



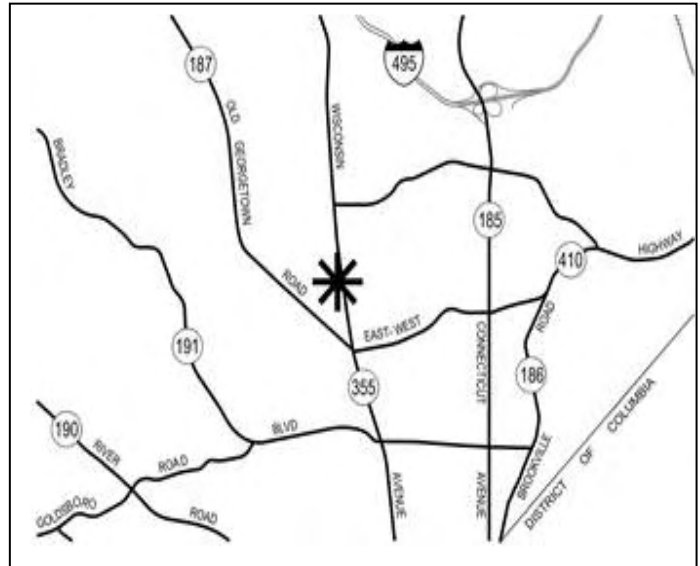
8008 Wisconsin Avenue, Project Plan 920150020, Pre-Preliminary Plan 720150160

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Staff Report Date: 6/5/15

Description

Location: Southwest quadrant of the intersection of Wisconsin Avenue and Cordell Avenue
 Zone: CBD-1
 Master Plans: *Woodmont Triangle Amendment to the Bethesda CBD Sector Plan; Bethesda CBD Sector Plan; Countywide Transit Corridors Functional Master Plan*
 Property size: 13,962 net square feet
 Project Plan Application: 140 dwelling units and 4,500 SF retail in a mixed use building.
 Pre-Preliminary Plan Application: Binding advice on the configuration of right-of-way along the subject property frontage.
 Applicant: Jemal's Surplus, LLC
 Filing Date: October 1, 2014



- **Staff recommendation:**
 - **Project Plan - Approval with conditions**
 - **Pre-preliminary Plan - binding advice that the proposed right-of-way configuration along the property frontage is appropriate.**
- The subject property is located within the Woodmont Triangle, and the Project Plan includes a transfer of density of 47,821 square feet of floor area from five sending properties to the development site.
- Because this application was submitted before October 30, 2014, it is eligible to be processed under the CBD zone in the previous version of the Zoning Ordinance.
- The Applicant is not providing all of the required public use space on-site, and will pay a required fee in lieu of outstanding on-site public use space.

PROJECT PLAN RECOMMENDATION AND CONDITIONS

Staff recommends approval of Project Plan 920150020 for a maximum of 151,953 square feet of multi-family residential use consisting of 140 multi-family dwelling units, including 15% Moderately Priced Dwelling Units (MPDUs), and 4,500 square feet of non-residential uses subject to the following conditions:

1. The development is limited to a maximum of 151,953 square feet of multi-family residential uses, consisting of no more than 140 multi-family dwelling units (including a minimum of 15% MPDUs), and a maximum of 4,500 square feet of non-residential use. The total floor area of the project is limited to 156,453 square feet.
2. The development is limited to the building footprint delineated in the Project Plan drawings submitted to Staff dated April 20, 2015, unless modified at site plan review. Building height is limited to a maximum height of 143 feet as determined by the Department of Permitting Services approved building height measurement point(s).
3. The development will provide a minimum of 15% MPDUs based upon the total number of units, in accordance with Chapter 25A.
4. The Planning Board accepts the recommendations of the Maryland State Highway Administration (“MDSHA”) in its letter dated April 21, 2015, and does hereby incorporate them as conditions of the Project Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MDSHA, provided that the amendments do not conflict with other conditions of the Project Plan approval.
5. With submission of a preliminary plan application, the Applicant must provide a noise analysis (prepared by an engineer specializing in acoustics) which includes exhibits of existing noise contours and 20 year projection. If applicable, the analysis must also describe the mitigation techniques needed to attenuate current noise levels to no more than 65 dBA Ldn for areas of common outdoor activity and for interior levels not to exceed 45 dBA Ldn.
6. The Applicant must provide a minimum of 20% of the net lot area of the receiving property for on-site public use space.
7. The public use space must be easily and readily accessible to the general public and available for public enjoyment.
8. Prior to issuance of a building permit, the Applicant must pay a fee in lieu of public use space equal to \$717,120, unless the amount is adjusted by the Planning Board prior to approval of a site plan, for design and/or construction of renovations at Battery Lane Urban Park.
 - a. The fee will be calculated as follows: the percentage of public use space not being provided on-site multiplied by the assessed land value of the sending properties, plus the area in square feet of the public use space not being provided on-site multiplied by \$35 per square foot.
 - b. Prior to approval of a site plan, the Planning Board may adjust the amount of the fee to reflect any change in the amount of public use space to be provided on-site.
9. The Applicant must provide a minimum of 4,784 square feet for off-site public amenity space, consisting of street scape improvements in the public right-of-way of Wisconsin Avenue, Woodmont Avenue, and Cordell Avenue.
10. The streetscape improvements must be installed and consistent with the Bethesda CBD Streetscape Standards, as amended, including placing the utilities underground.
11. The following issue is to be addressed at site plan approval:

- a. The Applicant must ensure that any landscaping, hardscape, or street furniture proposed within the MDSHA easement area will not interfere with the future BRT station or pedestrian circulation around the station.
12. Density Transfer
- a. Prior to certification of the site plan, the Applicant must record an easement in the County Land Records for the density transfer for this Application in conformance with Section 59-C-6.2355 of the Zoning Ordinance that was in effect on October 29, 2014.
 - b. The Applicant must provide verification of the density transfer from the Sending Properties through recordation of a covenant that provides for all available standard method density, at a minimum, to remain on the Sending Properties.

PRE-PRELIMINARY PLAN RECOMMENDATION AND CONDITIONS

Staff recommends that the Planning Board provide binding advice to the applicant that the proposed right-of-way configuration along the subject property frontage is appropriate, subject to the following conditions:

- 1. Any preliminary plan submitted based on this binding advice must show the following right-of-way configuration:
 - a. Dedication of 13.5 feet of right-of-way along the Subject Property’s Wisconsin Avenue frontage to provide 61 feet of right-of-way to the centerline to support a future right-of-way width of 122 feet from the opposite right-of-way line as required in the *Countywide Transit Corridors Functional Master Plan*.
 - b. Dedication of 5 feet of right-of-way along the Subject Property’s Woodmont Avenue frontage to provide 40 feet of right-of-way to the centerline totaling 80 feet from the opposite right-of-way line as required in the *Bethesda CBD Sector Plan*.
 - c. Provision of a 10-foot-wide public improvement easement (“PIE”) along the Wisconsin Avenue frontage to accommodate a proposed bus rapid transit (“BRT”) station and/or sidewalk areas around the station. At the intersection of Wisconsin Avenue and Cordell Avenue, the PIE must be expanded to cover the area equivalent to a 20-foot right-of-way truncation. The project’s underground parking garage will be permitted to extend under the PIE, and, starting at 15 feet above grade, the building structure will be permitted to extend over the PIE.
 - d. Provision of reduced right-of-way truncations – 20 feet at the intersection of Woodmont Avenue and Cordell Avenue and no truncation at the intersection of Wisconsin Avenue – instead of the required 25-foot standard truncation.
- 2. Any subsequent plat must note the liber and folio of the recorded PIE.
- 3. The subsequent site plan must include a note that states that the Applicant must not place any structures or other items, including temporary items, that would interfere with pedestrian movement on the sidewalk or obstruct sight distance within the area that would have been the 20-foot truncation area at the intersection of Wisconsin Avenue and Cordell Avenue.

SITE DESCRIPTION

The subject property, shown below and in Attachment A, is located in the southwest quadrant of the intersection of Wisconsin Avenue and Cordell Avenue, in the Woodmont Triangle area of downtown Bethesda. The subject property consists of five platted lots that comprise 13,962 net square

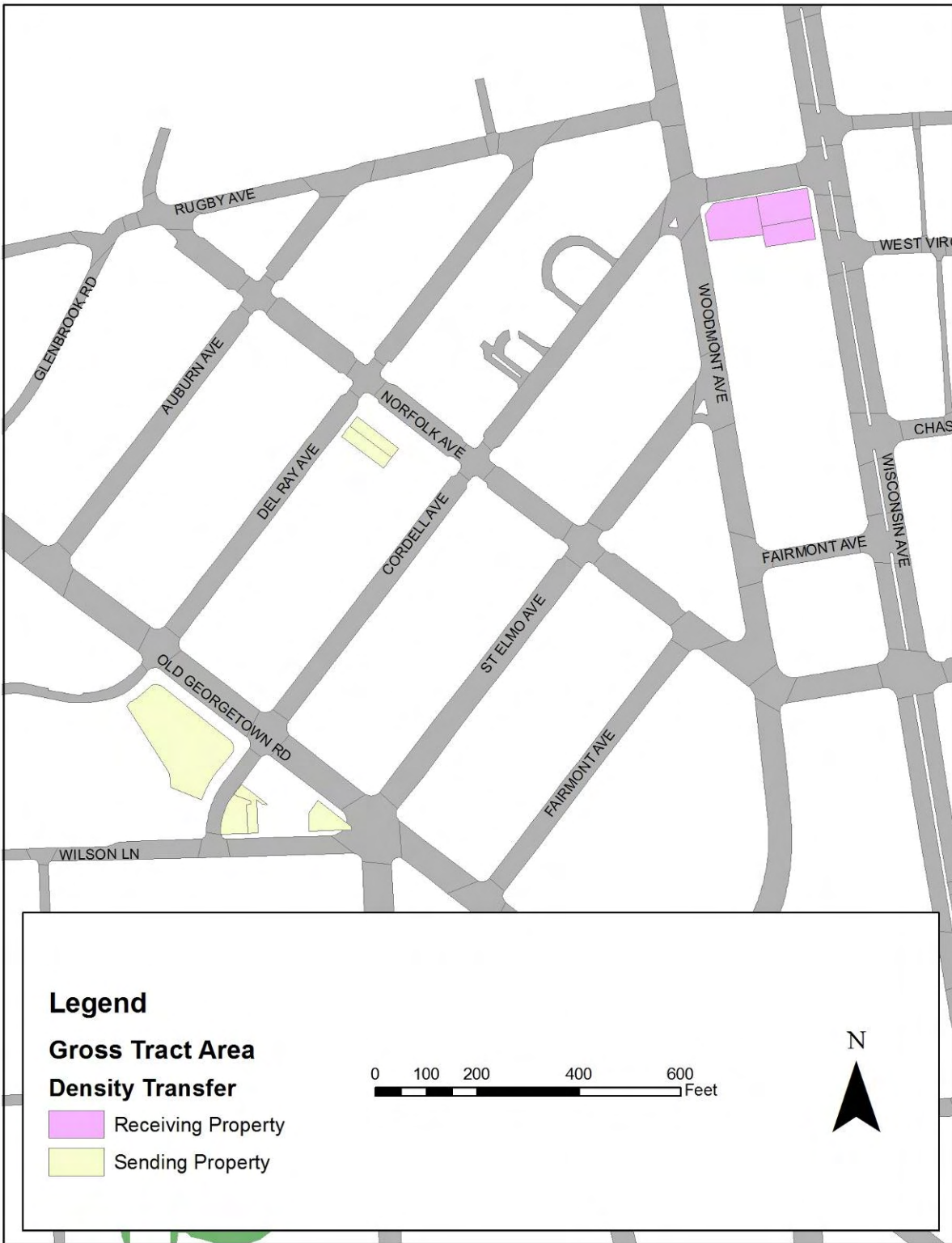
feet developed with existing retail uses and surface parking. The gross tract area, including previous dedications for Woodmont Avenue, Cordell Avenue, and Wisconsin Avenue, measures 27,077 square feet (0.62 acres) in area. The subject property is located within the CR-3.0 zone, but the project is being developed under the previous CBD-1 zone under Section 7.7.1.B of the Zoning Ordinance. Surrounding properties are developed with a mix of residential, office, and retail uses in the CBD-1 and CBD-R2 zones.

The property is located in the Lower Rock Creek watershed. The site is entirely developed, and there are no streams, floodplains, forests, or other sensitive environmental features on the site.

In addition to the site proposed for development, the application includes the density from five additional properties consisting of a total of four parts of lots and three lots that comprise 70,807 gross square feet of land. The total gross tract area of the properties that are sending development rights and the property receiving the development rights (i.e., the subject property) is 97,884 square feet.



Aerial Photograph of the Subject Property



Sending and Receiving Properties

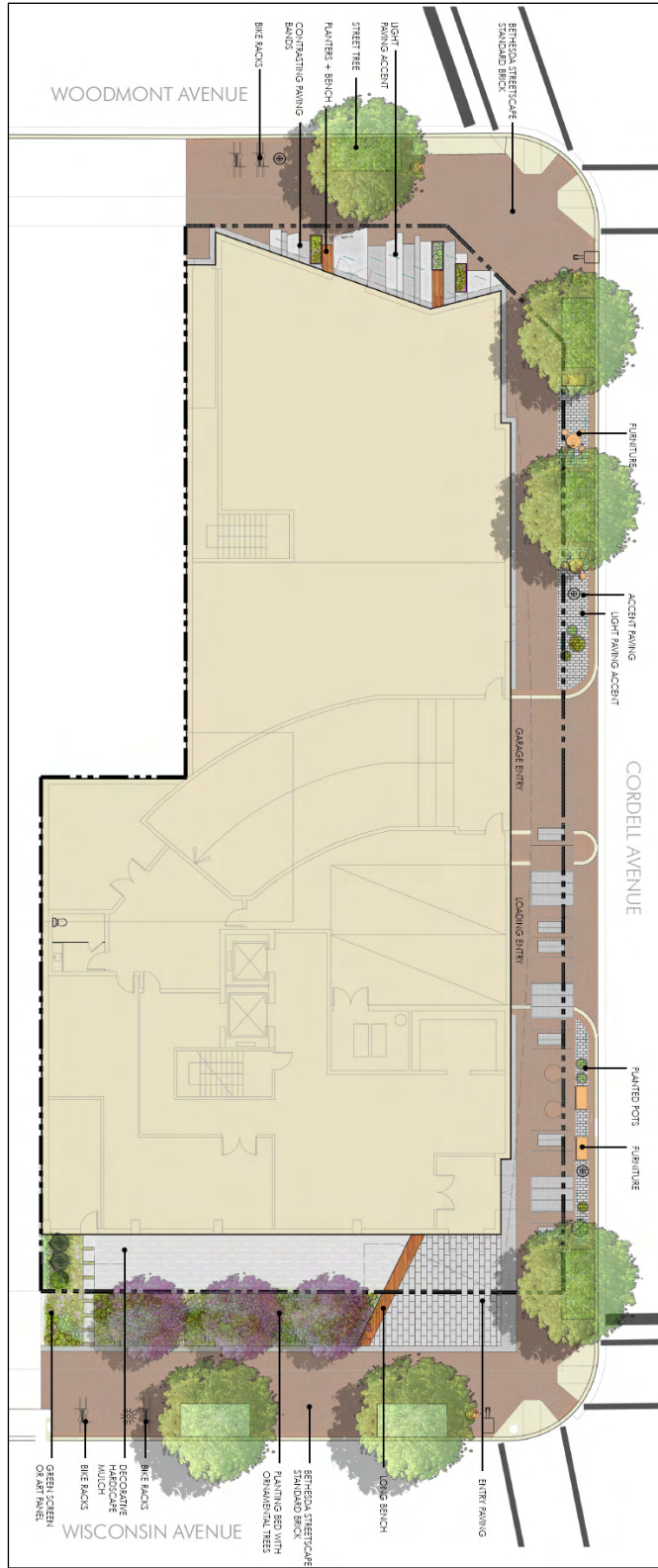
PROJECT DESCRIPTION

The applicant is proposing an optional method of development project consisting of a mixed-use building to contain up to 151,953 square feet of multi-family residential use in no more than 140 multi-family residential units, including 15% moderately priced dwelling units (MPDUs), and up to 4,500 square feet of non-residential uses (retail, restaurant, or service uses). The total floor area of the building will be up to 156,453 square feet. The project is receiving a 22% residential density bonus for providing 15% MPDUs.

The proposed building will consist of a total of 14 floors, with a maximum height of 143 feet. The ground floor will contain up to 4,500 square feet of non-residential uses, which could be retail, restaurant, or service uses. In addition, the residential lobby and leasing office will be located on the ground floor. Above the ground floor will be 13 residential stories containing up to 140 multi-family units. Parking will be provided in an underground garage beneath the building. Vehicular access for parking and loading will be provided via a driveway from Cordell Avenue. Pedestrian access to the subject property is provided by Wisconsin Avenue, Cordell Avenue, and Woodmont Avenue. The site is served by public water and public sewer.

The project is being developed with the use of a density transfer from four parts of lots and three lots (see Attachment B and Attachment C). The density transfer will send 47,821 square feet of floor area from the sending sites to the subject property. The sending sites will retain sufficient density to be developed under the standard method of development, including any existing buildings on those properties. A recorded easement for each sending property will limit the properties to this amount of development. Any attempt to develop the sending properties at a density higher than standard method would trigger a project plan amendment, and this would alert staff to the fact that the densities are limited to standard method. The combination of the recorded easements and the project plan amendment process will ensure that an application is not processed for an inappropriate increase in density.

The design of the building presents a strong building edge, with an upgraded streetscape that includes a contrasting paving apron, ornamental planters, and bioretention basins within the subject property boundaries, as well as the standard Bethesda streetscape paving and other landscaping and street furniture in the public rights-of-way outside the subject property boundaries. The proposed building overhang above the portion of the sidewalk to be placed in a public improvement easement will create architectural interest along Wisconsin Avenue.



Illustrative Project Plan



Illustrative Rendering Of The Proposed Building As Seen From Wisconsin Avenue



Illustrative Rendering Of The Proposed Building As Seen From Woodmont Avenue

Public use space is proposed along all three frontages of the subject property, along Woodmont Avenue, Cordell Avenue, and Wisconsin Avenue. The public use space will include landscaping,

decorative paving, benches, and lighting. In total, the project will provide 2,792 square feet of on-site public use space, and 4,784 square feet of off-site public amenity space. In addition, the project is required to provide 3,848 square feet of public use space on the sending properties. Of that, 20 square feet will be provided on one of the sending properties and the remaining 3,828 square feet will be provided by payment of a fee-in-lieu of public use space. In total, the project will provide 6,640 square feet of public use space, consisting of 2,812 square feet of on-site public use space and 3,828 square feet provided by a fee-in-lieu.

Pre-Preliminary Plan

A pre-preliminary plan is being processed concurrently with the project plan application so that the applicant may receive binding advice from the Planning Board on the configuration of the rights-of-way along the subject property frontages. The *Countywide Transit Corridors Functional Master Plan*, adopted in 2013, envisions a network of bus rapid transit (BRT) routes throughout Montgomery County. One such route is proposed on Wisconsin Avenue, along the subject property frontage. Further, a BRT station is proposed at the subject property frontage on Wisconsin Avenue, south of the intersection of Cordell Avenue. The Functional Master Plan recommends a right-of-way width of 122 feet (61 feet from centerline) for Wisconsin Avenue to accommodate the BRT route, with an additional 10 feet of right-of-way to be dedicated from the subject property to accommodate the proposed BRT station, for a total of 71 feet. While the station itself is expected to be located either in the median or along the curb of Wisconsin Avenue, the ten feet of right-of-way is intended to accommodate pedestrian area lost with addition of the station.

The project is constrained by the small net lot area of the subject property. Dedication of 71 feet of right-of-way from the centerline of Wisconsin Avenue would significantly reduce the usable area of the property. Therefore, the applicant proposes to dedicate 61 feet from the centerline as required for the BRT route, but, rather than dedication, proposes to place the ten feet for the station area in a public improvement easement. With an easement, as opposed to dedication, the building could project over the sidewalk adjacent to the station area and the underground garage could be placed under the sidewalk and potential station area. These projections will allow placement of the BRT station without reducing the area of the underground garage or the floorplate of the building above the ground floor, while still accommodating pedestrian circulation.

ANALYSIS AND FINDINGS

Project Plan

According to Section 59-D-2.43 of the Montgomery County Zoning Ordinance, in reaching its determination on a project plan the Planning Board must consider the following:

- (a) The nature of the proposed site and development, including its size and shape, and the proposed size, shape, height, arrangement and design of structures, and its consistency with an urban renewal plan approved under chapter 56.
- (b) Whether the open spaces, including developed open space, would serve as convenient areas for recreation, relaxation and social activities for the residents and patrons of the development and are planned, designed and situated to function as necessary physical and aesthetic open areas among and between individuals structures and groups of structures, and whether the setbacks, yards and related walkways are located and of sufficient dimensions to provide for adequate light, air, pedestrian circulation and necessary vehicular access.
- (c) Whether the vehicular circulation system, including access and off-street parking and loading, is designed to provide an efficient, safe and convenient transportation system.
- (d) Whether the pedestrian circulation system is located, designed and of sufficient size to conveniently handle pedestrian traffic efficiently and without congestion; the extent to which the pedestrian circulation system is separated from vehicular roadways so as to be safe, pleasing and efficient for movement of pedestrians; and whether the pedestrian circulation system provides efficient, convenient and adequate linkages among residential areas, open spaces, recreational areas, commercial and employment areas and public facilities.
- (e) The adequacy of landscaping, screening, parking and loading areas, service areas, lighting and signs, in relation to the type of use and neighborhood.
- (f) The adequacy of provisions for construction of moderately priced dwelling units in accordance with chapter 25a if that chapter applies.
- (g) The staging program and schedule of development.
- (h) The adequacy of forest conservation measures proposed to meet any requirements under chapter 22a.
- (i) The adequacy of water resource protection measures proposed to meet any requirements under chapter 19.
- (j) Payment of a fee acceptable to the Planning Board may satisfy all or some of the requirements for any public use space, or public facilities and amenities under the requirements established elsewhere in this Section.

As the following Findings demonstrate, the subject project plan adequately addresses each of these considerations, as conditioned by the Staff Recommendation.

Section 59-D-2.42 of the Zoning Ordinance establishes the findings that must be made by the Planning Board and in concert with the considerations enumerated above form the basis for the Board's consideration of approval. In accordance herewith, the Staff makes the following findings:

(a) As conditioned, the proposal complies with all of the intents and requirements of the zone.

The Montgomery County Zoning Ordinance states the purposes which the CBD zones are designed to accomplish. The following statements analyze how the proposed Project Plan conforms to these purposes:

(1) "To encourage development in accordance with an adopted and approved master or sector plan, or an urban renewal plan approved under Chapter 56 by permitting an increase in density, height, and intensity where the increase conforms to the master or sector plan or urban renewal plan and the site plan or combined urban renewal project plan is approved on review by the Planning Board."

The project is in conformance with the recommendation of the *Woodmont Triangle Amendment to the Bethesda CBD Sector Plan* to permit up to 3.0 floor area ratio and up to 143 feet in building height as recommended for the Troiano property in Block 10 (page 21). As directed by the Sector Plan Amendment, the project provides the opportunity to enhance the Woodmont Triangle area with increased housing opportunities for persons of varying income levels through MPDUs, and also fulfills an important need to preserve small-scale retail on other properties in the Woodmont Triangle area through density transfers. Finally, consistent with the Sector Plan Amendment, the project will add meaningful public use and amenity space by upgrading the surrounding properties through the installation of special pavers and the Bethesda streetscape along the three street frontages of the subject property. An outdoor plaza will also be created along Woodmont Avenue, including decorative paving, benches, planters, and seating areas. In addition, the application is in substantial conformance with the *Countywide Transit Corridors Functional Master Plan* by providing dedication at preliminary plan of additional right-of-way for the 122-foot right-of-way for Wisconsin Avenue and a ten-foot-wide easement to accommodate the proposed BRT station at this site.

(2) "To permit a flexible response of development to the market as well as to provide incentives for the development of a variety of land uses and activities in central business districts to meet the needs and requirements of workers, shoppers and residents."

The project responds to the current market by providing high-rise residential development where infrastructure, public facilities, and area amenities already exist. The project will address the need for a greater variety of housing options in the Woodmont Triangle area, and will enhance the pedestrian experience along Wisconsin, Cordell, and Woodmont Avenues. The additional housing opportunities created by the project, as well as the proposed public use space and off-site public amenities, will help to ensure that the Woodmont Triangle area remains activated and vibrant throughout the day and into the evenings and weekends.

- (3) *“To encourage designs which produce a desirable relationship between the individual buildings in the central business district, between the buildings and the circulation system and between the central business district and adjacent areas.”*

The proposed design, scale, and façade of the project will provide a consistent and complementary relationship to adjacent buildings in the Woodmont Triangle area and the Bethesda CBD as a whole. At the same time, the project is designed to take advantage of its location on the highly visible intersections of Wisconsin and Cordell Avenues on the east and Woodmont and Cordell Avenues on the west and by providing an inviting and active pedestrian transition from Wisconsin Avenue to the core retail area of the Woodmont Triangle. The pedestrian improvements along the surrounding streetscapes and plaza area along Woodmont Avenue will strengthen the identity of the Woodmont Triangle as a pedestrian-friendly destination.

- (4) *“To promote the effective use of transit facilities in the central business district and pedestrian access thereto.”*

The project is designed to be a transit-oriented development with convenient, walkable access to the existing Metrorail at the Bethesda and Medical Center stations, bus facilities (Metrobus, Ride On, and the Bethesda Circulator all pass by or within a block of the subject property), the Bethesda CBD pedestrian network, and bikeways, such as the Capital Crescent Trail. Furthermore, in proposing a revised footprint that was designed to accommodate the proposed BRT station on Wisconsin Avenue, the application provides a building footprint that will promote and allow the effective use of transit facilities along Wisconsin Avenue when the BRT system is implemented.

- (5) *“To improve pedestrian and vehicular circulation.”*

The project promotes pedestrian circulation around the subject property via the retail-activated corner of Woodmont and Cordell Avenues, the Bethesda streetscape paving, outdoor furniture, ornamental planters. The proposed right-of-way dedication and public improvement easement along the Wisconsin Avenue frontage will ensure ample space for pedestrian circulation around the future BRT station. Vehicular access to the underground parking and separate, covered loading dock are from Cordell Avenue, which continues the existing practice, and will provide safe and convenient on-site circulation.

- (6) *“To assist in the development of adequate residential areas for people with a range of different incomes.”*

The project includes both market-rate units and MPDUs, which comprise 15% of the total number of units. The proposed units include a variety of unit sizes, from one-bedroom to three-bedroom units, appealing to residents with a range of incomes, needs, and desires. The project is receiving a 22% residential density bonus for providing 15% MPDUs.

- (7) *“To encourage land assembly and most desirable use of land in accordance with a sector plan.”*

The project will be completed through assembly of five platted lots to create a single lot that will front on Wisconsin Avenue to the east, Woodmont Avenue to the west, and Cordell Avenue to the

north. As assembled, the subject property will be located at the prominent intersections of Woodmont and Cordell Avenues and Wisconsin and Cordell Avenues. Furthermore, the use of density transfers to the subject property allows for the maximum utilization of an important planning tool to revitalize the Woodmont Triangle. The subject property is in an ideal location for both residential units and street-level retail, and it satisfies a need for more housing in the Woodmont Triangle area.

Further Intentions of the CBD-1 Zone

Section 59-C-6.213 of the Zoning Ordinance states:

- (a) *In the CBD-0.5, CBD-R1, and CBD-1 zones it is further the intent:*
- (1) *To foster and promote the orderly development of the fringes of the Central Business Districts of the county so that these areas will provide land uses at a density and intensity which will encourage small business enterprises and diverse living accommodations, while complementing the uses in the interior portions of these districts; and*
 - (2) *To provide a density and intensity of development which will be compatible with adjacent land uses outside of the Central Business Districts.*

The project will transfer density from four commercially-zoned (C-2) sites that are on the fringes of the Woodmont Triangle area¹. By sending density to another site within the Woodmont Triangle area, the sending properties will retain a lower density, which will encourage small business enterprises but also allow for orderly development consistent with adjacent neighborhoods. Additionally, the project will offer affordable housing with 15% MPDUs, which strengthens housing opportunities for diverse populations. The project is also compatible with adjacent land uses outside the central business district, of which the closest is the National Institutes of Health, the multi-acre, medical and research center with high-rise office and hospital buildings.

The project will offer a variety of housing options through provision of both market-rate units and MPDUs. The market-rate units will be in an array of unit sizes and it is the Montgomery County Department of Housing and Community Affairs' (MCDHCA) practice to require MPDU unit counts to match those of the market-rate units. This will provide residential opportunities in an area otherwise dominated by employment uses. In addition, the project provides non-residential uses (retail, restaurant, and/or service uses), which will enhance the living environment for residents of the project and provide retail opportunities for nearby residents, workers, and visitors. All of these uses are located within easy walking distance of the Bethesda Metro station, bus facilities, and bikeway and pedestrian routes, including the Capital Crescent Trail.

CBD-1 Zone Development Standards

Section 59-C-6.23 of the Zoning Ordinance contains the development standards for optional method projects in the CBD-1 Zone. As shown in Table 1 below, the project meets all of the standards and requirements.

¹ Section 59-C-6.2355 of the Zoning Ordinance that was in effect on October 29, 2014, permits transfer of density from the C-2 zone to the CBD zones.

Table 1: Project Data Table for the CBD-1 Zone

Development Standard	Permitted/ Required	Proposed for Approval
Gross Tract Area - total (sf.)	18,000	97,884
Receiving Site	27,077	
Sending Sites	70,807	
Previous Dedications - total (sf.)		44,013
Receiving Site	11,688	
Sending Sites	32,325	
Proposed Dedications - total (sf.)		1,427
Receiving Site	1,427	
Sending Sites	0	
Net Lot Area - total (sf.)		52,444
Receiving Site	13,962	
Sending sites	38,482	
Maximum Density (FAR) (base)		
CBD-1	3	3
C-2	1.5	1.5
Maximum Floor Area, Total (sf.) (base)	196,816	196,816
Receiving Site	129,052	
Sending Sites	67,764	
Maximum Density, Non-residential (FAR)	1	0.05
Maximum Floor Area, Non-residential (sf.)	128,004	4,500
Maximum Floor Area, Residential (sf.) (base)	n/a	124,552
Maximum Floor Area, Residential (sf.) (22% density bonus)	n/a	27,401
Maximum Floor Area, Residential (sf.) (including 22% density bonus)	n/a	151,953
Maximum Floor Area, Total (sf.) (including 22% density bonus)	n/a	156,453
Maximum Density, Total (FAR) (including 22% density bonus)	n/a	8.3
Maximum Dwelling Units, total	n/a	140
Minimum MPDU (%)	12.5	15
Building Height, Maximum (ft.)	143	143
Parking Spaces, Maximum		
Residential	170	
Non-residential	68	
Less 10% CBD Residential Credit	-17	
Total Required	221	40 ¹

Development Standard	Permitted/ Required	Proposed for Approval
On-Site Public Use Space, Minimum (% of net lot area)		
Receiving Site	20	20
Sending Sites	10	0.05 ²
On-Site Public Use Space (sf.)		
Receiving Site	2,792	2,792
Sending Sites	3,848	20 ²
Off-Site Public Amenity Space (% of net lot area)		
Receiving Site	n/a	34
Sending Sites	n/a	0
Off-Site Public Amenity Space (sf.)		
Receiving Site	n/a	4,784
Sending Sites	n/a	0

¹ The site is located in the Bethesda parking lot district, and as such is not required to provide the full complement of parking spaces. The total number of spaces will be determined at site plan. Parking that is not provided on the site, consistent with Section 59-E, will be subject to an ad valorem tax.

²The project will provide 20 square feet public use space on the sending sites. The remaining required 3,828 square feet of public use space for the sending sites will be provided by payment of a fee in lieu.

Public Use Space and Public Amenities and Facilities Summary

The project is required to provide 20% of the net lot area of the receiving property and 10% of the sending properties as public use space. However, because of the small size of the properties a fee-in-lieu of the public use space will be provided for a portion of the requirement. The receiving property will provide 2,792 square feet of public use space to meet the 20% requirement. The sending properties will provide 20 square feet of public use space, which is 0.05% of the net lot area of the sending properties. The 20 square feet will be provided on the receiving site, for a total of 2,812 square feet of public use space on-site.

For the sending sites, the applicant cannot provide the 3,828 square feet of public use space that is required on those sites. Therefore, a condition of approval is included in the staff recommendation that requires the applicant to pay a fee in lieu of the 3,828 square feet of public use space (or 10% of the sending properties' net lot area) that is not being provided on the subject property.

The fee in lieu of public use space is calculated as follows:

The percentage of public use space not being provided on-site multiplied by the assessed value of the land, plus the area in square feet of public use space not being provided on-site multiplied by \$35 per square foot.

The assessed value of the land is shown in Table 2 below, based on data from the Maryland Department of Assessments and Taxation.

Table 2: Assessed Land Value of Sending Properties

Site No.	Address	Tax ID	Description	Plat	Zone	Assessed Value
1	5001 Wilson Lane	07-00441433	Block M, Lot P2, Battery Park Sec 2	304	C-2	\$500,400
2	5027 Wilson Lane	07-00440941	Block M, Lot P3, Battery Park Sec 2	304 & 24360	C-2	\$423,000
3	5004 Cordell Avenue	07-00440952	Block M, Lot P1 & P3, Part Lot 3 Battery Park	304 & 24360	C-2	\$273,300
4	7830 Old Georgetown Road	07-02446538	Block L, Lot 23, Battery Park Sec 2	15023	C-2	\$3,488,500
5	4906 Del Ray Avenue	07-00552161	Part Lot 278, Woodmont	4	CBD-1	\$573,100
5	4906 Del Ray Avenue	07-00552172	Part Lot 279, Woodmont	4	CBD-1	\$573,100
	Total					\$5,831,400

Based on the formula for calculation of the fee in lieu of public use space, Table 3 shows the amount of the fee that will be required by the recommended condition of approval. The condition allocates the fee to CIP project P118701 for design and/or construction of renovations at Battery Lane Urban Park. Payment to the amenity fund for the public use space contribution is required at the time of building permit. The Planning Board may adjust the amount of the fee prior to approval of a site plan.

Table 3: Calculation of fee in lieu of public use space

Percentage of public use space not provided on site	10%	\$583,140	Assessed land value times percentage of public use space not provided on site
Square feet of public use space not provided on site	3,828	\$133,980	Square feet of public use space not provided on site times \$35/square foot
Total fee in lieu of public use space		\$717,120	

The on-site public use space will be in the form of a plaza on the Woodmont Avenue frontage, containing decorative paving, landscaping, and benches; decorative paving on the Cordell Avenue frontage; and landscaping, decorative paving, and benches on the Wisconsin Avenue frontage. The public use space adjacent to Wisconsin Avenue will be overlain with a 10-foot-wide easement for the Maryland State Highway Administration (MDSHA), which will be used for pedestrian circulation around the future BRT station, in the event that the system is implemented on Wisconsin Avenue. The final design of the Wisconsin Avenue frontage will be determined at site plan approval.

(b) The proposal conforms to the approved and adopted Master or Sector Plan or an Urban Renewal Plan approved under Chapter 56.

The subject property is located within the *Woodmont Triangle Amendment to the Bethesda CBD Sector Plan* area. The project substantially conforms to the recommendations in the Sector Plan Amendment in the following ways:

The primary objectives of the *Woodmont Triangle Amendment* are to encourage redevelopment in order to provide housing opportunities and to retain small-scale retail through the allowance of transfers of density between properties in Woodmont Triangle, thereby achieving a vibrant, urban, mixed-use neighborhood that emphasizes residential uses, small-scale retail, the arts, and public amenities.

The subject property is identified as the “Troiano property” in the *Woodmont Triangle Amendment* (page 21). Accordingly, the subject property is recommended for the CBD-1 Zone and up to 143 feet of height with the 22% bonus density. As designed, the project maximizes the potential for development on the subject property, including the MPDU density bonus and density transfer from the sending properties, by building out to a maximum of 156,453 square feet and up to 143 feet in height. This utilization of the density potential of the subject property (which also allows the preservation of small-scale retail elsewhere in the Woodmont Triangle) is in accordance with the goals and objectives of the *Woodmont Triangle Amendment*. Furthermore, the project is predominantly residential in nature, devoting only approximately 3% of the total building to non-residential uses and concentrating those uses on the Woodmont Avenue frontage to create synergies with the existing Woodmont Triangle retailers.

The Project conforms to the goals, recommendations, and design guidelines provided by the *Woodmont Triangle Amendment* for the subject property as follows:

- Transit-Oriented Development.

Being within walking distance of both the Bethesda and Medical Center Metrorail Stations, as well as several bus lines, the subject property is ripe for transit-oriented development, and the project, through its mix of uses, amenities, limited on-site parking, and enhancement of pedestrian connectivity, provides a model for transit-oriented development. Further, a bus stop is directly in front of the subject property on Wisconsin Avenue. Moreover, as discussed above, the project is designed to accommodate the proposed MD 355 South corridor of the BRT introduced in the Functional Master Plan. To that end, the applicant is dedicating 13.5 feet to accommodate the 122-foot right-of-way referenced for BRT in the Functional Master Plan, and the building’s ground floor is set back approximately 35 feet from the existing curb to accommodate future construction of the BRT line and station. Accordingly, should the BRT line be funded and constructed, the project will provide ample space to accommodate the additional right of way required to support that transit system. Until that time, the project will provide an expansive, approximately 35-foot setback from the curb on Wisconsin Avenue that will support pedestrian circulation throughout the Woodmont Triangle.

- Housing – Provide opportunities to increase the supply of housing to serve a variety of income levels.

The project proposes up to 140 multi-family residential units, with 15% on-site MPDUs, resulting in the maximization of the subject property for increasing the supply of housing for a variety of income

levels, in the Woodmont Triangle area. The project is receiving a 22% residential density bonus for providing 15% MPDUs.

- Small-Scale Retail – Provide opportunities to retain existing businesses and expand opportunities for new businesses.

The project provides a street-activating, non-residential component along Woodmont Avenue. The proposed commercial area of the project is flexible enough that it may provide opportunities for small and large retail or restaurant establishments. In addition, through the utilization of the density transfer provisions critical to the success of the *Woodmont Triangle Amendment*, small-scale retail sites will be preserved by transferring un-utilized density to the subject property for inclusion in the project, protecting and preserving the small-scale retail on the sending sites through recordation of appropriate documents in the land records.

- Arts and Entertainment District – Enhance the existing public arts programs in the Bethesda CBD and provide opportunities for both the visual and performing arts.

The CBD’s public arts character is intended to be enhanced by the proposed entrance feature along Wisconsin Avenue as well as the proposed streetscape along Wisconsin, Cordell, and Woodmont Avenues. The project features a contrasting paver apron along these streets, creating an artistic edge along the standard Bethesda Streetscape and vegetated amenity zone, as well as durable outdoor furniture along Cordell Avenue. Furthermore, the project proposes artistic paving banding, linear benches and planters within the Woodmont Avenue plaza area. Also, by providing in-grade lighting elements along the Woodmont and Cordell Avenue street frontages, the project will enhance the area’s aesthetics. The variety of seating options, rich material palette and playful lighting will create an active, multi-season outdoor space that will enhance the Woodmont Triangle’s existing public arts character.

- Safe and Attractive Streets – Focus on improving the safety and character of the existing streets.

The project will improve the safety and character of the adjacent streets by (1) providing new, contrasting paver aprons and the Bethesda Streetscape Standard paving, lighting and street trees for the subject property frontages; (2) activating the streets both during the day as well as the evening hours with an influx of new residents and retail opportunities; (3) creating an attractive and well-lit pedestrian experience along Wisconsin, Cordell, and Woodmont Avenues; and (4) ensuring that the proposed loading and vehicular access areas on Cordell Avenue are safe and efficient.

Further, the subject property will dedicate approximately 13.5 feet of frontage along Wisconsin Avenue to bring the Wisconsin Avenue right-of-way to the 122 feet recommended in the Functional Master Plan, and it will provide an additional 10-foot easement to MDSHA, further pulling the ground floor of the building back another 10 feet from the existing curb. Also, in accordance with the *Bethesda CBD Sector Plan*, the applicant will dedicate an additional 5 feet along Woodmont Avenue to bring the right of way to the 80 feet recommended in the Sector Plan. With these dedications, until the BRT is constructed, the width of the sidewalk along Wisconsin Avenue will be approximately 35 feet, of which approximately 10 feet will be within the subject property and approximately 25 feet will be from the property line to the curb. Furthermore, the project proposes substantial improvements to the existing streetscape and pedestrian network along Cordell Avenue and the east side of Woodmont Avenue, including an activated plaza area within the subject property along Woodmont Avenue. The proposed

streetscape improvements along Wisconsin, Cordell, and Woodmont Avenues will create sizeable setback and sidewalk areas that will promote pedestrian activation as well as safe and attractive streets. Finally, the applicant has submitted a sight distance evaluation that concludes that the proposed driveway locations and intersection truncation reductions provide sufficient sight distance.

- Public Amenities – Increase the flexibility in providing the public use space through the optional method of development by allowing off-site and on-site fulfillment of this requirement, and by identifying a list of priority public amenities.

The project provides 2,812 square feet of on-site public use space and 4,784 square feet of off-site public amenity space. The project's public use space is provided both in the 10-foot MDSA easement area between the ground floor of the building and property line on Wisconsin Avenue and the plaza along Woodmont Avenue. The application addresses several of the identified priority projects for public amenities in the *Woodmont Triangle Amendment* area. In particular, it will enhance the pedestrian experience and connectivity along Cordell and Woodmont Avenues, and it will provide distinctive street lights as well as other festive, in-ground lighting features along Cordell Avenue and in the Woodmont Avenue plaza area. The project includes benches, bike racks, trash receptacles, and streetscape design that will improve the pedestrian experience in the area. Furthermore, the plaza along Woodmont Avenue can accommodate outdoor seating if a restaurant use is located on the ground floor of the building. However, due to the property's small size and accommodation of the proposed BRT station, the applicant may pay a fee-in-lieu or provide off-site public use space for the amount of required public use space that cannot be provided on the subject property.

In terms of off-site public amenities, the applicant is providing the Bethesda Streetscape Standard sidewalk, planting zones, tree amenity zone and furniture within the rights-of-way along Wisconsin, Cordell, and Woodmont Avenues.

- Provide a range of housing opportunities, including new low-rise and high-rise housing, to serve a variety of income levels.

As envisioned in the Woodmont Triangle Sector Plan Amendment, the project will provide a 143-foot, 14-story, high-rise building, containing up to 140 multi-family residential units, of which 15% will be MPDUs. Different unit sizes will ensure that the project serves a variety of residents at varying levels of income.

- Mixed-Use Development – Density; FAR; Public Use Space.

The Sector Plan Amendment strives to produce mixed-use projects that are primarily residential, capping non-residential uses to 1.0 FAR, and that provide meaningful on-site public amenities or, alternatively, contribute to public use space elsewhere in the Woodmont Triangle if more suitable to creating dynamic spaces. The project achieves maximum FAR through density transfers and the 22 percent MPDU bonus on the residential density, limiting non-residential uses to the ground floor along Woodmont Avenue (which serves to activate the area). The on-site public use space and off-site public amenity space will provide additional public benefits to people who live, work, and/or visit in the Woodmont Triangle. Furthermore, the project will provide sufficient right-of-way so that if the BRT is constructed in the future, it will be accommodated. Such transit oriented development further enhances the mixed-use, density, and public space vision of the Sector Plan Amendment.

The *Woodmont Triangle Amendment* establishes the following urban design guidelines, to which the project appropriately responds as described:

- Design new buildings so that public streets and spaces retain adequate sunlight.

Since the spaces and streets lie to the north, east and west of the building, as designed, the project will cast limited shadows on public streets and/or active public spaces.

- Provide sufficient building setbacks to adequately accommodate pedestrians and streetscape improvements.

The project provides sufficient building setbacks and incorporates contrasting paving and the Bethesda Streetscape Standard improvements along all three subject property frontages. In particular, the ground floor of the building is set back from the existing curb on Wisconsin Avenue by approximately 35 feet, creating an expansive setback and sidewalk area that will adequately accommodate pedestrian and streetscape improvements. On Cordell Avenue, the applicant proposes almost 15 feet of sidewalk between the building face and the curb. On Woodmont Avenue, the truncated corner of the building is set back approximately 30 feet from the Woodmont Avenue curb. In total, the project proposes 1,427 square feet of new right-of-way dedications to adequately accommodate proposed improvements on Wisconsin Avenue (future BRT) and Woodmont Avenue (proposed bike lane).

- Review new projects for compatibility with existing uses and to ensure animation of the first floor space through use of retail, restaurant, or other activating uses.

The project will be compatible in design, massing, and uses to the surrounding land uses. The exterior building materials will reflect similar materials that exist around the neighborhood, and the use of glass, metal, colors, and textures layered with masonry is contextual with the surrounding architectural language. The project's emphasis on transparency in the public spaces on the ground floor is also harmonious with the other adjacent buildings.

Furthermore, the project will ensure animation of the first floor space by providing first-floor commercial space along Woodmont Avenue and a residential entrance, proposed entrance feature, architecturally interesting building overhang, and new lighting along Wisconsin Avenue that will promote a dynamic pedestrian realm.

- Provide the Bethesda streetscape on other streets in the study area.

The Bethesda Streetscape will be constructed along all three street frontages – Wisconsin, Cordell, and Woodmont Avenues.

- Establish a network of diverse urban spaces including public use space on-site.

The project proposes 2,812 square feet of on-site public use space designed in a network of diverse urban spaces, including the revitalized and enlivened streetscape along Wisconsin and Cordell

Avenues to the new public plaza area along Woodmont Avenue. With the proposed paving, planters and linear benches, the network of public spaces flanking the proposed building is designed to be inviting and to feel like an extension of the sidewalk. The applicant also proposes 4,784 square feet of off-site public amenity space including Bethesda Streetscape paving and seating to make the open space serve as both a gathering spot and a pedestrian access way.

- Provide public art, art facilities, and public gathering spaces. The arts-related space needs could include the following:
 - Arts incubator space – A stand-alone building or portion of a building open to the public to provide studio space for emerging visual and performing artists.
 - Exhibit, teaching and lecture space – Flexible space within existing or new buildings for a variety of functions.
 - Space for the arts, such as dance studios, a black box theater, and live/work space for artists that could be leased at moderate rates to non-profit arts organizations.

While the project will not provide any public art piece due to the constrained size of the subject property, it does provide engaging architecture and an outdoor plaza along Woodmont Avenue that will include a variety of seating options, the rich material pallet and playful lighting design. The plaza along Woodmont Avenue could become a public gathering place that could be utilized for arts-related gatherings.

(c) Because of its location, size, intensity, design, operational characteristics and staging, it would be compatible with and not detrimental to existing or potential development in the general neighborhood.

The project proposes a 14-story residential building with a retail use on the ground floor. Several properties in the general neighborhood are developed with buildings that are similar in size and intensity to the project. Other properties in the neighborhood are developed with low intensity, single story buildings. However, those properties are expected to develop in a similar fashion to the project, based on the CR-3 and CR-5 zoning.

(d) As conditioned, the proposal would not overburden existing public services nor those programmed for availability concurrently with each stage of construction and, if located within a transportation management district designated under Chapter 42A, article II, is subject to a traffic mitigation agreement that meets the requirements of that article.

The project will not overburden existing public services nor those programmed for availability. The proposed development is expected to generate 41 morning peak-hour trips and 37 evening peak-hour trips (Table 4). As a result of the proposed transportation impact, a full traffic study will be submitted with the subsequent preliminary plan application.

Table 4: Proposed 8008 Wisconsin Avenue

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Proposed						
140 High Rise Dwelling Units	8	34	42	28	14	42
4,500 SF General Retail	2	1	3	6	6	12
Existing						
6,354 SF General Retail	(2)	(2)	(4)	(9)	(8)	(17)
Total	8	33	41	25	12	37

Source: The Traffic Group. Traffic Impact Study, dated August 27, 2014.

Since the proposed development is within the Bethesda CBD Policy Area, the application is exempt from both the roadway and transit tests set forth in the 2012-2016 *Subdivision Staging Policy*. As a result, the proposed development is not required to pay the transportation impact tax to satisfy the Transportation Policy Area Review (TPAR) requirement. Local Area Transportation Review will be conducted at the time of preliminary plan.

As a mixed-use project within the Bethesda Transportation Management District (TMD), the applicant is required to enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and MCDOT to participate in the Bethesda TMD. The specific criterion requiring a TMAg is the creation of more than 100 dwelling units. The TMAg will be required by a condition of approval of the subsequent preliminary plan.

(e) The proposal will be more efficient and desirable than could be accomplished by the use of the standard method of development.

Under the standard method of development, the building height would be capped at 90 feet, the maximum building coverage would be 75%, and the total maximum density would be 2.0 FAR. Accordingly, if developed under the standard method of development, the subject property's maximum potential would not be fully realized, and the building would be shorter and smaller than with the optional method, thereby providing fewer residential units, contrary to the intent and goals of the Sector Plan Amendment. Furthermore, by utilizing the optional method of development, the project will provide off-site amenities, that, with the proposed on-site public use space, will enhance the surrounding street network and activate the pedestrian realm to the benefit of the entire Woodmont Triangle area. The project will result in a significantly improved pedestrian linkage between Woodmont and Wisconsin Avenues that has the immediate benefit of improving the pedestrian circulation throughout the area for both residents and visitors. In addition, the optional method allows for the

transfer of density from the sending properties, which helps to preserve existing small-scale buildings in the Woodmont Triangle.

(f) The proposal will include moderately priced dwelling units in accordance with Chapter 25A of this Code, if the requirements of that chapter apply.

The project will provide 15% on-site MPDUs (with the final number to be based upon the total unit count established at the time of site plan). An MPDU agreement will be executed between the applicant and the Montgomery County Department of Housing and Community Affairs prior to issuance of a building permit for the project that will address all of the provisions for construction of the MPDUs as provided in Chapter 25A of the Montgomery County Code.

(g) When a Project Plan includes more than one lot under common ownership, or is a single lot containing two or more CBD zones, and is shown to transfer public open space or development density from one lot to another or transfer densities, within a lot with two or more CBD zones, pursuant to the special standards of either section 59-C 6.2351 or 59-C 6.2352 (whichever is applicable), the Project Plan may be approved by the Planning Board based on the following findings:

- (1) The project will preserve an historic site, building, structure, or area as shown on the Locational Atlas and Index of Historic Sites or the master Plan for Historic Preservation; and/or*
- (2) The project will implement an urban renewal plan adopted pursuant to Chapter 56 of the Montgomery County Code; and/or*
- (3) The project will result in an overall land use configuration that is significantly superior in meeting the goals of the applicable master or sector plan and the zone than what could be achieved without the proposed transfer.*

The proposed development will transfer density between a number of lots under common ownership within the Woodmont Triangle Area. The density transfer will not preserve a historic resource or implement an urban renewal plan, but will result in a significantly superior development that meets the goals and objectives of both the sector plan and the zone, including maximizing mixed-use density near transit and preserving existing retail uses in the Woodmont Triangle. Given the comparatively small subject property, the proposed development would not be possible without the density transfer.

(h) As conditioned, the proposal satisfies any applicable requirements for forest conservation under Chapter 22A.

All applicable requirements for forest conservation under Chapter 22A are satisfied. Under Section 22A-5(s), as confirmed by staff in a letter dated June 3, 2014, the project is exempt from forest conservation plan requirements as a small property.

(i) As conditioned, the proposal satisfies any applicable requirements for water quality resources protection under Chapter 19.

A stormwater management concept plan has been submitted to MCDPS for conditional approval. The stormwater management concept plan will provide for environmental site design to the

maximum extent practicable. Approval of the Stormwater Management concept is required prior to submittal of the site plan application.

- (j) *When the Planning Board allows any public use space, or public facilities and amenities to be provided off-site, the Planning Board must find that the space or improvement:*
- (1) *is consistent with the goals of the applicable master or sector plan; and*
 - (2) *serves the public interest better than providing the public use space or public facilities and amenities on-site.*

The project is required to provide 20% of the net lot area of the receiving property and 10% of the sending properties as public use space. However, because of the small size of the properties a fee-in-lieu of the public use space will be provided for a portion of the requirement. The receiving property will provide 2,792 square feet of public use space to meet the 20% requirement. The sending properties will provide 20 square feet of public use space, which is 0.05% of the net lot area of the sending properties. The 20 square feet will be provided on the receiving site, for a total of 2,812 square feet of public use space on-site.

For the sending sites, the applicant cannot provide the 3,828 square feet of public use space that is required on those sites. Therefore, a condition of approval is included in the staff recommendation that requires the applicant to pay a fee in lieu of the 3,828 square feet of public use space (or 10% of the sending properties' net lot area) that is not being provided on the subject property.

The fee in lieu of public use space will be allocated to CIP project P118701 for design and/or construction of renovations at Battery Lane Urban Park. The Sector Plan Amendment recommends improvements to this park, including improvements made by developers through a CIP project in exchange for increased density (page 16). The public interest is served by providing high-quality park improvements, while allowing the redevelopment of land that is suitable for dense urban uses in a transit-proximate location.

Pre-Preliminary Plan

The pre-preliminary plan application seeks binding advice from the Planning Board regarding the configuration of the right-of-way along the subject property frontage on Wisconsin Avenue and also truncation at the intersections of Woodmont Avenue and Cordell Avenue and Wisconsin Avenue and Cordell Avenue.

Wisconsin Avenue Right-Of-Way

The existing Wisconsin Avenue right-of-way along the subject property frontage is 90 feet wide, measured from the opposite right-of-way line. The *Bethesda CBD Sector Plan* recommends a right-of-way width of 104 feet, and the *Countywide Transit Corridors Functional Master Plan* recommends a 122-foot width to accommodate the future BRT system on Wisconsin Avenue. In addition, the Functional Master Plan recommends a width of 142 feet to accommodate BRT stations at the intersection of Cordell Avenue and Wisconsin Avenue. The station will be located in the street right-of-way adjacent to the subject property, either along the curb or in a median. In order to provide the recommended right-of-way width, the applicant would need to dedicate 13.5 feet for Wisconsin Avenue, including the BRT route, and an additional 10 feet for the BRT station. However, due to the constrained size of the subject

property, full dedication as recommended by the Sector Plan and the Functional Master Plan would reduce the building footprint to the point that the project would not be feasible.

In order to maintain the viability of the project, the applicant proposes to dedicate right-of-way to create the 122 feet necessary for Wisconsin Avenue, including the BRT route, but to provide an easement for the final 10 feet needed for the BRT station. Unlike right-of-way, the underground garage can project under the easement area, and the building can project over the easement area. The applicant is proposing that the garage project under the easement and the building project over the easement, starting at the second story. The 10-foot easement area will serve as a pedestrian walkway around the future BRT station. Provision of an easement instead of right-of-way dedication will accommodate the future BRT station and the needs of the project. In its letter of April 21, 2015, MDSHA agrees with provision of the easement and projection of the building into the easement area above the second floor and underground for the garage. Staff recommends that the Planning Board give binding advice to the applicant that provision of the easement is an acceptable alternative to right-of-way dedication.

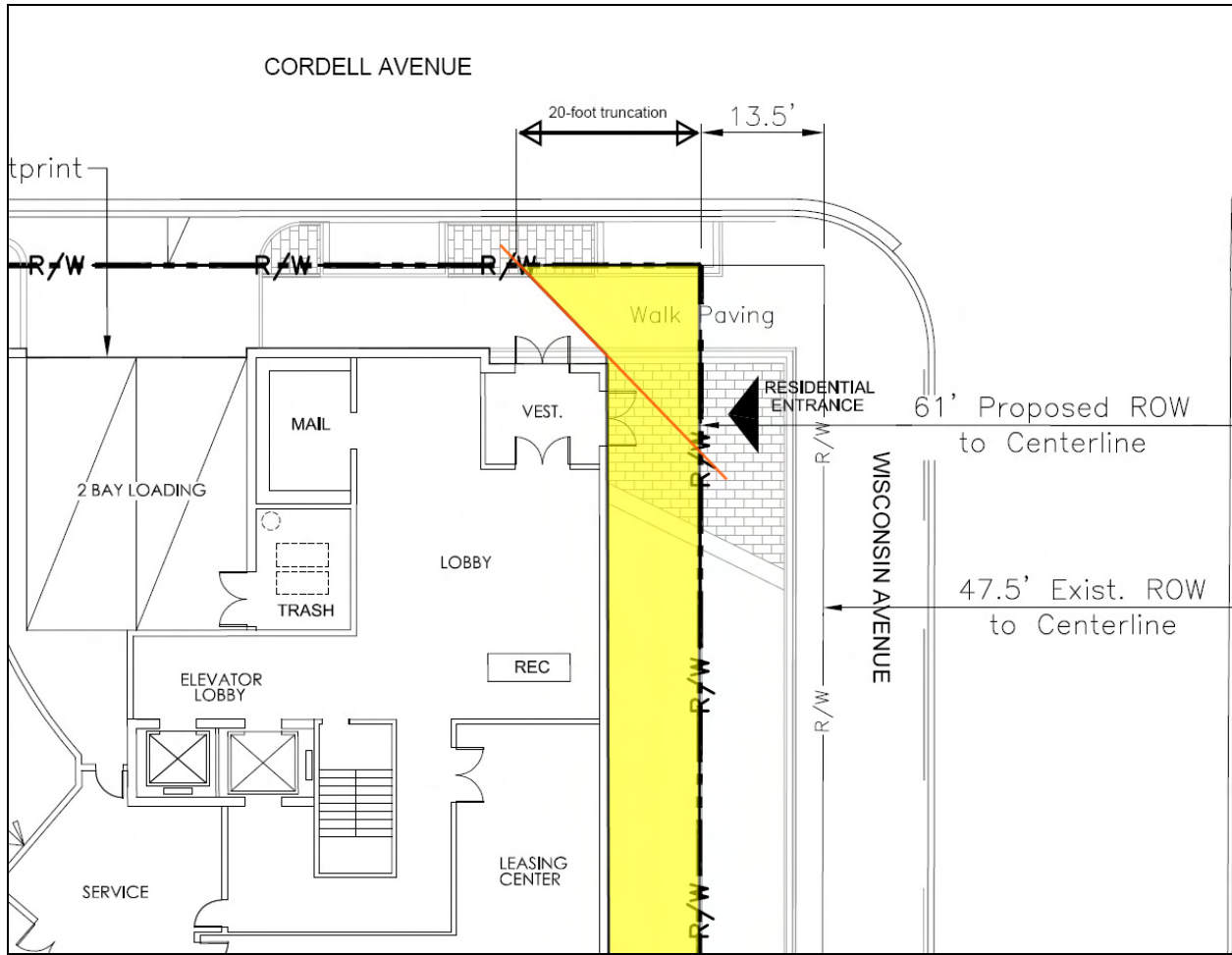
Truncation

Section 50-26(c)(3) of the Subdivision Regulations requires that the property lines of corner lots be truncated 25 feet from the intersection. This provides additional right-of-way area at intersections that ensures that adequate sight distance is available and creates space for traffic channelization. But the regulation also allows the Planning Board to specify a greater or lesser truncation depending on the specific sight distance and channelization needs at the intersections adjacent to the subject property.

In this case, the existing property has a 20-foot truncation at the intersection of Woodmont Avenue and Cordell Avenue, and the applicant is proposing to continue to provide this 20-foot truncation. Full 25-foot truncation at this intersection is not necessary because adequate sight distance exists. The intersection is signalized, which further enhances its safety and removes the concern that there is not sufficient space within the right-of-way to place traffic signal equipment. Providing full truncation would negatively impact the design of the proposed project and the provision of the required public use space.

The applicant is also proposing to provide no truncation of the right-of-way at the intersection of Wisconsin Avenue and Cordell Avenue, but to provide an area in the MDSHA easement that would be equivalent to a 20-foot truncation. Full truncation at this intersection is not necessary because adequate sight distance exists. The intersection is signalized, which further enhances its safety and addresses the concern for sufficient space within the right-of-way to place traffic signal equipment. Providing full truncation would negatively impact the design of the proposed project and the provision of the required public use space by further reducing the size of the already constrained subject property. Providing the equivalent of truncation by way of the easement instead of right-of-way dedication will allow the building to project above and the garage to project below a portion of the truncation area. In order to ensure that the easement area remains functionally equivalent to truncation, the staff recommendation includes a condition of approval that requires that the applicant not place anything in the area that otherwise would have been the 20-foot truncation that would obstruct site distance or pedestrian movement.

For these reasons, Staff recommends that the Planning Board find that the proposed modified truncation in this location is appropriate at these intersections.



Proposed right-of-way configuration at the intersection of Wisconsin Avenue and Cordell Avenue. The proposed easement area is shaded (yellow). The triangular area of the easement adjacent to the intersection is the area provided in lieu of 20-foot truncation.

CITIZEN CORRESPONDENCE AND ISSUES

The applicant has complied with all submittal and noticing requirements. As of the date of this staff report, staff has not received any correspondence regarding the application.

CONCLUSION

The project plan meets all of the requirements established in the Zoning Ordinance and substantially conforms to the recommendations of the *Woodmont Triangle Amendment to the Bethesda CBD Sector Plan* and the *Countywide Transit Corridors Functional Master Plan*. Therefore, approval of the project plan application with the conditions specified above is recommended.

The proposed right-of-way configuration for Wisconsin Avenue and the proposed truncation configurations at the intersections of Woodmont Avenue and Cordell Avenue and Wisconsin Avenue and Cordell Avenue are appropriate. Therefore, staff recommends that the Planning Board provide binding advice to the applicant stating that those configurations are appropriate, subject to the conditions specified above.

Attachments

Attachment A – Vicinity Map

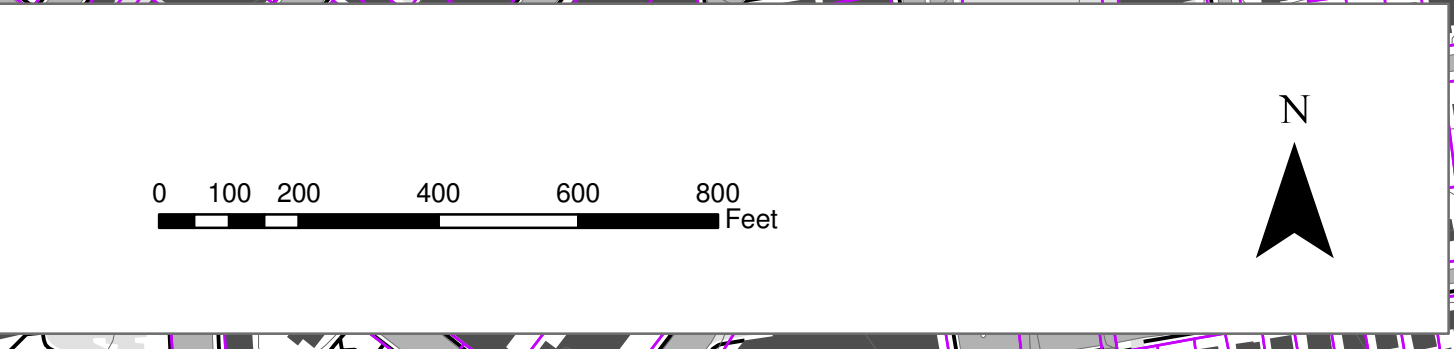
Attachment B – Gross Tract Area

Attachment C – Density Transfer Table

Attachment D – Proposed Project Plan and Pre-Preliminary Plan

Attachment E – Agency Correspondence Referenced in Conditions

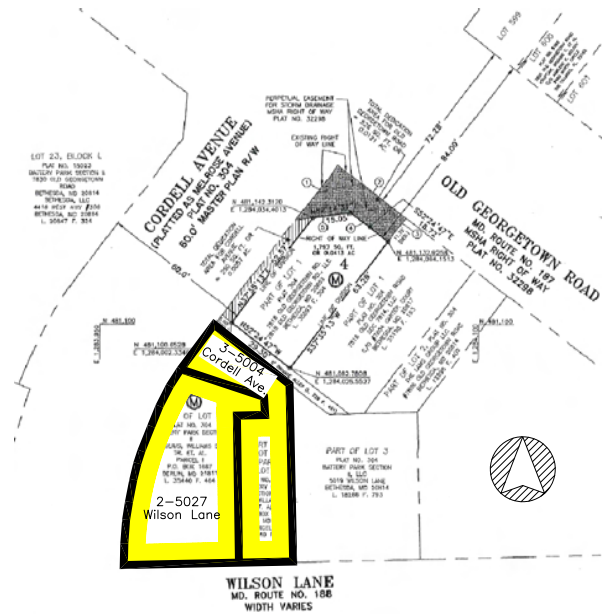
Attachment F – Property Data for Calculation of Fee in Lieu of Public Use Space



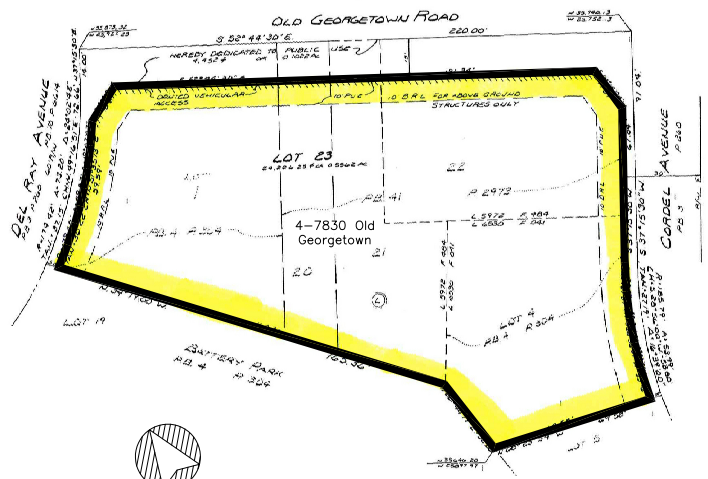
Sending Properties



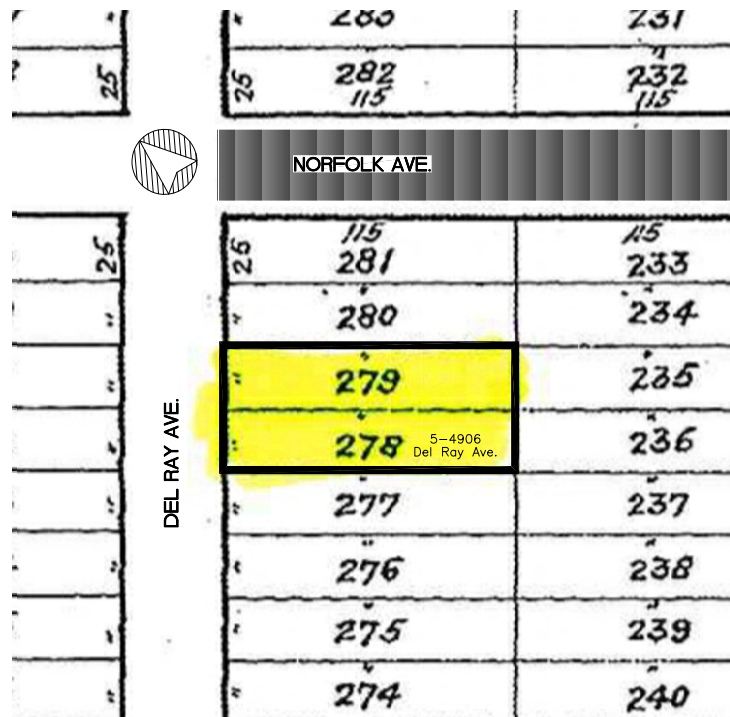
TRANSFER SENDING SITE 1
SCALE: 1" = 30'



TRANSFER SENDING SITE 2 AND 3
SCALE: 1" = 30'



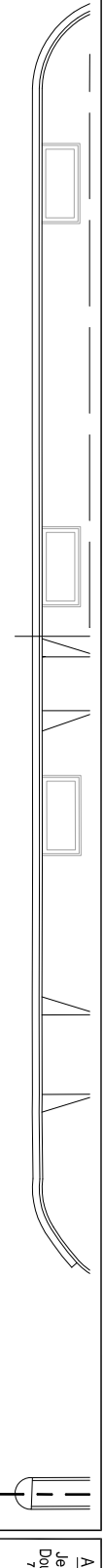
TRANSFER SENDING SITE 4
SCALE: 1" = 30'



TRANSFER SENDING SITE 5
SCALE: 1" = 30'

Density Transfer Table

Site	Location/ Plat No.	Zone	Net Lot Area (sf)	Prior Dedi- cation (Propo- sed dedicat- ion) (sf)	Gross Tract Area (sf)	Max FAR	Total Allowable GSF (optional method)	Existing GSF to remain (sf)	GSF to transfer (sf)
Sending									
5001 Wilson Lane	Block M, Lot P2 Battery Park Sec. 2 Plat 304	C-2	4,170	8,090	12,260	1.5	18,390	5,517 (exist. bldg.)	12,873
5027 Wilson Lane	Block M, Lot P3 Battery Park Sec. 2 Plat 304 & 24360	C-2	2,938	3,992	6,930	1.5	10,395	3,684 (exist. bldg. plus additional leave behind)	6,711
5004 Cordell Avenue	Block M, Lot P1 & P3 Battery Park Sec. 2 Plat 304 & 24360	C-2	1,898	1,109	3,007	1.5	4,510	3,729 (exist. bldg. plus additional leave behind)	781
7830 Old George- town Road	Block L, Lot 23 Battery Park Sec. 2 Plat 15023	C-2	24,226	18,134	42,360	1.5	63,540	42,184 (exist. bldg. w/cellar per Landmark Eng.)	21,356
4906 Del Ray Avenue	Lots 278- 279, Woodmont Plat 4	CBD- 1	5,250	1,000	6,250	3.0	18,750	12,650	6,100
Subtotal			38,482	32,325	70,807		115,585	67,764	47,821
Receiving									
8008 Wisconsin	Lots 569- 572 & 641, Woodmont Plat 4 & 16377	CBD- 1	13,962	11,688 (1,427)	27,077	3.0	81,231	0	81,231
Grand Total			52,444	44,013 (1,427)	97,884		196,816	67,764	129,052 (156,453 w/ 22% MPDU bonus)



PUBLIC ROADWAY
(WIDTH VARIES)
CORDELL AVE.

WOODMONT AVE.

Gross Tract Area	
Site	Area
Net Lot Area	13,962
Add Prior Dedication	11,688 ¹
Proposed Dedications	1,427 ²
Gross Lot Area	27,077

¹Prior Dedications for Lots 569-572 and 641 = 11,688 SF

² Wisconsin Avenue – Proposed 13.5 feet of dedication to achieve 122-foot right-of-way and no truncation at corner with Cordell Avenue (Area does not include additional 10-foot easement for future transit bus station area).

Woodmont Avenue – Proposed 5 feet of dedication with 20-foot truncation.

SITE
13,962 S.F.

10'-0" SHA Esm't.

GENERAL NOTES:
 1. PROPERTY IS LOCATED ON TAX MAP A-023 AND CONVEYS OF THE ACCOUNT NUMBERS OF 000591013, 00-0089124 AND 00-0269298. THE PROPERTY FACTS ON WSSS FILE NUMBER 210AW05.
 2. THE PORTION OF DATA IS MARILAND STATE GRID NORTH (NAD83) AND THE VERTICAL WALL OF BUILDING 7500 WISCONSIN AVE. VERTICAL ELEVATIONS PROVIDED BY GPS TO LOT 50 USING GPS.
 3. THE SUBJECT PROPERTY IS CURRENTLY ZONED ZONE PD-20.0, R-2.75, H-1201, BUT IS BEING DEVELOPED UNDER THE PREVIOUS CBD-1 ZONE PERMISSIBLE USES.
 4. THE PROPOSED CONVEYS ARE IN PRESENTED SITE PLAN IN THE CBD WHERE ALL EXISTING AND PROPOSED CONVEYS ARE IN PRESENTED SITE PLAN.
 5. THERE SHALL BE NO VEHICULAR SITE ACCESS ALONG THE WOODMONT AVENUE FRONTAGE.



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8008 Wisconsin Avenue
 Bethesda, Maryland

North Arrow

Project Title Date
 920190001 01.24.2015 C.W.M.
 Client Name
 C.E. M.S.
 PRE-PRELIMINARY
 PLAN

Scale: 1" = 2000'

1 of 1

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CIVIL ENGINEER
 Greening Urban, LLC

Professional Seal of the State of Maryland, Civil Engineer, No. 1421, Exp. 12/31/2016, Chris Earley

Larry Hogan, *Governor*
Boyd Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*
Melinda Peters, *Administrator*

April 21, 2015

RE: Montgomery County
MD 355, south of Cordell Avenue
8008 Wisconsin Avenue
SHA Tracking No. 14APMO039XX
County No. 920150020
Mile Point 2.14

Mr. Chris Earley
Green Urban, LLC
1421 Lombardy Alley
First Floor
Richmond, Virginia 23219

Dear Mr. Earley:

Thank you for the opportunity to review the Development Site Plan for the proposed commercial development located at the address of 8008 Wisconsin Avenue in Montgomery County. The State Highway Administration (SHA) review is complete and we are pleased to respond.

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

District Traffic Comments:

1. Permanent sidewalk closures are not permitted along MD 355 within the project limits.
2. Temporary Sidewalk closures shall only be allowed Sunday through Thursday, 10PM through 5AM.
3. The MD Book of Standards shall be followed for any temporary pedestrian detour.
4. Provide traffic control plans in the next plan review submittal.

Highway Hydraulics Comments:

1. We have received and reviewed your submission, which included a partial plan set. In order for the Technical Review Team to complete a detailed review of the project please submit a complete plan set, stormwater management report, hydrologic analysis of the existing and proposed site conditions, and narrative describing the proposed project.
2. Once obtained, please provide documentation of the local agency's review and approval of both the stormwater management and erosion/sediment control plans.
3. Although we defer to the Montgomery County Department of Permitting Services for Stormwater Management approval, due to the possible impacts to SHA right-of-way we have the following comments:
 - a. Please provide a SWM report for this project.
 - b. Please provide a breakdown of existing and new impervious area within the SHA right-of-way. Note that any new impervious area within SHA right-of-way must be directly treated in a SWM facility. Provide plans and computations as necessary.

410-545-5600 or 1-800-876-4742

My telephone number/toll-free number is [410-545-5600](tel:4105455600) or [1-800-876-4742](tel:18008764742)
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

- c. Please quantify existing and proposed peak discharges draining to the SHA right-of-way. Provide stormwater management computations to demonstrate no increase in peak discharge.
4. Although we defer to the Montgomery County Department of Permitting Services for Erosion and Sediment Control approval, due to the possible impacts to SHA right-of-way we have the following comments:
 - a. Please provide erosion and sediment control plans.
 - b. All water should be treated prior to entering the SHA right-of-way or the project should provide same day stabilization
 - c. All erosion and sediment control design should be per the 2011 Standards.

Further review of this project will be withheld until the above comments have been addressed. We may provide additional comments once all design data including calculations have been included in the next submittal.

Office of Environmental Design (OED) Comments:

1. SHA Landscape Guidance Documents.
 - a. The applicant shall refer to the recent versions of the 'SHA Environmental Guide for Access and District Permit Applicants', the 'SHA Landscape Design Guide', and the 'SHA Preferred Plant List' when preparing plans for resubmittal. These documents are available at <http://www.roads.maryland.gov/index.aspx?PageId=25>.
2. Landscape Plan.
 - a. This project involves tree removal and installation which requires a landscape plan in conformance with the requirements of Chapter 6 of the 'Environmental Guide'.
 - b. The applicant shall develop revised plans with all required landscape plan elements per Chapter 6.2 with a complete planting schedule to specify the trees to be installed, and with all pertinent SHA Landscape Notes.
 - c. At this time it appears that the Title and SHA Landscape Notes per the following Chapters of the 'Environmental Guide' are appropriate: 7.0, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.14, 7.15, and 7.25. The applicant shall verify. Only the Notes actually required to construct this project shall be reproduced in the plans.
3. Tree Offset Distance to Roadways and Utilities.
 - a. It is understood that the tree plantings of this project are within the area maintained by the Bethesda Urban Partnership, and that responsibility for any future required tree pruning or replacement will not be the responsibility of SHA.
 - b. In order to reduce the likelihood of damage to trees and utilities, the applicant is requested to review the guidance of Chapters 5 and 7.5 of the SHA Landscape Design Guide and consider greater offset distance to trees from the back of curb, and the selection of smaller trees to avoid conflicts with overhead utilities.
 - c. The 'SHA Preferred Plant List' (PPL) includes many species of smaller trees which are appropriate for installation near utility wires and poles. Chapters 8.3 thru 8.5 explain the structure of the PPL.
 - d. The applicant is requested to coordinate the selection of tree species/cultivars and installation locations/offset distances with the Bethesda Urban Partnership.
4. Self Assessment.
 - a. The applicant is requested to refer to Chapter 8 of the 'Environmental Guide' and perform a self-assessment to help ensure that any plan sheets of the submittal which involve landscaping materials or construction within the SHA right of way as defined in Category

700 or Section 920 of the SHA Standard Specifications will adequately address the concerns to be evaluated by the Office of Environmental Design.

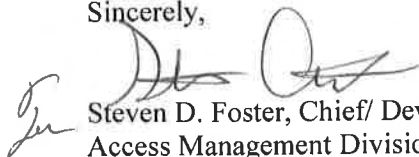
Access Management Division (AMD) Comments:

1. The sidewalk ramps located in the northwest and southwest corners of Wisconsin Ave. and Cordell Ave. shall be up-graded to reflect the current SHA standards.
2. The building can over hang the 10' easement after the second floor.
3. The underground garage may be constructed in the 10' easement so long as it is constructed to transfer the load.
4. The State Highway Administration requires that any right-of-way or easement donation (dedication) be platted to SHA standards. These standards may be found at <http://www.roads.maryland.gov>; - Business Center; - Surveyors Center; then follow the link to Developer Donation Plat Standards. Please contact Ms. Jane Heming, Chief, Records & Research Section, Office of Real Estate at 410-545-2829 or jheming@sha.state.md.us for existing right-of-way information. Note that any plats produced for the SHA shall be on NAD83/91 datum. Please contact Mr. Dan Sain, Assistant Division Chief, Plats and Surveys Division at 410-545-8961 or dsain@sha.state.md.us for SHA-GPS control location and information. All plats must be submitted in hard copy format for review, checking and final issuance. All subdivision plats that will be showing donated area must be approved by PSD prior to recordation at the County level. The first plat submission shall come through the Access Management Division directly to Mr. Steven Foster, attention of Mr. Steven Autry. Subsequent plat submissions may be made directly to the Plats and Surveys Division. Please contact Mr. Jeff Bonnerwith, Assistant Division Chief, Plats and Surveys Division at 410-545-8950 or JBonnerwith@sha.state.md.us for additional information about the Donation Plat review process. Additionally, contact Mr. Paul Lednak, Chief, District 3 Right-of-Way at 310-513-7466 or email address PLednak@sha.state.md.us for information about the Donation Deed requirements and procedures.
5. Plans should be sealed and signed by a Professional Engineer (with PE Certification Note) or Professional Land Surveyor. This information must be shown on each sheet. The Code of Maryland Regulations (COMAR), Subtitle 23 Chapter 03, requires a Professional Engineer who prepared or approved engineering documents for submission to a client or a public authority to include the following professional certification:

"I 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, License No. XXXXX, Expiration Date: *date*"

Further plan submittals should reflect the above comments. Please submit 6 sets of revised plans, a CD containing the plans and supporting documentation in PDF format and 2 copies of the revised Hydraulic study, as well as a point by point response, to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Steven Autry. Please reference the SHA tracking number on 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>. If you have any questions, or require additional information, please contact Mr. Steven Autry at 410-545-5596, by using our toll free number in Maryland only at 1-800-876-4742 (x5596) or via email at sautry@sha.state.md.us.

Sincerely,



Steven D. Foster, Chief/ Development Manager
Access Management Division

Mr. Chris Earley
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SDF/SBA

cc: Mr. Cornelius Barmer, SHA HHD
Mr. Mark Etheridge, Montgomery County Department of Permitting Services
Mr. Jason Ferner, SHA, Access Management Division
Mr. John Krouse, SHA, OED
Mr. Mark Loeffler, SHA, District 3, Utility
Mr. David Murnan, SHA, District 3, Traffic
Ms. Deborah Pitts, SHA HHD
Mr. John Vranish, SHA, ICD

Real Property Data Search (w2)

Guide to searching the database

Search Result for MONTGOMERY COUNTY

View Map		View GroundRent Redemption		View GroundRent Registration		
Account Identifier:		District - 07 Account Number - 00441433				
Owner Information						
Owner Name:	SLEEPING GYPSY LLC		Use:	COMMERCIAL		
Mailing Address:	5001 WILSON LN BETHESDA MD 20814-0000		Principal Residence:	NO		
			Deed Reference:	/34779/ 00483		
Location & Structure Information						
Premises Address:		5001 WILSON LN BETHESDA 20814-0000		Legal Description:	BATTERY PARK SEC 2	
Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:	
HN22	0000	0000		0003		
					Block:	
					M	
					Lot:	
					P2	
					Assessment Year:	
					2014	
					Plat No:	
					Plat Ref:	
Special Tax Areas:		Town:		BATTERY PARK		
		Ad Valorem:				
		Tax Class:		80		
Primary Structure Built	Above Grade Enclosed Area		Finished Basement Area		Property Land Area	
1933	5426				4,170 SF	
					County Use	
					599	
Stories	Basement	Type	Exterior	Full/Half Bath	Garage	
		RETAIL STORE				
					Last Major Renovation	
Value Information						
	Base Value		Value		Phase-in Assessments	
			As of		As of	
			01/01/2014		07/01/2014	
					As of	
					07/01/2015	
Land:	417,000		500,400			
Improvements	868,600		997,500			
Total:	1,285,600		1,497,900		1,356,367	
Preferential Land:	0				1,427,133	
					0	
Transfer Information						
Seller: RIELEY, WALTON D & D A		Date: 08/29/2007		Price: \$760,000		
Type: ARMS LENGTH IMPROVED		Deed1: /34779/ 00483		Deed2:		
Seller:		Date: 10/06/1969		Price: \$67,000		
Type: ARMS LENGTH IMPROVED		Deed1: /03906/ 00538		Deed2:		
Seller:		Date:		Price:		
Type:		Deed1:		Deed2:		
Exemption Information						
Partial Exempt Assessments:	Class	07/01/2014		07/01/2015		
County:	000	0.00				
State:	000	0.00				
Municipal:	000	0.00 0.00		0.00 0.00		
Tax Exempt:	Special Tax Recapture:					
Exempt Class:	NONE					
Homestead Application Information						
Homestead Application Status: No Application						

Real Property Data Search (w2)

Guide to searching the database

Search Result for MONTGOMERY COUNTY

View Map		View GroundRent Redemption		View GroundRent Registration	
Account Identifier:		District - 07 Account Number - 00440941			
Owner Information					
Owner Name:	KOLIUS WILLAIM S TRUSTEE KOLIUS JOHN M		Use:	COMMERCIAL NO	
Mailing Address:	PO BOX 1667 BERLIN MD 21811-5667		Deed Reference:	/41193/ 00213	
Location & Structure Information					
Premises Address:		5027 WILSON LN BETHESDA 20814-0000		Legal Description:	BATTERY PARK SEC 2
Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:
HN22	0000	0000		0003	
					Block:
					M
					Lot:
					P3
					Assessment Year:
					2014
					Plat No:
					Plat Ref:
Special Tax Areas:		Town:		BATTERY PARK	
		Ad Valorem:			
		Tax Class:		80	
Primary Structure Built	Above Grade Enclosed Area		Finished Basement Area		Property Land Area
1923	2770				2,938 SF
					County Use
					581
Stories	Basement	Type	Exterior	Full/Half Bath	Garage
		RETAIL STORE			
					Last Major Renovation
Value Information					
		Base Value	Value	Phase-in Assessments	
			As of	As of	As of
			01/01/2014	07/01/2014	07/01/2015
Land:		352,500	423,000		
Improvements		381,800	344,400		
Total:		734,300	767,400	745,333	756,367
Preferential Land:		0			0
Transfer Information					
Seller:		KOLIUS WILLAIM S TRUSTEE		Date:	02/24/2011
Type:		ARMS LENGTH MULTIPLE		Deed1:	/41193/ 00213
Price:		\$0		Deed2:	
Seller:		KOLIUS WILLAIM S TR ET AL		Date:	02/24/2011
Type:		ARMS LENGTH MULTIPLE		Deed1:	/41193/ 00207
Price:		\$0		Deed2:	
Seller:		KOLIUS, VASHA P TR		Date:	03/13/2008
Type:		NON-ARMS LENGTH OTHER		Deed1:	/35440/ 00464
Price:		\$0		Deed2:	
Exemption Information					
Partial Exempt Assessments:	Class			07/01/2014	07/01/2015
County:	000			0.00	
State:	000			0.00	
Municipal:	000			0.00 0.00	0.00 0.00
Tax Exempt:			Special Tax Recapture:		
Exempt Class:			NONE		
Homestead Application Information					
Homestead Application Status: No Application					

Real Property Data Search (w2)

Guide to searching the database

Search Result for MONTGOMERY COUNTY

View Map		View GroundRent Redemption		View GroundRent Registration	
Account Identifier:		District - 07 Account Number - 00440952			
Owner Information					
Owner Name:	KOLIUS WILLIAM S TRUSTEE KOLIUS JOHN M		Use:	COMMERCIAL NO	
Mailing Address:	PO BOX 1667 BERLIN MD 21811-5667		Principal Residence:		
			Deed Reference:	/41193/ 00213	
Location & Structure Information					
Premises Address:		5004 CORDELL AVE BETHESDA 20814-0000		Legal Description:	PART LOT 3 BATTERY PARK
Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:
HN22	0000	0000		0003	
					Block:
					M
					Lot:
					P1
					Assessment Year:
					2014
					Plat No:
					Plat Ref:
					/ 304
Special Tax Areas:		Town:		BATTERY PARK	
		Ad Valorem:			
		Tax Class:		80	
Primary Structure Built	Above Grade Enclosed Area	Finished Basement Area	Property Land Area	County Use	
1935	1909		1,898 SF	599	
Stories	Basement	Type	Exterior	Full/Half Bath	Garage
		RETAIL STORE			
Value Information					
		Base Value	Value	Phase-in Assessments	
			As of	As of	As of
			01/01/2014	07/01/2014	07/01/2015
Land:		227,700	273,300		
Improvements		436,100	399,500		
Total:		663,800	672,800	666,800	669,800
Preferential Land:		0			0
Transfer Information					
Seller:		KOLIUS WILLIAM S TRUSTEE		Date:	02/24/2011
Type:		ARMS LENGTH MULTIPLE		Deed1:	/41193/ 00213
Price:		\$0		Deed2:	
Seller:		KOLIUS WILLIAM S TR ET AL		Date:	02/24/2011
Type:		ARMS LENGTH MULTIPLE		Deed1:	/41193/ 00207
Price:		\$0		Deed2:	
Seller:		KOLIUS, VASHA P TR		Date:	03/13/2008
Type:		NON-ARMS LENGTH OTHER		Deed1:	/35440/ 00464
Price:		\$0		Deed2:	
Exemption Information					
Partial Exempt Assessments:	Class		07/01/2014	07/01/2015	
County:	000		0.00		
State:	000		0.00		
Municipal:	000		0.00 0.00	0.00 0.00	
Tax Exempt:		Special Tax Recapture:			
Exempt Class:		NONE			
Homestead Application Information					
Homestead Application Status: No Application					

Real Property Data Search (w2)

Guide to searching the database

Search Result for MONTGOMERY COUNTY

View Map		View GroundRent Redemption				View GroundRent Registration				
Account Identifier:		District - 07 Account Number - 02446538								
Owner Information										
Owner Name:		7830 BETHESDA LLC				Use:		COMMERCIAL		
Mailing Address:		4416 E WEST HWY # 306 BETHESDA MD 20814-4565				Principal Residence:		NO		
						Deed Reference:		/20647/ 00324		
Location & Structure Information										
Premises Address:		7830 OLD GEORGETOWN RD BETHESDA 20814-0000				Legal Description:		BATTERY PARK SEC 2		
Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:	15023
HN22	0000	0000		0003		L	23	2014	Plat Ref:	
Special Tax Areas:		Town:				BATTERY PARK				
		Ad Valorem:				80				
		Tax Class:				80				
Primary Structure Built		Above Grade Enclosed Area			Finished Basement Area		Property Land Area		County Use	
1985		48333					24,226 SF		600	
Stories	Basement	Type			Exterior	Full/Half Bath	Garage	Last Major Renovation		
		OFFICE BUILDING								
Value Information										
		Base Value			Value		Phase-in Assessments			
					As of		As of		As of	
					01/01/2014		07/01/2014		07/01/2015	
Land:		2,907,100			3,488,500					
Improvements		7,592,900			10,011,500					
Total:		10,500,000			13,500,000		11,500,000		12,500,000	
Preferential Land:		0							0	
Transfer Information										
Seller: GREAT OAK LLC				Date: 03/01/2002				Price: \$8,537,500		
Type: ARMS LENGTH IMPROVED				Deed1: /20647/ 00324				Deed2:		
Seller: 7830 HOLDINGS LIMITED PTNS				Date: 01/28/1997				Price: \$6,610,000		
Type: ARMS LENGTH IMPROVED				Deed1: /14654/ 00307				Deed2:		
Seller: 7830 OLD GEORGETOWN RD LTD				Date: 10/28/1996				Price: \$4,000,000		
Type: NON-ARMS LENGTH OTHER				Deed1: /14460/ 00273				Deed2:		
Exemption Information										
Partial Exempt Assessments:		Class			07/01/2014		07/01/2015			
County:		000			0.00					
State:		000			0.00					
Municipal:		000			0.00 0.00		0.00 0.00			
Tax Exempt:		Special Tax Recapture:								
Exempt Class:		NONE								
Homestead Application Information										
Homestead Application Status: No Application										

Real Property Data Search (w2)

Guide to searching the database

Search Result for MONTGOMERY COUNTY

View Map		View GroundRent Redemption		View GroundRent Registration	
Account Identifier:		District - 07 Account Number - 00552161			
Owner Information					
Owner Name:		JEMAL'S DEL RAY LLC		Use: COMMERCIAL	
Mailing Address:		702 H STREET NW STE 400 WASHINGTON DC 20001-		Principal Residence: NO	
				Deed Reference: /48778/ 00373	
Location & Structure Information					
Premises Address:		4906 DEL RAY AVE BETHESDA 20814-0000		Legal Description: PT LT 278 WOODMONT	
Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:
HN23	0000	0000		0049	
					Block:
					Lot:
					Assessment Year:
					2014
					Plat No:
					Plat Ref:
					/ 4
Special Tax Areas:			Town: NONE		
			Ad Valorem:		
			Tax Class: 79		
Primary Structure Built		Above Grade Enclosed Area		Finished Basement Area	
				Property Land Area	
				2,625 SF	
				County Use	
				460	
Stories	Basement	Type	Exterior	Full/Half Bath	Garage
					Last Major Renovation
Value Information					
		Base Value		Value	
				As of	
				01/01/2014	
Land:		367,500		984,300	
Improvements		0		0	
Total:		367,500		984,300	
Preferential Land:		0		573,100	
				778,700	
				0	
Transfer Information					
Seller: BALL PAULINE L		Date: 06/17/2014		Price: \$2,000,000	
Type: ARMS LENGTH VACANT		Deed1: /48778/ 00373		Deed2:	
Seller:		Date:		Price: \$0	
Type:		Deed1: /06960/ 00040		Deed2:	
Seller:		Date:		Price:	
Type:		Deed1:		Deed2:	
Exemption Information					
Partial Exempt Assessments:		Class		07/01/2014	
				07/01/2015	
County:		000		0.00	
State:		000		0.00	
Municipal:		000		0.00 0.00	
				0.00 0.00	
Tax Exempt:		Special Tax Recapture:			
Exempt Class:		NONE			
Homestead Application Information					
Homestead Application Status: No Application					

Real Property Data Search (w2)

Guide to searching the database

Search Result for MONTGOMERY COUNTY

View Map		View GroundRent Redemption		View GroundRent Registration	
Account Identifier:		District - 07 Account Number - 00552172			
Owner Information					
Owner Name:		JEMAL'S DEL RAY LLC		Use: COMMERCIAL	
Mailing Address:		702 H ST NW STE 400 WASHINGTON DC 20001-		Principal Residence: NO	
				Deed Reference: /48778/ 00373	
Location & Structure Information					
Premises Address:		DEL RAY AVE 0-0000		Legal Description: PT LT 279 WOODMONT	
Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section: Block: Lot:
HN23	0000	0000		0049	
Special Tax Areas:				Town:	NONE
				Ad Valorem:	
				Tax Class:	79
Primary Structure Built	Above Grade Enclosed Area		Finished Basement Area		Property Land Area
					2,625 SF
					County Use 460
Stories	Basement	Type	Exterior	Full/Half Bath	Garage Last Major Renovation
Value Information					
		Base Value		Value	
				Phase-in Assessments	
				As of	
				As of	
				As of	
				As of	
Land:		367,500		984,300	
Improvements		0		0	
Total:		367,500		984,300	573,100
Preferential Land:		0			778,700
					0
Transfer Information					
Seller: BALL PAULINE L		Date: 06/17/2014		Price: \$2,000,000	
Type: ARMS LENGTH MULTIPLE		Deed1: /48778/ 00373		Deed2:	
Seller:		Date:		Price: \$0	
Type:		Deed1: /06960/ 00040		Deed2:	
Seller:		Date:		Price:	
Type:		Deed1:		Deed2:	
Exemption Information					
Partial Exempt Assessments:	Class			07/01/2014	07/01/2015
County:	000			0.00	
State:	000			0.00	
Municipal:	000			0.00 0.00	0.00 0.00
Tax Exempt:			Special Tax Recapture:		
Exempt Class:			NONE		
Homestead Application Information					
Homestead Application Status: No Application					