



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
02/26/04  
Item # 5

**MEMORANDUM**

**DATE:** February 20, 2004  
**TO:** Montgomery County Planning Board  
**VIA:** John A. Carter, Chief, Community-Based Planning Division *JC*  
Carlton W. Gilbert, Zoning Supervisor, Development Review *CG*  
Bill Landfair, AICP, Zoning Analyst, for the Department of Park and Planning *WLL KO*  
**FROM:** Kristin O'Connor *KO* for the Department of Park and Planning, (301) 495-2172  
**SUBJECT:** **Development Plan Amendment No. 04-1** – The Donohoe Companies, Inc., requests an amendment to the development plan approved in Local Map Amendment Case No. G-726 and Development Plan Amendment 01-1, for the replacement of an office/commercial building with a residential high-rise and ground floor retail at the northeast corner of Old Georgetown Road and Rockville Pike, TS-M Zone, North Bethesda-Garrett Park Master Plan.  
**FILING DATE:** November 12, 2003  
**PUBLIC HEARING:** March 15, 2004

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**STAFF RECOMMENDATION:** **APPROVAL** of Development Plan Amendment No. DPA 04-1 as revised February 20, 2004.

Staff does not recommend a public hearing for DPA 04-1.

**SUMMARY**

The applicant is proposing to modify the approved Development Plan to replace the 10-story office/commercial building proposed for the western portion of the Phase 2 property with a 16-18-story multi-family high-rise development, consisting of approximately 235 units, and ground floor retail along Rockville Pike. The Development Plan Amendment, known as Phase 2B, will consist of a maximum of 244,555 square feet of residential use and 15,000 square feet of commercial space located on 2.44 acres of land located in the northeast corner of the intersection of Rockville Pike and Old Georgetown Road, Rockville, in the TS-M Zone.

## **BACKGROUND**

**Subject Property** - The subject property is part of the former Montouri Property, located approximately 800 feet north of the White Flint Metro Station. The original Development Plan proposed two phases on the property which is rectangular in shape with approximately 360 feet of frontage along Rockville Pike and approximately 570 feet of frontage along Old Georgetown Road.

The property has been improved with two garden apartment buildings ranging in height between three and four stories on 5.69 acres (Phase 1) and two 16-story multi-family residential structures and a connecting community building on 4.76 acres (Phase 2A). The site for Phase 2B is unimproved with the exception of a vacant frame structure and the remnants of a driveway. The property contains a large, open grass field and scattered trees. The topography slopes gradually down from the western edge at Rockville Pike to the northeastern corner of the site. Bisecting the property near Rockville Pike is a 65-foot Metro subsurface easement.

**Surrounding Area** - The surrounding area is defined by Montrose and Randolph Roads on the north, the CSX railroad right-of-way on the east, Marinelli Road on the south, and Executive Boulevard and the rear of properties fronting on the west side of Rockville Pike. Development in the area is varied with a mix of office, retail, industrial and residential uses. Adjoining the subject property to the north is a 16-story residential condominium known as the Forum Condominium located in the R-H Zone. Immediately north of the Forum is an office building in the O-M Zone. To the northeast, are a number of commercial, industrial and retail uses in the I-4 Zone. Adjoining to the east is the Jefferson Villa residential development in the TS-M Zone. Confronting to the south adjacent to the White Flint Metro Station is a 33-acre parcel owned by Metro, with was rezoned to TS-M by the LCOR for future mixed-use development. To the west are a number of freestanding commercial uses in the C-2 Zone.

**Original Development Plan** – In September 1996, the Montgomery County Council, sitting as the District Council, approved Local Map Amendment Case No. G-726 and the accompanying Development Plan reclassifying the 10.46 acres of land known as the Montouri Property from the R-90 Zone to the TS-M Zone. The original Development Plan was divided into two phases with the overall density divided between residential and non-residential uses and limited to a total floor area ratio (FAR) of 2.0. This density is below the permitted 3.0 FAR allowed by the Zoning Ordinance for TS-M zoned property, but consistent with the recommendations of the North Bethesda – Garrett Park Master Plan for the White Flint Sector Planning Area. The Master Plan permits an increase to 2.4 FAR if the increased density is all residential development.

The Development Plan for the Montouri Property was divided into two phases. The first phase of the approved Development Plan, Phase 1, involved 5.69 acres in the eastern half of the Montouri Property, and allowed a range of 260,000 to 335,000 gross square feet of residential uses (214-265 units) with a floor area ration (FAR) between 0.57 and 0.74. The development comprised of two garden apartment buildings ranging in height

between three and four stories. The Phase 1 of residential development, originally known as "Jefferson Villa" and now "Windsor Villas", includes 12,162 square feet of public use space and 56,821 square feet of active and passive recreational space. No non-residential development was proposed.

The second phase, Phase 2, involved 4.76 acres in the western half of the Montouri Property and was approved by District Council on January 16, 2001 by Resolution No. 14-735, approving Development Plan Amendment No. DPA 01-1. The DPA approved a mix of residential and non-residential uses on Phase 2, including two residential towers containing 493,326 square feet of multi-family units and a 259,430 square foot, 10-story office building with ground floor retail uses, known as "White Flint Place." DPA 01-1 approved a total FAR of 2.4, consistent with the Master Plan, which permitted this increase as long as the additional .4 of FAR was allocated to residential development. Through Site Plan approval (8-01017) for Phase 2, the development consisted of 499,957 square feet of residential development (453 multi-family units) and 252,799 square feet of non-residential development, still with a total FAR of 2.4 for the entire Montouri Property.

The first part of Phase 2, to be known as Phase 2A, has been constructed as two 16-story towers with 453 units and a connecting community center building for a total residential FAR 1.10 or 499,957 square feet. These units are almost ready for occupancy as of the date of this application.

### **The Current Development Plan Amendment (Phase 2B)**

The applicant is seeking an amendment to DPA 01-1 for what is to be known as Phase 2B of the overall development of the Montouri Property. This Phase 2B proposes to replace the 10-story office building along Rockville Pike with a 16-story multi-family building consisting of approximately 235 units and a maximum of 15,000 square feet of ground floor commercial uses, maintaining the 2.4 FAR for the overall Montouri Property. The development will also provide 22,344 square feet of public use space and 26,559 square feet of active and passive recreational space. A four-story underground parking garage will provide parking for the residential and non-residential uses. Moderately Priced Dwelling Units (MPDU's) will be provided in conformance with the recommendations of the Sector Plan (12.5%). Amenities will include a pool deck recreational area located behind the common lobby area serving the buildings.

### **Property Description and Surrounding Development**

Located in the northeast corner of the Rockville Pike and Old Georgetown Road intersection, the site area for Phase 2B is rectangular in shape, consists of 106,236 square feet, and is located approximately 800 feet from the entrance to the White Flint Metro Station. The property is currently undeveloped and used as a construction staging area for Phase 2A of White Flint Place.

The development in the surrounding area is a mix of office, retail, industrial, and residential uses. Montrose and Randolph Roads generally define this area to the north, Nebel Street and the CSX railroad right-of-way to the east, Marinelli Road to the south, and Executive Boulevard to the west. Across Rockville Pike to the west is the Mid-Pike Plaza Shopping Center, developed under the C-2 zone. Located directly to the north of the site is a 16-story residential condominium known as the Forum Condominium, which was developed under the R-H Zone. Office buildings, developed under the O-M Zone are located to the north of the site along Rockville Pike. Windsor Villas and White Flint Place (Phase 2A) are directly adjacent to the property on the east. Directly south of the property is a 33-acre parcel currently owned by the Washington Metropolitan Area Transit Authority and approved for a mixed-use development referred to as the "LCOR" site or the "North Bethesda Town Center" site. To the southwest of the site, across Rockville Pike, are several freestanding restaurants and an automobile center developed under the C-2 Zone. The Montgomery Conference Center will also be located to the southwest of the property across Rockville Pike.

### **White Flint Place- Phase 2B**

The development will be accessible via a right-in entrance off northbound Rockville Pike (with right-out for service and delivery vehicles only), a right-in/right-out entrance on Old Georgetown Road (with left-in for transit and shuttle buses only), and an entry point off of the shared Windsor Villa access road into the parking structure. The Old Georgetown Road entrance will open into a pedestrian plaza area that will enable vehicles to drop-off and pick-up passengers. The number of underground parking spaces will be determined at the time of site plan.

The plan includes streetscape improvements along Rockville Pike to enhance the pedestrian experience and protect pedestrians from the vehicular traffic, this includes brick pavers, bike path, bike racks, benches, landscaping and other improvements to support the commercial businesses on the first floor and which will be further explored at site plan. In addition, the DPA includes streetscape improvements along Old Georgetown Road to continue the streetscape improved in the first part of the development by Windsor Villas' predecessor. The streetscape includes upgraded pavers, lighting and landscaping which all encourage pedestrian traffic to Metro. The wall and landscaping along the north property line, adjacent to the Forum Condominiums, includes materials and architectural details, approved by the Forum's Association.

The public use space includes an expansion of the streetscape areas along Rockville Pike and Old Georgetown Road, as well as a large, public urban plaza area to the southeast of the building. Recreation for the residents will include the indoor fitness center and community room which connects to the outdoor amenity plaza and swimming pool. The exact design and usage of the plaza area will be determined at site plan.

## **Approval Procedures**

If the District Council approves the Development Plan Amendment, additional approval procedures will include site plan and preliminary plan review by the Montgomery County Planning Board. Prior to the release of any building permit, the application is required to submit an amendment to the previous conditions of Preliminary Plan and site plan pursuant to Chapter 59D-3 of the zoning ordinance. A final record plat is to be recorded in the land records pursuant to Chapter 50 of the subdivision regulation.

## **ANALYSIS**

### **Requirements of the Zone**

The Phase 2B DPA for White Flint Place satisfies the purposes of the TS-M Zone as stated in Sections 59-C-8.23 and 59-C-8.25 of the Zoning Ordinance.

*To promote the optimum uses of the transit facilities by assuring the orderly development of land in transit station development areas and access, both vehicular and pedestrian, to metro stations;*

Phase 2B will promote the optimum use of transit facilities given its close proximity to the White Flint Metro Station and the enhanced pedestrian facilities proposed. These improvements to the pedestrian connections will complete the progress in pedestrian circulation that was initiated in Phase 1 of the approved Development Plan. The development will provide 500 to 525 dwelling units, including MPDU's, convenient to the Metro station.

*To provide for the needs of the workers and residents of transit station develop areas;*

The needs of workers and the residents of the area will be addressed through the proximity of the site to convenient retail, commercial, and industrial uses in the immediate White Flint Sector Plan Area. The property will provide safe, efficient access to the surrounding areas, including the access to the Metro Station. Public uses space will be designed for the use of the workers and residents of the area and the recreation space will serve the new residents.

*To provide for the incidental shopping needs of the transit facility riders at Metro stations having parking facilities for large numbers of riders;*

The development will provide for the incidental shopping needs of transit riders and area residents. Retail commercial uses and professional services will be accommodated contributing to the self-sufficiency of the transit station area.

*To minimize the necessity for automobile transportation by providing, in large residential transit station areas, the retail commercial uses and professional services that contribute to the self-sufficiency of the community;*

The proximity to the Metro station will minimize reliance on the automobile. The commercial uses proposed on the property will provide the opportunity for limited commercial services on the site.

*To obtain amenities for the residents and workers in transit station areas not ordinarily obtainable in conventional zoning classifications; and*

The development will provide amenities, including a pedestrian plaza and extensive streetscape, not ordinarily available through conventional zoning for the benefit of residents and workers in the area.

*To prevent detrimental effects to the use or development of adjacent properties of the neighborhood and to promote the health, safety, morals and welfare of the present and future inhabitants of the district and county as a whole.*

Phase 2B will include landscaped screening for the adjacent Forum. The development will link to adjoining properties by enhanced pedestrian and bicycle sidewalks and walkways. The design of the development is considerate of the residential neighbors to the north and east and corresponds its residential building with those projects. Any shadows cast by the building will not adversely impact the summertime use of the pool and recreational space of the neighboring developments as shown on studies which are part of this Phase 2B DPA. The development will mitigate detrimental effects to adjacent properties through landscaping, building orientation, setbacks and height.

*A development must conform substantially to the facilities and amenities recommended by the approved and adopted master plan or sector plan, including and granting such easements or making such dedications to the public as may be shown thereon or are deemed necessary by the Planning Board to provide for safe and efficient circulation, adequate public open space and recreation, and ensure compatibility of the development with the surrounding area, and assure the ability of the area to accommodate the uses proposed by the application.*

As recommended in the Master Plan, Phase 1 dedicated and constructed Chapman Avenue across the Phase 1 portion of the Montouri Property site. The Master Plan does not specify any dedications for the property. The Phase 2B development will provide sidewalks and enhanced streetscape amenities along the portion of Rockville Pike and Old Georgetown Road that abut the property. These site amenities will be developed to be compatible with the existing and proposed development in the surrounding area and appropriately linked to adjacent properties. The amenity of a pedestrian plaza area or urban park is specifically recommended in the Master Plan for the White Flint Sector Plan Area (p. 139), and is consistent with the Master Plan goals to ensure a lively pedestrian environment and to ensure vitality of the transit station area.

The proposed residential and commercial uses for Phase 2B of the Development Plan Amendment are permitted in the TS-M Zone pursuant to Section 59-C-8.3 of the Zoning Ordinance.

The proposed development of Phase 2B meets the development standards of the TS-M Zone set forth in Section 59-C-8.4, as shown in the following charts:

**BREAKDOWN OF DEVELOPMENT FOR PHASES 1, 2A AND 2B**

	<b><u>PHASE 1</u></b>	<b><u>PHASE 2A</u></b>	<b><u>PHASE 2B</u></b>	<b><u>TOTAL</u></b>
Gross Site Area	248,167 sq.ft.	101,038 sq.ft.	106,236 sq.ft.	455,441 sq.ft.
Net Site Area	225,485 sq.ft.	101,038 sq.ft.	106,236 sq.ft.	433,119 sq.ft.
<b><u>Approved/Constructed:</u></b>				
Residential Dwellings	261	453	0	714
Residential Gross sq.ft.	340,302	498,201	0	838,503
Residential FAR	0.75	1.09	0	1.84
Non-Residential Gross sq.ft.	0	0	254,555	254,555
Non-Residential FAR	0	0	0.56	0.56
Public Use Space	12,162 sq.ft.	8,806 sq.ft.	40,160 sq.ft.	61,128 sq.ft.
Active/Passive Rec. Area	56,821 sq.ft.	37,670 sq.ft.	0	97,612 sq.ft.
<b><u>Proposed Changes per DPA-2B</u></b>				
Residential Dwellings	No Change	No Change	235	949
Residential Gross sq.ft.	No Change	No Change	244,555 maximum	1,083,058 maximum
Residential FAR	No Change	No Change	0.53 – 0.54	2.36 – 2.37
Non-Residential Gross sq.ft.	No Change	No Change	15,000 max	15,000 max
Non-Residential FAR	No Change	No Change	0.03 max	0.03 max
Public Use Space	No Change	No Change	22,344 sq.ft.	43,312 sq.ft.
Active/Passive Rec. Area	No Change	No Change	26,559 sq.ft.	121,050 sq.ft.

## DEVELOPMENT SUMMARY CHART

	<u>Required</u>	<u>Proposed for Phases 1, 2A &amp; 2B</u>
Minimum Area	min. 40,000 sq.ft.	455,441 sq. ft. (gross area)
Density	max. 2.4 FAR per Master Plan	2.4 FAR (residential)
Public Use Space	10% of net area	43,312 sq. ft. (10% of 433,119 sq. ft.)
Active/Passive Recreation Area	25% of net area	121,050 sq. ft. (27.9% of 433,119 sq. ft.)

### Development Plan Requirements

The proposed Phase 2B DPA for the White Flint Place satisfies the requirements of Zoning Ordinance Section 59-D-1.61:

*The Development Plan Amendment is in substantial compliance with the use and density indicated by the Master Plan, and it does not conflict with the general plan, the county CIP or other applicable plans and policies;*

The proposed Phase 2B development is in compliance with the Master Plan. The Master Plan objective is for this area to be developed as part of the main urban center of North Bethesda. The plan also encourages the use of the existing Metro system infrastructure. The Master Plan further intends for developments to vitalize the area with mixed-use developments, including a significant transit serviceable residential component within the White Flint Sector Planning Area. Lastly, the Master Plan goal is to ensure a lively pedestrian environment. The proposed use of the Phase 2B development, and the provision of additional residential development in the transit station area all satisfy these Master Plan goals.

The Development Plan Amendment satisfies the development standards for the TS-M Zone. Section 59-C-8.4 of the Zoning Ordinance requires a minimum lot area of 40,000 square feet and the subject property contains 4.76 acres. The overall density of 2.4 FAR for Phase 1, Phase 2A, and 2B (including the 0.4 FAR residential bonus for Phase 2A) is within the density limit allowed by the Master Plan and well within the 3.0 FAR density limit of the TS-M Zone. The TS-M Zone requires a minimum of 10% of the net lot area for public use space and 25% of net lot area for active and passive recreational space for projects totaling 50 or more dwelling units (not including non-residential uses). Based on these requirements, the Development Plan Amendment for



Phase 2B must provide 22,344 square feet and 26,559 square feet, respectively. The development meets these zoning requirements.

The proposed Phase 2B development does not conflict with the County's CIP or other applicable plans or policies. The Conference Center Intersection Improvements Program, in the current CIP, does not conflict with Phase 2B development. The Phase 2B proposed pedestrian improvements and prior submission of a Development Approval Payment are consistent with the goals of the intersection improvements program.

*The proposed development complies with the purposes, standards, and regulations of the TS-M zone as set forth in 59-C, and would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development.*

The proposed tree-lined sidewalk improvements, landscaped areas, and entrances will provide the maximum safety, convenience, and amenity of the residents of the development and employees of Phase 2B development. The development would be compatible with adjacent developments.

*The proposed internal vehicular and pedestrian circulation systems and points of external access are safe, adequate, and efficient;*

The internal pedestrian circulation system and landscaped area have been designed to provide safety, efficiency and convenience to residents, employees and pedestrians traveling through this property. Maintaining the right-in/right out movements along the property will ensure safety as well as permitting transit and shuttle vehicles on the property will satisfy the needs of the residents and employee.

*By its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site;*

The existing conditions of the property consist of barren fields and no forest cover. The Phase 2B DPA includes a preliminary forest conservation plan and a concept stormwater management plan. The applicant has demonstrated that Forest Conservation Law will be satisfied.

*Any documents showing the ownership and method of assuring perpetual maintenance of any areas intended to be used for recreational or other quasi-public purposes area adequate and sufficient.*

The applicant is proposing a rental apartment structure with ground floor commercial for Phase 2B and all open space and recreational areas will be maintained by the project manager.

## **MASTER PLAN**

The Development Plan Amendment is in compliance with the recommendations of the 1992 North Bethesda – Garrett Park Master Plan and does not conflict with the general plan, the County Capital Improvements Program (CIP) or other applicable plans and policies.

The subject property is located in the White Flint Sector Plan area of the North Bethesda - Garrett Park Master Plan. The Master Plan recommends introducing residential development to the White Flint and Twinbrook Metro Station areas. These areas were exclusively commercial areas at the time the Plan was written. The Plan also identifies housing affordability as a significant concern in the North Bethesda area and recommends a significant increase in multi-family housing at all of the Metro stations as it, "is the most likely type of housing to yield affordable units" through the Moderately Priced Dwelling Unit Ordinance.

The Master Plan encourages mixed-use development in the White Flint Metro station area. It also encourages a significant transit serviceable residential component for the White Flint Sector Plan area. The proposed residential density, in close proximity to a Metro station, is desirable to maximize transit usage throughout the day and evening, reduce the number of vehicle trips generated during peak hours, and provide services and housing that is not dependent on the automobile.

The applicant proposes additional residential units through the conversion of non-residential floor area to residential floor area. These units will be treated as standard units with 12.5% MPDU's provided. While the Master Plan does not directly address increasing the residential density beyond the 1.4 FAR, the staff finds that this will be acceptable and consistent with the intent of the Master Plan. Conversion from commercial to residential development advantageous from a transportation perspective, as it will reduce the number of potential trips generated during the peak hour.

The primary project under study in the current CIP relating to the Development Plan Amendment is Project No. 509995, Conference Center Intersection improvements. Intersections affected by this CIP project include Rockville Pike and Old Georgetown Road. Improvements to this intersection may limit one of the proposed entrances on Old Georgetown Road to right-in and right-out to ensure safe access.

### **Design Issues**

While the Development Plan Amendment satisfies the purposes and development standards for the TS-M Zone, there are a number of design issues that must be further addressed at site plan to improve the safety, convenience and amenities for residents of the development as well as provide compatibility with adjacent development. These include the following:

1. Minimize the paved area devoted to vehicle movement and storage in the circular drive in favor of more pedestrian space.
2. Design the street frontages on Rockville Pike and Old Georgetown Road to be compatible with adjacent newly developed streetscape, to enhance the pedestrian and bikeway paths to the nearby Metro Station, and to buffer the pedestrian from Rockville Pike's negative impacts to the extent possible.
3. Increase significantly the amount of green, usable open space available to the residents.
4. Provide compatibility with adjacent properties by adequately addressing the aesthetic issues raised by the proposed walls along the northern and eastern property lines. This includes a previous agreement in Phase 2A of the Development Plan requiring the planting of trees on the Forum's property to the north.
5. Address the design of the private amenity space with landscaping, lighting, paved access and residential recreation uses, and tie this raised level back into the residential site with grading, and terracing to assure use by residents.

## **TRANSPORTATION**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this DPA and the preliminary plan revision for Phase 2B:

1. Limit amended Phase 2B of the subject DPA to the following land uses:
  - a. 235 high-rise apartments;
  - b. 10,000 and 15,000 square feet of general ground-floor retail uses and replace the previously approved land uses (refer to the attached opinion for Site Plan No. 8-01017); and
  - c. The number of apartments may vary so long as the total site generated peak hour trips does not exceed the number that would have been generated by the previously approved land use.
2. Retain the previously approved conditions of approval for Preliminary Plan No. 1-01039 except for the proposed revised land use.
3. Modify the Traffic Mitigation Agreement (TMA) with the Montgomery County Department of Public Works and Transportation (DPWT) and the Planning Board to reflect the revised land use. The TMA is required under the AGP's ARP for Metro Station Policy Areas to participate in the North Bethesda Transportation Management District (TMD) as a high-rise apartment development.

## Pedestrian and Bicycle Facilities

The proposed change in land use for the DPA will not adversely affect the existing or previously approved pedestrian access. The existing or proposed sidewalks are available along Old Georgetown Road and Rockville Pike and lead-in sidewalks along the access points from Old Georgetown Road. A Class I bikeway was required along Rockville Pike.

## Site-Generated Traffic

The table below shows the number of peak-hour trips generated by the previously approved land use compared with the proposed land uses during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.):

Land Use	Gross Square Feet or Units	Total Peak-Hour Trips	
		Morning	Evening
<b>Prior Preliminary Plan Approved Phase 2B Land Use:</b>			
General Office	248,911	415	378
General Retail	8,285	26	103
Café/Deli	2,270	26	25
Restaurant	8,249	50	62
Health Club	49,129	15	211
<b>Total Vehicular Trips</b>	<b>316,814</b>	<b>532</b>	<b>779</b>
<b>Proposed Amended Phase 2B Land Use:</b>			
High-Rise Apartments	235	79	92
General Retail	15,000	46	185
<b>Total Vehicular Trips</b>		<b>125</b>	<b>277</b>
<b>Difference in Vehicular Trips</b>		<b>407</b>	<b>501</b>

The majority of the vehicular trips generated by general office uses occur in the weekday peak direction, compared with the majority of the vehicular trips generated by housing units occurring in the weekday reverse peak direction. Besides the vehicular

trips generated by the proposed high-rise apartments occurring in the non-peak direction, the proposed apartments generate fewer total peak-hour trips than the previously-approved office use. *Thus, the congestion levels at the nearby intersections would be reduced from the Critical Lane Volume (CLV) values shown in the memorandum prepared for the previous preliminary plan approval.*

**Policy Area Transportation Review/Staging Ceiling Condition**

In the White Flint Policy Area, the remaining transportation staging ceiling capacities are 1,469 housing units and 5,162 jobs as of January 31, 2004, under the *FY 04 Annual Growth Policy*. The table below shows the equivalent number of jobs and housing units comparing the prior approved and proposed development:

Land Use	Square Feet or Number of Units	Square Feet per Job	Number of Jobs or Housing Units
<b>Prior Preliminary Plan Approved Phase 2B Land Use:</b>			
General Office	249,323	225	1,111 Jobs
General Retail	10,555	400	26 Jobs
Restaurant	8,249	400	21 Jobs
Health Club	49,129	400	123 Jobs
Total Previously Approved Non-Residential "Jobs"			1,281 Jobs
<b>Proposed Amended Phase 2B Land Use:</b>			
General Retail	10,000 to 15,000	400	25 to 38 Jobs
Reduced Number of Non-Residential "Jobs"			1,243 to 1,256 Jobs
Approved Phase 2A High-Rise Apartments			480 Units
Proposed Phase 2B Additional High-Rise Apartments			235 Units

**Transportation Demand Management**

This site is within the boundary of the North Bethesda TMD. For the multi-family residential development, participation is required in the North Bethesda Transportation Management Organization (TMO) to encourage and assist the North Bethesda TMD in achieving and maintaining the 39% non-driver traffic mitigation goal for Stage II of the Master Plan development.

## **ENVIRONMENT**

### **Forest Conservation**

This request is for Phase 2B of a two-phase development proposal. Phase 2A, subject to DPA-01-1, is currently under construction. A Natural Resource Inventory/Forest Stand Delineation and a Forest Conservation Plan for Phase 2A and 2B combined were previously approved. Forest Conservation requirements for tree cover were met through proposed tree planting. The previously approved Forest Conservation Plan must be reapproved at the time of site plan approval for Phase 2B. The new development plan proposes more tree planting than the previously approved Forest Conservation Plan, so no difficulties are anticipated.

### **Environmental Guidelines**

This site is not located in a Special Protection Area or Primary Management Area. There are no stream valley buffers, steep slopes, or floodplains affecting the site.

### **Water Quality**

This site is located in the Old Farm Branch subwatershed of the Cabin John watershed. The *Countywide Stream Protection Strategy* (CSPS) indicates that the Old Farm Branch subwatershed has fair stream conditions and good habitat conditions.

### **Stormwater Management**

Stormwater management and sediment/erosion control plans shall be submitted to the Department of Permitting Services and approved prior to issuance of permits.

## **COMMUNITY ISSUES**

Staff has not heard from representatives of the adjacent properties regarding DPA 04-1. In the past, residents of both properties raised a number of concerns including landscaping and shadow effects. DPA 04-1 proposes landscaped areas, including tree-lined sidewalks and a public urban plaza that will provide the maximum safety, convenience, and public amenities for residents and employees in the area.

## **CONCLUSION**

Upon review of the Development Plan Amendment, the staff concludes that the DPA for Phase 2B is in compliance with the recommendations of the 1992 North Bethesda Master Plan and consistent with the purposes of the TS-M Zone. The DPA is also satisfies the development standards for the zone. For these reasons, and because the DPA will aid in the accomplishment of a coordinated, comprehensive, adjusted, and systematic development of the Maryland-Washington Regional District, the DPA should be approved.

## **Attachments**

Vicinity Map  
Development Plan Amendment  
Public Space and Passive and Active Recreation Area  
Surrounding Site Plan  
Phasing Plan  
Original Development Plan  
Development Plan Amendment (G-726)  
Landscape Plan  
Building Sections  
Shadow Studies  
List of Amenities  
Transportation Planning Memorandum  
Environmental Planning Memorandum