bus stop near Ramsey Avenue and a three-foot-wide concrete street buffer and an eight-foot-wide parking lane for the remainder of the roadway segment. Two on-street parking spaces on the south side of Cameron Street (Site side) will be removed to accommodate a floating bus stop. Ramsey Avenue will have an eight-foot-wide sidewalk and a six-and-one-half-foot wide street buffer. All existing on-street parking (2 spaces) will be removed from Ramsey Avenue along the Site frontage. No changes will be made to the existing non-peak hour on-street parking spaces along Georgia Avenue.

ENVIRONMENT

Forest Conservation Exemption

A Forest Conservation Exemption, designated as NRI/FSD No. 42023137E, was confirmed for the Property on May 02, 2023. Thus, this Application is subject to Chapter 22A Forest Conservation Law², but is exempt from the requirement to submit a Forest Conservation Plan under Section 22A-5(s)(1) as the activity is occurring on a tract of land less than 1.5 acres with no existing forest, no specimen or champion trees, and the afforestation requirements would not exceed 10,000 square feet.

The Site is bordered by a few street trees within the public right-of-way that are a diameter-at-breast-height (DBH) of less than 24 inches. The Proposal includes the planting of street trees, green roof, and vegetated, rooftop stormwater management controls. The Property does not contain any streams, wetlands, or 100-year flood plains, or their associated buffers. The soils on the property are classified as urban land, which is neither highly erodible nor particularly sensitive. There are no known rare, threatened, or endangered species on the property.

Stormwater Management

The Application proposes to meet stormwater management requirements through the use of green roof and planter boxes. A Stormwater Management Concept Plan was found to be acceptable by the Department of Permitting Services, Water Resources Section, as stipulated in their letter dated April 8, 2024. MCDPS further noted the stormwater management concept plan must be formally revised and receive a Site Development Plan Approval (from MCDPS) prior the Planning Board approving a subsequent site plan application.

Green Cover

The Sector Plan requires the provision of a minimum of 35 percent on-site green coverage. The green cover may include singularly or a combination of intensive green roofs or tree canopy cover. This Application has a Site Area of 34,630 square feet, which results in a minimum green cover requirement of at least 12,121 square feet. The Application proposes to meet this requirement entirely through the use of intensive green roof. The provision of green cover will be further evaluated with a future site plan application.

² Based on the filing date of the exemption application, the Forest Conservation Exemption is subject to the Forest Conservation Law in effect prior to April 4, 2023.

SECTION 4: COMMUNITY OUTREACH

The Applicant has complied with all submittal and noticing requirements. A pre-submittal public meeting was held on May 16, 2023 related to the Sketch Plan and Preliminary Plan (Attachment G). Additionally, the Property was posted with development application signage and written notices were sent to required parties.

CORRESPONDENCE

Staff received several emails and letters of correspondence throughout the review of the Project from residents of the Cameron Hills townhouse community, which confronts the Subject Property across Ramsey Avenue. Staff reviewed concerns raised with public agency partners and the applicant team, and staff met with Cameron Hills residents via virtual meetings in May and June 2023. Key views and concerns noted in the correspondence and meetings are summarized below, with full correspondence included in Attachment H. Staff's response to comments is summarized herein. The Applicant also provided a response to Cameron Hill townhouse residents comments, included in Attachment G.

- The proposed building is viewed as too large for the Site generally and does not scale down sufficiently proximate to Ramsey Avenue to be in-character with the Cameron Hill Townhomes and single-story restaurant buildings sharing that street frontage.
- There is concern about the scale and uses of the proposal as they relate to traffic generation, site access, and loading/service activities generally. There are specific concerns about the loading and parking access location proposed on Ramsey Avenue and how that could potentially worsen traffic and parking challenges for the Cameron Hills townhouse community. The sole vehicular access point to the townhouse community is Cameron Hills Court, which confronts the loading and parking access location for 8676 Georgia Avenue's proposed building.
- Related to the point above, there are concerns about how the proposed loading and access configuration will work and how service and delivery operations could negatively impact townhouse owners, especially those located directly across Ramsey Avenue (through noise, odor, light pollution, etc.). Some owners request that another location for loading and parking access be found.

Staff Response

Scale and Scope of Proposed Development

The Sketch Plan and Preliminary Plan propose a development scheme that is in-line with that envisioned in the *Silver Spring Downtown and Adjacent Communities Plan* for the Downtown North District and for the specific Property subject of the Applications. The mixed-use nature of the Project,

maximum density and height, building placement and other aspects of the site design conform with the requirements of the CR zone and Sector Plan. The general building design including its massing, form, maximum height, and relationship to its surrounding environment, including the neighboring Cameron Hills townhomes, was evaluated by the DAP and found to be acceptable and consistent with the recommendations of the *Silver Spring Downtown and Adjacent Communities Design Guidelines*, as detailed in Section 6 Sketch Plan Findings. The proposed building and site design will be further refined by the Applicant and subject of further evaluation at the time of site plan application review.

Traffic Generation, Loading and Access on Ramsey Avenue

Vehicular trip generation analysis and Local Area Transportation Review (LATR) were considered during the Preliminary Plan review, with findings detailed in Section 7, Preliminary Plan Finding 3 of this Report. In general, the proposed building and uses will generate new vehicular, pedestrian, and bicycle traffic in downtown Silver Spring. As a result, the Applicant is required to construct a series of improvements to local transportation infrastructure as a part of this Proposal. These improvement projects are listed in Section 7, Preliminary Plan Finding 3, and are intended to increase safety and comfort for all modes of transportation in downtown.

Planning, MCDOT and MCDPS staff analyzed the loading and access arrangement for the proposed building. As stated in Section 4: Project Description, multiple access and loading scenarios were considered on each of the Site's frontages. Ramsey Avenue was determined to be the option that best met the requirements of the Sector Plan, 2024 *Complete Streets Design Guide*, Zoning Ordinance, and other guiding standards for safe and efficient loading and parking garage access in an urban context.

A loading management plan is included with the Proposal that outlines general operational guidelines for the building's loading bays intended to make operations efficient and limit impacts on the neighboring townhomes. The loading management plan will be subject to further refinement at the time of site plan review.

SECTION 5: SKETCH PLAN 320230060 FINDINGS AND ANALYSIS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The Sketch Plan must:

1. Meet the objectives, general requirements, and standards of this Chapter;

The Application meets the development standards of the CR zone as follows:

Table 1: 8676 Georgia Avenue Sketch Plan Data Table for CR Zone, Optional Method, Section 59.4.5.4

Development Standard	Permitted/ Required	Proposed in Concept
Tract Area	n/a	45,503 sf (1.04 acres)
Tract Area - Prior Dedication	n/a	8,854 sf (0.20 acres)
Tract Area - Proposed Dedication	n/a	2,019 sf (0.05 acres)
Site Area¹ (tract area minus dedications)	n/a	34,630 sf (0.79 acres)
Mapped Density CR-5.0 C-5.0 R-5.0 H-300		
Residential (GFA/ FAR)	227,515 sf (5.0)	202,515 sf (4.45)
Commercial (GFA/FAR)	227,515 sf (5.0)	25,000 sf (0.55)
Total Mapped Density (GFA/FAR)	227,515 sf (5.0)	227,515 sf (5.0)
MPDU requirement	15%	15%
MPDU Bonus Density (GFA/FAR)²	n/a	44,553 sf (0.98)
Downtown Silver Spring Overlay Zone Density (DSS)	n/a	277,932 sf (6.11)
Total GFA/FAR (with bonus density)		550,000 sf (12.09)
Building Height, max average	300 ft	300 ft
Public Open Space (min)³	3,463 sf	Contribution-in-lieu

¹ Site area is determined by tract area minus any previous and proposed dedications per Section 59.4.1.7.A of the Zoning Ordinance.

² MPDU bonus density is in accordance with Section 59.4.5.2.C.1.a of the Zoning Ordinance, which allows for residential density to be increased above the mapped residential FAR by 0.88 percent for each 0.1 percent increase in MPDUs above 12.5 percent up to and including 15 percent.

³ Section 59-4.9.8.C.5 of the Zoning Ordinance, regarding Public Open Space in the Downtown Silver Spring Overlay Zone, and Section 4.1.12 of the 2022 *Silver Spring Downtown and Adjacent Communities Plan* provide that all Optional Method development projects required to provide public open space on a site not recommended for a new public space in the Sector Plan area are required to instead make a fee-in-lieu contribution to Montgomery Parks based on the cost per square foot of constructing an equivalent area of the otherwise required on-site public open space. The amount of the contribution will be determined at the time of site plan application review.

In addition to the general development standards outlined in Table 1, the Sketch Plan is subject to the development standards of the Downtown Silver Spring Overlay Zone, as provided in Section 59.4.9.8.C of the Zoning Ordinance:

Development Standards

1. Building Height

- a) Except as provided in Section 4.9.8.C.1.b or Section 4.9.8.C.3.b, the maximum building height is limited to the height allowed in the underlying zone.**

- b) Sites recommended in the Silver Spring Downtown and Adjacent Communities (SSDAC) sector plan to exceed the maximum building height of 300 feet may be approved by the Planning Board for up to 360 feet under optional method development.**

The proposed building will have a maximum height of up to 300 feet, which is the maximum building height allowed by the Site's underlying CR zoning. The Site is not specifically recommended in the Sector Plan to have a building height in excess of 300 feet.

2. Density

- a) Properties in the CR zone with a mapped total FAR of 8.0 are not subject to the maximum C FAR or maximum R FAR limits under Section 59.4.5.2.A.3.**

The Property is zoned CR with a mapped total FAR of 5.0. This standard is not applicable to this Application.

- b) In the CR or CRT zones, a development may exceed the mapped total FAR on a site if the Planning Board approves a sketch or site plan under Section 7.3.3 or Section 7.3.4, or a Bio-Health Priority Campus Plan under Section 7.3.6, that includes the allocation of gross floor area of Downtown Silver Spring Overlay Zone (DSS) Density, or FAR Averaging under Section 4.9.2.C.5.**

The Sketch Plan proposes to exceed the mapped total FAR for the Site by qualifying for MPDU bonus density and by including up to 277,932 square feet of DSS density in the Application, as demonstrated in Table 1 above.

- c) DSS Density is the gross floor area by which development on a site in the Overlay Zone may exceed the maximum gross floor area mapped on the site, consistent with the requirements of the Overlay Zone, including design review, public benefits, and the qualifications set forth in Section 4.9.8.C.2.e below. DSS Density may not be transferred to any other property.**

DSS density requested with this Application is for use on the Subject Property and not to be transferred to any other property. The Proposal and associated request for DSS density is consistent with the requirements of the Overlay Zone, as presented herein.

- d) Land Use**

The gross floor area allocated from DSS Density may be developed as Commercial or Residential square footage.

A total of 277,932 square feet of DSS density is requested with this Sketch Plan. This figure includes 25,000 square feet of DSS density to support retail/service establishment uses and 252,932 square feet of DSS density to support residential uses.

e) Qualification

To qualify for DSS Density, a proposed development must:

- i. Make a contribution to the Civic Improvement Fund before the issuance of any building permit at a rate of \$5 per square foot of approved residential DSS Density gross floor area and at a rate of \$3 per square foot of approved non-residential DSS Density gross floor area.**

Before the issuance of any building permit, this Proposal will be required to contribute to the Civic Improvement Fund for the residential and non-residential DSS density allocated. The final amount of DSS density and associated Civic Improvement Fund contribution will be determined at the time of site plan review.

- ii. The Planning Board, after advertising and holding a public hearing, must adjust this payment rate by July 1 of each even-numbered year by the cumulative increase or decrease in a published construction cost index over the prior two calendar years. The Planning Board must cap the biennial Civic Improvement Fund rate adjustment not to exceed 20%. If the biennial tax rate adjustment exceeds 20%, the excess dollar amount must be carried over and added to the Civic Improvement Fund rate before calculating the next adjustment. If this total adjustment, including any carried over value, again exceeds 20%, the excess dollar amount must be carried over and added to the rate before calculating the next biennial adjustment.**

The proposed project will be subject to the Civic Improvement Fund rate applicable at the time of the Project's site plan review.

3. Moderately Priced Dwelling Units (MPDUs)

a. General Requirement

For any development application that includes 20 or more residential dwelling units, the Planning Board may only approve the application if the development provides at least 15% MPDUs under the provisions of Chapter 25A.

The Application includes up to 525 multifamily residential units with 15 percent MPDUs.

b. Building Height

If a project exceeds 15% MPDUs the height limit of the applicable zone does not apply to the extent required to provide MPDUs. The additional height is calculated as the floor area provided for MPDUs above 15% divided by the average residential floor plate area, where each whole number and each remaining fraction allows an increase of 12 feet.

The Applicant includes 15 percent MPDUs and does not request to exceed the 300-foot height limitation of the Site's underlying CR zone.

c. Downtown Silver Spring Density

If a development includes at least 25% MPDUs, a DSS Density Payment is not required for any residential gross floor area.

The Application includes 15 percent MPDUs. A contribution to the Civic Improvement Fund for an allocation of DSS density is required for the Project, with the contribution amount to be determined at the time of site plan review.

4. Public Benefit Points

The requirements for public benefit points are established by Division 59.4.7, and as follows:

a. The Planning Board must not grant any public benefit points for transit proximity under Section 59.4.7.3.B.

No public benefit points for transit proximity are requested.

b. The Planning Board must determine that the development achieves 10 points for the exceptional design public benefit under Section 59.4.7.3.E.4. The Planning Board must appoint a Design Advisory Panel composed of independent professionals with relevant design experience and expertise, representing the diversity of the community, including at least one resident of Silver Spring. The Planning Board must consider the comments from the Design Advisory Panel on all projects before making its determination concerning exceptional design points.

As is discussed in detail Sketch Plan Finding 6 below, the Silver Spring Design Advisory Panel (DAP) reviewed the Sketch Plan twice, in July 2023 and October 2023. At their October 2023 meeting, the DAP concluded the proposed Project is on track to qualify for 10 public benefit points for exceptional design with further review to be completed with a future site plan application.

5. Public Open Space

Any project required to provide public open space on a site not recommended in the Sector Plan for a new public space must contribute to the creation of new or improvement of existing public parks recommended by the Sector Plan, preferably within the same district as identified in the Silver Spring Downtown and Adjacent Communities Plan, based on the cost per square foot of constructing park area equivalent to the required public space, as determined by the Planning Board during site plan review

The Property is not recommended in the Sector Plan for a new public open space. In lieu of providing the area of open space otherwise required, the development will contribute to Montgomery Parks to support the creation of new parks or improvements to existing parks in the Sector Plan area. The amount of this contribution will be determined at the time of site plan review.

f) Implement the recommendations of applicable master plans (59.4.5.1.A)

The 2022 *Silver Spring Downtown and Adjacent Communities Plan* includes recommendations that apply to the Property and Proposal as follows:

i. Downtown North District Recommendations

New tall buildings along Georgia Avenue should have clearly differentiated bases that relates to the pedestrian scale, with substantial variation in the building massing, facade and materials. Towers should step back above the base along streets, open spaces and through-block connections in a way that distinctly differentiates the tower from the building base. Refer to the Design Guidelines that accompany this Plan.

The proposed building design includes a distinct base treatment that relates to the pedestrian scale and will frame the adjacent public realm on Georgia Avenue, Cameron Street, and Ramsey Avenue. The building celebrates its prominence at the highly visible intersection of Georgia Avenue and Cameron Street with a strong vertical treatment that groundings its tower at street level at this corner and pulls up to its full height here. The building steps down in height proximate to Ramsey Avenue. Step backs are not included in the tower's Georgia Avenue frontage but are included above the base proximate to Cameron Street and Ramsey Avenue. The design incorporates the Historic Tastee Diner as a distinct, street-level feature adjacent to the intersection of Ramsey Avenue and Cameron Street, which adds unique character and charm to the pedestrian realm. The building design also incorporates plane changes, variation in materials and façade treatments that

further break down the mass and scale of the building. Details of the building design are to be further developed with a future site plan application.

At infill redevelopment sites along Georgia Avenue provide active ground floor uses.

Commercial retail uses and residential lobby and amenity spaces are proposed for the building's ground floor program. The Sketch Plan concentrates this commercial space proximate to Georgia Avenue.

Implement the Green Loop concept along Cameron Street between Fenton Street and 2nd Avenue as a key component of the Central Green Loop. Cameron Street between Fenton Street and Spring Street should be a Green Loop connector with some elements of the Green Loop implemented as feasible.

This Project proposes to provide key elements of the Central Green Loop including separated bike lanes on the north and south side of Cameron Street proximate to the Property, new sidewalks, and new street trees.

Increase public open spaces and community gathering opportunities in this district through development projects on existing opportunity sites.

The northern portion of the Site, the former bank property, is identified as an opportunity site in the Sector Plan. The Sketch Plan proposes general improvements to the public realm around the Property, including providing elements of the Sector Plan recommended Central Green Loop and space for a privately owned, but publicly accessible, street-level plaza proximate to the Historic Tastee Diner. These elements will help create an attractive public realm and provide the opportunity for a community gathering space adjacent to the Historic Tastee Diner. Per the Sector Plan, this Property is also recommended to provide a public open space contribution in-lieu of onsite public open space to further assist in meeting this the Sector Plan's vision for open spaces in downtown Silver Spring.

Additional opportunity sites in this district include: 8615 Georgia Avenue, 8676 Georgia Avenue, 86008606 2nd Avenue, 1323 Fenwick Lane, and 1327 Fenwick Lane.

The Sector Plan identifies 8676 Georgia Avenue, the former bank property, as an opportunity site. As previously noted, this Proposal assembles two properties to support the proposed development, the aforementioned opportunity site and the neighboring Tastee Diner site.

ii. **General Recommendations**

Land Use and Zoning

Any CR property in the Plan Area may obtain additional density necessary to reach the mapped maximum building height by making a contribution to the Civic Improvement Fund (CIF). CIF contributions will be made only for density above the total mapped maximum density for the site, not achieved through density-averaging, or for providing MPDUs above the required minimum, up to the approved maximum height.

The development proposal exceeds the mapped total FAR for the Property and requests to utilize 277,932 square feet of Downtown Silver Spring Overlay Zone Density to reach a maximum development density 550,000 square feet as proposed. A contribution to the Civic Improvement Fund (CIF) must be made for additional density requested above the mapped FAR for the Property that is otherwise not achieved through the provision of MPDUs above the required minimum. The final amount of the contribution to the Civic Improvement Fund will be determined through future site plan review, with the contribution to be made prior to the issuance of any building permits, as stipulated in Section 59.4.9.8.C.2.e of the Zoning Ordinance.

For Optional Method development projects required to provide public open space on a site not recommended for a new public open space in the Sector Plan, the Plan requires contribution to a recommended park preferably in the same district, unless the Planning Board determines the public open space will significantly contribute to the public open space network proposed in this Sector Plan. Refer to Section 4.1.12. Implementation.

The Sketch Plan is made under the Optional Method of development for the CR zone and is required to provide ten percent of the site area (3,463 square feet) as public open space. However, the 2022 *Silver Spring Downtown and Adjacent Communities Plan* does not recommend new public open space for the Site. As such, the Proposal is required to provide a fee-in-lieu contribution with the total amount to be calculated with a future site plan application, in accordance with Planning Board Master Plan Interpretation Policy M-NCPPC 24-01, dated October 26, 2023.

Economic Growth

Promote new ground-floor retail to established retail nodes or corridors where there is already existing retail and significant pedestrian activity. For those locations that are not adjacent to or on a block with existing retail consider alternative strategies for activating the ground floor, such as an art gallery/venue, community meeting space, educational or medical use.

The Sketch Plan will provide new ground-floor retail uses in the core of Silver Spring, proximate to other existing retailers, service providers, and dining options. The ground floor program for the development includes an activating residential lobby feature. The Applicant is also developing concepts for adaptively reusing the Tastee Diner and incorporating that as an activating feature for the development and adjacent streetscape area. Details regarding these design elements will be further reviewed at the time of site plan.

Housing

Require all Optional Method of Development projects to provide a minimum of 15 percent moderately priced dwelling units (MPDUs) or other DHCA-equivalent affordable housing.

The Application is made under the Optional Method of development for the CR zone and provides 15 percent MPDUs.

Provide a range of unit types for a diversity of households, including families, seniors, and persons with disabilities.

The building program provides up to 525 multifamily residential units, to include a mix of studio, one-bedroom and two-bedroom units, with 15 percent MPDUs and five fully accessible (ANSI A117.1 Residential Type A standard or County equivalent) units.

Increase infill housing opportunities in office buildings with high vacancy rates and other underused properties by setting commercial and residential densities the same in CR zones.

In accordance with the Sector Plan recommendation, the density and height allowances of the CR zoning for the Property were increased from CR-5.0 C-1.0 R-5.0 H-200 to CR-5.0 C-5.0 R-5.0 H-300 to allow flexibility for future mixed-use redevelopment. The proposed development concept leverages the opportunity to redevelop two underutilized, low-density, vacant, commercial properties with surface parking, and replaces them with a single, mixed-use, high-density building with up to 525 multifamily residential units.

Urban Design

Encourage innovative building form and allow flexibility in design. Vary tower heights, setbacks, and building materials.

The proposed building design includes a pedestrian-scaled base and tall, slender tower that steps down from a maximum height on its northside, proximate to Georgia Avenue to a lower elevation on its southside, proximate to Ramsey Avenue.

The building celebrates its visual prominence proximate to the intersection of Georgia Avenue and Cameron Street by pulling its tower up from the street level to its full height here. A variety of building materials and architectural techniques are incorporated into the design. To maximize this building's contribution to the urban form of its neighborhood, at the time of site plan, the following building elements should be further developed: a signature tower cap proximate to Georgia Avenue, uniform screening treatment of structured parking levels, and visual softening of the loading and parking access area.

Limit bulky towers and consider architectural features, building articulation, solar building orientation, and access to light and air.

As previously noted, a variety of architectural techniques are integrated into the building design to reduce its perceived massing and make it relatable at the pedestrian level. The building tower steps-in from its base, and is tall, slender, and accentuated by plane changes and step down in height. A sun/shade study was included with the Application to demonstrate how the proposed building orientation will allow many units to receive ample solar exposure in either the mornings or evening hours, and how the structure will cast a shadow at different times of day throughout the year.

Implement noise mitigation strategies for new development to comply with the county's noise ordinance.

A preliminary noise study was submitted with the Application's companion Preliminary Plan No. 120230150 that reviewed traffic noise levels for the Site's Georgia Avenue frontage only. The results of this study recommended that acoustically rated windows and doors may be needed on residential units on this façade to abate the impacts of road noise.

As part of the recommended approval of the associated preliminary plan, a condition is included for the noise study to be updated at the time of site plan review, to include traffic noise analysis on the proposed development associated with Cameron Street. Georgia Avenue and Cameron Street carry vehicle loads that trigger noise analysis for impacts to internal and external spaces of the redeveloped Property. Staff has generally been supportive of waivers of requirements to mitigate traffic noise impacts on street fronting outdoor amenity spaces in the urban environment, where such impacts are unavoidable, and mitigation of noise impacts on those spaces (such as through the installation of walls between streets and street-side amenity spaces) would be undesirable and disruptive to the urban streetscape. Additional evaluation of noise impacts is required to be completed at the time of site plan review.

Public Realm

Implement the Green Loop concept on the streets indicated in Section 2.2.

The Application provides Central Green Loop features including protected bicycle lanes, wide sidewalks, and street trees along the portion of Cameron Street adjacent to the Subject Property.

Activate spaces with placemaking efforts, including public art and programming, that celebrate and highlight the diverse cultures of downtown Silver Spring.

The Historic Tastee Diner is a local landmark and a historically significant building that is to be preserved, adaptively reused, and celebrated through its prominent placement adjacent to the intersection of Cameron Street and Ramsey Avenue as part of this development proposal.

Transportation & Pedestrian Network

Expand connectivity within and between the districts by crossing the rail tracks, implementing the Green Loop, and advancing the 2018 Bicycle Master Plan.

As previously noted, the Application will implement elements of the Central Green Loop, including separated bicycle lanes on the north and south of side Cameron Street on the same block as the Site.

Enhance roadway accommodation for all users and eliminate conflict points.

The Proposal will enhance the safety of roadways and sidewalks around the Property by contributing to the realization of the Central Green Loop. Consolidated Site access and loading operations are on Ramsey Avenue, where the lowest pedestrian and vehicular activity is expected and where the fewest vehicular and pedestrian conflict points will exist.

Upgrade all intersections with high-visibility continental crosswalk markings for all pedestrian approaches.

Two crosswalks at the intersection of Cameron Street and Ramsey Avenue, and all four crosswalks at the intersection of Georgia Avenue and Cameron Street will be upgraded with continental-style markings. Bicycle lane driveway and street crossings will also include appropriate pavement markings as appropriate.

Maximize safety by increasing and improving the quality of pedestrian-scale lighting provided along roadways, walkways, bicycle facilities, crosswalks, and pedestrian underpasses.

The Application shows street lighting proposed on Property frontages in general conformance with expectations for an urban infill site. An exterior lighting and photometric plan will be reviewed with a future site plan application.

Ensure that every public right-of-way within the Sector Plan area will be ADA accessible. This applies to public sidewalks, trails, and street crossings.

The Proposal provides new sidewalks, designed to current standards all on frontages. These sidewalks will be ADA accessible.

Create one-way, separated bike lanes on both sides of Cameron Street between Spring Street and 2nd Avenue.

This Application will provide for one-way, separated bike lanes, one on each side of the Cameron Street, on the block bound by Cameron Street's intersections with Georgia Avenue and Ramsey Avenue.

Parking and Loading

Promote a constrained parking policy appropriate for an urban area that is well-served by transit and is easily traversed on foot or by bicycle. The Plan supports redevelopment projects providing less than the required minimum parking for all areas of the plan.

The Application proposes 340 vehicle parking spaces which is more than the minimum (333 spaces) and fewer than the maximum (831 spaces) number of allowable parking spaces. Of those 340 spaces, 263 will be reserved for the residents and 70 will be available for the retail use. The Applicant is encouraged to provide fewer than the minimum number of parking spaces given the Sector Plan's recommendation and the Site's proximity to the Paul S. Sarbanes Transit Center (~0.3 miles) and its multiple public rail and bus transportation opportunities. The final number of parking spaces will be determined at the time of site plan review.

Urban Heat Islands and Tree Canopy

Prioritize urban tree canopy and green infrastructure in targeting the hottest streets and where tree canopy is deficient.

Right-of-Way Priority Planting Areas for reducing urban heat island impacts are identified on Map 27 on page 168 of the Sector Plan. The Property is located in an area identified as having a high heat island temperature. The Property's frontages on Ramsey Avenue, Cameron Street and Georgia Avenue are identified as priority tree planting areas. The Sketch Plan includes new street trees in each frontage area,

generally spaced at 30-foot intervals. Details will be further developed with a future site plan application.

Require a minimum of 35 percent green cover on Optional Method Development projects where practicable and consistent with Plan objectives.

As an Optional Method Development project, this development is required to provide at least 35 percent of the Site area as green cover. The Sketch Plan proposes to meet this requirement by providing an intensive green roof on at least 35 percent of the building's roof area. Details regarding green cover are to be further developed at the time of site plan review.

Historic Resources

Protect and preserve resources listed in the Master Plan for Historic Preservation.

The Sketch Plan proposes to protect, preserve, restore and adaptively reuse the Historic Tastee Diner, a designated historic structure listed on Master Plan for Historic Preservation in Montgomery County (MP Historic Site No. 36/13). The designated historic portion of the Tastee Diner consists of an approximately 800 square-foot structure with an exterior surface of porcelain enamel with wraparound bands of trim and stainless-steel detailing. The Historic Preservation Commission completed two Preliminary Consultations regarding integration of the Diner into the larger redevelopment of the Site. The general proposed treatment for the Diner and shift in its existing location were supported by the Historic Preservation Commission as noted in their letter of support for the Sketch Plan (Attachment D).

Additionally, as noted in Section 4, Project Description, Previous Approvals of this Report, the Historic Tastee Diner is also subject of an Historic Easement Agreement that is focused on preserving the historic, aesthetic, and cultural character and appearance of the Diner. Work proposed under this Agreement will be subject to further review and recommendations from the Historic Preservation Supervisor and County Attorney's Office, and approval by the County Executive.

Promote the adaptive reuse of historic properties while retaining their character defining features.

As noted above, the Sketch Plan includes the adaptive reuse of the Historic Tastee Diner and preservation of exterior character. The Sketch Plan treatment for the Diner is supported by the Historic Preservation Commission.

g) Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.

The Proposal will redevelop two existing single-use, low-density, vacant, commercial properties, each with surface parking lots, and replace them with a high-density, mixed use building with internal, above-grade structured parking.

h) Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.

This Sketch Plan provides for a high-rise building with up to 25,000 square feet of ground-floor retail/service establishment uses and up to 525 multifamily housing units. The residential component includes a mix of bedroom sizes from studios to two-bedroom units, five accessible units, and 15 percent MDPU. The final number and type of units will be determined at the time of site plan review. The Project will deliver enhancements to the streetscape and public realm along its frontages with Georgia Avenue and Ramsey Avenue. The Project will provide elements of the Sector Plan envisioned Central Green Loop along Cameron Street, enhancing the streetscape and public realm with upgraded bicycle lanes, wider sidewalks, and street tree plantings. A new floating bus stop will be provided on Cameron Street proximate to the Historic Tastee Diner. Above-grade structured parking is provided internal to the building to support the residential and commercial uses. The new development will be approximately 0.3 miles from the Paul S. Sarbanes Transit Center; home of multiple public transportation options including the Metro's Redline and regional MARC train, a future Purple Line light rail station, and access to multiple bus routes. Multiple bus stops are also found curbside on the blocks surrounding the Site.

i) Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.

The mix of multifamily residential and commercial uses provided are at a height and density envisioned for this Property by the Sector Plan, the underlying CR zoning and its higher FAR allowance, and the Downtown Silver Spring Overlay Zone's provisions for increasing development density beyond the limitations of the underlying zone, as specified in Section 59.4.9.8.C of the Zoning Ordinance. The properties surrounding the subject Site share the same zoning and Sector Plan vision for growing this part of Silver Spring's downtown core with tall, high-density, mixed-use buildings that include activating ground floor elements that contribute to a safe, inviting and engaging public

realm.

j) *Integrate an appropriate balance of employment and housing opportunities.*

New employment and housing opportunities are created by this Proposal. The development program provides for both new housing and employment opportunities, proposing up to 25,000 square feet of new commercial space at the ground level and up to 525 new multifamily housing units, including 15 percent MPDUs, in a high-rise tower, all within close proximity to multiple public transportation options.

k) *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required 100 public benefit points from four categories to achieve the desired incentive density above the standard method limit. An outline of public benefit points contemplated is discussed in Finding 6 below. Final public benefit points will be determined at the time of Site Plan.

2. *Substantially conforms to the recommendations of the applicable master plan:*

The Project substantially conforms to the applicable recommendations of the 2022 *Silver Spring Downtown and Adjacent Communities Plan* as detailed in Finding 1a above.

3. *Satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan. This requirement does not apply.

4. *Achieve compatible internal and external relationships between existing and pending nearby development;*

As is discussed in Finding 1.a, and Finding 1.d above, the scope and scale of the proposed development is in-line with the height and high density envisioned by the Sector Plan and Downtown Silver Spring Overlay Zone. The mixed-use nature of the development will provide additional residential units and commercial opportunities in downtown, proximate to similar existing development and multiple public transportation opportunities. The Paul S. Sarbanes Transit Center, with access to multiple bus routes, the Silver Spring Metro Station, MARC, and future Purple Line Station, is located approximately 0.3 miles southwest of the Property. The Sketch Plan also will contribute to enhancing the pedestrian realm and bicycling

infrastructure in downtown by implementing elements of the Central Green Loop on Cameron Street.

Existing development surrounding the Property includes the Cameron-Second Street Public Parking Garage and multiple mid-rise commercial buildings located across Cameron Street and Georgia Avenue. A mid-rise Verizon utility building and a single-story commercial building (Mi Rancho Restaurant) abut the east side of the Property. Townhouses and a single-story commercial building (Cubanos Restaurant) confront the Property to the south across Ramsey Avenue. The proposed building tower steps down in height proximate to the townhomes and single-story commercial buildings. The design also includes a step back as the building mass transitions from its wider base to the more slender, vertical tower. These architectural techniques help to further break down the overall perception of building bulk and mass proximate to the existing lower height and lower density development on abutting and confronting properties at Ramsey Avenue. The Silver Spring DAP found the building design concept, including its massing proximate to the townhouses to be acceptable.

There is one ongoing development project pending completion in close proximity of the Site. The Guardian Building at 8605 Cameron Street (Site Plan No. 820170100 and amendments), is actively being converted from a six-floor office building into an 11-floor mixed-use development with up to 177 new multifamily residential units and commercial uses. The Sketch Plan is compatible with this pending, ongoing development as they are generally similar in development type and uses proposed.

5. *Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Application locates loading and parking access on the Property's Ramsey Avenue frontage. Pedestrian and bicyclist access and circulation around the Site will be enhanced through the provision of new sidewalks along all three frontages to current applicable standards and design guidelines. One-way, separated bicycle lanes are to be provided on both sides of Cameron Street on the same block as the Property to contribute to the creation of the Sector Plan envisioned Central Green Loop through downtown Silver Spring.

The proposed loading and parking arrangement for this development places three loading bays and a single ingress and egress point of access to the building's internal parking structure on Ramsey Avenue. This location was selected as Ramsey Avenue, when compared to Georgia Avenue and Cameron Avenue, has the lowest level of vehicular and pedestrian use, allows for safe and efficient ingress and egress movements, and minimizes the number of curb cuts, and potential conflict points between vehicles, pedestrians, and cyclists, necessary for access and loading.

6. Propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant’s request for incentive density and is appropriate for the community surrounding the site, as outlined in Table 2 and further described below.

For the proposed development, the Zoning Ordinance requires 100 points in four categories. The Applicant proposes to exceed the 100-point requirement utilizing four categories. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project’s ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefit Calculations- Division 59-4.7

Public Benefit	Maximum Points Allowed	Proposed in Concept
Connectivity and Mobility		
Minimum Parking	10	9.86
Diversity of Uses and Activities		
Enhanced Accessibility	20	2.85
Affordable Housing	N/A	30
Quality Building and Site Design		
Architectural Elevations	20	10
Exceptional Design	10	10
Historic Resource Protection	20	10
Structured Parking	20	10
Protection and Enhancement of the Natural Environment		
Building Lot Terminations (BLT)	30	11.30
Recycling Facility Plan	10	10
Total Points	100 (required)	104.01

CONNECTIVITY AND MOBILITY

Minimum Parking

The Applicant requests 9.86 public benefit points for providing fewer than the maximum allowed number of parking spaces. Points for this incentive are granted on a sliding scale from no points for providing the maximum allowable number of on-site parking spaces to ten points for providing no more than the minimum number of required parking spaces on-site. Based on the formula set forth by the Incentive Density Implementation Guidelines, the Proposal is eligible for (9.86 public benefit points in this category. Staff supports 9.86 public benefits points at this time, with final determination of points at Site Plan review.

$$\{((\text{Maximum Allowed Parking}) - (\text{Parking Provided})) / ((\text{Maximum Allowed Parking}) - (\text{Minimum Parking}))\} * 10 = \text{number of public benefit Points}$$

$$(831-340) / (831-333) * 10 = 9.86 \text{ points}$$

DIVERSITY OF USES AND ACTIVITIES

Enhanced Accessibility for the Disabled

The Applicant requests 2.85 public benefit points for providing five (5) dwelling units that satisfy ANSI A117.1 Residential Type A accessibility standard or equivalent county standard. Based on the formula set forth in the Incentive Density Implementation Guidelines, the Proposal is eligible for the 2.85 public benefit points in this category. Staff supports the 2.85 public benefits points for the provision of enhanced accessible residential dwelling units at this time, with final determination to be made at Site Plan.

$$(\text{ANSI 117.1 Type A Units} / \text{Total Units}) * 300 = \text{number of public benefit points}$$

$$(5 / 525) * 300 = 2.85 \text{ points}$$

Affordable Housing

The Applicant requests 30 public benefit points for providing more than 12.5 percent of the residential units as MPDUs. This Application provides 15 percent of total number of residential units as MPDUs. This is 2.5 percent above the minimum required to qualify for public benefit points for Affordable Housing. For every percentage point over 12.5 percent MPDUs, 12 public benefit points can be awarded. Staff supports the request for 30 public benefit points for Affordable Housing at this time, with final determination to be made at Site Plan, in accordance with the following formula:

$$(\text{Proposed percent MPDUs} - 12.5 \text{ percent MPDU minimum}) * 12 = \text{number of public benefit points}$$

(15 percent MPDUs proposed - 12.5 percent MPDU minimum) x 12 = 30 points

QUALITY BUILDING AND SITE DESIGN

Architectural Elevations

The Applicant requests 10 public benefit points for providing high-quality architectural elevations that include binding design elements approved with the Sketch Plan. These binding elements proposed with this Sketch Plan include a minimum percentage of transparency on the ground floor, maximum separation between operable doors on Cameron Street and Georgia Avenue and incorporation of design priorities of the Sector Plan including a well-defined building base and a tower step-back along Ramsey Avenue. The provision of well-proportioned and attractive architectural elevations is particularly significant with this Proposal as the building will be highly visible from the public realm. The proposed elevations will help to create a safe and attractive pedestrian environment and add visual interest to the Central Green Loop along Cameron Street and streetscape frontage areas on Georgia Avenue and Ramsey Avenue. Staff supports 10 public benefit points requested for Architectural Elevations with the Sketch Plan at this time, with final determination to be made at Site Plan.

Exceptional Design

The Silver Spring Downtown Overlay Zone requires development proposals in the Overlay Zone to achieve 10 public benefit points for Exceptional Design. The Silver Spring Design Advisory Panel (DAP) provides guidance and recommendations to heighten design excellence and improve the quality of architecture, urban design, and landscape architecture in downtown Silver Spring and is required to review all Optional Method Development proposals for exceptional design.

The Applicant requests 10 public benefit points for exceptional design. The Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines provides that 10 (ten) points are appropriate for development that meets the following criteria:

i. ***Providing innovative solutions in response to the immediate context.***

The site and building design maximize the development potential of a relatively narrow urban Site occupying approximately half of a city block in downtown Silver Spring. The building base has been designed to frame the public realm with active uses and building footprint allows for wide sidewalks and streetscape enhancements. The Historic Taste Diner is incorporated into the design as a unique feature.

ii. ***Creating a sense of place and serves as a landmark.***

The Application will transform two vacant single-use commercial properties with surface parking lots into a high-density, mixed-use development that will deliver new residential and commercial uses into downtown. The building's northern tower proximate to Georgia Avenue will include architectural elements to make it a visually prominent landmark along this corridor and in the Silver Spring skyline. The Historic Tastee Diner is an existing local landmark that will be preserved, adaptively reused, and slightly relocated to be more visually prominent at the southern location of the Property.

iii. ***Enhancing the public realm in a distinct and original manner.***

The building base is designed to address the public realm with activating uses, including a residential lobby and amenity area and commercial/retail space. The Project will also provide elements of the Sector Plan envisioned Central Green Loop along Cameron Street and provides for a plaza space adjacent to the Historic Tastee Diner.

iv. ***Introducing materials, forms or building methods unique to the immediate vicinity or applied in a unique way.***

The proposed building has a unique character that fits its neighborhood context. The building's form is anchored by a rectangular base. The base of the building including its scale and materiality is in character with adjacent buildings. The building's tower rises from the base as two intersecting rectangular forms. A variety of materials, fenestration, plane changes and other architectural techniques are included in the design to break down the perceived mass of the building.

v. ***Designing compact, infill development so living, working and shopping environments are more pleasurable and desirable on a site.***

The Sketch Plan proposes high-density, mixed-use urban infill redevelopment of two vacant, underutilized, low-density, commercial properties with surface parking. The Project will deliver up to 525 new multifamily residential units, including 15 percent MPDUs and up to 25,000 square feet of activating ground-floor commercial uses in the core of downtown Silver Spring, within walking distance of numerous opportunities for employment, shopping, and enjoyment. The design gives attention to creating an inviting public realm around the Site by constructing elements of the Central Green Loop along Cameron Street and providing wider sidewalks and new street trees on all frontages. The preservation and presentation of the Historic Tastee Diner as a visual and functional element at the base of the new high-rise building adds site-specific character and charm to downtown's public realm.

vi. ***Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.***

The Project maximizes the transportation-oriented location of the Property by delivering up to 525 new residential units where none currently exist and by providing new street-level commercial uses where two existing commercial properties sit vacant.

The Silver Spring Design Advisory Panel (DAP) reviewed the Sketch Plan twice in 2023, at their meetings on July 19, 2023 and October 18, 2023. At the July meeting, the DAP's discussion focused on the overall building massing and relationship with abutting developments, design and articulation of the Georgia Avenue façade and tower, integration of the Historic Tastee Diner, and façade treatment for parking garage levels. At the October meeting, the DAP concluded the Project is on track for achieving 10 public benefits for exceptional design and requested the following items be provided or otherwise addressed with a future site plan submission:

- Overall massing of the building, including the design of the tower and the top so the impact on the skyline can be assessed.
- Views that demonstrate the design of all sides of the building. This includes clear views of all sides of the base so the relationship to the context and to the diner car is clear from all angles.
- Full elevations of all sides of the whole building that show overall material palette and how those materials are working together.
- Views from down Georgia Avenue from several blocks away to understand the impact on the context.
- A view from the courthouse towards the diner and tower.
- Design of the corner at Georgia Avenue and Cameron Street in response to the DAP's comment about how this corner should be prominent, along with views that show how it relates to the diner car location and design.
- Plan, elevation, and section drawings that describe how the change in grade from the sidewalk to the public space is being addressed.
- A ground floor plan that addresses possible back-of-house space for Tastee Diner tenant and how that impacts the façade.

Historic Resource Protection

The Applicant requests 10 points for preservation and enhancement of the Historic Tastee Diner, a historic resource designed as Master Plan Historic Site No. 36/13 in the Master Plan for Historic Preservation in Montgomery County. Staff supports the Applicant's request for ten public benefit points for Historic Resource Protection at this time, with final determination to be at Site Plan.

Structured Parking

The Applicant requests 10 public benefit points for providing Structured Parking. The Application includes an above-grade structured parking with 340 spaces, internal to the building. All on-site parking will be provided in this garage. The CR Zone Incentive Density Implementation Guidelines grants points on a sliding scale based on the percentage of total on-site spaces to be provided in a above or below grade parking structure. The proposed parking regime qualifies for 10 public benefit points as 100 percent of the proposed parking spaces for the project will be located in an above-grade parking structure. Staff supports the Applicant's request for 10 public benefit points for structured parking at this time, with final determination to be made at Site Plan.

PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Building Lot Terminations (BLTs)

The Applicant requests 11.30 public benefit points for the purchase of 1.255 BLT easements or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5 percent incentive density floor area. Points are granted by the calculation of BLTs as provided in Section 59.4.7.3.F of the Zoning Ordinance. Staff supports the 11.30 public benefits points requested at this time, with final determination to be made at Site Plan, based on the following calculation:

BLT calculation:

$$\{([\text{Project Density} - (\text{Standard Method Density})] \times 0.075) / 31,500\} \times 9$$

$$\{((550,000 - (22,751.50)) \times 7.5\%) / 31,500\} = 1.255 \text{ BLTs}$$

$$1.255 \text{ BLTs} \times 9 \text{ points/BLT} = 11.30 \text{ public benefit points}$$

Recycling Facility Plan

The Applicant requests ten points for proposing recycling facilities and an associated recycling plan to be approved as part of a site plan that will meet or exceed Montgomery County Executive Regulation 15-04AM or Montgomery County Executive Regulation 18-04. As part of their recycling proposal, the Applicant intends to provide dedicated containers for recycling less common recyclable materials including batteries, light bulbs, and plastic bags. Staff supports the request for 10 public benefit points for a recycling facility plan at this time, with final determination to be made at Site Plan.

7. ***Establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.***

All site elements are proposed to be developed in a single phase.

SECTION 6: PRELIMINARY PLAN 120230150 FINDINGS AND ANALYSIS

The Preliminary Plan would create one lot, measuring approximately 34,630 square feet or 0.79 acres of Site area for up to 525 multifamily residential units and up to 25,000 square feet of retail/service establishment uses. This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, Subdivision Regulations. The Application has been reviewed by other applicable State, County and City agencies.

1. ***The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.***

The proposed lot has been reviewed for compliance with Chapter 50, the Subdivision Regulations. The layout of the single-lot subdivision, including its size, width, shape, and orientation is appropriate for the proposed mixed-use building located in the CR Zone.

a) The block design is appropriate for the development or use contemplated

The block design is existing and appropriate for the proposed development and use. The length, width, and shape of the block are compatible with the development pattern in the neighborhood in which the Site is located.

b) The lot design is appropriate for the development or use contemplated

The proposed lot design is appropriate for the proposed development and use. It will consolidate two existing lots that form the northwest half of the existing block bound by Georgia Avenue, Fiddler Lane, Ramsey Avenue and Cameron Street, into a single lot. The length, width, and shape of the lot are compatible with the development pattern in the neighborhood in which the Site is located.

c) The Preliminary Plan provides for required public sites and adequate open areas

i. Master Planned Sites

The Sector Plan identifies 8676 Georgia Avenue, the former bank property, as an opportunity site within the Downtown North District. The Sector Plan generally recommends that public open spaces and community gathering opportunities be

increased on opportunity sites as they redevelop, though the Sector Plan does not specifically recommend this Site provide public open space, as detailed below. The Sector Plan further includes Cameron Street within the envisioned Central Green Loop, where new bicycle lanes and enhancements to the pedestrian realm are recommended. No other specific recommendations are put forth for the subject Property by the Sector Plan.

The Sector Plan does not recommend new public open space for the subject Property. Instead, the Project will be required to provide a contribution in-lieu of on-site public open space, as is further recommended by the Sector Plan. The amount of this contribution will be determined during site plan review. The Preliminary Plan provides for elements of the Central Green Loop on Cameron Street, including separated bicycle lanes, new sidewalks, and street trees. The Proposal does include private, street-level plaza space adjacent to the Historic Tastee Diner that is envisioned as a future outdoor gathering or dining area, with details to be addressed at site plan review.

ii. ***Local Recreation***

The Preliminary Plan does not include dedication of land for public recreation purposes. Private on-site recreational facilities for future residents of the development are to be reviewed with a future site plan application.

iii. ***Transportation and Utilities***

As conditioned, the proposed streetscape improvements along the Site frontages comply with the transportation recommendations of the 2022 *Silver Spring Downtown and Adjacent Communities Plan* and associated *Design Guidelines*, as well as functional Master Plans including the 2018 *Bicycle Master Plan*, the 2023 *Pedestrian Master Plan*, and the 2018 *Master Plan of Highways and Transitways*. The streetscape improvements are discussed in further detail in Preliminary Plan Finding 3 of this report.

d) The Lot(s) and Use comply with the basic requirements of Chapter 59

As shown in Section 6, Finding 1, Table 1 in this Report for the associated Sketch Plan No. 320230060, the Project will comply with the development standards for the CR up Optional Method. The Preliminary Plan meets all applicable sections of the Subdivision Regulations. The size, width, shape, and orientation of the proposed lot are appropriate for the zone, location, and mix of uses proposed for the Site.

2. The Preliminary Plan substantially conforms to the Master Plan.

a) Land Use

The Property is in the Downtown North district of the 2022 *Silver Spring Downtown and Adjacent Communities Plan*; in which a portion of the Property is identified as an opportunity site. The Property is identified as part of Map No. 63A in the Recommended Downtown North Zoning changes on pages 71 and 72 of the Sector Plan, which recommended the Property be upzoned from CR-5.0 C-1.0 R-5.0 H-200 to CR-5.0 C-5.0 R-5.0 H-300 to increase flexibility for future mixed-use development. That zoning change was achieved after the passage of the Sector Plan.

The scope and scale of development is in-line with the land-use vision of the Sector Plan for this Property. The Sector Plan also includes a series of urban design and land use recommendations that pertain to the Property. As is detailed in Section 6, Sketch Plan Finding 1.a of this Report, this Proposal is in substantial conformance with the 2022 *Silver Spring Downtown and Adjacent Communities Plan*.

b) Environment

The Proposal provides environmental benefits in conformance with the *Silver Spring Downtown and Adjacent Communities Plan* and associated Design Guidelines. The development proposal has received stormwater management concept plan approval from the Department of Permitting Services, will provide 35 percent green cover on the Site, contribute to the realization of the Central Green Loop along a portion of Cameron Street, including the provision of new street trees, provide a recycling facility plan, and incorporate bird-safe design into the building design.

c) Transportation

The Site has frontages on three master-planned roadways. Georgia Avenue is classified as a Downtown Boulevard with a minimum right-of-way of 126 feet. Cameron Street classified as a Downtown Street with a minimum right-of-way of 75 feet. The Sector Plan envisions one-way separated bike lanes on either side of the street, with on-street parking along the south side. Ramsey Avenue is classified as a Downtown Street with a minimum right-of-way of 54 feet. The Subject Application demonstrates conformance with the master plan by dedicating the necessary right-of-way, and construction of the separated bike lanes on Cameron Street. Further discussion of the improved streetscapes on all three frontages is provided in Finding 3.

3. Public facilities will be adequate to support and service the area of the subdivision.

a) Roads and other Transportation Facilities

- i. **Existing Facilities:** Georgia Avenue has a dedicated right-of-way of 100 feet. The streetscape along the Site frontage includes a five-foot wide street buffer and a five-foot-wide sidewalk. Cameron Street has a dedicated right-of-way of 70 feet. There are

striped, separated bike lanes and intermittent on-street parking on both sides of the street. Sidewalks vary in width from 15-20 feet, with no discernable street buffer. A bus stop (flag style, no shelter) for the Vango Silver Spring Circulator is located on the south side of Cameron Street between Georgia Avenue and Ramsey Avenue. the Ramsey Avenue has a dedicated right-of-way of 54 feet. The sidewalk is five feet wide with a five-foot-wide street buffer and on-street parking on the east (Site) side.

- ii. **Proposed public transportation infrastructure:** As conditioned, the Applicant will dedicate right-of-way along its frontages on Georgia Avenue and Cameron Street. Ramsey Avenue has sufficient right-of-way dedicated today. Sidewalks will be improved along all three frontages. Georgia Avenue will have an eight-foot-wide street buffer, a ten-and-one-half-foot sidewalk and five-foot-wide frontage zone. The Applicant will reconstruct Cameron Street to comply with the cross section included in the Sector Plan. This consists of an eight-foot-wide sidewalk, a six-foot wide pedestrian and bicycle buffer, a five-foot-wide, one-way separated bike lane (eastbound direction) and an eight-foot-wide parking lane/floating bus stop (with new bus shelter) along the Site frontage. The Applicant will also be constructing the five-foot-wide street buffer, five-foot-wide, one-way separated bike lane (westbound direction) and six-foot-wide pedestrian/bicycle buffer on the opposite side of the street. Ramsey Avenue will be improved with a six-and-one-half-foot-wide street buffer, and eight-foot-wide sidewalk, and five-foot-wide frontage zone. The two on-street parking spaces will be removed.
- iii. **Proposed private transportation infrastructure:** No private roadways or trails are proposed in the Subject Application.

b) Local Area Transportation Review (LATR)

As a proposed development with 525 multi-family dwelling units and 25,000 square feet of retail/grocery store, the Project is estimated to generate 280 total peak hour person trips in the morning and 446 total peak hour person trips in the evening. After accounting for peak hour person trips currently associated with the existing drive-in bank and diner on the Site, (122 morning peak hour person trips and 148 evening peak hour person trips), the Project is estimated to generate 158 net new morning peak hour person trips and 298 net new evening peak hour person trips. As a result of the estimated transportation impact, the Project was required to submit a Transportation Impact Study with the Preliminary Plan to satisfy the Local Area Transportation Review (LATR).

Table 3 – 8676 Georgia Avenue Estimated Person Trip Generation

Land Use	Morning Peak Hour	Evening Peak Hour
Existing (credit)		
2,870 SF Drive-in Bank	29	60
7,074 SF High-turnover restaurant (“diner”)	93	88
Subtotal	122	148
Proposed		
525 High-rise multi-family units	221	263
25,000 SF Supermarket	59	183
Subtotal	280	446
Net New Person Trips	158	298

Source: Transportation Impact study by Grove Slade dated June 2, 2023, revised May 14, 2024, amended by Planning Staff

Travel Mode Adequacy Test

The 2020-2024 *Growth and Infrastructure Policy* requires evaluation all transportation modes, including: auto-drive, transit, walking and biking. Mode-specific adequacy tests are required for any project estimated to generate 50 or more net new peak hour person trips. The only exception is that projects within Red Policy Areas (such as the Subject Site) are not required to evaluate motor vehicle adequacy. The adequacy tests for transit, pedestrians, and bicyclists are still required. The mode split of the total person trips for the Project are summarized by travel mode in Table 4. The Project’s estimated transportation impact necessitates that the Transportation Impact Study evaluate three (3) of the four (4) travel mode adequacy tests.

Table 4 – 8676 Georgia Avenue Trip Estimate by Mode

	Total Person-Trips	Auto-Driver	Transit	Pedestrian ³	Bicycle
Morning Peak Hour	280	136	42	95	53
Evening Peak Hour	446	209	74	164	90

Source: Transportation Impact study by Gorove Slade dated June 2, 2023, revised May 14, 2024, amended by staff

- As the Site is located within a Red Policy area, a motor vehicle adequacy test is not required for the Project.
- Transit system adequacy was evaluated by inventorying three bus stops located within 1,300 feet of the Property. Where shelters and associated amenities are not provided, the Applicant must install the standard amenities in coordination with MCDOT.

³ Pedestrian trips are calculated by adding non-motorized and transit trips.

- Pedestrian system adequacy was evaluated within 900 feet of the Property. Mitigation will be required to achieve a Pedestrian Level of Comfort (PLOC) greater than 2 (Somewhat Comfortable), and/or deficiencies identified for streetlamps within the scoped boundary. The Pedestrian system adequacy also requires mitigation for ADA deficiencies identified within 450 feet of the Property.
- Bicycle system adequacy was evaluated by analyzing bikeways within 750 feet of the Property. Mitigation will be required to achieve a Level of Traffic Stress 2 (LTS-2) or lower, consistent with the Bicycle Master Plan.

Under Section 8 of 2023 *Local Area Transportation Review Guidelines* (LATR Proportionality Guide), the maximum cost of mitigation improvements the Applicant is required to construct or fund for a project consisting of 525 residential units and 25,000 square feet of retail uses is not to exceed \$3,395,893 (see calculation below).

$$\text{LATR Proportionality Guide} = (\text{Extent of Development}) (\text{LATR Proportionality Guide Rate}) (\text{LATR Proportionality Guide Adjustment Factor})$$

$$\$3,395,893 = ((525 \text{ units}) (\$9,168)) + ((25,000 \text{ square feet retail}) (\$16.45))$$

For the subject Preliminary Plan, the cost of construction and/or mitigation payments for mitigation project is not to exceed \$3,395,893. After evaluating the adequacy of each of the required transportation modes, the Applicant identified a comprehensive list of deficiencies, by which a prioritized list of mitigation improvements was submitted to Staff for review. In compliance with the 2023 LATR Guidelines, the final list of 11 prioritized projects was finalized by the reviewing agencies and are now conditioned for approval of the Preliminary Plan. The table identifies those projects which could be feasibly constructed, as well as those projects that could not be feasibly constructed (due to unattainable right-of-way or would require changes to traffic operations outside the control of the applicant) and are addressed by way of mitigation payments. The final list of projects is included in Table 5 and a map of the projects is provided on Figure 17 below.

Table 5: 8676 Georgia Avenue LATR Mitigation Project List

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	Project Cost
14, 15	South crossing of Georgia Avenue at Colesville Road	Install a median	Construct	\$461,478.21
95	South crossing Georgia Avenue at Fenwick Lane	Install a HAWK signal	Construct	\$230,871.35
25, 26	Southeast corner of Ramsey Avenue and	Rebuild ADA curb ramp with a cross slope of less than	Construct	\$104,257.96

	Fidler Lane (facing Ramsey Avenue and Fidler Lane)	two percent and flared side slope less than eight and one third percent		
42	Northeast Corner of Georgia Avenue and Cameron Street	Rebuild ADA curb ramp with a gutter slope of less than five percent	Construct	\$29,596.22
43, 44	Northwest corner of Georgia Avenue and Cameron Street (facing Cameron Street and facing Georgia Avenue)	Rebuild ADA curb ramp with a gutter slope of less than five percent	Construct	\$30,366.79
45, 46	Northwest Corner of Georgia Avenue and Fidler Lane (facing Fidler Lane) and Southwest corner of Georgia Avenue and Fidler Lane (facing Fidler Lane)	45: Rebuild ADA curb ramp with a gutter slope of less than five percent 46: Rebuild ADA curb ramp with a cross slope of less than two percent	Construct	\$29,696.68
47	Northeast Corner of Georgia Avenue and Colesville Road	Rebuild ADA curb ramp with a cross slope of less than two percent and a running slope less than eight and one third percent	Construct	\$37,655.72
48, 49	Southeast corner of Georgia Avenue and Colesville Road (facing Colesville Road and facing Georgia Avenue)	48: Rebuild ADA curb ramp with a gutter slope less than five percent and a flared side slope less than eight and one-third percent 49: Rebuild the ADA curb ramp with a cross slope less than two percent and a gutter slope less than five percent	Construct	\$35,178.31
99	Fidler Lane between Georgia Avenue and Ramsey Avenue	Install an ADA accessible parking space	Construct	\$12,019.13
63	Cameron Street between Ramsey Avenue and Fenton Street.	Construct separated bicycle lanes	Construct	\$494,292.78
P1	Intersection Cameron Street and Ramsey Avenue	Construct a protected intersection	Construct	\$70,428.28

P2	Intersection of Cameron Street and Georgia Avenue	Construct a protected intersection	Construct	\$791,615.01
P3	Intersection of Cameron Street and Second Avenue	Construct a protected intersection	Construct	\$553,964.12
			Project Subtotal	\$2,881,420.55
			Permitting	\$372,896.12
			Bonding	\$117,677.58
			Construction Subtotal	\$3,371,994.25
			Mitigation Payment Subtotal	\$0 ¹
			MPDU Credit ¹	\$0 ¹
			Adjusted Mitigation Payment Subtotal	\$0
			Total	\$3,371,994.25
			Proportionality Guide	\$3,395,893.00

¹ Consistent with Section TA4 of the 2020-2024 *Growth and Infrastructure Policy*, any mitigation payment will be reduced proportionally based on the share of the project’s LATR Proportionality Guide that is generated by MPDUs. None of the proposed mitigation projects are offered as fee in lieu, therefore there is no proposed payment and no proposed MPDU credit.

Situations may arise in which an applicant proposes to replace a conditioned improvement for another improvement on the list of mitigation projects identified in the staff report. In these instances, the replacement project must be of similar cost to the conditioned project, as estimated in the staff report and adjusted for inflation. If the conditioned improvement has been made obsolete because it has been constructed or is under construction or because of a change to master plan recommendation, the Applicant can propose an alternative mitigation project from the list of improvements identified in Table 6 that is of similar value and this alternative improvement, if reviewed and approved by Planning Staff, can be substituted, and shown on a revised Certified Preliminary Plan. For all other reasons, an amendment to the preliminary plan is required.

Table 6: 8676 Georgia Avenue LATR Mitigation Backup Project List

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	Project Cost
21*, 22*, 23*	Northeast corner of Ramsey Avenue and Cameron Street (facing Cameron Street), Northwest corner of Ramsey Avenue and Cameron Street (facing driveway), Southwest corner of Ramsey	21: Rebuild ADA curb ramp with a cross slope less than 2 percent 22: Remove level change, add truncated domes, rebuild the ADA curb ramp with gutter slope	Construct	\$42,088.26

	Avenue and Cameron Street facing Ramsey Avenue	23: Rebuild ADA curb ramp with flared side slopes less than eight and one third percent		
38*, 39*	Southwest corner of Georgia Avenue and Fenwick Lane (facing Fenwick Lane), Northwest corner of Georgia Avenue and Fenwick Lane (facing Fenwick Lane)	38: Rebuild ADA curb ramp with gutter slope less than five percent, and flared side slope less than eight and one third percent 39: Rebuild ADA curb ramp with cross slope less than two percent	Construct	\$27,667.52
50*	Southwest corner of Georgia Avenue and Colesville Road	Rebuild ADA curb ramp flared side slope less than eight and one third percent	Construct	\$24,667.52
52*, 53*, 54*	Northeast corner of Colesville Road and Ramsey Avenue facing Colesville Road, facing Ramsey Avenue, northwest corner of Colesville Road and Ramsey Avenue facing Ramsey Avenue	52: Rebuild ADA curb ramp with truncated domes, a running slope of less than eight and one third percent, a cross slope less than two percent, a gutter slope less than five percent and a flared side slope with less than eight and one third percent 53: Rebuild ADA curb ramp with truncated domes, a running slope of less than eight and one third percent, and flared side slope with less than eight and one third percent 54: Rebuild ADA curb ramp with truncated domes, cross slope of less than two percent, and flared side slope with less than eight and one third percent	Construct	\$33,425.54
79	Colesville Rd & Georgia Ave – Bus Stop Location 2001140	Install bus shelter and real time information display	Construct	\$76,581.28
86*	Georgia Ave & Cameron St - Bus Stop Location 2000204	Install bus shelter and real time information display	Construct	\$76,581.28

89*	2nd Ave & Fenwick Ln - Bus Stop Location 25816	Install bus shelter and real time information display	Construct	\$49,787.50
98	Ramsey Avenue & Cameron Hill Court (east-west, south side)	Raise sidewalk to street level, extend sidewalk across alley entrance	Construct	\$101,455.35

*Indicates that the project is a priority project that should be considered first when substituting projects that are conditioned for approval.

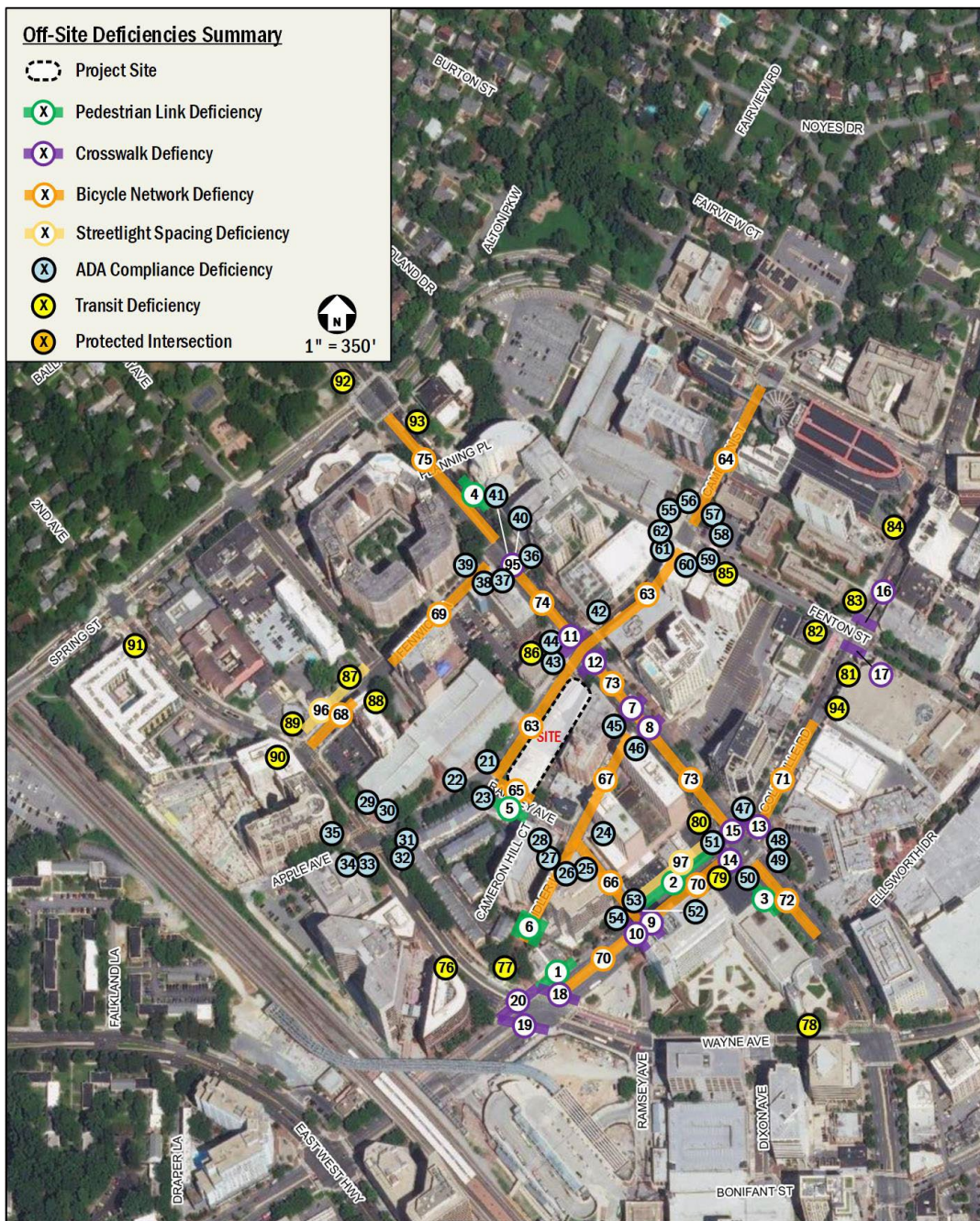


Figure 17 – Map of Off-site Deficiencies Identified in the Transportation Impact Study

As conditioned, all off-site mitigation projects must be permitted, bonded for construction, and all mitigation payments must be paid before the issuance of the first above grade building permit. Montgomery County Planning, MCDOT staff reviewed the TIS and approved the mitigation project list. Therefore, the Applicant has satisfied the requirements of the LATR, and the public transportation facilities are adequate for the Site.

c) Schools

The FY25 Annual School Test, approved by the Planning Board on June 20, 2024 and effective July 1, 2024, is applicable to this Application. The 525 multifamily high-rise units proposed will be served by Woodlin Elementary School, Sligo Middle School, and Albert Einstein High School. The FY25 Annual School Test results show student enrollment and capacity projections for these schools in Tables 7 and 8 below.

	Program Capacity	Enrollment	%Utilization	Surplus/ Deficit
Woodlin ES	640	602	94.1%	+38
Sligo MS	958	782	81.6%	+176
Albert Einstein HS ⁴	1,602	1,515	94.6%	+87

Table 7: FY2025 Annual School Test Projections (2028-2029 School Year)

	Adequacy Status	Tier 1 Adequacy Ceiling	Tier 2 Adequacy Ceiling	Tier 3 Adequacy Ceiling
Woodlin ES	No UPP	123	166	262
Sligo MS	No UPP	302	368	512
Albert Einstein HS	No UPP	267	408	648

Table 8: FY2025 School Test Results

⁴ Projected enrollment is modified to estimate the impact of the Charles W. Woodward High School Reopening (CIP P651908) and the Northwood HS Addition/Facility Upgrades (CIP P651907), reflecting the scope of the boundary study approved by the Board of Education on March 28, 2023.

The school adequacy test determines the extent to which an applicant is required to make a Utilization Premium Payment (UPP) based on each school’s adequacy status and ceilings, as determined in the Annual School Test. Under the FY25 Annual School Test, Woodlin Elementary School, Sligo Middle School, and Albert Einstein High School do not require any UPP as identified in Table 7. If the project is estimated to generate more students than the identified ceilings, then additional UPPs or partial payments at multiple tiers may still be required.

To calculate the number of students generated by the proposed plan, the number of dwelling units is multiplied by the applicable School Impact Area student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low-rise multifamily unit, or high-rise multifamily unit.

With a net of 525 multifamily high-rise units that are not age-restricted, the Project is estimated to generate the following number of students based on the Property’s location within an Infill Impact Area:

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
SF Detached	0	0.202	0.000	0.096	0.000	0.141	0.000
SF Attached	0	0.161	0.000	0.087	0.000	0.126	0.000
MF Low-rise	0	0.065	0.000	0.030	0.000	0.040	0.000
MF High-rise	525	0.039	20.475	0.016	8.400	0.018	9.450
TOTALS	525		20		8		9

Table 9: Estimated Student Enrollment Impacts

As shown in Table 9, on average, this Project is estimated to generate 20 elementary school students, eight middle school students and nine high school students. The estimated number of students generated do not exceed the adequacy ceilings identified for each school. Therefore, no additional UPPs are required, and neither are partial payments across multiple UPP tiers.

d) Other Public Facilities and Services

Other utilities, public facilities, and services, such as electric, telecommunications, police stations, firehouses and health services are currently operating within the standards set by the Growth and Infrastructure Policy currently in effect.

4. All Forest Conservation Law, Chapter 22A requirements are satisfied.

A Forest Conservation Exemption, designated as NRI/FSD No. 42023137E, was confirmed for the Property on May 02, 2023. Thus, this Application is subject to Chapter 22A Forest Conservation Law but is exempt from the requirement to submit a Forest Conservation Plan under Section 22A-5(s)(1) as the activity is occurring on a tract of land less than 1.5 acres with no existing forest, no specimen or champion trees, and the afforestation requirements would not exceed 10,000 square feet.

5. All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.

DPS approved a Stormwater Management Concept on April 8, 2024. The plan proposes to meet required stormwater management goals via green roof and planter boxes. As stipulated in their letter, DPS is requiring further revision of the Stormwater Management Concept prior to site plan approval.

6. Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Cemetery Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.M.

The Applicant does not have any notice, actual or constructive, of the existence of a burial site on the Property and none are included in the Montgomery County cemetery inventory.

7. Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.

There are no other applicable provisions specific to the Property and necessary for approval of the subdivision.

SECTION 7: CONCLUSION

As conditioned, the Sketch Plan and Preliminary Plan applications each satisfy the findings under the applicable standards of the Zoning Ordinance, substantially conform to the recommendations of the 2022 *Silver Spring Downtown and Adjacent Communities Plan* and satisfy the applicable findings of the Subdivision Regulations. Therefore, Staff recommends approval of the Sketch Plan and Preliminary Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

Attachment A: Sketch Plan & Preliminary Plan

Attachment B: Agency Letters (MCDOT, SHA, FIRE, DHCA)

Attachment C: Previous Approvals

Attachment D: Historic Preservation Letters, HPC Meeting Minutes, Historic Easement Agreement

Attachment E: DAP Meeting Minutes

Attachment F: Master Plan Interpretation Policy M-NCPPC 24-01

*Attachment G: Affidavit Regarding Community Meeting and Meeting Minutes & Applicant's Response
Letter to Community Correspondence*

Attachment H: Community Correspondence