



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

**MCPB**  
**3/29/07**  
**Item # 6**

**MEMORANDUM – Local Map Amendment**

**DATE:** March 15, 2007

**TO:** Montgomery County Planning Board

**VIA:** Rose Krasnow, Chief, Development Review Division *RK*  
Ralph Wilson, Acting Zoning Supervisor, Development Review *RW*

**FROM:** Carlton Gilbert, Planner Coordinator, Development Review *CG*  
(301) 495-4576

**SUBJECT:** **Local Map Amendment No. G-861:** Keating Development Company, Inc., applicant, - reclassification of 2.5 acres of land from the C-4 Zone to the PD-44 Zone for the development of a multi-family dwelling (111 units) with the inclusion of a post office facility on the first floor, located at 7001 Arlington Road, Bethesda MD

**Master Plan:** 1994 Approved and Adopted Bethesda Central Business District Sector Plan

**PUBLIC HEARING:** April 16, 2007

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**STAFF RECOMMENDATION:**

**APPROVAL** of Local Map Amendment No G-861 for the following reasons:

1. The application complies with the purpose clause of the Planned Development Zone (59-C-7.11),
2. The development plan is compatible with existing and proposed uses in the surrounding area, and
3. The rezoning conforms to the recommendations of the 1994 Bethesda CBD Sector Plan.

## **I. INTRODUCTION**

The applicant, Keating Development Company, has submitted an application for a Local Map Amendment on behalf of the U.S. Postal Service for the redevelopment of the property located at 7001 Arlington Road in Bethesda, Maryland. The request is to rezone 2.54 acres of land identified as Parcels N826, P828, and P795 on Tax Map HN122, from the C-4 to the PD-44 Zone. The 1994 Approved and Adopted Bethesda CBD Sector Plan recommends the PD-44 Zone for the subject property. The proposed development requires District Council approval of a Local Map Amendment and a Development Plan.

## **II. BACKGROUND**

### **A. Description of Property**

The subject property is comprised of three separate parcels, owned by the U.S. Postal Service, which will be consolidated as one record lot if the property is rezoned. The property is currently improved with a post office facility, paved parking lot, and access driveways. The C-4 zoning was confirmed for the site in the Bethesda Sector Plan Sectional Map Amendment, adopted in 1994. The site is irregularly shaped with a total area of 110,804 square feet. The site has approximately 277 feet of frontage along Arlington Road. The property is approximately 487 feet deep along its northern property line and approximately 423 feet deep along its southern property line. The topography reflects a gradual rise in grade from an elevation of approximately 306 feet (above sea level) in the southwest corner of the site to an elevation of approximately 316 feet in the northeast corner. There is a small lawn area with several ornamental type trees on the west side of the building and several areas to the north and east of the parking lot have scrub vegetation. There are no areas of forest, streams, wetlands, or buffers on the property. There are no large trees on the property.

### **B. Surrounding Area**

Staff defines the surrounding area to be generally bounded by Hampden Lane to the north, Woodmont Avenue to the east, Bradley Boulevard to the south and Fairfax Road to the west. The subject property fronts on Arlington Road. To the north of the property is a Goodyear Tire and Auto facility and the Ourisman Honda garage. Farther north along Arlington Road are several retail stores, and on the corner of Arlington and Bethesda Avenue is a restaurant. Across the street from the property to the northwest is Euro Motorcars. The Bradley Shopping Center is directly across the street from the property to the west. To the south of the property is an office/retail complex comprised of three office buildings, two of which are five-stories tall and a 5 story parking garage. The rear property line runs along and adjacent to the Capital Crescent Trail, which is a 90-foot wide right-of-way containing a paved walking/bicycle trail providing an important link to the nearby Bethesda CBD. In the vicinity of the site, the trail consists of a 10-foot wide asphalt path. There is also a landscaped seating area containing benches and a

water fountain. Farther to the east beyond the trail is a single-family residential neighborhood.

The zoning for the surrounding area is predominantly C-2. The Bradley Shopping Center directly across the street has a base C-2 zone and is further regulated under the Arlington Road Overlay Zone. The site is within 600 feet of the Central Business District (CBD) and approximately 1,800 feet from the Bethesda Metro Center Station. The metro core district is zoned predominantly CBD-1, CBD-2 and CBD-3. The closest residential zoning to the property is the neighborhood to the east of the site which is in the R-60 Zone. The neighborhood is a unique pocket of detached single-family dwellings surrounded by denser commercial and residential uses in an urban, mixed-use extension of the Bethesda Central Business District.

### **C. Intended Use and Approval Procedures**

The use of the property must be in accordance with the development plan submitted in conjunction with the application. The applicant proposes a mixed-use project with a maximum of 111 multi-family residential units including 12.5 percent Moderately Priced Dwelling Units (MPDUs). In addition, 7,000 square feet of retail space and 23,000 square feet of office space (workroom) will be provided for the new Post Office facility. The project will consist of a single building with the Post Office located on the ground floor and 4 stories of residential above. Parking for the post office vehicles will be located in a ground floor garage and parking for the residents and postal employees will be located in a below grade parking garage.

The design of the development will be finalized and reviewed by the Montgomery County Planning Board at the time of subdivision and site plan review. The applicant must submit a Site Plan in accordance with Section 59-D-3 of the Zoning Ordinance if the PD-44 zoned is approved.

#### **Binding Elements –**

1. The building will have a maximum height of 63.5 feet as measured from the centerline of Arlington Road, as shown on the development plan.
2. The development plan must not have more than 111 units.
3. 12.5 percent of the units must be MPDU's.
4. The development must provide a minimum of 50% green area on site.

### **III. Zoning History**

Comprehensive Zoning:

- a. 1958 Comprehensive Zoning: I-2 (Heavy Industrial zone)
- b. SMA F-736: C-2 zone confirmed on August 15, 1972
- c. SMA G-711: C-4 zone confirmed on October 11, 1994

Local Map Amendment: None prior to this proposal.

#### **IV. Public Facilities**

The subject application will be adequately served by public facilities.

- 1. Water and Sewer: The subject property is located in water and sewer category W-1/S-1, and will be served by the existing water and sewer mains within the public streets and WSSC rights of ways adjacent to the property.
- 2. Schools: The subject property is located within the Bethesda Elementary School, the Westland Middle School, and the Bethesda-Chevy Chase High School attendance area. Based on average yield factors derived from the M-NCPPC 2003 Census Update Survey, the impact of this project is estimated to be approximately 9 elementary, 2 middle and 2 high school students. Based on the current Annual Growth Policy, there is adequate capacity at the elementary, middle, and high school levels to accommodate the proposed residential development. In addition, the proposed residential product type is expected to generate a low number of school age children.
- 3. Other Public Facilities: The property is located less than one mile from the Bethesda Fire Station (Company 6) at the corner of Wisconsin Avenue and Bradley Boulevard and nearly as close to the Bethesda-Chevy Chase Rescue No. 1 Station at the corner of Old Georgetown Road and Battery Lane. The Bethesda Police Station also is located in close proximity, and less than one-half mile away, at Montgomery Avenue and Wisconsin Avenue.

#### **ANALYSIS**

##### **A. Master Plan Recommendation**

The 1994 Sector Plan for the Bethesda Central Business District (CBD) discussed the project site in the Arlington Road District section. The Plan recommended a base zone of C-4, or redevelopment of the site under the PD-44 Zone for multi-family housing with neighborhood serving retail along Arlington Road. The Plan recommended up to 105 multi-family dwellings and 40,000 square feet of commercial space as a transition from

the commercial uses along Arlington Road to the single family homes in the Sacks neighborhood to the east.

The Plan also recommended limiting the housing to four stories, stepping down to three stories along the east side of the site to ensure compatibility with the Sacks neighborhood. Other recommendations were to provide vehicular access to Arlington Road from the southwest corner of the site and to provide pedestrian and bicycle access to the Capital Crescent Trail on the east.

### **Development Proposal**

The 1994 Plan did not anticipate that the Post Office would choose to stay in place and enter into a joint development agreement to provide multi-family housing over a new postal facility. The proposed development would also accommodate below grade parking for postal trucks and employees, structured parking for residents, and up to 111 dwelling units.

### **Community Planning Recommendation: Approval**

#### **Discussion**

##### **1. Height:**

The east end of the proposed development is designed for four floors and does not step down to three stories at the property line with the Capital Crescent Trail as recommended in the 1994 Plan. The proposed housing would be built on a platform on top of the postal facility and associated parking.

Because of the distance from the Sacks community, the intervening 100-foot width of the Trail, and buffer areas, staff does not find four floors incompatible with the neighborhood. The design of the east end of the project, the articulation of the terraces, and the plantings provided at the edge of the property are sufficient to buffer the view of the project from the Trail and the Sacks community. In addition, staff suggested that the below grade garage and the structure be pulled back from the property line, so trees can be planted in the ground and eventually provide a tall backdrop to the project. Working with Parks staff, the applicant may also provide large-scale deciduous trees on the trail side of the property line.

It should be noted that the commercial garage and office building to the southeast of this property, and the Honda dealership parking structure to the northeast, present 50 to 60 feet of unscreened structure at the property line with the trail, which in staff's view is much more visually disruptive than the proposed project.

##### **2. Density:**

The master plan suggests up to 105 dwelling units for the site. The applicant proposes 111 including 12.5% or 14 MPDU's. Staff finds the 111 dwelling units to be in substantial compliance with the use and density recommended for the site in the sector plan.

The applicant proposes a bicycle and pedestrian connection to the Capital Crescent Trail for residents only. Other trail users may access the trail through the office building site to the southwest and from Bradley Boulevard and Bethesda Avenue. Staff views this as acceptable.

### **Capital Crescent Trail**

The proposal includes direct access to the Capital Crescent Trail for building residents via a ramp through a series of terraced gardens. Public access through the site is not proposed. A seating area/trail node, which is part of the Capital Crescent Trail, is located along the frontage of the property that abuts the trail. Staff is recommending that special attention be given to the area between the paved trail and the proposed terraced garden areas. All retaining walls, fencing, walkways and ramps should be attractively finished and the linear area within the trail easement currently consisting of scrub vegetation should be substantially enhanced and/or cleared and replanted as a continuation of the terraced gardens. The area should not appear as the back of the 7001 Arlington Road development, but should instead be carefully designed by a landscape architect as a public amenity for the thousands of users of the Capital Crescent Trail.

Caroline Freeland Urban Park is located less than two blocks from the proposed development, adjacent to the Bethesda Public Library. The one-acre M-NCPPC owned park is developed with a small playground, seating and picnic areas, and includes public art. As it is one of only a few small urban parks in downtown Bethesda, it is extensively used by the community and is the closest public park, aside from the Capital Crescent Trail, to the proposed development. The park was acquired in 1983 and is in need of renovation.

#### **Recommendations:**

1. The site plan submission should include detailed site and landscape plans which demonstrate that the proposed development has been designed to be compatible with the adjoining Capital Crescent Trail. The Developer shall substantially improve the area between the subject site and the existing paved Capital Crescent Trail so as to create a valuable public amenity. The area should not appear as the back of the 7001 Arlington Road development, but instead be carefully designed by a landscape architect as a public amenity for the thousands of users of the Capital Crescent Trail.
2. At the time of site plan submission, the applicant should be strongly encouraged to contribute towards needed improvements to the recreational facilities in Caroline Freeland Urban Park. If the Applicant seeks off-site credit for the

facilities located in either Caroline Freeland Park or the Capital Crescent Trail, then the developer will be required to contribute to improving one or both of these facilities.

3. At the time of site plan submission, the landscape plans for the required green area shall include shade, ornamental and evergreen trees and will demonstrate that adequate irrigation, drainage and soil volume has been provided so as to promote healthy, long-term growth.

## **B. Transportation**

The following information is Transportation Planning staff's Adequate Public Facilities (APF) review of the application.

### **RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to the subject rezoning case:

1. The applicant under this rezoning case shall be limited to replacing the existing 18,600-square-foot U.S. post office with a larger 30,000-square-foot post office and 111 high-rise apartments.
2. The applicant shall enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and the Montgomery County Department of Public works and Transportation (DPWT) to participate in the Bethesda Transportation Management Organization (TMO). The TMAg must be executed prior to certifying the site plan.
3. The applicant shall coordinate with the Parks Department regarding adequate access for residents and the general public to the Capital Crescent Trail prior to site plan.
4. The applicant shall coordinate with Transportation Planning staff to identify the locations and numbers of the bike racks and lockers prior to site plan.

### **DISCUSSION**

#### **Site Location and Vehicular Access Points**

The proposed redevelopment is located on Parcels N826, P828, and P795 on the east side of Arlington Road between Bethesda Avenue and Bradley Boulevard. The proposed vehicular access points are from Arlington Road and are separated for

apartment residents/visitors, Post Office customers, and Post Office employees/vehicles.

#### **Available Transit Service**

Ride-On routes 36 and 92 operate along Arlington Road.

#### **Sector-Planned Roadway and Trail**

In accordance with the *Bethesda Central Business District Sector Plan*, Arlington Road is designated as an arterial, A-50, with a recommended 80-foot right-of-way. The Class I Capital Crescent Trail exists along the eastern property line.

#### **Transportation Mitigation Requirements**

The applicant is required to participate in the Bethesda (Central Business District) TMO and enter into a TMAg because the subject site is located within the boundary of the Bethesda Transportation Management District (TMD). The applicant's participation will assist the Bethesda TMO to achieve and maintain the 37% non-auto driver mode share goal for workers.

#### **Adequacy of the Public Transportation Facilities**

The proposed redevelopment would generate the following net increase in peak-hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Type of Land Use	No.of Units or Square Feet	Weekday Peak Hour	
		Morning	Evening
Proposed Land Uses:			
High-Rise Apartments	111	33	33
Enlarged Post Office	30,000	240	327
Subtotal		273	360
Existing Post Office	18,600	149	203
Net Increase in Peak-Hour Trips		124	157

A traffic study was required to satisfy Local Area Transportation Review (LATR) because the proposed redevelopment generates 30 or more peak-hour trips during the weekday morning and evening peak hours. From this traffic study, the table below gives the critical lane volume (CLV) values at the analyzed intersections:

Intersection	Weekday Peak Hour	Traffic Condition		
		Existing	Background	Total



Bradley Boulevard & Fairfax Road	Morning	781	792	802
	Evening	1,341	1,357	1,368
Bradley Boulevard & Arlington Road	Morning	982	966	989
	Evening	1,092	1,167	1,236
Bethesda Avenue & Arlington Road	Morning	954	1,018	1,047
	Evening	970	1,057	1,090
Elm Street & Arlington Road	Morning	712	780	782
	Evening	892	967	973
Bethesda Avenue & Woodmont Avenue	Morning	565	650	672
	Evening	769	880	911
Bradley Boulevard & Leland Street	Morning	622	659	671
	Evening	860	914	934

The CLV values at all intersections are less than the 1,800 congestion standard in the weekday both peak hours and all traffic conditions.

Under the current *Annual Growth Policy*, Policy Area Transportation Review is no longer required as part of APF test.

### **C. Environmental**

As noted in the attached memorandum, Countywide Environmental Planning staff has recommended approval of this rezoning application.

#### **Recommendation: Approval**

This proposal poses no difficulties for complying with the Forest Conservation Law or Environmental Guidelines.

#### **Forest Conservation – Chapter 22A**

A Preliminary Forest Conservation Plan is required when this project is submitted for Preliminary Plan approval. If the PD zoning is approved, afforestation will be required on-site. The small amount of afforestation that will be required can be met through tree cover by planting approximately 10 canopy trees, since this site is located in a central business district.

#### **Environmental Guidelines**

This site is located in a highly urban area that was developed before the Environmental Guidelines were adopted. It is not located within a Special Protection Area or Primary

Management Area. This site has no specimen or significant trees, no steep slopes, and no erodible soils. There are no wetlands or streams.

#### Water Quality

The site of this rezoning request is located in the Willett Branch subwatershed of the Little Falls watershed. The *Countywide Stream Protection Strategy* (CSPS) assesses this tributary as having poor overall conditions. The subwatershed is designated an Urban Watershed Management Area where the CSPS recommends supporting cost-effective stormwater quality controls on redevelopment sites, such as the subject site. A green roof is proposed for part of the building, which will help in the long term with water quality.

**D. Purpose of the PD-Zone:** A floating zone requires an evaluation of the purpose of the zone. Section 59-C-7 of the Montgomery County Zoning Ordinance contains the requirements for development of property in the Planned Development (PD) Zone.

#### Section 59-C-7.11. Purpose

a. Implement General Plan and Area master plan.

**The Approved and Adopted 1994 Bethesda Sector Plan recommends the PD-44 Zone for the Property.**

b. Allow development which can achieve flexibility of design, the integration of mutually compatible uses and optimum land planning with greater efficiency, convenience and amenity than the procedures allowed for “permitted as a right” conventional zoning categories.

**The proposal for the Property meets the purpose of integrating the Post Office facility with residential use, creating a compatible “mixed-use” project. The PD-44 Zone allows flexibility in the design criteria for the building to accommodate this mix of uses in a manner that would not be allowed with the C-4 “permitted as a right” zoning category.**

c. Promote development designed and constructed to facilitate and encourage a maximum of social and community interaction and activity among those who live and work within an area and to encourage the creation of a distinctive visual character and identity for each development.

**The proposal for this Property meets this important goal by incorporating the Post Office facility with the residential use. This enhances the social interaction of people who live in this area by continuing to provide this important service to the community at this location. At the same time, the inclusion of residential uses on the site further supports the Sector Plan goal to provide more housing for residents in and near the Central Business District. This is a goal of the Sector Plan, and an important “Smart Growth” goal which has been embraced by**

**the County; providing more residences for people to live near public transportation services and where places of employment and retail opportunities.**

d. Produce a balanced and coordinated mixture of residential and convenience commercial uses, as well as other commercial and industrial uses shown on the area master plan, and related public and private facilities.

**The inclusion of the Post Office facility in the proposal for the Property supports this purpose clause by retaining a commercial facility shown on the Sector Plan that serves the community at this location. The proposal provides a good balance of residential uses coupled with this important public facility.**

e. Provide and encourage a broad range of housing types, comprising owner and rental occupancy units, and one-family, multiple-family and other structural types.

**The inclusion of the proposed multi-family project at this location introduces a desirable housing type into the Arlington Road District which provides an alternative for those who wish to live and work near the Central Business District.**

f. Preserve and take the greatest possible aesthetic advantage of trees and in order to do so, minimize grading for construction.

**The Property contains few trees and virtually no green area. When redeveloped it will have slightly more than 50% open space and green areas, along with a vastly improved street sidewalk and building presence on Arlington Rd., in the center of a compact urban block.**

g. Encourage and provide for open space ...conveniently located with respect to points of residential and commercial concentration so as to function for the general benefit of the community and public at large for places of relaxation, recreation and social activity and furthermore, open spaces should be so located to achieve physical and aesthetic integration of the uses and activities within the development.

**The proposal will include a 50% open space component. The two courtyard areas for the site are comprised of large landscaped areas that include walkways and seating areas for residents as well as buffers to the adjacent properties.**

h. Encourage and provide for development of comprehensive, pedestrian circulation networks, separate from roadways, which constitute a system of linkages among residential areas, open spaces, recreational areas, commercial and employment areas and public facilities to minimize reliance on the automobile.

**By retaining the Post Office facility at this location near the Central Business District, and providing a residential facility above it, the proposal for the Property will reduce reliance on the automobile by providing a housing option where**

**residents can walk to the retail establishments and amenities of this area for virtually all of their daily needs.**

- i. Encourage development on a large enough scale to achieve purposes of the zone.

**The proposal is for up to the maximum number of housing units permitted by the zone (111, including MPDUs), and for non-residential uses (office and retail) at 30,000 square feet. This scale is consistent with the Sector Plan recommendations and meets the purpose of the zone.**

- j. Achieve a maximum of safety, convenience and amenity for residents of the development and adjacent areas and to encourage compatibility and coordination of development with existing and proposed surrounding land uses.

**The proposal will continue to provide the convenience and amenity of the Post Office facility on this site. The proposal is compatible with the adjacent office and retail development in the area.**

- k. Approval or disapproval shall be upon findings that the application is or is not proper for the comprehensive and systematic development of the county, is or is not capable of accomplishing the purpose of the zone and is or is not in substantial compliance with the general plan and master plan.

**Staff believes that the proposal should be approved as proper for the development of the county and in keeping with the purpose of the zone and in substantial compliance with the General Plan and Master Plan.**

**59-C-7.15 Compatibility.**

(a) The proposed uses must achieve the purpose clause set out in section 59-C-7.11 and be compatible with other adjacent uses.

**The proposal meets the purpose clause set out in Section 59-C-7.11. The proposed development is consistent with the goals and objectives of the approved Bethesda Sector Plan.**

(b) For sites not within the Central Business District or transit station development area which are adjacent to land in one-family detached zone:

(1) No building can be constructed within 100 feet of such adjoining land:

(2) No building can be constructed to a height greater than its distance from such adjoining land.

**The building is set back approximately 120 feet from adjoining residential zoned land developed with one-family homes and the proposed height for the building is far less than this setback.**

**59-C-7.16. Green Area**

Green area must be provided in amounts not less than the following schedule:

<u>Density Category</u>	<u>Green Area (Percent of Gross Area)</u>
High	
PD-28	50
PD-35	50
PD-44	50

**The proposal includes slightly more than 50% green area.**

**59-C-7.17. Dedication of land for public use.**

Such land as may be required for public streets, parks, schools and other public uses must be dedicated in accordance with the County subdivision regulations, General Plan, Master Plan and identified on the development plan.

**Approximately, 6,922 square feet was previously dedicated from the Property for Arlington Road improvements. An additional 4,176 square feet will be dedicated with this proposal.**

59-C-7.18. Public Facilities

Off-street parking must be provided in accordance with the requirements of article 59-E.

**The Post Office portion of the facility is being parked at 2.4 spaces per 1,000 square feet of workroom, retail at 5 spaces per 1,000 square feet, and the residential portion of the proposal is being parked at a rate dependent upon the size of the units and whether they are market rate or MPDUs (between 0.625 and 1.50 spaces per unit). Due to the proximity to the Metro the project may utilize the allowed 10% reduction from the standard parking for the residential component.**

59-C-7.19. Procedure for application and approval

- (a) Application and development plan must be in accordance with division 59-D-1.
- (b) Site plan must be submitted and approved in accordance with 59-D-3.

**The application includes a development plan and a site plan will be submitted in accordance with section 59-D-3.**

59-D-1.6 – Approval by District Council

59-D-1.61 – Findings

Before approving an application for classification in any of these zones, the District Council must consider whether the application, including the development plan, fulfills the purposes and requirements set forth in article 59-C for the zone. In doing so, the district council must make the following specific findings in addition to any other findings which may be necessary and appropriate to the evaluation of the proposed reclassification:

- (a) **That the zone applied for is in substantial compliance with the use and density indicated by the Master Plan or Sector Plan, and that it does not conflict with the general plan, the county capital improvements program or other applicable county plans and policies;**

As indicated previously, the Sector Plan recommends a mixture of commercial (40,000 square feet) and residential (105 units) uses for the Property to be developed under the PD-44 zone. The proposal for the Property is for a mixed

use project combining 30,000 square feet of commercial Post Office and up to 111 residential units, the actual density allowed under the PD-44 zone for the site including MPDUs. The proposal is substantially in conformity with the use and density recommended in the Sector Plan.

**(b) That the proposed development would comply with the purposes, standards and regulations of the zone as set forth in article 59-C, would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development.**

The proposed development complies with the purposes, standards and regulations of the PD-44 zone as set forth in article 59-C. The proposal will enhance both pedestrian and vehicular safety because the access driveways, pedestrian ways and entrance features have been designed in a safe and efficient manner. The entrances for the Post Office and residential portions of the project have been separated for the safety and convenience of the residents, employees and patrons of the complex. The proposal is compatible with the adjacent four story office building to the south, the 5 story parking garages to the north (Ourisman Honda) and south (Bradley Center), as well as the larger Arlington Road District including the proposals for Lot 31 and Bethesda Row.

**(c) That the proposed internal vehicular and pedestrian circulation systems and points of external access are safe, adequate, and efficient;**

The vehicular circulation for the project has been designed to be more efficient, adequate and safe than the current design. Two access points from Arlington Road will separate the residential and Post Office users. One is an existing entrance which will be improved and the second is a new entrance. Each is designed to current standards with respect to safety, and the efficiency of the Post Office circulation has been improved by separating the Post Office loading and delivery vehicles from the customer service parking and access to the building.

Currently the Post Office entrance is in the rear of the building adjacent to the loading dock. The Post Office entrance will be moved to Arlington Road directly from the sidewalk. The Post Office access will be greatly improved from the existing access, and will be separated from the residential access. This will both improve the convenience of the public to utilize the facility and greatly improve pedestrian safety. Sidewalk links from the site are provided along the northern side of the garage and southern side of the residential component of the proposal. In addition, a pedestrian connection to the Capital Crescent Trail along the site's northeastern edge, as was recommended in the Sector Plan, is provided for the residents of the project.

- (d) That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3;

The property is a developed urban site which has virtually no natural vegetation or features. The project design concept will result in slightly over 50% green area for the Property, including two beautifully landscaped courtyard areas and a vastly improved street retail presence. This design will certainly enhance the site, which is virtually bereft of any valuable natural features. The proposal for the site meets the applicable forest conservation and water resource protection requirements.

- (e) That any documents showing the ownership and method of assuring perpetual maintenance of any areas intended to be used for recreational or other common of quasi-public purposes are adequate and sufficient.

At this time the form of ownership (whether rental or sale) for the residential project has not been determined. The applicant will provide appropriate assurances of maintenance of common areas as required by law prior to any conveyance of building units.

#### E. Development Standards

The design of the development will be finalized and reviewed by the Montgomery County Planning Board at the time of subdivision and Site Plan Review. The Development Standards for the PD-44 zone are tabled below:

<i>Development Standard</i>	<i>Permitted/Required</i>	<i>Proposed</i>
Minimum Tract Area	2.54 acres (sufficient for 50 dwelling units)	2.54 acres
Maximum Density /total yield	44 units per acre	111 units



Minimum setback	100 feet	120 feet
Green Area	50%	50% *
Parking	1.25/du 133 spaces required for residential; 91 for commercial; 224 total required	1.25/du * 290 total spaces provided

\* To be determined at Site Plan

**F. Community Concerns** – To date, staff has not received any letters of opposition to the proposed local map amendment application.

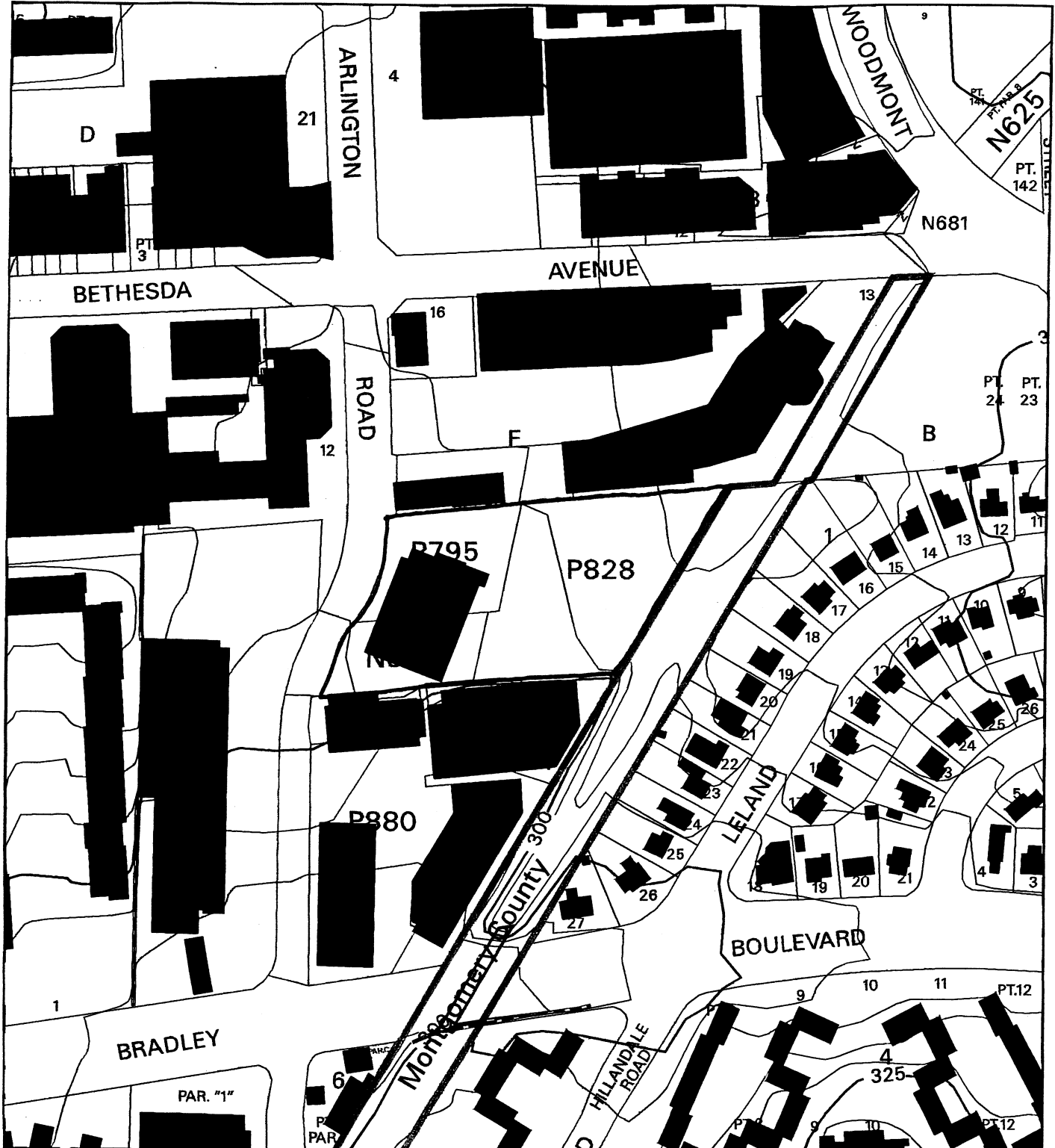
**G. Conclusion**

The application conforms with the Zoning Ordinance recommendations for zoning, use and density, and it will be compatible with the surrounding uses because the application will maintain a residential character on the property as recommended in the Sector Plan. Staff believes that the requested PD-44 zone meets the intent of the 1994 Approved and Adopted Bethesda Sector Plan. Staff also recommends approval of the Development Plan and Binding Elements that accompany this application which limits the development to a maximum of 111 residential units.

## LIST OF ATTACHMENTS

1. Location Map
2. Surrounding Area Map
3. Development Plan
4. Green Space Plan
5. Illustrative Elevations
6. Subdivision Memo
7. Community-Based Planning Memo
8. Park Development Division Memo
9. Transportation Planning Memo
10. Environmental Planning Memo

## 7001 ARLINGTON ROAD (G-861)



Map compiled on January 19, 2007 at 4:14 PM | Site located on base sheet no - 209NW05

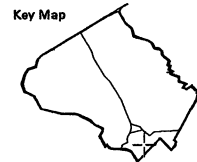
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This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



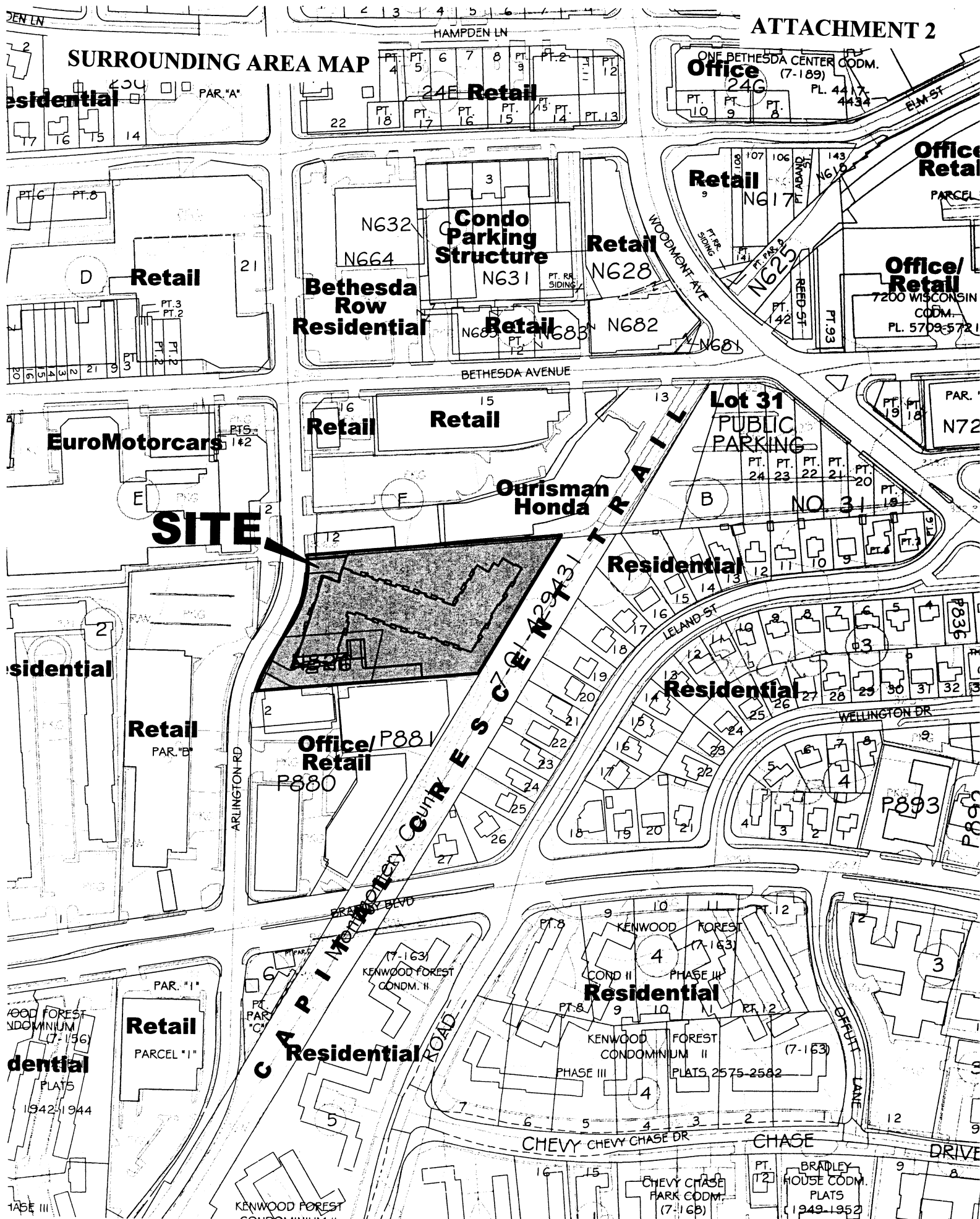
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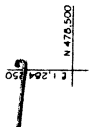


Research &amp; Technology Center



1 inch = 200 feet  
 1 : 2400





## ATTACHMENT 3

1. PROPERTY IS L.16109, P. 206. SEE ID PLAT IN THIS SET FOR LEGAL DESCRIPTION.

2. THE HORIZONTAL DATUM IS BASED ON NAD83. THE VERTICAL DATUM IS BASED ON W.2.5 C BENCHMARK NO. 29, A BENCHMARK ON FIRE TOWER, WITH AN ELEVATION OF 310.31'. THE BENCH MARKS IS SHOWN ON THE W.2.5 C PLAT, CONTRACT NO. 73 CT 5703-A. PAGE 6 OF 27.

3. THE SUBJECT PROPERTY LIES WITHIN ZONE C AREA OF MINOR FLOODING AS SHOWN ON FLOOD INSURANCE RATE MAP FROM COMMUNITY PLOTS NUMBER 240409 017SC, FOR MONTGOMERY COUNTY, MD, AUGUST 1, 1984.
4. THE PROPERTY IS COMPRISED OF PLOTS 16829 AND 17795 ON THE MAP 1122, WITH RESPECTIVE TAX ACCOUNT NUMBERS OF 000435555 AND 000435555. ACCORDING TO AND IS CURRENTLY ZONED C-4 (COMMERCIAL) ACCORDING TO TAX ACCOUNT RECORDS.
5. BOUNDARY SURVEY WAS PREPARED BY VHA, INC. DATED SEPTEMBER, 2006.

5. THIS SITE IS LOCATED IN THE LITTLE FALLS BRANCH WATERSHED AND IS CLASSIFIED AS USE 1.

7. THE PROJECT IS PROPOSED TO BE SERVED BY PUBLIC WATER AND SEWER SYSTEMS AND IS CURRENTLY IN WATER AND SEWER SERVICE CATEGORIES W1 & S1, RESPECTIVELY.

8. THE NUMBER OF PRIVATE PARKING SPACES WILL BE SET AT ONE PER UNIT, SUBJECT TO FINAL BIDDING AND LATEST COUNTY AND TOTAL PARKING WILL COMPLY WITH BIDDING REQUIREMENTS.

9. CHANGES TO THIS PLAN DUE TO FINAL ENGINEERING REQUIRED AS A RESULT OF PUBLIC AGENCY REVIEW, SUBJECT TO APPROVAL OF THE CERTIFIED SITE PLAN, ARE ALLOWED AND DO NOT REQUIRE AMENDMENTS TO THIS PLAN BY THE PLANNING BOARD.

**BINDING ELEMENTS:**

THE BUILDING WILL HAVE A MAXIMUM HEIGHT OF 63.5', AS MEASURED FROM THE BUILDING HEIGHT MEASURE POINT IN THE CENTERLINE OF ARLINGTON ROAD, WHOSE ELEVATION IS 306.64', AND AS SHOWN ON THE DEVELOPMENT PLAN.

THE DEVELOPMENT WILL HAVE A MAXIMUM DENSITY OF 1.65 PER ACRE.

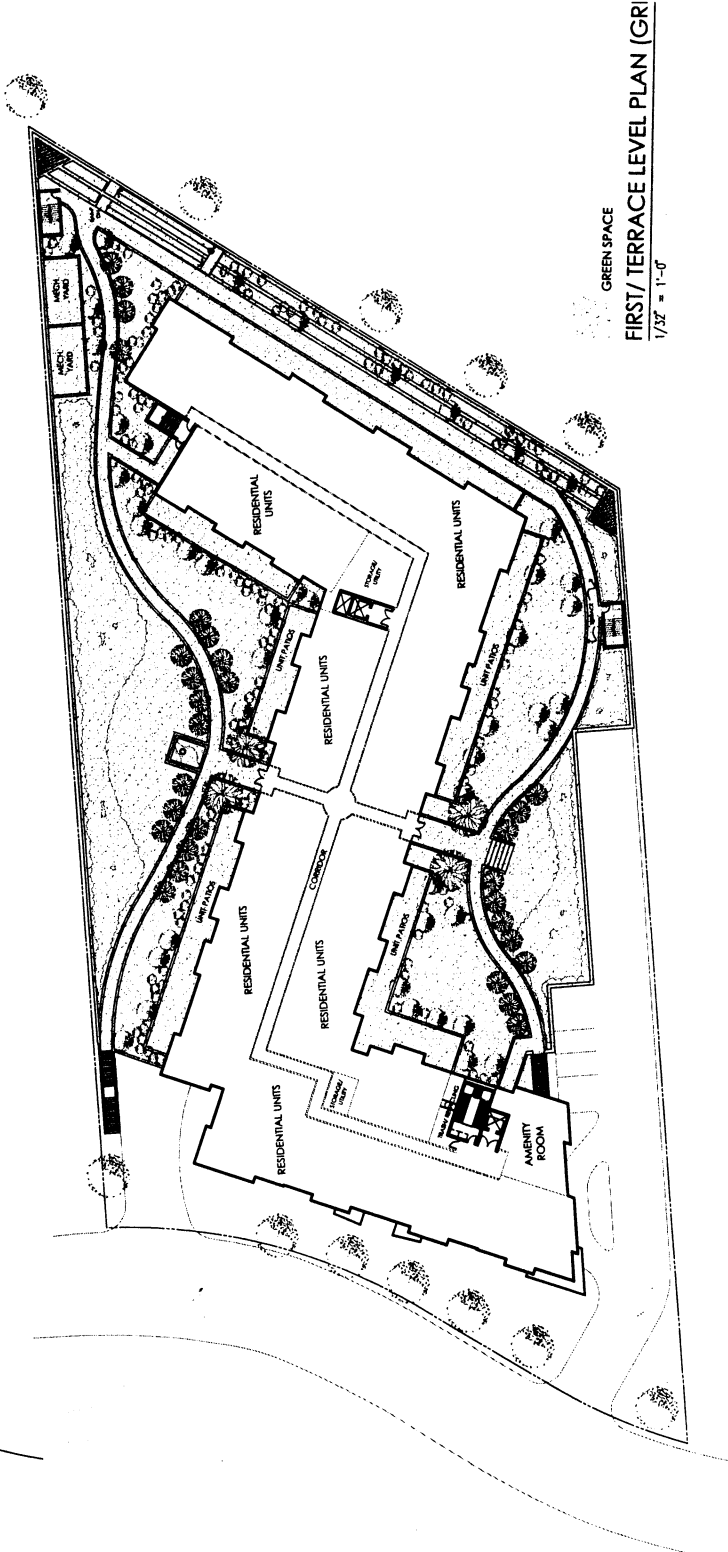
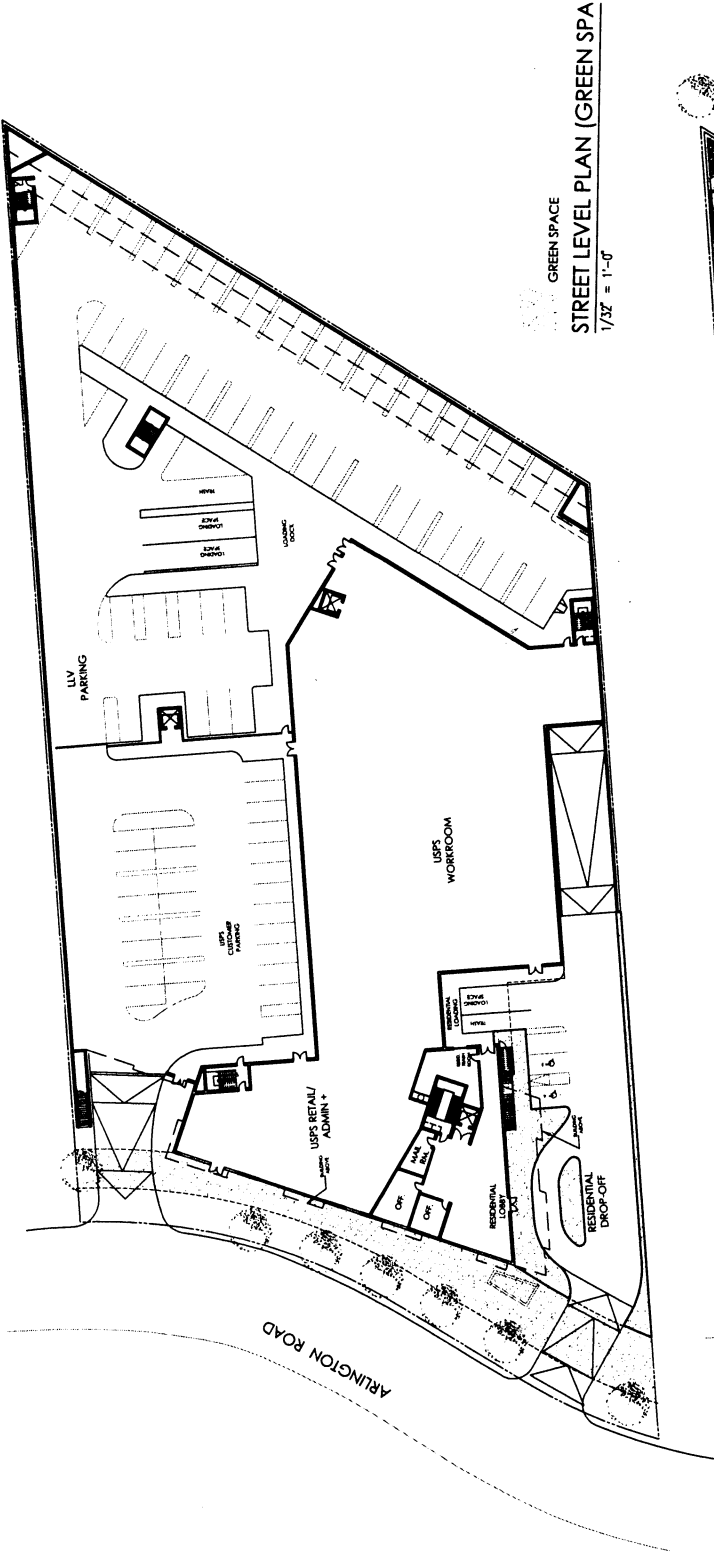
1. THE DEVELOPMENT WILL HAVE A MAXIMUM OF 111 UNITS.

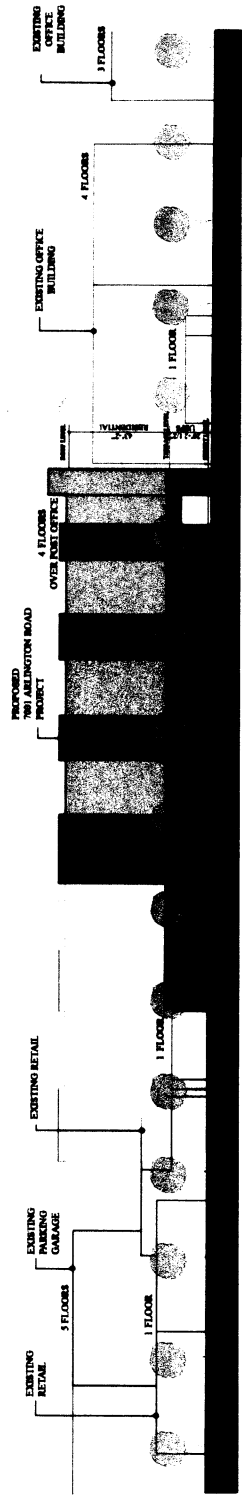
1.2.5 PERCENT OF THE UNITS APPROVED FOR RESIDENT IN THE DEVELOPMENT WILL BE APDHS.

THE DEVELOPMENT WILL PROVIDE A MINIMUM OF 50% GREEN AREA ON SITE.

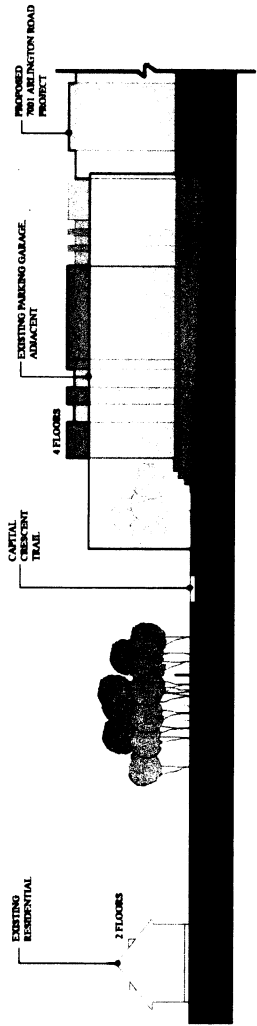
DEVELOPMENT PROGRAM

THE PROJECT IS INTENDED TO BE DEVELOPED IN ONE PHASE. DEVELOPMENT OF THE ON-SITE AMENITIES WILL OCCUR CONCURRENTLY WITH THE OCCUPANCY OF THE RESIDENTIAL UNITS, AND WILL BE COMPLETED PRIOR TO THE OCCUPANCY OF MORE THAN 75% OF THE UNITS. SUBJECT TO POSSIBLE DELAY OF LANDSCAPING TO THE APPROPRIATE PLANTING SEASON.

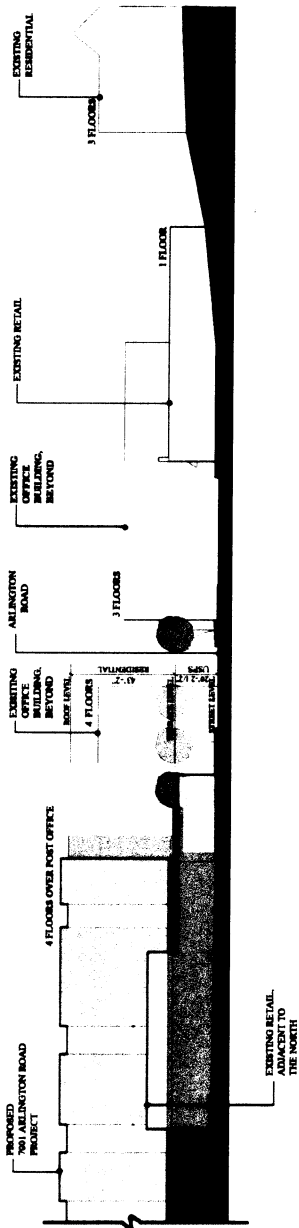




ARLINGTON ROAD-ILLUSTRATIVE ELEVATION  
1/32" = 1'-0"



NORTH - ILLUSTRATIVE ELEVATION AT THE CAPITAL CRESCENT TRAIL  
1/32" = 1'-0"



NORTH - ILLUSTRATIVE ELEVATION AT ARLINGTON ROAD  
1/32" = 1'-0"



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

**MEMORANDUM**

DATE: February 15, 2007

TO: Carlton Gilbert  
Development Review Division

FROM: Taslima Alam  
Development Review Division

SUBJECT: Board of Appeals Petition No. G-861

The proposed development requires subdivision. Prior to the release of any building permits the applicant will be required to submit a Preliminary Plan Application pursuant to Chapter 50 of the Subdivision Regulation and a Site Plan application pursuant to Chapter 59D-3 of the zoning ordinance and record a plat in the land records pursuant to Chapter 50 of the Subdivision Regulation.





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

**MEMORANDUM**

**DATE:** March 9, 2007

**TO:** Carlton Gilbert, Planner Coordinator  
Development Review

**VIA:** Judy Daniel, Team Leader  
Bethesda Team

**FROM:** Marilyn Clemens, Urban Designer  
Bethesda Team

**RE:** G-861, 700I Arlington Road

The site is located on the east side of Arlington Road between Bradley Boulevard and Bethesda Avenue and is occupied by an existing post office and a large parking lot.

**Master Plan Recommendations**

The 1994 Sector Plan for the Bethesda Central Business District (CBD) discussed the project site in the Arlington Road District section. The Plan recommended a base zone of C-4, or redevelopment of the site under the PD-44 Zone for multi-family housing with neighborhood serving retail along Arlington Road. The Plan recommended up to 105 multi-family dwellings and 40,000 square feet of commercial space as a transition from the commercial uses along Arlington Road to the single family homes in the Sacks neighborhood to the east.

The Plan also recommended limiting the housing to four stories, stepping down to three stories along the east side of the site to ensure compatibility with the Sacks neighborhood. Other recommendations were to provide vehicular access to Arlington Road from the southwest corner of the site and to provide pedestrian and bicycle access to the Capital Crescent Trail on the east.

**Development Proposal**

The 1994 Plan did not anticipate that the Post Office would choose to stay in place and propose a joint development with multi-family housing over a new postal facility. The

proposed development would also accommodate below grade parking for postal trucks and employees, structured parking for residents and up to 111 dwelling units.

### **Community Planning Recommendation: Approval**

#### **Discussion**

1. Height:

The east end of the proposed development shows four floors and does not step down to three stories at the property line with the Capital Crescent Trail as recommended in the 1994 Plan. The proposed housing would be built on a platform on top of the postal facility and its parking, requiring approximately 18 feet of clearance.

Because of the distance from the Sacks community, the intervening 100-foot width of the Trail and buffer areas, staff does not find four floors incompatible. The design of the east end of the project, the articulation of the terraces, the plantings provided at the edge of the property are sufficient to buffer the view of the project from the Trail and the Sacks community. In addition, staff suggested that the below grade garage and the structure be pulled back from the property line, so trees can be planted in the ground and eventually provide a tall backdrop to the project. Working with Parks staff, the applicant may also provide large-scale deciduous trees on the trail side of the property line.

It should be noted that the commercial garage and office building to the southeast of this property, and the Honda dealership parking structure to the northeast present 50-60 feet of unscreened structure at the property line with the trail, much more visually disruptive than the proposed project.

2. Density:

The master plan suggests up to 105 dwelling units for the site. The applicant proposes 111 including 12.5% or 14 MPDU's.

3. The applicant proposes a bicycle and pedestrian connection to the Capital Crescent Trail for residents only. Other trail users may access the trail through the office building site to the southwest and from Bradley Boulevard and Bethesda Avenue. Staff views this as acceptable.

Cbp/mc/postofficearl



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

**Memorandum**

Date: March 13, 2007

To: Carlton Gilbert, Planner Coordinator, Development Review Division

From: Linda Komes, Project Manager, Park Development Division

Re: Development Plan G-681, 7001 Arlington Road

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Staff from the Park Development Division have reviewed the Development Plans for 7001 Arlington Road and provide the following comments and recommendations:

The subject property abuts the Capital Crescent Trail. The eleven mile long trail is a much used and cherished recreational amenity. The development plans propose a four story residential building with approximately 111 residential units located over ground floor commercial, including a new post office facility. The plan proposes to provide the minimum 50% green area required in the PD-44 Zone. The green area will be provided on top of the structure in a series of plazas and terraced gardens.

The proposal includes direct access to the Capital Crescent Trail for building residents via a ramp through a series of terraced gardens. Public access through the site is not proposed. A seating area/trail node, which is part of the Capital Crescent Trail, is located along the frontage of the property that abuts the trail. Staff is recommending that special attention be given to the area between the paved trail and the proposed terraced garden areas. All retaining walls, fencing, walkways and ramps should be attractively finished and the linear area within the trail easement currently consisting of scrub vegetation should be substantially enhanced and/or cleared and replanted as a continuation of the terraced gardens. The area should not appear as the back of the 7001 Arlington Road development, but instead be carefully designed by a landscape architect as a public amenity for the thousands of users of the Capital Crescent Trail

Caroline Freeland Urban Park is located less than two blocks from the proposed development, adjacent to the Bethesda Public Library. The one-acre M-NCPPC owned park is developed with a small playground, seating and picnic areas, and includes public art. As it is one of only a few small urban parks in downtown Bethesda, it is extensively used by the community and is the closest public park, aside from the Capital Crescent Trail, to the proposed development. The park was acquired in 1983 and is in need of renovation.

**Recommendations:**

1. The site plan submission should include detailed site, and landscape plans which demonstrate that the proposed development has been designed to be compatible with the adjoining Capital Crescent Trail. The Developer shall substantially improve the area between the subject site and the existing paved Capital Crescent Trail so as to create a valuable public amenity. The area should not appear as the back of the 7001 Arlington Road development, but instead be carefully designed by a landscape architect as a



## **MONTGOMERY COUNTY DEPARTMENT OF PARKS**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

public amenity for the thousands of users of the Capital Crescent Trail.

2. At the time of site plan submission, the applicant should be strongly encouraged to contribute towards needed improvements to the recreational facilities in Caroline Freeland Urban Park. If the Applicant seeks off-site credit for the facilities located in either Caroline Freeland Park or the Capital Crescent Trail, then the developer will be required to contribute to improving one or both of these facilities.
3. At the time of site plan submission the landscape plans for the required green area shall include shade, ornamental and evergreen trees and will demonstrate that adequate irrigation, drainage and soil volume has been provided so as to promote healthy, long-term growth.



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

March 9, 2007

**MEMORANDUM**

TO: Carlton Gilbert, Planner  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning *[Signature]*

FROM: Ed Axler, Planner/Coordinator *EA*  
Transportation Planning

SUBJECT: Local Map Amendment Application No. G-851  
7001 Arlington Road  
Bethesda Central Business District Policy Area

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This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the subject rezoning case requesting to be rezoned from the C-4 zone to the PD-44 zone.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to the subject rezoning case:

1. The applicant under this rezoning case shall be limited to replacing the existing 18,600-square-foot U.S. post office with a larger 30,000-square-foot post office and 111 high-rise apartments.
2. The applicant shall enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and the Montgomery County Department of Public works and Transportation (DPWT) to participate in the Bethesda Transportation Management Organization (TMO). The TMAg must be executed prior to certifying the site plan.
3. The applicant shall coordinate with the Parks Department (i.e., Linda Komes) regarding adequate access for residents and the general public to the Capital Crescent Trail.
4. The applicant shall coordinate with Transportation Planning staff to identify the locations and numbers of the bike racks and lockers prior to site plan.

## **DISCUSSION**

### **Site Location and Vehicular Access Points**

The proposed redevelopment is located on Parcels N826, P828, and P795 on the east side of Arlington Road between Bethesda Avenue and Bradley Boulevard. The proposed vehicular access points are from Arlington Road and are separated for apartment residents/visitors, Post Office customers, and Post Office employees/vehicles.

### **Available Transit Service**

Ride-On routes 36 and 92 operate along Arlington Road.

### **Sector-Planned Roadway and Trail**

In accordance with the *Bethesda Central Business District Sector Plan*, Arlington Road is designated as an arterial, A-50, with a recommended 80-foot right-of-way. The Class I Capital Crescent Trail exists along the eastern property line.

### **Transportation Mitigation Requirements**

The applicant is required to participate in the Bethesda (Central Business District) TMO and enter into a TMAg because the subject site is located within the boundary of the Bethesda Transportation Management District (TMD). The applicant's participation will assist the Bethesda TMO to achieve and maintain the 37% non-auto driver mode share goal for workers.

### **Adequacy of the Public Transportation Facilities**

The proposed redevelopment of the site would generate the following net increase in peak-hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Type of Land Use	No.of Units or Square Feet	Weekday Peak Hour	
		Morning	Evening
Proposed Land Uses:			
High-Rise Apartments	111	33	33
Enlarged Post Office	30,000	240	327
Subtotal		273	360
Existing Post Office	18,600	149	203
Net Increase in Peak-Hour Trips		124	157

A traffic study was required to satisfy Local Area Transportation Review (LATR) because the proposed redevelopment generates 30 or more peak-hour trips during the weekday morning and evening peak hours. From this traffic study, the table below gives the critical lane volume (CLV) values at the analyzed intersections:

Intersection	Weekday Peak Hour	Traffic Condition		
		Existing	Background	Total
Bradley Boulevard & Fairfax Road	Morning	781	792	802
	Evening	1,341	1,357	1,368
Bradley Boulevard & Arlington Road	Morning	982	966	989
	Evening	1,092	1,167	1,236
Bethesda Avenue & Arlington Road	Morning	954	1,018	1,047
	Evening	970	1,057	1,090
Elm Street & Arlington Road	Morning	712	780	782
	Evening	892	967	973
Bethesda Avenue & Woodmont Avenue	Morning	565	650	672
	Evening	769	880	911
Bradley Boulevard & Leland Street	Morning	622	659	671
	Evening	860	914	934

The CLV values at all intersections are less than the 1,800 congestion standard in the weekday both peak hours and all traffic conditions.

Under the current *Annual Growth Policy*, Policy Area Transportation Review is no longer required as part of APF test.

EA:nm

cc: Cindy Bar  
Marilyn Clemens  
Chris Kabbatt  
Barbara Kearney  
Chuck Kines  
Fiona Thomas

mno to Gilbert for 7001 Arlington Road G-861.doc



**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**


THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION


8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760  
301-495-4500, [www.mncppc.org](http://www.mncppc.org)

**MEMORANDUM**

DATE: March 9, 2007

TO: Carlton Gilbert, Development Review Division

VIA: Mary Dolan, Countywide Planning Division, Environmental 

FROM: Marion Clark, Countywide Planning Division, Environmental 

SUBJECT: Zoning Application No. G-861  
Arlington Road Post Office

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**Recommendation: Approval**

This proposal poses no difficulties for complying with the Forest Conservation Law or Environmental Guidelines.

**Forest Conservation – Chapter 22A**

A Preliminary Forest Conservation Plan is required when this project is submitted for Site Plan approval. If the PD zoning is approved, afforestation will be required on-site. The small amount of afforestation that will be required can be met through tree cover by planting approximately 10 canopy trees, since this site is located in a central business district.

**Environmental Guidelines**

This site is located in a highly urban area that was developed before the Environmental Guidelines were adopted. It is not located within a Special Protection Area or Primary Management Area. This site has no specimen or significant trees, no steep slopes, and no erodible soils. There are no wetlands or streams.

**Water Quality**

The site of this rezoning request is located in the Willett Branch subwatershed of the Little Falls watershed. The *Countywide Stream Protection Strategy* (CSPS) assesses this tributary as having poor overall conditions. The subwatershed is designated an Urban Watershed Management Area where the CSPS recommends supporting cost-effective stormwater quality controls on redevelopment sites, such as the subject site. A green roof is proposed for part of the building, which will help in the long term with water quality.