<table>
<thead>
<tr>
<th>Date</th>
<th>Session Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 24, 2016</td>
<td>Work Session #1: History, Zoning Approach, Affordable Housing</td>
</tr>
<tr>
<td>April 14, 2016</td>
<td>Work Session #2: Site by Site Zoning Analysis</td>
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<tr>
<td>May 19, 2016</td>
<td>Work Session #3: Transportation, Schools, Parks &amp; Open Space</td>
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<tr>
<td>June 2016</td>
<td>Final Edits/Planning Board Vote Out</td>
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</tbody>
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Zoning Recommendations

• Create more logical industrial and residential areas, increase compatibility

• Stability for single family detached zones and institutional sites

• Preserve majority of industrial area, but expand retail options through CRT floating zone

• Zoning changes to CR Zones primarily on sites currently zoned for multi-family residential
Zoning - existing
Zoning - proposed

Range:
1.0 – 2.5 FAR
65-85 ft Height

Range:
2.5 – 3.0 FAR
70-140 ft Height
<table>
<thead>
<tr>
<th>Total</th>
<th>Existing</th>
<th>Max allowed Today</th>
</tr>
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<tbody>
<tr>
<td>Residential (units)</td>
<td>3,400</td>
<td>4,700</td>
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<tr>
<td>Commercial retail/office (square feet)</td>
<td>76,800</td>
<td>122,500</td>
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<tr>
<td>Industrial (square feet)</td>
<td>1,419,000</td>
<td>8,781,000</td>
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### Density

<table>
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<tr>
<th>Total</th>
<th>Existing</th>
<th>Max allowed Today</th>
<th>Zoning Vision Yield*</th>
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<tr>
<td>Residential (units)</td>
<td>3,400</td>
<td>4,700</td>
<td>6,400**</td>
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<td>Commercial retail/office (square feet)</td>
<td>76,800</td>
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<td>Industrial (square feet)</td>
<td>1,419,000</td>
<td>8,781,000</td>
<td>1,822,500</td>
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* The Vision Plan Yield assumes that areas proposed for zoning changes are maxed-out to full capacity, while all other development is held at existing levels. The Vision Plan Yield was used to test traffic capacity.

** Assumes allowable commercial FAR is maximized and average unit size plus common area is 1450 sf. 7,900 units could result if residential FAR is maximized and units are constructed at average unit size plus common area 1250 sf.
Industrial/Institutional Area

Brookville Rd/Lyttonsville Station Area

Residential Area

Woodside/16th St Station Area
Site 12
Existing: R-90
Proposed: IM
Reason: New Zoning code addresses compatibility issues between industrial and residential uses

Site 11
Existing: R-60
Proposed: IM
Reason: Establish industrial district
Brookville Road/Lyttonsville Station Area
Brookville Rd/Lyttonsville Station Area

Site 10
Existing: IM
Proposed: CRTF
Reason: Create opportunity for flexible mixed use node near purple line station

Site 8a
Existing: R-10, R-20, R-90, IM
Proposed: CRT-2.5
Reason: Allow for infill development around existing buildings, new development next to purple line; affordable housing near transit

Site 7
Existing: IM, R-60
Proposed: R-20
Reason: Provide assurance that should redevelopment occur within Sector Plan lifespan, residential development is appropriate future use
Residential Area

- Residential Area
- Industrial/Institutional Area
- Brookville Rd/Lyttonsville Station Area
- Woodside/16th St Station Area
Residential Area

Site 9
Existing: IM
Proposed: CRN-1.5
Reason: Flexible zone that could reestablish residential district east of purple line while allowing current uses to continue as permitted uses in CRN zone

Site 8b
Existing: IM
Proposed: CRN-0.25
Reason: Limited height and density allocations for future stormwater facility
Site 13
Existing: RT-15.0
Proposed: R-60
Reason: Match zoning to all other lots on Albert Stewart Lane
Residential Area

Site 6a
Existing: R-20
Proposed: CRT-1.5
Reason: Allow for increased affordable housing development within close proximity to purple line on lowest topography on site

Site 6b
Existing: R-20
Proposed: THD
Reason: Requires townhouse development as buffer to single family detached homes
Residential Area

Site 5a
Existing: R-20
Proposed: CRT-1.5
Reason: Allow for residential redevelopment near purple line with limited commercial while preserving portion of existing market rate affordable housing

Site 5b
Existing: R-20
Proposed: CRT-1.5
Reason: Currently park land with little recreational value, allow for possible land swap to establish active park land and buffer adjacent to single family homes
Woodside/16th St Station Area

Industrial/Institutional Area

Brookville Rd/Lyttonsville Station Area

Residential Area
Site 4
Existing: RH
Proposed: R-10
Reason: RH zone intended to be phased out through master plan process

Site 3
Existing: R-10
Proposed: CRT-2.5
Reason: Allow for infill development around existing buildings
Woodside/16th St Station Area

Site 2a
Existing: R-10, CRT-0.75
Proposed: CRT-2.5
Reason: Leverage proximity to purple line and metro; improve access and connectivity; expand public open space; provide environmental benefits; introduce rent-restricted affordable housing opportunities

Site 2b
Existing: R-10
Proposed: CRT-3.0
Reason: Proximity to Silver Spring CBD, Metro Red Line

Site 1
Existing: CRT-0.75
Proposed: CRT-3.0
Reason: Establish mixed use node near transit
Density

- **R-10**: 228 total - 227 existing = 1 net new
- **CRT-2.5 C-0.25 R-2.5 H-70’**: 346 total - 172 existing = 174 net new
- **CRT-3.0 C-1.5 R-2.0 H-70’**: 312 total - 0 existing = 312 net new
- **CRT-2.5 C-0.25 R-2.5 H-70’**: 2,343 total - 1,121 existing = 1,222 net new
- **CR-3.0 C-0.75 R-3.0 H-145’**: 376 net new