

Fig. 20 Community Center Upper Level
Plan - Plaza Grade

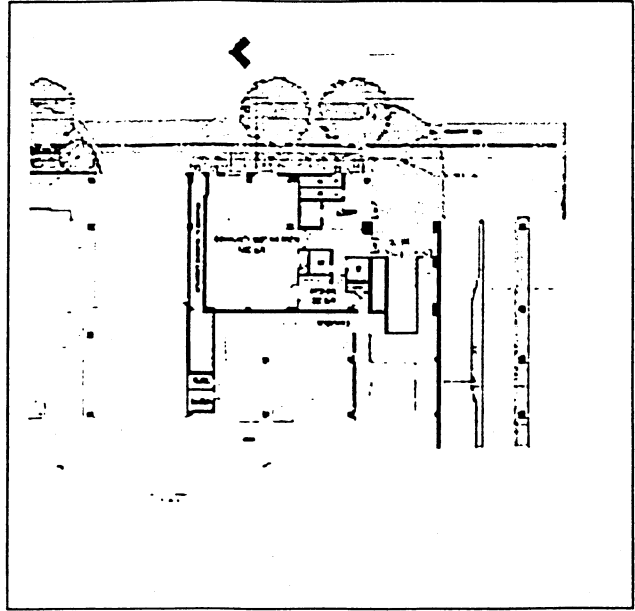


Fig. 21 Community Center Lower Level -
Friendship Boulevard

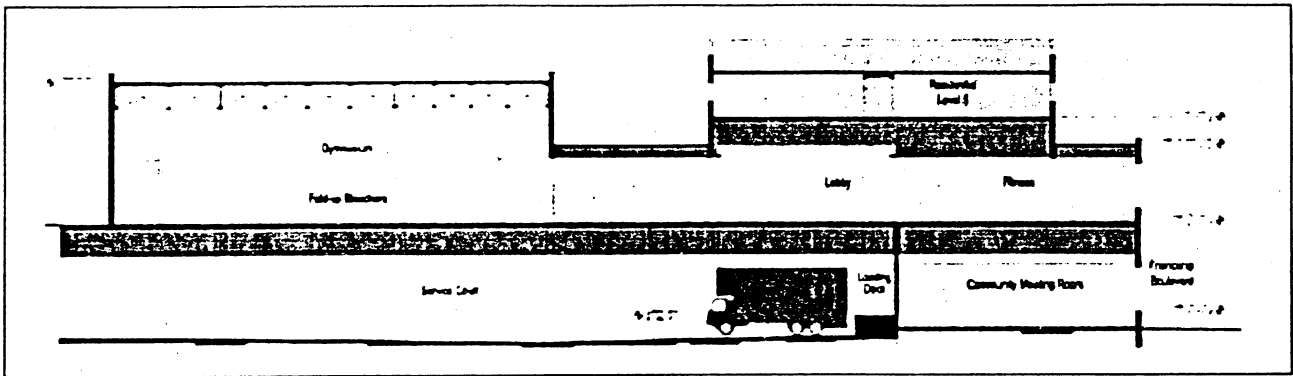


Fig. 22 Site Section showing placement of the Service Court and Community Center

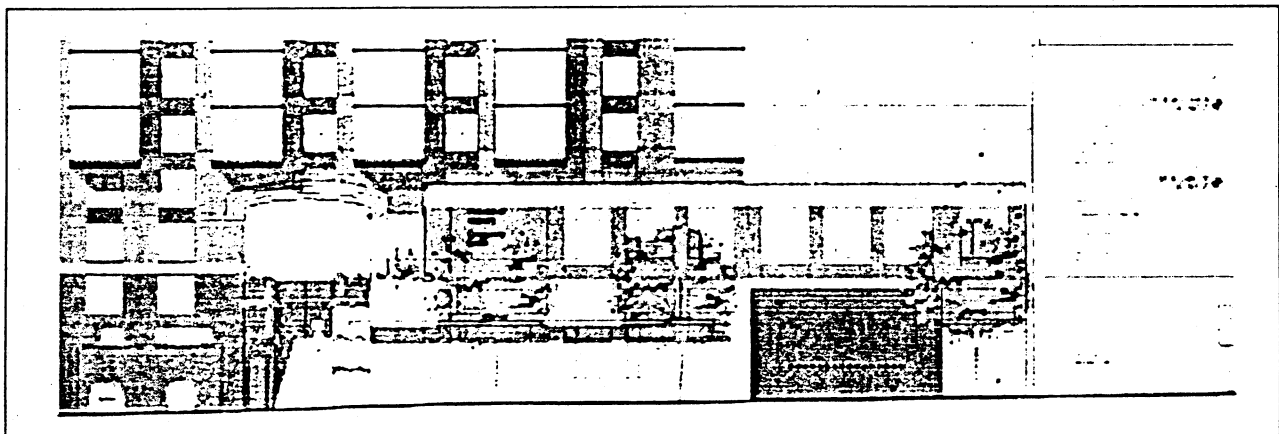
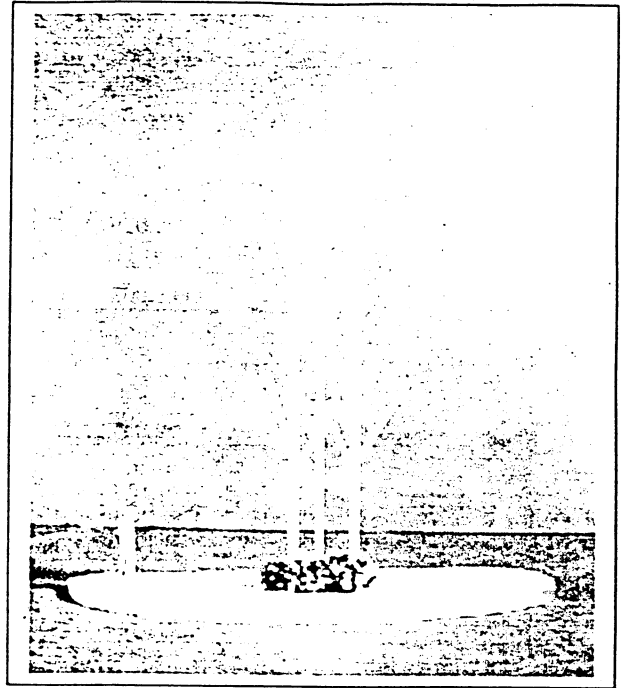
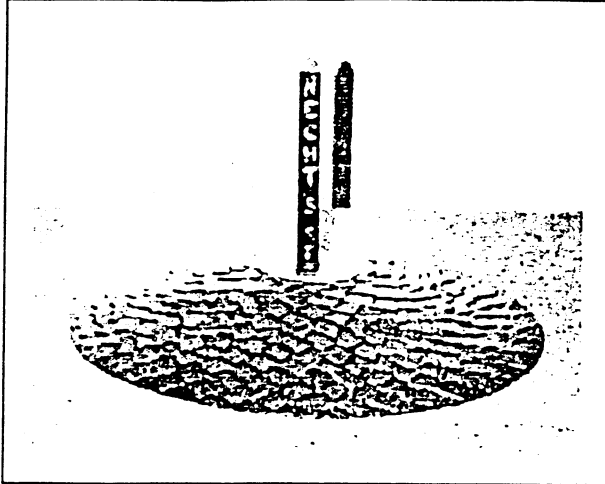


Fig. 23 Site Section Friendship Boulevard Community Center Elevation

PUBLIC ART PROGRAM The Plan proposes to incorporate public art at two locations on the site, the obelisk at the center point of the South Courtyard and the W Tower located on the traffic island at the Willard Avenue drop-off. Both elements feature active LED lighting and/or messaging, and are visually connected by the overhead LED lighting in the North-South pedestrian arcade. Changes in the plan for the proposed amendments reduce the quantity and visibility of public art by eliminating the continuous paving patterns that previously connected the public spaces of the development. The applicant states that cost prohibitions prevent the inclusion of more integrative art elements.



Figs 24 and 25. Public Art Elements

PUBLIC USE SPACE The plan will provide 38 percent of the net lot area as public use space and streetscape improvements to the surrounding streets. The proposed public use space includes two parks, plaza areas around the Metro escalator, and the internal pedestrian courts/lanes. Landscaping, lighting, special paving, seating, public art, and other streetscape elements will be provided within these areas. The amendment includes changes to the Major Public Park, and the public space adjoining the Community Center.

Amenity & Public Use Space	Approved Site Plan (Adjusted)	Amended Site Plan (March 13, 2003)
1. Major Park	36,561 sf 0.84 ac. *Excludes private open space, includes driveway	34,795 sf 0.80 ac. *Excludes private open space, includes driveway
2. Minor Park	10,618 sf 0.24 ac.	10,432 sf 0.24 ac.
3. South Court	18,347 sf 0.37 ac.	17,719 sf 0.41 ac.
4. North Court	17,748 sf 0.40 ac.	17,973 sf 0.41 ac.
5. Metro Plaza	7,671 sf 0.17 ac.	8,211 sf 0.19 ac.
6. East-West Lane	22,101 sf 0.50 ac. *Excludes private open space	19,917 sf 0.46 ac. *Excludes private open space
7. North-South Lane	5,217 sf 0.12 ac.	2,616 sf 0.06 ac.
8. Hecht's Court	5,495 sf 0.13 ac.	2,802 sf 0.06 ac.
9. On-Site Circulation	11,958 sf 0.28 ac.	17,354 sf 0.40 ac.
TOTAL On-Site	133,702 sf 3.07 ac.	131,809 sf 3.03 ac.
Off-Site Amenity & Public Use Space		
10. Off-Site Circulation	45,658 sf 1.05 ac.	49,568 sf 1.14 ac.

Table 2 Comparative Public Use Space

PHASING The entire project will be developed in five phases. The construction phasing will allow the Hecht's store to remain open and operating at all times, first the existing store through Phase II, then the new store from there on.

Phase I includes construction of the new Hecht's store, the one two-story retail building (**Retail A**) facing Western Avenue, temporary surface parking, and initial work on the underground parking facility; including the Service Court. The existing Hecht's remains open.

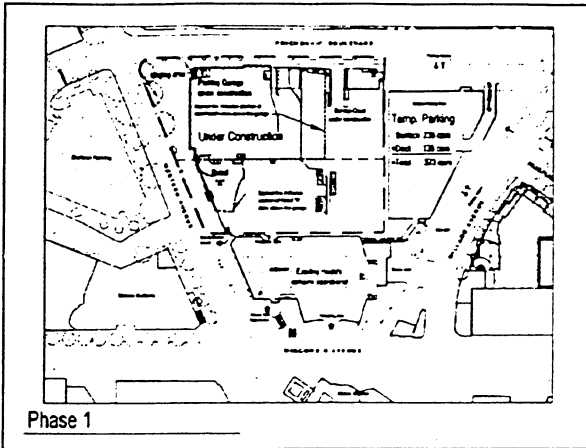


Fig. 26

Phase II initiates construction of the one-level retail store (**Retail B**) adjoining Hecht's and continues construction of the underground parking. Construction of the garage under the Housing, Retail C, and the office building begins. The new Hecht's store opens along with Retail A; the old Hecht's is demolished.

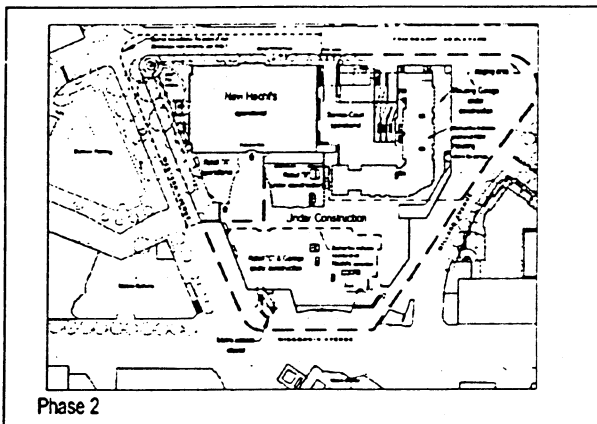


Fig. 27

Phase III initiates construction of the Community Center, Housing, and the Grocery Store. Retail C, and Retail D. Retail B and the Housing garage open.

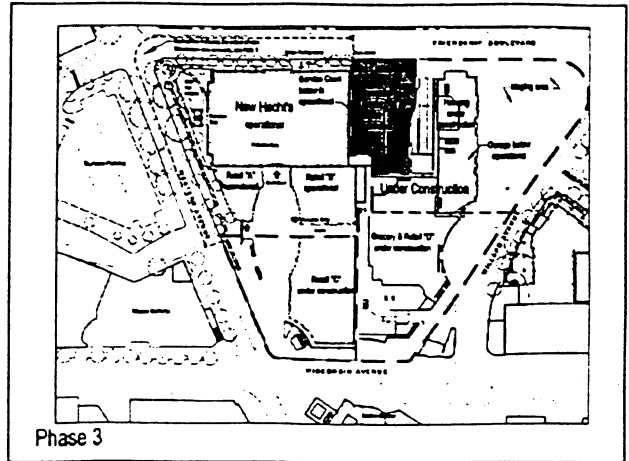


Fig. 28

Phase IV completes the retail stores facing Wisconsin Avenue, the Metro Plaza, the Housing, the Community Center, and the Grocery Store.

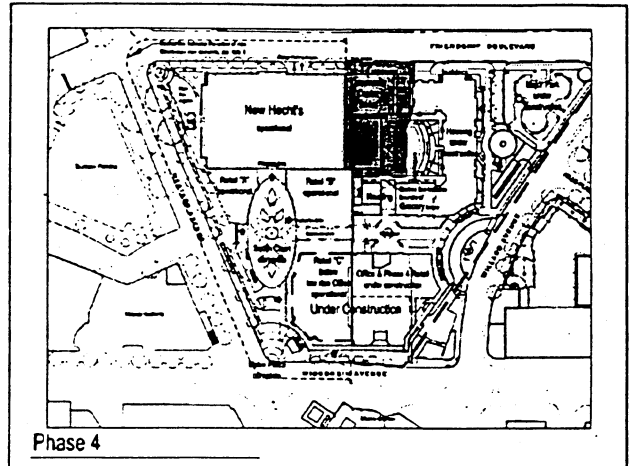


Fig. 29

Phase V addresses the office tower located on the Wisconsin Avenue street front.

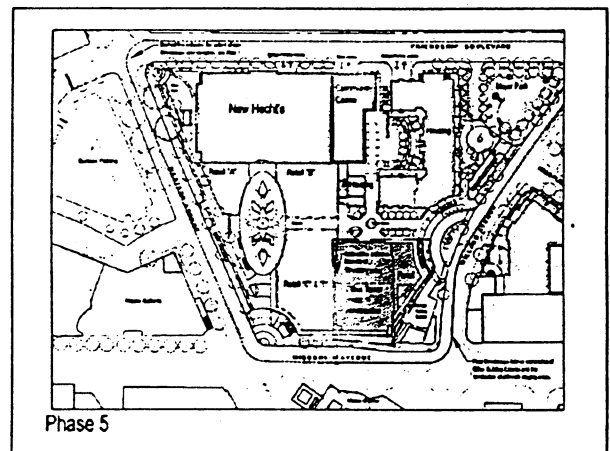
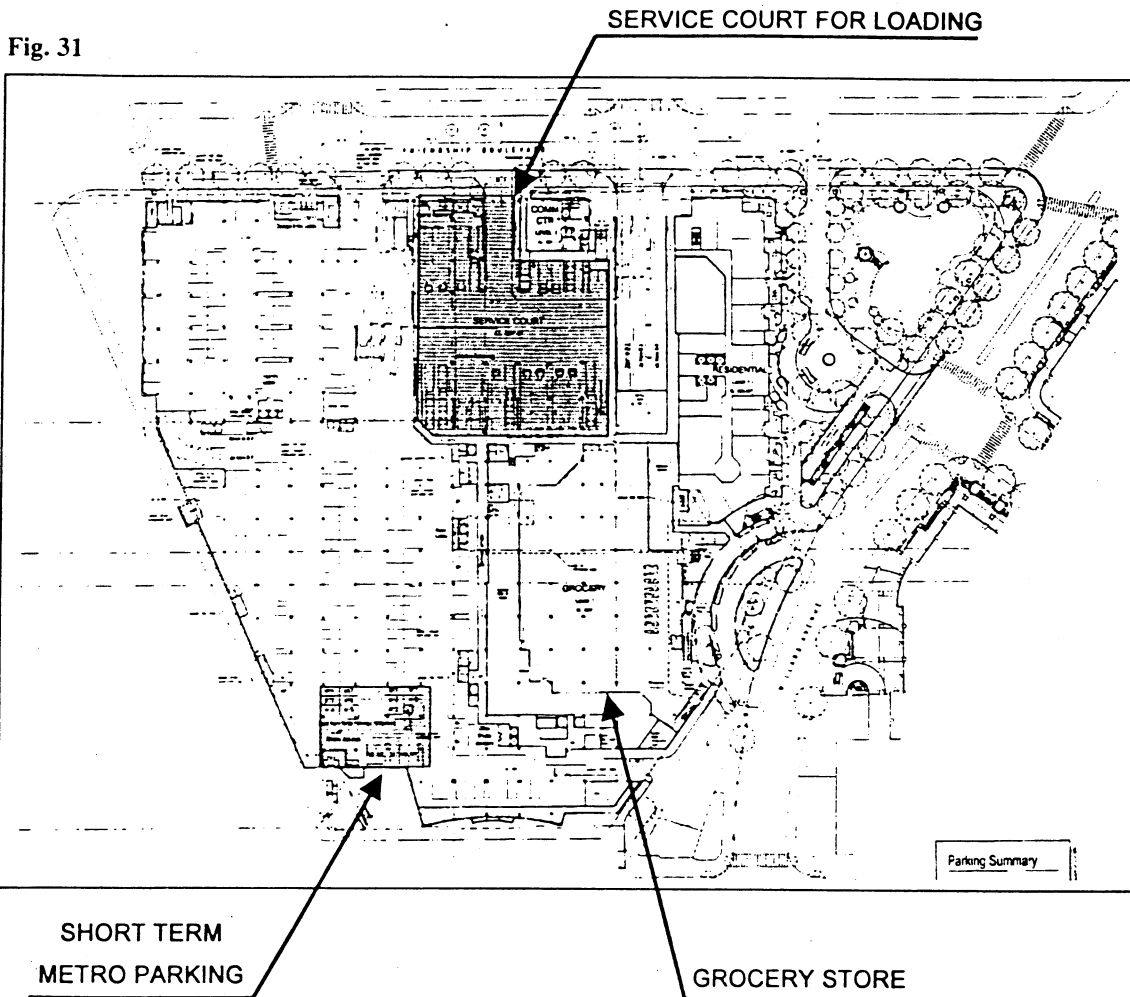


Fig. 30

VEHICULAR ACCESS The main vehicular access to the proposed development is through the driveways to the underground garage/loading area from Friendship Boulevard and Willard Avenue. The garage will be directly connected via elevators and stairs to the central courtyard, the North-South Lane, and to the office and housing. Drop-offs are also proposed on Willard Avenue at the grocery store and at the formal entrance to the housing.

SHORT-TERM PARKING The existing drop-off area on Wisconsin Avenue in front of the Hecht's store and near the Metro station will be removed. To accommodate the drop-off needs of Metro users, the Plan proposes to provide 20 short-term parking spaces in the upper level of the garage, near the Metro escalator.



PLANNING AND REGULATORY FRAMEWORK:

SECTOR PLAN

The subject site is covered by the Friendship Heights Sector Plan, which was approved and adopted in March 1998. See *Project Plan Findings (b)* for a full discussion of the project's compliance with Sector Plan recommendations and guidelines.

PRIOR APPROVALS

The **Project Plan** (9-99001) was originally reviewed and approved by the Planning Board in 1999; the first amendment (9-99001A) was approved in December 2000. See the Data Table below for the changes in size of each component for the original approval and the subject amendment. See also Project Plan opinions, Appendix A.

The **Preliminary Plan** (1-99030) was approved with the project plan in 1999, and the approval for its first amendment (1-99030A) was granted with the Project Plan Amendment approval in December 2000. The pending amendment concerns updating of transportation-related conditions resulting from the revision to the land use mix and square footage, and to extension of the validity period of the Adequate Public Facilities determination and the Preliminary Plan approval. These issues are discussed in detail in the attached memo from the Transportation Planning Section and in FINDINGS below, as well as in the Conditions of approval. See also Preliminary Plan opinions, Appendix B.

The **Site Plan** (S-01010) was approved by the Planning Board on April 26, 2001 following the amendment approvals to the Project Plan and Preliminary Plan. See also Site Plan opinion, Appendix C.

ANALYSIS: DEVELOPMENT ISSUES

Traffic Mitigation Requirements

The Friendship Heights Sector Plan Transportation Chapter recommends that a Transportation Management District (TMD) be formed for the Friendship Heights Sector Plan. The Plan recommends that a TMD would be most effective if it includes the District of Columbia, though the Plan notes that the development proposed by the Sector Plan should not be conditioned on the District of Columbia's approvals or actions over which the County has no control.

" One objective of the TMD is to increase the number of employees who do not drive to work from the existing 34 percent to 39 percent.

...Ideally, a bi-jurisdictional [Transportation Management Organization] TMO would administer a Friendship Heights TMD spanning both sides of the District of Columbia/Maryland line. Revenue to finance the operations could come from an annually assessed transportation management fee, parking fees, and a Share-a-Ride district. Membership in the TMO should be mandatory for new development and voluntary for existing development, including office employers and retail merchants. All new major office projects would be required to appoint a transportation coordinator and designate preferential carpool spaces. (Page 96.)"

To improve access to the Metro station from the surrounding neighborhoods and to encourage maximum use of alternatives to driving to work alone by Friendship Heights employees, the Sector Plan makes several recommendations. They include:

- *Implement a high-frequency neighborhood shuttle service connecting Chevy Chase Village and Brookdale with the Friendship Heights Metro station..*
- *Encourage greater use of bicycling as a means of neighborhood access to the station by designating bikeways, expanding bicycle storage at Metro...and other means.*
- *Encourage employers to offer employees a transit/vanpool allowance (e.g. the maximum that is exempt from personal income tax) and to implement "Donor Days" (employees drive four days a week and use alternative modes or telecommute on the fifth day).*
- *Facilitate carpooling and vanpooling by providing personalized ride matching assistance and establishing an "Emergency Ride Home" program.*
- *Establish a Share-A-Ride district and require all new office development to reduce on-site parking by 30 percent.*
- *Support "Resident Only" parking programs in adjacent neighborhoods to discourage overflow parking from commercial uses. (Page 97.)*

Staff Recommendation The proposed development must provide a transportation management program to achieve the objectives recommended by the Sector Plan.

Applicant Position The applicant agrees to join the Friendship Heights TMO in order to assist in achieving the objectives recommended by the Sector Plan, to include a Transportation Management Program in the Site Plan application, and to enter a Traffic Mitigation Agreement with the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Montgomery County Department of Public Works and Transportation in accordance with the requirements of the TMD.

BASIS FOR CONSIDERATION OF ISSUES

Per Sec. 59-D-2.43, in making its decision on an application for an optional method project plan, the Planning Board must consider:

- 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 individual 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.

PROJECT DATA TABLE

Wisconsin Place (Friendship Place): Project Plan 9-99001B and Site Plan 8-01010A				
<u>Development Standard</u>	<u>Permitted/Reqd</u> CBD-2/Sector Plan	<u>9-99001A</u> Project Plan	<u>8-01010 Approved</u> Site Plan	<u>8-01010A & 9-99001B</u> Combined Amendments
Gross Lot Area	22,000 min.	389,104 sf	389,104 sf	389,104 sf
Net Lot Area	NA	347,365 sf	347,173 sf	347,363 sf
Floor Area Ratio**	2.70	2.70	2.70	2.70
Uses				
Office *	300,000 sf	300,000 sf	450,000 sf	305,000 sf
Retail (general) *	450,000 sf	150,000 sf	120,000 sf	85,000 sf
Hecht's Department Store *		180,000 sf	180,000 sf	180,000 sf
Housing		300,000 sf	300,000 sf	480,000 sf
Total FAR sf	1,050,000 sf	1,050,000 sf	1,050,000 sf	1,050,000 sf
Grocery ***	40,000 sf	40,000 sf	Optional amendment	50,000 sf**
Community Center ***	12,000 sf	17,200 sf	20,500 sf	20,500 sf
Total Gross sf	1,102,000 sf	1,107,200 sf	1,070,500 sf	1,110,500 sf
Density (dwellings/ac)	200 units/ac	34.5 units/ac	34.5 units/ac	54.33 units/ac
Dwelling Units:				
Studio	-	-	275 units	433 units
1-Bedroom	-	-	30 units	16 units
2-Bedroom	-	-	138 units	211 units
3-Bedroom	-	-	83 units	163 units
MPDU Studio	-	-	3 units	15 units
MPDU 1-Bedroom	-	-	10 units	14 units
MPDU 1-Bedroom	-	-	11 units	14 units
Public Use Space (% net lot)				
On-Site	20% (69,260 sf)	37.5% (126,327 sf)	38.5% (133,702 sf)	38% (131,809 sf)
Off-Site			13.14% (45,647 sf)	14.27% (49,568 sf)
Major Park			36,551 sf (.84 acre)	34,795 sf (.80 acre)
Building Height				
Office Building	143'	143'	143'	143'
Housing	143'	117'	120'-2"	143' max
Hecht's	143'	54'	54'	54'
Retail	143'	28'	28'	32'
Community Center	143'	29'	29'	29'
Setbacks				
Wisconsin Avenue	40'	40'	40'	40'
Western Avenue	40'	40'	40'	40'
Friendship Avenue	20'	20'	20'	20'
Willard Avenue	30'	30'	30'	30'
* Total of these uses not to exceed 750,000 sf per Sector Plan				
** Grocery Store uses 10,000sf FAR retail space for Willard Avenue store frontage				
*** Community Center and Grocery are excluded from FAR limit				

Table 3: Zoning Conformance

PARKING ANALYSIS

<u>Use</u>	<u>Base Requirement</u>	<u>Transit Reduction</u>	<u>Mixed Use Formula *</u>
Office (1.9 spaces/1,000 sf)	493 spaces ***	15% Share-a-Ride	493 spaces
Retail (5 spaces/1,000 sf)	1,167 spaces **	Metro Station vic	1,167 spaces
Housing	488 spaces **	15% CBD & Metro	474 spaces
MPDU Housing	14 spaces**	15% CBD & Metro	14 spaces
Community Center	44 spaces **	Metro Station vic	44 spaces
Total Parking Provided			1,749 spaces

* Per Section 59-E-3.1 of the Zoning Ordinance for Mixed Uses
 ** Includes 15% credit for being within 1,600 feet of a Metrorail Station and/or within CBD
 *** Includes 15% credit for Share-a-Ride participation

Table 4

RECREATION ANALYSIS

Recreation Demand for Hi Rise							
Unit Type	Quantity of Units	D1 - Tot (0-4)	D2 - Child (5-11)	D3 - Teen (12-17)	D4 - Adult (18-64)	D5 - Senior (65+)	TOTAL
Hi Rise (Base Figure/100)	100	4.00	4.00	4.00	77.00	46.00	135.00
Hi Rise (Wisconsin Place)	433	17.32	17.32	17.32	333.41	199.18	584.55
Recreation Supply for Hi Rise							
Facility (On Site)	Quantity	D1 - Tot (0-4)	D2 - Child (5-11)	D3 - Teen (12-17)	D4 - Adult (18-64)	D5 - Senior (65+)	TOTAL
Picnic/Sitting	8	8.00	8.00	12.00	40.00	16.00	84.00
Open Play Area	1	6.00	9.00	12.00	30.00	2.00	59.00
Indoor Fitness Room	1	0.00	1.15	1.15	44.45	19.92	66.68
Resident's Community Activity Room	1	1.15	1.73	3.46	66.68	53.11	126.15
Pedestrian System	1	1.73	3.46	3.46	150.03	89.63	248.33
Recreation Supply On Site		16.89	23.35	32.08	331.17	180.66	584.15
Supply/Demand Ratio On-Site		0.97	1.35	1.85	0.99	0.91	1.00
Facility (Off Site)	Quantity	D1 - Tot (0-4)	D2 - Child (5-11)	D3 - Teen (12-17)	D4 - Adult (18-64)	D5 - Senior (65+)	TOTAL
Friendship Hts Village Center	2	2.31	3.46	6.93	133.36	106.23	252.29
Recreation Supply Off Site		2.31	3.46	6.93	133.36	106.23	252.29
Supply/Demand Ratio Off-Site		0.13	0.20	0.40	0.40	0.53	0.43
Total Recreation Supply		19.20	26.81	39.01	464.54	286.89	836.45
Total Supply/Demand Ratio		1.11	1.55	2.25	1.39	1.44	1.43

Table 5

FINDINGS FOR PROJECT PLAN REVIEW, per 59-D-2.42:

- a. *The Amendment, as conditioned, would comply with all of the intents and requirements of the zone.*

The Intent of the CBD Zones (Section 59-C-6.212 of the Zoning Ordinance)

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 proposed development uses the optional method of development, which permits an increase in density and building height, as recommended by the Friendship Heights Sector Plan.

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 Amendment proposes a mix of uses that reflects the needs of the housing, office, and retail market in this area, and also provides a community center for the residents, shoppers, and workers.

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 Amendment proposes three high-rise buildings located near either the center of the site or the large park. The lower masses of the retail buildings provide a transition from the tall buildings to the streets and adjacent areas. They also form a series of public spaces of different character and functions. These spaces connection will encourage pedestrian circulation through the development and along the surrounding streets. The Amendment improves the project's relationship to the uses now under construction across Willard by increasing the street oriented uses, which are directly accessible from the sidewalk along Willard Avenue.

4. *"To promote the effective use of transit facilities in the central business district and pedestrian access thereto."*

The higher development density and the increase in residential units permitted by the optional method of development take full advantage of the Metro station's immediate proximity. The proposed Metro Plaza, wide sidewalks along the adjacent streets and the internal pedestrian circulation pattern and associated streetscape will create a walking environment between the Metro station and the adjacent neighborhoods which will optimize use of the Metro by visitors and residents alike.

5. *"To promote improved pedestrian and vehicular circulation."*

The Amendment separates the on-site pedestrian movement from vehicular circulation. All the loading and parking, with the exception of the short-term parking at the Housing tower will be located underground with three main vehicular entry points, on Friendship Boulevard and Willard Avenue. See Findings (3) and (4) above.

6. *"To assist in the development of adequate residential areas for people with a range of different incomes."*

The Amendment increases the number of multifamily dwelling units previously approved from 275 to

433 the previous approval. At the time of staff report publication, applicant proposes to provide 50% of the required number of MPDUs (27 units) on site, as per the Alternative Compliance and Payment-in-Lieu Agreement with DCHCA. The staff report contains Conditions of Approval for the placement of the required 12.5 % MPDUs on the site.

7. *"To encourage land assembly and the most desirable use of land in accordance with a sector plan."*

The Project Plan incorporates many elements of the Sector Plan Concept including the creation of a hub of activity near the Metro, part of a new Town Center; improved Metro entrances; a major park, a grocery store, community center, and pedestrian and bicycle circulation.

Additional Intent of the CBD-2 Zone (Section 59-C-6.213(b)(c) of the Zoning Ordinance)

"To foster and promote the orderly development of the Central Business Districts of the county so that these areas will enhance the economic status of the county as well as providing an expanding source of employment and living opportunities for its citizens in a desirable urban environment."

The Amendment includes office, retail, housing, and grocery store. The public spaces provided by this development, including the Community Center, will provide opportunities for recreation activities and social event for the citizens in the surrounding communities.

" To provide a density and intensity of development which will permit an appropriate transition from the cores of central business districts to the less dense peripheral areas within and adjacent to the districts"

The site is surrounded by a number of existing and proposed high-rise developments. The high-rise office tower will be located at the Wisconsin Avenue street front. The two taller housing buildings will be located within the northwest quadrant of the site, one facing the Major Park and the other facing Friendship Boulevard. The placement of the buildings to carefully mediate the site topography creates an appropriate transition in massing from the main street of Wisconsin Avenue westward, balanced by open space and public amenities such as the Willard Avenue grocery store and taxi stand. The Metro Plaza and the South Courtyard will also serve as both transitions and links to surrounding commercial development.

" To provide an incentive for the development of residential uses to meet the needs of those employed within the central business districts and those who will be able to use the district transit facilities to travel to and from places of employment."

The housing development proposes 433 multifamily housing units and satisfies this intent.

Requirements of the CBD-2 Zone

The Project Data Table demonstrates the conformance of the Project Plan, as originally approved and as proposed in this Amendment, with the development standards under the optional method of development. See *Project Data Table*.

The Purpose of the Chevy Chase Comparison Retail Overlay Zone (Section 59-C-18.16 of the Zoning Ordinance)

1. *Provide an appropriate scale of development and mix of retail, service, and residential uses within the Friendship Heights Central Business District.*
2. *Regulate retail development to preserve a variety of retail uses and services in the Friendship Heights Central Business District to meet the needs of workers, shoppers, and residents.*
3. *Encourage the use of the optional method of development and the provision of street-oriented retail*

uses to achieve the goals of the sector plan.

The Plan uses the optional method of development. It proposes 265,000 square feet of retail development that includes a new Hecht's store (180,000 square feet) and 85,000 square feet of street front retail along with a 40,000 square foot grocery store. The project also includes a 433-unit multifamily residential building. Together, these uses will provide an appropriate mix of retail, service, and residential uses within the Friendship Heights Central Business District. The department store and street front retail will meet the needs of workers, shoppers, and residents.

(b) *It would conform to the approved and adopted sector plan or an urban renewal plan approved under Chapter 56.*

The proposed development will help implement major principles and recommendations of the Sector Plan. The text below analyzes the Project Plan conformance with general Sector Plan concepts, principles, and goals and with specific recommendations and guidelines for the Hecht's site.

1. Sector Plan Concept, Plan Framework, Plan Goals

The Project Plan incorporates many elements of the Sector Plan Concept, including the creation of a hub of activity near the Metro station that is part of a New Town Center; improved Metro entrances; a major public park and community center, and pedestrian and bicycle circulation. Additional design work during Site Plan Review and Signature Set, as recommended in the conditions, will ensure that Friendship Place fully realizes the Sector Plan Concept.

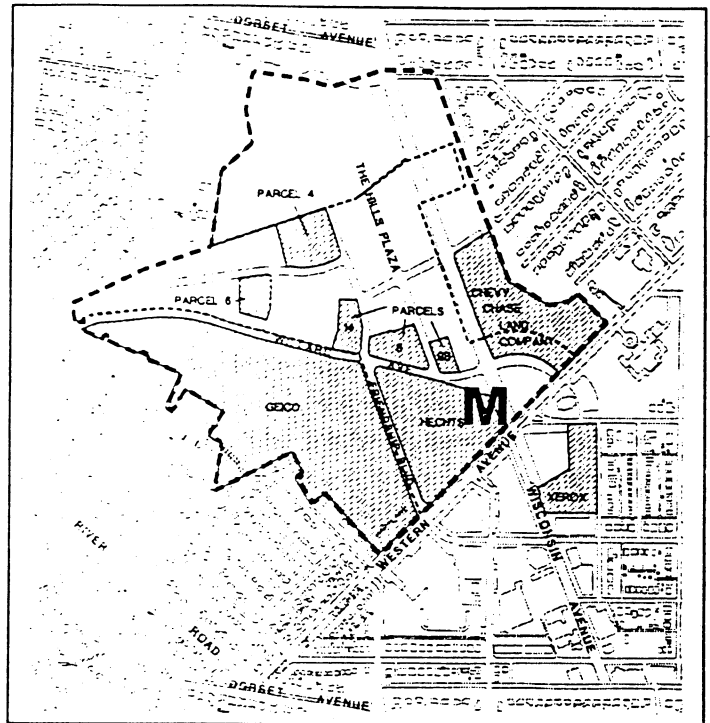
The Project Plan increases both office and retail employment opportunities. By creating places for people to live, work, and shop near the Metro station, and by improving Metro access, the project will increase the use of Metro. Amenities provided under the optional method of development include a major park, a community center, enhanced streetscape, and several other public use spaces.

Fig. 19 Development Sites of the Sector Plan

2. Planning and Urban Design Principles

The Sector Plan recommends five planning and urban design principles to guide development, and this project incorporates those principles. The Project Plan will help contribute to a vital, diverse urban center by providing a mix of land uses. It realizes the Sector Plan principle of concentrating the highest density in the Metro Core. Such concentration, with steps down to the surrounding neighborhoods, is one of the ways in which the Sector Plan attempts to preserve the integrity of the single-family residential neighborhoods. The Project Plan will provide a lively environment for residents of both the new apartments and the existing condominiums and apartments in the Village of Friendship Heights. The project will help knit the diverse districts of Friendship Heights into a stronger community by providing a center of activity in place of a parking lot, with public open

Fig. 32 Sector Plan Area



spaces and a community center where neighbors can meet.

3. Conformance with objectives, recommendations, and guidelines for Hecht's site

The analysis below groups the objectives, recommendations, and guidelines by major topics and assesses the Project Plan conformance with each set.

a. Land Use, Density, and Zoning

The Sectional Map Amendment rezoned the site to the CBD-2 Zone and applied the Chevy Chase Comparison Retail Overlay Zone. The Project Plan proposes land uses and densities that conform to the numbers in the Sector Plan: a total project of 1,050,000 square feet, with a maximum of 750,000 square feet of combined office and retail, and a minimum of 150,000 square feet of residential use. Rather than the 150,000 square feet of hotel that the Sector Plan contemplated but did not require, the project proposes an additional 330,000 square feet of residential use, for a total of 480,000 square feet for housing. The Project Plan does include the optional 40,000 square feet of grocery store space.

b. Building Location and Height

The Sector Plan urban design principles include concentrating the highest density and heights in the Metro Core and stepping down toward the surrounding neighborhoods. The Design Guidelines for the Hecht's site express this principle in relation to the height of the existing CBD-1 Zone (90 feet), recommending that commercial buildings with heights exceeding that existing standard be located on the portion of the site that is closer to the Metro stop and part of the proposed Metro Core. In conformance with the Sector Plan, the one 143-foot office building proposed in the Project Plan faces Wisconsin Avenue at the Metro Core area.

The Sector Plan Design Guidelines also reflect the assumption made during the Plan process that the residential component would fit most naturally on the portion of the site that is closest to the high-rise residential buildings in the Village of Friendship Heights. The Sector Plan does not place a limit on the height of a residential building. The apartment buildings proposed by the Project Plan (one 123 feet, the other 95 feet above ground level on Wisconsin Avenue) are located next to the Major Public Park, across Willard Avenue from the Village of Friendship Heights and along Friendship Boulevard.

c. Street-Front Retail and Building Orientation

The Sector Plan Design Guidelines stipulate: "Provide street-front retail, restaurants, entertainment establishments, and other pedestrian-oriented uses along streets bounding the site. Include street-level entrances and shop windows at frequent intervals." The intent of this guideline is to enliven the sidewalk, a major outdoor space in urban areas.

By changing the program from the approved Project Plan to incorporate the grocery store on Willard Avenue, the amended Project Plan creates a better opportunity to provide useful community-serving street-front retail. Re-orienting the buildings so that the retail frontage of the office building parallels Wisconsin Avenue also provides a continuous façade of street-oriented retail along the major urban boulevard.

On Western Avenue, the orientation of the buildings to the east-west axis means that the Hecht's building façade no longer provides an edge to the street. The applicant has attempted to address this concern by providing a low wall and steps to create definition. The public park on the corner will maximize activity in the area of the Hecht's entry, and design refinements should attempt to ensure that the entrance is used. At the center point along Western Avenue, a retail building should provide the desired activity, if the store provides an entry directly from the street. However, the eastern half of Western Avenue street frontage to the Metro Plaza, further site design can provide such elements as retail kiosks to animate the street, direct pedestrian movement, and better define the

street edge.

It is critical that Friendship Boulevard not become the "back door" of the project. The Site Plan report contains a condition that will require additional staff review of the final elevation design for the Hecht's Store to ensure that an actual entrance to Hecht's is provided on Friendship Boulevard, along with storefront windows, to encourage pedestrian activity and, hence, increase pedestrian safety. The lower level of the community center beyond the service entrance should also have windows, if at all possible.

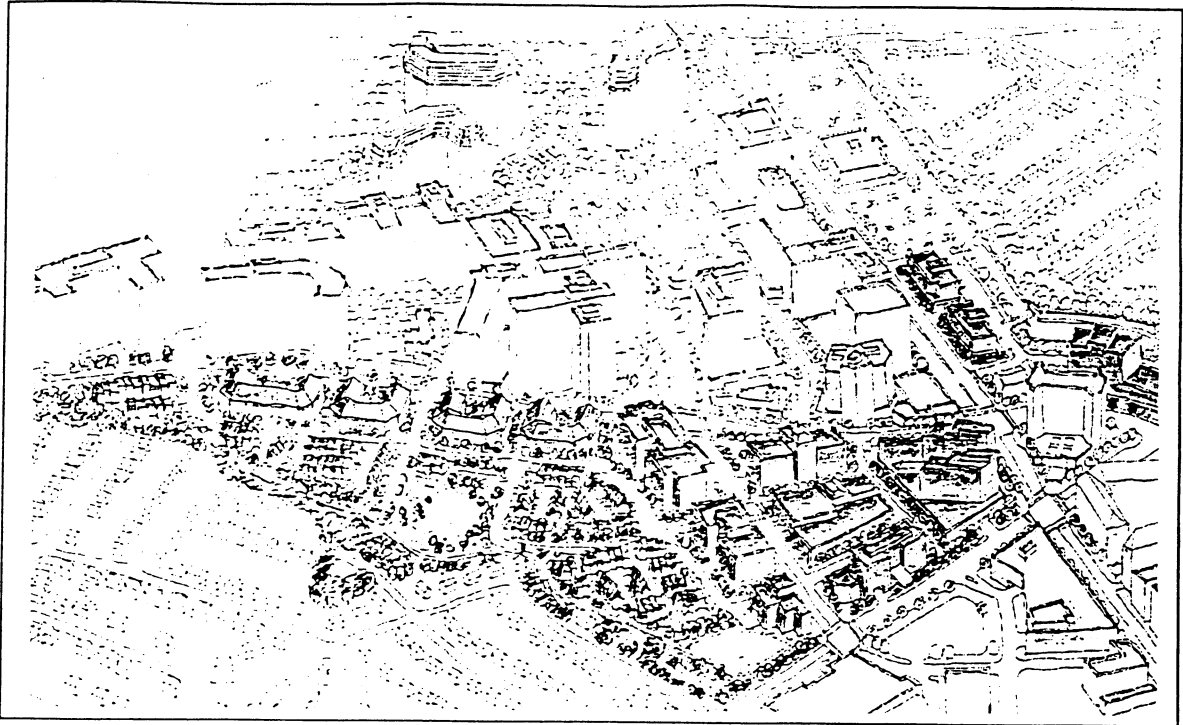


Fig. 33 Sector Plan Urban Design Concept

d. Major Public Park

The Project Plan includes a major public park in the location envisioned by the Sector Plan and with the required visibility. The applicant has revised design elements for the public space surrounding the park. See discussion under *Issues of Review* and *Site Plan Findings*.

e. Other Public Use Spaces

The Project Plan includes additional public use spaces: a minor park on the corner of Western Avenue and Friendship Boulevard previously noted, entrance plazas near Western Avenue and Willard Avenue, and on the south side of the apartment building. The Site Plan details the treatment of these spaces including paving, lighting, seating, and other features such as artwork.

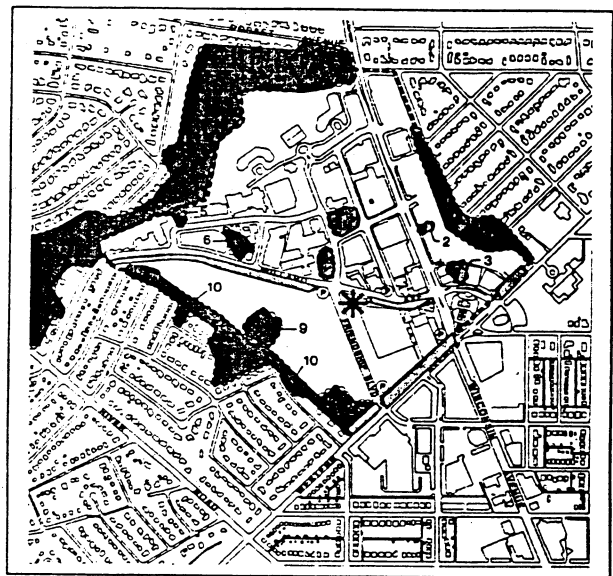


Fig. 34 Sector Plan Guideline for Green Space

f. Community Center

The Project Plan includes a community center of 20,500 square feet. The 12,000 minimum size stipulated in the Sector Plan originated with the intent to achieve the approximate size of a County recreation center (24,000 square feet) when considering the total community space available both on the Hecht's site in and the existing Friendship Heights Village Center.

Staff sponsored two community meetings at the time of the original project plan to initiate a dialogue about the character and uses of the community space. A consensus arose for a "big box" that could accommodate active indoor recreation including basketball and volleyball and two or more "little boxes" for multipurpose uses, such as classes and meetings. The Sector Plan envisioned that the community space would be next to the park in a freestanding building or in the lower floor of an adjacent building. In response to community desires for active recreation that requires specific heights and column-free space, the applicant proposes locating the community center in a separate, adjoined building facing Friendship Boulevard, a few minutes walk from the park on Willard Avenue and the ballfield on the GEICO site.

The community rooms provide flexible space that can accommodate all age groups and a variety of uses, as specified in the Sector Plan. The Project Plan provides access via an elevator and stairs from Friendship Boulevard. The applicant redesigned the stairs at the request of staff to provide a better relationship with the open space on the plaza level and to improve the entrance to the community center.

g. Urban Boulevard and Metro Plaza

The Project Plan proposes an Urban Boulevard along Wisconsin Avenue, as specified in the Sector Plan, that eliminates the existing drop-off and maintains the required 40-foot setback. The Site Plan defines and reinforces the major urban boulevard with a double row of trees (one row can be in a widened median), and lighting, special paving, and other street furnishings incorporated into the final Streetscape Plan. The boundary marker should be acknowledged in the design. The Site Plan ensures that the segment of the Urban Boulevard between Western and Willard Avenues reads as part of a continuous retail-shopping street while creating a special character to reinforce the Town Center.

The applicant has been working with the Streetscape Committee of the Friendship Heights Task Force to develop a coordinated Streetscape Plan with detailed standards for Friendship Heights. These standards will apply not only to Wisconsin Avenue but also to the other streets bounding the site. The applicant should continue to work with the Washington Metropolitan Area Transit Authority (WMATA) to improve access for people with disabilities and to design a canopy over the Metro escalator.

h. Willard Avenue Promenade

The Project Plan includes a promenade along Willard with the double row of trees and a ten-foot sidewalk recommended by the Sector Plan. The previously approved Site Plan included additional landscaping, as well as the lighting, special paving, and street furnishings specified by the Streetscape Plan. Continuity of the promenade across the taxi stand and driveway entrance leading to the residential building should be ensured by extending the special paving material to all pedestrian and vehicular surfaces in these areas.

i. Western Avenue Promenade

The Project Plan includes a promenade along Western Avenue with the dimensions recommended in the Sector Plan. The Site Plan drawings show a second row of shade trees of substantial size, made possible by combining the bicycle path and the pedestrian path to increase the amount of pervious surface available for the trees. The Site Plan includes additional landscaping, as well as the lighting, special paving and street furnishings specified in the final Streetscape Plan. Kiosks should reinforce the Western Avenue street edge.

j. Friendship Boulevard Streetscape

The Project Plan provides a public sidewalk for pedestrians. The Site Plan should include additional street trees to form a single row, single-fixture Washington Globe lights, special paving such as the existing brick, and street furnishings. The Plan should ensure continuity of the sidewalk by extending the special paving across the access points to the garage, loading areas, and drive leading to the hotel.

k. Internal Street

The Sector Plan recommends an internal public or private street to provide vehicular and pedestrian access into the site, and to create a lively, human-scale environment. The Project Plan includes a driveway between Friendship Boulevard and Willard Avenue that provides access to the parking garage and the residential building. The Project Plan also provides an internal pedestrian network, with a north-south pedestrian lane articulated by the lighted arcade between Willard and Western Avenues, and an east-west pedestrian connection between the North Court and the Community Center that extend to the Friendship Boulevard street frontage via the formal staircase. This pedestrian network, lined with retail on the north-south walkway and with entrances to the Community Center and apartments from the east-west lane, will create the lively, human-scale environment envisioned by the Sector Plan.

As required by the Sector Plan, the applicant has worked to coordinate the points of vehicular access to the site from Friendship Boulevard with the proposed layout of the GEICO site. Continued coordination is needed.

l. Service Areas

The Project Plan locates all service areas internally, off a service court, in the parking level just below the main plaza level. This design feature avoids the need for visual screening on the exterior.

m. Access to Metro

The Sector Plan Guidelines for the Hecht's site require the developer to provide a short-term parking area convenient to the Metro entrance for dropping off/picking up passengers. They also require a taxi stand on the site. The Transportation Chapter of the Sector Plan includes other recommendations to improve Metro access, including high-frequency shuttle service between the neighborhoods and Metro and expanded bicycle storage.

The Project Plan removes the existing drop-off area along Wisconsin Avenue as part of the redevelopment. It provides a short-term parking area for Metro passengers at the upper level of the below-grade garage. Provision should be made for future enforcement of the time limits. In addition to parking autos, the Site Plan should provide adequate, convenient, secure lockers for bicycle storage. The Project Plan provides a taxi stand on Willard Avenue. The Site Plan conditions require further review of design at signature set. Provision should also be made for short-term parking for shuttle buses.

n. Parking Requirements

The Project Plan provides all parking below grade, with the exception of a few short-term spaces in front of the residential building. All required parking is accommodated within the garage for all proposed uses. A condition has been included requiring Site Plan amendment to address parking if retail space is leased as restaurant space.

o. Off-Site Parcel

The parcel in separate ownership referred to in the Sector Plan remains in separate ownership. The proposal provides pedestrian access, landscape amenities, and seating along the elevated pedestrian walkway that connects Wisconsin Avenue with the Willard Avenue drop-off. The attractively enhanced passage accommodates handicapped users via the public elevator available at the staircase.

p. Phasing

The Project Plan includes a phasing plan, which is described elsewhere in this report.

- (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 property is surrounded by existing or planned commercial uses as well as high-density residential developments. As recommended by the Sector Plan, the proposed uses of the project are compatible with the existing and potential developments in the area. The higher density permitted under the optional method of development gives the developer incentive to provide a number of public amenities including a community center and public parks. The operation of the proposed residential, office, retail uses will complement the existing and future commercial as well as residential developments in the core area. The design of the development will include public spaces and streetscape elements that will enhance the character and quality of the general neighborhood.

- (d) *It 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.*

Local Area Transportation Review

A traffic statement was prepared to compare the impact of the newly proposed development with the previously approved plan. The analysis indicated that the new development generates approximately 21% fewer trips in the morning and evening peak hours. The table below shows the comparison between the two.

Trip Generation Rates and Site Generated Traffic Volumes						
Land Use and Quantity	AM Peak Hour			PM Peak Hour		
	Two-Way Rate	Percent In	Percent Out	Two-Way Rate	Percent In	Percent Out
Trip Rates						
Retail per 1000 sf	0.65	50%	50%	2.60	50%	50%
Grocery Store per 100 sf	1.22	70%	30%	6.20	50%	50%
Office per 1000 sf	1.50	85%	15%	1.50	25%	75%
Residential per unit	0.30	20%	80%	0.30	67%	33%
Proposed Plan Total Trips	Two-Way	In	Out	Two-Way	In	Out
Retail (255,000-176,188sf) 78,812 sf	51	25	26	205	102	103
Grocery Store 50,000 sf	61	43	18	310	155	155
Office 305,000 sf	458	389	69	458	115	343
Residential 433 DUs	130	26	104	130	87	43
Total	700	483	217	1103	459	644
Approved Plan Total Trips	887	665	222	1328	509	819

¹ 225,000 SF of proposed retail (excluding grocery store) and removal of existing 176,188 SF store (represents net increase)

Table 6

When previous plans for Wisconsin Place were submitted for approval, staff evaluated 11 intersections for the impact of the proposed Hecht's site plan. All intersections, with some improvements, were operating within the congestion standard of 1800 Critical Lane Volume (CLV) for Friendship Heights, and 1650 CLV for Bethesda-Chevy Chase Policy Areas. All intersections in the area will continue to operate within the congestion standard with the new development generating 20% fewer trips.

Policy Area Review/Staging Ceiling Analysis

The subject site is located within the Friendship Heights CBD policy area, which has a remaining capacity of 343 jobs and 24 housing units as of February 28, 2003. This capacity included the development allocated for the previously approved Wisconsin Place development. Thus, there is sufficient staging ceiling for the amended plan.

Transportation Demand Management

The applicant has submitted revisions to the project plan and preliminary plan, which include a substantial reduction in on-site automobile parking—from 2,298 to approximately 1,616 spaces. The proposed parking complies with the mixed-use shared parking requirements contained in the Zoning Ordinance. The reduced parking is for the retail and housing components of the site's land-use mix. The office component's parking allocation had a previous parking space reduction that remains.

It is anticipated, based upon trip generation rate studies for Metro station areas, that on-site parking supplied at 1.9 spaces per 1,000 square feet of office space use will result in lower peak hour trip generation and higher mode shares for transit, car pooling, and walking and bicycling.

The applicant also has submitted a draft traffic mitigation agreement that is subject to negotiation. Preliminary staff review of this draft results in the following comments and recommendations for modifications to the language in the agreement and in keeping with previous Planning Board action concerning this development.

The applicant must rather than "may":

- Appoint a transportation coordinator to assist employees in exercising commuting options and to provide for coordination and trip reduction monitoring with the Friendship Heights Transportation Management Organization
- Make the development available for TMD programs and marketing
- Provide bicycle parking to meet the demand
- Provide preferential car pool parking

The remaining transportation management measures proposed by the applicant are quite desirable and welcomed additions. Other transportation demand management strategies that should be considered for inclusion in the initial program as back up measures may include:

- a "Donor Day" incentive program
- a technique to avoid the use of retail parking spaces by employees during peak traffic hours
- The applicant's parking reduction for the office component is based on joining the Friendship Heights Share-A-Ride district. This needs to be reflected in the TMA along with the appropriate fee.

(e) *It would be more efficient and desirable than could be accomplished by the use of the standard method of development.*

The use of optional method of development permits a development at a higher density near the Metro station than that could be achieved under the standard method. The higher density also allows an investment return that justifies provision of public amenities, such as a community center, which will greatly enhance the quality and opportunity of recreational activities in the area. In addition, the 20 percent public use space required by the optional method of development and associated streetscape and public art will improve the character of the

neighborhood and achieve a better overall development.

By providing a mix of land uses and several important public amenities, the proposed development will help contribute to a vital diverse urban center as envisioned by the Friendship Heights Sector Plan. The project realizes the Sector Plan principle of concentrating the highest density in the Metro Core. The project will help knit the diverse districts of Friendship Heights into a stronger community by providing a center of activity in place of an existing parking lot, with public open spaces where neighbors can meet. The community center and public parks will substantially enhance the availability of recreational facilities in the local area.

- (f) *It would include moderately priced dwelling units in accordance with chapter 25A of this Code, if the requirements of that chapter apply.*

The proposed development includes three apartment structures providing 433 residential units. The apartment building will contain 6.25% percent of the units as moderately priced dwelling units (Medusa). The Project Plan and Site Plan conditions of approval include a requirement to provide all Medusa on site.

- (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 to that which could otherwise be achieved.*

Not applicable.

- (h) *Any applicable requirements for forest conservation under Chapter 22A.*

Under the requirements of Chapter 22A, Forest Conservation, this development is required to provide 1.2 acres of afforestation. M-NCPPC Environmental planning staff has approved the previously approved preliminary Forest Conservation Plan for the development. The current Plan proposes to meet the requirement using tree cover of proposed on-site landscaping. Details on satisfying afforestation requirements will be addressed on the final Forest Conservation Plan requiring final staff review at signature set.

- (i) *Any applicable requirements for water quality resource protection under Chapter 19.*

A preliminary Stormwater Management Concept for the proposed development has been reviewed and approved by the Montgomery County Department of Permitting Services (DPS) on January 20, 1999 and re-confirmed most recently on February 21, 2003. The Stormwater Management Concept consists of on-site water quantity control via underground storage and on-site water quality control via structural sandfilters. The proposed storage facility will be located under the proposed public park at the intersection of Friendship Boulevard and Willard Avenue.

FINDINGS FOR SITE PLAN REVIEW, 59-D-3.4:

1. *The site plan is consistent with approved Project Plan for the optional method of development and Preliminary Plan.*

The Site Plan conforms to the proposed Project Plan and the Preliminary Plan amendments. The Community Center proposed remains as approved by the Planning Board for the previous Site Plan review.

2. *The site plan meets all of the requirements of the zone in which it is located.*

See Project Data Table above. See also Findings: Chevy Chase Comparison Retail Overlay Zone, below.

3. *The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

- a. *Locations of Buildings*

Wisconsin Place consists of five distinct building groups: the new Hecht's building, an office tower with contiguous low-rise office space atop ground floor retail, the retail cluster at the South Court, the Community Center, and the three-building apartment complex that form the northwest quadrant of the site.

The buildings, complex in their relationships, are arranged on the site with efficiency to enhance the function and accessibility of each use and, more importantly, to allow the expansion of footprint of the housing structures on the site. The substitution of housing density for office space has essentially shifted the massing from the site's center to the north and south edges.

The office tower, shifted eastward, placed atop the retail, wrapped by associated low-rise office space, effectively establishes the vital building line on Wisconsin Avenue. The tower's profile completes a compelling triad with its companion office buildings on the adjoining sites, the Chase Tower and the Chevy Chase Center, and marks vertically, the gateway to Montgomery County. The placement of the retail exclusively along pedestrian intensive areas encourages activation of the streets, both internally and externally to the site. The North-South Arcade, fitted with LED lighting provides the axial pedestrian connection through the site, separates the site's volumes, and establishes a readily understood pattern for the visitor navigating the site.

The location of the housing at the northwest corner uses the site's natural topography effectively, creating the opportunity for the building to frame the major park, face the surrounding tall apartment houses, and at the same time create the urban interior (pedestrian) street that provides a critical linkage between the buildings. The augmentation of the housing structure, enlarged to form U-shape ensemble presents a challenging design problem, particularly with regard to preserving open space at the Major Park that may be recognized as visible, accessible public space.

The applicant has pursued continuous design work during the review period in response to staff concerns about the open space associated with the Community Center. A break in the housing massing has been created to provide, through the overhead arch, a visible, axial connection from the North Courtyard to the Community Center on the Plaza Level that will facilitate way finding and invite the public to enjoy the green space.

The placement of the Community Center on the western edge, augmented by the western wing of the Housing complex successfully defines the new Friendship Boulevard, clearly imparting an urban character to the street.

b. *Open Spaces*

The open space provided exceeds the requirements of the zone. [See Data Table.] The open space consists of the Major Park, Minor Park, the South Courtyard, the North Courtyard, the Community Courtyard and the internal pedestrian lanes. The open spaces throughout the site provide a critical contrast to the placement of the buildings—the variety in the scale, size, solar orientation, character, and intended activity of the spaces provides an especially effective component of the site’s successful assembly.

Staff and applicant have given much attention to the design of the open space at the Community Center. The revisions to the proposed design now feature a unified central green space that mediate the internal edges of the housing footprints and provide a usable open space with attractive landscaping and comfortable grading that may be used for social events sponsored by the Community Center. Particular attention was given sequence of open spaces from the South Courtyard through the covered LED arcade, to the North Courtyard and its connection through the overhead arch of the 5-story housing structure. The design solutions achieved by the applicant design team, including alignment of the buildings, flexibility of housing unit types, and the successful resolution of the pedestrian paths provides compelling axial views of these public spaces that will encourage use of the Community Center and shopping at the stores.

There is particular staff concern, however, with the amendment’s revision to the public open space surrounding the Major Public Park: the enlargement of the private terraces, the widening of the vehicular driveway, the addition of the parking lane, the reduction of the sidewalk, and the shifting of the building footprint toward the park. These design changes erode the quality and quantity of the public open space by: isolating the park from its surrounding space, weakening the public character of the space, encouraging vehicular traffic through the amenity space, compromising pedestrian activity, replacing public amenity space with parking, and eliminating the visual and physical connections between the housing and the park’s green area. Staff recommends a design that clearly identifies this amenity as public, with the capacity to provide an inviting open space that encourages community participation in the activities envisioned in the Sector Plan: concerts, festivals, outdoor dining, strolling and people-watching.

Storm water quality and quantity control facilities are located underground at the major park and the minor park.

c. *Landscape and Lighting*

Major Public Park

The major park is intended to provide a gentle refuge from the surrounding urban environment. The design concept treats the triangular space as three connected “rooms” for a variety of visitors. The landscaping is presented as a perimeter envelope of trees and graduated plantings and ground cover that define each room yet allow privacy or participation. An interesting variety of tree species will provide attractive sitting areas, both sunny and shady, and a sense of protection from the nearby traffic. The lighting within and around the park provides well-balanced light levels from Washington Globe streetlights, ground level bollard lighting, and accent fixtures.

The perimeter of trees opens for an entrance on each street side of the park; however, the amendment proposal eliminates the pedestrian and visual connection to the housing entrance, using the line of trees to create a wall that isolates the park as a separate entity. Staff recommends that the park design incorporate the connective design elements so well articulated in the previous site plan approval to integrate the green with the specially paved public space that will serve the community during special events.

Housing and the Major Public Park

The landscaping in front of the housing entrance adjacent to the park, as the quantity of public

open space, has been compromised in order to accommodate the private terraces that line the entire northern façade of the building. Staff recommends that the private terraces be eliminated to achieve adequate landscaping within the perimeter of space that is credited toward public open space. The amendment proposes placement of the driveway trees in above-grade tree boxes. The fragility of such planting methods will compromise the viability of the trees and result in smaller, weaker trees that may never reach maturity. Staff recommends that the trees lining the driveway be provided as shown in the previously approved site plan: in planting beds with adequate soil depth.

Streetscape

All of the bounding streets will be landscaped with the Bethesda Streetscape standard of brick sidewalks, street trees—Willow Oaks on Western and Willard Avenues, and Green Ash on Friendship Boulevard. The applicant proposes London Plane trees on Wisconsin Avenue.

Site Lighting

Lighting for the streetscape consists of Washington Globe fixtures on all the streets; Wisconsin Avenue will feature the double lantern with colorful banners. Lighting will be used throughout the site to provide direction and safety by installing such elements as hanging pendant fixtures within the pedestrian arcade and attractive torchier lights leading on axis to the Hecht's main entrance and along the interior pedestrian lanes. Ground accent lighting will be used as part of the landscaping treatment.

d. Recreation

The Site Plan proposal includes a chart of recreational amenities provided within the residential buildings. The recreation statistics indicate adequate recreation facilities. The recreational spaces, their locations, dimensions, and specific activities have not been identified for this Site Plan review. Staff has included a condition to review the recreation spaces, access points, dimensions and details of materials and equipment, and patron capacity as part of the signature set.

Recreation requirements for the housing proposed will be met by high quality indoor facilities, with the outdoor pedestrian system and open spaces on the site. Therefore, the adjacent Community Center and gymnasium have not been included in assessing the recreation needs of the residents.

e. Vehicular and Pedestrian Circulation

Vehicles

The vehicular circulation is thoughtfully and efficiently arranged. The design of the parking structure, with driveways that lead directly to separate levels, controls the traffic flow, distributes activity throughout the facility, and provides safe and secure access for shoppers, workers, and residents. The short-term Metro parking spaces provide a critical amenity in an urban area, and will become a highly used feature for daily Metro drop-off and pick-up. A fifth garage entrance has been added off Willard Avenue for the Grocery Store. Staff recommends that two parking spaces be dedicated for use by the Community Center for handicap drop-off and/or event sponsors.

Pedestrians

Pedestrian circulation has been thoughtfully designed through the site. The interior pedestrian walks, one with covering arcade, offer interesting and attractive routes through the block. The organization of the interior street, the placement of the open spaces, and the contrasting solidity of the buildings creates a strong urban pattern that will identify this portion of the Friendship Heights. The proposal creatively solves one of the most problematic pedestrian challenges within the

county's CBDs: the routing for pedestrians around the old Willard right-of-way. This intelligent solution, an elevated walkway that travels above the grade-level grocery garage entrance, connecting to the public elevator, provides a continuous, ADA-compliant pedestrian path from Wisconsin Avenue to Willard Avenue and the taxi stand.

The pedestrian access through and around the Major Public Park has been compromised by the shift of the Housing toward the park, by the widening of the entry driveway, and by the sizable private terraces proposed for the front of the building facing the park. Since these areas around the park extending to the building facade are credited as public open space, staff has included a condition that will achieve the pedestrian amenities previously approved: widening the lead sidewalk from Friendship Boulevard and providing the visible pedestrian connection between the Housing and the Major Park to encourage the community's use of the public space, and to accommodate the public events that may be programmed for the parks.

4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The buildings are expertly sited, and work together to solve the challenges of the site and the existing conditions and to respond compatibly to the unique context of the surrounding area. The dense mix of the office tower, low-rise professional space, street front and second story retail, the signature department store, the apartment complex, and the Community Center offers substantial potential to achieve the Sector Plan goals of a mixed-use, transit serviceable, diverse, CBD community compatible with its adjacent neighborhoods.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The proposal meets the forest conservation requirements.

FINDINGS FOR SITE PLAN REVIEW, 59-C-18.164 Chevy Chase Comparison Retail Overlay Zone

- a. *The following findings are required:*

1. *The site plan does not conflict with the recommendation in the applicable master or sector plan.*

The Site Plan meets the recommendations in the Friendship Heights Sector Plan for the pedestrian promenade on Western Avenue.

2. *The site plan meets all the requirements of the overlay zone as well as the applicable requirements of the underlying zone.*

The site plan meets all the requirements of the overlay zone as well as the applicable requirements of the underlying zone.

3. *Each structure and use is compatible with surrounding uses and other site plans for both existing and proposed adjacent development.*

Each structure and use is compatible with the surrounding uses and other site plans for both existing and proposed adjacent development.