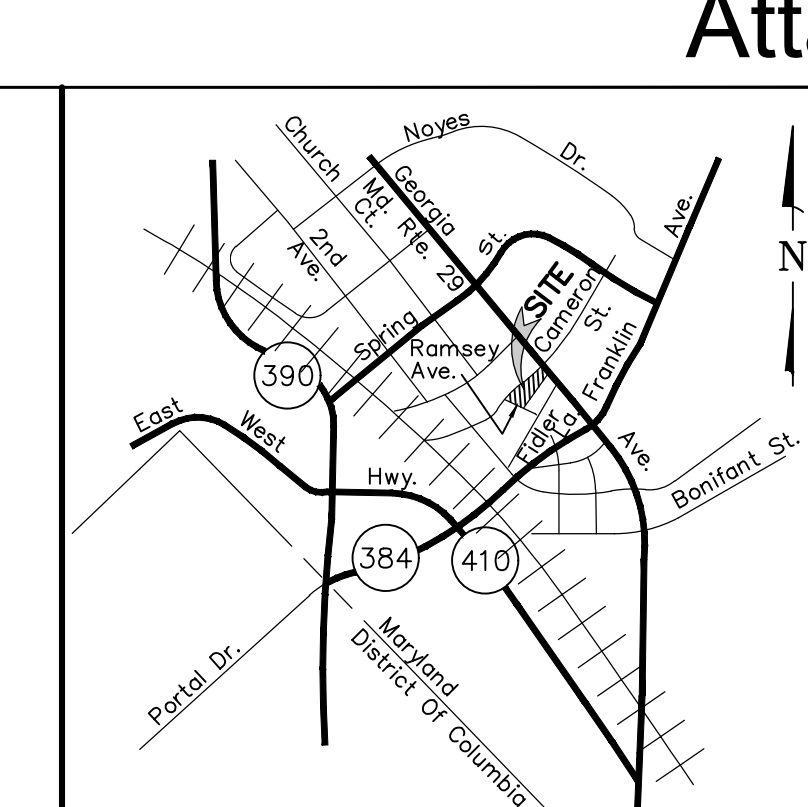




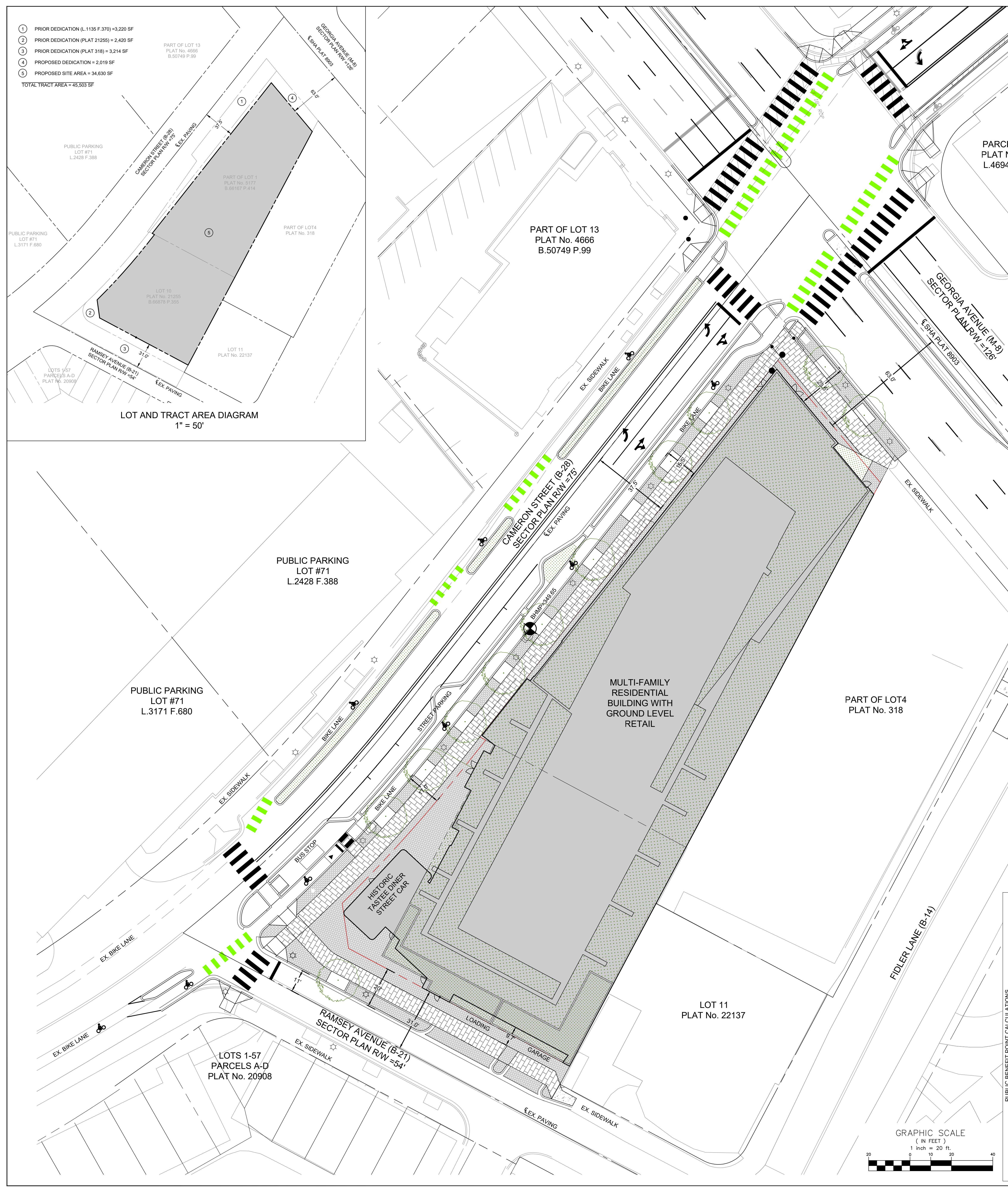
Civil Engineers  
Land Planners  
Landscape Architects  
Land Surveyors

9220 Wightman Road, Suite 120  
Montgomery Village, MD 20886  
Phone: 301.670.0840  
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SCALE 1" = 2,000'  
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**LEGEND**

- CROSSWALK STRIPING
- BIKE LANE STRIPING
- FRONTAGE & FURNISHING ZONE PAVING
- PEDESTRIAN THROUGH ZONE PAVING
- STREET TREE / PIT
- GREEN ROOF
- PROPERTY LINE
- CURB & GUTTER

**SITE DATA**

SUBJECT PROPERTY	PT LOT 1 (PARCEL N217) 866167 P.414 LOT 10 PLAT 21255
PROPERTY OWNER	8676 GEORGIA AVENUE, LLC 3839 WISCONSIN AVENUE SUITE 100 WASHINGTON, D.C. 20016
TRACT AREA	45,503 SF (1.04AC)
PRIOR DEDICATIONS	8,854 SF (0.20 AC)
EXISTING SITE AREA	36,649 SF (0.84 AC)
PROPOSED DEDICATION	2,019 SF (0.05 AC)
PROPOSED SITE AREA	34,630 SF (0.79 AC)
PROPOSED NUMBER OF LOTS	1 LOT
ZONING CLASSIFICATION	CR-5.0 C-5.0 R-5.0 H-300 DOWNTOWN SILVER SPRING OVERLAY
EXISTING USES	BANK (2,870 SF) RESTAURANT (7,074 SF)
PROPOSED USES	MF RESIDENTIAL (525,000 SF, 525 UNITS) COMMERCIAL (25,000 SF)

**CRS.0 C-5.0 R-5.0 H-260 ZONE DEVELOPMENT STANDARDS**  
OPTIONAL METHOD OF DEVELOPMENT / DOWNTOWN SILVER SPRING OVERLAY  
ZONING ORDINANCE SECTIONS 59-4.4 & 59-4.5.9

DEVELOPMENT STANDARD	PERMITTED/REQUIRED	PROPOSED
MINIMUM PUBLIC BENEFIT POINTS	100 POINTS (3 CATEGORIES) <sup>1</sup>	104 POINTS (4 CATEGORIES)
MINIMUM PUBLIC OPEN SPACE	10% (3,463 SF)	10% (3,463 SF) <sup>2</sup>
MINIMUM GREEN COVER	35%	35%
MAXIMUM COMMERCIAL DENSITY (FAR) - BASE	5.00 (227,515 SF)	0.55 (25,000 SF)
MAXIMUM RESIDENTIAL DENSITY (FAR) - BASE	5.00 (227,515 SF)	4.45 (202,515 SF)
MAXIMUM RESIDENTIAL DENSITY (FAR) - BONUS	0.96 (44,553 SF) <sup>3</sup>	0.96 (44,553 SF)
DDS DENSITY	N/A	6.10 (277,832 SF) <sup>4</sup>
MAXIMUM TOTAL DENSITY (FAR)	5.00 (227,515 SF)	12.09 (550,000 SF)
MINIMUM MPDUS	15.0%	15.0%
MAXIMUM BUILDING HEIGHT	300 FT	300 FT <sup>5</sup>
MINIMUM VEHICLE PARKING SPACES REQUIRED	333 SPACES	340 SPACES <sup>6</sup>
MAXIMUM VEHICLE PARKING SPACES ALLOWED	831 SPACES	340 SPACES <sup>6</sup>
MINIMUM BICYCLE PARKING SPACES REQUIRED	104 SPACES	104 SPACES <sup>7</sup>

- THE PROJECT WILL PROVIDE 15% MPDUS, THEREFORE PER THE CR INCENTIVE DENSITY GUIDELINES, ONE LESS PUBLIC BENEFIT POINT CATEGORY THAN REQUIRED UNDER 4.3.A.2 MUST BE SATISFIED.
- THE PROJECT SITE IS NOT RECOMMENDED FOR PUBLIC OPEN SPACE IN THE SILVER SPRING DOWNTOWN AND ADJACENT COMMUNITIES PLAN, THEREFORE ON-SITE PUBLIC OPEN SPACE IS NOT REQUIRED. A CONTRIBUTION WILL BE PROVIDED TO MONTGOMERY PARK IN ACCORDANCE WITH 59-4.5.9 C.C. AND MASTER PLAN INTERPRETATION POLICY DOCUMENT M/NCPPC 2024-01. FINAL CONTRIBUTION AMOUNT TO BE DETERMINED AT SITE PLAN.
- BONUS DENSITY (22%) IS PROPOSED IN ACCORDANCE WITH 59-4.5.9 C.C. AND MASTER PLAN INTERPRETATION POLICY DOCUMENT M/NCPPC 2024-01. FINAL CONTRIBUTION AMOUNT TO BE DETERMINED AT SITE PLAN. THE 22% BONUS (PROPOSED) IS APPLIED TO THE AVAILABLE ON-SITE MAPPED RESIDENTIAL AFTER DEDUCTING THE ON-SITE COMMERCIAL SQUARE FOOTAGE PROPOSED.
- A CONTRIBUTION FOR DDS DENSITY WILL BE MADE IN ACCORDANCE WITH 59-4.9.C.2.A.1.
- FINAL BUILDING HEIGHT AND NUMBER OF PARKING SPACES PROVIDED TO BE DETERMINED AT SITE PLAN.

**VEHICLE PARKING CALCULATIONS (MINIMUM REQUIRED, WITH ADJUSTMENTS PER 59-6.2.3.1)**

USE	DENSITY	BASELINE	ADJUSTMENTS	MPDU	UNBUNDLED	REQUIREMENT
RES. UNITS (MPDUS)	79 UNITS	1.00/UNIT	0.80/UNIT	0.40/UNIT	N/A	31.60
RES. UNITS (STUDIO, MARKET)	54 UNITS	1.00/UNIT	0.80/UNIT	N/A	0.60/UNIT	21.60
MF RES. UNITS (BR, MARKET)	293 UNITS	1.00/UNIT	0.80/UNIT	N/A	0.60/UNIT	191.20
MF RES. UNITS (PBR, MARKET)	139 UNITS	1.00/UNIT	0.80/UNIT	N/A	0.60/UNIT	83.40
RESIDENTIAL SUBTOTAL						237.80 (263) <sup>1</sup>
COMMERCIAL	25,000 SF	3.5/1000	2.8/1000	N/A	N/A	70.00
TOTAL						333 SPACES

**VEHICLE PARKING CALCULATIONS (MAXIMUM ALLOWED)**

USE	DENSITY	METRIC	REQUIREMENT
RES. UNITS (STUDIO)	64 UNITS	1.00/UNIT	64.00
RES. UNITS (BR)	288 UNITS	1.25/UNIT	372.50
RES. UNITS (PBR)	163 UNITS	1.50/UNIT	244.50
COMMERCIAL <sup>1</sup>	25,000 SF	6.0/1000	150.00
TOTAL			831 SPACES

**LONG TERM BICYCLE PARKING CALCULATIONS (MINIMUM)**

USE	DENSITY	METRIC	REQUIREMENT
MULTIFAMILY RES UNITS	525 UNITS	0.475/UNIT (95 MAX)	95.00
COMMERCIAL <sup>1</sup>	25,000 SF	0.150/10,000 SF (50 MAX)	1.00
TOTAL			96 SPACES

**SHORT TERM BICYCLE PARKING CALCULATIONS (MINIMUM)**

USE	DENSITY	METRIC	REQUIREMENT
MULTIFAMILY RES UNITS	5.00	0.025/UNIT (5 MAX)	1.00
COMMERCIAL <sup>1</sup>	25,000 SF	0.850/10,000 SF (50 MAX)	3.00
TOTAL			8 SPACES

- MINIMUM COMMERCIAL PARKING BASED ON RETAIL/SERVICE ESTABLISHMENT METRIC OF A MINIMUM OF 3.5 SPACES AND MAXIMUM OF 6.0 SPACES PER 1,000 SQUARE FEET OF GROSS LEASABLE AREA. COMMERCIAL SPACE MAY BE DEVOTED TO OTHER COMMERCIAL USES WITHOUT REQUIRING A SITE PLAN AMENDMENT.
- ADJUSTMENTS MAY NOT RESULT IN BELOW THAN 50% OF THE BASELINE PARKING MINIMUM WHICH IS 263 SPACES FOR RESIDENTIAL UNITS.

**PUBLIC BENEFIT POINTS SUMMARY**

PUBLIC BENEFIT (SEE CALCULATIONS)	POINTS POSSIBLE	POINTS ACHIEVED
CONNECTIVITY & MOBILITY		
MINIMUM PARKING	10.00	9.86
DIVERSITY OF USES AND ACTIVITIES		
ENHANCED ACCESSIBILITY FOR THE DISABLED	20.00	2.85
AFFORDABLE HOUSING	N/A	30.00
QUALITY BUILDING & SITE DESIGN		
ARCHITECTURAL ELEVATIONS	20.00	10.00
EXCEPTIONAL DESIGN	10.00	10.00
HISTORIC RESOURCE PROTECTION	20.00	10.00
STRUCTURED PARKING	20.00	10.00
PROTECTION & ENHANCEMENT OF THE NATURAL ENVIRONMENT		
BUILDING LOT TERMINATIONS (BLT)	30.00	11.30
RECYCLING FACILITY PLAN	10.00	10.00
TOTAL POINTS, ROUNDED (4 CATEGORIES)	--	104

PREPARED FOR:  
8676 GEORGIA AVENUE, LLC  
3839 WISCONSIN AVENUE  
SUITE 100  
WASHINGTON, D.C. 20016

**REVISIONS**

NO.	DESCRIPTION	DATE

TAX MAP J2155 W58C 210R202

PLAT 21255

13TH ELECTION DISTRICT  
MONTGOMERY COUNTY  
MARYLAND

**PT LOT 1 (PARCEL N217)  
& LOT 10 WARD & FIDLER  
SUBDIVISION**

**8676 GEORGIA AVENUE**

PROJ. MGR PGL

DRAWN BY PGL

SCALE 1" = 20'

DATE 05.14.2024

**SKETCH PLAN  
320230060**

**SK-001**

PROJECT NO. 99.353.41  
SHEET NO. 1 OF 1

**QUALITY BUILDING AND SITE DESIGN**

**ARCHITECTURAL ELEVATIONS**  
PER CR INCENTIVE DENSITY GUIDELINES, 10 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT PROVIDES AND IS BOUND BY ARCHITECTURAL ELEVATIONS AS A PART OF THE CERTIFIED SITE PLAN, SHOWING PARTICULAR ELEMENTS OF THE FACADE, INCLUDING:  
- MINIMAL AMOUNT OF TRANSPARENCY ON THE FIRST FLOOR  
- MINIMAL SPACING BETWEEN OPERABLE DOORS  
DESIGN PRIORITIES OF THE APPLICABLE MASTER PLAN AND/OR IMPLEMENTING DESIGN GUIDELINES, REFER TO ARCHITECTURAL AND DESIGN NARRATIVE IN THE STATEMENT OF JUSTIFICATION FOR DETAILS  
POINTS PROPOSED = 10

**EXCEPTIONAL DESIGN**  
PER CR INCENTIVE DENSITY GUIDELINES, 10 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS ALL OF THE FOLLOWING CRITERIA. REFER TO ARCHITECTURAL AND DESIGN NARRATIVE IN THE STATEMENT OF JUSTIFICATION FOR DETAILS  
- PROVIDING INNOVATIVE SOLUTIONS IN RESPONSE TO THE IMMEDIATE CONTEXT  
- CREATING A SENSE OF PLACE AND SERVES AS A LANDMARK  
- REMAINING THE PUBLIC REALM IN A DISTINCT AND ORIGINAL MANNER  
- INTRODUCING MATERIALS, FORMS OR BUILDING METHODS UNIQUE TO THE IMMEDIATE VICINITY OR APPLIED IN A UNIQUE WAY  
- DESIGNING COMPACT, INFILL DEVELOPMENT SO LIVING, WORKING AND SHOPPING ENVIRONMENTS ARE MORE PLEASURABLE AND DESIRABLE ON A PROBLEMATIC SITE  
- INTEGRATING LOW-IMPACT DEVELOPMENT METHODS INTO THE OVERALL DESIGN OF THE SITE AND BUILDING, BEYOND GREEN BUILDING OR SITE REQUIREMENTS.  
POINTS PROPOSED = 10

**STRUCTURED PARKING**  
PER CR INCENTIVE DENSITY GUIDELINES, UP TO 20 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT SEEKS TO MINIMIZE CONFLICTS BETWEEN VEHICLES, PEDESTRIANS, AND CYCLISTS AND REDUCE THE VISUAL IMPACTS OF VEHICLE ACCESS AND PARKING ON THE PUBLIC REALM. ALL PARKING FOR PLANNED DEVELOPMENT WILL BE BELOW GRADE.  
ABOVE GRADE SPACES (A) = 340 SPACES  
BELOW GRADE SPACES (B) = 0 SPACES  
TOTAL SPACES (T) = 340 SPACES  
FORMULA: [(A/T)\*10] + [(B/T)\*20] = [(340/340)\*10] + [(0/340)\*20] = 10.00  
POINTS PROPOSED = 10.00

**HISTORIC RESOURCE PROTECTION**  
PER CR INCENTIVE DENSITY GUIDELINES, UP TO 10 POINTS IS APPROPRIATE FOR PROJECTS THAT PROTECT HISTORIC RESOURCES BY INTEGRATING AND CONSTRUCTING CONTEXT-APPROPRIATE LANDSCAPE AND SETTINGS. THE APPLICATION PROTECTS AND INCORPORATES THE HISTORIC TASTEY DINER STREET CAR, AND ALSO INCORPORATES THIS FEATURE AT THE PROMINENT CORNER OF CAMERON STREET AND RAMSEY AVENUE.  
POINTS PROPOSED = 10

**CONNECTIVITY AND MOBILITY**

**MINIMUM PARKING**  
MAXIMUM ALLOWED SPACES (A) 831 SPACES  
MINIMUM REQUIRED SPACES (R) 333 SPACES  
PROPOSED SPACES (P) 340 SPACES  
FORMULA: [(A/R)\*10] + [(P/R)\*10] = [(831/333)\*10] + [(340/333)\*10] = 9.86  
POINTS PROPOSED = 9.86

**DIVERSITY OF USES AND ACTIVITIES**

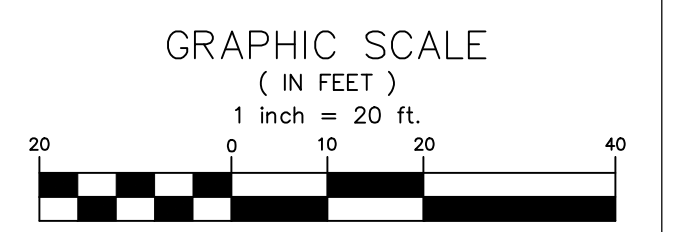
**AFFORDABLE HOUSING**  
PER CR INCENTIVE DENSITY GUIDELINES, THERE IS NO LIMITATION ON THE NUMBER OF POINTS FOR PROVIDING MORE THAN 12.5% MPDUS. AT LEAST ONE MORE MPDU THAN WOULD BE REQUIRED AT 12.5% MUST BE PROVIDED.  
TOTAL UNITS PROVIDED = 510 UNITS  
MPDUS AT 12.5% = 64 UNITS  
TOTAL MPDUS PROVIDED = 77 (15.0%)  
FORMULA = [(15.0/12.5)\*10] + [(77/64)\*10] = 2 + 30 POINTS  
POINTS PROPOSED = 30

**ENHANCED ACCESSIBILITY FOR THE DISABLED**  
PER CR INCENTIVE DENSITY GUIDELINES, DWELLING UNITS THAT SATISFY ANSI A117.1 RESIDENTIAL TYPE A STANDARDS, OR AN EQUIVALENT COUNTY STANDARD, ARE ELIGIBLE FOR INCENTIVE DENSITY POINTS OF UP TO 20 POINTS ON A SLIDING SCALE CALCULATED ON THE PERCENTAGE OF COMPLYING UNITS.  
ANSI 117.1 UNITS (A) = 5  
TOTAL UNITS (T) = 525  
FORMULA = (A/T) x 300 = 2.85 POINTS  
POINTS PROPOSED = 2.85

**PROTECTION & ENHANCEMENT OF THE NATURAL ENVIRONMENT**

**BUILDING LOT TERMINATION (BLT) IN CR ZONE**  
INCENTIVE DENSITY = 527,248.5 SF  
7.5% OF INCENTIVE DENSITY = 39,543.64 SF  
EQUIVALENT PAYMENT = 39,543.64 SF / 31,500.00 SF = 1.256 BLT  
FORMULA = 1.256 BLT \* 9 POINTS PER BLT = 11.30 POINTS  
POINTS PROPOSED = 11.30

**RECYCLING FACILITY PLAN**  
RECYCLING PLAN AND FACILITIES WILL MEET OR EXCEED THE REQUIREMENTS IN MONTGOMERY COUNTY EXECUTIVE DECISIONS 15-04M AND 18-04. PER CR INCENTIVE DENSITY GUIDELINES, 5 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS THIS REQUIREMENT. THE APPLICANT SEEKS ADDITIONAL POINTS FOR PROVIDING DESIGNATED RECYCLING CONTAINERS WITHIN THE ADJOINING THROUGH-BLOCK CONNECTION, AS WELL AS A PAPER SHREDDER AND A COOKING OIL CONTAINER, IN THE TRASH/RECYCLING ROOM.  
POINTS PROPOSED = 10



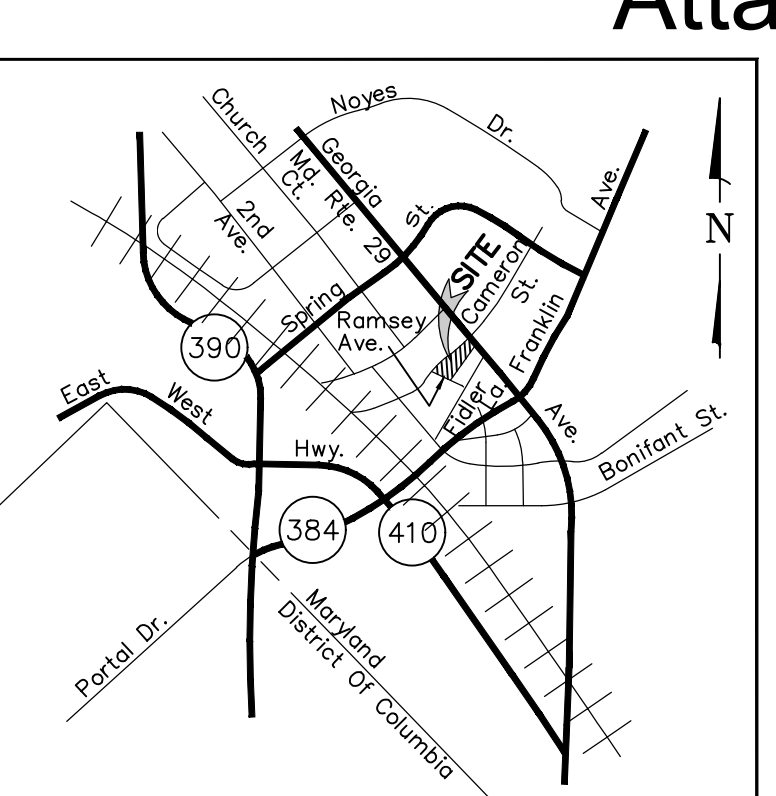




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SCALE 1" = 2,000'  
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SITE DATA	
SUBJECT PROPERTY	PT LOT 1 (PARCEL N217) 6.86807 P.414 LOT 10 PLAT 21255
PROPERTY OWNER:	8676 GEORGIA AVENUE, LLC 3838 WISCONSIN AVENUE SUITE 100 WASHINGTON, D.C. 20016
TRACT AREA:	45,503 SF (1.04AC)
PRIOR DEDICATIONS:	6,854 SF (0.20 AC)
EXISTING SITE AREA:	36,649 SF (0.84 AC)
PROPOSED DEDICATION:	2,019 SF (0.05 AC)
PROPOSED SITE AREA:	34,630 SF (0.79 AC)
PROPOSED NUMBER OF LOTS:	1 LOT
ZONING CLASSIFICATION:	CR-5.0, C-5.0, R-5.0, H-300 DOWNTOWN SILVER SPRING OVERLAY
EXISTING USES:	BANK (2,870 SF) RESTAURANT (7,074 SF)
PROPOSED USES:	MF RESIDENTIAL (525,000 SF, 525 UNITS) COMMERCIAL (25,000 SF)

**Professional Certification**  
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the Laws of the State of Maryland Lic. No. 16905 Exp. Date: 04.21.2026

**PREPARED FOR:**  
8676 GEORGIA AVENUE, LLC  
3838 WISCONSIN AVENUE  
SUITE 100  
WASHINGTON, D.C. 20016

EXISTING	PROPOSED
— 370 —	— 370 —
— 374 —	— 374 —
— 374.0 —	— +74.0 —
SPOT ELEVATION	
CURB & GUTTER	
SIDEWALK	
ASPHALT	
BUILDING WALL	
LIMITS OF DISTURBANCE	
8" W. (DOM.)	8" W. (D)
8" W. (FIRE)	8" W. (F)
FIRE HYDRANT	
SEWER LINE	
STORM DRAIN LINE	
OVERHEAD UTILITY WIRES	
GAS LINE	
UNDERGROUND ELECTRIC	
UNDERGROUND COMMUNICATIONS	
EASEMENT	
PROPERTY BOUNDARY	
LIGHT POLE	
SIGN	
CROSS-WALK STRIPING	
BIKE LANE STRIPING	

**CR5.0 C-5.0 R-5.0 H-260 ZONE DEVELOPMENT STANDARDS**  
OPTIONAL METHOD OF DEVELOPMENT / DOWNTOWN SILVER SPRING OVERLAY  
ZONING ORDINANCE SECTIONS 59-4.5.4 & 59-4.9.8

DEVELOPMENT STANDARD	PERMITTED/REQUIRED	PROPOSED
MINIMUM PUBLIC BENEFIT POINTS	100 POINTS (3 CATEGORIES) <sup>1</sup>	104 POINTS (4 CATEGORIES) <sup>5</sup>
MINIMUM PUBLIC OPEN SPACE	10% (3,463 SF)	10% (3,463 SF) <sup>2</sup>
MINIMUM GREEN COVER	35%	35%
MAXIMUM COMMERCIAL DENSITY (FAR) - BASE	5.00 (227,515 SF)	0.55 (25,000 SF)
MAXIMUM RESIDENTIAL DENSITY (FAR) - BASE	5.00 (227,515 SF)	1.45 (202,515 SF)
MAXIMUM RESIDENTIAL DENSITY (FAR) - BONUS	0.98 (44,553 SF) <sup>3</sup>	0.98 (44,553 SF)
DDS DENSITY	NA	6.10 (277,932 SF) <sup>4</sup>
MAXIMUM TOTAL DENSITY (FAR)	5.00 (227,515 SF)	12.09 (550,000 SF)
MINIMUM MPDUS	15.0%	15.0%
MAXIMUM BUILDING HEIGHT	300 FT	300 FT <sup>5</sup>
MINIMUM FRONT SETBACK, GEORGIA AVENUE	0 FT	3 FT <sup>5</sup>
MINIMUM FRONT SETBACK, CAMERON STREET	0 FT	0 FT <sup>5</sup>
MINIMUM FRONT SETBACK, RAMSEY AVENUE	0 FT	0 FT <sup>5</sup>
MINIMUM VEHICLE PARKING SPACES REQUIRED	333 SPACES	340 SPACES <sup>5</sup>
MAXIMUM VEHICLE PARKING SPACES ALLOWED	831 SPACES	340 SPACES <sup>5</sup>
MINIMUM BICYCLE PARKING SPACES REQUIRED	104 SPACES	104 SPACES <sup>5</sup>

- THE PROJECT WILL PROVIDE 15% MPDUS, THEREFORE PER THE CR INCENTIVE DENSITY GUIDELINES, ONE LESS PUBLIC BENEFIT POINT CATEGORY THAN REQUIRED UNDER 4.5.4.2 MUST BE SATISFIED. THE PROJECT SITE IS NOT RECOMMENDED FOR PUBLIC OPEN SPACE IN THE SILVER SPRING DOWNTOWN AND ADJACENT COMMUNITIES PLAN, THEREFORE ON-SITE PUBLIC OPEN SPACE IS NOT REQUIRED. A CONTRIBUTION WILL BE PROVIDED TO MONTGOMERY PARKS IN ACCORDANCE WITH 59-4.9.8.C.5 AND MASTER PLAN INTERPRETATION / POLICY DOCUMENT MANGPPC 2024-01. FINAL CONTRIBUTION AMOUNT TO BE DETERMINED AT SITE PLAN.
- BONUS DENSITY (22%) IS PROPOSED IN ACCORDANCE WITH 59-4.5.2.C.2 FOR PROVIDING 15.0% MPDUS. THE 22% BONUS (PROPOSED) IS APPLIED TO THE AVAILABLE ON-SITE MAPPED RESIDENTIAL AFTER DEDUCTING THE ON-SITE COMMERCIAL SQUARE FOOTAGE PROPOSED.
- A CONTRIBUTION FOR DDS DENSITY WILL BE MADE IN ACCORDANCE WITH 59-4.9.8.C.2.e.1.
- FINAL BUILDING HEIGHT, SETBACKS AND NUMBER OF PARKING SPACES PROVIDED TO BE DETERMINED AT SITE PLAN.
- SEE SKETCH PLAN 300220066 FOR PUBLIC BENEFIT POINT DETAILS.

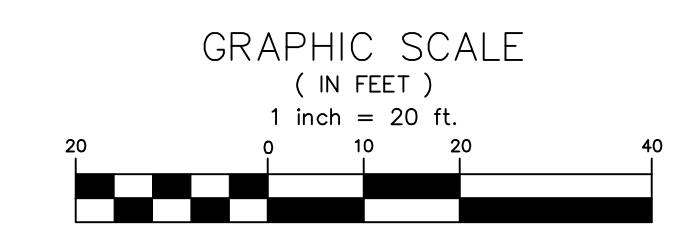
VEHICLE PARKING CALCULATIONS (MINIMUM REQUIRED, WITH ADJUSTMENTS PER 59-4.2.3.1)	DENSITY	BASELINE	NADMS	REDUC (20%)	REDUC (50%)	UNBUNDLED	REQUIREMENT
RES. UNITS (MPDUS)	79 UNITS	1.00/UNIT	0.80/UNIT	0.40/UNIT	N/A	31.60	31.60
RES. UNITS (STUDIO, MARKET)	54 UNITS	1.00/UNIT	0.80/UNIT	N/A	0.40/UNIT	21.60	21.60
MF RES. UNITS (1BR, MARKET)	253 UNITS	1.00/UNIT	0.80/UNIT	N/A	0.40/UNIT	101.20	101.20
MF RES. UNITS (2BR, MARKET)	139 UNITS	1.00/UNIT	0.80/UNIT	N/A	0.60/UNIT	83.40	83.40
RESIDENTIAL SUBTOTAL						237.80 (263) <sup>2</sup>	237.80 (263) <sup>2</sup>
COMMERCIAL	25,000 SF	3.5/1000	2.8/1000	N/A	N/A	70.00	70.00
TOTAL						307.80	307.80

VEHICLE PARKING CALCULATIONS (MAXIMUM ALLOWED)	DENSITY	METRIC	REQUIREMENT
RES. UNITS (STUDIO)	64 UNITS	1.00/UNIT	64.00
RES. UNITS (1 BR)	298 UNITS	1.25/UNIT	372.50
RES. UNITS (2 BR)	163 UNITS	1.50/UNIT	244.50
COMMERCIAL	25,000 SF	6.0/1000	150.00
TOTAL			831 SPACES

LONG TERM BICYCLE PARKING CALCULATIONS (MINIMUM)	DENSITY	METRIC	REQUIREMENT
MULTIFAMILY RES UNITS	525 UNITS	0.475/UNIT (95 MAX)	95.00
COMMERCIAL	25,000 SF	0.150/10,000 SF (30 MAX)	3.75
TOTAL			98.75 SPACES

SHORT TERM BICYCLE PARKING CALCULATIONS (MINIMUM)	DENSITY	METRIC	REQUIREMENT
MULTIFAMILY RES UNITS	525 UNITS	0.025/UNIT (5 MAX)	5.00
COMMERCIAL	25,000 SF	0.800/10,000 SF (80 MAX)	3.00
TOTAL			8.00 SPACES

- MINIMUM COMMERCIAL PARKING BASED ON RETAIL/SERVICE ESTABLISHMENT METRIC OF A MINIMUM OF 3.5 SPACES AND MAXIMUM OF 6.0 SPACES PER 1,000 SQUARE FEET OF GROSS LEASABLE AREA. COMMERCIAL SPACE MAY BE PROVIDED TO OTHER COMMERCIAL USES WITHOUT REQUIRING A SITE PLAN AMENDMENT.
- ADJUSTMENTS MAY NOT RESULT IN BELOW THAN 50% OF THE BASELINE PARKING MINIMUM WHICH IS 263 SPACES FOR RESIDENTIAL UNITS.



NO.	DESCRIPTION	DATE

TAX MAP JN343 WSSC 210R02

PLAT 21255  
13TH ELECTION DISTRICT  
MONTGOMERY COUNTY  
MARYLAND

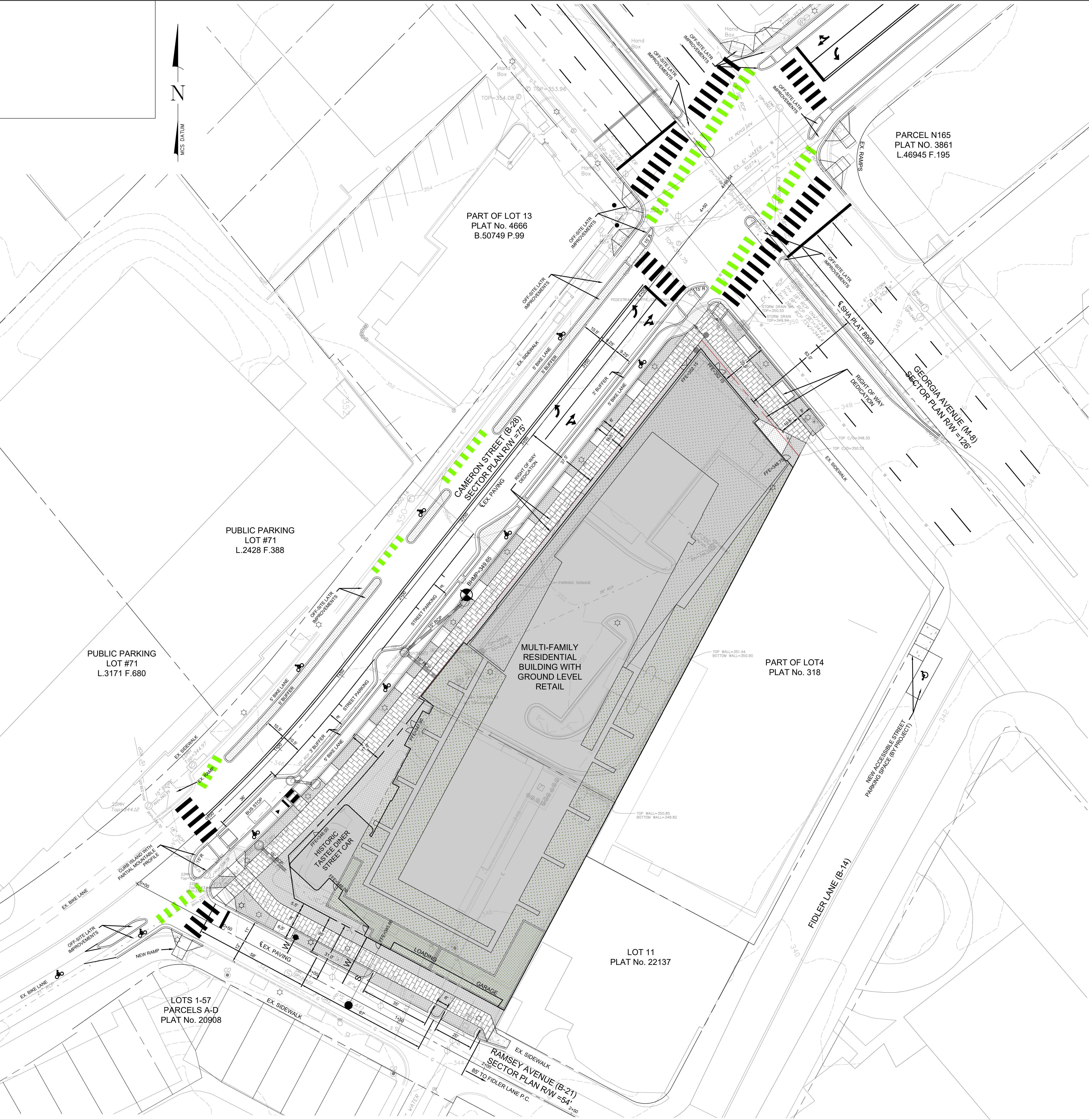
**PT LOT 1 (PARCEL N217) & LOT 10 WARD & FIDLER SUBDIVISION**

**8676 GEORGIA AVENUE**

PROJ. MGR PGL  
DRAWN BY PGL  
SCALE 1" = 20'  
DATE 05.08.2024

**PRELIMINARY PLAN 120230150**

**PP1.02**  
PROJECT NO. 99.353.41  
SHEET NO. 5 OF 7





# Attachment B



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**Department of Permitting Services  
Fire Department Access and Water Supply Comments**

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**DATE:** 28-May-24  
**TO:** Patrick La Vay - plavay@mhgpa.com  
Macris, Hendricks & Glascock  
**FROM:** Marie LaBaw  
**RE:** 8676 Georgia Avenue  
320230060 120230150

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## **PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **28-May-24**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

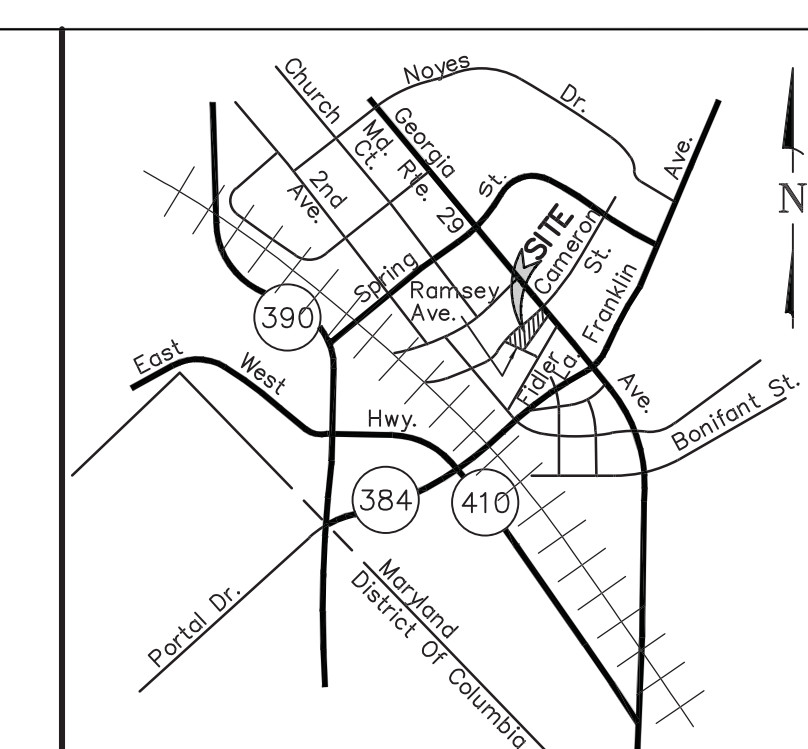




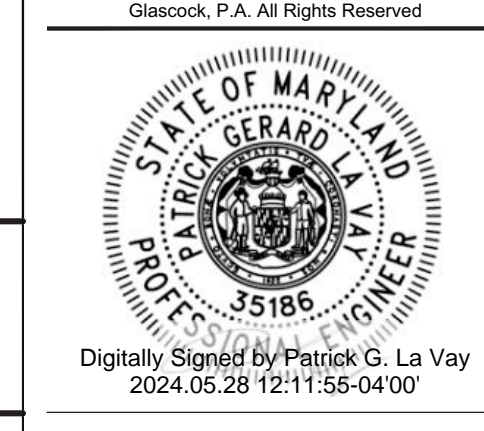
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Phone: 301.670.0840  
www.mhga.com

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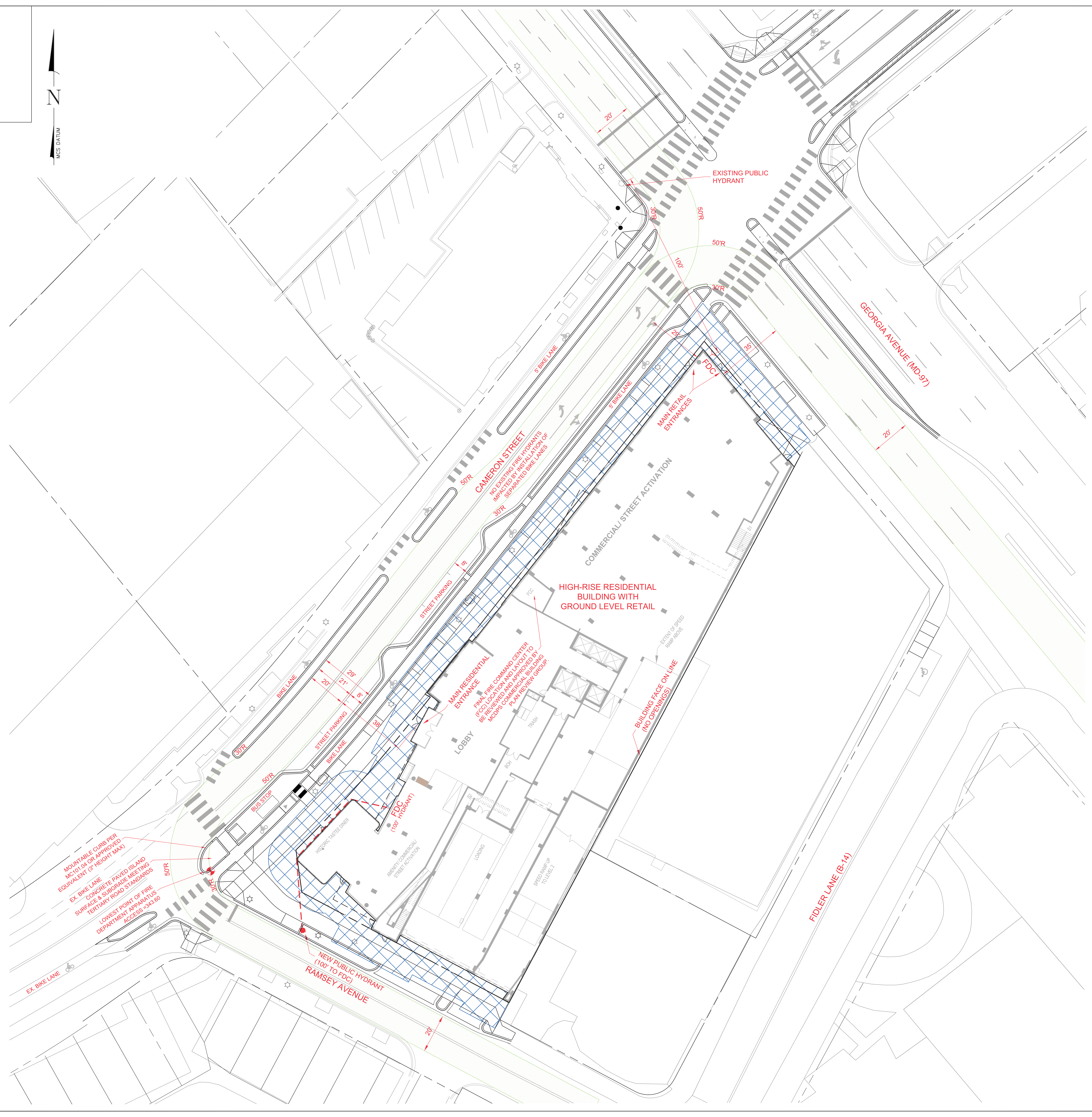


VICINITY MAP  
SCALE 1" = 2,000'  
COPYRIGHT ADC THE MAP PEOPLE  
PERMITTED USE NO. 20399666



Professional Certification  
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the Laws of the State of Maryland, Lic. No. 16905 Exp. Date: 04.21.2026

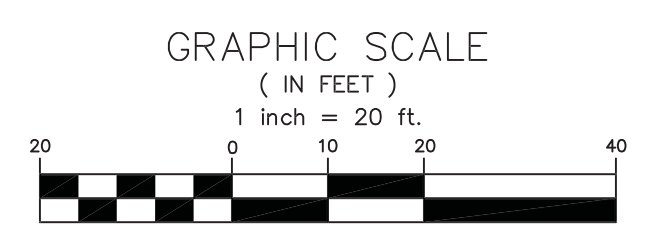
PREPARED FOR:  
8676 GEORGIA AVENUE, LLC  
3939 WISCONSIN AVENUE  
SUITE 100  
WASHINGTON, D.C. 20016



### LEGEND

- APPARATUS ACCESS MOVEMENT
- 15' CLEAR AND WALKABLE GRADE AROUND BUILDING
- MAIN EXTERIOR DOORS
- HYDRANT TO FDC PATH

**FIRE CODE ENFORCEMENT**  
Fire Department Access Review  
Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.  
BY: *S.M.C.* PW: 43 DATE: 5/28/2024



REVISIONS		
NO.	DESCRIPTION	DATE

TAX MAP JN343 WSSC 210RW02  
PLAT 21255  
13TH ELECTION DISTRICT  
MONTGOMERY COUNTY  
MARYLAND

**PT LOT 1 (PARCEL N217) & LOT 10 WARD & FIDLER SUBDIVISION**

**8676 GEORGIA AVENUE**

PROJ. MGR PGL  
DRAWN BY PGL  
SCALE 1" = 20'  
DATE 05.23.2024

**FIRE DEPARTMENT ACCESS PLAN 120230150**

PROJECT NO. 99.353.41  
SHEET NO. 1 OF 1





# Attachment B

## DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Rabbiah Sabbakhan  
Director

April 8, 2024

Mr. Mark Hollida  
Macris, Hendricks, & Glascock  
9220 Wightman Road, Suite 120  
Montgomery Village, MD 20886

Re: **STORMWATER MANAGEMENT CONCEPT  
PLAN** for  
8676 Georgia Ave.  
Preliminary Plan #:120230150  
SM File #: 289576  
Tract Size/Zone: 0.79 ac.  
Total Concept Area: 0.79 ac.  
Lots/Block: P1  
Parcel(s): N217  
Watershed: Lower Rock Creek  
Redevelopment (Yes/No): Yes

Dear Mr. Hollida:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of Green Roof and Planter Boxes. A waiver of stormwater management requirements for proposed work in the County public right-of-way was requested due to project constraints and is hereby granted. DPS cannot waive stormwater management requirements for the portion of the project that is within the SHA right-of-way, therefore if additional stormwater management treatment requirements are required by SHA they will have to be provided at the time of the detailed sediment control plan review.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

- 1. Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised, and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.**
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this project.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

This list may not be all-inclusive and may change based on available information at the time.



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311  
[www.montgomerycountymd.gov/permittingservices](http://www.montgomerycountymd.gov/permittingservices)



# Attachment B

*Mr. Mark Hollida*  
*April 8, 2024*  
*Page 2 of 2*

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Bill Musico PE at 240-777-6340.

Sincerely,



Mark Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

cc: Neil Braunstein  
SM File # 289576

**Site Area:**

ESD: Required/Provided 5,483 cf / 6,007 cf  
PE: Target/Achieved: 2.00"/2.19"  
STRUCTURAL: 0.00 cf  
WAIVED: 0.00 cf.

**ROW Area:**

ESD: Required/Provided 2,976 cf / 0.00 cf  
PE: Target/Achieved: 2.00"/0.00"  
STRUCTURAL: 0.00 cf  
WAIVED: 2,704 cf.





# Attachment B

## DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich  
*County Executive*

Scott Bruton  
*Director*

May 30, 2024

Mr. Adam Bossi  
Montgomery County Planning Department  
2425 Reedie Drive, 13<sup>th</sup> Floor  
Wheaton, Maryland 20902

Re: 8676 Georgia Ave  
Sketch Plan #320230060 and Preliminary Plan 120230150

Dear Mr. Bossi:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval for up to 525 total units including 15% MPDUs (up to 79 MPDUs) in Silver Spring, Maryland.

An Agreement to Build must be submitted to, reviewed, and executed by DHCA before building permits are obtained from the Department of Permitting Services (DPS). The final MPDU locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build stage. No more than 40% of one floor may consist of MPDUs and the MPDUs must be reasonably distributed throughout the building.

Sincerely,

Maggie Gallagher, Program Manager I  
Affordable Housing Programs Section

*Affordable Housing*

**Division of Housing**  
*Landlord Tenant Affairs*

*Multifamily Housing*

---

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • [www.montgomerycountymd.gov/dhca](http://www.montgomerycountymd.gov/dhca)

[montgomerycountymd.gov/311](http://montgomerycountymd.gov/311)



240-773-3556 TTY



# Attachment B



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

June 25, 2024

Mr. Adam Bossi, Planner III  
Downcounty Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive, 14th Floor,  
Wheaton, MD 20902

RE: Preliminary Plan and Traffic Impact  
Study (TIS) Letter  
Plan No. 120230150  
8676 Georgia Avenue

Dear Mr. Bossi:

We have completed our review of the revised Preliminary Plan uploaded in eplans on May 14, 2024, and the revised TIS on November 6, 2023. The Development Review Committee reviewed the plan at its April 9, 2024, meeting. This plan will be heard at the July 18, 2024, Planning Board meeting. We recommend approval of the plan, subject to the following comments on the right-of-way (ROW) maintained by the county.

The subject property also faces the public street maintained by the Maryland State Highway Administration (MDSHA). MCDOT has no jurisdiction other than maintenance and operation of the traffic signal, sidewalk, bus stop, bus shelter, or shared-use path along the MDSHA-maintained ROW. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendations about the ROW maintained by MDSHA, as per the review of the preliminary plan and TIS, for the attention of the concerned agencies.

### **Preliminary Plan Significant Comments**

1. Georgia Avenue (MD-97):
  - a. The Master Plan of Highways and Transitways classifies it as a Downtown Boulevard: four lanes with two Planned Bus Rapid Transit (BRT) and a proposed ROW of 126 feet. We defer to MDSHA for any improvements.

---

#### **Office of the Director**

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 2

- b. We recommend the applicant contact Mr. Corey Pitts with MCDOT regarding the BRT on Georgia Avenue (MD-97). Mr. Pitts can be reached at 240-777-7217 or [Corey.Pitts@montgomerycountymd.gov](mailto:Corey.Pitts@montgomerycountymd.gov).
  2. Cameron Street:
    - a. Per the Master Plan of Highways and Transitways, it is classified as a Downtown Street with two lanes and a proposed ROW of 74 feet. The Bicycle Master Plan recommends one-way separated bike lanes on each side. The applicant is dedicating ROW to comply with the master plan's recommended ROW.
    - b. At the certified preliminary plan, the STA. 3+50 roadway section shall be revised to show the following sections from the existing curb across the street to the subject site property line:
      - Existing curb and gutter to remain in place.
      - Proposed 5-foot bike lane.
      - Proposed 3.75-foot street buffer.
      - Proposed 10.5-foot travel lane.
      - Proposed 9.25-foot turn lane.
      - Proposed 10.5-foot right/through lane.
      - Proposed 3-foot street buffer.
      - Proposed 5-foot bike lane.
      - Proposed 6-foot pedestrian/bike buffer.
      - Proposed 8-foot sidewalk.

We agree with the roadway cross sections for STA. 0+75 and STA. 1+50, as shown on Sheet No. PP-1.04, uploaded to eplans on May 14, 2024. The applicant is responsible for installing the improvements along their entire site frontage and across the street, including the bike lane and buffer across the street, per the roadway cross sections shown in the plans and the section above from Ramsey Avenue to Georgia Avenue (MD-97).

3. Ramsey Avenue:
  - a. Per the Master Plan of Highways and Transitways, it is classified as a Downtown Street with two lanes and a proposed ROW of 54 feet. The existing ROW is 54 feet and, therefore, complies with the master plan's recommended ROW.
  - b. The existing parking removal shall be coordinated with our Division of Parking Management. Please contact Mr. Benjamin Morgan at 240-777-8704 or [benjamin.morgan@montgomerycountymd.gov](mailto:benjamin.morgan@montgomerycountymd.gov).



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 3

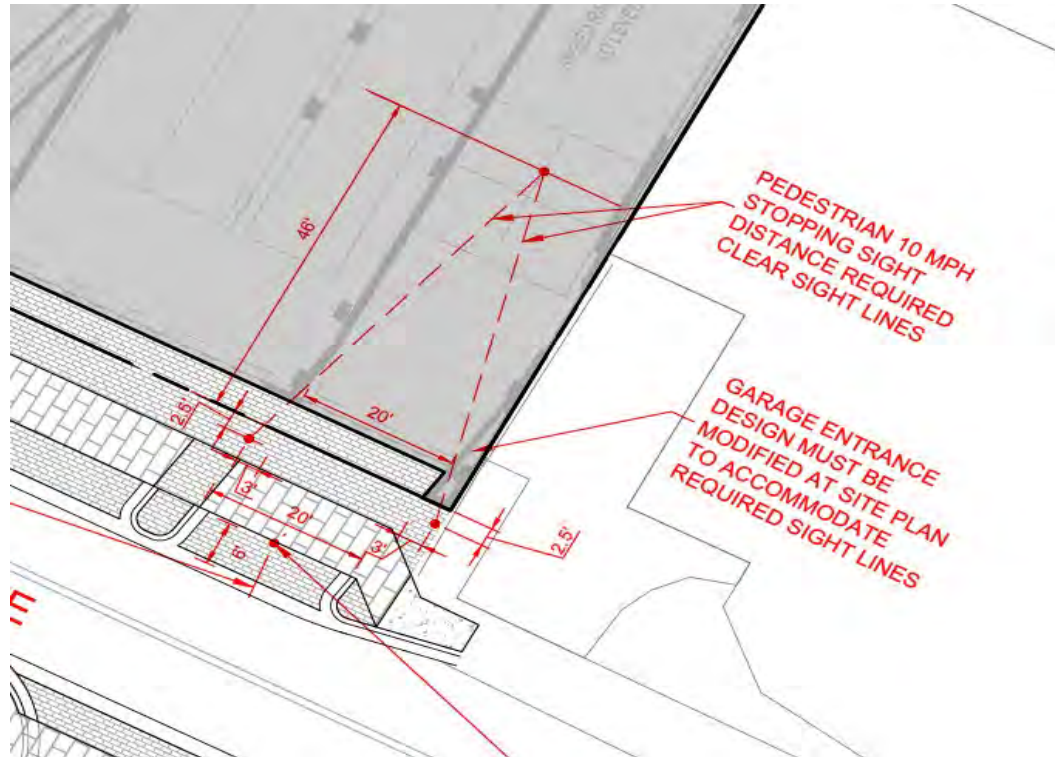
- c. We agree with the roadway cross sections shown on Sheet No. PP-1.03, uploaded to eplans on May 14, 2024. The applicant is responsible for installing the improvements along their site frontage per the roadway cross-sections shown in the plan.
4. Proposed Driveways:
  - a. The driveway shall be per MC-302.01 (Commercial Driveway).
  - b. The proposed pedestrian island between the Garage entrance and the Loading entrance shall be at least 6 feet wide.
  - c. The final limits and details for the truck apron within the public ROW of the Loading Dock shall be worked out with MCDPS at the ROW permit stage, per the details in the link: [https://www.montgomerycountymd.gov/DPS/Resources/Files/Land\\_Development/ResidentialTrafficCircleModel.pdf](https://www.montgomerycountymd.gov/DPS/Resources/Files/Land_Development/ResidentialTrafficCircleModel.pdf).
5. Proposed On-Street Parking:
  - a. Proposed on-street parking must be a minimum of 35 feet away from the intersections with proper traffic signs per Montgomery County Code 31-17.
  - b. Per the TIS report, the subject site complies with the Public Right-of-Way Accessibility Guidelines (PROWAG) by adding an Americans with Disabilities Act (ADA) parking space along Fidler Lane by the intersection with Georgia Avenue (MD-97).
6. Turning Templates: The final details of the turning templates shall be reviewed and approved by MCDPS. As part of the ROW permit, the following improvements shall be the responsibility of the applicant to facilitate the WB-67 turning movements:
  - a. The wheel tracks should be clear of the sidewalk for pedestrian safety. Encroachment into opposing traffic should be minimized to the maximum extent possible.
  - b. The applicant shall coordinate with Mr. Benjamin Morgan to remove the existing street parking on Fenwick Lane at the intersection with Georgia Avenue (MD-97). He can be reached at [benjamin.morgan@montgomerycountymd.gov](mailto:benjamin.morgan@montgomerycountymd.gov) or at 240-777-8704.
  - c. The applicant shall coordinate with MDSHA to remove existing street parking on Georgia Avenue (MD-97) at the intersection with Fenwick Lane.
  - d. The loading management plan shall address the allowable truck routes, frequency, and the timing of the deliveries.
7. Any relocation/impacts/improvements to the existing bus stop at Georgia Avenue (MD-97) to incorporate the frontage improvements should be coordinated with Mr. Wayne Miller of our Division of Transit Services, RideOn bus facilities. Mr. Miller may be contacted at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov) or 240-777-5836.
8. Sight Distance: We accept the sight distance for access on Ramsey Avenue with the following condition(s):



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 4

- a. Approaching Sidewalk—Looking left from the Garage Entrance: Prior to the approval of the site plan, the building structure at the garage entrance shall be modified to meet the minimum requirements.



A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference with this letter.

9. Storm Drain:
  - a. We agree with the storm drain study per the plans uploaded to eplans on May 14, 2024.
  - b. We defer to MDSHA for any necessary improvements to the existing storm drain system for runoff into Georgia Avenue (MD-97).
10. **Transportation Demand Management (TDM) Plan Requirements:**

TDM provisions of County Code 42A-26 apply to this development application. An owner or applicant for a development located in a District in a **Red Policy Area** must submit a **Level 3 Project-based TDM Results Plan** for a project with more than **40,000 gross square feet (gsf)**. The 8676 Georgia Avenue project is located in the Silver Spring TMD and Red Policy Area and proposes to develop more than 40,000 gross square feet. Hence, a Level 3 TDM Results Plan must be approved by MCDOT and submitted **prior to the issuance of any building permit by Montgomery County Department of Permitting Services (MCDPS)**.



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 5

A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a project Non-Auto Driver Mode Share (NADMS) goal that is 5% higher than the base NADMS goal for the District, which is 65 percent NADMS goal for the Silver Spring TMD (65% for residents and employees blended), and related commuting goals for that project. Level 3 Results plan must include the following:

- a. Appointment of a Transportation Coordinator (a person to work with MCDOT and TMD representatives to achieve NADMS and other commuting goals).
- b. Notification of the Transportation Coordinator's contact information
- c. Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the department to promote TDM).
- d. TDM Information (TDM-related information must be displayed in a location(s) visible to employees, residents, and other project users).
- e. Selection of Strategies: The plan must include project-based strategies and demonstrate that the plan is achieving the goals established for the project.
- f. Additional or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 6 years after final occupancy, revisions to the plan or strategies initially selected may be required.
- g. Additional Funding: If strategies selected by the owner or applicant do not result in the achievement of the project goals by six (6) years after final occupancy, the Department may require increased funding by the owner for existing or new TDM strategies. Additional increases in funding may be required if goals have still not been met within eight (8) years of final occupancy.
- h. Conduct independent monitoring to determine if the project is meeting its goals, until the goals are achieved.

The Applicant shall coordinate with MCDOT Commuter Services Section (CSS) staff: Mr. Samuel Damesa at [Samuel.Damesa@montgomerycountymd.gov](mailto:Samuel.Damesa@montgomerycountymd.gov) or (240) 777-8384 and Mr. James Carlson at [James.Carlson@montgomerycountymd.gov](mailto:James.Carlson@montgomerycountymd.gov) or (240) 777-8382 to implement the aforementioned recommendations of the Transportation Demand Management (TDM) plan for the new development project.

## **Traffic Impact Study Comments**

1. Before the release of any above-ground building permit, the following off-site improvements, as identified in Table 14 of the TIS report (revised June 17, 2024), must be permitted and bonded (to ensure construction) by MCDOT/MCDPS and/or MDSA requirements based on the maintenance jurisdiction:



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 6

- A. Reconstruction of the below curb ramps so that they meet ADA standards within the study area:
- i. Rebuild the ADA curb ramps with a cross slope of less than two percent for the following locations:
    - Project No. 25: southeast corner of Ramsey Avenue and Fidler Lane (facing Ramsey Avenue).
    - Project No. 26: southeast corner of Ramsey Avenue and Fidler Lane (facing Fidler Lane).
    - Project No. 29: northeast corner of Cameron and 2<sup>nd</sup> Avenue (facing 2<sup>nd</sup> Avenue). This is part of protected intersection improvement Project No. P3.
    - Project No. 30: northeast corner of Cameron and 2<sup>nd</sup> Avenue (facing Cameron). This is part of protected intersection improvement Project No. P3.
    - Project No. 46: southwest corner of Georgia Avenue (MD-97) and Fidler Lane (facing Fidler Lane).
  - ii. Rebuild the ADA curb ramp with a gutter slope of less than five percent for the following locations:
    - Project No. 31: southeast corner of Cameron and 2<sup>nd</sup> Avenue (facing Cameron). This is part of protected intersection improvement Project No. P3.
    - Project No. 32: southeast corner of Cameron and 2<sup>nd</sup> Avenue (facing 2<sup>nd</sup> Avenue). This is part of protected intersection improvement Project No. P3.
    - Project No. 33: southwest corner of Cameron and 2<sup>nd</sup> Avenue (facing 2<sup>nd</sup> Avenue). This is part of protected intersection improvement Project No. P3.
    - Project No. 42: northeast corner of Georgia Avenue (MD-97) and Cameron Street
    - Project No. 43: northwest corner of Georgia Avenue (MD-97) and Cameron Street (facing Cameron Street)
    - Project No. 44: northwest corner of Georgia Avenue (MD-97) and Cameron Street (facing Georgia Avenue)
    - Project No. 45: northwest corner of Georgia Avenue (MD-97) and Fidler Lane (facing Fidler Lane)
  - iii. Project No. 34: Rebuild the ADA curb ramp with flared side slopes of less than eight and one-third percent at the SW corner of Cameron & 2<sup>nd</sup> Avenue (facing Cameron).



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 7

- iv. Project No. 47: Rebuild the ADA curb ramp with a cross slope of less than two percent and a running slope of less than eight and one-third percent at the Northeast corner of Georgia Avenue (MD-97) and Colesville Road.
  - v. Project No. 48: Rebuild the ADA curb ramp with a gutter slope of less than five percent and a flared side slope of less than eight and one-third percent at the southeast corner of Georgia Avenue (MD-97) and Colesville Road (facing Colesville Road)
  - vi. Project No. 49: Rebuild the ADA curb ramp with a cross slope of less than two percent and a gutter slope of less than five percent at the Southeast corner of Georgia Avenue (MD-97) and Colesville Road (facing Georgia Avenue)
  - B. Project No. 99: Addition of an ADA parking space along Fidler Lane between Georgia Avenue (MD-97) and Ramsey Avenue).
  - C. One-way separated bike lanes along Cameron Street between Ramsey Avenue and Fenton Street in the eastbound and westbound directions.
  - D. Installation of protected intersection treatments at the following intersections with existing/proposed bike facilities:
    - i. Project No. P1: Cameron Street and Ramsey Avenue.
    - ii. Project No. P2: Cameron Street and Georgia Avenue (MD-97).
    - iii. Project No. P3: Cameron Street and 2nd Avenue.
  - E. Project No.95: Construction of a High-Intensity Activated crosswalk (HAWK) Signal to the south crossing Georgia Avenue (MD-97) at Fenwick Lane.
  - F. Addition of pedestrian refuge island (medians) at the following pedestrian crossings in the study area:
    - i. Project No. 11: Georgia Avenue (MD-97) and Cameron Street (E-W, north side)—Add a median and convert to a protected intersection. This is part of Protected Intersection Project No. P2.
    - ii. Project No. 12: Georgia Avenue (MD-97) and Cameron Street (E-W, south side)- Add a median and convert to a protected intersection. This is part of Protected Intersection Project No. P2
    - iii. Project No. 14: Georgia Avenue (MD-97) and Colesville Road (E-W, south side)- Add a median and convert to a protected intersection.
    - iv. Project No. 15: Georgia Avenue (MD-97) and Colesville Road (N-S, west side)- Add a median.
2. If at the time the Applicant submits for permits to construct one of the required LATR Off-Site Improvements, the improvement is no longer necessary or desirable because: i) it has been constructed 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



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 8

Applicant can propose an alternative LATR Off-Site Improvement from the priority list of improvements provided in the subject Staff Report 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.

## **Standard Plan Review Comments**

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans, or site plans should be submitted to the MCDPS in the package for record plans, storm drains, grading or paving plans, or applications for access permits. Include this letter and all other correspondence from this department.
2. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk/sidepath and roadway.
3. Upgrade pedestrian facilities at all intersections to comply with current Americans with Disabilities Act (ADA) standards.
4. Steps, retaining walls, and door swings are not allowed into the county ROW, and private utility vaults are not permitted there.
5. The applicant shall be responsible for relocating utilities along existing roads to accommodate the applicant's required roadway improvements.
6. If the proposed development will alter or impact any existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, hand boxes, Accessible pedestrian signals, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.) in any way, the developer will be required to submit plans to relocate the impacted facilities. Please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at [kamal.hamud@montgomerycountymd.gov](mailto:kamal.hamud@montgomerycountymd.gov) or (240) 777-2190 for proper execution procedures. All costs associated with such relocations and/or modifications shall be the applicant's responsibility. The applicant will also be required to participate in upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.
7. Tree spacing and species in County ROW must comply with the applicable MCDOT standards. Tree planting within the public ROW must be coordinated with the MCDPS ROW Plan Review Section.
8. The Developer shall provide Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable (at no cost to the County) at locations deemed necessary by the MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built before the construction of streets, houses, and/or site grading. They are to remain in operation (including maintenance) as long as the MCDPS deems them necessary.



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 9

9. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County ROW and all drainage easements.
10. Posting of the ROW permit bond is a prerequisite to MCDPS approval of the record plat. The ROW permit will include, but not necessarily be limited to, the following improvements:
  - a. Bike lanes, curbs and gutters, sidewalks, handicap ramps (if any), storm drainage and appurtenances, streetlights, and street trees along Cameron Street.
  - b. Curbs, gutters, sidewalks, handicap ramps (if any), storm drainage and appurtenances, streetlights, and street trees along Ramsey Avenue.
  - c. Off-site improvements within the county-maintained ROW as specified in the TIS Comments of this letter and in the TIS report dated June 17, 2024.
  - d. Permanent monuments and property line markers, as Section 50.4.3(G) of the Subdivision Regulations requires.
  - e. The developer shall ensure the final and proper completion and installation of all utility lines underground for all new road construction.
  - f. The developer shall provide streetlights according to the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project, at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or (240) 777-2194.

Sincerely,

Deepak Somarajan, Engineer III  
Development Review Team  
Office of Transportation Policy

M:\Subdivision\Deepak\Preliminary Plan Plan\120230150-8676 Georgia Avenue\Letter\120230150-8676 Georgia Avenue-Prelim Plan and TIS Letter.docx

Attachment: Sight Distance Form

cc: SharePoint\Correspondence Folder FY'24



# Attachment B

Mr. Adam Bossi  
Preliminary Plan No. 120230150  
June 25, 2024  
Page 10

cc-e: Patrick LaVay	MHG
Stacy Silber	Lerch, Early & Brewer, Chtd.
Maribel Donahue	Gorove Slade
Matthew Folden	MNCPPC
Katherine Mencarini	MNCPPC
Kwesi Woodroffe	MDSHA District 3
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Corey Pitts	MCDOT DTE
Matt Johnson	MCDOT DTE
Mark Terry	MCDOT DTEO
Kadidjatou Ayeva	MCDOT DTEO
Wayne Miller	MCDOT DTS
Benjamin Morgan	MCDOT DPM
Samuel Damesa	MCDOT CSS
James Carlson	MCDOT CSS
Sandra Brecher	MCDOT CSS
Rebecca Torma	MCDOT OTP



# Attachment B



**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

**Plan Number:**

**Project Name:**

**ENGINEER/ SURVEYOR CERTIFICATE**

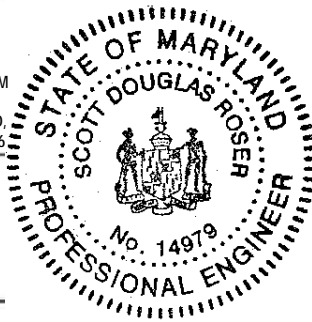
I hereby certify that this information is accurate and was collected in accordance with these guidelines.

*Scott Douglas Roser*

Signature

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE No. 14979, EXPIRATION DATE 07/02/2026

PLS/PE MD Reg. No



Date

**Montgomery County Review:**

Approved

Disapproved:

By: \_\_\_\_\_

Date: \_\_\_\_\_

Ramsey Avenue - Garage Entrance				
<b>CLASS</b>		Downtown Street *		
<b>SPEED (MPH)</b>		20 MPH		
<b>APPROACHING MOTOR VEHICLES</b>				
<b>VERTICAL</b>		<b>TARGET (FT)</b>	<b>MEASURED (FT)</b>	<b>OK?</b>
	<b>L</b>			
	<b>R</b>			
<b>APPROACHING MOTOR VEHICLES</b>				
	<b>Grade</b>	<b>TARGET (FT)</b>	<b>MEASURED (FT)</b>	<b>OK?</b>
<b>L</b>	1.4%	195 FT	335 FT	OK **
<b>R</b>	1.5%	225 FT	157 FT	OK ***
<b>APPROACHING BIKEWAYS</b>				
	<b>Grade</b>	<b>TARGET (FT)</b>	<b>MEASURED (FT)</b>	<b>OK?</b>
<b>L</b>				
<b>R</b>				
<b>APPROACHING SIDEWALK (IF DIRECTED)</b>				
	<b>Grade</b>	<b>TARGET (FT)</b>	<b>MEASURED (FT)</b>	<b>OK?</b>
<b>L</b>	1.4%	46 FT	46 FT	OK ****
<b>R</b>	1.5%	46 FT	46 FT	OK ****
<b>COMMENTS</b>				

\* No posted speed limit on Ramsey Avenue, therefore target speed us used in this analysis.

\*\* Clear line of sight to the left, beyond the stop controlled intersection of Ramsey Avenue and Fidler Lane.

\*\*\* Clear line of sight to the right, to the centerline of the three-way stop controlled intersection of Ramsey Avenue and Cameron Street.

\*\*\*\* Building design must accommodate clear sight lines shown on the attached Sight Distance Exhibit.

FORM APPROVED

11.8.2023

Date

REVISED

*Timothy M. Cypel*  
 Chief, Division of Transportation Engineering  
 Montgomery County Dept. of Transportation

*[Signature]*  
 Chief, Land Development  
 Montgomery County Dept. of Permitting Services

Montgomery County  
 Department of Transportation

**Sight Distance  
 Review Form**



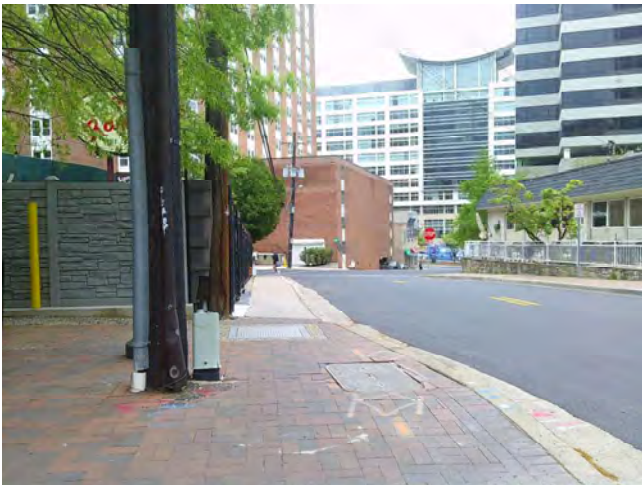
# Attachment B



At proposed entrance looking right



Approaching entrance from right 157' away at the centerline of the intersection of Cameron St and Ramsey Ave



At proposed entrance looking left



Approaching entrance from left 335' away past the intersection of Ramsey Ave and Fidler Ln

# Attachment B



## MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

### SIGHT DISTANCE REQUIREMENTS ATTACHMENT

#### GENERAL INFORMATION

All sight distance targets are to be based on Intersection Sight Distance as defined in the current version of AASHTO's *A Policy on Geometric Design of Highways and Streets* (aka the "Green Book").

All sight distance measurements must account for anticipated obstructions such as the presence of full-grown foliage, street furniture, and vehicles occupying designated curbside areas (e.g. parked vehicles).

Designs are required to ensure that all approaches to conflict points provide adequate sight distance, even when approaches are not explicitly evaluated.

#### SPEEDS

The Posted Speed will generally be used for sight distance analyses where it may be presumed that it is reflective of operating speeds. MCDOT may instead direct that an applicant perform a speed study, in which case the higher of the posted speed or the speed study's 85<sup>th</sup> Percentile operating speed is to be used for determining sight distance needs.

If no Posted Speed is provided: perform a 24-hour speed study to identify the 85<sup>th</sup> Percentile Operating Speed (unless otherwise directed by MCDOT) for use in determining sight distance adequacy.

Where specific issues at a location limit the meaningfulness of a Speed Study (such as short blocks of free-flow travel), then with MCDOT approval the Target Speed for that road classification may be used in lieu of a speed study.

Along Neighborhood Streets and Neighborhood Yield Streets with no Posted Speed, and where speeds of 25 MPH or less may be reasonably expected, then with MCDOT approval the Target Speed for these streets may be used.

Use a 15 MPH design speed for Bikeways.

#### VERTICAL SIGHT DISTANCE

Unless otherwise directed by MCDOT or MCDPS: Vertical Sight Distance only needs to be evaluated for approaches toward motor vehicle travelways; not Bikeways or Sidewalks.

#### HORIZONTAL SIGHT DISTANCE

Horizontal Sight Distance evaluations are required for approaches to motor vehicle travelways and Bikeways.

Where visual inspection of plans raises concern, Horizontal Sight Distance evaluations may optionally be required by MCDOT or DPS for any other approaches to conflict points.

Drawings on the following pages provide guidance on how to measure horizontal sight distance.

Where Bikeways are present: measurements must consider individually the approach to the Bikeway as well as the approach to the Motor Vehicle travelway.

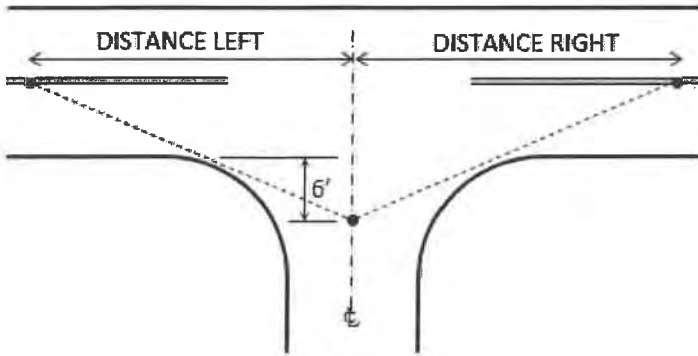


# Attachment B

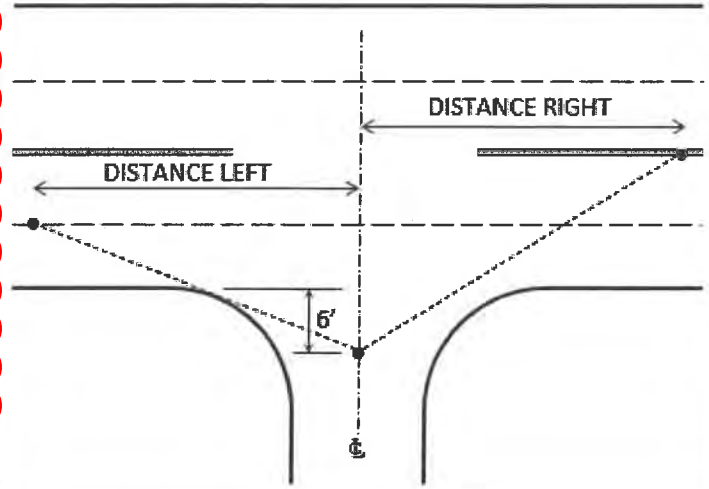


## MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

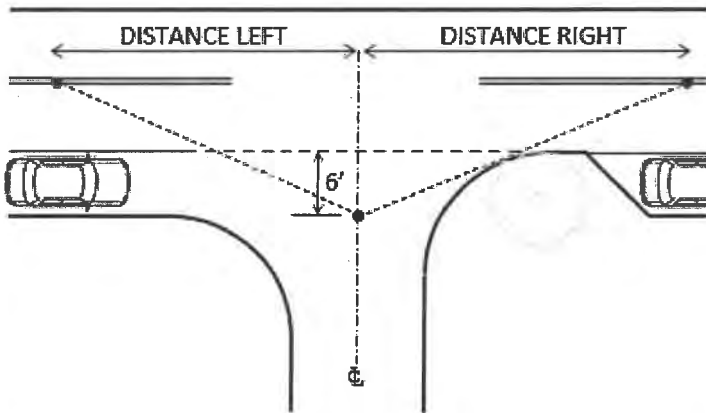
### 2-LANE UNDIVIDED ROADWAY



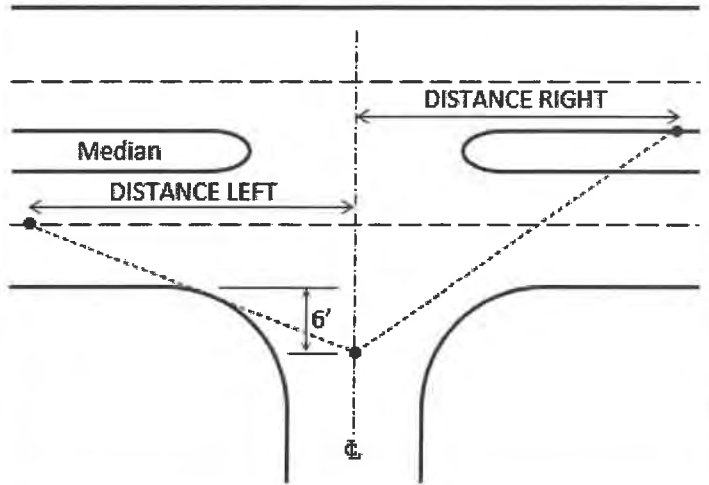
### MULTI-LANE UNDIVIDED ROADWAY



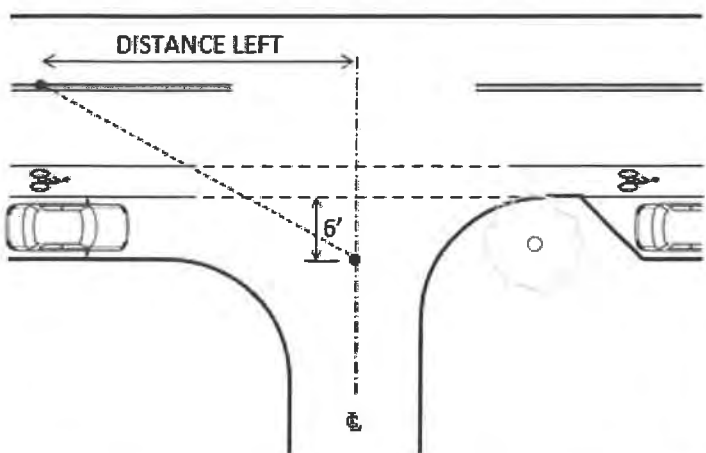
### ROADWAY WITH CURBSIDE LANE



### MULTI-LANE DIVIDED ROADWAY



### MOTOR VEHICLE MEASUREMENT W/ CONVENTIONAL BIKE LANE



### MEASURING SIGHT DISTANCE TOWARD CONFLICTING MOTOR VEHICLES

Sight distance for crossing motor vehicle travelways is measured:

- From an eye height of 3.5' at a point on the centerline of the approaching travelway 6' back from the face of curb or edge of the nearest Travel Lane,
- To a point 3.5' above the road surface along the intersecting road.
- Use the speed of the conflicting travelway.

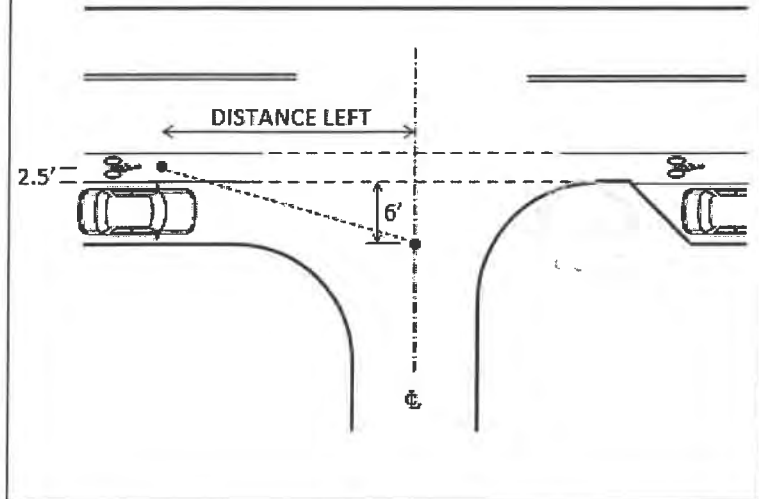
White Lane Lines     
 Double Yellow  $\text{C}$

# Attachment B

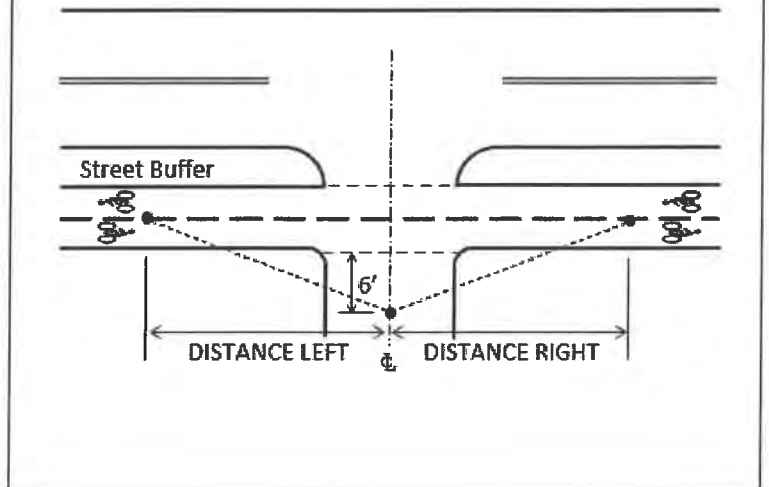


## MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

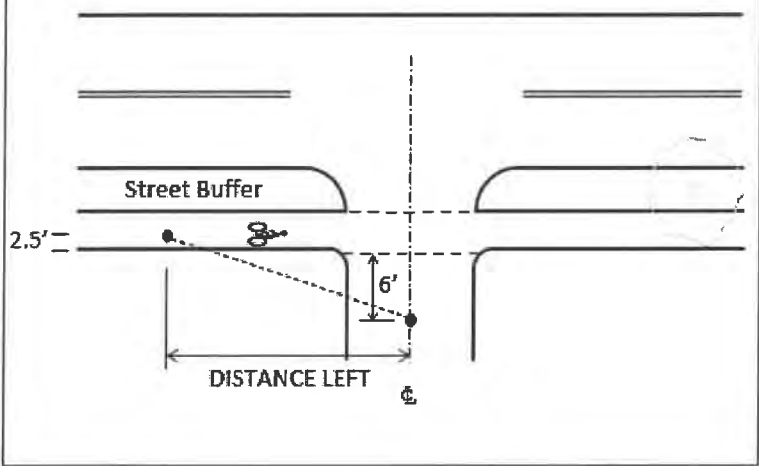
**CONVENTIONAL BIKE LANE**



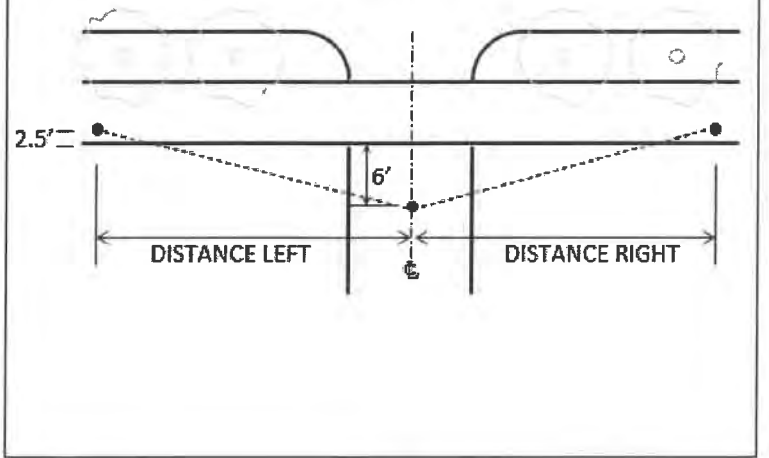
**TWO-WAY SEPARATED BIKE LANE**



**ONE-WAY SEPARATED BIKE LANE**



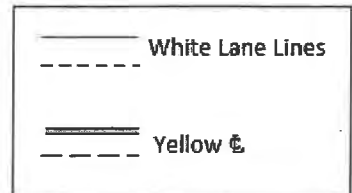
**SIDEPATH**



### **MEASURING SIGHT DISTANCE TOWARD CONFLICTING BICYCLES**

Sight distance for crossing Bikeways is measured:

- From an eye height of 3.5' at a point on the centerline of the approaching travelway 6' back from the edge of the nearest Bikeway,
- To a point 3.5' above the intersecting Bikeway either along the centerline of bidirectional Bikeways or 2.5' horizontally beyond the nearest edge of a single-direction Bikeway.
- Use 15 MPH for the speed of Bikeways.
- Sight distance measurements must account individually for the Bikeway (as shown above) as well as the motor vehicle (as shown on the previous page).





# Attachment B

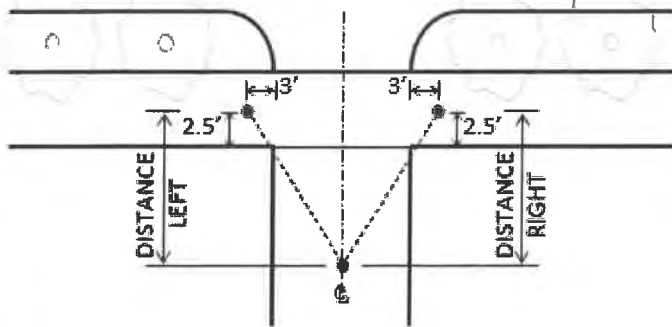


## MONTGOMERY COUNTY, MARYLAND

DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF PERMITTING SERVICES

### SIDEWALK



### MEASURING SIGHT DISTANCE FOR APPROACHING SIDEWALKS

Sight distance for crossing Sidewalks is not typically required to be calculated unless otherwise directed by MCDOT for cases where it appears the proposed conditions may be limited (such as at parking garage exits).

Sight distance for crossing Sidewalks is measured from a point on the crossed Sidewalk instead of the approaching road / alley / driveway, using the speed of the approaching road / alley / driveway:

- From an eye height of 3.5' at a point 2.5' from the edge of the sidewalk nearest to the site, 3' away from the extension of the approaching road / alley / driveway's edge of pavement,
- To a point 3.5' above the approaching road / alley / driveway along the centerline of the nearest approaching lane.
- Sidewalks are typically located in the Clear Zone, but the point measured from may include the Frontage Zone &/or Maintenance Buffer if these areas are readily traversable as like the Clear Zone.

MCDOT may direct that garage exits, alleys, or driveways with a distinctly low-speed approach may use a design speed of 5 or 10 MPH.

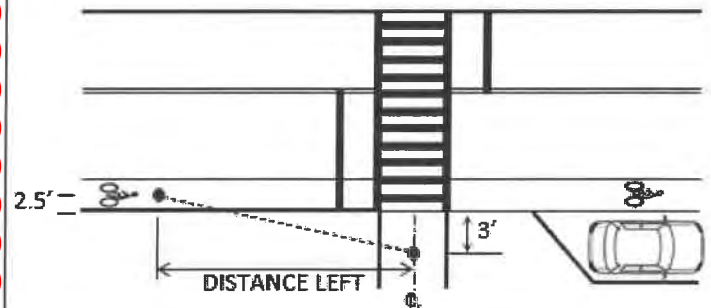
### MEASURING SIGHT DISTANCE FOR APPROACHING PEDESTRIANS CROSSING BIKEWAYS

Sight distance measurements for a Sidewalk or Sidepath crossing a Bikeway are not typically required to be calculated unless otherwise directed by MCDOT for cases where it appears that proposed conditions may have limited sight distance.

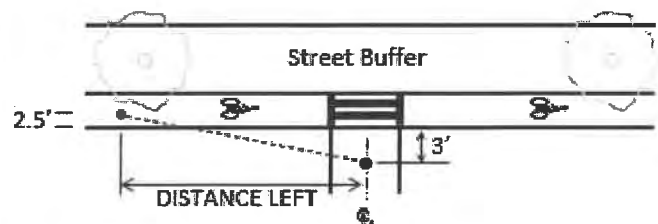
This sight distance is measured:

- From an eye height of 3.5' at a point on the centerline of the approaching Sidewalk / Sidepath 3' back from the edge of the nearest Bikeway,
- To a point 3.5' above the intersecting Bikeway, 2.5' horizontally beyond the nearest edge of the Bikeway.
- Use 15 MPH for the speed of Bikeways.

### SIDEWALKS AT CONVENTIONAL BIKE LANE



### SIDEWALK AT ONE-WAY SEPARATED BIKE LANE



### SIDEWALK AT TWO-WAY SEPARATED BIKE LANE

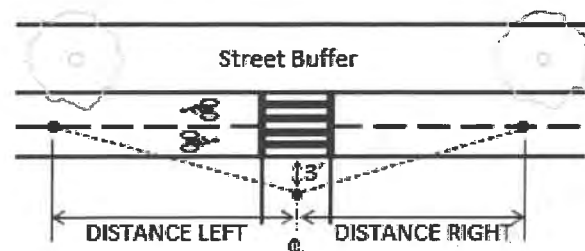


Table 9-7. Design Intersection Sight Distance—Case B1, Left Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	165.4	170	20	20	41.7	45
20	115	220.5	225	30	35	62.6	65
25	155	275.6	280	40	50	83.4	85
30	200	330.8	335	50	65	104.3	105
35	250	385.9	390	60	85	125.1	130
40	305	441.0	445	70	105	146.0	150
45	360	496.1	500	80	130	166.8	170
50	425	551.3	555	90	160	187.7	190
55	495	606.4	610	100	185	208.5	210
60	570	661.5	665	110	220	229.4	230
65	645	716.6	720	120	250	250.2	255
70	730	771.8	775	130	285	271.1	275
75	820	826.9	830				
80	910	882.0	885				

Stopping Sight Distance for Approaching Sidewalks

$$d = 1.47Vt + 1.075 (V^2 / a)$$

V = 10 mph  
t = 2.5 s  
a = 11.2 ft/s<sup>2</sup>

d = 46 ft

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

Table 9-9. Design Intersection Sight Distance—Case B2, Right Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	143.3	145	20	20	36.1	40
20	115	191.1	195	30	35	54.2	55
25	155	238.9	240	40	50	72.3	75
30	200	286.7	290	50	65	90.4	95
35	250	334.4	335	60	85	108.4	110
40	305	382.2	385	70	105	126.5	130
45	360	430.0	430	80	130	144.6	145
50	425	477.8	480	90	160	162.6	165
55	495	525.5	530	100	185	180.7	185
60	570	573.3	575	110	220	198.8	200
65	645	621.1	625	120	250	216.8	220
70	730	668.9	670	130	285	234.9	235
75	820	716.6	720				
80	910	764.4	765				

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

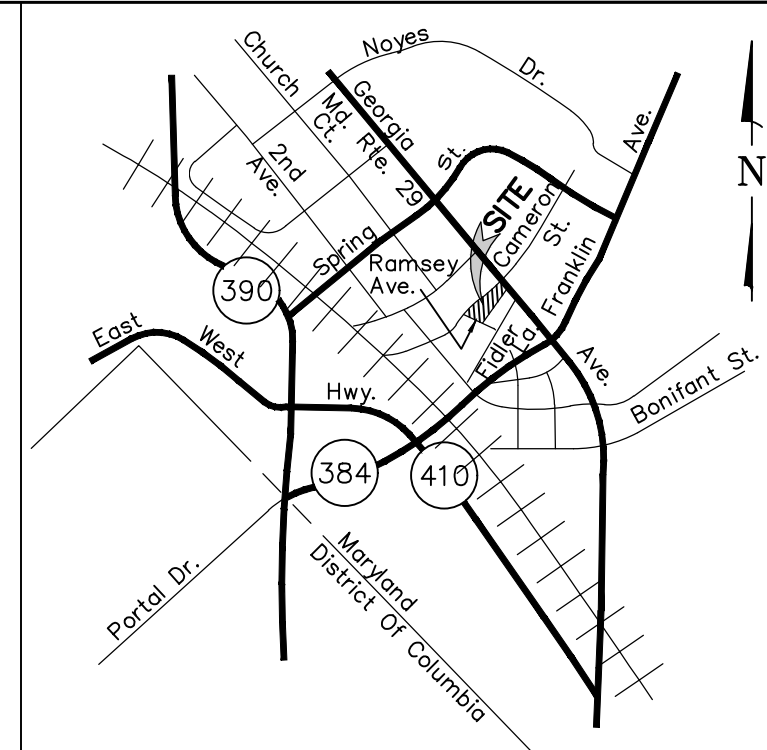




Civil Engineers  
 Land Planners  
 Landscape Architects  
 Land Surveyors

9220 Wightman Road, Suite 120  
 Montgomery Village, MD 20886  
 Phone: 301.670.0840  
 www.mhga.com

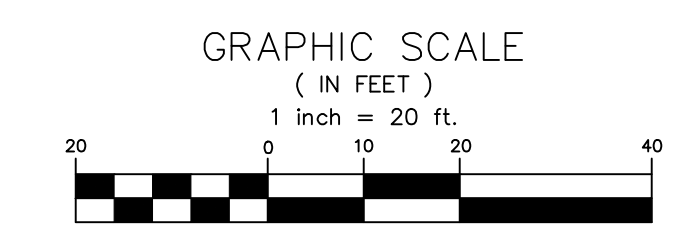
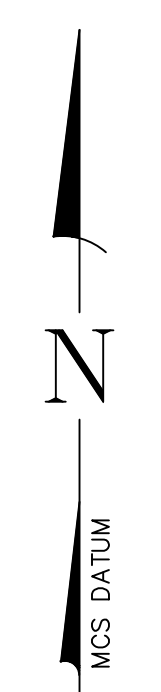
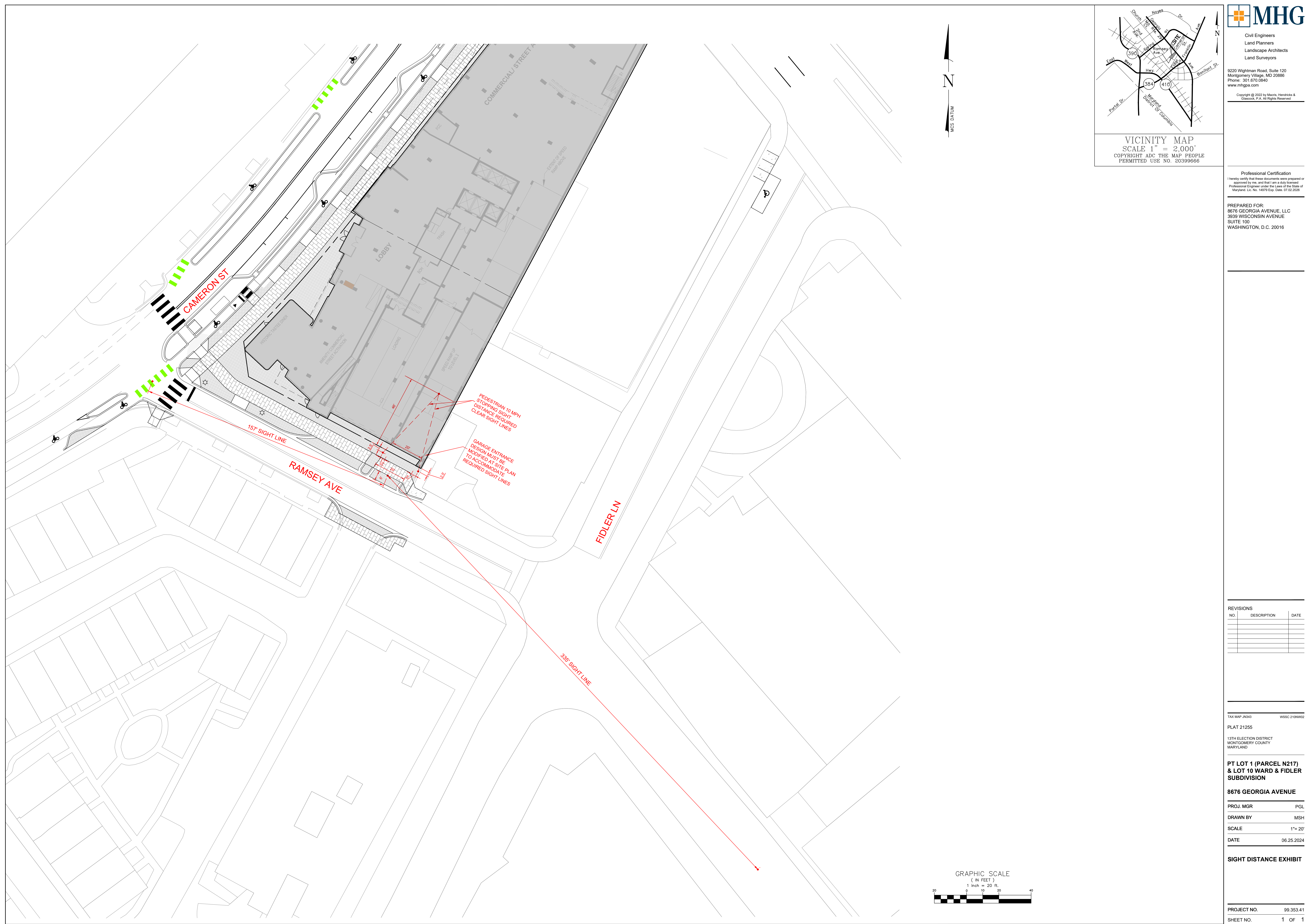
Copyright © 2022 by Morris, Hendricks &  
 Glascock, P.A. All Rights Reserved



VICINITY MAP  
 SCALE 1" = 2,000'  
 COPYRIGHT ADC THE MAP PEOPLE  
 PERMITTED USE NO. 20399666

Professional Certification  
 I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the Laws of the State of Maryland, Lic. No. 14979 Exp. Date: 07/02/2025

PREPARED FOR:  
 8676 GEORGIA AVENUE, LLC  
 3839 WISCONSIN AVENUE  
 SUITE 100  
 WASHINGTON, D.C. 20016



REVISIONS		
NO.	DESCRIPTION	DATE

TAX MAP JN343 WSSC 210RW02  
 PLAT 21255

13TH ELECTION DISTRICT  
 MONTGOMERY COUNTY  
 MARYLAND

**PT LOT 1 (PARCEL N217)  
 & LOT 10 WARD & FIDLER  
 SUBDIVISION**

**8676 GEORGIA AVENUE**

PROJ. MGR PGL

DRAWN BY MSH

SCALE 1" = 20'

DATE 06.25.2024

**SIGHT DISTANCE EXHIBIT**

PROJECT NO. 99.353.41

SHEET NO. 1 OF 1

188624WD02\_11\_01\_Sight Distance-Exhibit\_Sheet1\_02/25/2024 10:51:03 PM, 2/25/24, Copyright © 2024 Morris, Hendricks & Glascock, P.A.



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June 28, 2024

Mr. William Zeid  
Gorove Slade  
4550 Montgomery Avenue, Suite 400  
Bethesda, MD, 20814

Dear Mr. Zeid:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Gorove Slade, for the 8676 Georgia Avenue – SHA Tracking #23-AP-MO-010-xx in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete, and we are pleased to respond.

- Proposed access to 525 high-rise residential units with up to 25,000 square feet of retail space and a parking garage is via Ramsey Avenue (a county road).
- The following intersections were analyzed under existing, background and future conditions:
  - Georgia Avenue (MD-97)
  - Colesville Road (MD-384)
  - Cameron Street
  - Ramsey Avenue
  - 2<sup>nd</sup> Avenue
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, please address the following comments in a point-by-point response:

**Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):**

1. The supplemental traffic report should display the individual background site trip assignments to the two study intersections in the technical attachments that are used to create Figure 6.



# Attachment B

Mr. Zeid

SHA Tracking No.: 23-AP-MO-010-xx

Page 2 of 3

June 28, 2024

2. In Loading Management Plan, WB-67 Outbound routes include left turns and right turns at Georgia Avenue from Fenwick Lane. As the Fenwick Lane approach is stop-controlled, we recommend consideration of not including this movement as a planned route to go north on Georgia Avenue.
3. Confirm how many SimTraffic runs were made to develop the queue analyses. SHA typically requires a minimum of five for each scenario.

## **Traffic Development & Support Division (TDSD) Comments (By: Obianuju Ani):**

No comments.

## **District Traffic Comments (By: Alvin Powell):**

1. Based on the results of the HCM and SimTraffic analysis provided, SHA is satisfied that the overall operations at the key state-owned study intersections are acceptable under build-out (i.e., total future) conditions with the proposed mitigations. We note the following:
  - a. The level of service and delays at the key state-owned study intersections are acceptable under total future conditions with the adjustments to the existing signal timing and optimization of exiting offsets.
  - b. 95<sup>th</sup> percentile queues exceed the available left turn storage on the north and south legs of MD 97 (Georgia Avenue) and Cameron Street under total future conditions with the proposed mitigations. However, the 95<sup>th</sup> percentile queues are slightly less than those projected under background conditions and are relatively similar to 95<sup>th</sup> percentile queues obtained under existing conditions.
2. Based on the Loading Management Plan provided, we note that one of the viable outbound routes for WB-67 delivery trucks from the site requires trucks to make left and right turn maneuvers onto MD 97 (Georgia Avenue) from Fenton Lane at a stop-controlled intersection. SHA requests that alternative outbound routes be explored for WB-67 delivery vehicles leaving the development.

If you have any questions, please contact [apowell@primeeng.com](mailto:apowell@primeeng.com).

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Kwesi Woodroffe. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>.

# Attachment B

Mr. Zeid  
SHA Tracking No.: 23-AP-MO-010-xx  
Page 3 of 3  
June 28, 2024

If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number in Maryland only at 1-800-876-4742 (x7347) or via email at [KWoodroffe@mdot.maryland.gov](mailto:KWoodroffe@mdot.maryland.gov).

Sincerely,



6/28/24

for Derek Gunn,  
District Engineer, District 3, SHA

DG/ts

cc: Obianuju Ani, SHA – TDSD  
Darren Bean, SHA – RIPD  
Scott Holcomb, SHA – TFAD  
Robert Owolabi, SHA – D3 Traffic  
Katherine Mencarini, Montgomery Planning  
([Katherine.mencarini@montgomeryplanning.org](mailto:Katherine.mencarini@montgomeryplanning.org))



# Attachment C

## MONTGOMERY COUNTY PLANNING BOARD

### OPINION

**DATE MAILED:** August 10, 1999

**SITE PLAN REVIEW:** #8-99045

**PROJECT:** Tastee Diner

*Action: Approval subject to conditions. Motion was made by Commissioner Wellington, seconded by Commissioner Perdue, with a vote of 3-0, Commissioners Hussmann, Perdue and Wellington voting for. Commissioners Bryant and Holmes were absent.*

The date of this written opinion is August 10, 1999 (which is the date that this opinion is mailed to all parties of record). Any party authorized by law to take an administrative appeal must initiate such an appeal, as provided in the Maryland Rules of Procedure, on or before September 9, 1999 (which is thirty days from the date of this written opinion). If no administrative appeal is timely filed, this site plan shall remain valid for as long as Preliminary Plan #1-99089 is valid, as provided in Section 59-D-3.8. Once the property is recorded, this site plan shall remain valid until the expiration of the project's APFO approval, as provided in Section 59-D-3.8.

On August 5, 1999, Site Plan Review #8-99045 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the testimony and evidence presented and on the staff report which is made a part hereof, the Montgomery County Planning Board finds:

1. *The Site Plan is consistent with the approved development plan or a project plan for the optional method of development,*
2. *The Site Plan meets all of the requirements of the zone in which it is located;*
3. *The locations of the buildings and structures, the open spaces, the landscaping, the recreation facilities, and the pedestrian and vehicular circulation systems are adequate,*

# Attachment C

- safe, and efficient;*
4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development;*
  5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The Montgomery County Planning Board APPROVES Site Plan Review #8-99045 which consists of 12,640 gsf Restaurant Use subject to the following conditions:

1. Include on Signature Set of site or landscape plans:
  1. Identification of all bollard locations
  2. Bike parking spaces on tabulation
  3. Cameron Street, per MCDPWT specifications and approval
  4. Trash enclosure gate detail
  5. PEPCO approval of transformer relocation
  6. Photometric lighting diagram and lighting details
  7. Dining terrace railing and furniture details
  8. Architectural elevation of east facade showing no windows
2. Coordinate street tree species with approved species for Cameron townhouse project
3. Standard Conditions dated October 10, 1995:
  - A. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to approval of the Signature Set as follows:
    1. Development Program to include a phasing schedule stipulating that street tree planting must progress as street construction is completed, but no later than six months after completion of construction
  - B. Signature set of site, landscape/lighting and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
    1. Conditions of DPS Stormwater Management Concept approval (waiver) letter dated 6-14-99;
    2. The development program inspection schedule.
    3. Street trees thirty feet on center along public streets;
  - C. No clearing or grading prior to M-NCPPC approval of signature set of plans.
4. Class III bikeway on Cameron
5. Upgrade hedge in parking lot buffer strip



Date Mailed: August 10, 1999



## MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Action: Approved Staff Recommendation  
Motion of Comm. Wellington, seconded by  
Comm. Perdue with a vote of 3-0; Comms.  
Wellington, Perdue and Hussman voting in  
favor. Comms. Holmes and Bryant absent.

## MONTGOMERY COUNTY PLANNING BOARD

### OPINION

Preliminary Plan 1-99089

NAME OF PLAN: TASTEE DINER

On 06-01-99, GENE WILKES % TASTEE DINER submitted an application for the approval of a preliminary plan of subdivision of property in the CBD-R2 zone. The application proposed to create 1 lot on 16,990 square feet of land. The application was designated Preliminary Plan 1-99089. On 08-05-99, Preliminary Plan 1-99089 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-99089 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-99089.

Approval, including waiver to allow Planning Board release of building permit prior to final plat recordation, subject to the following conditions:

- (1) Prior to recording of plat, applicant to enter into an Adequate Public Facilities (APF) agreement with the Planning Board to limit development to a maximum of 12,640 square feet gross floor area of restaurant
- (2) Provide dedication for the following public streets as follows:
  - \*Cameron Street: 74 feet of right of way to include seven feet as measured from the center line of the existing street
  - \*Ramsey Avenue: 54 feet of right of way to include ten feet as measured from the center line of the existing street
- (3) Terms and conditions of access to be reviewed and approved by MCDPW&T, prior to recording of plat
- (4) Conditions of MCDPS stormwater management approval dated 06-14-99

# Attachment C

Preliminary Plan 1-99089  
Page 2 of 2

- (5) Prior to Planning Board approval of record plat, applicant must present certification or commitments from the appropriate utility companies or public agencies to the technical staff that all required utilities will be properly installed to serve the proposed project, as required by Sec. 50-40(c) of the subdivision regulations
- (6) Prior to recording of plat, applicant to submit final landscaping and lighting plan for technical staff review and approval
- (7) Applicant to submit a complete record plat application for review and approval within 60 days of Planning Board action on Preliminary Plan
- (8) Conditions of Historic Preservation Commission approval dated 04-14-99
- (9) Necessary easements
- (10) This preliminary plan will remain valid until September 10, 2002 (37 months from date of mailing, which is August 10, 1999). Prior to the expiration of this validity period, a final record plat for all property delineated on the approved preliminary plan must be recorded or a request for an extension must be filed.



# Attachment D

#2

19295 317

TAX I.D.: 13-1-3277450

## HISTORIC EASEMENT AGREEMENT

*THIS HISTORIC EASEMENT AGREEMENT* is made this 5th day of June,

2001, by and between TASTEE DINER, INC., a Maryland corporation (the "Grantor") and MONTGOMERY COUNTY, MARYLAND, a chartered political subdivision of the state of Maryland (the "Grantee").

*WHEREAS*, the Grantor and the Grantee are parties to a certain Lease/Purchase and Development Agreement dated November 5, 1998 (the "Development Agreement") related to certain real property located at 8601 Cameron Street, Silver Spring, Maryland, 20910, and more particularly described on the attached Exhibit "A" (the "Property");

RECORDING FEE	25.00
EMPLOYEE \$	5.00
TOTAL	30.00
REC'D MONTG	REPT: 6/15/01
JUN 15 2001	10:21 AM

*WHEREAS*, the Development Agreement granted certain rights and benefits to the Grantee relating to the development of the Property in return for the Grantee's covenant to relocate to the Property the Grantor's restaurant dining car formerly located at 8516 Georgia Avenue, Silver Spring, Maryland (the "Dining Car");

*WHEREAS*, the Dining Car is designated as an historic resource pursuant to the provisions of Chapter 24A of the Montgomery County Code, 1994, as amended;

*WHEREAS*, the Dining Car has been relocated to the Property, and Grantor represents it has now been installed and constructed in accordance with: plans approved by the Grantee and the Historic Preservation Commission of Montgomery County; a Historic Area Work Permit issued by the Grantee; and all applicable building codes and zoning regulations;

*WHEREAS*, the Development Agreement provides that at such time as the Property is conveyed to the Grantor, this Agreement is to be executed and recorded to insure the preservation of the façade of the Dining Car (the "Dining Car Façade") as an historic resource;

01 JUN 15 A 10: 10.3  
FILED  
MOLLY O. RUHL  
CLERK'S OFFICE  
MONTGOMERY CO. MD

MONTGOMERY COUNTY CIRCUIT COURT (Land Records) MQR 19295, p. 0317, MSA\_CE63\_19249. Date available 06/20/2005. Printed 03/08/2023.

*WHEREAS*, the parties hereto now wish to convey the Property from the Grantee to the Grantor;

*NOW THEREFORE*, for valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties do agree as follows:

1. **GRANT.** Grantor hereby grants and conveys to the Grantee an easement (the "Easement") upon the Property for the purpose of preserving and enforcing the rights hereinafter enumerated.

2. **EASEMENT TERMS.** The terms of the Easement are as follows:

(A) **Duration and Nature of the Easement.** The Easement shall be perpetual in duration. The parties agree that it is and shall be considered an easement in gross and as such is inheritable and assignable and runs with the land as an incorporeal property interest in the Property enforceable by Grantee and its successors, transferees and assigns with respect to the Property and against Grantor and Grantor's heirs, successors, transferees and assigns, all of whom are collectively referred therein as "Grantee and "Grantor", respectively. The Easement is subject to any and all presently existing easements and rights-of-ways upon the Property, but excluding any mortgages, deeds of rust or other such liens.

(B) **Maintenance and Administration.** Grantor shall keep and maintain the Dining Car Façade in good, clean and safe condition. Grantor shall maintain, repair and administer the Dining Car Façade in a manner to preserve the historic, aesthetic and cultural character and appearance of the Dining Car Façade in accordance with the aforementioned plans approved by the Grantee and the Historic Preservation Commission of Montgomery County. Notwithstanding the foregoing, if damage occurs to the Dining Car Façade from casualty loss, deterioration, or wear and tear, then the Grantor shall be permitted, and required, to repair



promptly such damage without such written permission of the Grantee, subject to the conditions hereinafter set forth in section 2(C)(ii) of this agreement.

(C) Changes and Alterations.

(i) The term Dining Car Façade shall be interpreted to mean the exterior surface of that portion of the Dining Car which has previously been designated as an historic resource pursuant to the provisions of Chapter 24A of the Montgomery County Code, 1994, as amended, including its architectural style and the color and texture of its building materials.

(ii) Without the express written consent of the Grantee, Grantor shall not cause, permit or suffer any construction which would materially alter or change the Dining Car Façade provided, however, that if damage occurs to the Dining Car Façade from casualty loss, deterioration or wear and tear, then the maintenance, reconstruction, repair, repainting or refinishing to correct the damage shall be permitted without such written permission of the Grantee, provided that such maintenance, reconstruction, repair, repainting or refinishing is performed in a manner that will not substantially alter the appearance of Dining Car Façade upon conclusion of the restoration of the Property.

(D) INSPECTION. Grantee shall have the right to enter the Property on reasonable notice to Grantor for the purpose of inspecting the Property to determine whether there is compliance by the Grantor with the terms of this agreement.

3. BREACH OF GRANTOR. Upon any breach of the terms of this agreement by Grantor, Grantee may, after reasonable notice to Grantor, exercise any or all of the following remedies:

(A) institute suit(s) to enjoin any breach or enforce any covenant by ex

parte, temporary, and/or permanent injunction;

(B) demand that the Dining Car Facade be restored promptly to the condition required by this agreement; and

(C) enter upon the Property, correct any breach and Grantor shall be responsible for the resulting cost, which costs shall constitute a lien against the Property.

Grantee's remedies shall be cumulative and shall be in addition to any other rights and remedies available to Grantee at law or equity. If Grantor is found to have breached any of Grantor's obligations under this agreement, Grantor shall reimburse Grantee for any costs or expenses incurred by Grantee, including court costs and reasonable attorneys fees.

4. **INDEMNIFICATION.** Grantor shall hold the Grantee, its employees, contractors, subcontractors, and agents, harmless from and against any loss, damage, claim of damage, liability, fine, penalty, judgment, cost or expense of any kind (including reasonable attorneys' fees, expert fees and other expenses incurred by the Grantee in defending or preparing for defense of the same), or for any damage or injury to any persons or property during the duration of this Historic Easement from any cause whatsoever, whether negligent, intentional or otherwise by reason of the presence upon the Property of any use, occupation, or enjoyment of the Property or improvements thereon by the Grantor, its employees, agents, visitors, tenants, licensees, concessionaires or invitees or arising from the Grantor's performance or exercise of any of its obligations under this Historic Easement or Grantor's breach of this Agreement. Grantor shall indemnify and pay for the defense of the Grantee in any action or suit brought against the Grantee and shall hold the Grantee harmless from all losses, damages, claims of damage, liability or expense whatsoever on account of any such damage or injury; provided, however, that the foregoing indemnification for loss, damage, claim of damage, liability or expense of injury of to



persons or property shall not apply to the extent due to any intentional misconduct or grossly negligent act or admission of the Grantee, its employees or agents. In no event shall the limits of any insurance policy provided for herein, be deemed to limit the Grantor's liability to the Grantee as set forth herein.

5. **WAIVER.** No waiver of any term or condition of this agreement shall have any force or effect unless it be in writing and approved by the parties hereto. No failure on the part of Grantee to enforce any covenant or provision herein, nor the waiver of any right thereunder by Grantee shall discharge or invalidate such covenant or provision of any other covenant, condition, or provision hereof, or affect the right of Grantee to enforce the same in the event of a subsequent breach or default.

6. **CONSENT AND DISAPPROVAL.** In any event where the terms of this easement agreement require the consent and approval of the Grantee, such consent or approval shall not be unreasonably withheld, conditioned or delayed.

7. **NOTICE.** Any notice required to be given by this Agreement shall be in writing and may be given by certified or registered mail, with postage prepaid and return receipt requested, if to the Grantor, addressed to the Grantor as follows:

Tastee Diner, Inc.  
C/o Gene W. Wilkes  
20910 Peach Tree Road  
Dickerson, Maryland, 20842

**With a copy to:**

Joseph A. Lynott, III  
Lynott & Lynott, P.A.  
51 Monroe Street, Suite 701  
Rockville, Maryland 20850

Or to the Grantor at such other address as the Grantor may from time to time designate by Notice to the Grantee:

# Attachment D

19295 322

County Executive  
Montgomery County, Maryland  
101 Monroe Street  
Rockville, Maryland 20850

**With a copy to:**

County Attorneys' Office  
Montgomery County, Maryland  
101 Monroe Street, 3<sup>rd</sup> Floor  
Rockville, Maryland 20850

Or to Grantee at such other address as the Grantee may from time to time designate by notice to the Grantor. Any notice given in the foregoing manner shall be deemed to have been given upon receipt thereof, which shall be presumed to be two (2) days after the day notice has been deposited with the United States Post Office.

8. **TRANSFER OF OWNERSHIP.** The Grantor agrees for itself, its personal representatives, heirs, successors, transferees and assigns, to notify the Grantee in writing of the names and addresses of any party to whom the Property, or any part thereof, is being transferred before or within forty-five (45) days of the time the transfer is consummated.

9. **SUBSTANTIAL DESTRUCTION OF THE PROPERTY.** Notwithstanding anything contained herein to the contrary, in the event the Dining Car is ever substantially damaged or destroyed by fire or other casualty such that the cost of its repair or replacement would exceed 100% of its value, the rights granted herein shall be extinguished, and the Grantor shall be under no further obligation to restore the Dining Car or the Property to its present condition.

IN WITNESS WHEREOF, TASTEE DINER, INC., Grantor, has executed and delivered this Historic Easement Agreement as of the day and year first above written.

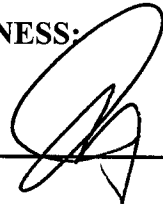
**THIS SPACE INTENTIONALLY LEFT BLANK**




# Attachment D

19295 323

WITNESS:

  
\_\_\_\_\_

GRANTOR: TASTEE DINER, INC.

  
\_\_\_\_\_ [SEAL]  
BY: GENE W. WILKES

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY  
THIS 21<sup>st</sup> DAY OF May, 2001

  
MONTGOMERY COUNTY, MARYLAND,


\_\_\_\_\_

  
\_\_\_\_\_ [SEAL]  
BY: DOUGLAS M. DUNCAN

### ACKNOWLEDGEMENT

The foregoing easement is expressly consented to by the undersigned lender and it is agreed that the lender's mortgage is subordinate to the terms of the easement.

SEQUOIA BANK formerly  
SEQUOIA NATIONAL BANK

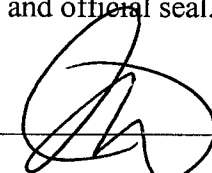
  
\_\_\_\_\_ [SEAL]  
BY: Robert D. Willey, Jr.,  
Executive Vice President

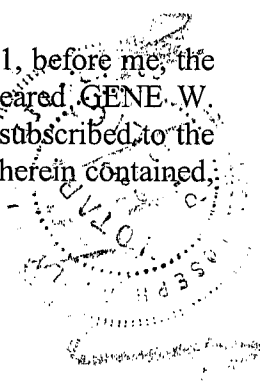
STATE OF MARYLAND :  
COUNTY OF MONTGOMERY, to wit :

*I HEREBY CERTIFY* that on this 14 day of June, 2001, before me, the subscriber, a Notary Public for the State and County aforesaid, personally appeared GENE W. WILKES, known to me or satisfactorily proven to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same for the purposes therein contained, and in my presence signed and sealed the same.

*IN WITNESS WHEREOF*, I hereunto set my hand and official seal.

My commission expires: 10/1/01

  
\_\_\_\_\_  
, Notary Public







## EXHIBIT "A"

Lot numbered Ten (10) in the subdivision called "WARD & FIDLER SUBDIVISION," as per plat thereof recorded among the Land Records of Montgomery County, Maryland, in Plat Book 196 at Plat No. 21255



**March 19, 2024**

Stacy Silber, Attorney  
Lerch, Early & Brewer, Chtd.  
7600 Wisconsin Avenue, Ste. 700  
Bethesda, MD 20814

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RE: Historic Easement Agreement between Montgomery County and Tastee Diner, Inc., recorded in the land records at Liber/Folio 19295/317

Dear Ms. Silber,

Thank you for our discussion earlier this month regarding the easement on the Tastee Diner Master Plan Historic Site. The diner building has two overlapping historic designations: it is a Montgomery County Master Plan Historic Site *and* the building is protected by an historic preservation easement with Montgomery County. The historic diner car is protected by the provisions contained within the easement as well as by the provisions of County code Chapter 24A governing the protection of Historic Resources.

Chapter 24A and the easement discuss alterations and the provisions for review of alterations to the diner car. For the purposes of the recent development review applications that will relocate the Tastee Diner as part of associated new construction on the block, the relocation and construction of the new building are not, in my opinion, alterations to the building that require any changes to the building itself. Your client is operating within the terms of the preservation easement that is designed to protect the building. For the purposes of Chapter 24A, which contains different and specific definitions of alterations, moving the building, and other associated work does require the Historic Area Work Permit (HAWP) from the Historic Preservation Commission (HPC). Your client has presented these alterations to the HPC on August 16, 2023 and again on October 25, 2023. The HPC has given comments and encouraged your client to proceed to Sketch Plan with the Planning Board, with the understanding that the HPC will continue to review the project and ultimately issue a HAWP for the work.

This letter should serve to clarify that, in my opinion as the Historic Preservation Supervisor, the project as proposed does not constitute an alteration under the easement. I would recommend you seek further clarification from the County Attorney's Office if there are further questions as the project proceeds. Please do not hesitate to contact me at (301) 563-3404 if you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rebecca Ballo". The signature is fluid and cursive, with the first name being more prominent.

Rebecca Ballo  
Historic Preservation Supervisor  
Montgomery County Planning Department

**Cc:** Walter E. Wilson, Associate County Attorney



# Attachment D



## HISTORIC PRESERVATION COMMISSION

**Marc Elrich**  
*County Executive*

**Robert K. Sutton**  
*Chair*

January 24, 2024

Montgomery County Planning Board  
2425 Reddie Drive, 14th Floor  
Wheaton, Maryland 20902

Dear Chair Harris and Members of the Planning Board,

On August 16, 2023, and again on October 25, 2023, the Historic Preservation Commission held Preliminary Consultations on the proposed relocation and redevelopment of the historic Tastee Diner Master Plan Site (#36/13) located at 8601 Cameron St., Silver Spring. The Historic Preservation Commission (HPC) considered three primary issues at the Preliminary Consultations:

1. Is it appropriate to demolish the non-historic additions to the diner building?
2. Is relocating the diner building consistent with the required guidance?
3. Has the diner building been appropriately integrated into the proposed new building and streetscape?

The HPC supported all three issues and encouraged the applicant to proceed to sketch plan and continue to refine the design.

The HPC's primary objective in the redevelopment of this site is to ensure the Tastee Diner retains as much of its independent appearance and streetscape presence as possible while being effectively integrated into the new construction. While we feel the design for the new construction requires further refinement to ensure the proposed tower does not appear to loom over the small historic building, the HPC supports the proposal and encourages the Planning Board to do the same.

I can be reached through the Historic Preservation Program Supervisor with the Montgomery County Planning Department, Ms. Rebeccah Ballo, if you or the Planning Board have any questions or concerns for the HPC. She can be reached at [Rebeccah.Ballo@montgomeryplanning.org](mailto:Rebeccah.Ballo@montgomeryplanning.org) or at 301 563-3404. We appreciate your consideration of this matter

Sincerely,

Robert K. Sutton, Chair

# Attachment D

Meeting Date: 8/16/2023  
HPC Case No.: Agenda Item II.A  
Master Plan Site/District/Atlas: *Tastee Diner #36/13*

## **Historic Preservation Commission Preliminary Consultation Report**

Address: 8601 Cameron St., Silver Spring

Applicant(s): Stacy Silber, Agent

Proposal: Demolition, New Construction, Building Relocation

Staff Contact: Dan Bruechert

HPC Commissioners Providing Comments: Robert Sutton (Chair), Karen Burditt (Vice Chair), Jeffrey Hains, James Doman, Christina Radu Michael Galway, Mark Dominianni, Julie Pelletier

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### **Recommendations:**

The Preliminary Consultation was focused on three 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 HPC was unanimous in supporting issues 1 and 2.

There was a split amongst the HPC as to issue #3.

Half of the Commissioners found the proposed solution to be appropriate in terms of placement and integration into the proposed building,

- Commissioners recommended increasing the relationship between the diner and the base (this could be accomplished by color, texture, and/or lighting).
- Another Commissioner found the placement to be acceptable, but found the massing of the base above could be altered to 'soften' the transition.

The other Commissioners supported locating the dining car further from the new construction and suggested a variety of alternative locations.

- Some recommended the diner be placed closer to the intersection of Cameron St. and Ramsey Ave.
- One Commissioner suggested changing the orientation of the diner so it was facing toward the intersection, rather than aligning with one of the streets.
- Another Commissioner recommended placing the diner on Georgia Ave., noting it was originally installed on Georgia, albeit on a different block.
- The Chair recommended having the diner placed in a location that did not connect to the new building.
- One Commissioner cautioned against the incongruous appearance resulting from the rehabilitation project at the National Dry Cleaning Institute building on Georgia Ave.

### **Art Deco Society Testimony**

The Art Deco Society presented testimony that was consistent with the submitted written testimony.

The testimony encouraged:

- Preserving as much of the interior as possible; and,
- Preserve and/or retain the signage or donate it to an organization, like the Silver Spring Historic Society.

The testimony also argued that the 30-story height was too tall for the surrounding area and too massive to be compatible.

# Attachment D

## HPC Next Steps

Outstanding concerns:

- Color and texture of the paneling
- Signage package that would complement the Moderne style of the diner

Requested materials for 2<sup>nd</sup> preliminary consultation:

- “walking” images/video that shows the building in the context of the larger streetscape.

Further Staff Recommendations:

- After the Preliminary Plan approval by the Planning Board, arrange for a walking tour of the site with the HPC Chair and Vice-Chair (there are open meetings considerations for larger gatherings of Commissioners, though visits could be staggered).
- Produce rudimentary massing studies to illustrate the deficiencies of some of the recommended locations.
- Present findings of DAP and Planning Board and how they informed/required revisions

Return for an additional preliminary consultation

Return for a HAWP in accordance with the Commission’s recommendations



# Attachment D

Meeting Date: 10/25/2023  
HPC Case No.: Agenda Item II.A  
Master Plan Site/District/Atlas: *Tastee Diner #36/13*

## **Historic Preservation Commission Second Preliminary Consultation Report**

Address: 8601 Cameron St., Silver Spring

Applicant(s): Stacy Silber, Andi Adams, Brian Corcoran, Praddy Manerjee, William Bonstra (several others participated remotely, but did not provide testimony)

Proposal: Demolition, New Construction, Building Relocation

Staff Contact: Dan Bruechert

HPC Commissioners Providing Comments: Robert Sutton (Chair), Karen Burditt (Vice Chair - Remote), Jeffrey Hains, James Doman, Christina Radu, Michael Galway, Mark Dominianni, Zara Nasar

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### **Recommendations:**

The Preliminary Consultation was focused on one issue: is the proposed placement of the diner building a “suitable location” consistent with the Master Plan guidance and other historic preservation guidelines?

The Commissioners uniformly supported the new location and appreciated the diner’s relationship to the street, which made it feel more like an independent building, rather than an appendage to the proposed new construction.

One Commissioner said that while they appreciated the new location, still felt like the proposed construction loomed over the diner.

Another Commissioner suggested the design team consider mimicking the corners the diner building’s corners and rounding corners of the proposed pedestal.

The HPC voted to issue a letter in support of the proposal to the Planning Board to accompany the Sketch Plan review.

- Return for an additional preliminary consultation
- Return for a HAWP in accordance with the Commission’s recommendations



## Silver Spring Design Advisory Panel – July 19, 2023, Meeting Notes

Revised July 21, 2023

*8676 Georgia Avenue was reviewed by the Silver Spring Downtown Design Advisory Panel on July 19, 2023. The following meeting notes summarize the Panel members comments and thoughts regarding the design of the project. The project is in the Sketch Plan stage and the Design Advisory Panel asked the applicant team to return to the Panel once more during Sketch Plan to address the comments discussed below. For all questions and/or comments please contact the Design Advisory Panel Liaison.*

### Project:

#### **8676 Georgia Avenue**

Applicant: Roadside Development, with Bonstra | Haresign (architect) and additional consultants

### Attendance:

#### Design Advisory Panel:

Bill Bonstra

David Cronrath

Alice Enz

Praj Kasbekar

Qiaojue Yu (virtual)

*Note: As Bonstra | Haresign is a member of the applicant team, Bill Bonstra was present but recused himself from the project discussion.*

### Staff:

Elza Hisel-McCoy, Chief, Downcounty Planning

Stephanie Dickel, Regulatory Supervisor, Downcounty Planning

Paul Mortensen, Senior Urban Design in the Director's Office

Atul Sharma, Assistant to the Deputy Director

Atara Margolies, Planner III

Grace Bogdan, Planner III (virtual)

Hyojung Garland, Supervisor, Long Range Planning Section, Park Planning & Stewardship Division

Henry Coppola, Development Review Coordinator, Park Planning & Stewardship Division

Cristina Sasaki, Parks Planner, Park Planning & Stewardship Division

# Attachment E

## Applicant Team:

Stacy Silber, Lerch, Early and Brewer  
Tiffany Bevel, Lerch, Early and Brewer (virtual)  
Jeff Edelstein, Roadside Development  
Brian Corcoran, Roadside Development (virtual)  
William Ikeler, Roadside Development (virtual)  
Ronnie Ali, Bonstra | Haresign  
Zenairee Garcia, Bonstra | Haresign  
Pradipto Banerjee, Bonstra | Haresign (virtual)  
Jae Hong Ahn, Bonstra | Haresign (virtual)  
Daniel Seidman, Bonstra | Haresign (virtual)  
Trini Rodriguez, ParkerRodriguez  
Patrick LaVay, MHG (virtual)

## Meeting Notes:

Applicant team presented the project submission and included an additional exhibit that provided more detail on the proposed elevation design at the northeast corner of the building where Tastee Diner would be relocated. This exhibit was shown to Montgomery Planning Historic Preservation staff and the applicant team wanted to show it to the DAP as well.

## Overall Building Massing

- It is a tight site, but the design does a good job of balancing between slab and tower. Panel acknowledges that it is difficult to fit a viable residential tower on this site.
- The canted approach at the corner of Ramsey Avenue and Cameron Street could be really successful as it gives a more perpendicular face to the approach on Cameron from the courthouse. However, the open space and the Diner at this important corner adjacent to the townhouses across Ramsey Avenue, is not sufficiently resolved.
- The stepback along Cameron Street is only 4', which is not sufficient and does not meet the Design Guidelines.
- The base along Ramsey Avenue does not sufficiently address the townhomes, it is too high and it does not step down enough in the southern direction. It undermines the move with the Diner because it is so large. Refer to Metro Tower in Bethesda as a precedent for a similar constrained site with a more successful massing approach.
- Consider the townhomes as an asset that will remain in the downtown long term, do not assume they will be redeveloped and therefore ignore them. Consider them both in terms of the massing on Ramsey Avenue, and the street-facing façade.
- There was a concern about shadows on the townhomes, but the applicant responded that due to the angle of the site, the shadows do not fall on the townhomes.
- There are a couple issues with the development's relationship to the Verizon building.



# Attachment E

- Relationship of the tower to the Verizon building is awkward with the narrowing space between the new tower and the Verizon building getting narrower as it approaches Georgia Avenue.
- Because the tower is set back off of Georgia Avenue behind the Verizon front elevation, it highlights and calls attention to the Verizon building. This new building should be the most important elevation along Georgia Avenue.
  - *Applicant response: They reached out to Verizon, who was not interested in discussing any potential sale or air rights agreement. The substation is very much in use and will likely be for the foreseeable future.*

## Georgia Avenue Façade

- What will the Georgia Avenue façade look like? It is a very important façade. It needs a stepback or some interesting façade treatment.
- The Panel understand that due to the site constraints a stepback along Georgia Avenue is not possible, but the current design emphasizes the corner at the Verizon substation to the south of the site, which is undesirable. Other treatments should be considered to emphasize the corner at Georgia Avenue and Cameron Street. Consider the corner of the PSFS building in Philadelphia as an example where the corner of the base is accentuated. Also consider other treatments including a reverse cantilever at this corner.
- Why isn't there an entrance on Georgia Avenue?
  - *Applicant response: Will depend on the retail tenant, because it is such a narrow façade it may not work.*
- The garage podium can really hinder street activation along Georgia Avenue. Could a liner of units be applied to the front of the garage podium to help activate this primary street without dramatically reducing the parking?

## Treatment of Tastee Diner

- The building is so large and the Diner is so tiny; it seems out of place in the current proposed design. The diner is made to be so small in this context that it dramatically diminishes its historic importance. Somehow the Diner needs its own space.
- Explore placing the dining cab inside the lobby, where it could be more of an object in the ground floor space, rather than something alien that sticks out from the building façade. This would allow the building to create a continuous street wall at this very nice plaza. The Diner inside could be part of a larger café experience. The Diner inside could also be part of a larger display with public art at the outside plaza.
- The plaza could also become larger and the Diner could be an object within the plaza as a iconic kiosk (coffee shop) or something similar. The Diner could be more a part of the space (interior or exterior) rather than a part of the new building.
  - *Montgomery Planning Historic Preservation staff explained that they want the building to be visible, and that their main concern is what happens around the Diner at street level, they are not as concerned about what happens above.*

# Attachment E

- The slightly recessed open space that the Diner sits under is very strange and overpowers the little building.
  - *Applicant response: Because of the way the building is angled you will see the Diner when you come down Cameron Street.*
- The panel did not agree that the diner will be heightened. The DAP thought the angled elevation was a very nice urban design move, but would not heighten the experience of the Diner. The Diner is too small and would likely never be seen from the Courthouse view and across landscape.
- Precedents to consider, both in Philadelphia: Sister Cities Café at Logan Circle and Cret Park at 16<sup>th</sup> St and Benjamin Franklin Parkway.
- How will the open space be programmed to work with the Diner?

## Structured Parking and Service

- The parking levels should be hidden, they should not be accentuated. Bring the materials from the tower down to the parking levels so the parking is fully integrated and does not stick out as something completely different from what is happening in the tower. Refer to Ripley II at the southern end of the Ripley District in Silver Spring as a precedent for both treatment of parking façade and for how loading and service entrances are designed.
- Parking above-grade can make the base-middle-top distinction difficult, but if the parking is invisible in the base that will help.
- Explore if any units or other uses can line the parking, specifically along the edge at Georgia Avenue.
- The service and parking entrances are next to each other on the same façade; consider the impact on the neighbors and make these entrances as narrow and hidden as possible.
  - *Applicant response: Service and parking entrances are immediately facing the service entrance to the townhomes.*

## **Panel Recommendation:**

- Panel would like this applicant to return again during Sketch Plan.
- Panel requests the following exhibits in addition to the required submission:
  - Ground floor plan showing programming and then upper parking levels so the Panel can understand the relationships within the base.
  - Parking plans with circulation diagrams.
  - Street level massing perspectives (with people) that show the relationship between the Diner and the proposed open space;
  - Street sections along Georgia Avenue, Cameron Street and Ramsey Avenue. Provide multiple sections where necessary to show different conditions, including people, trees and any buildings across the street.
  - Details of Georgia Avenue façade to understand how that will be treated.
  - More information about the open space so the Panel can understand how it relates to the Diner and what sort of experience/programming will be provided in this space.



## Silver Spring Design Advisory Panel – October 18, 2023, Meeting Notes

Revised October 24, 2023

*8676 Georgia Avenue was reviewed by the Silver Spring Downtown Design Advisory Panel for the second time on October 18, 2023. The following meeting notes summarize the Panel members comments and thoughts regarding the design of the project. The DAP agreed to let the project move forward with Sketch Plan and asked the applicant team to return at Site Plan. The DAP outlined conditions they would like to see addressed at Site Plan. For all questions and/or comments please contact the Design Advisory Panel Liaison.*

### **Project:**

#### **8676 Georgia Avenue**

Applicant: Roadside Development, with Bonstra | Haresign (architect) and additional consultants

### **Attendance:**

#### Design Advisory Panel:

Bill Bonstra

David Cronrath

Alice Enz

Praj Kasbekar (virtual)

Qiaojue Yu (virtual)

*Note: As Bonstra | Haresign is a member of the applicant team, Bill Bonstra was present but recused himself from the project discussion.*

#### Staff:

Stephanie Dickel, Regulatory Supervisor, Downcounty Planning

Paul Mortensen, Senior Urban Design in the Director's Office

Atul Sharma, Assistant to the Deputy Director

Atara Margolies, Planner III

Henry Coppola, Development Review Coordinator, Park Planning & Stewardship Division (virtual)

Cristina Sasaki, Parks Planner, Park Planning & Stewardship Division (virtual)

#### Applicant Team:

Stacy Silber, Lerch, Early and Brewer

Jeff Edelstein, Roadside Development

Brian Corcoran, Roadside Development



Katherine Jacobs, Roadside Development (virtual)  
William Ikeler, Roadside Development (virtual)  
Ronnie Ali, Bonstra | Haresign  
Pradipto Banerjee, Bonstra | Haresign (virtual)  
Daniel Seidman, Bonstra | Haresign  
Wade McKinney, Bonstra | Haresign (virtual)  
Trini Rodriguez, ParkerRodriguez (virtual)  
Brian Bolen, ParkerRodriguez (virtual)  
Patrick LaVay, MHG (virtual)

## Meeting Notes:

Applicant team presented updated exhibits that addressed the comments that the DAP had given the project team at the July 19 meeting. The presentation addressed four main points: the discussions with Historic Preservation staff and the Historic Preservation Commission (HPC) on the location of the Tastee Diner car, the building design and compatibility along Ramsey Avenue, the design of the parking garage floors, and the Georgia Avenue frontage. The applicant team materials included a video that captured the pedestrian experience on Cameron Street from Georgia Avenue to Ramsey Avenue.

### Diner car location and HPC:

According to Historic Preservation staff, the project will be presented to HPC on October 25 and the focus will be the location of the Tastee Diner car. HPC's main concern, as explained by staff, is to allow the Tastee Diner to stand out as an iconic element in its own space. In the applicant's proposal, the diner is pushed out so that it fronts onto Cameron Street. The side and back of the car will be reconstructed and it will be connected to the main building via a glass "hyphen" circulation connection. The DAP agrees with Historic Preservation staff that this location appropriately highlights the historic diner and fully supports the proposed location. However, the DAP is not satisfied with the existing partial elevation of the base as presented behind the diner and asked the applicant team to think about the massing and design of the building more holistically. The latest proposed design for the parking podium base above the ground floor includes a horizontal lightweight metal screening that slopes outward over the diner that does not relate to the other podium elevations, where more vertical elements are included to relate to the tower above. The DAP would like to see a façade design that integrates with the overall design of the tower and yet does not overpower the tiny diner in front of the ground floor. The base design will be discussed again at Site Plan as noted below.

In addition, there is also some concern about mitigating the grade change along Cameron Street without a stair so that the gathering spaces around the car and the building entrances are easily accessed at-grade.

### Overall building massing and design of the base:

The DAP feels that the overall building massing has not been presented sufficiently. The DAP would like to understand the base-middle-top relationship more clearly, and specifically how the tower and

the top will be shaped and/or sculpted per the Design Guidelines. Initially, no building within downtown Silver Spring will have more impact on the shape of the city skyline from afar than this new tower. This issue will continue to be discussed at a future Site Plan presentation.

The DAP is also concerned that a focus on horizontal elements at the base behind the diner will detract from the diner itself and instead recommends a balance between horizontal and vertical elements that are expressed throughout the base and the tower. The DAP also recommended that the retail lobby and residential lobby be differentiated in a way that responds to their unique programs. The DAP noted that typically retail/commercial entrances are primary and residential entrances secondary in mixed-use buildings and that is not how the entrances are expressed here.

### Georgia Avenue frontage and corner at Cameron Street

The DAP would like to see more emphasis on the Georgia Avenue / Cameron Street corner in terms of both massing and materials. Perhaps this corner is an opportunity for something unique to happen with the building façade.

There is still concern about the inner corner fairly recessed at the Verizon building; perhaps art is another way to improve this corner, considering the challenge and lack of ability to change the adjacent building or to provide something projecting into this R.O.W space.

### Relationship to townhomes on Ramsey Avenue

The DAP is satisfied with the massing relationship between the building and the townhomes across the street, however they were concerned about lighting from the parking garage disturbing townhome residents. The applicant noted that the townhome community is excited about more people and activity on the street, and they will be able to control the lighting issue.

There was limited talk about materials, but it was agreed that this will be part of the Site Plan discussion.

## **Project to return at Site Plan**

The DAP discussed when to see the project again. It was agreed that the project can move forward with Sketch Plan and that the DAP will see it again at Site Plan, on the condition that the issues below be addressed and/or provided at Site Plan:

- 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.

# Attachment E

- 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 sections that describe how the change in grade from the sidewalk to the public space is being addressed, and
- A ground floor plan that addresses possible back-of-house space for Tastee Diner tenant and how that impacts the façade.





**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING**

**MASTER PLAN INTERPRETATION POLICY**

<b>DATE</b>	<b>MASTER PLAN</b>	<b>TITLE OF CODE / SUBSECTION / POLICY DEVELOPMENT STANDARDS</b>
October 26, 2023	2022 Silver Spring Downtown and Adjacent Communities Plan (SSDAC Plan) Section 4.1.12	Implementation: On-Site Public Open Space
<p><b>PLAN LANGUAGE</b></p> <p><b>4.1.12 On-Site Public Open Space</b></p> <p>Adequate public open space is critical to meeting this Sector Plan’s goal of making Silver Spring a better place to live, work and play. While downtown Silver Spring has a reasonable amount of open space, many of these spaces are small “postage stamp” spaces that do not truly enhance the public realm. In order to ensure the right amount and quality of public open space, this Sector Plan recommends channeling resources to create new and improve existing public parks instead of creating on-site public open spaces that is [sic] too small, fail to enhance the public realm and prevent buildings from activating the street. 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 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. Contributions to the Commission will be included in the Department of Parks Capital Improvement Program (CIP).</p>		
<p><b>STATEMENT/BACKGROUND OF ISSUE</b></p> <p>The SSDAC Plan called for public open space fee-in-lieu contributions and set the timing and basis of their determination (during the development review and approval process, based on the cost per square foot of constructing an equivalent area) it did not establish a formula or methodology for their determination. A single methodology and formula that can be applied to all eligible projects is required.</p>		

## **AGENCY INTERPRETATION/POLICY**

### Applicability of Contributions

All Optional Method development projects required to provide public open space on a site not recommended for a new public space in the SSDAC Plan 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.

Projects providing 25% or greater MPDUs and/or DHCA approved equivalents and/or other Low-Income Housing Tax Credit eligible units are eligible for an affordable housing discount to the contribution.

### Contribution Determination

- Base Rate:
  - 2023 Base Rate<sup>1</sup> = \$80
  - Normalized Base Rate = Base Rate / 4
  - Base Rate adjustment to follow the same adjustment process as the Downtown Silver Spring Overlay Zone Civic Improvement Fund contribution rate as set in Section 4.9.8.C.2.e.ii or as modified.
- Formula:
  - SSDAC Plan Public Open Space Fee-in-lieu Contribution = Square Feet of Required Public Open Space x (Normalized Base Rate x Approved FAR)
    - Approved FAR used in formula calculation not to exceed Mapped FAR
- Affordable Housing Discount (for eligible projects):
  - Discounted Contribution = Contribution x ((100 - MPDU and/or DHCA approved equivalents %) / 100)

### Condition of Approval




The condition of approval will include:

- The amount of the required contribution
- The amount of the discounted contribution for projects eligible for the affordable housing discount along with the requirements for demonstrating proof of eligibility
- The requirement that the contribution to be paid prior to the release of the first above-grade building permit

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<sup>1</sup> The 2023 Base Rate was derived from recent relevant park construction project costs and established at the 10/26/23 Planning Board hearing. See the Staff Report and hearing recording for more details - <https://montgomeryplanningboard.org/agenda-item/october-26-2023/>

# Attachment F

<b>INTERPRETATION/POLICY NO.</b> M-NCPPC 2024-01	<b>DATE</b> 02/21/2024	<b>M-NCPPC LEGAL STAFF</b> 
	<b>DATE</b> 02/27/2024	<b>DIRECTOR</b> 
	<b>DATE</b> 03/04/2024	<b>PLANNING BOARD</b> 



# Master Plan Interpretation Policy | SSDAC Plan












## Attachment F

Final Audit Report


2024-03-04

Created:	2024-02-21
By:	Cashielle Nelson (Cashielle.Nelson@montgomeryplanning.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAftj9sIbXQTMWEj2wPQ9J34U4hJ1r_


## "Master Plan Interpretation Policy | SSDAC Plan" History

-  Document created by Cashielle Nelson (Cashielle.Nelson@montgomeryplanning.org)  
2024-02-21 - 6:20:13 PM GMT
-  Document emailed to Emily Vaias (emily.vaias@mncppc.org) for signature  
2024-02-21 - 6:23:07 PM GMT
-  Email viewed by Emily Vaias (emily.vaias@mncppc.org)  
2024-02-21 - 6:30:28 PM GMT
-  Document e-signed by Emily Vaias (emily.vaias@mncppc.org)  
Signature Date: 2024-02-21 - 6:33:08 PM GMT - Time Source: server
-  Document emailed to Jason Sartori (jason.sartori@montgomeryplanning.org) for signature  
2024-02-21 - 6:33:09 PM GMT
-  Email viewed by Jason Sartori (jason.sartori@montgomeryplanning.org)  
2024-02-22 - 6:59:55 AM GMT
-  Email viewed by Jason Sartori (jason.sartori@montgomeryplanning.org)  
2024-02-28 - 2:14:34 AM GMT
-  Document e-signed by Jason Sartori (jason.sartori@montgomeryplanning.org)  
Signature Date: 2024-02-28 - 2:18:18 AM GMT - Time Source: server
-  Document emailed to artie.harris@mncppc-mc.org for signature  
2024-02-28 - 2:18:20 AM GMT
-  Email viewed by artie.harris@mncppc-mc.org  
2024-03-04 - 2:58:16 PM GMT
-  Signer artie.harris@mncppc-mc.org entered name at signing as Artie L. Harris  
2024-03-04 - 3:00:12 PM GMT

# Attachment F

 Document e-signed by Artie L. Harris (artie.harris@mncppc-mc.org)

Signature Date: 2024-03-04 - 3:00:14 PM GMT - Time Source: server

 Agreement completed.

2024-03-04 - 3:00:14 PM GMT

# Attachment G

## AFFIDAVIT OF COMMUNITY MEETING

I hereby certify that a community meeting was held virtually on May 16, 2023 at 7:00 pm through the Zoom Meeting platform, with an optional dial-in number, for the Site Plan application for the 8676 Georgia Avenue and 8601 Cameron Street project located at 8676 Georgia Avenue and 8601 Cameron Street in Silver Spring, Maryland. The presentation materials were made available to the public for download on May 11, 2023, in advance of the meeting, on the previously advertised website.

I solemnly affirm that notice was properly given and the said community meeting was held in accordance with the Zoning Ordinance requirements and development procedures, as modified by the Planning Department for virtual community meetings in response to the COVID-19 public health emergency.



\_\_\_\_\_  
Signature

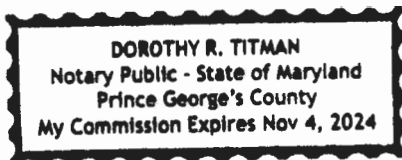
5-24-23

Date

Stacy P. Silber  
Print Name

Principle  
Title

Sworn and subscribed to before me this 24<sup>th</sup> day of May, 2023



Signature of Notary Public



Printed Name of Notary Public

My Commission Expires: 11-4-24



# Attachment G

**Pre-Submission Community Meeting Minutes**  
**8676 Georgia Avenue and 8601 Cameron Street**  
**Sketch and Preliminary Plans**  
**May 16, 2023**

The pre-submission community meeting was held virtually through the Zoom Meeting platform, with an optional dial-in number for those not joining online. The meeting was held on Tuesday, May 16, 2023 and commenced promptly at 7:00 PM.

The following representatives of the Applicant's development team attended the meeting:

Brian Corcoran	Roadside Development
Jeff Edelstein	Roadside Development
William Ikeler	Roadside Development
Bill Bonstra	Bonstra Haresign Architects
Ronnie Ali	Bonstra Haresign Architects
Praddy Banerjee	Bonstra Haresign Architects
Pat LaVay	MHG
Brian Bolen	Parker Rodriguez
Katie Wagner	Gorove Slade
Stacy P. Silber	Lerch, Early & Brewer Chtd.
Elizabeth Rogers	Lerch, Early & Brewer Chtd.

Several community members attended the meeting. Attendees were directed to sign-in on an online sign-in sheet – please refer to the attached sign-in sheet.

Ms. Silber began the meeting by introducing herself and the Applicant's team. She gave an overview of the Applications currently being proposed by the Applicant, and how those applications fit within the overall development process. Next, Mr. Edelstein provided some background on the Applicant, including Roadside's philosophy and experience in the region. He noted that Roadside Development has significant experience with adaptive re-use. Mr. Bonstra then provided background on Bonstra Haresign Architects, the architects for the Project, including background on the company's history and representative projects.

Next, Ms. Silber provided an overview of the Property location and existing conditions. She noted that the Property was recently rezoned in connection with the Silver Spring Downtown and Adjacent Communities Plan. The proposed development is consistent with that zoning and implements the recommendations of the Downtown Plan.

Mr. Edelstein then provided a detailed overview of the proposed development, including the preservation and incorporation of the historic Tastee Diner façade into the project. He reiterated that the project is only at Sketch Plan level of design, which focuses on the Project's massing. The building massing has been designed to respect and honor the Tastee Diner façade and promote compatible transitions to the confronting townhomes on Ramsey. The building massing and design will pay particular attention to the building base to promote a pleasing

# Attachment G

pedestrian environment, as most people will experience the building from the street level. He noted that the detailed façade design will be part of the subsequent Site Plan application.

Mr. Bolen then described the conceptual landscape design of the Project, including the Project's focus on improving the streetscape along all three frontages and creating a focal element at the intersection of Cameron Street and Ramsey Avenue that will further highlight and complement the Tastee Diner façade.

At the conclusion of the Applicant's presentation, the meeting attendees were invited to ask questions and/or provide comment. Representative questions and comments include:

- **Q: Will the proposed development have an impact on Mi Rancho?**
  - o The Project will not impact Mi Rancho. However, the new residential units provided by the Project will help to support Mi Rancho and other nearby restaurants.
  
- **Q: How many parking spaces are being proposed with the development?**
  - o Parking will be finalized at the time of Site Plan and will be above the minimum number of required parking spaces and below the maximum allowed. There is also a parking garage directly across Cameron Street that provides additional public parking in the immediate vicinity of the Project.
  
- **Q: Have you studied traffic impacts of the proposed development?**
  - o The Applicant's traffic consultant, Gorove Slade, will be preparing a traffic study that will be submitted with the Preliminary Plan application.
  
- **Q: How tall is the proposed building?**
  - o The Project will have a maximum building height of 300 feet, which is permitted by the Property's zoning. The taller building height will be located on Georgia Avenue and the building will step-down in height as the building approaches Ramsey Avenue.
  
- **Q: Have you evaluated the building massing and how it relates to the townhomes on the opposite side of Ramsey Avenue?**
  - o Yes. The taller building heights will be expressed along Georgia Avenue and the building massing will step down in height as it approaches Ramsey Avenue.

Furthermore, this Property is designated as an opportunity site in the Downtown Plan. The project responds to this designation and the Property's urban location in Downtown Silver Spring, while also ensuring compatibility with its surroundings.

# Attachment G

- **Q: Do you anticipate any issues in leasing the building up?**
  - No. Roadside has commissioned numerous market studies to determine what is needed in this area in terms of number of units and unit sizes. Silver Spring is a desirable place to live, which is reflected by its low vacancy rates.
  
- **Q: Will there be affordable units provided within this building?**
  - Yes. The Project will provide 15% Moderately Priced Dwelling Units.
  
- **Q: Is green area and public open space required for this project?**
  - Yes. The Sector Plan has a green cover recommendation, for on-site green area. In addition, given the Green Loop recommendation of the Sector Plan, the Applicant will provide street trees on Cameron Street. In terms of open space, the Sector Plan actually requires the Applicant to contribute money for off-site open space, instead of providing open space on-site. Roadside is also choosing to provide some open space on-site, to create an interpretive node at the intersection of Ramsey Avenue and Cameron Street. The Applicant believes this is an important component of the Project to help highlight the Tastee Diner façade.
  
- **Q: What will the Tastee Diner be adaptively re-used for?**
  - It is too early in the process to know but we would like it to be used by a retail/restaurant partner who can activate that space. That portion of the building will be designed with the necessary infrastructure to support and encourage a street-activating commercial use.
  
- **Q: Will the residential portion of the Project be rental apartments or condos?**
  - It will be a residential apartment building.

The meeting concluded at approximately 7:47 PM.

**8676 Georgia Avenue and 8601 Cameron Street**  
**Sketch Plan and Preliminary Plan Applications Community Meeting**  
 On May 16, 2023 at 7:00 PM  
 Virtual Location: <http://bit.ly/3QXUHjl>  
 Dial In: 301-715-8592 Meeting ID: 815 8056 2518 Passcode: 422111

# Attachment G

Name <sup>1</sup> (Please Print)	Complete Mailing Address (Please include City, <u>Zip code</u> and, if applicable <u>Apt. number</u> )	Phone Number	E-Mail Address	Would you like to receive future notices?
14102740421	[No contact information provided.]			
Alyssa Gill	[No contact information provided.]			
Andy Fuhrmann	[No contact information provided.]			
Bee Ditzler	1225 Noyes Dr, Silver Spring, MD 20910	301-565-0870	bee.ditzler@gmail.com	Yes
Brian	[No contact information provided.]			
Brian Bolen	[No contact information provided.]			
Candice Brown	[No contact information provided.]			
Carolyn	[No contact information provided.]			
Carolyn Lampila	8045 Newell Street, #414, Silver Spring, MD 20910	7037953158	cblampila@gmail.com	Yes
Chris Lao-Scott	1100 Highland Dr, Silver Spring, MD 20910	2022570348	cjamesscott@gmail.com	Yes
Chris Reynolds	406 Hamilton Ave, Silver Spring , MD 20901	8179757823	Urban.Economist@gmail.com	Yes

<sup>1</sup> This sign-in sheet has been compiled to the best of the Applicant's ability. Given the virtual format, the Applicant requested that individuals provide their contact information via an online sign up/attendee form to be included in the sign-in sheet and to indicate if they wished to receive additional notices moving forward. Those individuals who did not provide their contact information were identified from their log-in information in the Zoom platform.



**8676 Georgia Avenue and 8601 Cameron Street  
Sketch Plan and Preliminary Plan Applications Community Meeting**

**Attachment G**

On May 16, 2023 at 7:00 PM

Virtual Location: <http://bit.ly/3QXUHjl>

Dial In: 301-715-8592 Meeting ID: 815 8056 2518 Passcode: 422111

Christine Morgan	1008 Woodside Parkway, Silver Spring, MD 20910	301-587-3066	laughingmatters@verizon.net	Yes
Christopher Reynolds	406 Hamilton Ave, Silver Spring, MD 20901	8179757823	Urban.Economist@gmail.com	Yes
Debbie Pomerance	[No contact information provided.]			
Deborah Chalfie	511 Albany Ave., Takoma Park, MD 20912	202-375-1856	dchalfie@adsw.org	Yes
Elaine Barber	7981 Eastern Ave , Silver Spring , MD 20910	3015856161	elenibarber@hotmail.com	Yes
Elia G.	[No contact information provided.]			
Everett Kimball	8521 Cameron St, Silver Spring, MD 20910	4436219566	Kimball.everett@gmail.com	Yes
Frank Giblin	[No contact information provided.]			
Frank Weathers Jr	[No contact information provided.]			
Geoffrey Berman	1200 Noyes Drive, Silver Spring, MD 20910	2407315007	gdberman@gmail.com	Yes
George and Marcie	[No contact information provided.]			
Helen Marie Berg	8706 Ramsey Ave, Silver Spring , MD 20910	3134606053	helenmarieberg@gmail.com	Yes
jeff edelstein	[No contact information provided.]			
Joanna's iPhone	[No contact information provided.]			
Joelle	[No contact information provided.]			

**8676 Georgia Avenue and 8601 Cameron Street  
Sketch Plan and Preliminary Plan Applications Community Meeting**

**Attachment G**

On May 16, 2023 at 7:00 PM

Virtual Location: <http://bit.ly/3QXUHjl>

Dial In: 301-715-8592 Meeting ID: 815 8056 2518 Passcode: 422111

Joelle Duker	1320 Fenwick Lane, Unit 210, Silver Spring, MD 20910	301-787-9283	Joelle.s.salmon@gmail.com	Yes
John Murray McCombs	9108 Crosby Road, Silver Spring, MD 20910	301-589-3187	jmmcombs@earthlink.net	Yes
Jon Lourie	9007 Fairview Road, Silver Spring, MD 20910	3015801180	louriemail@aol.com	Yes
Jonathan Bernstein	9224 Kingsbury Drive, Silver Spring, MD 20910	3017878172	Close-vintner-Oz@icloud.com	Yes
Karen Burditt	808 Violet Place, Silver Spring, MD 20910	3014485614	kr.burditt@gmail.com	Yes
Karen Roper	7911 Chicago Ave, Silver Spring, MD 20910	301 588-7143	Karroper@aol.com	Yes
Karen Whitaker	[No contact information provided.]			
Kate Myers	410 Silver Spring Ave, Silver Spring, MD 20910	4439040743	esscaprez@gmail.com	Yes
Kathleen Rosenberg	[No contact information provided.]			
Kimball Everett	[No contact information provided.]			
Leslie Bakeer	[No contact information provided.]			
Lin Mao	12435 Park Potomac Ave, Suite 200, Potomac, MD 20854	240.252.1015	lmao@foulgerpratt.com	Yes
Liora Moriel	8905 Woodland Drive , Silver Spring , MD 20910	301-675-3664	lioram21@yahoo.com	Yes
Lisa	8515 Cameron St., Silver Spring, MD 20910		lisabankman@gmail.com	Yes
Lisa B.	[No contact information provided.]			

**8676 Georgia Avenue and 8601 Cameron Street  
Sketch Plan and Preliminary Plan Applications Community Meeting**

**Attachment G**

On May 16, 2023 at 7:00 PM

Virtual Location: <http://bit.ly/3QXUHjl>

Dial In: 301-715-8592 Meeting ID: 815 8056 2518 Passcode: 422111

Lisa Bankman	8515 Cameron St, Silver Spring, MD 20910		lisabankman@gmail.com	Yes
Lucy Yee	12009 Edge Park Court, Potomac, MD 20854	(301) 279-9012	yeelucy@aol.com	Yes
Marcie Stickle	510 Albany Ave, Takoma Park, MD 20912	301-587-5955	marcipro@aol.com	Yes
Marianne and Micah	[No contact information provided.]			
Mark Dulski	1333 Cameron Hill Court, Silver Spring, MD 20910		mark.dulski@gmail.com	Yes
Mark Ginsberg	1007 North Mansion Dr, Silver Spring, MD 20910	2403514480	markginsberg56@icloud.com	Yes
Mike	[No contact information provided.]			
Mike English	8005 13th Street, Unit 304, Silver Spring, MD 20910	203-241-3585	Mje213@gmail.com	Yes
Mikey Franklin	1402 Noyes Drive, Silver Spring, MD 20910		mikeyfranklin22@gmail.com	Yes
Murray Mccombs	[No contact information provided.]			
Parineeka Shrestha	51 University Blvd East, Silver Spring, MD 20901	3017148100	rinshrestha@gmail.com	Yes
Paul B. Ellis	[No contact information provided.]			
Paul Goldman	1230 Woodside Parkway, Silver Spring, MD 20910	2405057041	goldmanp@gmail.com	Yes
Pearlina V McMahon	8736 1st ave, Silver Spring, MD 20910	301-5890566	rutianiex@comcast.net	Yes
philip frsulino	7 east wayne ave, 611, silver spring, MD 20901	301-495-5686	psf40@hotmail.com	Yes

**8676 Georgia Avenue and 8601 Cameron Street  
Sketch Plan and Preliminary Plan Applications Community Meeting**

On May 16, 2023 at 7:00 PM

Virtual Location: <http://bit.ly/3QXUHjl>

Dial In: 301-715-8592 Meeting ID: 815 8056 2518 Passcode: 422111

# Attachment G

Robert Oshel	9114 Crosby Road, Silver Spring, MD 20910	301-523-0307	robert.oshel@gmail address	Yes
Rohit R	[No contact information provided.]			
Ross Jespersen	1315 Dale Drive, Silver Spring, MD 20910		wrjerspersen@gmail.com	Yes
Roy Lykes	1118 Woodside Parkway, Silver Spring, MD 20910	3015858253	lykesdesign@msn.com	Yes
Sarah Rovito	1311 Cameron Hill Ct., Silver Spring, MD 20910	440-821-8608	sarah.rovito@gmail.com	Yes
Scott Shoreman	1319 Cameron Hill Court, Silver Spring, MD 20910	617-755-6560	scottshoreman@gmail.com	Yes
smartboard	[No contact information provided.]			
steve Brent	[No contact information provided.]			
Susan Koehne & Tammy Wright	1313 Cameron Hill Court, Silver Spring, MD 20910	301-910-6029	koehnesusan@gmail.com	Yes
Tjip Walker	1022 Woodside Pkwy., Silver Spring, MD 20910	7035998816	wwhousehold@pm.me	Yes
Will	[No contact information provided.]			
William Feller	P.O. Box 59054, Potomac, MD 20859	301-351-2900	bill.feller@verizon.net	Yes
WTTG FOX 5	[No contact information provided.]			



**Stacy P. Silber**  
*Attorney*  
301-841-3833  
[spsilber@lerchearly.com](mailto:spsilber@lerchearly.com)

May 1, 2023

RE: 8676 Georgia Avenue and 8601 Cameron Street, Silver Spring  
Sketch Plan and Preliminary Plan Applications  
Pre-Submittal Community Meeting

Dear Neighbor:

On behalf of 8676 Georgia Avenue LLC, an affiliate of Roadside Development, (the "Applicant") we cordially invite you to attend a virtual meeting to review plans for the redevelopment of the properties located at 8676 Georgia Avenue and 8601 Cameron Street in Silver Spring, Maryland (collectively, the "Property"). The Property is zoned CR-5.0, C-5.0, R-5.0, H-300' and is located within the Downtown Silver Spring Overlay Zone. The Property has a combined net lot area of approximately 0.79 acres. The Applicant will be submitting a Sketch Plan and a Preliminary Plan for approval (the "Applications") to allow for the consolidation of the Property into one lot, to facilitate the development of a mixed-use project containing up to 550,000 square feet, including up to 25,000 square feet of commercial use and up to 525 residential dwelling units.

**Date/Time: Tuesday, May 16, 2023 at 7:00 PM<sup>1</sup>**

**Virtual Location: <http://bit.ly/3QXUHjI>**

**Dial In: 301-715-8592 Meeting ID: 815 8056 2518 Passcode: 422111**

**Presentation slides available: on May 11 at <https://bit.ly/3JaFgmq>**

*Comments can be made during the meeting via noted methods, or submitted by e-mail to [spsilber@lerchearly.com](mailto:spsilber@lerchearly.com) outside the meeting. Please note that if your computer does not have a microphone and you would like to provide comments during the meeting, you will need to use the call-in number provided above or through the Zoom Meeting comment box.*

In compliance with the County's Zoning Ordinance, this pre-submittal community meeting will be held to share our plans with you and give you an opportunity to provide input. At this meeting, the Applicant will discuss the proposal and answer any questions. The Applicant will be filing the Applications with the Maryland-National Capital Park and Planning Commission ("M-NCPPC") shortly after the meeting. For more information about the development review process, please contact M-NCPPC at 301-495-4610 or visit their website at [www.montgomeryplanning.org](http://www.montgomeryplanning.org).

Because this meeting will be held virtually, we are asking you to provide your name and complete contact information for inclusion on the meeting attendee list at <https://bit.ly/3H4j6zo>. If you would like to be added to the mailing list for future project updates, please make that selection when completing your information. The link to provide your contact information will remain available until noon on May 17th. We look forward to meeting with you (virtually) on May 16th.

Sincerely,



Stacy P. Silber

---

<sup>1</sup> You may join the meeting from your computer, tablet or smartphone. You may also dial in using just your phone.

# *You're Invited*

Attachment G

## **8676 Georgia Avenue/8601 Cameron Street Virtual Community Meeting**



Roadside Development is redeveloping 8676 Georgia Avenue (formerly Capital One Bank) and 8601 Cameron Street (formerly Tastee Diner) in Silver Spring.

Join us to learn first-hand about our vision, ask questions and share your comments. We look forward to working with the community to create a place for all to enjoy.

Our Plans include:

- Developing a mixed use, primarily residential building that incorporates the historic elements of Tastee Diner's original dining car.
- Energizing and improving the pedestrian experience on surrounding streets.
- Implementing the County and community's vision for the site as recommended by the recently adopted Silver Spring Downtown and Adjacent Communities Plan.

**Tuesday, May 16, 2023 at 7:00 PM**

**Please register for the meeting at: <https://bit.ly/3H4j6zo>**

**Join on-line <http://bit.ly/3QXUHjl>**

**Join by phone: 301-715-8592**

**Meeting ID: 815 8056 2518 Passcode: 422111**



**NOTICE OF PRE-SUBMITTAL COMMUNITY MEETING FOR:**  
**8676 Georgia Avenue & 8601 Cameron Street**

To Discuss Sketch Plan & Preliminary Plan applications to consolidate the properties into one lot and to redevelop the site with a mixed-use building containing up to 550,000 square feet including up to 25,000 square feet of commercial use(s) and up to 525 dwelling units. The Property is zoned CR-5.0, C-5.0, R-5.0, H-300, is within the Downtown Silver Spring Overlay Zone, and will have a net lot area of approximately 34,630 square feet.

Date/Times: Tuesday, May 16, 2023 at 7:00 PM  
 Virtual Location: <https://bit.ly/32XUJH9>  
 Dial In: (301) 715-8929 Meeting ID: 815 8056 2518 Passcode: 422111  
 Presentation slides available: on May 11, 2023 at <https://bit.ly/3JafFmg>  
 Applicant: 8676 Georgia Avenue, LLC  
 For Comments/Questions Contact: Stacy P. Silber, Lerch, Early & Brewer, Chfd.  
 spsilber@lercheearly.com or (301) 841-3833

May 1, 2023 10:22:09 AM  
 8665B Georgia Avenue  
 Silver Spring  
 Montgomery County  
 Maryland





**NOTICE OF PRE-SUBMITTAL COMMUNITY MEETING FOR:  
8676 Georgia Avenue & 8601 Cameron Street**

To Discuss Sketch Plan & Preliminary Plan applications to consolidate the properties into one lot and to redevelop the site with a mixed-use building containing up to 550,000 square feet including up to 25,000 square feet of commercial use(s) and up to 525 dwelling units. The Property is zoned CR-5.0, C-5.0, R-5.0, H-300, is within the Downtown Silver Spring Overlay Zone, and will have a net lot area of approximately 34,630 square feet.

Date/Time: Tuesday, May 16, 2023 at 7:00 PM

Virtual Location: <http://bit.ly/3QXUHII>

Dial In: (301) 715-8592 Meeting ID: 815 8056 2518 Passcode: 422111

Presentation slides available: on May 11, 2023 at <https://bit.ly/3JaFgmq>

Applicant: 8676 Georgia Avenue, LLC

For Comments/Questions Contact: Stacy P. Silber, Lerch, Early & Brewer, Chtd.  
spsilber@lercheearly.com or (301) 841-3833

**FDC**

May 1, 2023 11:16:33 AM  
8712 Ramsey Avenue  
Silver Spring  
Montgomery County  
Maryland





**NOTICE OF PRE-SUBMITTAL COMMUNITY MEETING FOR:**  
**8676 Georgia Avenue & 8601 Cameron Street**

To Discuss Sketch Plan & Preliminary Plan applications to consolidate the properties into one lot and to redevelop the site with a mixed-use building containing up to 550,000 square feet including up to 25,000 square feet of commercial use(s) and up to 525 dwelling units. The Property is zoned CR-5.0, C-5.0, R-5.0, H-300. Is within the Downtown Silver Spring Overlay Zone, and will have a net lot area of approximately 34,630 square feet.

Date/Time: Tuesday, May 16, 2023 at 7:00 PM  
Virtual location: <http://bit.ly/3QXUjHl>  
Dial In: (301) 715-8592 Meeting ID: 815 8056 2518 Passcode: 422111  
Presentation slides available: on May 11, 2023 at <https://bit.ly/3lafgmg>  
Applicant: 8676 Georgia Avenue, LLC  
For Comments/Questions Contact: Stacy P. Silber, Lerch, Early & Brewer, Chtd.  
spsilber@lercheery.com or (301) 841-3833

**PRIVATE AND RESERVED PARKING ONLY**

PROPOSED DEVELOPMENT PROJECTS  
MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS  
10000 GREENBERRY ROAD  
SILVER SPRING, MD 20910  
TEL: (301) 715-8592  
WWW.MONTGOMERYCOUNTY.GOV

May 1, 2023 11:17:47 AM  
Silver Spring  
Montgomery County  
Maryland



8676 Georgia Avenue and 8601 Cameron St (Tastee Diner)

Pre-submittal Community Meeting

Mailing List

Attachment G

	Adjoining/Confronting Property Owner	Organization	Mailing Address	City	State	Zip	Block	Lot/Parcel	Tax Account Number
1	MOSAIC PROPERTY GROUP LLC		8665 GEORGIA AVE	SILVER SPRING	MD	20910		P5, P166	13-00956273
2	VERIZON MARYLAND MERGE CO		1 VERIZON WAY	BASKING RIDGE	NJ	07920		P4, N269	13-00956397
3	BURKE GEORGIA LLC		3939 WISCONSIN AVE # 100	WASHINGTON	DC	20016		N190, P13	13-00959163
4	8700 GEORGIA AVE LTD PTNSHP		9700 GEORGIA AVE	SILVER SPRING	MD	20910		PT 2 , N243	13-00959174
5	GUARDIAN BUILDING ASSOC LLC		267 KENTLANDS BLVD # 5020	GAITHERSBURG	MD	22182		N165	13-00963358
6	JACK KAY ET AL TRUST		8720 GEORGIA AVE STE 410	SILVER SPRING	MD	20910		N191, 12	13-00965437
7	SHANGHAI LIMITED PARTNERSHIP		12009 EDGEPIK CT	POTOMAC	MD	20854		5, N323	13-00967301
8	MONTGOMERY COUNTY		EOB BLDG 101 MONROE ST	ROCKVILLE	MD	20850		P295	13-00971132
9	MONTGOMERY COUNTY		EOB BLDG 101 MONROE ST	ROCKVILLE	MD	20850		P242	13-00971633
10	8701 GEORGIA LLC		1 TOWNE SQUARE STE 1913	SOUTHFIELD	MI	48076		PAR C, N161	13-00975471
11	CAMERON HILL OWNERS ASSOC INC	C/O THE COMM MNGMT GRP	14435 CHERRY LANE CT #205	LAUREL	MD	20707		PAR A	13-03242872
12	CAMERON HILL OWNERS ASSOC INC	C/O THE COMM MNGMT GRP	14440 CHERRY LANE CT #219	LAUREL	MD	20707		PAR D	13-03242906
13	ROGER MARCUS BROWN	KAREN JAYNE DOSWELL	31 PRESCOTT AVE	MONTCLAIR	NJ	07042		1	13-03242917
14	RITIKA GOSAIN	ROHIT RAWAT	8708 RAMSEY AVE	SILVER SPRING	MD	20910		2	13-03242928
15	AMANDA LYNN KOULOUSIAS	DAVID ELISHA BENNETT	8710 RAMSEY AVE	SILVER SPRING	MD	20910		3	13-03242930
16	EDWARD S FISHBURNE	REBECCA S FISHBURNE	506 THISTLEDOWN CT	MILLERSVILLE	MD	21108		4	13-03242941
17	KATHLEEN L LANIGAN		4 E INDIAN SPRING DR	SILVER SPRING	MD	20901		5	13-03242952
18	PATRICK J KEARNEY		8716 RAMSEY AVE	SILVER SPRING	MD	20910		6	13-03242963
19	DANIEL J & STEPHANY F SPAHR		4906 FOX ST	COLLEGE PARK	MD	20740		7	13-03242974
20	EVERETT STONE KIMBALL	ELIZABETH CONE KIMBALL	8521 CAMERON STREET	SILVER SPRING	MD	20910		8	13-03242985
21	JAMES C CLANCY LIVING TRUST		8519 CAMERON ST	SILVER SPRING	MD	20910		9	13-03242996
22	MAC PROPERTIES LLC		112 CAPITOL ST 2ND FLOOR	CHARLESTON	WV	25301		10	13-03243001
23	ISAAC BANKMAN	LISA BANKMAN	P O BOX 7421	SILVER SPRING	MD	20907		11	13-03243012
24	PAUL MARSHALL CATO	CHARLES LEWIS CATO	9334 HARVEY RD	SILVER SPRING	MD	20910		12	13-03243023
25	LEE MICHAEL TURCOTTE	JOANNA LEE TURCOTTE	8511 CAMERON ST	SILVER SPRING	MD	20910		13	13-03243034
26	HAROLD SULTAN	ANN SULTAN	8509 CAMERON ST	SILVER SPRING	MD	20910		14	13-03243045
27	SYDNEY MINTZER	SUE CHOI	3206 LELAND ST	CHEVY CHASE	MD	20815		15	13-03243056
28	AMA S LEE BEKOE		8505 CAMERON ST	SILVER SPRING	MD	20910		16	13-03243067
29	JAMES D OLIVER 3RD TRUSTEE		8503 CAMERON ST	SILVER SPRING	MD	20910		17	13-03243078
30	ELIZABETH DENISE CURTIS		8501 CAMERON ST	SILVER SPRING	MD	20910		18	13-03243080
31	KEVIN C JACKSON		1331 CAMERON HILL CT	SILVER SPRING	MD	20910		42	13-03243320
32	TOWANA SPRIGGS		1329 CAMERON HILL COURT	SILVER SPRING	MD	20910		43	13-03243331
33	CATHERINE ANNE JOSON FITZWATER	LIAM PATRICK FITZWATER	1327 CAMERON HILL CT	SILVER SPRING	MD	20910		44	13-03243342
34	NOAH GLUSHAKOW-SMITH	AMALIA SAFER	1325 CAMERON HILL CT	SILVER SPRING	MD	20910		45	13-03243353
35	THOMAS R ROSENFELD	ELANA T ROSENFELD	1323 CAMERON HILL CT	SILVER SPRING	MD	20910		46	13-03243364
36	SARAH ARKIN	MITCHELL F RUBINSTEIN	1321 CAMERON HILL COURT	SILVER SPRING	MD	20910		47	13-03243375
37	SCOTT SHOREMAN	ELIZABETH CARP	1319 CAMERON HILL CT	SILVER SPRING	MD	20910		48	13-03243386
38	VILELLA ROBERT GOLAN	ALEXANDRA FALVEY VAN DINE	1317 CAMERON HILL CT	SILVER SPRING	MD	20910		49	13-03243397
39	WILLIAM ANDREW LEWIS		1315 CAMERON HILL CT	SILVER SPRING	MD	20910		50	13-03243400
40	TAMMY J WRIGHT ET AL		1313 CAMERON HILL CT	SILVER SPRING	MD	20910		51	13-03243411
41	JAMES F PIOTROWSKI	SARAH M ROVITO	1311 CAMERON HILL CT	SILVER SPRING	MD	20910		52	13-03243422
42	FRANCES KAISER COOK TRUSTEE		1309 CAMERON HILL CT	SILVER SPRING	MD	20910		53	13-03243433
43	MARC S GOLDSTEIN &	KAREN L CANOVA	1307 CAMERON HILL CT	SILVER SPRING	MD	20910		54	13-03243444
44	TIMOTHY A GALLAGHER	LIRA B GALLAGHER	1305 CAMERON HILL CT	SILVER SPRING	MD	20910		55	13-03243455
45	SENEJU FEKADE	MULUGETA KEBEDE	1216 INGRAHAM ST NW	WASHINGTON	DC	20011		56	13-03243466
46	RACHEL A ALEXANDER		7266 MEADOW WOOD WAY	CLARKSVILLE	MD	21029		57	13-03243477
47	1111 FIDLER LANE LLC		8701 RAMSEY AVE	SILVER SPRING	MD	20910		11	13-03371371
48	8621 GEORGIA ASSOCIATES LLC		PO BOX 130339	CARLSBAD	CA	92103		Un 1-15	13-03800500, ET AL
49	VICKI M ZANONI ET AL		1333 CAMERON HILL CT	SILVER SPRING	MD	20910		41	13-03243318
50	Core Apartments	Attn: Property Management	8621 GEORGIA AVENUE	SILVER SPRING	MD	20910			
51	Core Apartments	C/O FOULGER-PRATT MANAGEMENT	12435 Park Potomac Ave #200	POTOMAC	MD	20854			

	<b>Civic, Community, Condominium and HOAs registered with MNCPPC</b>	<b>Contact</b>	<b>Street</b>	<b>City</b>	<b>State</b>	<b>Zip</b>			
52	Cameron Hill Homeowners Association	c/o Patti Deporter, Owner	404 Pershing Drive	Silver Spring	MD	20910			
53	Cameron Hill Owners Association	c/o Howard Helland, Administrative Agent	9420 Annapolis Rd Suite 105	Lanham	MD	20706			
54	Cameron Hill Owners Association	c/o Scott Shoreman, Board Member	1319 Cameron Hill Court	Silver Spring	MD	20910			
55	Chelsea Heights Homeowners Association	c/o Denise Perme Perme, Primary Contact	8612 Springvale Road	Silver Spring	MD	20910			
56	Chevy Chase Crest HOA	c/o Mariko Cool, Vice President	1832 East West Highway	Silver Spring	MD	20910			
57	Chevy Chase Crest HOA	c/o Rosenda McCook, Administrative Agent	7253 Hanover Parkway, Suite B	Greenbelt	MD	20770			
58	Chevy Chase Crest HOA	c/o Philip Humnicky, Owner	1746 East-West Highway	Silver Spring	MD	20910			
59	Crescent Condominium	c/o Dan Lowery, Administrative Agent	3414 Morningwood Drive	Olney	MD	20832			
60	Crescent Condominium	c/o Michael Larson, Owner	903 Wayne Avenue	Silver Spring	MD	20910			
61	East County Citizens Advisory Board	c/o Rachel Evans, Chair	3300 Briggs Chaney Road	Silver Spring	MD	20904			
62	East Silver Spring Citizens Assn	c/o Karen Roper, Chair, Land Use and Zoning	7911 Chicago Avenue	Silver Spring	MD	20910			
63	East Silver Spring Citizens Association	c/o Bruna Chernicoff, President	610 Potomac Ave	Silver Spring	MD	20910			
64	East Silver Spring Citizens Association	c/o Dan Reed, Planning Chair	8120 Hartford Avenue	Silver Spring	MD	20910			
65	East Silver Spring Citizens Association	c/o Karen Roper, Chair, Land Use and Zoning	7911 Chicago Avenue	Silver Spring	MD	20910			
66	Elizabeth House Residents Association	c/o Resident Agent Manager,	1400 Fenwick Lane	Silver Spring	MD	20910			
67	Friends of Sligo Creek	c/o Kit Gage, Board Member	8007 Park Crest Drive	Silver Spring	MD	20910			
68	Friends of Sligo Creek	c/o Mike Smith, President	P.O. Box 11572	Takoma Park	MD	20913			
69	Friends of Sligo Creek	c/o Wes Darden, Vice President	P.O. Box 11572	Takoma Park	MD	20913			
70	Lofts 24 Condominium	c/o Tom Nagle, Owner	8310 Fenton Street	Silver Spring	MD	20910			
71	Lofts 24 Condominium Assn	c/o Lawan Trent, Administrative Agent	7811 Montrose Road	Rockville	MD	20852			
72	Lofts 24 Condominium Assn	c/o Patala, Arman Patala, Management Contact	7811 Montrose Road	Potomac	MD	20854			
73	Mica Condominium at Silver Spring Metro	c/o Brian Beddow, President	1220 Blair Mill Road Apt 1109	Silver Spring	MD	20910			
74	Mica Condominium Silver Spring Metro	c/o Janet Chiancone , Member at Large	1200 Blair Mill Road	Silver Spring	MD	20910			
75	Mica Condominium Silver Spring Metro	c/o Jesse Clark , Treasurer	1220 Blair Mill Road	Silver Spring	MD	20910			
76	Mica Condominium Silver Spring Metro	c/o Lawrence Glass, Secretary	1200 Blair Mill Road	Silver Spring	MD	20910			
77	MICA Condominium Silver Spring Metro	c/o Crystal Hovermale, On Site Management Agent	1220 Blair Mill Road	Silver Spring	MD	20910			
78	MICA Condominium Silver Spring Metro	c/o Loretta Reinersmann, Vice President	1220 Blair Mill Road	Silver Spring	MD	20910			
79	Montgomery County Civic Federation	c/o Alan Bowser, Co-President	PO Box 1123	Bethesda	MD	20827		alan.bowser@gmail.com	
80	Montgomery County Renters Alliance Inc.	c/o Matt Losak, Executive Director	P.O. Box 7773-7773	Silver Spring	MD	20907		mattlosak@rentersalliance.org	
81	Montgomery County Taxpayers League	c/o Edward Amatetti, President						info@mctaxpayersleague.org	
82	Northern Montgomery County Alliance	c/o Julius Cinque, Chair	22300 Slidell Road	Boyd's	MD	20841			
83	Presidents Council of Silver Spring CA	c/o Andrew Kleine, President	9417 Worth Avenue	Silver Spring	MD	20901			
84	PROGRESS	c/o Mike Kraft, Chairperson	120 Dale Drive	Silver Spring	MD	20910			
85	Seven Oaks-Evanswood Citizens Assn	c/o Chris Reynolds, President	406 Hamilton Ave	Silver Spring	MD	20901			
86	Sierra Club - Montgomery County Group	c/o Al Carr, ExCom Member						alfred.carr@gmail.com	
87	Sierra Club - Montgomery County Group	c/o Jennifer Rossmere, Treasurer	P O Box 4024	Rockville	MD	20849			
88	Silver Spring-Takoma Traffic Coalition	c/o Charles Wolff, President	635 Bennington Drive	Silver Spring	MD	20910			
89	Silver Spring Historical Society	c/o Jerry McCoy,	800 Thayer Avenue	Silver Spring	MD	20910			
90	Silverton Condominium	c/o Abby Brandt, President	1201 East West Highway #114	Silver Spring	MD	20910			
91	South Woodside Park HOA Inc	c/o Asra Kidwai , Admin Agent	831 Woodside Parkway	Silver Spring	MD	20190			
92	South Woodside Park HOA Inc	c/o Renaldo Nehemiah, Administrative Agent	P. O. Box 8691	Silver Spring	MD	20907			
93	Woodside Civic Association	c/o Bill Scanlan, President	8816 1st Avenue	Silver Spring	MD	20910			
94	Woodside Civic Association	c/o Charles Jacobson, President	8815 2nd Ave	Silver Spring	MD	20910			
95	Woodside Civic Association	c/o Emily Strunk, Vice President						woodsidevp@gmail.com	
96	Woodside Community Association Inc	c/o Cindy Gunja, Second Owner	9012 Georgia Avenue	Silver Spring	MD	20910			
97	Woodside Community Association Inc	c/o Mushtaq Gunja, Treasurer	9012 Georgia Avenue	Silver Spring	MD	20910			
98	Woodside Community Association Inc	c/o Nicole Pepperl, Owner	8914 Courts Way	Silver Spring	MD	20910			
99	Woodside Community Association, Inc.	c/o David Caplan, Administrative Agent	3655-A Old Court Road, Suite 15	Baltimore	MD	21208			

8676 Georgia Avenue and 8601 Cameron St (Tastee Diner)

Pre-submittal Community Meeting  
Mailing List

Attachment G

100	Woodside Park Civic Association	c/o Adriana Gonzalez, President	1505 Grace Chruch Road	Silver Spring	MD	20910			
101	Woodside Park Civic Association	c/o Brian Ditzler, Past President	1225 Noyes Drive	Silver Spring	MD	20910			
102	Woodside Park Civic Association	c/o Chris Lao-Scott, Secretary	1100 Highland Drive	Silver Spring	MD	20910			
103	Woodside Park Civic Association	c/o Christine Morgan, Zoning Chair	1008 Woodside Parkway	Silver Spring	MD	20910			
104	Woodside Park Civic Association	c/o Kathleen Briese, Past President	9007 Woodland Drive	Silver Spring	MD	20910			
105	Woodside Park Civic Association	c/o Lou Razetti, Treasurer	1515 Grace Church Rd	Silver Spring	MD	20910			
106	Woodside Park Civic Association	c/o Robert Oshel, Vice President	9114 Crosby Road	Silver Spring	MD	20910			
107	Woodside Park Community Association Inc	c/o Carl Mukri, Owner	1123 Fairview Court	Silver Spring	MD	20910			
108	Woodside Park Homeowners Association	c/o Elana Nunez, Administrative Agent	8817 Woodland Drive	Silver Spring	MD	20910			
109	Woodside Park Homeowners Association Inc	c/o Keely Lange, President	8813 Woodland Drive	Silver Spring	MD	20910			
	<b>Others Required to be Notified</b>	<b>Organization</b>	<b>Street</b>	<b>City</b>	<b>State</b>	<b>Zip</b>			
	Intake and Regulatory Coordination	MNCPPC	2425 Reedie Drive	Wheaton	MD	20902			
	<b>Land Use and Zoning Attorney</b>	<b>Organization</b>	<b>Street</b>	<b>City</b>	<b>State</b>	<b>Zip</b>			
	Stacy Silber	Lerch, Early & Brewer, Chtd.	7600 Wisconsin Avenue, Suite 700	Bethesda	MD	20814			
	Elizabeth C. Rogers	Lerch, Early & Brewer, Chtd.	7600 Wisconsin Avenue, Suite 700	Bethesda	MD	20814			
	Pat LaVay	MHG	9220 Wightman Rd	Montgomery Village	MD	20886			



**Stacy P. Silber**  
301-841-3833  
[spsilber@lercheearly.com](mailto:spsilber@lercheearly.com)

**Elizabeth C. Rogers**  
301-841-3845  
[ecrogers@lercheearly.com](mailto:ecrogers@lercheearly.com)

June 28, 2024

Mr. Artie Harris, Chair  
And Members of the Montgomery County Planning Board  
2425 Reedie Drive, 14<sup>th</sup> Floor  
Wheaton, Maryland 20902

**Re: 8676 Georgia Avenue – Sketch Plan No. 320230060 and  
Preliminary Plan No. 120230150**

Dear Chair Harris and Members of the Planning Board:

On behalf of 8676 Georgia Avenue, LLC, we are submitting this letter to provide additional information in response to comments received from the Cameron Hill residential community. 8676 Georgia Avenue, LLC is an affiliate of Roadside Development (the “Applicant”) and is proposing to redevelop the existing, low-density, single-use commercial buildings and large surface parking lots on the Property, located at 8676 Georgia Avenue and 8711 Ramsey Avenue (also known as “8601 Cameron Street”) in Silver Spring, Maryland, with a high-rise, mixed-use, predominately residential development with up to 79 Moderately Priced Dwelling Units, which incorporates the now vacant historic Tastee Diner building (the “Project”). The Project is one of the first major redevelopments to implement the County’s vision and goals for this site and area as expressed through the *June 2022 Approved and Adopted Silver Spring Downtown and Adjacent Communities Plan* (the “Downtown Plan”) and the associated *February 2023 Approved Silver Spring Downtown and Adjacent Communities Plan Design Guidelines* (the “Design Guidelines”). The Downtown Plan specifically recommended rezoning the Property with additional height and density to encourage redevelopment of the under-utilized parcel, which is designated as an “Opportunity Site” in the Downtown Plan. Notably, given the helpful orientation of the Property, no shadow will be cast by the Project on the confronting residential community.

The Applicant values community engagement and as such, held numerous voluntary community meetings prior to submitting the Sketch and Preliminary Plan applications. Among this voluntary outreach included multiple meetings with the Cameron Hills community. These voluntary community meetings were in addition to the required pre-submission community meeting that was held on May 16, 2023.

# Attachment G

The Applicant reached out to, and met with the Cameron Hills community following receipt of their written correspondence, but would also like to provide the following additional information for the record:

**1. After careful consideration, it has been determined that parking and loading must be located along Ramsey Avenue.**

The Applicant has carefully considered the location and design of the parking and loading for the Project. The Applicant studied the ability to locate the parking and loading access along Cameron Street and/or Georgia Avenue. However, due to conflicts with priority bike lanes and pedestrian activity, these roadways were determined to not be feasible for vehicular access. The vehicular access proposed is driven in large part by the Downtown Plan recommendations, as well as the County's Vision Zero policy. Specifically, vehicular access along Cameron Street would result in undesirable conflicts with the bikeway and pedestrian traffic along this important recommended "Green Loop," which is a key recommendation of the Downtown Plan. As such, vehicular access along Cameron Street would conflict with Zoning Ordinance Section 6.1.3, which requires that developments "limit vehicular access across a primary pedestrian, bicycle, or transit route wherever feasible."

Access on Georgia Avenue is not feasible and is not in conformance with the Zoning Ordinance which requires that vehicular access be provided from the street with the lower roadway classification (*See* Section 6.1.4). And from a practical perspective, the Georgia Avenue frontage, which the Downtown Plan recommends be activated at the ground floor, is too narrow to provide necessary parking and loading access, along with the activated retail storefront for the planned grocery tenant.

For the above referenced reasons, Ramsey Avenue is the best location for vehicular access. This determination was made in close collaboration with M-NCPPC and MCDOT Staff to reduce impacts to the bike lanes, and minimize vehicular and pedestrian conflicts. As discussed further below, the access along Ramsey Avenue has been designed to minimize impacts on the confronting residential community to the maximum extent practicable.

**2. The Project has been designed to ensure there is more than adequate room to accommodate all loading, parking and servicing on-site, to minimize any impacts to the surrounding community.**

The Applicant is proposing to provide adequate space for loading on-site, in excess of the Code requirements, to ensure that trucks will not disrupt traffic on the surrounding streets. The Applicant has designed the loading bays to have sufficient depth to accommodate the full length of a truck, with the doors closed. This allows the trucks to be concealed within the building during loading operations. The Applicant anticipates that trucks will utilize the loading bays, including package delivery trucks, given the fact that the mail room entrance will be located directly off the loading berths, making the loading bays the most convenient/shortest path to delivery. In the

# Attachment G

Applicant's experience, this design detail incentivizes trucks (including package delivery trucks) to utilize the loading bays, as a matter of convenience. From there, the Applicant expects to coordinate with a third party provider for package management and delivery to individual residents. With the proposed loading design, the Applicant will be able to accommodate these package delivery trucks on the Property and within the building on a daily basis. These proposed design and operational features are different than what one finds at older buildings and other sites in Silver Spring and will streamline access on Ramsey Street and minimize impacts on the surrounding community.

There is also more than adequate room provided to accommodate trash within the building. The dumpsters will be stored within the loading/service area, without impacts on the surrounding community.

As detailed in the Applicant's Statement of Justification, the loading/service area will have doors to visually screen and conceal the loading/service area when not in use. The Applicant will continue to work with the surrounding community, at the time of Site Plan, on the detailed design elements of the building and loading and service area.

### **3. The Project will not have adverse impacts to resident access and circulation on Cameron Hill Court.**

The access to the parking garage has been strategically located to align with Cameron Hill Court. This alignment is in conformance with County design standards to minimize vehicular conflicts. This location, in addition to the design of the garage access ramp, will minimize any impacts of headlights on the confronting residential development. As noted in the Applicant's Statement of Justification, since the garage is above ground, headlights of cars exiting the garage will point downwards, directly toward the confronting street, and not affect the confronting townhouse units. There is an approximately 15 foot flat section between the face of the building and start of the ramp to ensure pedestrian safety. But again, because this access directly aligns with Cameron Hill Court, it will not have adverse impacts on the townhouse units.

Additionally, the Applicant has prepared a Loading Management Plan, which will minimize impacts of trucks along Ramsey Avenue. The Loading Management Plan will promote compatibility and minimize impacts on the surrounding neighborhood and includes items such as a designated loading manager to schedule resident move-ins/move-outs, coordinate waste management, coordinate grocery deliveries, and coordinate other commercial deliveries with vendors. The loading manager will closely coordinate time of deliveries to minimize service activities during the peak traffic hours and will also be responsible for coordinating appropriate truck sizes and routes. The Loading Management Plan will be further refined at the time of Site Plan.



# Attachment G

#### **4. The Applicant will continue to work with confronting residential community on design elements that may improve vehicular access to Cameron Hill Court.**

The Applicant will continue to work with the Cameron Hill community on detailed design elements of the parking and loading at the time of Site Plan. Specifically, through discussions with the Cameron Hill community, the Applicant has suggested the following potential design elements that can be explored at time of Site Plan, subject to review and approval by Park and Planning and MCDOT:

- Installation of additional “no parking” and “no standing” signs along Ramsey Avenue to further discourage any idling trucks, delivery drivers or cars from stopping on Ramsey Avenue.
- Construct a raised sidewalk across the entrance to Cameron Hill Court to denote that cars are entering a private drive.
- Construct new ramp/driveway with stained concrete across the entrance to Cameron Hill Court to denote pedestrian through zone.

The Applicant is excited to move forward with the redevelopment of the Property, in support of the County’s goals to deliver a significant amount of additional housing near transit. The Project will transform the underutilized, single-use commercial buildings on the Property and adaptively re-use the historic structure, into a vibrant, transit-oriented, pedestrian friendly, mixed-use development that includes Moderately Priced Dwelling Units. For all of the reasons discussed above, the Project has been strategically designed to minimize impacts of the necessary loading and service activities on the surrounding residential community. The building and site design will be formalized with the subsequent Site Plan approval. The Applicant looks forward to continuing to work with the County agencies and surrounding community through the subsequent Site Plan review process.

Sincerely,



Stacy P. Silber



Elizabeth Rogers

Cc: Mr. Brian Corcoran

# Attachment H

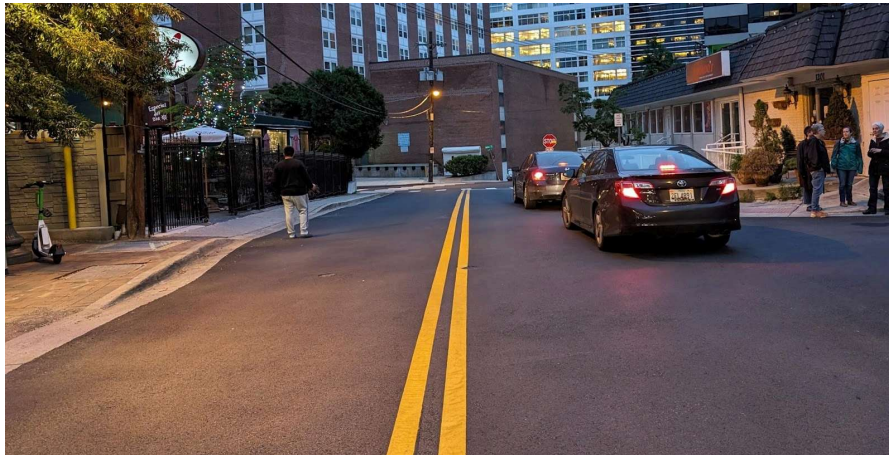
Dave Methvin  
8529 2nd Avenue  
Silver Spring MD 20910  
410-730-8818

## Feedback on the site proposal for 8676 Georgia Avenue

As a former resident of 8250 Georgia in Silver Spring, and a current resident of Cameron Hill, I welcome the opportunity for new neighbors to enjoy the Silver Spring area and the amazing views of the DC area they will have from this building. Growing new businesses in the neighborhood will keep the area lively, and is certainly better than the abandoned buildings we've had in this location for a few years.

My primary concern with the current proposal is that locating the garage entrance, loading docks, and trash collection on Ramsey Ave will cause bottlenecks and serious problems for both the new site and the current neighbors. I propose that loading docks should be moved to Cameron, and provide some reasons below based on the proposed site plan.

**Ramsey Ave is narrow:** Cars often stop to pick up food at the restaurants on Ramsey. With Tastee Diner being revived, the problem will get worse. The only vehicle access to Cameron Hill townhomes is across from the garage entrance, and the second car in this photo is blocking that access. Cars will inevitably block the new building's loading docks since that side of the street will now be wide enough to park without impeding travel lanes. Towing will not help; these are 5 or 10 minute stops and the car will be gone before the tow truck arrives.



**Increased traffic on Ramsey:** The Tastee Diner had a small parking lot of only 8 spaces, accessed via Ramsey in the proposed location of the garage entrance. Any other previous vehicle activity almost exclusively affected Cameron, destined either for the county garage, street parking, or the parking lot and drive-through behind the bank. Thus, the "net new trips" metric in the analysis significantly underestimates additional traffic on Ramsey.

**Contention between traffic:** The parking-entrance queuing analysis in TIS[1] Section 6 uses 400 vehicles per hour for the PM peak and assumes the primary impediment is the ticket kiosk.

# Attachment H

Yet given the proposed location of the loading dock, any trucks entering/leaving the dock will also block access to the parking entrance from Cameron, and large trucks may do so for several minutes while they park.

**Large tractor trailers:** This plan has tried to make it feasible for large WB-67 trucks to fit into a Ramsey loading dock, but the reality is that given the tight streets, it's unlikely to succeed. Using Cameron Hill Court to access the loading dock is not permissible. The AutoTURN diagrams[3,4] indicate that there must be modifications to Cameron and several nearby streets in order for this to work at all, and that doesn't account for frequent construction in this area that might block the only feasible planned route. For example, the northeast corner of 2nd and Fenwick is currently a construction zone and WB-67 trucks would not be able to pass as anticipated in the diagrams.

**Loading dock traffic:** I asked the staff of 8250 Georgia, the 338-unit 20-story high rise on Georgia Ave, about their delivery traffic. They usually get 2 visits a day from USPS (large parcels use different trucks from letters), 3 visits a day from Fedex (ground and express are different trucks), 2 or 3 visits a day from Amazon, and 1 visit a day from UPS. That's 9 trucks for 338 units, but the 8676 Georgia site is 525 units. Add to that the deliveries for retail tenants, maintenance trucks, and moving trucks. On a typical weekday, there certainly would be more than one truck per hour using the loading dock during business hours. However...see the next point.

**Parcel trucks avoid loading docks:** From experience living in 8250 Georgia, I know that drivers prefer to stop in front of the building, even if that involves double parking. The loading dock door is generally closed for better security, and the alley is narrow. Drivers must call the receptionist to open the door, and sometimes the receptionist is away from the desk or the alley is blocked. Drivers also avoid loading docks because it involves risk and delay when backing in or out of the dock. Here's a picture of 8200 Dixon where the loading dock door is open and the dock is empty. Two FedEx trucks are parked in front of the building, one of them blocking the loading dock entrance.



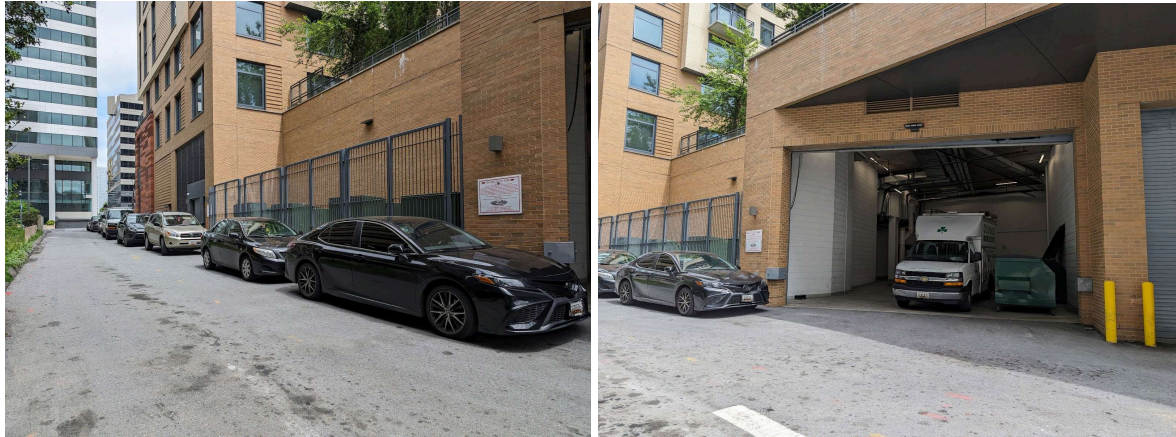
**Tenant food deliveries don't use loading docks:** Any large apartment building will get a dozen or more meal and grocery deliveries per day. These are not coordinated like parcel



# Attachment H

deliveries. A gig worker who often may have never been to the building gets some food and an address. They are coming into the lobby, not the loading dock. They will either block Cameron near the lobby entrance or block the loading docks on Ramsey. Even if there is parking inside the building for them, most won't know about it.

**Recent designs have similar issues:** 8250 Georgia (338 units) has a large loading dock facing an alley. Here you can see a service vehicle (plumber) in the loading dock next to a recently emptied dumpster. In the alley, there are two more service vehicles (fire control system repair) and several parked cars.



Similarly, 8200 Dixon (402 units) had always planned on having a food court on the first floor. When it opened, they realized that there wasn't enough space for all the dumpsters. The picture below is from May 22. In my previous picture from May 17, there were only two dumpsters on the right side of the loading dock. Now they're having to use the loading dock and sidewalk space to hold them all while they wait for pickup.



Can this new 525-unit building with a proposed retail grocery store manage its trash any better? I have concerns. These are real problems at nearby buildings of smaller size, and we need to ensure that design oversights don't cause similar problems here. That leads to the next point.



# Attachment H

**Impact on neighbors:** The proposed location for the garage entry, trash pickup, and loading docks on Ramsey faces a residential townhome community and a sole entrance to an alleyway behind the townhomes. The headlights of vehicles, diesel exhaust, and noise (e.g. engines or backup beepers), and cars stopping for food pickup or delivery will affect them constantly. The desire to accommodate WB-67 trucks has the plan expecting these behemoths to jump curbs just a few feet away from residences.



The frontage on Cameron faces a parking garage and a commercial building. No neighbors would be affected by loading docks on this part of Cameron. Car, bike and pedestrian traffic is sporadic enough that trucks should be able to enter the loading dock without too much contention.



Considering all of the above, it seems clear that using Ramsey as a does-everything side alley for this site is not practical. The current design will negatively impact neighbors, building

# Attachment H

residents, and commercial customers of the new building. The reality, demonstrated here with photos from similar nearby building sites, is that deliveries and traffic won't work the way this design predicts. Let's accommodate that reality to ensure the project is a success for everyone.

## Resolution

Here are my thoughts on how this project could be improved:

**Move the loading docks to Cameron:** I understand the desire to keep the Cameron Street streetscape pristine and show the property in the best light. However, moving the loading docks improves traffic on Ramsey and eliminates contention with the garage entrance. Even as envisioned in the current plan, food delivery, ride-sharing, and parcel deliveries will inevitably be done on Cameron.

**Relocate the Tastee Diner:** The small diner car that remains from the Tastee Diner could be moved to make space for the loading docks on Cameron, either facing Ramsey or further down towards Georgia.

**Reconfigure the bike lanes:** Retaining the existing bike lane design might allow preservation of mature trees. This same design is used on the entire length of Cameron, and is similar to bike lanes on 8200 Dixon. There are only 6 street parking spaces on Cameron in front of this building. With the docks moved to Cameron and the 3 removed parking spaces returned to Ramsey, there would be fewer conflicts between bikes and adjacent parked vehicles. Table 15 of the TIS[1] shows that vehicle speeds on Cameron are generally at or below the speed limit, so bikes are not put at risk by high-speed traffic. The multimodal traffic reports[5] show just 10 bicycles per day use Cameron during AM/PM rush hours.

**Use the curbside space as a loading zone:** The 6 parking spaces on the side of the street immediately adjacent to the building on Cameron should be moved to the other side of the street. Space directly in front of the building should be used as a bus stop for the Ride On 28 route and a loading zone to allow parcel delivery, food delivery, and passenger drop-off to occur without blocking the bike lanes. This has more street parking than the proposed plan since the 3 spaces on Ramsey are kept as well. Plus, there is an entire garage just across the street, and additional parking inside the building itself.

**Be consistent with nearby designs:** The intersection at Cameron and Fenton shown in this photo, just a block away from the site, provides good protection for both bikes and pedestrians. There are mountable curbs to allow large vehicles to turn, and a loading zone (see the Fedex truck) to give deliveries a place to stop without blocking either pedestrian or bicycle passage.

# Attachment H



I would be glad to join you to visit similar local buildings in Downtown Silver Spring and see real-life examples of the practical issues that this design needs to solve. Every one of these existing buildings were designed with the same goals in mind, but ran afoul of reality. It's important to learn from those mistakes and not let them happen again with this development.

## References:

[1] Traffic Impact Statement (May 2024):

[https://eplans.montgomeryplanning.org/UFS/34269/109910/16-TIS-120230150.pdf/16-TIS-120230150.pdf\\_V2/16-TIS-120230150.pdf](https://eplans.montgomeryplanning.org/UFS/34269/109910/16-TIS-120230150.pdf/16-TIS-120230150.pdf_V2/16-TIS-120230150.pdf)

[2] Plan Review [May 2024]

<https://eplans.montgomeryplanning.org/UFS/34269/109910/32-DRC-120230150.pdf/32-DRC-120230150.pdf>

[3] LATR Technical Attachments [May 2024]

<https://eplans.montgomeryplanning.org/UFS/34269/109910/16-TIS-120230150-002.pdf/16-TIS-120230150-002.pdf>

[4] WB-67 Circulation [May 2024]

[https://eplans.montgomeryplanning.org/UFS/34269/109909/25-CIRC-120230150-014.pdf/25-CIRC-120230150-014.pdf\\_V2/25-CIRC-120230150-014.pdf](https://eplans.montgomeryplanning.org/UFS/34269/109909/25-CIRC-120230150-014.pdf/25-CIRC-120230150-014.pdf_V2/25-CIRC-120230150-014.pdf)

[5] Multimodal Turning Traffic Report [May 2024]

<https://eplans.montgomeryplanning.org/UFS/34269/109910/16-TIS-120230150-003.pdf/16-TIS-120230150-003.pdf>

# Attachment H

**From:** [Cara Joson](#)  
**To:** [Bossi, Adam](#)  
**Cc:** [Dicke, Stephanie](#)  
**Subject:** Re: Roadside Development | Cameron Hill Community Concerns - 8676 Georgia Avenue  
**Date:** Friday, June 14, 2024 12:14:35 PM  
**Attachments:** [image006.png](#)  
[image005.png](#)  
[image002.png](#)  
[image004.png](#)  
[image003.png](#)  
[image001.png](#)

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**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Absolutely! Thanks Adam!

Cara J Fitzwater  
Realtor with Next Move Nation's Capital  
Keller Williams Capital Properties  
(202)922-7223  
[www.carajfitzwater.com](http://www.carajfitzwater.com)  
[www.nextmovenatcap.com](http://www.nextmovenatcap.com)

Sent from my iPhone.

On Fri, Jun 14, 2024 at 10:40 AM Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)> wrote:

Hi Cara,

Thanks for circling back. Unfortunately Katie and I have another meeting at 2pm, but 1-1:30pm is still workable.

Can I send you the Teams meeting invitation for distribution to your other Committee members?

Thanks.

Adam



## Adam Bossi

Planner III, Downcounty Planning Division

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](#)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

o: 301 495 4529





# Attachment H

**From:** Cara Joson <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>  
**Sent:** Friday, June 14, 2024 10:10 AM  
**To:** Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)>  
**Cc:** Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>  
**Subject:** Re: Roadside Development | Cameron Hill Community Concerns - [8676 Georgia Avenue](#)

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Hi Adam,

I sincerely apologize for the delay. I thought I hit send, but apparently did not.

Most of the Committee is available on Monday, 06/24 at 1-1:30PM; however, all of us are available at 2PM. Is there any way your team can make this accommodation?

Thank you!

Cara J Fitzwater  
Realtor with Next Move Nation's Capital  
Keller Williams Capital Properties  
(202)922-7223  
[www.carajfitzwater.com](http://www.carajfitzwater.com)  
[www.nextmovenatcap.com](http://www.nextmovenatcap.com)

Sent from my iPhone.

On Wed, Jun 5, 2024 at 11:43 AM Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)> wrote:

Cara and neighbors,

Thanks for your patience. Would a follow up virtual meeting time on Monday, 6/24, 1-1:30pm or Wednesday, 6/26, 1-1:30pm be a workable for you?

Thanks.

Adam



## Adam Bossi

Planner III, Downcounty Planning Division

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](https://www.montgomeryplanning.org/2425-Reedie-Drive-Wheaton-MD-20902)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

o: 301 495 4529



---

**From:** Bossi, Adam  
**Sent:** Wednesday, May 29, 2024 8:16 AM  
**To:** Cara Joson <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>  
**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli <[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>; Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>; Pat Kearney <[unclejalmar@yahoo.com](mailto:unclejalmar@yahoo.com)>; Mencarini, Katherine <[katherine.mencarini@montgomeryplanning.org](mailto:katherine.mencarini@montgomeryplanning.org)>  
**Subject:** RE: Roadside Development | Cameron Hill Community Concerns - [8676 Georgia Avenue](#)

Hi Cara,

My apologies for the delayed response. I'll reach out with a separate email about scheduling a second meeting time for us. Please note I've also included your neighbor Pat K. on this email as he shared concerns with me after we spoke, and I thought he may appreciate the recap below as well.

Following up on our previous call, I want to thank you, Tom, Dave, Everett and Joann for meeting on Monday, May 13th, to talk through your key concerns about the development proposal at [8676 Georgia Avenue](#) in Silver Spring. I was very happy that we were able to find a time to have MCDOT staff who are familiar with the proposal participate in the discussion. Based on our discussion, I'd like to ensure I have a complete understanding of the key issues you and your neighbors noted and share some additional information about the development review process we're working through for this proposal.

In summary, the key issues I heard during our discussion are:

- The proposed building is viewed as too large / dense for the site generally. The proposed building 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, directly across Ramsey Avenue from the

# Attachment H

proposed loading and parking access point proposed for [8676 Georgia Avenue](#).

- Related to the point above, there are concerns about how the proposed loading and access configuration will work and how that could negatively impact townhouse owners, especially those located directly across Ramsey Avenue (through noise, odor, light pollution, etc.). Can another location for loading and parking access be found?

If there are any key issues that you believe are missing or not quite reflected correctly, please let me know.

Regarding the overall development review process underway for the [8676 Georgia Avenue](#) proposal, as noted during our chat, staff from the Planning Department and county agencies are currently reviewing Sketch Plan and Preliminary Plan applications for the proposal. As a high-level summary, the Sketch Plan proposes an overall development concept for the property and Preliminary Plan builds up from the Sketch Plan and provides for creating the lot for the development, review of adequate public facilities, reviewing rights-of-way issues including the site access arrangement for loading and parking, and so forth. The Applicant will need to return with a detailed design in a future site plan application.

During our call MCDOT staff summarized the various parking and loading access arrangements that they and Planning staff asked the Applicant's team to explore. This included looking at potential design alternatives to access the property from Georgia Avenue and Cameron Street, as well as different potential configurations for the Ramsey Avenue access point. They also were required to look at how trucks serving the development would need to drive around the neighborhood to access the property. Those exercises showed the Ramsey Avenue location for parking access and loading to be the preferred option for the development. Much of this was dictated by the narrowness of property and its geometry relative to supporting safe turning movements for cars and trucks entering/existing the property.

Prior to submitting their Sketch and Preliminary Plans, the Applicant worked with the Historic Preservation Commission on the location and general preservation and adaptive reuse criteria for Tastee Diner. The Diner location shown on the Sketch and Preliminary Plans was established through that decision making process. How the Diner relates to the larger proposed building is part of the ongoing review with the Sketch Plan and Preliminary Plan and will also be part of the review with a future Site Plan application. That relationship as well as the overall architectural concept for the new building has been reviewed by the Silver Spring Design Advisory Panel. The Panel will also review the proposed building design in detail with a future site plan submission.

Moving forward, the Applicant's final submission of updated application materials is under review by Planning and public agency staff now. We're due to have our review completed and issue our staff report with a recommendation to the Planning Board by July 8, ahead of a Planning Board hearing on July 18. As noted, you and other neighbors are very welcomed to sign up to testify at the hearing and present your concerns on the record directly to the Planning Board, and/or you can submit written testimony or comments ahead of time as well. Some of your neighbors have submitted comments already. [Information on how to sign up to testify and/or submitted feedback to the Board can be accessed via this link.](#)

Please let me know if I can be of further assistance. Thanks.

Adam

# Attachment H



## Adam Bossi

Planner III, Downcounty Planning Division

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](https://www.montgomeryplanning.org/2425-Reedie-Drive-Wheaton-MD-20902)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

o: 301 495 4529



---

**From:** Cara Josen <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>

**Sent:** Tuesday, May 28, 2024 1:02 PM

**To:** Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)>

**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli <[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>; Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>

**Subject:** Re: Roadside Development | Cameron Hill Community Concerns - [8676 Georgia Avenue](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Adam,

I hope you had a wonderful Memorial Day weekend. Following up to see what date/time your team would be available to meet. We have a new Committee set up and my goal is to get on your calendars by the first week of June. I'd also love to get 1 hour of your time so that we can talk through everything and that way we can get a better understanding of each others' goals. Appreciate your help!

Thanks,

Cara

On Wed, May 22, 2024 at 8:15 AM Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)> wrote:

Good morning, Cara,

Thanks for following up. The final submission materials from the applicant can be found via the links below to the Planning Department's Development Activity Information Center (DAIC):



# Attachment H

[8676 Georgia Avenue – SKETCH PLAN 320230060](#)

[8676 Georgia Avenue – PRELIMINARY PLAN 120230150](#)

The final submission materials are dated 5/14/24 in DAIC. See the snippet with highlights below for reference. Planning and public agency staff are actively reviewing the material and will be working together to finalize our zoning and subdivision recommendations and analysis in June to present to the Planning Board for their consideration in July. I'll get back to you before the end of this week about scheduling some additional time to talk as well. Apologies for the delay on that.

I was also in contact with the applicant's attorney, Stacy Silber, a few days ago and encouraged her/Roadside to reach out to you to talk though the concerns you shared with us.

I look forward to being in touch again shortly. Thanks.

Adam

Development Activity Information Center

# DAIC

Select Language  Powered by Google Translate

Project: 8676 Georgia Avenue (120230150)

Folder	Document Type	Date	Ver.	File Name
<b>Submitted Drawings-Initial</b>				
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	2/9/2024	3	<a href="#">07-PREL-120230150-001.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	2/9/2024	3	<a href="#">07-PREL-120230150-002.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	2/9/2024	3	<a href="#">07-PREL-120230150-003.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	2/9/2024	1	<a href="#">07-PREL-120230150-004.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	2/9/2024	1	<a href="#">07-PREL-120230150-005.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	2/9/2024	1	<a href="#">07-PREL-120230150-006.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	5/14/2024	1	<a href="#">07-PREL-120230150-007.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	6/26/2023	2	<a href="#">07-PREL-120230150-101.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	6/26/2023	2	<a href="#">07-PREL-120230150-102.pdf</a>
Submitted Drawings-Initial	Submitted Preliminary Plan Drawing	6/26/2023	2	<a href="#">07-PREL-120230150-103.pdf</a>
Submitted Drawings-Initial	Fire Department Access Plan	2/9/2024	3	<a href="#">13-FDA-120230150-001.pdf</a>
<b>Submitted Drawings-Final Revision</b>				
Submitted Drawings-Final Revision	Preliminary Plan Drawing (Final Version)	5/14/2024	5	<a href="#">07-PREL-120230150-001.pdf</a>
Submitted Drawings-Final Revision	Preliminary Plan Drawing (Final Version)	5/14/2024	5	<a href="#">07-PREL-120230150-002.pdf</a>
Submitted Drawings-Final Revision	Preliminary Plan Drawing (Final Version)	5/14/2024	5	<a href="#">07-PREL-120230150-003.pdf</a>
Submitted Drawings-Final Revision	Preliminary Plan Drawing (Final Version)	5/14/2024	3	<a href="#">07-PREL-120230150-004.pdf</a>
Submitted Drawings-Final Revision	Preliminary Plan Drawing (Final Version)	5/14/2024	3	<a href="#">07-PREL-120230150-005.pdf</a>
Submitted Drawings-Final Revision	Preliminary Plan Drawing (Final Version)	5/14/2024	3	<a href="#">07-PREL-120230150-006.pdf</a>
Submitted Drawings-Final Revision	Preliminary Plan Drawing (Final Version)	5/14/2024	1	<a href="#">07-PREL-120230150-007.pdf</a>
Submitted Drawings-Final Revision	Fire Department Access Plan	4/21/2024	4	<a href="#">13-FDA-120230150-001.pdf</a>
<b>Submitted Support Drawings</b>				
Submitted Support Drawings	Stormwater Management Concept Plan	2/9/2024	1	<a href="#">12-SWM-120230150-001.pdf</a>
Submitted Support Drawings	Stormwater Management Concept Plan	6/4/2023	1	<a href="#">12-SWM-320230060-001.pdf</a>
Submitted Support Drawings	Storm Drain Analysis	2/9/2024	3	<a href="#">14-SD-120230150-001.pdf</a>
Submitted Support Drawings	Storm Drain Analysis	5/14/2024	4	<a href="#">14-SD-120230150-001.pdf</a>
Submitted Support Drawings	Storm Drain Analysis	5/14/2024	4	<a href="#">14-SD-120230150-002.pdf</a>



**Adam Bossi**

Planner III, Downcounty Planning Division

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](#)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

o: 301 495 4529



From: Cara Josen <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>

# Attachment H

**Sent:** Friday, May 17, 2024 9:29 AM

**To:** Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)>

**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli <[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>; Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>

**Subject:** Re: Roadside Development | Cameron Hill Community Concerns - [8676 Georgia Avenue](#)

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Hi Adam,

Good morning! Following up on this. Can you please provide an update on Roadside's final submission? Also, we can grab some more time on your calendar to further discuss and to learn more about [8767 Georgia Ave.](#)?

Thank you!

Cara

On Mon, May 13, 2024 at 1:50 PM Cara Joson <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)> wrote:

Hi Adam,

Thank you so much for putting together such a great group for this discussion. Our Community really thanks you for this.

Is there an opportunity for a follow up discussion? Based on what we heard today, there's still so much to discuss. And I apologize for my ignorance, but since the Applicant's final submission is due tomorrow; what does our Community have to do to get them back to the drawing board and seriously consider a Cameron Street service/garage entrance. What we are proposing is not a novel idea and it has been done to countless successful, high-rise mixed use buildings in DC, Silver Spring and Bethesda with bike lanes on busier roads.

I'd also like to reiterate that the current proposal does not take into consideration the current traffic issues that we are facing today on Ramsey Avenue. Can a delivery truck make a 3-pt turn into the loading bays without anyone double parking on Ramsey? Sure, but they will not be able to do that when they face the *constant* double parking on Ramsey Avenue.

Many thanks!!

Cara

# Attachment H

On Tue, May 7, 2024 at 9:01 AM Cara Joson <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)> wrote:

Hi Adam,

I sincerely apologize for the delay. I was waiting to hear from the rest of the Board before I responded. Yes, most of us can make it on Monday, May 13th between 1-1:30PM. Can you please share the link? Is there anything specific we'd need to prepare for?

Thanks,

Cara

On Mon, May 6, 2024 at 12:12 PM Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)> wrote:

Good morning Cara,

I hope this email finds you well. Unfortunately, the time I proposed to meet for tomorrow, 5/7, is no longer workable. My apologies.

**Are you and/or your neighbors on this message available to meet with my colleagues and I on Monday, May 13, 1-1:30pm?**

**Please confirm as soon as possible.**

The sketch and preliminary plan applications for [8676 Georgia Avenue](#) are currently under review by Planning Department and public agency staff. The applications are scheduled for public hearing with the Planning Board on July 18, 2024. Prior to that hearing, a staff report with the Planning Department's recommendation to the Planning Board will be published online on July 8. The development proposal previously underwent review by the Historic Preservation Commission, relative to the historically designated portion of the Tastee Diner, and by the Silver Spring Design Advisory Panel, relative to the general building and site redevelopment concept.

You are always welcome to submit comments and questions in writing or sign up to testify (in person or virtually) at the Planning Board hearing. [Information on how to share your input directly with the Board is linked here.](#)

I look forward to hearing back to confirm our discussion time. Thanks, and please reach out with any other questions.

Adam



# Attachment H



**Adam Bossi**

Planner III, Downcounty Planning Division

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](https://www.montgomeryplanning.org/2425-Reedie-Drive-Wheaton-MD-20902)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

o: 301 495 4529



**WE'VE MOVED!**

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT  
2425 REEDIE DRIVE, WHEATON, MD 20902

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**From:** Bossi, Adam  
**Sent:** Thursday, May 2, 2024 4:48 PM  
**To:** 'Cara Joson' <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>  
**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli <[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>; Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>  
**Subject:** RE: Roadside Development | Cameron Hill Community Concerns

Hi Cara,

Thanks for sharing those concerns. Based on what you've noted, I'm working on bringing together staff from the Planning Department team and County's Department of Transportation to meet with you and talk through your questions and concerns. Please confirm if this would be helpful. This would be a virtual meeting held on the Microsoft Teams platform.

Note that I am still working to confirm these times with my colleagues, but at the moment, the two most workable times for this group seem to be:

- Tuesday, May 7, 2-2:30pm
- Monday, May 13, 1-1:30pm

Would one of those times work for you?

Thanks.

Adam

# Attachment H



**Adam Bossi**

Planner III, Downcounty Planning Division

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](https://www.montgomeryplanning.org/2425-Reedie-Drive-Wheaton-MD-20902)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

or: 301 495 4529



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THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT  
2425 REEDIE DRIVE, WHEATON, MD 20902

**From:** Cara Joson <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>  
**Sent:** Wednesday, May 1, 2024 2:41 PM  
**To:** Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)>  
**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli <[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>  
**Subject:** Re: Roadside Development | Cameron Hill Community Concerns

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Hi Adam,

Thanks for your quick response! Our community is very concerned about the service/garage entry being placed in front of the townhomes on Ramsey Ave. Ramsey Ave is a very small side street and it often gets clogged with pickup drivers/customers from Mi Rancho and Cubanitos through all times of the day/week. Our concern is that Roadside is considering this a large enough street to handle their tenants' car traffic, their tenants moving in/out, AND garbage pick ups - in addition to the current traffic issues.

Additionally, a large number of restaurant customers/pickup drivers park in our community's small, **private** visitor lot and there are cars that "stand" by our community's **only** entrance (via Cameron Hill Court). Directing traffic towards a service entrance on Ramsey Avenue will most certainly bring more traffic to Cameron Hill's **only** entrance. This is not only impractical, but this service entrance will heavily impact our home values (especially the homes that are facing it).

It was originally pitched to our community that the part of the building that faces our homes would

# Attachment H

be the same height and would not interfere with our townhomes, and it would certainly not be unsightly. As you can imagine, it was to our surprise that they are planning on building a service entrance facing our homes.

Our HOA board plans to create a space for our neighbors to express their additional concerns via Google Doc in the coming days. Would you prefer to discuss after we've collected our neighbor's concerns? Also, are there any important meetings regarding this development that we should be made aware of?

I appreciate your help on this matter, and thanks again for hearing our concerns! I hope that we could work towards a common ground that appeases all parties.

Cara

On Wed, May 1, 2024 at 12:14 PM Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)> wrote:

Cara,

My apologies, I should have asked what some of your key concerns and questions are relative to this proposal. Would you mind sharing some insights now? This will allow me to try to line up staff to participate in a follow up discussion who may be best positioned to answer your questions.

Thanks again.

Adam



**Adam Bossi**

Planner III, Downcounty Planning Division

Montgomery County Planning Department

[2425 Reedie Drive, Wheaton, MD 20902](https://www.montgomeryplanning.org/2425-Reedie-Drive-Wheaton-MD-20902)

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

o: 301 495 4529



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2425 REEDIE DRIVE, WHEATON, MD 20902

# Attachment H

**From:** Bossi, Adam  
**Sent:** Wednesday, May 1, 2024 11:44 AM  
**To:** Cara Joson <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>  
**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli <[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>; Brown, Angela <[Angela.Brown@montgomeryplanning.org](mailto:Angela.Brown@montgomeryplanning.org)>; Dickel, Stephanie <[Stephanie.Dickel@montgomeryplanning.org](mailto:Stephanie.Dickel@montgomeryplanning.org)>  
**Subject:** RE: Roadside Development | Cameron Hill Community Concerns

Hi Cara,

I'd be happy to set up a time for a phone call or virtual meeting to talk through any questions or concerns you may have relative to the [8676 Georgia Avenue](#) proposal that is currently under review.

I have availability tomorrow between 10:30am-2:30pm, this coming Monday, May 6, from 11am – 4pm, and additional availability later next week as well. Please let me know if you'd like to chat and when works best for you. Thanks.

Adam



**Adam Bossi**  
Planner III, Downcounty Planning Division  
Montgomery County Planning Department  
[2425 Reedie Drive, Wheaton, MD 20902](#)  
[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)  
o: 301 495 4529



**WE'VE MOVED!**  
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2425 REEDIE DRIVE, WHEATON, MD 20902

**From:** Brown, Angela <[angela.brown@montgomeryplanning.org](mailto:angela.brown@montgomeryplanning.org)>  
**Sent:** Wednesday, May 1, 2024 11:15 AM  
**To:** Cara Joson <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>  
**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli



# Attachment H

<[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>; Bossi, Adam <[Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org)>

**Subject:** RE: Roadside Development | Cameron Hill Community Concerns

Hello Cara,

The Project number and name: 120230150 – [8676 Georgia Avenue](#).

The Planning Lead Reviewer is Adam Bossi. (cc'd above) He will be able to answer any questions that you may have.

[adam.bossi@montgomeryplanning.org](mailto:adam.bossi@montgomeryplanning.org)

Regards,

Angela

**Angela P. Brown**

*Planning Technician Manager*

*Public Information, Addressing & Permit Review*

*Intake & Regulatory Coordination Division (IRC)*

*The Maryland National Capital Park & Planning Commission*

*2425 Reedie Drive, Wheaton, Maryland 20902*

*301-495-4611 (Office)*

*301-495-1306 (Fax)*

*[angela.brown@montgomeryplanning.org](mailto:angela.brown@montgomeryplanning.org)*

*[www.montgomeryplanning.org](http://www.montgomeryplanning.org)*

---

**From:** Cara Josen <[ca.joson@gmail.com](mailto:ca.joson@gmail.com)>

**Sent:** Wednesday, May 1, 2024 10:33 AM

**To:** Brown, Angela <[angela.brown@montgomeryplanning.org](mailto:angela.brown@montgomeryplanning.org)>

**Cc:** Everett Kimball <[kimball.everett@gmail.com](mailto:kimball.everett@gmail.com)>; Lauren Crisafulli <[lauren.crisafulli@gmail.com](mailto:lauren.crisafulli@gmail.com)>

**Subject:** Re: Roadside Development | Cameron Hill Community Concerns

I believe the application number is 5198983.1. Here's a link to what I could find online: <https://montgomeryplanning.org/wp-content/uploads/2023/08/zz.Prelim.a.-8601-Cameron-Street-Silver-Spring-.pdf>

# Attachment H

On Wed, May 1, 2024 at 10:29 AM Brown, Angela <[angela.brown@montgomeryplanning.org](mailto:angela.brown@montgomeryplanning.org)> wrote:

Hello Cara,

The easiest way for me to look up the project is if you can give me an application number.

Angela

**Angela P. Brown**

*Planning Technician Manager*

*Public Information, Addressing & Permit Review*

*Intake & Regulatory Coordination Division (IRC)*

*The Maryland National Capital Park & Planning Commission*

# Attachment H

Kathleen L. Lanigan

8714 Ramsey Avenue, Silver Spring, MD 20910 (Owner)

Mailing Address: 4 East Indian Spring Dr., Silver Spring, MD 20901

Cell/Text: 301-830-3298; Email: [katelanigan@verizon.net](mailto:katelanigan@verizon.net)

May 13, 2024

Adam Bossi (Via email: [Adam.Bossi@montgomeryplanning.org](mailto:Adam.Bossi@montgomeryplanning.org))

Intake and Regulatory Coordination Division

Maryland-National Capital Park and Planning Commission

2425 Reedie Drive

Wheaton, MD 20902

Re: Plan Nos. 320230060 and 120230150  
Plan Name: 8676 Georgia Avenue

Dear Mr. Bossi:

I am the original and current owner of the townhouse located at 8714 Ramsey Avenue, in the Cameron Hill community in downtown Silver Spring, MD. My townhouse is located directly across Ramsey Avenue from the referenced planned new development.

I am writing to register my objections to the plan as follows:

- 1) The size and scope of the development is immense and will dwarf the surrounding developments. I fully understand the planning goal for high-density development in the emerging "urban" center of downtown Silver Spring, but a 30-story building is taller than any existing building in the vicinity and will be a monstrosity.
- 2) If I understand the plans correctly, the part of the planned development which will face Ramsey Avenue will be 10 stories tall and will house the garage for the building. This will dwarf the 3-story townhouses on Ramsey Avenue.
- 3) The sole access to the garage and loading docs is currently planned for Ramsey Avenue, directly across from the Cameron Hill Townhouses. Why is all the car and truck traffic being funneled onto the smallest of the three streets bordering the planned development? This traffic should access the building from Cameron Street, which is better designed to handle larger traffic volumes, while keeping the primary access off Georgia Avenue. Your traffic study is flawed and overestimates the prior traffic counts from the long-shuttered Capital One Bank and the Tastee Diner. The proposed development will SIGNIFICANTLY increase the traffic on Ramsey Avenue.

The impact of the car and delivery truck traffic on Ramsey Avenue will be horrendous in terms of volume, noise, and disruption to Cameron Hill, resulting in a negative effect on the quality of life and investment value of the existing townhouses.

Sincerely,



Kathleen L. Lanigan

# Attachment H

**PATRICK J. KEARNEY  
8716 RAMSEY AVE.  
SILVER SPRING, MD 20910**

(301) 452-5317

unclejalmar@yahoo.com

May 10, 2024

Mr. Adam Bossi (VIA EMAIL [ADAM.BOSSI@MONTGOMERYPLANNING.ORG](mailto:ADAM.BOSSI@MONTGOMERYPLANNING.ORG) & FIRST CLASS MAIL)  
Intake and Regulatory Coordination Division  
Maryland-National Capital Park and Planning Commission  
2425 Reddie Drive  
Wheaton, MD 20902

Re: Plan Nos. 320230060 and 120230150  
Name of Plan 8676 Georgia Avenue  
Geographic Location 8676 Georgia Avenue and 8601 Cameron Street, Silver Spring

Dear Mr. Bossi:

I am a resident of 8716 Ramsey Ave., Silver Spring, Maryland, which is the townhouse nearest the Southeast corner<sup>1</sup> of Cameron Street and Ramsey Avenue. My townhouse will face the Southwest corner of the proposed building for the plan known as 8676 Georgia Avenue (the "Project"). I make the following comments objecting to the current Sketch and Preliminary Plans (the "Plan") filed with the Montgomery County Planning Board (the "Board") by the owner of the Project dated February 9, 2024. At least one portion of these objections and comments concerning the placement of the Project's loading dock should not come as a surprise to the owner of the Project because I raised them in a Zoom conference with Will Ikeler and Jeff Edelstein of Roadside Development (the "Owner") on May 3, 2023.

The Owner's Plan proposes to burden the only residential units directly opposite the Project with all of the Project's considerable traffic and is incompatible with the neighboring uses of the six (6) townhouses along Ramsey Avenue or the uses of the entire townhouse community known as "Cameron Hill" because it: (a) creates traffic and noise which is incompatible with the needs of the residents of Cameron Hill; (b) creates traffic that will interfere with the sole vehicular access for the entire Cameron Hill community and (c) creates a traffic pattern which is incompatible with existing traffic patterns.

The Owner's Plan also fails to adequately setback the mass of the Project from Ramsey Avenue in a fashion compatible with the protections given to the other townhouses within the Cameron Hill community, and allows for a height that is not found in any property on the west side of the Central Business District ("CBD") bounded by Colesville Road and Georgia Avenue which are not directly adjacent to the Metro/Railroad Tracks. Indeed, no other townhouse community in a several mile radius of the Project has townhomes which face such a massive building.

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<sup>1</sup> The streets at issue are not truly oriented as north south streets, but approximate directions are used for ease. My front door and Cameron Street is at about 37 degrees Northeast.



## **I. Development and Renaissance of the CBD.**

Much of Silver Spring, with the exception of the corner of Georgia Avenue and Colesville Road, looking north on Colesville would not be recognized by anyone who lived here 70 years ago. In the 1960's until Silver Spring Metro Plaza, at 8401-05 Colesville Road, was constructed, the South side of 2<sup>nd</sup> Avenue was a lumberyard, last operated by TW Perry. In 1954, the Perpetual Building Association Bank Building (later SunTrust) at 8700 Georgia Avenue (the Southwest corner of Georgia and Cameron) had not been built and the corner consisted of single family residences (see Fig. 1). At that time the current Capital One Bank building at 8676 Georgia Ave. (the north side of the Project) was a Giant Food store, backed by a parking lot, the latter of which still existed in the 1990's. (see Fig. 2) To date, I do not believe that there has ever been a multi-story building on the site of the Project.

The Silver Spring CBD began declining with the advent of Wheaton Plaza in 1960. Montgomery County tried a number of initiatives to revive the CBD, many of which were abject failures. In the late 1990's, Montgomery County began an aggressive initiative to encourage building a CBD which included office space and a "town center," focusing particularly on the area bounded by Spring Street to the North, Wayne Avenue to the East, Cameron Street to the West and the Metro Station to the South. To that end, City Place Mall/Hecht's was expanded starting in 1992, ground was broken for the Fresh Fields/Whole Foods in 1999, followed by the Discovery Building Project.

For most of the past 30 years development of the CBD has been limited to buildings generally not taller than 17 stories. Recently, taller buildings have risen near the railroad tracks (the Leggett Building) (Fig. 19) and east of the Silver Spring Metro Station (e.g. Solaire, 8200 Dixon). The core district along Georgia west of Colesville Road, however, does not have any 20 story buildings, let alone 30 story buildings. In fact, the current construction on the Northeast Corner of Georgia and Cameron Street involves the addition of several stories to a former office building that will not exceed 12 stories (Fig. 5), and the new development at the Northeast corner of Georgia and Spring Street has less than 10 stories (Fig. 18). Tellingly, there exists no high-rise complex near any single family homes or townhomes in the vicinity of the CBD that do not have a significant setback from the low rise residences.

## **II. The Cameron Hills Community is the Residential Jewel of the CBD.**

An integral part of the building initiative for the CBD at the end of the 20<sup>th</sup> Century was the development of the townhome community known as "Cameron Hill by EYA." Cameron Hill consists of 57 brick front townhomes with garages in the rear. The townhomes are moderate sized with between 1215 and 1385 square feet above grade space. The homes facing the public streets all have living rooms facing the street on the main level, a finished basement (many of which have a window facing the street at or near grade), a secondary bedroom and bathroom on the second floor facing the street, and a large *en suite* bedroom/family room on the third floor facing the street.

The Cameron Hill Community is described as "57 beautiful townhouses were constructed in 2000 one block from the Metro station at Second Avenue and Cameron Street. The Fidler Lane Urban Park is located at the south end of the development near Colesville Road." [Cameron Hill Townhomes | Downtown Silver Spring \(silverspringdowntown.com\)](http://silverspringdowntown.com) The community consists of 18 townhouses facing 2<sup>nd</sup> Street, 12 townhouses facing Cameron Street, 6 townhouses facing

# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 3

Ramsey Avenue, 4 townhouses facing Fidler, and the remainder of the 17 townhouses form a “U” shape around a central courtyard on Cameron Hill Court which do not front on any public street. The sole vehicular access for the entire Cameron Hill community is located on Ramsey Avenue, directly west of 1201 Fidler (Cubanos Restaurant) and roughly a few feet east of the existing Tastee Diner driveway/parking lot across Ramsey.

The Cameron Hill community has an elected Homeowners Association employing professional management which maintains the common areas, including public sitting areas at the corner of 2<sup>nd</sup> and Cameron and Cameron and Ramsey. The population of the Cameron Hill Community consists of a rich variety of people ranging from young families to retirees and houses a large proportion of professional/white collar workers in private industry and government positions. Most of the units in Cameron Hill in the past 4 years have sold for more than \$700,000 (which remains “moderately priced” in the 20910 zip code for residences which are not condominiums); imputing a total value to the Cameron Hill Community of about \$40 million. At that cost it is unlikely that Cameron Hill will be redeveloped as a high-rise unless its value is destroyed by neighboring development.

At the time the Cameron Hill community was commenced, 8601 Cameron Street was a parking lot. The lot was filled in 2000 by the art deco “car” portion of the Tastee Diner<sup>2</sup>, which was moved in order to accommodate the erection of the Discovery Building on Georgia Avenue. The historic part of the Tastee Diner, which the Owner’s representative has described to me as a “Chevy and not a Cadillac,” became the center of a non-historic one story restaurant building. The Tastee Diner fronts on Cameron Street and has 10 parking spaces in the rear (east side) of the building with its sole parking entrance on Ramsey Avenue (Fig. 4). I observed that most of its dining customers did not use the Ramsey Avenue parking.

The current Chevy Chase/Capital One bank building at 8676 Georgia Avenue is a single story, 2,870 square foot, bank building with a free standing drive through. All vehicular traffic entered and exited from Cameron Street without any access to Ramsey Avenue (Fig 6).

The current design of the neighborhood surrounding the Cameron Hills community ensures that none of the townhomes facing the public streets are overshadowed and in direct proximity to a multi story building.<sup>3</sup> Of the four rows of Cameron Hills townhomes which face a street, the townhomes on Ramsey Avenue and Fidler have never directly faced a multi-story building. The four (4) units facing eastward on Fidler overlook the roof of the Colesville Road McDonalds which is mostly blocked by landscaping (Fig. 16). The six (6) units on Ramsey face the Tastee Diner and its parking lot. (Figs. 4 & 7) The twelve units facing Cameron Street face the six level Cameron Street Garage (Figs. 10 & 11). That garage, however, is more than double the distance from the front of the Ramsey Avenue units to the Tastee Diner. Cameron is a full 2 lanes with parking on each side, bike paths and wide sidewalks and landscaping (Figs. 8 & 9), as opposed to Ramsey Avenue which has no bike paths and only 2 parking spaces in a “carve out” directly next to the Tastee Diner (Fig. 7).

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<sup>2</sup> “[I]n 1994, it was declared a Montgomery County historic landmark—“and in 2000, the original dining car (sans restrooms and kitchen) was loaded onto a flatbed truck and moved to its current location at 8601 Cameron Street.” <https://www.washingtonian.com/2023/03/22/silver-springs-historic-tastee-diner-has-suddenly-closed>.

<sup>3</sup> The Kanso Apartments at 1203 Fidler Lane is a 13 story building in closest proximity to Cameron Hills, but it does not encroach on townhomes facing a street, and its size is ameliorated by the well landscaped Cameron Hill courtyard which buffers the interior townhomes from its size.

The eighteen (18) townhomes on 2<sup>nd</sup> Street face Silver Spring Metro Plaza (8401-05 Colesville Road) (Fig. 15) and the five (5 story) L. Leonard Rubin District Courthouse (Fig. 14). However, 2<sup>nd</sup> Street qualifies as a “boulevard” in that it is mostly 4 lanes wide, divided by a center median, with a 2 way bike lane, wide sidewalks and tree lining (Figs. 12 & 13). Further, Silver Spring Metro Plaza has a “staggered” or “raked” profile with lower buildings in front, a broad plaza between buildings, and the 17 story anchor office building in the rear near the railroad tracks. Most of the townhomes on 2<sup>nd</sup> which face 8401 and 8405 Colesville have a clear line of sight through the broad plaza between the buildings or between 8405 Colesville and the Courthouse. Those townhomes located closer to the Courthouse have an extra setback buffer of a wide plaza in front of the Courthouse.

The Ramsey Avenue townhomes are on a much narrower street than its counterparts, but the presence of one story buildings across the street keeps those units from being “swallowed up” in the shadow (figuratively and literally) of a large building. Thus Cameron Hills presents the public an attractive, well kept, residential urban oasis of moderate proportions close to public transportation and the variety of amenities in the CBD ranging from restaurants to the arts.

### **III. The Project is a Radical Change for the Neighborhood.**

The Project calls for 550,000 square feet of space with approximately 525,000 square feet devoted to about 525 residential units and about 25,000 square feet of retail space. The Plan calls for two towers of staggered height – with a potential of 30 stories toward the Georgia Avenue side and a separation of the towers, presumably visible from Cameron Street. The Tastee Diner “car” will be integrated near the southwestern corner of the Project. The Project calls for eliminating the curb cut entrance to the Property on Cameron Street, which was used by the Capital One Bank, so that there will be a continuous facade from Georgia Avenue and down Cameron Street.

The Owner writes:

The Project currently proposed to provide a minimum of 340 spaces through five (5) levels of above-grade structure parking.....

Loading and servicing for the Project has been strategically located to minimize pedestrian vehicular conflicts on the more active Georgia Avenue and Cameron Street frontages. As mentioned above, the Project eliminates the existing curb cut along Cameron Street and locates access to the parking and loading service operations off Ramsey Avenue....

The Loading and Parking entry to the project are located in the same curb cut as the existing parking lot and trash collection for the Tastee Diner. The door to the parking Ramp is located opposite Cameron Hill Court. Since the garage is above ground, headlights of cars exiting the cars would point downwards and not affect the confronting townhouse....

The loading dock is located to the west of the parking garage entrance.

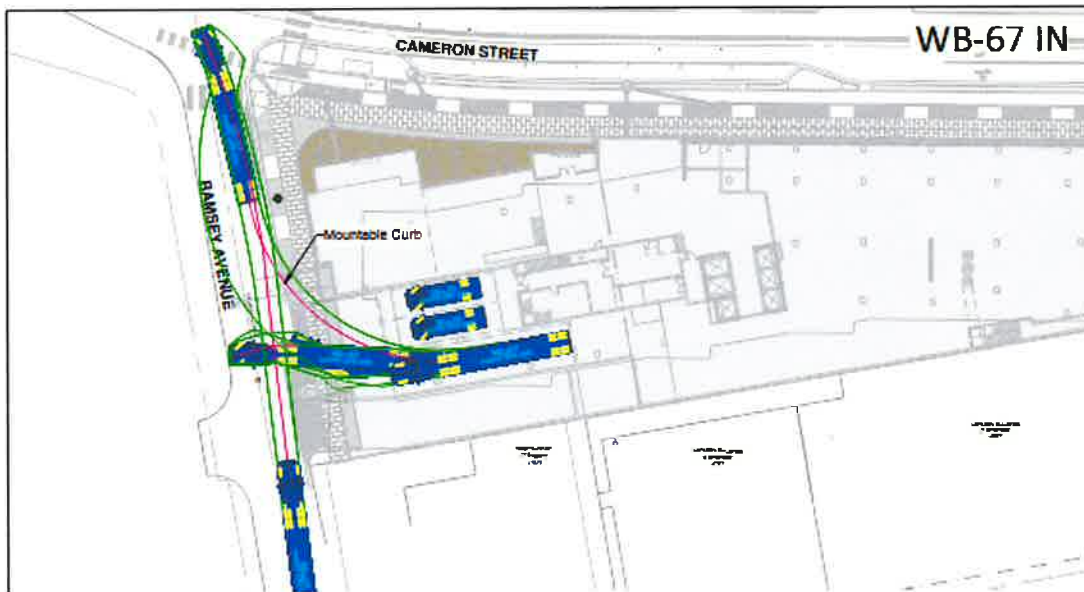
# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 5

*Statement of Justification at 7-8.*

The Statement of Justification is misleading. It argues, at page 8, that the proposed loading dock within the current curb cut for the Tastee Diner Parking. While the garage entrance for Vehicles is roughly coincident with the current Tastee Diner curb cut, although it seems to move a few feet east if the sketch plan is accurate, and will line up, for the most part, with Cameron Hill's sole vehicular access, the loading dock will immediately face about five of the six Ramsey Avenue townhomes which do not currently have any direct vehicular entrance across from them. In short, the loading dock will not use the existing curb cut but will create new vehicular entrances directly across from the Ramsey Avenue townhomes.

Further, the Owner's Vehicular Plan filed on June 4, 2023 indicates, at <https://eplans.montgomeryplanning.org/UFS/34269/109909/25-CIRC-120230150-001.pdf/25-CIRC-120230150-001.pdf>, that vehicles using the loading dock will include 68 foot long tractor trailers and "smaller" 30 foot long box trucks. That Plan at pages 1 and 3 also demonstrate that tractor trailers backing into the loading dock will need to travel into the Cameron Street bike lanes and pull the front of a 68 foot tractor trailer to the curb on the south side of Ramsey directly in front of the Ramsey Avenue residences as illustrated by the owner's Vehicular Plan:

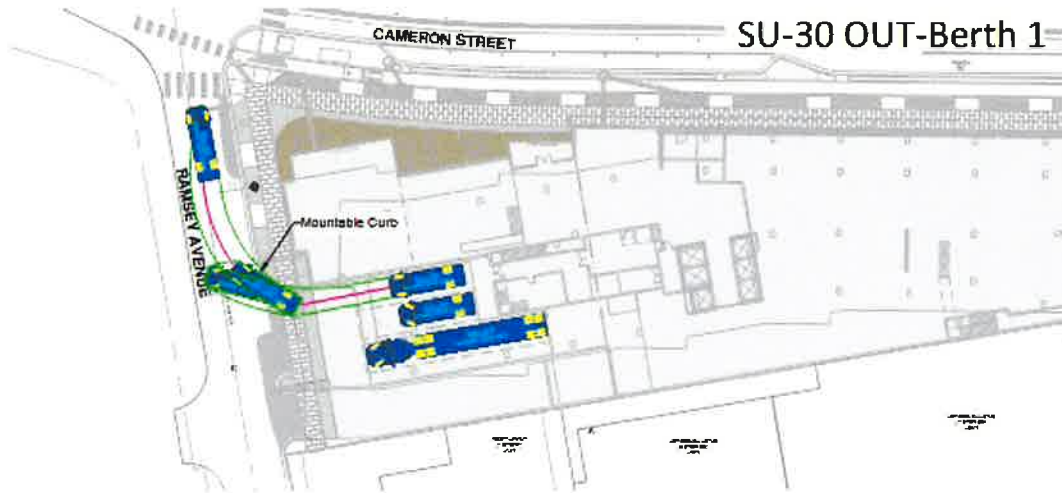


Even the "shorter" box trucks will come bring their front end all the way to the Ramsey Avenue curb as illustrated by the Owner's Vehicular Plan:



# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 6



Thus, should truck drivers pulling into the bays bring their truck wheels up to the southern curb on Ramsey Avenue, the front of the trucks beyond the front wheels, i.e. the engine housing, could as close as 3 to 5 feet from the Ramsey Avenue basement windows and front doors.

Although a Noise Study was filed by the Owner on June 4, 2023, <https://eplans.montgomeryplanning.org/UFS/34269/109910/32-NOISE-120230150.pdf/32-NOISE-120230150.pdf>, the study only addresses noise on Georgia and Cameron and completely ignores current noise levels on Ramsey Avenue. Further, no document to date indicates the noise levels that currently exist on Ramsey Avenue or will exist once the Project is finished despite the fact that Ramsey Avenue will be subject to hundreds of new automobiles entering and leaving the new garage and untold number of trucks which will deliver retail goods; plus UPS/FedEx, Amazon deliveries, tenant move in and move out, and evictions (which will leave the detritus of an impecunious tenant onto the curb along Ramsey to fester and/or become the bounty of looters).

The Owner tries to minimize the impact of the loading dock on our residential community by stating that the trucks will fit within the bay, that there will be garage doors which will be kept closed and there will be limits on times that trucks will enter the Project. The existence of doors do not ameliorate the impact of having a loading dock across the street from the only residential units adjacent to the Project. Truck noise and traffic will still be a problem. Further, garbage trucks and delivery trucks will keep their own schedule, not a schedule set by a developer years before the Project opens to the public.

The Owner also claims to be protecting the Cameron Hill community by ensuring that “headlights of cars exiting would point downwards and not affect the confronting townhouse.” *Statement of Justification* at 8. That small, disingenuous, solace, however, is belied by the following sentence that “Additionally, there is more than 15’ of flat section between the face of the building and start of the ramp. This allows the car to be horizontal and the driver can see any pedestrians crossing when exiting the garage.” *Id.* The lights from exiting cars, therefore, will not be pointing downward, but directly at the townhomes.

#### **IV. The Traffic Plan for the Project Improperly Burdens the Cameron Hill Ramsey Ave. Residents and the entire Cameron Hill Community.**

The Owner has chosen, in the name of its own aesthetic purpose, to “strategically” burden the only residential property in the immediate proximity of the Project, the six Ramsey Avenue townhomes, with 100% of the traffic created by the Project and to burden the 57 residential units at Cameron Hill with competition for access to the relatively narrow Ramsey Avenue by placing the sole loading bays and parking entrance directly across from Cameron Hill’s sole street access.

Ramsey Avenue is significantly less traveled than Cameron Street. It is accessible only by Cameron, Eastbound Georgia (via Fidler) and southbound Colesville. Because of the restriction of access, Ramsey Avenue is not particularly crowded with vehicles. Although Ramsey Avenue does have its share of commercial traffic and garbage trucks passing by to service the neighboring restaurants and buildings, patrons of Mi Rancho and Cubanos generally park in the Cameron Street garage or drop off patrons. The 525 Residents and retail shops will generate car and truck traffic that the residents of Cameron Hill, in general, and the Ramsey Avenue residents, in particular, that has never been experienced in this neighborhood.<sup>4</sup>

The Traffic Impact Statement filed by the Owner on June 23, 2023, [16-TIS-120230150.pdf](#), is suspect, to the say the least. On Table 5, page 19, the Owner’s expert combines the traffic of the Capital Bank property and the Tastee Diner in order to “net them out” of projected new traffic. The problem with the Owner’s approach is that none of the Capital Bank traffic impacted Ramsey Avenue since the curb cuts for the Capital Bank property are on Cameron Street and Georgia Avenue. Further, without stated assumptions for public parking it is impossible to determine whether projected retail traffic is accurate. No matter what the traffic density study projects, however, it is certain that traffic on Ramsey Avenue will vastly increase and negatively impact Cameron Hill residents who can only enter and leave the community by car from Ramsey Avenue. The Owner should not be allowed to affect the entire Cameron Hill community in this fashion when vehicular ingress and egress can be designed for Cameron Street and/or Georgia Avenue.

Further, while Cameron Street is busier than Ramsey, the traffic immediately in front of the Project will be less likely to disturb any existing residential units if car and truck access to the Project is limited to access to Cameron Street or Georgia Avenue. The Ramsey Avenue residents should not be forced to suffer from diesel truck engines powering 30 foot box trucks and 18 wheel tractor trailers that will, literally, have their headlights in the Ramsey Avenue residents’ windows and loud truck engines 3 to 5 feet away from the basement windows and front doors of the townhomes. The placement of the loading dock and vehicle entrance cannot help but significantly degrade the beauty and value of the townhouses which the County approved for development by EYA more than a quarter of a century ago.

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<sup>4</sup> To date there appears to be no public study of the daily use of the Project’s garage for retail use. For instance, something akin to a Trader Joe’s could rent the retail space. Those stores tend to be in spaces between “8,000 to 15,000 square feet (via FoodNavigator-USA).” <https://www.mashed.com/206918/the-sneaky-way-trader-joes-gets-you-to-spend-more>. One study in the San Francisco area showed Trader Joe’s averaging 575 customers per day. <https://www.unacast.com/post/grocer-foot-traffic>. Even if the traffic number for a retail store in the Project is lower, it will still create substantial, novel, daily traffic on a scale not seen in this vicinity if there is public parking in the Project.

Simply put, the Owner's plans must change because the close proximity of noise and traffic is incompatible with the existing, county approved, residences on Ramsey Avenue. The Project proposes to turn Ramsey Avenue from a lightly used side street into a service alley designed to support the residential and retail use of the Project without regard to degrading both the quality of life the homeowners on Ramsey Avenue or to maintaining the monetary value of the significant investment in their homes that each Ramsey Avenue homeowner made before the Project was conceived.

**V. The Size of the Project Improperly Burdens the Cameron Hill Ramsey Ave. Residents and is Inconsistent with buildings in the Southwest portion of the CBD**

While the County encourages denser residential building in the CBD, it has been careful that such building does not literally or figuratively overshadow the residential areas that were approved decades before the Project. In terms of literal overshadowing, the sun on the Summer Solstice rises at approximately 39 degrees in the Northeast. See, <https://sun-direction.com/city/65175.silver-spring/>. The fronts of the Ramsey Avenue residences face approximately 37 degrees Northeast. Late spring and early summer are the times when our front stoops enjoy almost direct sunshine in the morning. The Owner needs to conduct an actual study on the shadows in order to ensure that sun light is not lost. The Project should not be allowed to degrade the value of the townhomes directly across the street from the Project.

The Project's figurative overshadowing of the Cameron Hill community cannot be overlooked. Despite the fact that Cameron Hills is bordered on the South by the Silver Spring Metro Plaza, the 2<sup>nd</sup> Street townhomes are separated by a literal "boulevard" mostly 4 lanes with bike lanes and setbacks. There are planned "breaks" in the Silver Spring Metro Plaza project created by a broad plaza and the only tall portion of that project is set further back from 2<sup>nd</sup> Street so the Cameron Hill community is not overwhelmed and, instead presents as a beautiful and peaceful architecture in an urban environment. In much the same way, the Cameron Hill community's Cameron Street townhomes are set back from a 7 story parking structure by a wide street which has parking on both sides and bike lanes. The parking structure, itself, has significant setbacks, staggered heights and landscaping on both sides of Cameron which mitigates the effect of the parking structure on the beauty of the Cameron Street townhomes. Even the four townhomes on Fidler are not directly opposite, any tall building even though they remain in close proximity to two taller buildings. All of those units face the top of the Georgia Avenue McDonald's, which is lower than the grade on Fidler Lane and is mostly covered by landscaping.

In short, none of the street side units of the Cameron Hill community are in close proximity to a tall building. The Owner, however, proposes a Project which does not take into account the fact that Ramsey Avenue is significantly narrower than Cameron or 2<sup>nd</sup> Streets. Even a tiered building with a shorter face on Ramsey will impose a significant burden upon the Ramsey Avenue townhomes and is inconsistent with the rest of the Cameron Hill Community unless there is a setback from the current street and sidewalk configuration. The damage to the Ramsey Avenue residents can be mitigated by lowering the Ramsey Avenue face of the Project to 3 or 4 stories or by increasing the setback so that it is similar to the distance from the front door of the 2<sup>nd</sup> Street townhomes to the Silver Spring Metro Plaza and the Courthouse or the Cameron Street townhomes to the Cameron Street Garage.

Finally, at least some comment is appropriate on putting a 30 story building in the proposed Project. Even if the County's density rules allow it, such a design is inconsistent with the entire

# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 9

CBD west of Colesville Road. There is not a single building along Georgia Avenue or Colesville Road that rivals the height proposed. A 30 story building is more than double any neighboring buildings and is inconsistent with current development at the Northeast Corner of Georgia and Cameron which is half the height of the Project as proposed, and the of residential and retail at the Northeast corner of Georgia and Spring which is less than 10 stories tall. Tellingly, that development is directly across Spring Street from the townhouse community on the Northwest corner of Georgia and Spring which is separated by a berm, a center island 2 plus lanes and bike lanes, all of which minimize the impact of that new project on those townhomes.

## Conclusion

The Project, as proposed, will likely cause a significant degradation to the quality of life of the Cameron Hill community as well as to the value and the beauty of the Cameron Hill Community by funneling vehicular traffic associated with the Project onto Ramsey in a fashion that will have trucks within a few feet of our front doors and by figuratively and literally overshadowing it the townhomes on Ramsey Avenue. It is respectfully requested that the Owner be sent back to the drawing board to:

- a. Move all vehicular entrances and the loading dock to Cameron and/or Georgia;
- b. Lower the portion of the Project facing Ramsey and/or increase the set back to mitigate the harm;
- c. Require sound and shadow studies for the effect of the Project upon Ramsey Avenue townhomes; and
- d. Reconsider the overall height of the Project to meet the aesthetic of the west side of the Silver Spring CBD.

Thank you for your consideration. I am available to discuss this matter at your convenience.

Very truly yours,



Patrick J. Kearney

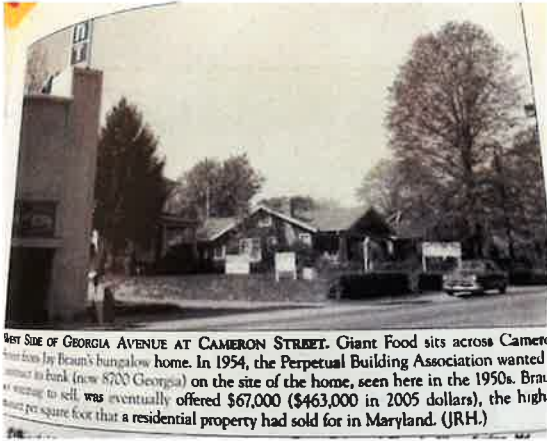
## Enclosures

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Cameron Hill HOA



# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 10



(Fig. 1 Georgia at Cameron 1950's)



(Fig. 4) Current parking behind Tastee Diner



(Fig. 2) Fidler at Ramsey before 1991. Parked cars observed at location of current Tastee Diner – County Parking on Cameron is visible).



(Fig. 5) Georgia at Cameron Looking East



(Fig. 3) Current view north from 8716 Ramsey)



(Fig. 6) Capital One Parking

# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 11



(Fig. 7) Westward view Corner of Fidler and Ramsey.



(Fig. 10) West across Cameron at 2<sup>nd</sup>.



(Fig. 8) Cameron north from 2<sup>nd</sup>.



(Fig. 11) West across Cameron



(Fig. 9) Cameron North from Ramsey.  
Tastee and Capital One Bank on Right.



(Fig. 12) Eastward view of 2<sup>nd</sup> from  
Cameron



# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 12



(Fig. 13) 2<sup>nd</sup> West from Colesville



(Fig. 16) Northbound on Fidler



(Fig. 14) South of 2<sup>nd</sup> towards Courthouse



(Fig. 17) East from Fidler Townhomes towards McDonalds



(Fig. 15) South across 2<sup>nd</sup> facing Plaza



(Fig. 18) Georgia looking towards Spring

# Attachment H

Intake and Regulatory Coordination Division  
May 10, 2024  
Page 13



(Fig. 19) Metro Tracks from Spring Street with Silver Spring's tallest buildings on the Left.