



THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

Item #7
MCPB
02.19.03

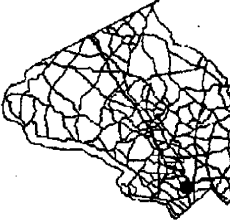
MEMORANDUM

DATE: February 11, 2004
TO: Montgomery County Planning Board
VIA: Joseph R. Davis, Chief
Michael Ma, Supervisor
Development Review Division
FROM: Mary Beth O'Quinn
Planning Department Staff
(301) 495-1322

REVIEW TYPE: Site Plan Review
APPLYING FOR: 266,146 square feet, including 180 residential housing units with 23 MPDUs, 67,651 square feet commercial use
PROJECT NAME: Arlington East
CASE #: Site Plan #8-04014
REVIEW BASIS: Division 59-D-3: Site Plan Review
Section 59-C-4.351: Building Height in Mixed Commercial-Residential Development

ZONE: C-2
LOCATION: Bounded by Arlington Road, Bethesda Avenue, Elm Street
MASTER PLAN: Bethesda CBD Sector Plan

APPLICANT: Federal Realty Investment Trust
FILING DATE: November 14, 2003
HEARING DATE: February 19, 2004



STAFF RECOMMENDATION: Approval of 272,340 square feet, including 180 residential housing units of which 23 units are MPDUs provided on site, 44,283 square feet general retail space, 10,359 square feet of indoor restaurant space and 470 underground parking spaces, subject to the following conditions:

1. Stormwater Management
Conditions of MCDPS stormwater management concept approval dated June 3, 1999.
2. Transportation Planning
 - a. Conditions of MNCPPC Transportation Planning Division memo dated February 11, 2004, including:
 - i. Limit the development to 180 housing units and 65,000 sf retail space;
 - ii. Provide 40 feet of right-of-way from the centerline of Arlington Road
 - iii. Provide 30 feet of right-of-way from the centerline of Elm Street;
 - iv. Provide 30 feet of right-of-way from the centerline of Bethesda Avenue;
 - v. Prohibit left-turn movements from the garage onto Elm Street; the applicant must provide and maintain signage for "No Left Turn;"
 - vi. Prohibit left turn movements from Festival Street onto Bethesda Avenue; the applicant must provide and maintain signage for "No Left Turn."
 - b. Conditions of Montgomery County Department of Permitting Services memo, dated February 10, 2004, including:
 - i. Prohibit left turn egress onto Elm Street from the proposed garage and provide "No Left Turn" signage;

ANALYSIS: Conformance to Master Plan

The subject site is located in the Bethesda CBD Sector Plan area and discussed as part of the Arlington Road District. The Sector Plan confirms the C-2 zoning of the site. This area is characterized as, "linear strip shopping along Arlington Road, with an emerging "main street" character along Bethesda Avenue." The Plan states that the crossroads of Bethesda Avenue and Arlington Road have the potential to develop as the center of the District. Plan objectives are:

1. Preserve and enhance the Arlington Road District as a community retail and service business area.
2. Concentrate redevelopment along Bethesda Avenue, with special focus at the intersection of Bethesda Avenue and Arlington Road as the center of the district.
3. Continue the "main street" shopping character along Bethesda Avenue, consistent with recent development.
4. Protect the surrounding residential areas from commercial intrusions by directing growth away from the edges and by providing lower densities, appropriate uses, and landscaped buffers at the residential edges.
5. Improve traffic circulation, pedestrian safety, amenities, and convenience.
6. Provide additional housing and reduce the potential for additional employment away from the Metro Core.

In addition to these objectives, the Plan recommends the following urban design guidelines for Arlington Road and Bethesda Avenue:

7. Develop low-rise commercial or mixed-use buildings with storefront retail located directly adjacent to the public sidewalk.
8. Develop interconnected vehicular circulation routes between parcels, where feasible, to improve local vehicular access and reduce congestion. Provide outside parking and service areas in the rear of properties.
9. Expand pedestrian connections between parcels to promote walking and reduce the number of vehicular shopping trips.
10. Set corner buildings back at least 20 feet from the curb radius in redevelopment of parcels bordering the intersection of Arlington Road and Bethesda Avenue to create an open space for pedestrians and a center for the District.
11. Provide pedestrian access to the public parking garage to the east in any redevelopment of the Giant site.

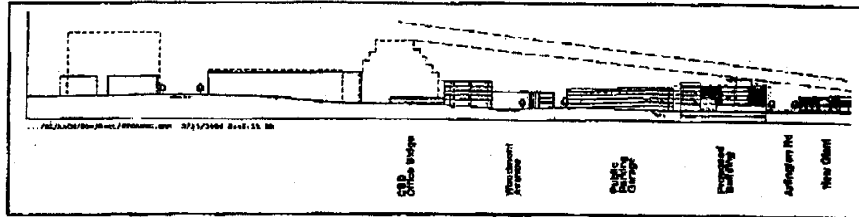
The subject application is consistent with the Sector Plan objectives and recommendations. Staff finds that allowing 65 feet in height along Arlington Road is acceptable as a means to accomplish the mixed-use and housing objectives of the Plan. The proposed height along the western property boundary is acceptable as it is adjacent to the public parking garage and the garage will attractively screened from the Arlington Road street level and the residential community to the west.

This project will not introduce commercial encroachment into the residential community and will add a desirable residential component to the retail and commercial activity in the Arlington Road District. Allowing the residential development on this site will eliminate the potential of additional office development competing with Metro Core District. The residential development will be within easy walking distance to the Metro Station.

The Site Plan conforms to these general Sector Plan objectives by achieving the following:

- Preserve and enhance the Arlington Road District as a community retail and service business area
- Concentrate redevelopment on Bethesda Avenue, with focus at the intersection of Bethesda Avenue and Arlington Road as the center of the district
- Continue the Main Street shopping character along Bethesda Avenue
- Improve traffic circulation, pedestrian safety, amenities, and convenience
- Provide additional housing and reduce the potential for additional employment away from the Metro Core

structure, a public park, a public library and an elementary school, provide more than a sufficient transition and buffer zone to ensure the compatibility of the proposed building with the residential neighborhood.



Sectional sketch showing the proposed development within the existing Sky Exposure Plane between the Bethesda CBD and Arlington Road

The core of Bethesda includes buildings with permitted heights up to 200 feet, which step down to the proposed sixty-five foot high, proposed mixed-use building; forty-two foot tall new Giant Food supermarket, located across Arlington Road from the Property; and, finally, the three-story multi-family buildings along the western edge of the business district, which adjoins single-family residential subdivisions. This stepping down honors the Sector Plan recommendation of an overall step down in building heights "from the Bethesda Metro Center properties to achieve desirable and compatible transitions to adjacent areas."

The location of the Property within 1,500 feet of the metro station will encourage use of public transportation and will allow residents to easily walk to jobs or shops located within the CBD. The finding of compatibility is furthered by the fact that the proposed development of the Property will generate fewer peak hour trips than would the development of a commercial and office project on the Property at a maximum density of only 1.5 FAR.

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

The Site Plan is exempt from Forest Conservation requirements.

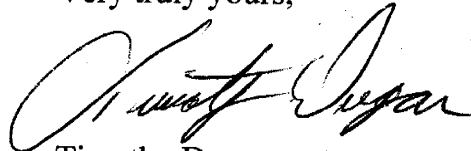
We reiterate that, as evidenced by the District Council's resolution for the Edgemoor Condominium, the height issue is to be considered at the time of subdivision. Nonetheless, ample evidence exists to support the proposed height for 4901 Hampden Lane.

Summary

In summary, 4901 Hampden Lane is an excellent example of the type of residential development that should be located near Metro Stations where the building accommodates an adequate amount of density and, at the same time, affords a comfortable and inviting public use space along the surrounding streets. Finally, if the adjacent townhouse owners, who are the most immediately affected, support the project in principle, we believe that the correct balance has been struck.

Thank you for your thoughtful consideration.

Very truly yours,



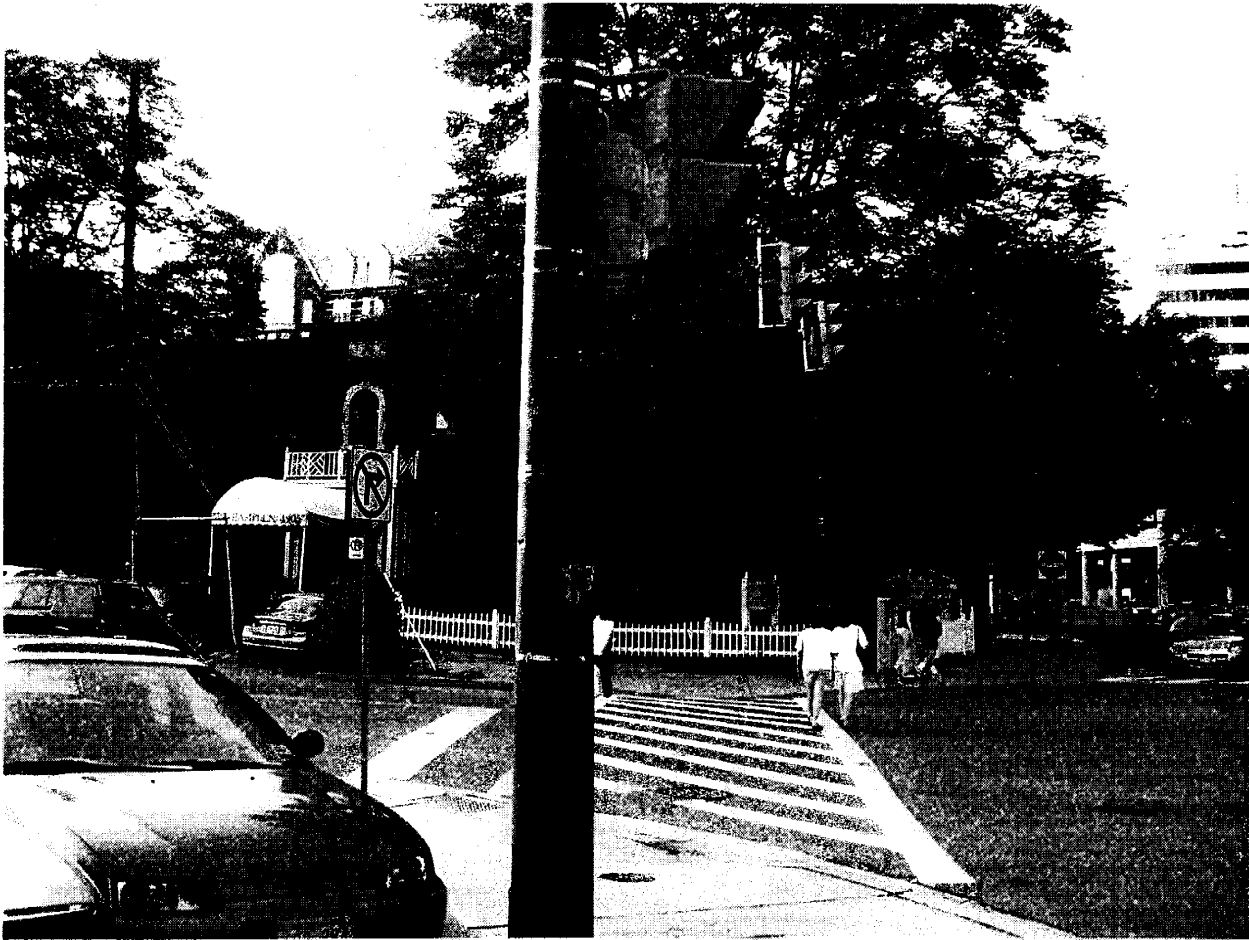
Timothy Dugan

cc: Mr. John Carter, Ms. Marilyn Clemens, Community Based Planning, M-NCPPC
Martin Klauber, Esq., Office of the People's Counsel of Montgomery County
Mr. Steven J. Virostek, Mr. Brett Griffith, Triumph Development
Mr. James W. Hendricks, Ms. Vic Bryant, Mr. Michael Plitt, Macris,
Hendricks and Glascock, P.A.
Mr. Shalom Baranes, Mr. Robert Sponseller, Shalom Baranes Architects
Mr. Malcolm D. Rivkin, Rivkin Associates, Inc.

Area Photos



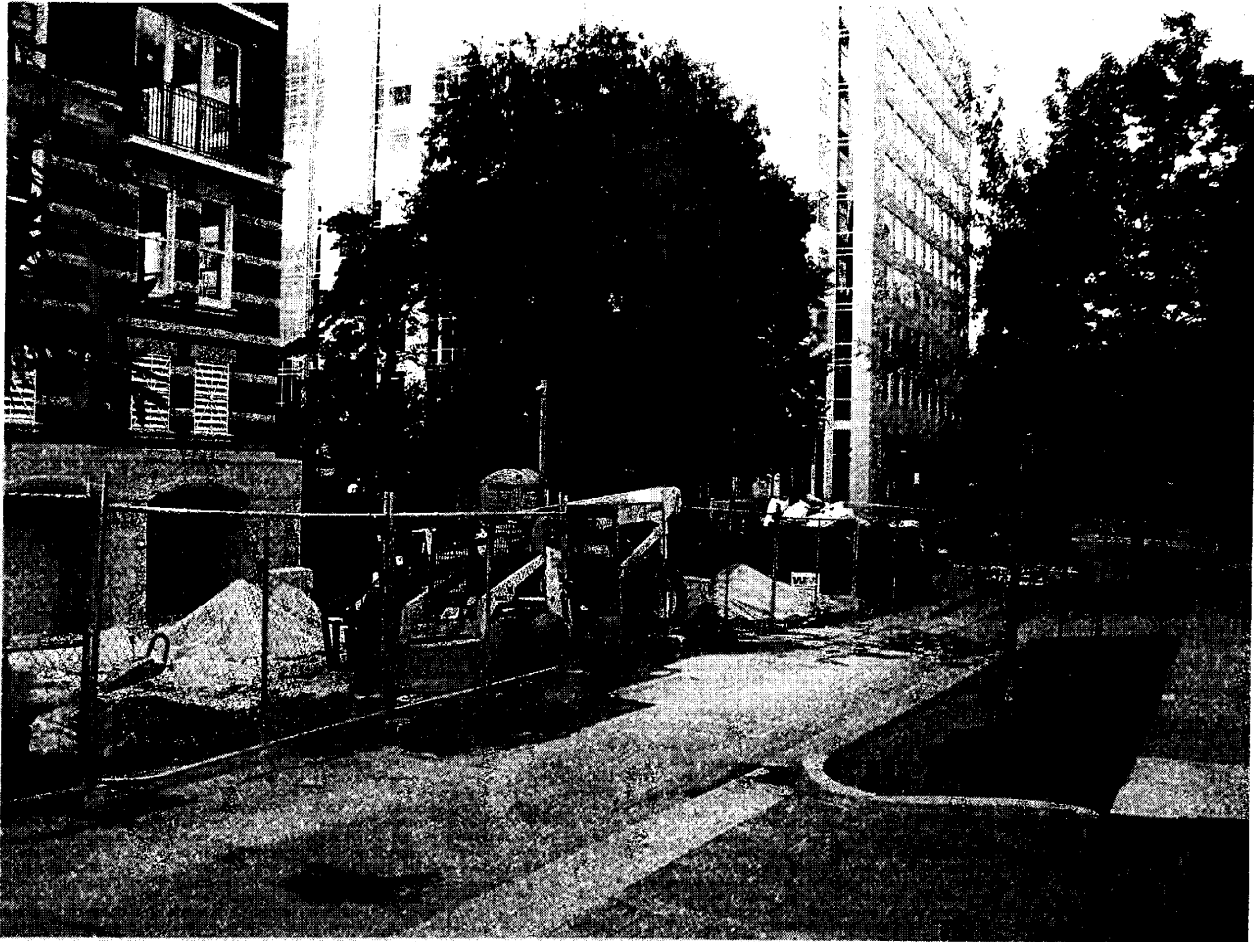
The two houses along Montgomery Lane.



The brick building along Hampden Lane and the Edgemoor Condominium in the background.



The gravel parking area in the middle of the assemblage, and the rear wall and fence of the City Homes of Edgemoor townhouses, to the west.



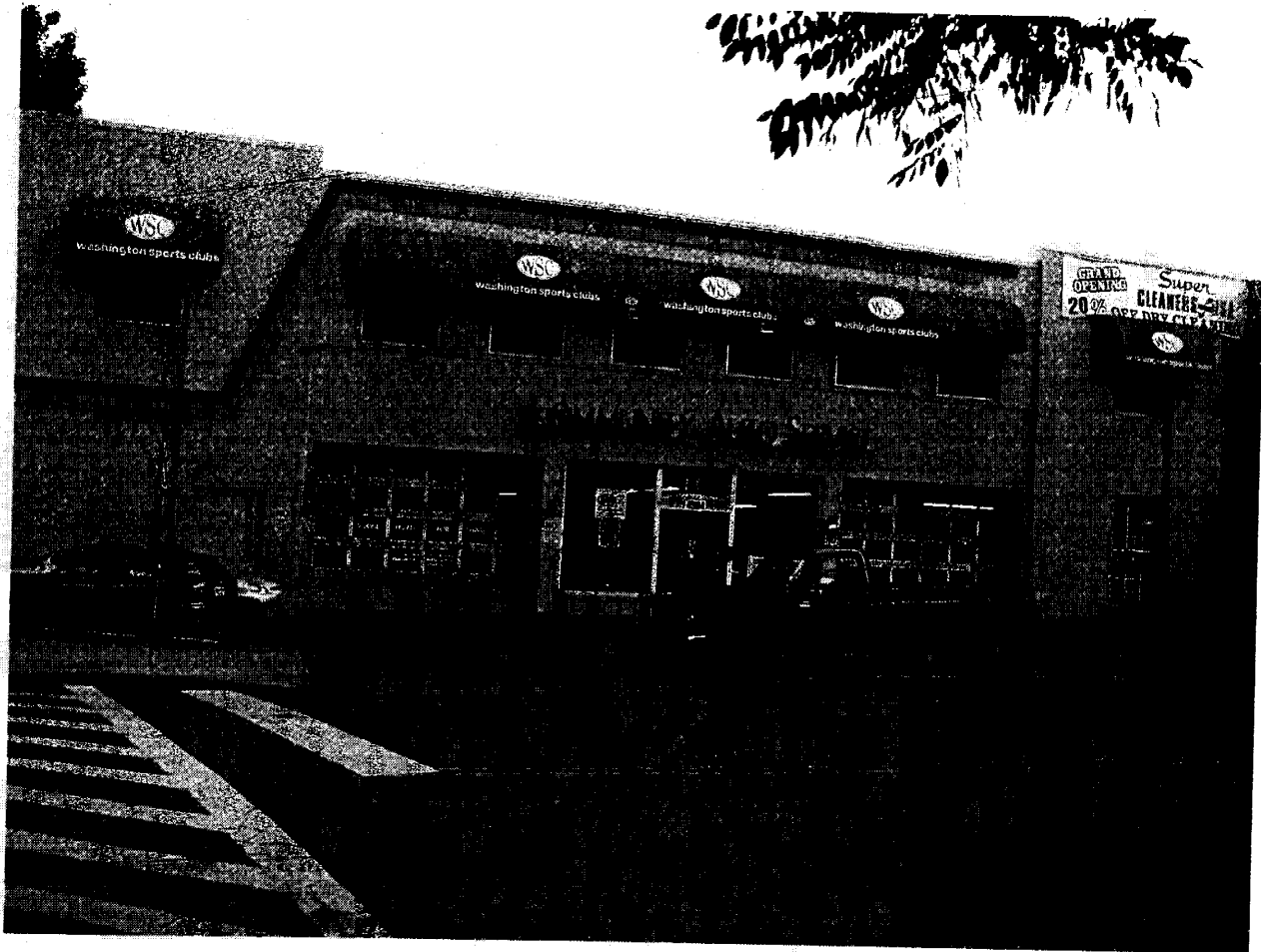
The Edgemoor Condominium nearing its completion in the summer of 2003, across Montgomery Lane from the two houses. The Newlands Building is in the background, across Woodmont Avenue.



Another photo of the Edgemoor Condominium across Montgomery Lane.



One of the mews of the City Homes of Edgemoor townhouses adjacent to the west of the Property.



Community Auto Service on the south side of Hampden Lane across from the Property.