

ITEM #2: METRO NEIGHBORHOODS

Metro West

Staff Recommendation: Rezone properties to the proposed MXR zone to encourage assembly and create a walkable, mixed-use neighborhood with Metro access. Approve staff's revised proposed density, open space, and design guidelines.

The Planning Board has requested consideration of additional density in this area. Public testimony has been received from the owner of the Thomas Somerville property to increase density to 2.5 FAR (Parcel N171). WMATA has requested increases in density as well. The Shady Grove Civic Alliance and other individual residents have opposed additional density for this area.

Additional density and building height may be appropriate for the WMATA property and the Thomas Somerville property, Parcel N171.

The Plan recommends:

- Creating a new mixed-use community of 1,200 dwelling units and 600,000 square feet of new commercial development, at a 1.25 FAR.
- Creating a new grid street system that provides on-street parking and Metro access.
- Orienting office and retail uses primarily along MD 355 and Redland Road.
- Stepping up building heights from four stories along MD 355 to 12 stories adjacent to the Metro station.
- Creating a variety of outdoor leisure and recreation places including a 1.5-acre Town Square adjacent to the Metro station.
- Rezoning I-1 properties to a new MXR zone for mixed-use development.

The proposed Plan creates a new, eight-block neighborhood in a compact urban pattern. The short blocks form a grid that encourages walking, provides Metrobus access, accommodates the Corridor Cities Transitway, and creates an expanded bus/kiss-n-ride facility at Metro. Proposed development achieves densities ranging from 35 to 55 du/ac. Four and five story buildings are proposed along MD 355 to match building heights in the King Farm with the tallest heights, eight stories, directly adjacent to the Metro station (see Metro West Illustrative and Metro West Sections).

The proposed density and building heights in Metro West create a significant center around the Metro station, stepping up from the King Farm's residential densities of 25 to 30 du/ac. The actual experience of density, the net density, will be comparable to a CBD-1 level of development. Net density in the Metro West Neighborhood ranges from 50 to 150 du/ac comparable to the 43 to 125 du/ac of the optional method of development for the CBD-1 zone.

With the highest amount of housing and commercial development among the Metro Neighborhoods, Metro West's urban activity will be further intensified by Metrobus, kiss-n-ride, and parking facilities, and by the Corridor Cities Transitway, and access to WMATA's maintenance yard.

The Plan recommends a Town Square, a small community park, and series of small, urban open spaces. The total amount of proposed urban open space, approximately 3.5 acres, only partially fulfills the 20 percent open space requirement. The rest of that requirement will be met through building setbacks. This small amount of public open space must be retained. Urban spaces should be enriched with amenities and achieve a garden theme of “the shady grove” to increase the level of greenery in the urban environment. The proposed landscaped medians along the main boulevard and extensive streetscaping will create a canopy of tree-lined streets providing shade in the summer and cleaning the air of carbon dioxide.

Staff recommends revising the Plan’s proposed commercial cap of 600,000 SF to allow for a 70% housing and 30% commercial mix. This accomplishes two objectives. First, it will ensure that the emphasis will be upon housing. Second, it will encourage assemblage because all properties will be able to achieve their full 1.25 FAR. Given the multiple ownerships, the commercial cap would be used up by early applications leaving later properties little or no commercial FAR. This would discourage them from redeveloping and the vision of the Plan would not be achieved. Properties will also be permitted to develop with 100% housing if they wish. See Housing and Commercial Density Table.

Potential Density Increases in Metro West

Adhering to the planning principle of locating higher densities near transit, an increase of an additional 350 units in Metro West would achieve up to 1,550 total units. This increase should be built at maximum 1.5 FAR and distributed on parcels closest to the station, WMATA’s property and Parcel N171. The increases in density are as follows:

- Allow up to 1.5 FAR for WMATA’s parcel next to the station. This results in a minimum of 455 units (70 percent of allowable FAR) within a 12-story building. Commercial uses will be limited to 30 percent of the allowable FAR resulting in a maximum of 195,000 square feet of commercial uses with street level retail fronting the Town Square.
- On the Thomas Somerville property, Parcel N171, allow up to 1.5 FAR. This results in 256,785 of floor area on their parcel. If assembled with WMATA to create a new block, 345,000 SF of floor area can be achieved resulting in a minimum of 242 units (70 percent of allowable FAR) and 103,500 SF for non-residential uses (30 percent of allowable FAR) such as a hotel and street level retail space. This level of development can be accommodated within an eight-story building adjacent to the Metro station stepping down to four stories along Redland Road.

If property owners wish to increase their housing yield higher than 70 percent of the allowable FAR, they can do so by providing less commercial uses. Building heights over six stories should be located adjacent to the wider streets and open spaces to avoid a canyon effect produced by taller buildings along narrow streets.

The Thomas Somerville property owner has requested 2.5 FAR for Parcel N171. This will result in 427,975 SF of floor area on their parcel. If assembled with WMATA to form a new block, a 2.5 FAR will result in 575,000 SF of FAR. This level of development is not compatible with the 1.5 FAR considered appropriate for the adjacent WMATA property. Increasing the WMATA property above 1.5 FAR to 2.5 FAR would result in 1,083,575 SF of floor area and building heights that would exceed 20 stories. Staff does not support this level of development.

If densities increase up to 1.5 FAR, public facilities and amenities must also increase to support the increase in development. Under an increased density option, the Plan should require an urban open space on the Thomas Somerville property, Parcel N171, to support the higher 1.5 FAR density.

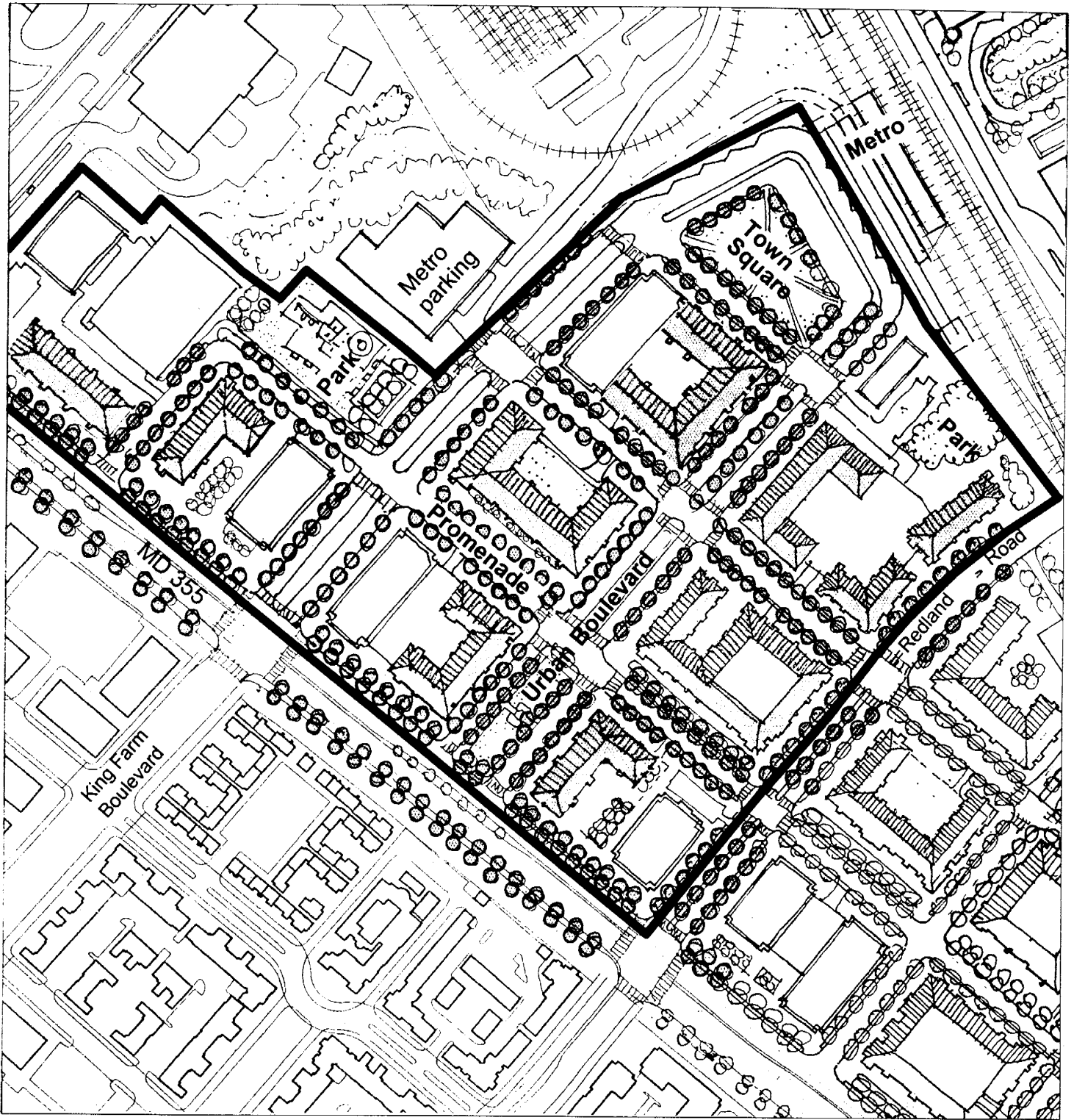
Outside the area adjacent to the Metro station with 1.5 FAR, densities should not rise above the Plan's recommended 1.25 FAR for several reasons. These blocks are small in net lot area, typically 2.5 to 3.5 acres. Small blocks are desirable, encouraging pedestrian walking and street life. These small blocks developed with the proposed 1.25 FAR will have net densities that range from 45 to 60 du/ac with building heights of typically five to six stories. This level of density is comparable to CBD-1 zoning and is appropriate for areas outside of a core, a stepping down in density.

Also, the recommended density achieves a human scale of development with building heights of five to six stories. Higher buildings resulting from increased density will lose the sense of focus in the core area adjacent to the Metro station and overwhelm the proposed street widths. The Plan follows the principle of stepping down to four stories along the frontage of MD 355 and Redland Road to match the building height of the King Farm.




If the housing and commercial floor areas increase, the pressure to widen intersections increases. To protect surrounding intersections from pedestrian unfriendly widening, consider plan language to limit widening. This decision should be made during worksession #4.

Transportation Planning analysis shows that a 1,000-unit increase can be accommodated, but it did not factor in the additional commercial densities. See Transportation Planning memorandum attached to the end of this report.

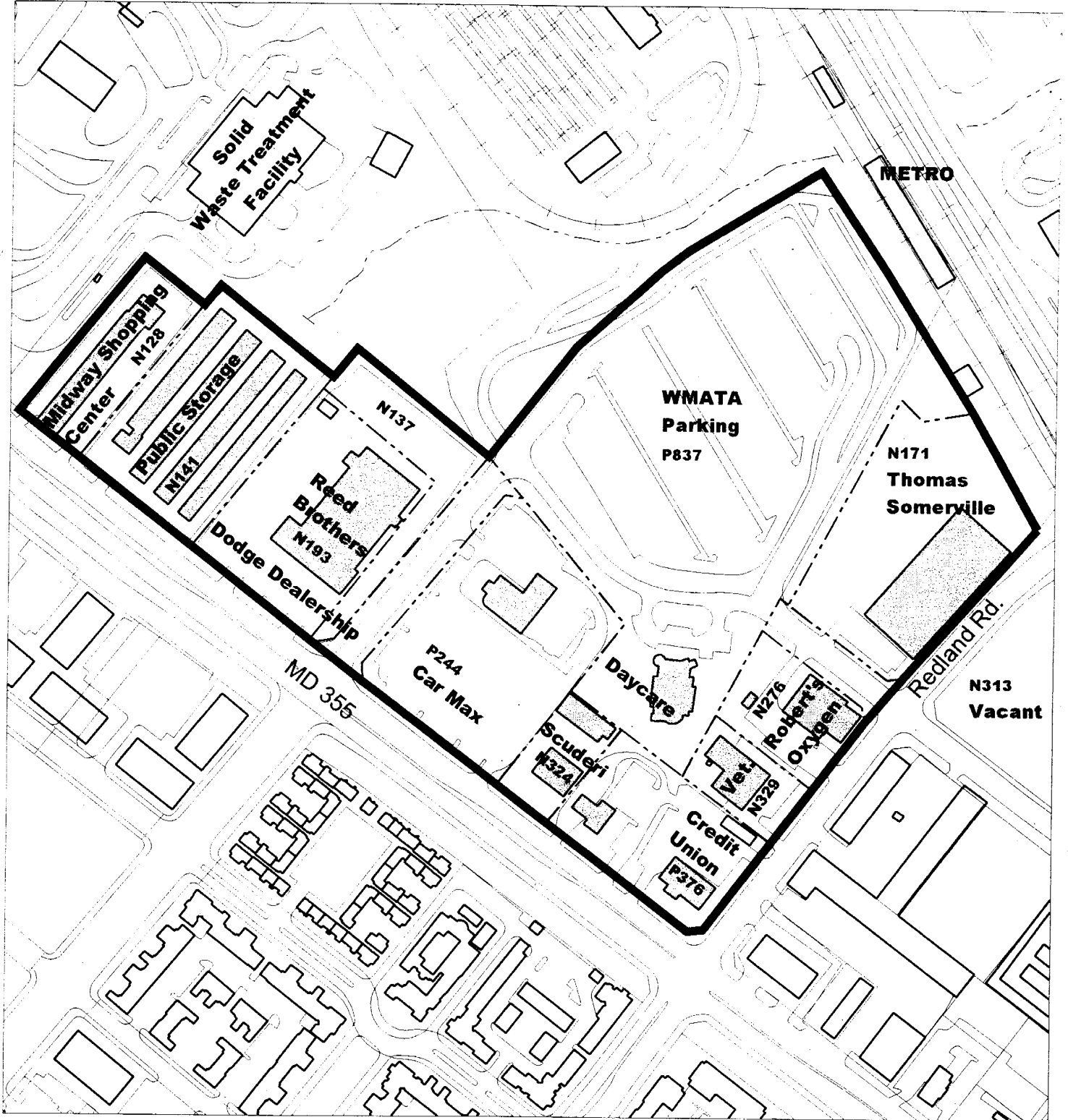
Metro West Neighborhood Illustrative



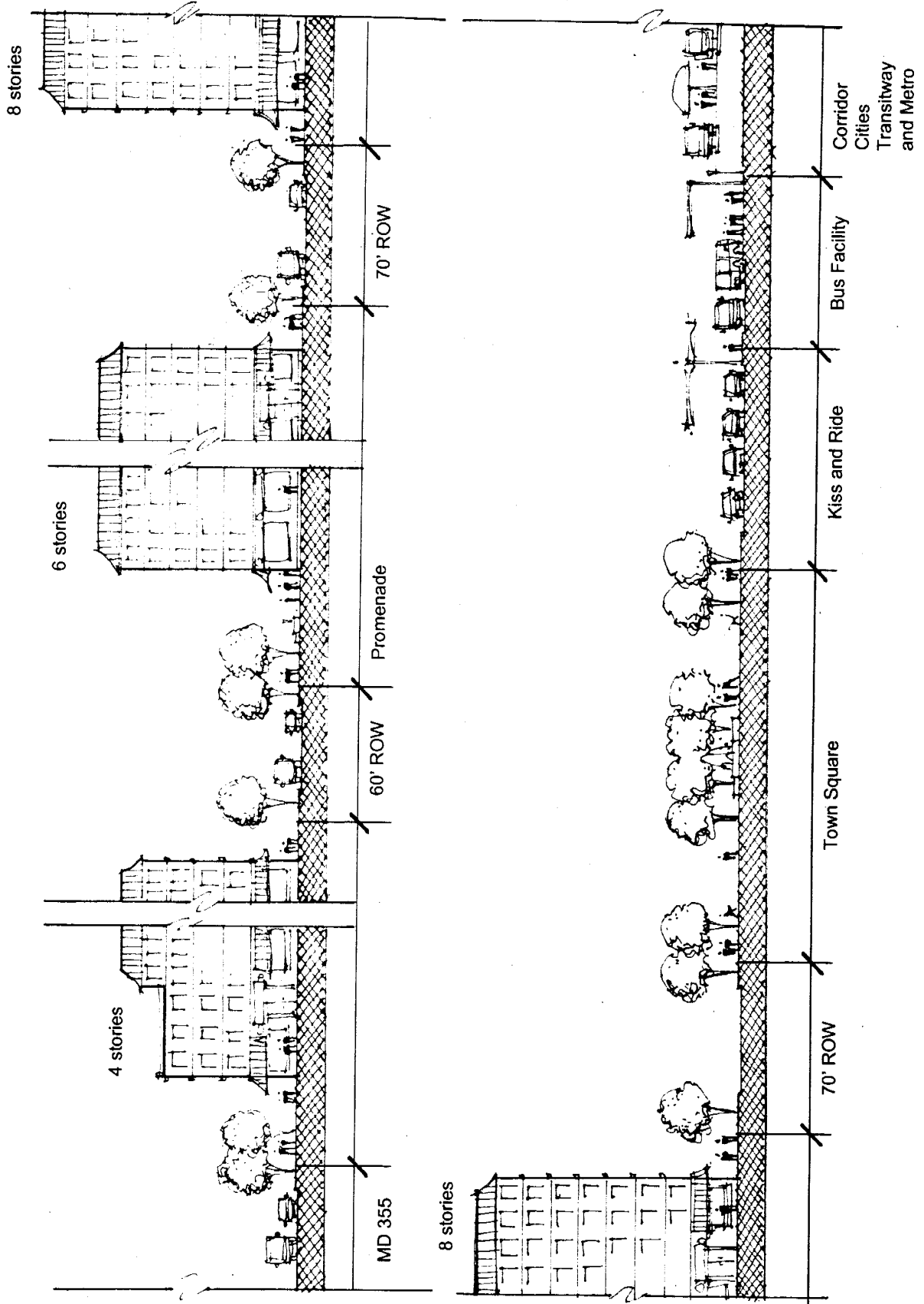
Not to Scale

-  Neighborhood Area
-  Mixed Use Residential
-  Mixed Use Commercial

Metro West - Existing Properties



Metro West Section



Metro South

Staff Recommendation: Rezone properties to the proposed MXR zone to encourage assembly and create a walkable, mixed-use neighborhood. Approve staff's revised density, open space, and design guidelines.

The Planning Board has requested consideration of additional density for this area. Public testimony was received from the property owner for the Thomas Somerville vacant parcels, N313 and N388, to increase density to 2.25 FAR. The Shady Grove Alliance and individual residents oppose any increase in the proposed density for this area.

Additional density may be appropriate for Parcel N313.

The Plan recommends:

- Creating a new mixed-use community of 550 dwelling units and 205,000 square feet of new commercial development, achieving a 1 FAR.
- Creating a new grid street system that provides on-street parking and Metro access.
- Orienting office and retail uses primarily along MD 355 and Redland Road.
- Stepping up building heights from four stories along MD 355 to six stories adjacent to the Metro line.
- Creating a variety of outdoor leisure and recreation places including a small recreation park adjacent to the Metro line.
- Rezoning I-1 properties to a new MXR zone for mixed-use development.

The Plan creates a new, seven-block neighborhood developed with street level retail, offices, and 550 new housing units. Retail and office space is recommended along MD 355 and Redland Road. The street system is a continuation of the proposed grid developed for Metro West. This neighborhood can become a quieter, more residential place than Metro West, farther from the Metro station and its related traffic.

The proposed density achieves a range of 30 to 45 du/ac, approximately 1 FAR, in a pyramid arrangement, stepping down from the Metro station (see the Metro South Illustrative and Housing and Commercial Density Table). Four-story development will line MD 355, matching building heights at King Farm, with heights stepping up to six stories along the Metro tracks. The density calculations include streets and parks and therefore, the net density will feel more intense than the numbers suggest.

Proposed urban open space will continue the Promenade developed in the Metro West Neighborhood and connect it to a small, urban park adjacent to the Metro line. The proposed amenities and park space are designed to create a green neighborhood with street trees and landscaped gardens.

Staff recommends the full 1.25 FAR be achieved with a minimum of 70 percent of the allowable FAR as housing and a maximum 30 percent of the allowable FAR for commercial uses. The 70 percent will allow for a housing emphasis. The 30 percent maximum commercial uses will help provide an incentive for existing commercial

properties to redevelop under the proposed zone and will ensure that all properties achieve a fair share of commercial uses. It also provides the flexibility to develop up to 100 percent housing if property owners wish. See the Housing and Commercial Density Table.

Potential Density Increases in Metro South

In accordance with the planning principle of locating higher density close to transit service, density could be increased on the parcel closest to the Metro station, the Thomas Somerville property, N313. An increase in density could be achieved as follows:

- Allow up to 1.5 FAR on the Thomas Somerville property, N313, resulting in 317,500 square feet of floor area. A minimum of 222 units, 70 percent of allowable FAR would be required. Higher residential yields within the available FAR will be permitted increasing the dwelling units per acre up to 65 du/ac. Buildings would step up from five stories along Redland Road to eight stories toward the rear of the property.

The property owners wish to achieve a minimum of 2.25 FAR on the 4.86-acre site. This would yield 476,325 SF of development or approximately 476 units (98 du/ac) with some commercial uses on street level. Building heights would be approximately 10 stories. This level of development is not compatible with the 1.25 FAR recommended throughout Metro South. Also, it does not adhere to the principle of stepping down away from the Metro station. Staff supports increasing density up to 1.5 FAR.

Beyond the potential 1.5 FAR for the Thomas Somerville property, additional density throughout Metro South is not recommended. The blocks are small in net lot area, 2.5 to three acres, similar to the small blocks within Metro West. When developed with the Plan's proposed 1.25 FAR, net densities will range from 40 to 50 du/ac with building heights approximately five to six stories. This level of density is comparable to CBD-1 zoning and is appropriate for areas outside of a core, stepping down in density.

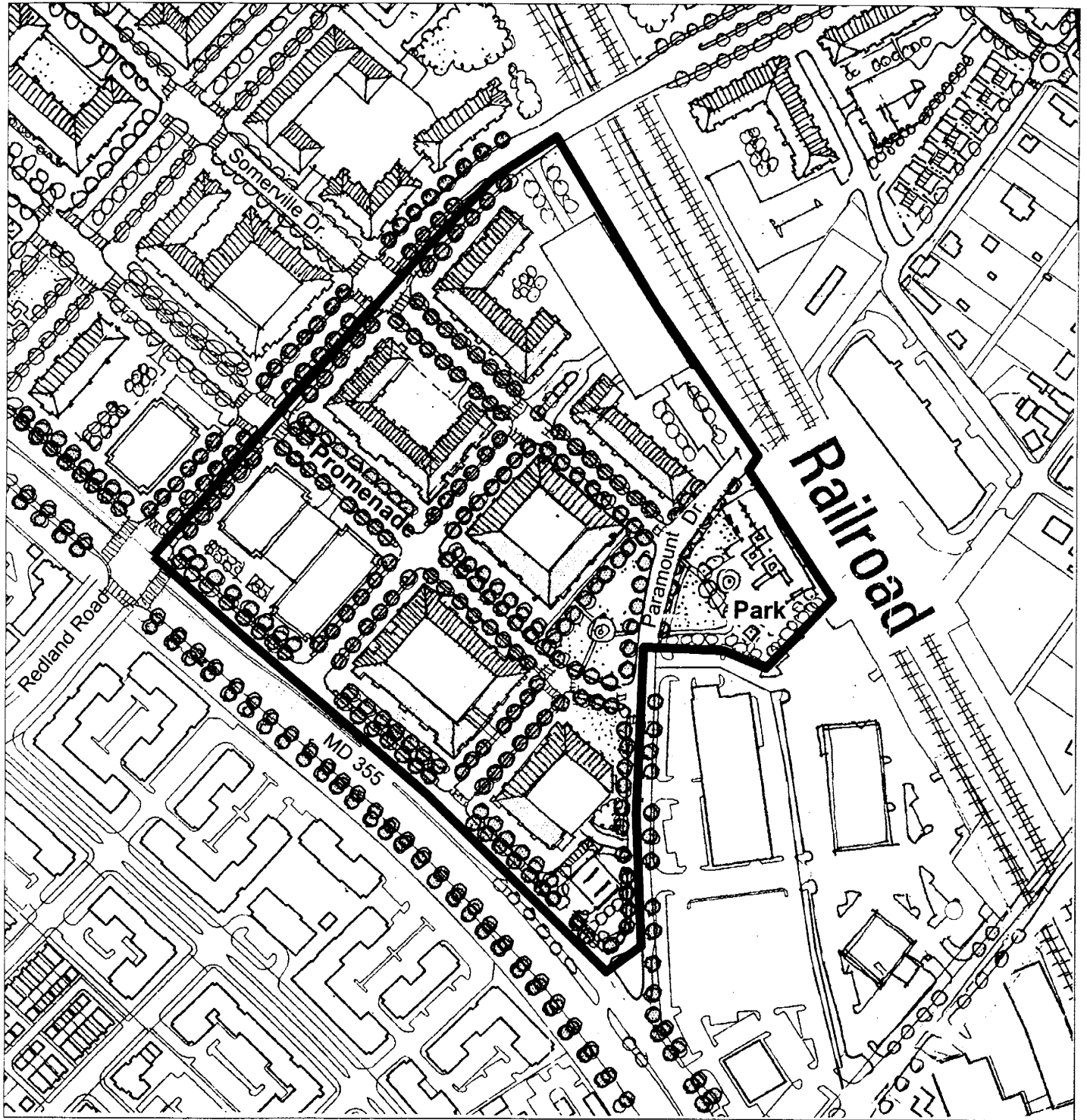
The recommended density achieves a human scale with building heights of five to six stories. Higher building heights resulting from increased density will dilute the sense of focus in the core area adjacent to the Metro station and overwhelm the narrower streets. The Plan follows the principle of stepping down to four stories along the frontage of MD 355 and Redland Road to match the building height of the King Farm.

Corridor Cities Transitway Maintenance and Yard Shop




The State Highway Administration (SHA) has identified the Metro South Neighborhood as a possible location for the Corridor Cities Transitway's maintenance and yard facilities if the light rail system becomes the selected transit mode. Currently, a busway is favored by the SHA as the more desirable mode of transit. The busway system would not need a maintenance yard in this location since buses do not need to be serviced along the transit alignment. The decision on the mode of transit service has not yet been taken.

The Plan does not recommend Metro South or any of the other Metro Neighborhoods as possible maintenance and yard sites for the Transitway. The addition of more industrial uses to neighborhoods within walking distance of the Metro station is not compatible with the proposed mixed-use neighborhood. If light rail is ultimately selected, there are other locations in Gaithersburg that could meet the service needs of a light rail system.

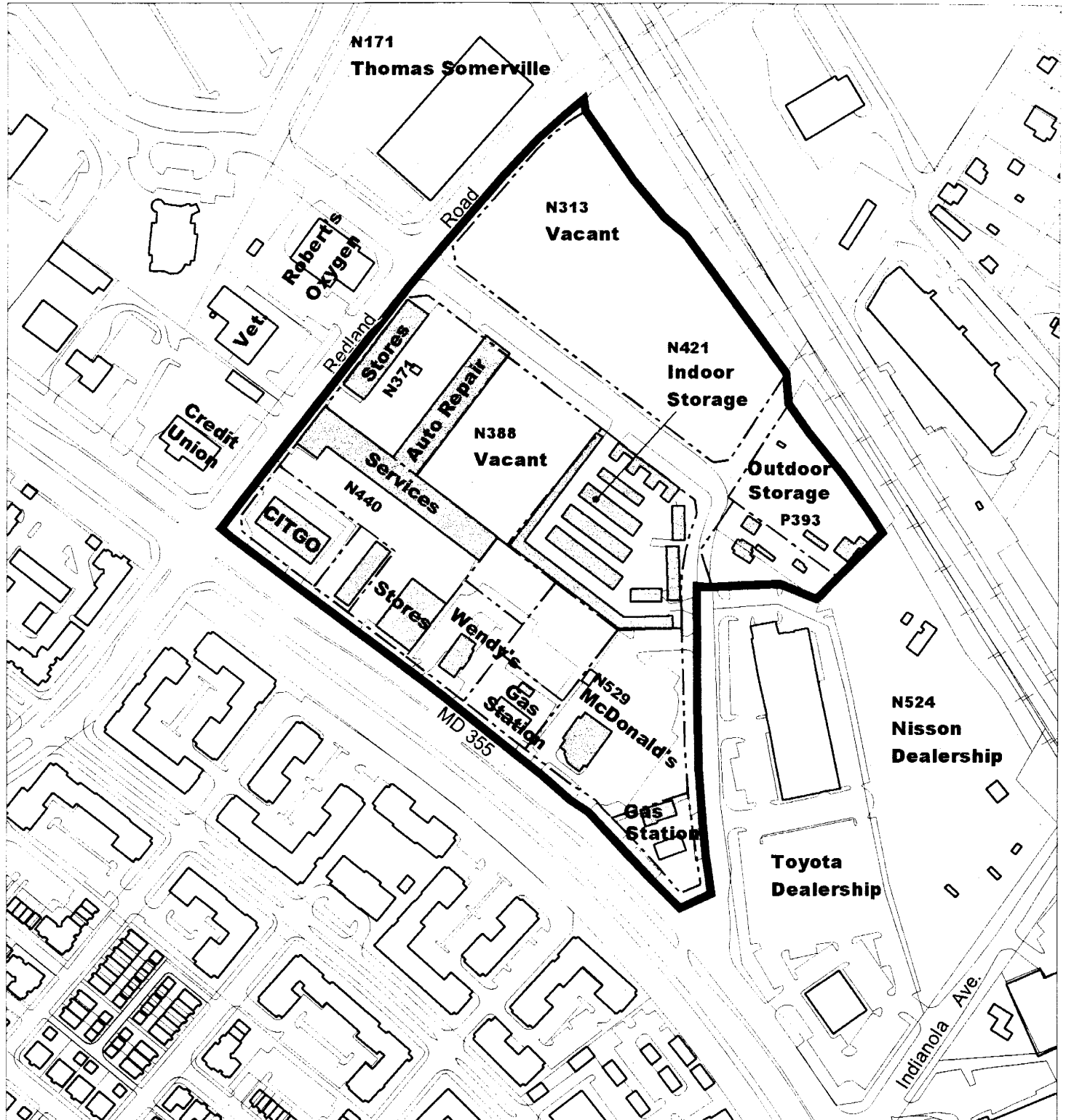
Metro South Neighborhood Illustrative



Not to Scale

-  Neighborhood Area
-  Mixed Use Residential
-  Mixed Use Commercial

Metro South - Existing Properties



Metro North

Staff Recommendation: Rezone WMATA property to the proposed MXR zone to permit residential and mixed commercial uses, and create a walkable community with Metro access. Approve the Plan's proposed density, open space, and design guidelines.

The Planning Board has requested consideration of additional density in this area. WMATA also has requested additional density and increases in Metro parking.

Additional density may be appropriate on WMATA property in Metro North.

The Plan recommends:

- Creating a mixed-use community of 500 units and 26,000 square feet of commercial uses adjacent to the Metro station.
- Creating a new grid system of public streets that provides Metro access.
- Redeveloping and expanding the bus and kiss-n-ride facility.
- Locating new commercial uses directly adjacent to the bus facility to provide convenient services and hide existing parking garages.
- Maintaining a four-story building height to establish a human scale and compatible transition to the Derwood Community.
- Incorporating a variety of outdoor leisure urban spaces, including a Town Common that preserves the existing stream.
- Rezoning I-1 property to a new MXR zone for mixed-use development.

The Plan creates a less intense neighborhood on the east side of the station to accommodate relocated Metro parking lots in garages and to achieve a compatible transition to the Derwood Community. The proposed blocks are larger than those proposed on the station's west side, but arranged in a street system that encourages walking to Metro. The Plan redevelops the bus and kiss-n-ride facility to improve Metro access and incorporate convenient commercial uses adjacent to the bus facility.

Development proposed on the WMATA site achieves 500 units with 26,000 square feet of commercial uses (see the Metro North - WMATA Illustrative and Housing and Commercial Density Table). Density on the gross area is only .3 FAR and 12 du/ac due to the extensive amount of undevelopable land. The net density, excluding the existing parking garages, the stormwater management (SWM) pond, the expanded bus facilities, streets and stream parks, is considerably higher, up to almost 1 FAR and 40 du/ac. The mix of unit types includes townhouses and multi-family units, achieving a range of housing choices including for sale townhouses and senior housing in a diverse community. The townhouses are located along the site's eastern edge to achieve a compatible transition to the Derwood Community.

The proposed street system is designed to accommodate access to an expanded bus facility while creating walkable blocks for redevelopment. The Metro Access Road would be reconfigured to allow two-way traffic in and out of the neighborhood. A new, partial interchange is proposed for the Metro Access Road and Crabbs Branch Way to improve access to I-370 from Crabbs Branch.

The proposed open space system for WMATA's property includes a 2.4-acre Town Common along the existing stream, incorporating preservation and enjoyment of a natural area at the heart of the Metro station, a unique opportunity for an urban area. Other small, urban parks are strategically located to provide leisure opportunities and gathering places. The proposed streetscape system is designed to increase the sense of greenery, provide shade, and clean carbon dioxide from the air.

Impacts of Increasing Metro Parking on WMATA Property

The Plan recommends providing new housing rather than more parking garages near Metro. The two existing garages would remain, with two more garages along the Metro tracks proposed to accommodate Metro's existing surface parking lots proposed for redevelopment with housing.

Increasing Metro parking reduces the area available for housing and will require ten-story or higher buildings on other sites to achieve the same level of density. WMATA envisions another 1,700 parking spaces, housed in a new six-story parking garage and resulting in parking garages as the dominant land use on the station's north side. This will diminish the sense of a residential community. Furthermore, additional parking will generate traffic in this already congested area. The transportation analysis showed that traffic increases of 1,700 new trips would create unacceptably high congestion.

WMATA's goal is to double their ridership at this station. They believe that this goal can be met by increasing parking. Staff supports increasing transit ridership but believes that this goal can be achieved with increased housing, and pedestrian and transit access to Metro. Increased bus service and safe pedestrian routes should be established, rather than encouraging more automobile traffic with new garages.

Potential Increase in Housing Density on WMATA Property

Locating higher densities near transit is possible on this side of the Metro station if building heights are increased. An additional 220 units on the east side of the station is possible, resulting in a total of 720 units. This increase could be distributed on blocks closest to the station with building heights rising up to eight stories and stepping down four stories along Redland Road. The increases in density are as follows:

- Allow up to a .4 FAR for WMATA's property next to the station. This will result in approximately 720 units with 26,000 square feet of commercial uses.

The WMATA property is already developed with several parking garages, a stormwater management pond, and the bus facility. The resulting net area for redevelopment is approximately 13 acres of developable land. As a result, the proposed density increase, results in a net density of 1.3 FAR and 55 du/ac. This level of development achieves an urban form of development with densities higher than the King Farm.

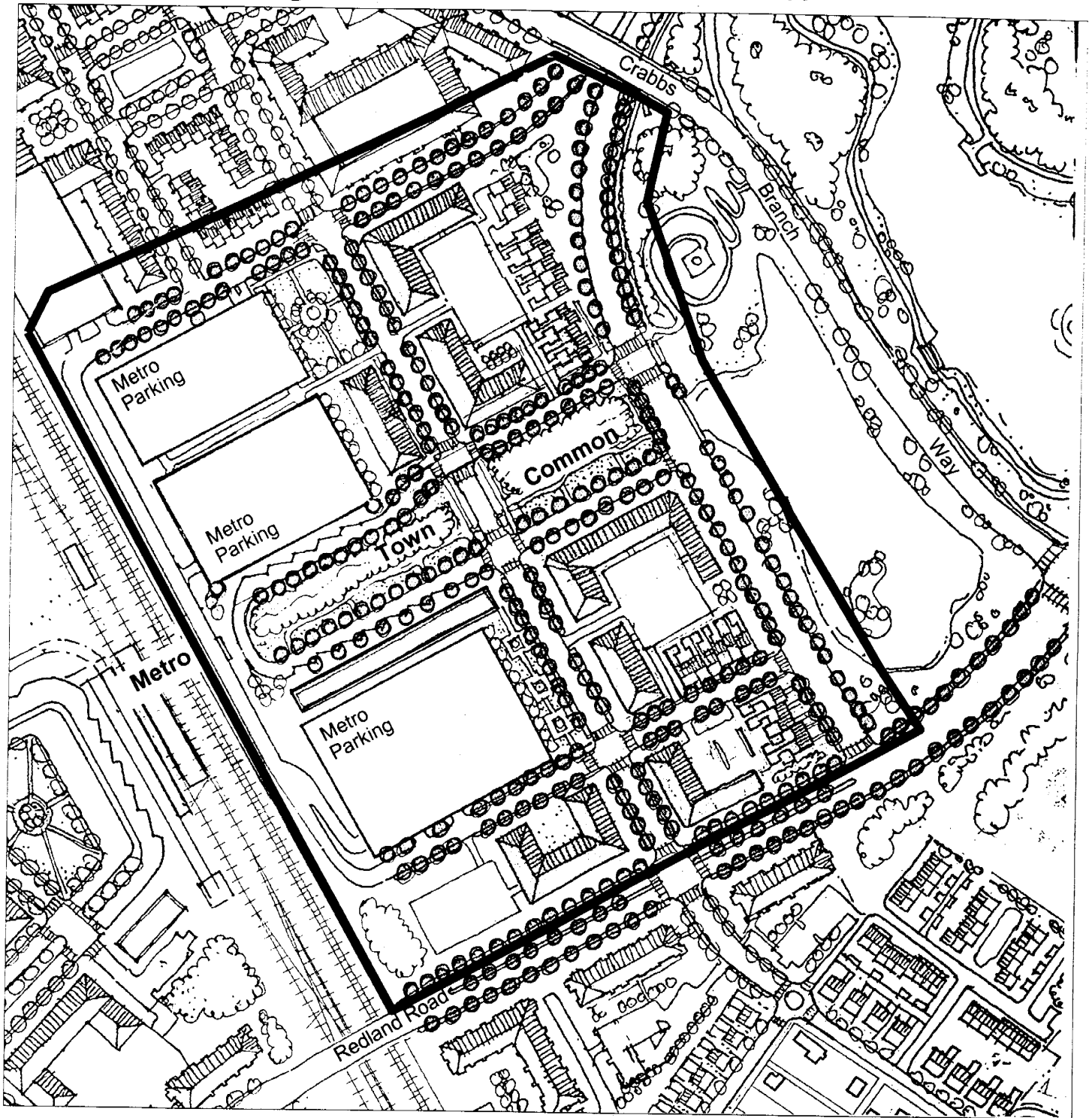
Building heights could increase closer to the station as long as they step down to four stories along Redland Road to achieve a compatible edge closest to the existing community of Derwood.

Additional density beyond the potential 720 units is not recommended for this area for several reasons. Additional density will have to be accommodated in either buildings taller than eight stories or would result in eliminating the proposed townhouses along the edge of the neighborhood and developing more apartment buildings. The Plan's small amount of proposed townhouses is vital to offering a range of unit types. The mix of unit types also achieves the principle of stepping down building heights from a core center. If the stepping down is not achieved, the Plan will lose the sense of focus in the core area on the west side of the Metro station. Stepping down to four stories along the frontage of MD 355 and Redland Road is critical to establishing compatibility adjacent to Old Derwood directly to the east across Redland Road.




If densities are increased, the Plan should also increase the level of public facilities and amenities within this area by requiring a multi-purpose community space for civic activities such as community meetings, art exhibit space, and after school programs. This space could become the focus of community activity within the Metro Neighborhoods, and could easily be accommodated within the proposed 26,000 square foot mixed-use building adjacent to the bus facility.

If density is increased, intersections within three fourths of a mile of the station should be not be widened. Intersection widening should be discussed during Worksession #4.

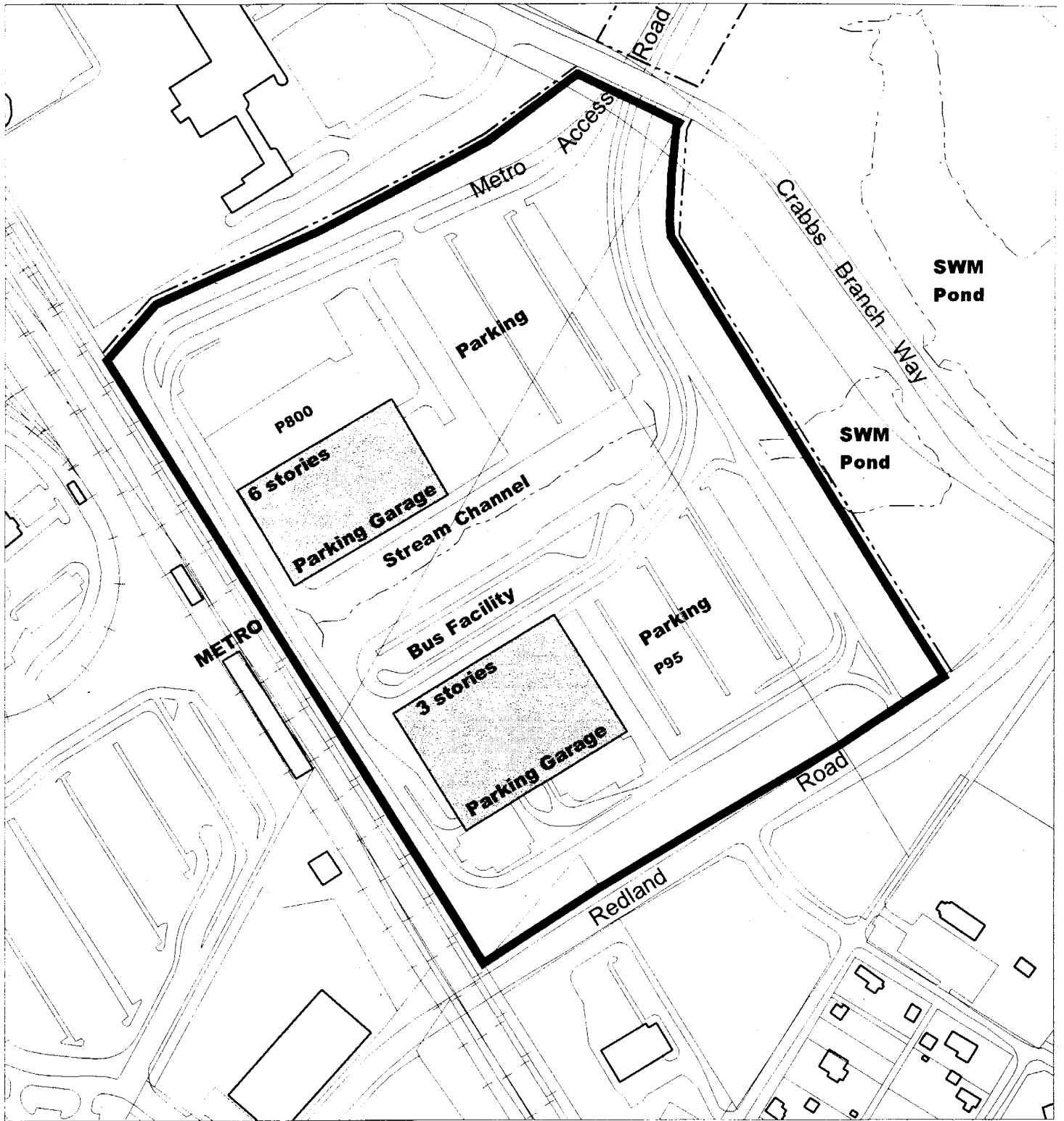
Metro North Neighborhood Illustrative - WMATA



Not to Scale

-  Neighborhood Area
-  Mixed Use Residential
-  Mixed Use Commercial

Metro North - WMATA



Metro East/Old Derwood

Staff Recommendation: Rezone I-1 land fronting Redland Road for multi-family development, permit single-family attached units on the Derwood Bible Church property, and improve the community's pedestrian safety and access to Metro. Protect the old Post Office site with a new zone and place the property on the Locational Atlas of Historic Sites.

Public testimony was received from the Thomas Somerville property owner requesting a PD-75 zone for Parcel 146, a vacant parcel that fronts Redland Road. Montgomery Preservation Inc. requests preservation of the Old Derwood Post Office. Community testimony focused upon the need to protect the R-200 community from incompatible industrial uses and excessive new residential development.

Density higher than recommended by the Plan is not appropriate for this area due to the proximity of existing single-family residences.

The Plan recommends:

- Eliminating industrial zoning within this neighborhood.
- Permitting four-story multi-family development along Redland Road.
- Allowing single-family attached units on the Derwood Bible Church site.
- Encouraging senior housing on the Vehicle Emissions Inspection site.
- Strengthening pedestrian access and safety.
- Recommending a new zone for the old Post Office site to preserve the existing structure and permit apartment uses.

The Metro East/Old Derwood community is located directly across Redland Road from the Metro station. It is a community of 124 existing homes: the 30 single-family homes of the original community, 62 multi-family units in the Shady Grove Apartments, and 32 townhouses in Derwood Station.

The Plan recommends more housing density within walking distance of Metro, particularly along Redland Road, directly opposite the Metro station, and on the Derwood Bible Church site (see the Metro East/Old Derwood Illustrative and Metro East Sections). The land use recommendations by site are as follows:

Proposed Density

Property	Existing Acres	Existing Zoning	Proposed du/acre	Proposed Zoning	Density Yield
Thomas Somerville	4.2	I-1	35	R-90/PD-35	147
VEIP	2.8	I-1	35	R-90/PD-35	98
Derwood Bible Church	4	R-200	13	R-200/PD-13	52
Old Post Office	11,000 SF*	R-200	25	To Be Determined**	6
Derwood Business Center	2.5	I-1	6	I-1/RT-6	15

• Old Post Office site does not conform to the standards of the R-200 zone.

** A rezoning of the Old Post Office will need a text amendment to allow the preservation of the structure and achieve a yield of six apartments.

Thomas Somerville Property – 4.2 acres

This site is bisected by Yellowstone Way, the main street that leads into Old Derwood. The Plan proposes rezoning from I-1 to an R-90 base zone with a PD-35 zone option. This would generate approximately 147 units that can be arranged in a four-story building along Redland Road with small lot, single-family detached units fronting Chieftain Avenue directly across from existing single-family houses. The bulk of new development would occur along Redland Road, matching the building heights recommended in the Metro West neighborhood.

The property owner has requested a higher density, up to 75 du/ac that would generate 315 units and could result in five- to six-story buildings depending upon the building arrangement. This level of density does not achieve compatibility with the existing R-200 Zone's single-family residences. The bulk and mass of 75 du/ac adjacent to the R-200 Zone (2.44 du/ac) is not a compatible transition. The new development should not exceed four stories and should step down to existing single-family homes to achieve a compatible transition. This site, next to existing single-family houses, should make that transition.

Vehicle Emissions Inspection Program Site (VEIP) – 2.8 acres

This state-owned property fronts Redland Road and is adjacent to the CSX tracks. Access is from Chieftain Avenue through the residential community of Old Derwood. The Plan proposes rezoning this I-1 parcel to an R-90 base zone with a PD-35 zone option to achieve a more compatible land use and reduce commercial traffic generated by the current use. Rezoning could achieve up to 98 new units. The Plan also recommends this site as a senior housing opportunity, thus further reducing traffic.

Additional density is not recommended for this site for the same reasons as stated for the Thomas Somerville property, the need to protect this single-family residential community. No comments from the State of Maryland have been received on this recommendation.

Derwood Bible Church Site – 4 acres

This site is currently occupied with a church, parking lot, and cemetery. The Plan recommends maintaining the existing R-200 base zone with a PD-13 zone option that permits up to 52 new units. Single-family detached units will front Yellowstone Way to match existing single-family units across the street. Townhouse units will be located on the remainder of the site. The cemetery will remain.

The Church supports this rezoning, and plans to relocate their growing congregation on a larger site outside the planning area. If the PD zoning is not granted, the Church may plan to stay and expand their facility at this site.

Derwood Business Center – 2.5 acres

This I-1 zoned site is developed with a three-story office condominium. Several of the uses require tractor-trailer storage and deliveries. The Old Derwood community is negatively affected by these industrial uses since the street system cannot accommodate industrial traffic.

The Plan recommends retaining the I-1 zone to avoid creating a non-conforming use, but encourages redevelopment of the site with townhouses. The Plan recommends the site for RT-6 zoning. Currently, the existing 32,000 square feet of commercial uses have an economic value unlikely to redevelop as housing. Over time, the Plan's recommended RT-6 zoning will become more economically feasible and townhouses could eventually be developed. Higher residential densities adjacent to the R-200 community are not recommended because the lot depth precludes the ability to front the property with transitional single family lots and still locate higher density units behind the single family units with sufficient setbacks from the CSX tracks.

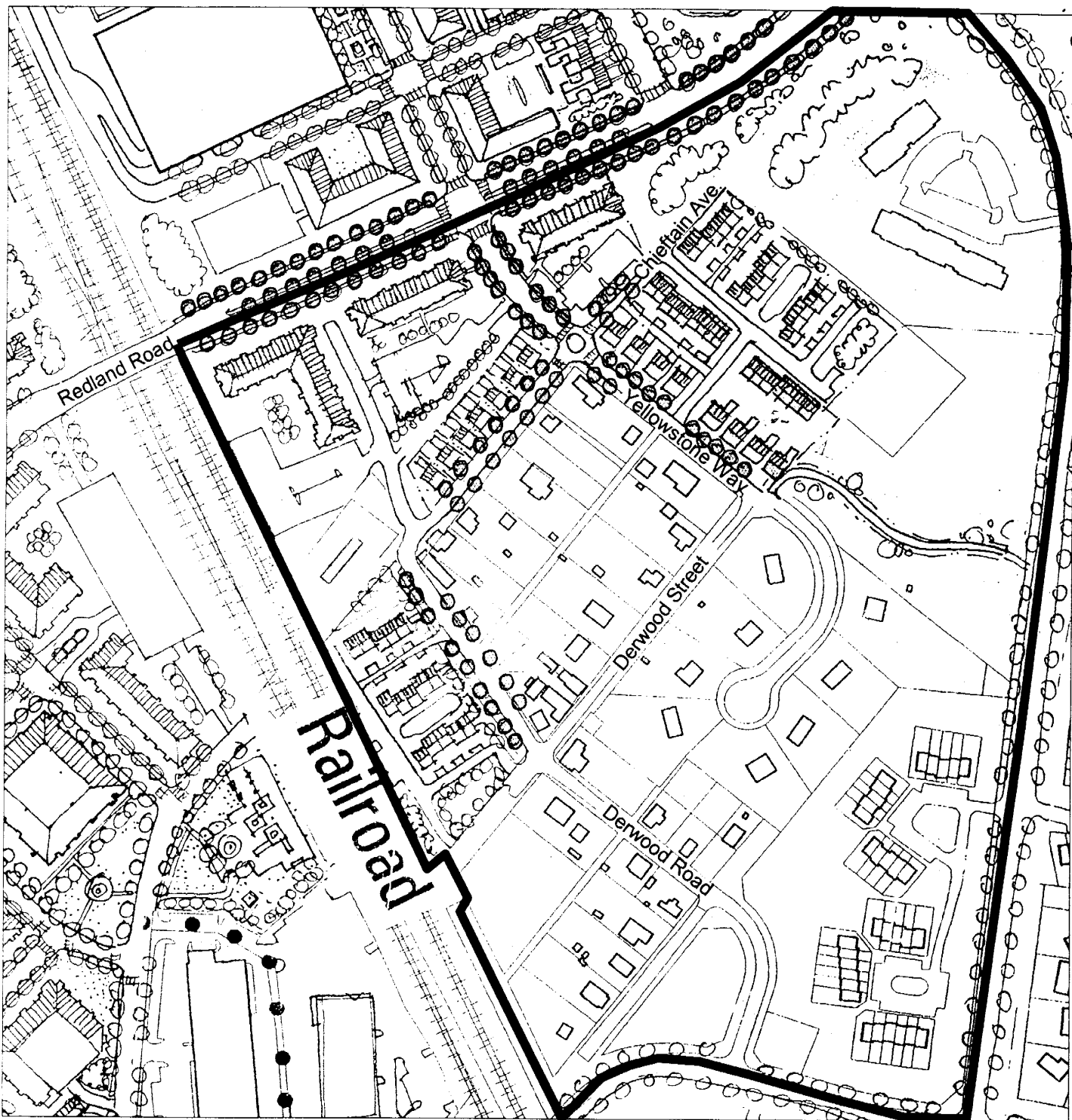
The Old Derwood Post Office – 11,500 square feet

Old Derwood's post office is currently used as a storage building with a dilapidated character. Some community members wish to see the building remain and be upgraded to its original character, providing a visual link to the area's history. The property's owner has a pending demolition permit but is willing to consider options that might result in preserving the structure if he can achieve a reasonable use of the property.


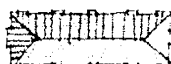

The Plan does not address this site because it was not included in the *Locational Atlas of Historic Sites*. Designation on the Atlas should be considered given the building's historic role in the community. Finding a zone that will enable the owner to preserve and upgrade the structure, and offer a viable use is a challenge. Staff will present the recommended zone at Worksession #5. It is likely that any recommended zone will require a text amendment given the usual non-standard location of the structure and small lot size. The intent is to achieve preservation of the building, allowing 6 apartment units on the 11,500-square foot site.

The Hoskinson/Schwartz House, included the Plan as a designated historic property, was removed from the *Locational Atlas* by the Historic Preservation Commission by the owners request since it was not part of an overall district. The Plan will be revised to accurately reflect the status of this property.

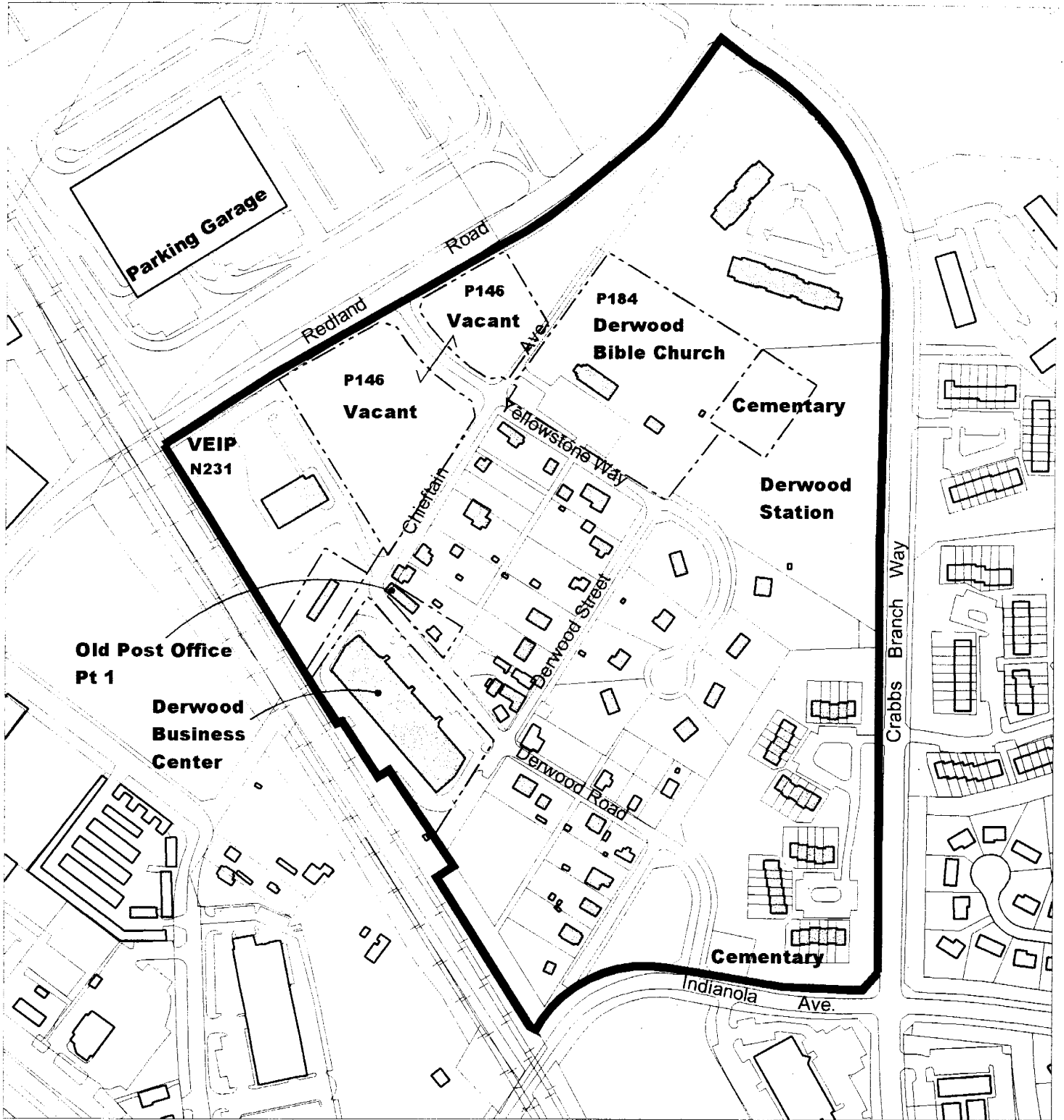
Metro East/ Old Derwood Illustrative



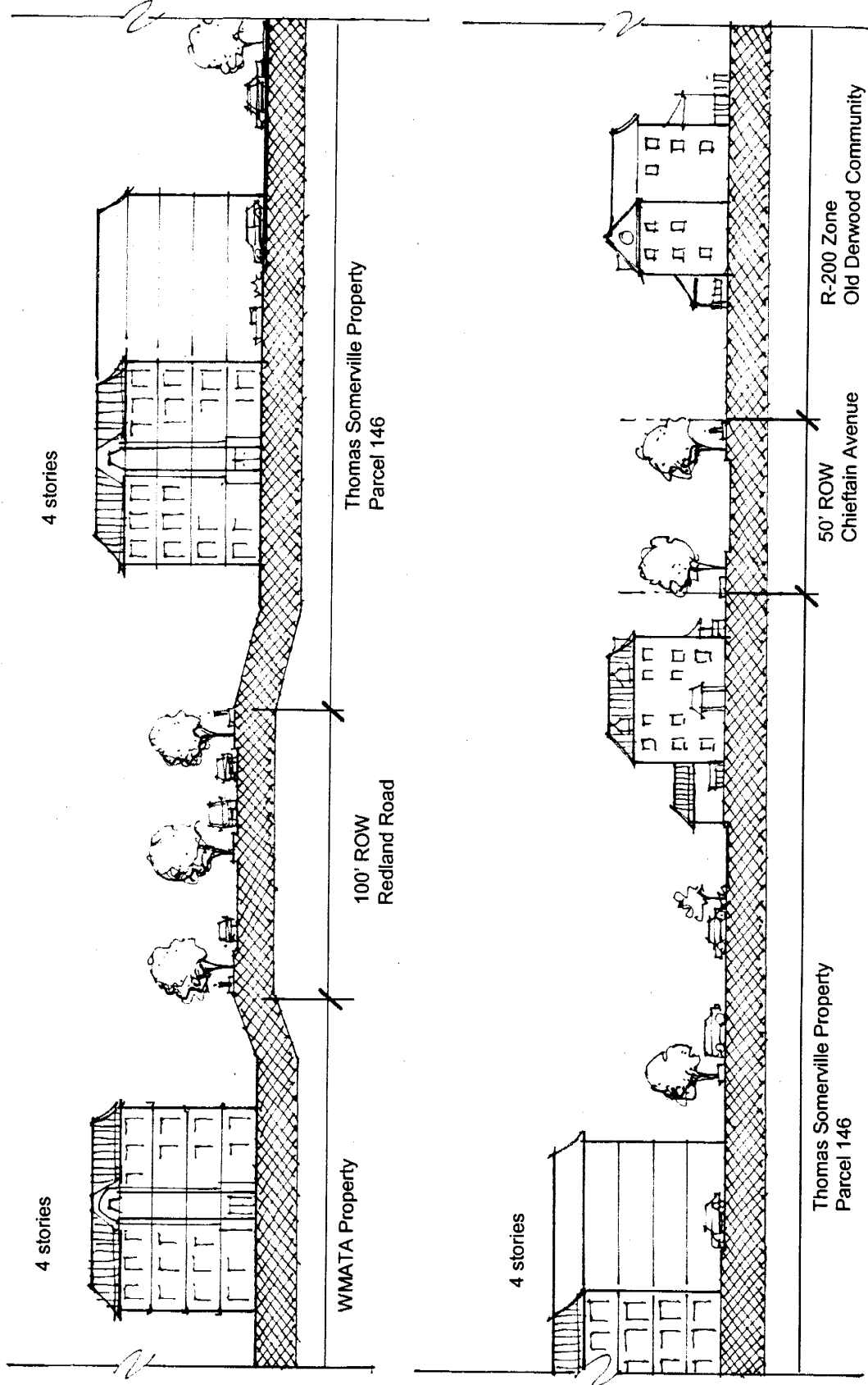
Not to Scale

-  Neighborhood Area
-  Mixed Use Residential
-  Mixed Use Commercial

Metro East/Old Derwood - Existing Properties



Metro East Sections



Proposed Zoning for Metro Neighborhoods

The Plan recommends the creation of a new mixed use zone, the MXR zone to best achieve the desired urban character of the proposed Metro Neighborhoods. This approach uses incentive zoning to encourage assemblage and provide public facilities and amenities to support the level of development.

The new mixed use zone will be designed for use in Metro station areas in the County that are outside the Central Business Districts. It will accommodate a range of densities that includes densities approved in the Shady Grove Sector Plan. It will provide sufficient density incentives to encourage assemblage and discourage standard method of development. It also will require on site open space as per CBD Optional Method of Development standards within Central Business Districts in order to ensure the provision of adequate open space and amenity. And, it will provide guidance on what constitutes a public facilities and amenity.

Staff will present the new zone for Planning Board review in Worksession #5 that deals with zoning and implementation.

Metro Neighborhoods Summary

The proposed Metro Neighborhoods achieve a desirable urban place, a mixed use community with small, walkable blocks, lined with street trees and enhanced with green urban open spaces. Retail uses at street level and along the major streets will provide convenient services reducing residents' dependency on their cars. The proposed street system will encourage walking and transit ridership. The proposed building heights create a sense of focus at the Metro station and achieve sufficient light and air in the remaining areas.

Additional densities can be achieved as previously described. Staff supports a revision that will enable properties in Metro West and Metro South to achieve the full recommended FAR with a 70 percent housing and 30 percent commercial mix. This will increase density and dwelling units up to 4630 units and 980,400 SF of commercial uses. This is a significant increase in density achieving an urban character comparable to CBD-1 zoning.

If additional density is pursued as identified, the Plan's recommended public facilities and amenities should also be increased to ensure an adequate level of amenities. Consideration should also be given to explicit Plan language that protects nearby intersections from potential widening.