

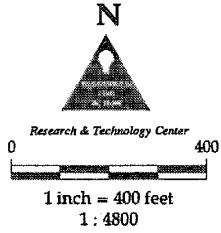
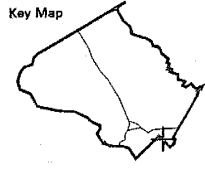
Map compiled on November 28, 2005 at 1:11 PM | Site located on base sheet no - 209NW01

NOTICE

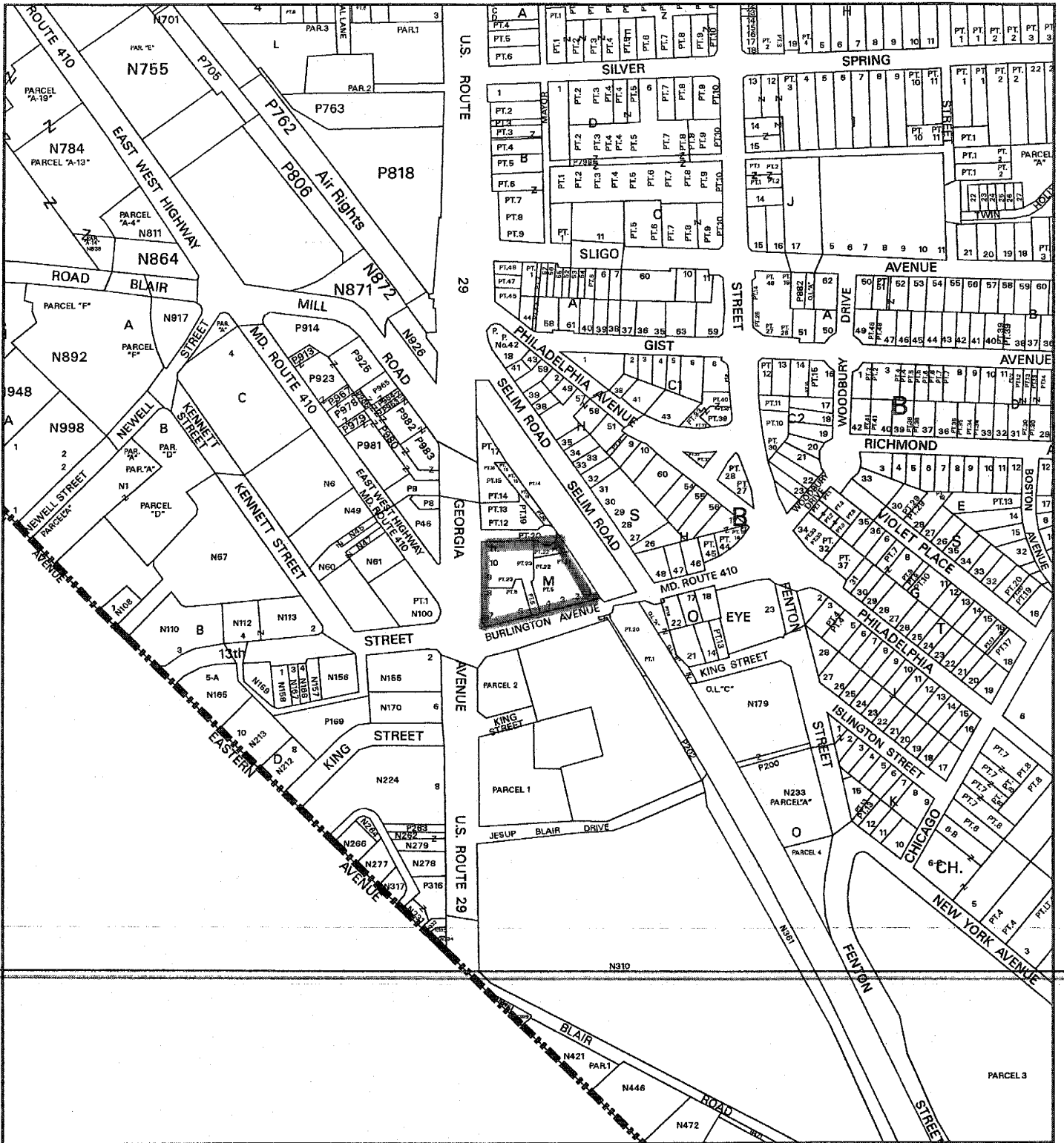
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8021 GEORGIA AVENUE 120060080 (920060020)



Map compiled on November 28, 2005 at 1:15 PM | Site located on base sheet no - 209NW01

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Key Map



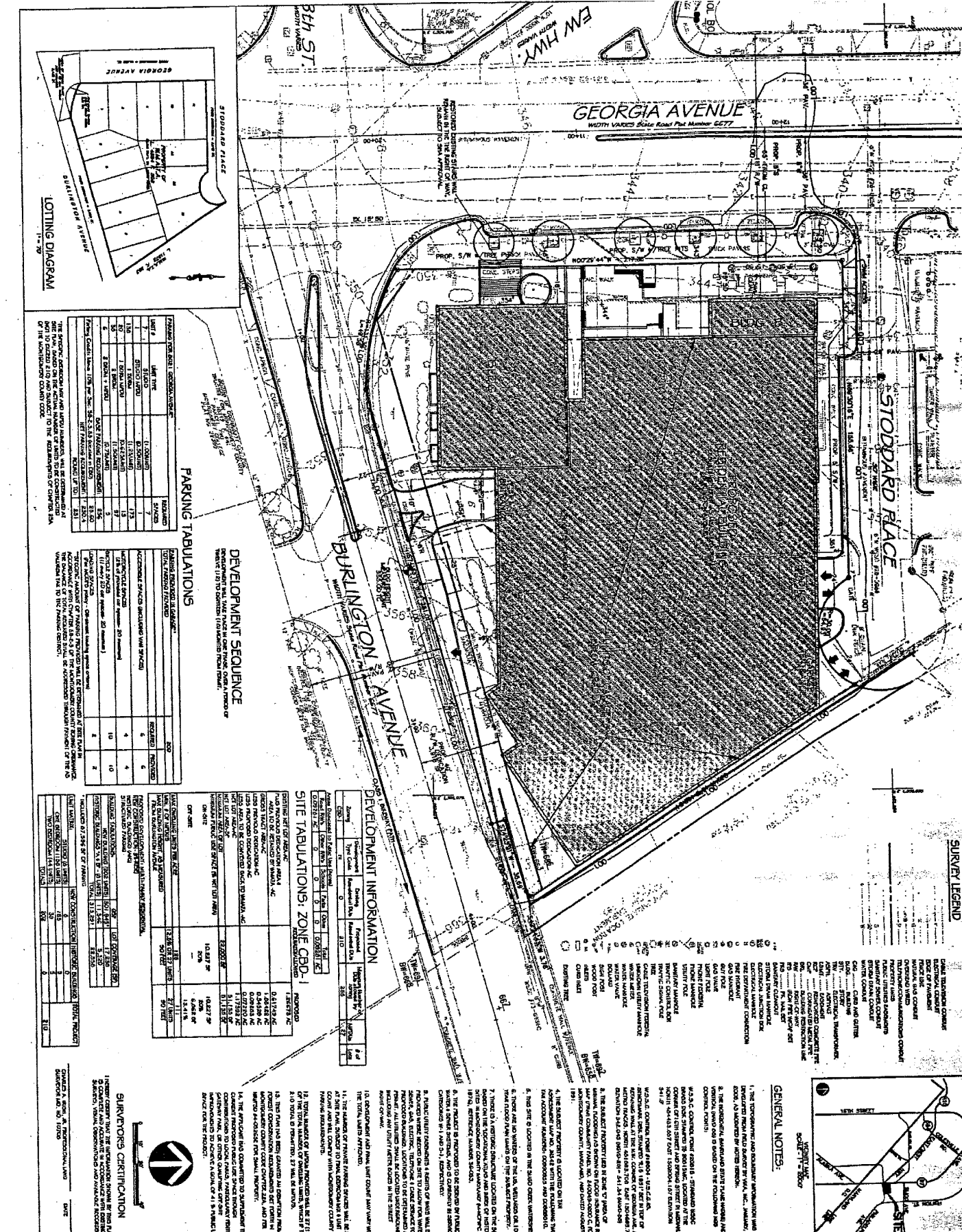
N



1 inch = 400 feet
1 : 4800

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

(12)



Lane Type	Count	Speed
1.1.1.1	11,000	35
1.1.1.2	11,000	35
1.1.1.3	11,000	35
1.1.1.4	11,000	35
1.1.1.5	11,000	35
1.1.1.6	11,000	35
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1.1.1.12	11,000	35
1.1.1.13	11,000	35
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1.1.1.27	11,000	35
1.1.1.28	11,000	35
1.1.1.29	11,000	35
1.1.1.30	11,000	35

PARKING TABULATIONS

DEVELOPMENT WILL PROVIDE ONE SPACE PER UNIT, A MINIMUM OF THREE (3) TO ONE (1) SPACE PER UNIT TO ONE (1) SPACE PER UNIT.

Category	Count
1.1.1.1	11
1.1.1.2	11
1.1.1.3	11
1.1.1.4	11
1.1.1.5	11
1.1.1.6	11
1.1.1.7	11
1.1.1.8	11
1.1.1.9	11
1.1.1.10	11
1.1.1.11	11
1.1.1.12	11
1.1.1.13	11
1.1.1.14	11
1.1.1.15	11
1.1.1.16	11
1.1.1.17	11
1.1.1.18	11
1.1.1.19	11
1.1.1.20	11
1.1.1.21	11
1.1.1.22	11
1.1.1.23	11
1.1.1.24	11
1.1.1.25	11
1.1.1.26	11
1.1.1.27	11
1.1.1.28	11
1.1.1.29	11
1.1.1.30	11

DEVELOPMENT SEQUENCE

DEVELOPMENT WILL TAKE PLACE IN ONE PHASE ONLY, A MINIMUM OF THREE (3) TO ONE (1) SPACE PER UNIT TO ONE (1) SPACE PER UNIT.

Phase	Count
1.1.1.1	11
1.1.1.2	11
1.1.1.3	11
1.1.1.4	11
1.1.1.5	11
1.1.1.6	11
1.1.1.7	11
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1.1.1.15	11
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1.1.1.17	11
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1.1.1.19	11
1.1.1.20	11
1.1.1.21	11
1.1.1.22	11
1.1.1.23	11
1.1.1.24	11
1.1.1.25	11
1.1.1.26	11
1.1.1.27	11
1.1.1.28	11
1.1.1.29	11
1.1.1.30	11

DEVELOPMENT INFORMATION

Zone	Use	Height	Setback	Area
1.1.1.1	Residential	35	10	11,000
1.1.1.2	Residential	35	10	11,000
1.1.1.3	Residential	35	10	11,000
1.1.1.4	Residential	35	10	11,000
1.1.1.5	Residential	35	10	11,000
1.1.1.6	Residential	35	10	11,000
1.1.1.7	Residential	35	10	11,000
1.1.1.8	Residential	35	10	11,000
1.1.1.9	Residential	35	10	11,000
1.1.1.10	Residential	35	10	11,000
1.1.1.11	Residential	35	10	11,000
1.1.1.12	Residential	35	10	11,000
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1.1.1.18	Residential	35	10	11,000
1.1.1.19	Residential	35	10	11,000
1.1.1.20	Residential	35	10	11,000
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1.1.1.22	Residential	35	10	11,000
1.1.1.23	Residential	35	10	11,000
1.1.1.24	Residential	35	10	11,000
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1.1.1.28	Residential	35	10	11,000
1.1.1.29	Residential	35	10	11,000
1.1.1.30	Residential	35	10	11,000

PERMITS AND REGULATIONS

Category	Count
1.1.1.1	11
1.1.1.2	11
1.1.1.3	11
1.1.1.4	11
1.1.1.5	11
1.1.1.6	11
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1.1.1.10	11
1.1.1.11	11
1.1.1.12	11
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1.1.1.14	11
1.1.1.15	11
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1.1.1.21	11
1.1.1.22	11
1.1.1.23	11
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1.1.1.25	11
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1.1.1.29	11
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GENERAL NOTES

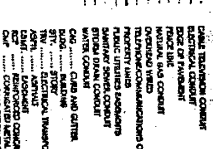
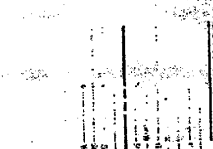
1. THE DEVELOPING LAND SUBMITTALS SHALL BE PREPARED BY THE ARCHITECT AND ENGINEER AND SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF THE ARCHITECT AND ENGINEER.
2. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AND AGENCIES.
3. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AND AGENCIES.
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20. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AND AGENCIES.

SURVEYORS CERTIFICATION

I, the undersigned, being a duly licensed Surveyor for the State of Virginia, do hereby certify that the foregoing is a true and correct copy of the original survey as the same appears in my files and records.

DATED: _____

Surveyor



8021 GEORGIA AVENUE

A. J. Smith Construction

8021 GEORGIA AVENUE
FALLS SPRING, MARYLAND 20746-4441

Green Realty Investments, LLC

or
Union Realty Partners, Inc.

1525 15TH STREET NW
WASHINGTON, DC 20007
703.461.1001

SMITHGROUP

ARCHITECTURE ENGINEERING INTERIORS PLANNING

SMITHGROUP, INC.
1525 15TH STREET NW
WASHINGTON, DC 20007
703.461.1000
www.smithgroup.com

REVISIONS

No.	Description	Date
1	ISSUE FOR PERMITTING	08/27/20
2	FOR THE ARCHITECT'S REVIEW	09/02/20
3	FOR THE ARCHITECT'S REVIEW	09/17/20

PRELIMINARY PLAN

1-06/008

DATE: 1-28

PROJECT NUMBER: 1314A

SCALE: 1" = 30'

DATE: E 21

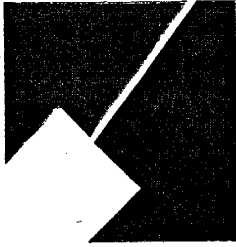
13

Preliminary Plan Data Table and Checklist

Plan Name: 8021 Georgia Avenue				
Plan Number: 120060080				
Zoning: CBD-1				
# of Lots: 1				
# of Outlots: 0				
Dev. Type: 210 Multiple family residential dwelling with 27 MPDUs				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval on the Preliminary Plan	Verified	Date
Minimum Lot Area	22,000 sf	51,135 sf is minimum proposed	<i>Dmit</i>	February 17, 2006
Lot Width	--	--	<i>Dmit</i>	February 17, 2006
Lot Frontage	--	--	<i>Dmit</i>	February 17, 2006
Public Open Space	20% of Net Lot Area	20%	<i>Dmit</i>	February 17, 2006
Setback				
Front	Not specified	0 ft.	<i>Dmit</i>	February 17, 2006
Side	Not specified	0 ft.	<i>Dmit</i>	February 17, 2006
Rear	Not specified	0 ft.	<i>Dmit</i>	February 17, 2006
Height	*90 ft. min.	May not exceed maximum	<i>Dmit</i>	February 17, 2006
Max Resid'l d.u. or Comm'l s.f. per Zoning	235 Multi-family dwelling units	210 Multi-family dwelling units	<i>Dmit</i>	February 17, 2006
MPDUs	Yes	Yes	<i>Dmit</i>	February 17, 2006
Site Plan Req'd?	Yes	Yes	<i>Dmit</i>	February 17, 2006
FINDINGS				
<i>SUBDIVISION</i>				
Lot frontage on Public Street	Yes	Yes	<i>Dmit</i>	February 17, 2006
Road dedication and frontage improvements	Yes	Yes	DPWT Memo	January 30, 2006
Environmental Guidelines	Yes	Yes	Environmental Memo	August 29, 2005
Forest Conservation	Yes	Exempt	Environmental Memo	March 22, 2005
Master Plan Compliance	Yes	Yes	Community Based Planning Memo	February 6, 2006
Historic Preservation	Yes	Yes	Historic Preservation Memo	February 2, 2006
<i>ADEQUATE PUBLIC FACILITIES</i>				
Stormwater Management	Yes	Yes	DPS Memo	October 11, 2005
Water and Sewer (WSSC)	Yes	Yes	WSSC	August 29, 2005
Local Area Traffic Review	Yes	Yes	Transportation Planning	February 2, 2006
Fire and Rescue	Yes	Yes	MCFRS	January 17, 2006

* Subject to 59-D-3 Site Plan Review

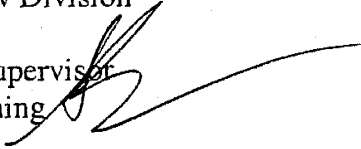
**AGENCY
CORRESPONDENCE**



April 12, 2006

MEMORANDUM

TO: Robert Kronenberg, RLA, Acting Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning 

FROM: Scott A. James, Planner/Coordinator *Saj*
Transportation Planning

SUBJECT: Project Plan #9-06002 and Preliminary Plan # 1-06008
8021 Georgia Avenue Development
Silver Spring Central Business District

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the proposed project and preliminary plans for the 8021 Georgia Avenue development in downtown Silver Spring.

RECOMMENDATION

Transportation Planning staff recommends approval of the above referenced site plan with the following conditions as part of the APF test for transportation requirements related to Local Area Transportation Review (LATR):

1. Limit the proposed development to a maximum of 235 high-rise residential units.
2. Dedicate additional right-of-way along Burlington Avenue (MD 410) to equal 40 feet as measured from the centerline.
3. Remove proposed ingress driveway on Burlington Avenue (MD 410) from plans for improved pedestrian access and in order to accommodate Silver Spring streetscape elements as requested by the Development Review Division.
4. Lengthen and improve the existing centerline median along Burlington Avenue (MD 410), inclusive of a pedestrian refuge within the median for improved pedestrian safety and access across MD 410. This improvement shall be complete before any use and occupancy permit is issued.

5. Reconfigure and extend the southwestern corner of the site at the intersection of Burlington Avenue and Georgia Avenue for improved pedestrian circulation and access across both Georgia Avenue (US 29) to the west and Burlington Avenue (MD 410) to the south. This improvement shall be completed before any use and occupancy permit is issued.
6. Coordinate with the Montgomery County Departments of Public Works and Transportation (DPWT), Fire and Rescue Services/Office of Code Enforcement and Permitting Services to insure an appropriate design results from the reclassification of Stoddard Place as an alleyway.
7. Enter into a traffic mitigation agreement to participate in the Silver Spring Transportation Management District. The agreement must be signed and executed by all parties prior to the Planning Board's public hearings on the site plan.
8. Applicant to satisfy any additional conditions established by Maryland State Highway Administration (SHA) and DPWT prior to the Planning Board's public hearings on the site plan.

DISCUSSION

Site Location, Access, Circulation, and Parking

The site is located on east side of Georgia Avenue (US 29) north of its intersection with Burlington Avenue/East-West Highway (MD 410). The property is bounded by Georgia Avenue to the west, Burlington Avenue to the south and Stoddard Place to the north. The site is currently occupied by buildings designated as historic and is subject to all applicable restrictions. The proposed development includes up to 235 high-rise residential condominiums with all parking needs met on-site by means of an underground parking garage. The garage will be accessed exclusively from Stoddard Place, which has connection to northbound Georgia Avenue.

On-site pedestrian circulation is provided by sidewalks along northbound Georgia Avenue, the north side of Burlington Avenue and along the southern side of Stoddard Place. The site will provide improved pedestrian access across Burlington Avenue southward towards the recently expanded Montgomery College campus. The centerline median on Burlington Avenue will be extended and include a pedestrian refuge. In addition, the south westernmost corner of the site will be reconfigured to allow for a larger landing area and improved visibility at the intersection of Georgia Avenue with East-West Highway.

The applicant initially requested two points of access: one each on Burlington Avenue (MD 410) and Stoddard Place. Neither roadway allows for standard entrance designs or operations, therefore extensive negotiations were held to determine the feasibility and viability of both access points. The following sections will discuss in greater detail the reasoning behind the staff recommendations.

Burlington Avenue Access

Burlington Avenue (MD 410) serves as the connecting leg of East-West Highway between Georgia Avenue and Fenton Street. It is marked by the presence of a concrete bridge spanning the CSX and Metrorail tracks. The short distance of approximately 800 feet between Fenton Street and Georgia Avenue, in combination with the necessary height clearance over the railroad tracks creates a steep hill¹ mid-way between the two intersections (please see photos below).

The proposed location for the entrance on Burlington Avenue would be 110 feet to the east of the intersection with Georgia Avenue and at the base of the vertical curve that comprises the bridge over the railroad tracks. This location (and subsequent alternate locations on Burlington) does not meet the minimum stopping sight distance per SHA requirements and therefore is not a permitted location for exiting vehicles.

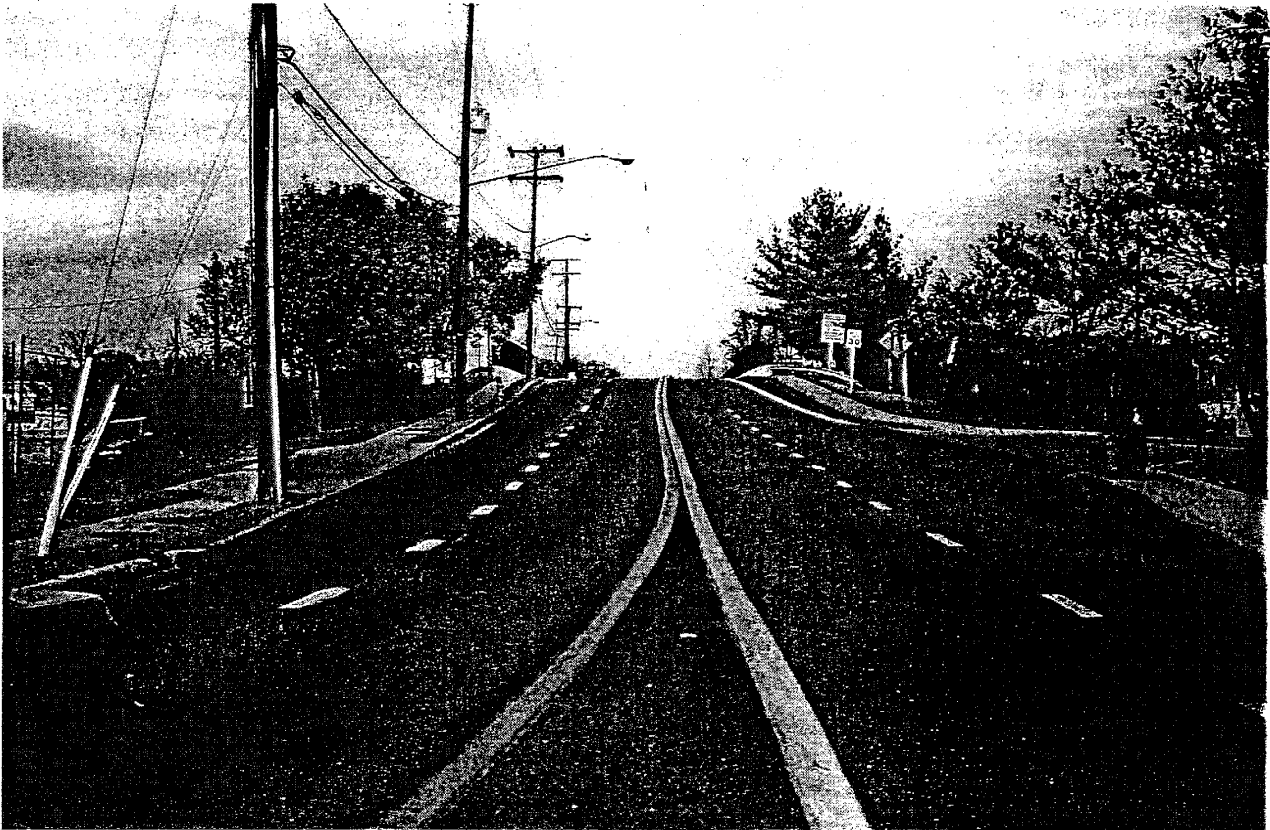


Photo 1. Burlington Avenue (MD 410) eastbound from intersection with Georgia Avenue.

¹ Separate, independent surveys of this hill have shown its grade to vary between 5.5% and 6.5% between the proposed site entrance and the crest of the bridge.

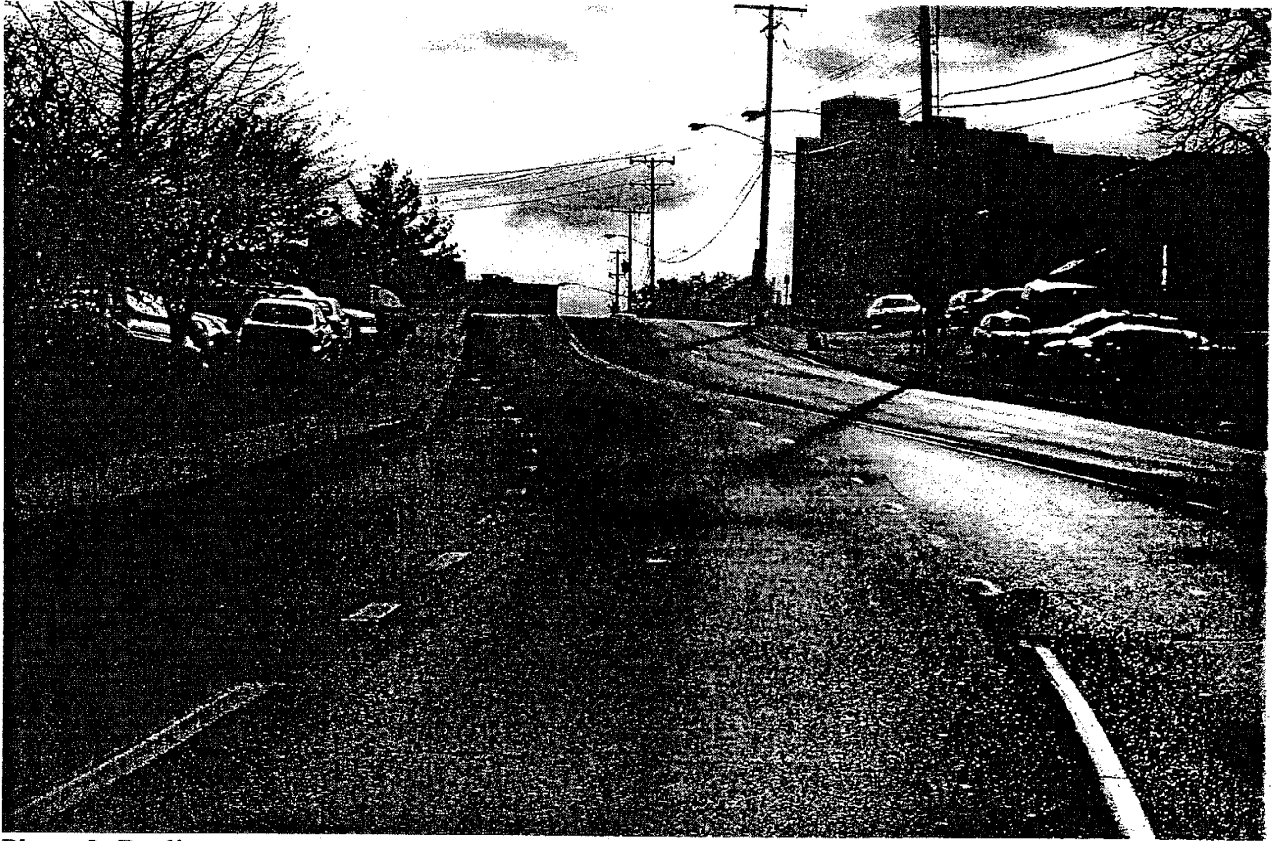


Photo 2. Burlington Avenue (MD 410) westbound from intersection with Fenton Street.

In response, the applicant proposed to have an entrance only (i.e. no outbound movements) on Burlington Avenue. The proposed point of access would serve as an alternate entrance for the parking garage in addition to full access from Stoddard Place. SHA conceptually approved this alternative, provided certain design criteria were met. The revised preliminary plan with the proposed entrance did not meet SHA minima for deceleration lane lengths, widths or turning radii. However, as the site is physically constrained, both in overall dimension and on account of the historic buildings to be preserved, SHA approved the entrance location in their comment letter dated March 21, 2006.

Subsequently, staff sought to incorporate SHA comments regarding the design of the proposed deceleration lane and entrance with Maryland-National Capital Park and Planning Commission (M-NCPPC) objectives for Silver Spring streetscape and pedestrian accessibility. The resulting design reconfigured the frontage along Burlington Avenue (MD 410) to provide for sidewalks, streetscape and vehicular access, however, it was neither wholly compliant with SHA design standards nor stated Commission objectives for pedestrian access and Silver Spring streetscape elements, nor recommended civil engineering practice. Development Review and Transportation Planning staff ultimately determined that providing vehicular access into the site from Burlington Avenue was not worth the cost in terms of compromised streetscape design, loss of public open space and diminished levels of access for both vehicles and pedestrians. Elimination of the proposed entrance would allow for improved pedestrian access and standard Silver Spring streetscape design elements. Therefore, staff recommends removal of the proposed point of access onto the site from Burlington Avenue.

Stoddard Place Access

Stoddard Place is currently a cul-de-sac of right-of-way width of 30 feet. It is not a classified master planned street and as such, would require a minimum of 60 feet right-of-way to comply with DPWT Business Street standards (please see photo 3 below). Due to the close proximity to the roadway of the existing buildings on-site, Stoddard Place cannot be widened without the removal of one of the historical structures. The applicant has requested that Stoddard Place be reclassified as an alleyway to allow for less stringent design standards. After extensive negotiations, DPWT has agreed to reclassify Stoddard Place as an alleyway.

Stoddard Place will serve as the only point of vehicular access to the site, with provision for both resident and service vehicles. Staff requests that the applicant install sidewalks along the site frontage of Stoddard Place to allow for improved pedestrian access. As the dimensions of Stoddard Place do not meet the minimum standards for Business Streets or Primary Residential Streets, staff also asks that the applicant work with personnel from DPWT and from Fire and Rescue Services to ensure adequate provision for emergency vehicles.

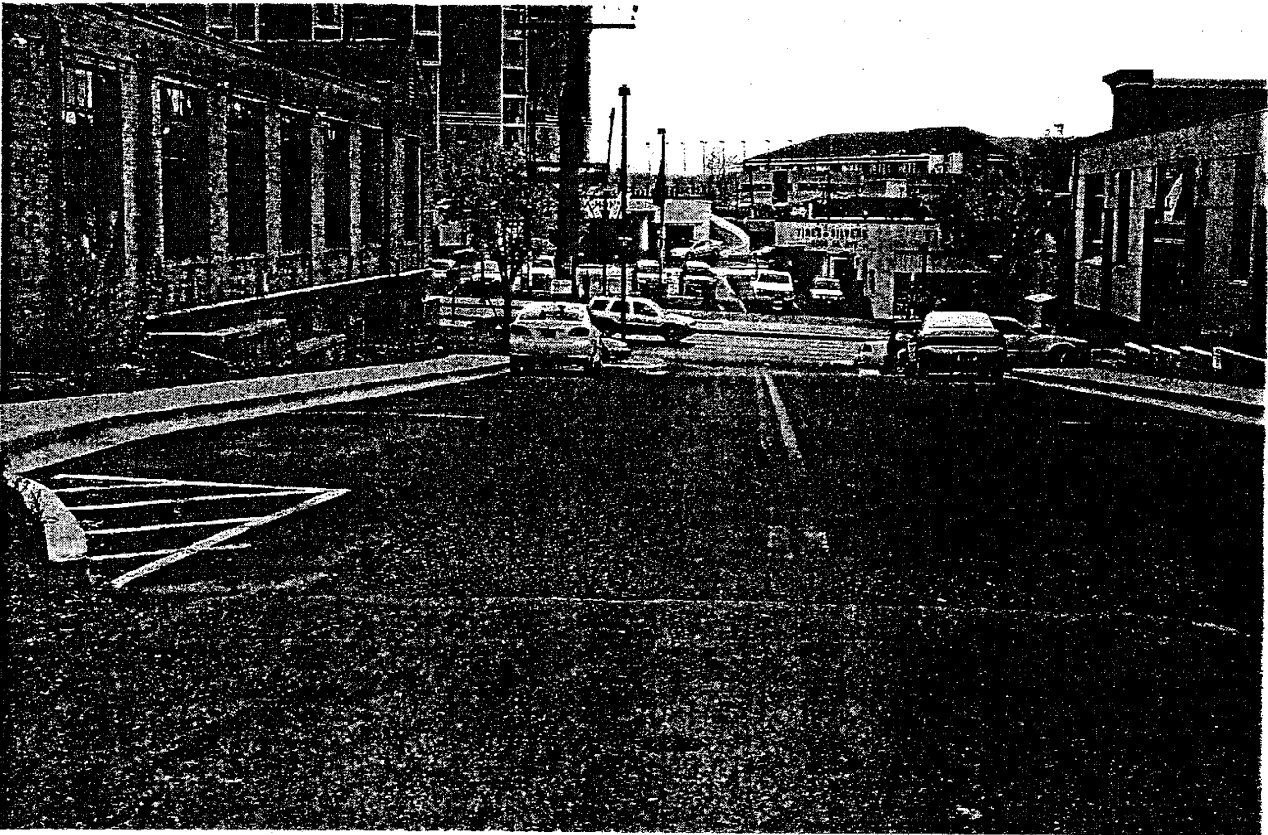


Photo 3. View eastbound on Stoddard Place towards Georgia Avenue