



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Staff Report: Site Plan 820080180 North Bethesda Center,
Parcels A and C, and Infrastructure

ITEM #: _____

MCPB HEARING

DATE: July 24, 2008

REPORT DATE: March 24, 2008

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief
Robert Kronenberg, Supervisor
Development Review Division

FROM: Elza Hisel-McCoy, Assoc. AIA, LEED-AP
Coordinator
Development Review Division
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APPLICATION DESCRIPTION:

A total of 527,655 gross square feet of commercial and retail uses on two blocks comprising 15.63 acres, plus public site infrastructure, including roadways and a vehicular bridge over the metro tracks, in the TS-M Zone; located on the east side of Rockville Pike (MD 355) between Old Georgetown Road and Marinelli Road, in the North Bethesda/Garrett Park Master Plan

APPLICANT: LCOR North Bethesda Phase II, LLC

FILING DATE: February 1, 2008

RECOMMENDATION: Denial

EXECUTIVE

SUMMARY: Staff recommends denial of the Site Plan on the grounds that it does not meet all of the requirements for approval of a Site Plan. Specifically, the Site Plan does not conform to the approved Development Plan for Local Map Amendment G-801; it does not meet the intents and purposes of the TS-M Zone; the locations of the buildings and structures are not adequate or efficient; and the proposed structures are not compatible with other uses and Site Plans or with existing and proposed adjacent development.

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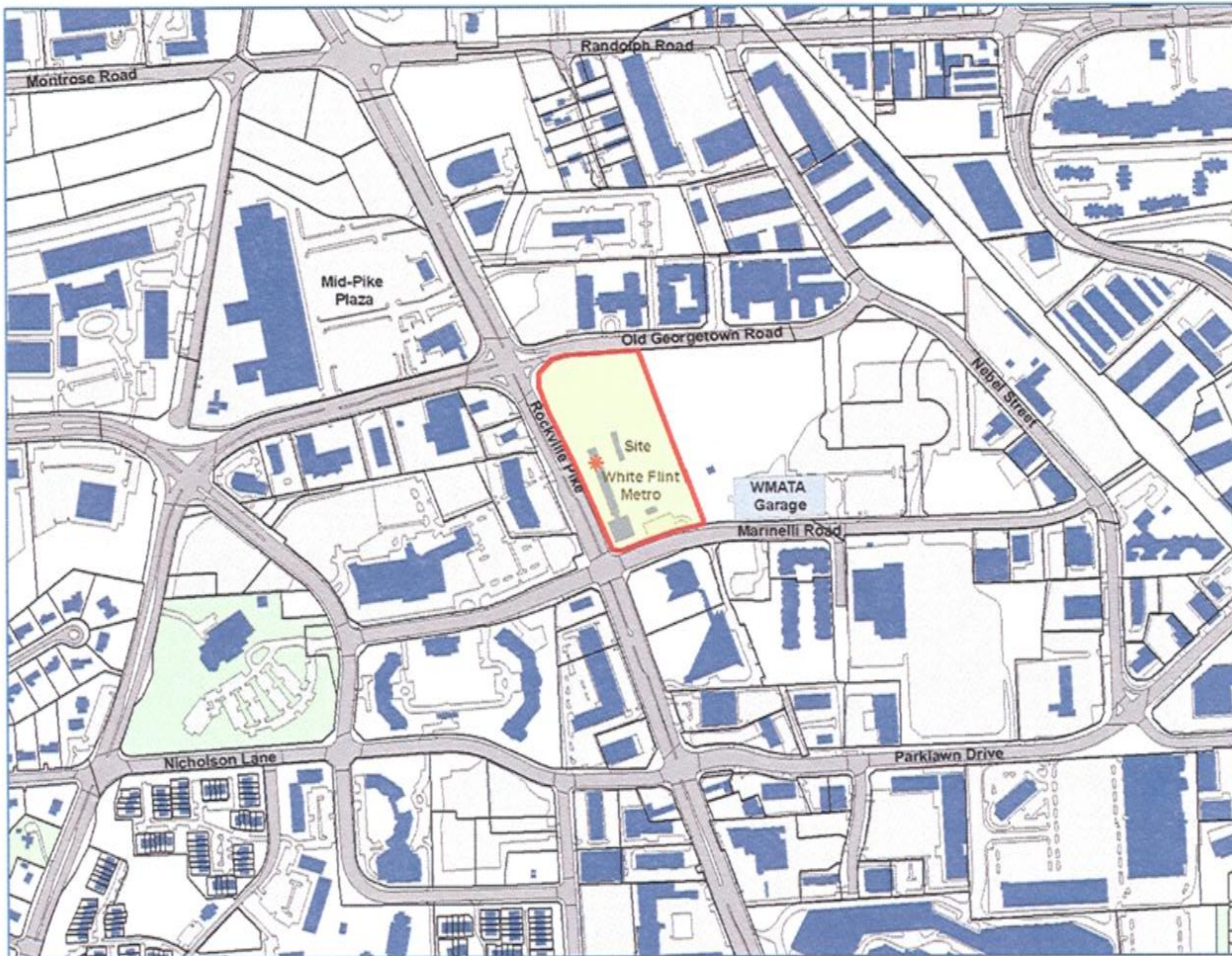
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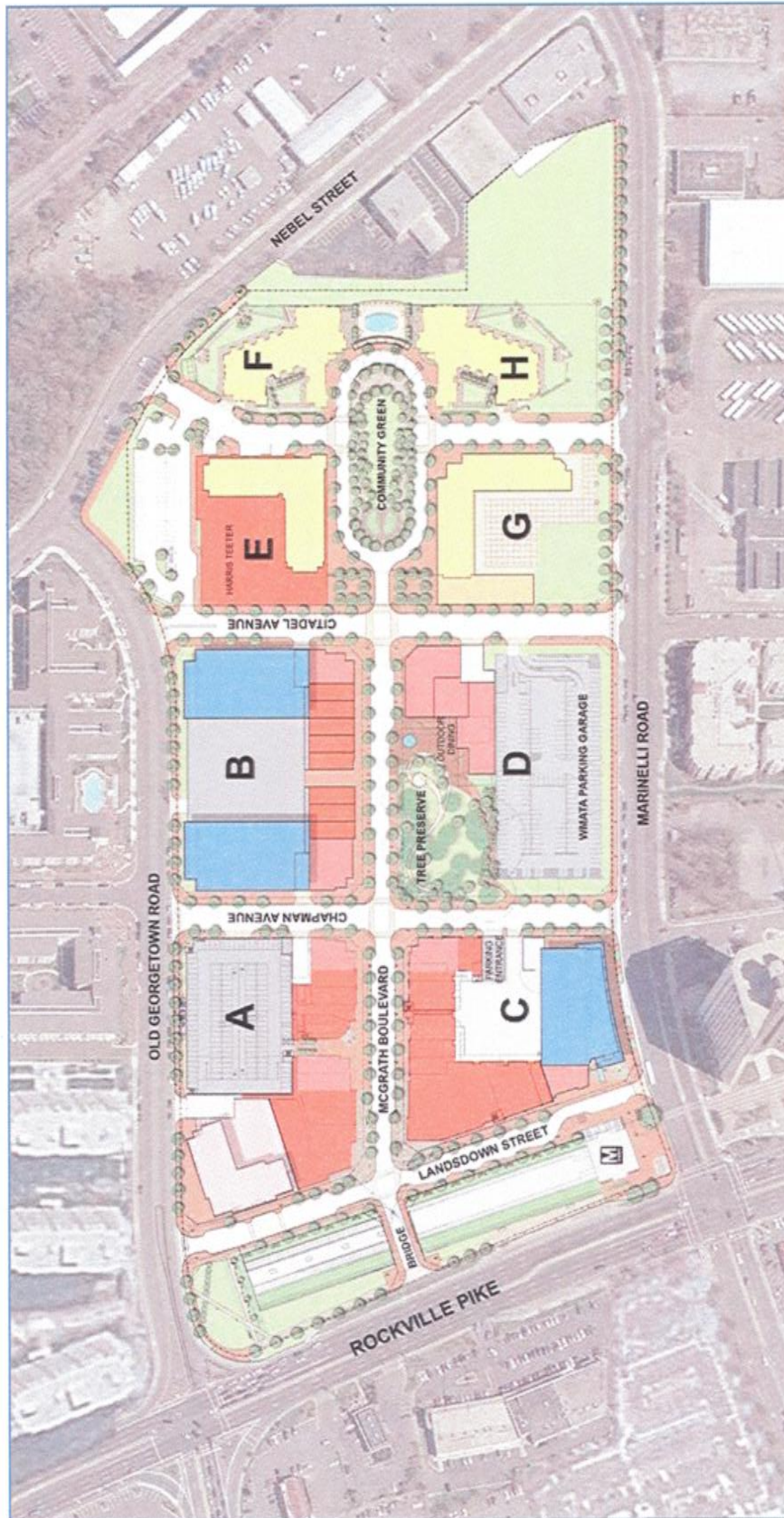
PROJECT DESCRIPTION: Site Vicinity

The subject parcels are located on the east side of Rockville Pike between Old Georgetown Road and Marinelli Road in North Bethesda, and are part of the larger North Bethesda Center property. North Bethesda Center is bounded by Old Georgetown Road on the north, Marinelli Road on the south, Rockville Pike on the west, and Nebel Street on the east. There are train tracks one block to the east and a metro station, the White Flint stop, in the southwest corner of the site at the intersection of Rockville Pike and Marinelli Road. Rockville Pike is a significant regional destination retail corridor, and the White Flint area is currently under study for a new sector plan.



Vicinity Map

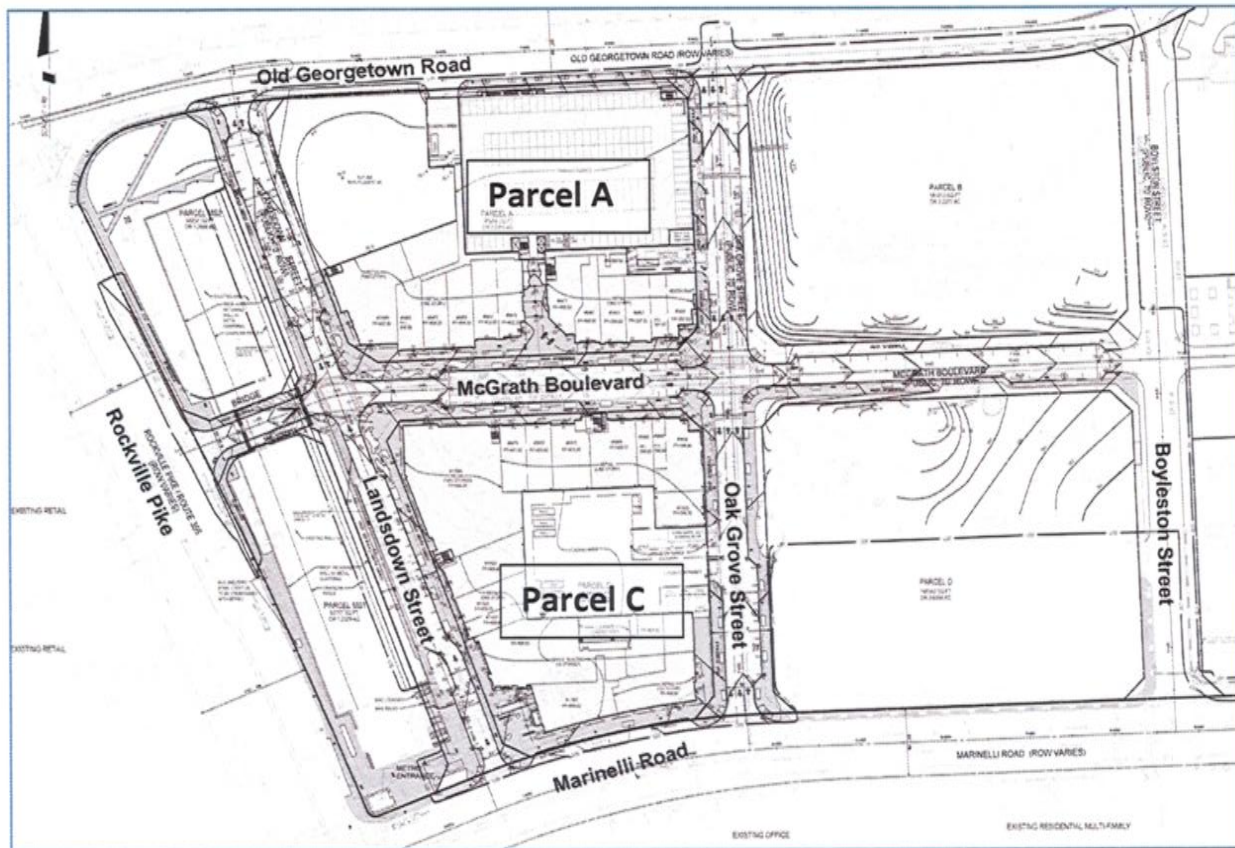
The North Bethesda Master Plan designates the White Flint area, straddling Rockville Pike from roughly White Flint Mall to the south, Randolph Road to the north, approximately Old Georgetown Road to the west and the train tracks to the east, as the center of the future redevelopment of North Bethesda. The subject site is centrally located within this redevelopment area and will include a mix of residential, office, retail, and civic uses within a new street-and-block system. The Planning Board has already approved an 18-story multi-family building with 312 residential units and 61,246 square feet of supermarket retail, currently under construction on Parcel E, a 19-story multi-family building with 327 multi-family dwelling units on Parcel F, and a roughly 60,000 square-foot Community Green.



Overall Site Plan

PROJECT DESCRIPTION: Proposal

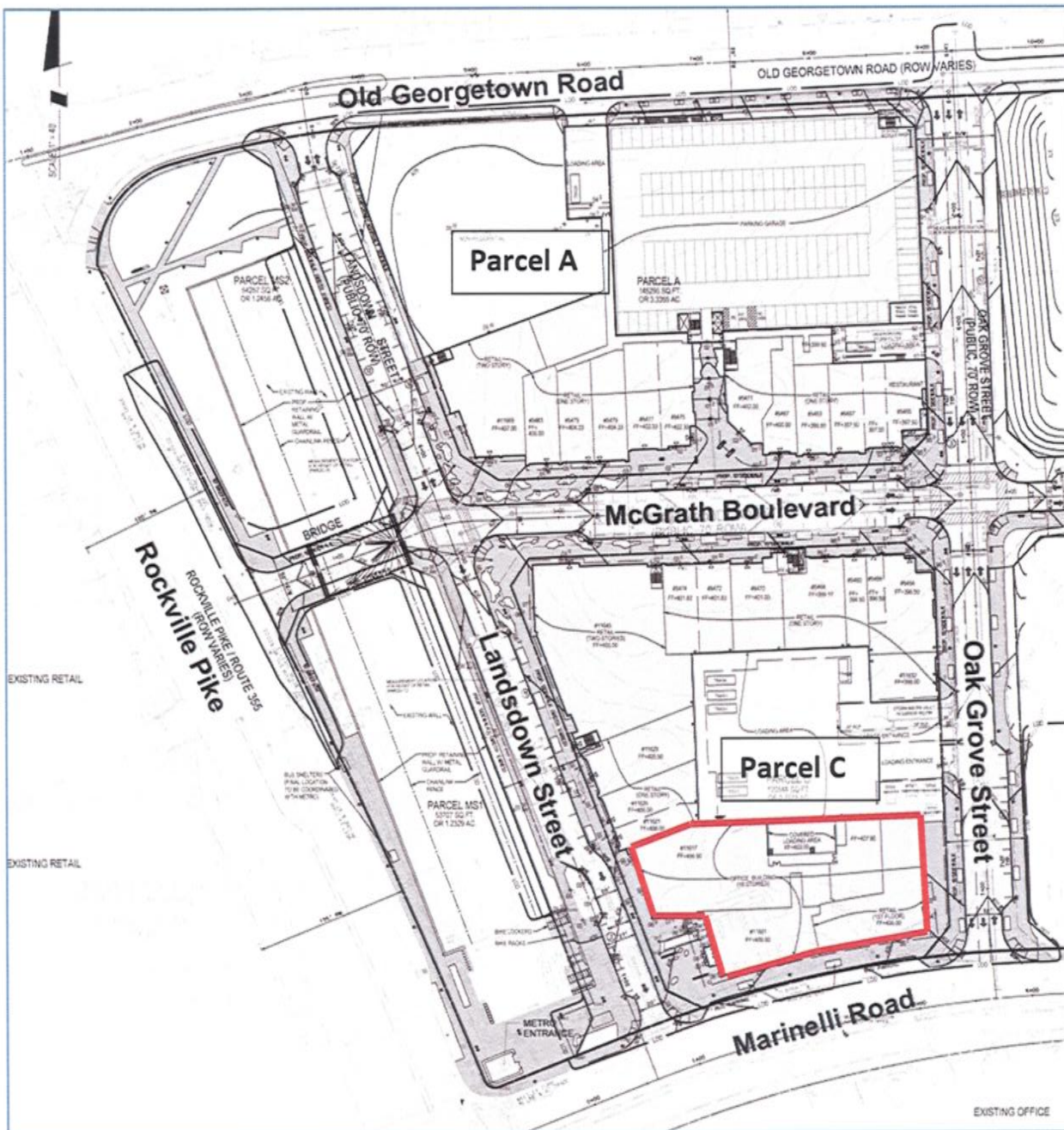
The Applicant's proposal consists of 352,622 gross square feet of commercial office uses and 175,033 gross square feet of retail uses, including a 320-seat below-grade movie theatre, to be distributed between Parcels A and C. Part of Parcel A, at the intersection of Old Georgetown Road and Landsdown Street, has not been included in this application for a future proposal. Parcel A provides 698 parking spaces in a structured garage at the corner of Old Georgetown Road and Oak Grove Street. Parcel C provides over 1,000 parking spaces below grade. Both of these parking facilities will be accessed from Oak Grove Street.



Site Plan

The bulk of the commercial space is located within an 14-18-story office building at the corner of Landsdown Street and Marinelli Road, outlined in the Site Plan detail below. The remaining retail and commercial square footage is located in one-story buildings, with two-story buildings at the intersection of McGraith Boulevard and Landsdown Street.

Staff has reviewed this application and the elements proposed with this Site Plan and contends that the application does not satisfy the finding needed to support the Site Plan.



Site Plan Detail (w/ 14-18-story Building Highlighted)

PROJECT DESCRIPTION: Prior Approvals

Zoning/Development Plan

The subject property was rezoned from the R-90 to the TS-M zone by Local Map Amendment G-801. As part of the Development Plan, the District Council set limits for the residential and commercial development on the entire North Bethesda Center site, parsing the total amount of buildable area

between the blocks. The limits imposed by this plan largely segregate commercial/retail and residential uses, eliminating some opportunities for more street-activating mixed-use buildings. Parcel I remains zoned I-1.

Preliminary Plan

On September 30, 2004, the Planning Board approved the Preliminary Plan for the entire North Bethesda Center site (120040490), creating nine lots and two parcels on 32.42 acres. The March 22, 2005, resolution limits development to 1,350 multi-family residential units, including 169 MPDUs, 1.148 million square feet of commercial office, 202,037 square feet of general retail and supermarket, and an 80,000 square-foot theatre.

Related Site Plans

On July 21, 2005, the Planning Board approved a Site Plan for the adjacent Parcel E (820050340), including a 18-story multi-family building with 312 residential units and 61,246 square feet of supermarket retail. On May 22, 2008, the Board also approved a Site Plan for Parcels F and J, for 327 multi-family dwelling units in a 19-story building and approximately 63,100 square feet of public use space.

PROJECT ANALYSIS

As currently proposed, the Site Plan does not meet all of the requirements necessary for the Planning Board to approve the plan.

FINDINGS

- 1. The Site Plan does not conform to all non-illustrative elements of the applicable development plan or diagrammatic plan, and all binding elements of a schematic development plan.*

In the opinion for Local Map Amendment G-801, the District Council stated its expectations for the redevelopment of this area. Foremost, the Council expected that the 2.7 million square feet of mixed use development to be approved would “enhance pedestrian movement by locating density closer to Metro” (p. 3), a notion that echoes the expectations of the Urban Design guidelines in the approved North Bethesda/Garret Park Master Plan¹ that the Council found the original proposal to meet:

- Develop the image of a single node straddling the Pike by locating the tallest buildings along the Pike and stepping down in height to the east and west;
- Use equivalent streetscape treatments, block sizes, and building scale to visually link the east and west halves of the district;
- Place the tallest buildings next to the Pike.

Further, the resolution stated that the application would provide, among other things (p. 4):

- a main urban center for North Bethesda (emphasis added)

¹ p. 127-131

- encourage significant Metro use
- promote a lively pedestrian environment.

As proposed, this Site Plan for Parcels A and C, comprised of the buildings fronting directly onto Rockville Pike, does not meet the expectations of the District Council as stated in their approval. This project places relatively little building height and density along the primary frontage for Rockville Pike, locating primarily one- and two-story buildings where significantly taller buildings should be, with only one 14-18-story office building on the southern edge of Parcel C. The low buildings along this main thoroughfare will not create the image of a single urban node of redevelopment in a new urban center, but will only reinforce the existing automobile-oriented sub-urban development patterns along Rockville Pike.

The proposed plan will not promote a lively enhanced pedestrian environment and experience that encourages significant Metro Use. The pedestrian patterns supported by the proposal would produce significant traffic between the Metro and the office building directly across Landsdown Street, but not along the remainder of the block, with its solely retail uses. The primarily single-story retail uses are designed to be serviced by vehicular traffic from Rockville Pike, such that the pedestrian traffic for these areas will center on the parking garage on Parcel A, and not the Metro. A more integrated mix of uses, with office above the retail spaces, would bring pedestrians from the Metro deeper within the block, enlivening the street activity and retail spaces. Such strong segregation of pedestrian traffic between the metro and the residential parking lot is antithetical to an integrated urban pedestrian environment.

Nor will these highway-retail-scale buildings visually link the east and west halves of the White Flint District. The taller buildings at the intersections of Landsdown Street with Old Georgetown Road and Marinelli Road will begin to relate to the taller buildings north and south of the site. But the dramatic drop in building height and scale at the center of the block, especially along the "main" axial and retail streets, McGrath Boulevard and Landsdown Street, will seem anachronistic in their lack of urban center place-making.

As proposed, the Site Plan does not meet the expected creation of a transit- and pedestrian-oriented urban center clearly specified in the District Council' approval of the Development Plan.

2. *The Site Plan does not meet all of the requirements of the zone in which it is located.*

In order to allow the Site Plan process greater flexibility in producing a well-designed project, the TS-M zone does not have many technical requirements, leaving these to Planning Department Staff to recommend and the Planning Board to ultimately decide. The few technical requirements mean that staff and the Board must look to the intents and purposes of the zone, to ensure compatibility. Thus while the Site Plan meets the minimum technical requirements of the TS-M Zone, it does not meet the intents and purposes of that zone. The intent of the TS-M Zone states that in order

to facilitate and encourage innovative and creative design and the development of the most compatible and desirable pattern of land uses, some of the specific restrictions which regulate, in some other zoning categories, the height, bulk and

arrangement of buildings and the location of the various land uses are eliminated and the requirement substituted that all development be in accordance with a plan of development meeting the requirements of this division. (emphasis added) (59-C-8.21(d))

In order to achieve “innovative and creative design” for the “most compatible and desirable pattern of land uses”, the Development Plan echoed the Master Plan Urban Design Guidelines and established maximum building heights of 20 stories, looking for taller buildings along Rockville Pike. The buildings north of the site include 16-story multi-family apartment buildings. To the south are 18- and 10-story office buildings. To the west are 18-story multi-family apartment buildings. The disparity in building height between the primarily one-story retail buildings on Parcels A and C and the proposed 14-18-story office tower on Parcel C and the taller buildings surrounding the site demonstrate that the proposed building heights for Parcels A and C are not the most compatible and desirable pattern of land uses for this block.

Further, the higher densities of the development surrounding these Parcels would suggest the need to redevelop the one- and two-story retail buildings in the not-too-distant future, disrupting the area as a transit-oriented live-work-play development, and failing to meet the first purpose of the TS-M Zone, “to promote the optimum use of the transit facilities by assuring the orderly development of land in transit station development areas...” (59-C-8.23). A more orderly and prudent course of action would be to (re)develop the subject site to its fullest potential the first time. This Site Plan does not achieve that objective.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are not adequate or efficient.*

In two dimensions, the location of the buildings and structures, open spaces, landscaping, and pedestrian circulation systems would appear to be adequate, safe, and efficient. In three dimensions, while certainly safe, they are neither adequate nor efficient. A transit- and pedestrian-oriented Town Center development such as this one must create a public realm that includes streets, sidewalks, and seating areas with a clear vertical definition and enclosure of that public space. A predominance of one-story buildings, with an occasional two-story “accent” building, in the proposed Site Plan will create an automobile-oriented development that is inconsistent with the promotion of adequate and efficient pedestrian circulation. A more adequate and efficient development would include a base of at least five- or six-story buildings, with accent buildings in the form of residential or commercial towers up to twenty stories, and will clearly define the public space that creates an urban town center. As proposed, the location of the buildings and structures, open spaces, landscaping, and pedestrian circulation systems is not adequate or efficient.

4. *Each structure and use is not compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The buildings proposed in the Site Plan include one 14-18-story office building, a small number of two-story buildings and an abundance of one-story retail buildings. Surrounding the parcels included in this Site Plan are numerous buildings of greater – and consistent – height. Two blocks to the east, within the larger North Bethesda Center, are two multi-family

apartment buildings, one 18 stories with a supermarket (Parcel E) and the other 19 stories; to the west, across Rockville Pike, are 18-story multi-family apartment buildings; to the north, 16-story multi-family apartment buildings; and, to the south, 10- and 18-story office buildings. With only one building on one block of this two-block Site Plan approaching the scale of the neighboring buildings in this redevelopment area, the proposed structures are not compatible with the other uses and other Site Plans, nor with existing and proposed adjacent development.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

The development as a whole, including this proposed Site Plan, has an approved Forest Conservation Plan. The development also has an approved stormwater management plan, which the Applicant is working with County Agencies to modify to include a curb-side bio-filtration system.

SITE PLAN RECOMMENDATION

Based on the above findings, staff recommends denial of Site Plan 820080180 as currently proposed. If the Planning Board votes in favor of the staff recommendation, review of the Site Plan application will be concluded and the Applicant will need to begin a new Site Plan review process at their discretion. Should the Board vote to approve the Site Plan against the staff recommendation, the Applicant and staff will have to appear before the Board again to discuss conditions of approval.

APPENDIX

- A. Local Map Amendment G-801 Opinion
- B. Community-Based Planning Recommendation

Resolution No. 15-151

Introduced: April 29, 2003

Adopted: April 29, 2003

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
IN MONTGOMERY COUNTY**

By: County Council

SUBJECT: APPLICATION NO. G-801 FOR AMENDMENT TO THE ZONING ORDINANCE
MAP, Stephen P. Elmendorf and Nathan J. Greenbaum, Attorneys for White Flint
LLC (LCOR) and Washington Metropolitan Area Transit Authority (WMATA),
Applicants, OPINION AND RESOLUTION ON APPLICATION
Tax Account No. 04-001-00052606

OPINION

Zoning Application No. G-801 requests reclassification from the R-90 Zone to the TS-M Zone of 30.99 acres known as the WMATA property, located within an area bounded by Rockville Pike, Old Georgetown Road, Nebel Street and Marinelli Road in North Bethesda in the 4th Election District.

The Hearing Examiner recommended approval of the application and the revised development plan based on findings that the proposed development is a proper use for the comprehensive and systematic development of the County; that the proposed use is capable of accomplishing the purposes of the TS-M Zone; that the proposed development is in compliance with the applicable master plan; and that the proposed development satisfies all the technical requirements of the TS-M Zone.

The Hearing Examiner also concluded that the development plan complies with the master plan and does not conflict with the general plan, the County's CIP or other County plans or policies; that the plan complies with the purposes, standards and regulations of the TS-M Zone, provides for the maximum safety, convenience and amenity of residents of the development, and will be compatible with adjacent development; that the plan provides for internal vehicular and pedestrian circulation systems that are safe, adequate and efficient; that the plan provides design features that will minimize soil erosion, enhance sediment control, and preserve natural features; and that the binding elements of the plan assure perpetual maintenance and care of recreational, common and quasi-public areas.

The Technical Staff and the Planning Board provided similar recommendations. The District Council agrees with the findings and conclusions of the Hearing Examiner, the Planning Board and the Technical Staff.

The subject property is located in the North Bethesda-Garrett Park Planning Area. The 30.99 acre tract is roughly rectangular in shape and is bounded on four sides by roads: Rockville Pike on the west, Old Georgetown Road on the north, Nebel Street on the east and

Marinelli Road on the south. The topography reflects a 76-foot average drop in grade from west to east. The property extends about 1,560 feet in depth and is about 845 feet wide. The site is currently developed with the White Flint Metro Rail Station, a surface parking lot for Metro patrons, a golf driving range and miniature golf course and storm water management facilities. The 4.7-acre forest and rock outcroppings of the "White Flint" are located in the center of the site.

The surrounding impact area includes areas south to Parkwood, east to Rock Creek and north to Randolph Road. This area includes residential areas that will likely receive impact from this large development not just in the form of traffic impact but also from its intensity of use. This area is in line with the likely impact of the project and consistent with impact areas used by the District Council in other high impact cases.

The land use and zoning pattern of the area reflects mixed uses including offices, retail, light industrial, high-rise and mid-rise residential buildings, and single-family residential uses. The eastern portion of the area includes low-rise, light industrial uses within the Montrose Industrial Park and the Washington Gas Light facility. To the north are residential uses including the 3 to 5 story Windsor Villa apartments, and White Flint Place, a complex with a 12-story office building with retail and two 16 story residential buildings currently under construction. The 17 story Forum residential condominium is located further north.

The Mid Pike Plaza is located west of Rockville Pike and is developed with one and two story retail uses with surface parking. Also located west of Rockville Pike is the Metro surface parking lot that is approved for development as the County's Conference Center which will include two 12 story hotels and about 100,000 square feet of conference space. Located south of Marinelli Road and west of Rockville Pike is a two-story retail center. Located further to the west are three high-rise residential buildings developed under the TS-R Zone and range up to 19 stories.

Located on the south side of Marinelli Road and on the east side of Rockville Pike are the two buildings of the Nuclear Regulatory Commission, one of which is 20 stories and the other 10 stories. Located to the east along the south side of Marinelli Road are mixed uses including a proposed 20-story, residential high-rise, an existing 4-story apartment building, a Metrobus storage and maintenance facility, low-rise industrial uses and an athletic club. Located further south is the White Flint Mall, and the residential communities of Garrett Park Estates and Parkwood.

The proposed development will contain over 2,700,000 square feet of mixed uses with approximately 1,350,000 square feet designated for office and retail uses and approximately 1,350,000 square feet designated for 1,350 residential rental units, including moderately priced dwelling units (MPDUs). The overall concept of the project is to break the 30-acre site into eight building blocks centered along a "Main Street" that will extend in an east-west direction. This Main Street will link Rockville Pike and the eastern end of the site. Main Street will function as an internal loop road. All the internal streets will have sidewalks, streetscape improvements and ample building setbacks. These improvements will include street trees, pedestrian scale streetlights, benches, and street signs. Streetscape will also be provided along the roads that border the site. All the proposed uses will be located within 1,600 feet of the Metro station.

The project will be contained in eight building blocks. The four blocks closest to Rockville Pike will contain the office uses, while the four eastern blocks will contain the residential development. Building setback will be 15 to 20 feet with sidewalks of appropriate

width depending on their location and function. Parking will be provided for employees, patrons, residents and Metro riders in structured parking facilities and on-street spaces. A WMATA parking garage will be located between a Metrobus stop and the transit station.

Retail uses will be located along the western edge of the site and will also extend along both sides of Main Street at street level. The proposal intends to provide a grocery store/market to be located east of Chapman Avenue within one of the residential blocks. A below grade movie theatre is also planned to be located east of Chapman Avenue.

A street grid is designed to accommodate future north-south extensions of Chapman Avenue and Citadel Street to form a connection between Nicholson Lane and Randolph Road that will permit traffic from Marinelli Road and Old Georgetown Road to enter the site and also provide relief to Rockville Pike. The street grid is also designed to slow traffic and offer a buffer for pedestrians with street parking. A north-south street, known as Station Street, will extend from Old Georgetown Road to Marinelli Road along the western end of the site, and will provide a showcase of activity for retail and offices uses facing Rockville Pike. The street will also provide pedestrian access to and from the Metro station and will provide for kiss and ride, handicap parking and bus access to the station. At the east end of the site, a local street will connect Main Street to Nebel Street. At the west end of the site, the development plan proposes a pedestrian/vehicular bridge across the Metro tracks. Final approval of the proposed bridge will be determined by the Planning Board at site plan review.

There are several identified amenities proposed. A tree stand, containing 51,000 square feet of forested area and over 25 specimen trees and the "White Flint" rock outcropping, will be preserved adjacent to Main Street. A community green of about 35,000 square feet is proposed along the eastern end of Main Street as a focal point for the residential buildings. A storm water management facility will be located off-site on an adjacent property at the eastern end of the site. Another storm water management facility will be located underground at the northern end of the site. Other substantial and additional amenities, including a childcare center and an indoor community activity space, will be provided within the building blocks as determined by the Planning Board.

The project will enhance pedestrian movement by locating density closer to Metro. Building heights will range to as high as 20 stories, the level currently reflected by the NRC building on the south side of Marinelli Road. An architectural edge around the building blocks will reflect heights of 1 to 4 stories. There will be 4 or 5 commercial buildings and the office towers that are expected to range from 10 to 20 stories in height. The residential towers would range from 4 to 20 stories with the tallest buildings clustered around the community green. The proposal includes a density limit of 2.0 FAR, which conforms to the master plan recommendation.

The property is classified under the R-90 Zone, which was applied to the site by the 1954 Regional District Zoning. Countywide comprehensive rezoning in 1958, and again in 1978 and in 1993 reconfirmed this zoning. The property is also the subject of special exceptions for two golf-driving ranges approved by the Board of Appeals.

In 1978, when the Nicholson Lane Sector Plan first analyzed this area, the R-90 Zone was recommended as a base zone and the TS-M Zone was recommended as an alternative floating zone which can only be applied by local map amendment. The zoning plan was followed by comprehensive zoning in 1978 which confirmed the R-90 Zone. The subject property is currently governed by the recommendations contained in the 1992 North Bethesda-

Garrett Park Master Plan, which recommends the site for the R-90 Zone and for the TS-M Zone as a floating zone.

The District Council finds that the application is consistent with the land use and density recommendations of the master plan. In terms of planning objectives for this location, the application will provide a main urban center for North Bethesda, encourage significant Metro use, promote mixed use development to insure vitality of the area, provide transit serviceable residential uses and promote a lively pedestrian environment. The application also meets the urban design and street circulation recommendations of the plan. Open space and MPDUs are elements of the project that also comply with the recommendations of the master plan.

The District Council concludes that the proposed development complies with the intent and purposes of the TS-M Zone. The site is located in a transit station development area where substantial commercial and office uses exist and are recommended by the master plan and will promote optimum use of transit facilities. The proposed development is recommended for the TS-M Zone by the applicable master plan and will be located adjacent to the White Flint Metro Station. The development plan provides an imaginative and compact site design with compatible land uses and specifically implements the design guidelines of the sector plan. The proposal includes several amenities including a child day care center, a indoor community activity space, structured parking, tree preservation, community open space areas and storm water quality and quantity control facilities. The design layout strictly conforms with the density recommendations of the master plan in that the overall development will be restricted to an FAR of 2.0. The development plan includes features that will minimize detrimental impact on adjacent properties or the surrounding area. The proposed development is compatible with the existing and planned land uses in the area. The proposal meets the technical development standards of the TS-M Zone concerning minimum lot area, overall density and public use space and active and passive recreational space.

The District Council also finds that the development plan meets the requirements of Section 59-D-1.61 of the Zoning Ordinance. The TS-M Zone at this location complies with the master plan and the proposed development is in accord with the County's other plans and policies. The development plan provides for a form of development that satisfies the requirements of the TS-M Zone, provides for the maximum safety, convenience and amenities for residents of the development, and is compatible with adjacent development. The development plan contains features that protect environmentally sensitive areas and provides for green areas. The design layout provides for significant open space, tree preservation, setbacks, buffer areas, separate vehicular and pedestrian circulation systems and a storm water management system. The internal vehicular and pedestrian circulation systems will be safe, adequate and efficient. The design features will prevent soil erosion, enhance sediment control and preserve natural features. The Applicants provided binding elements of the development plan to assure perpetual maintenance of all recreational, common and quasi-public areas.

For these reasons and because to grant the instant zoning application would aid in the accomplishment of a coordinated, comprehensive, adjusted, and systematic development of the Maryland-Washington Regional District, the application will be granted in the manner set forth below.

ACTION

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District located in Montgomery County, Maryland approves the following resolution:

The revised development plan, submitted as Ex. 88(b), is approved. Zoning Application No. G-801 for the reclassification from the R-90 Zone to the TS-M Zone of 30.99 acres known as the WMATA property, located in an area bounded by Rockville Pike, Old Georgetown Road, Nebel Street and Marinelli Road in North Bethesda in the 4th Election District is granted in the amount requested subject to the specifications and requirements of the approved development plan; provided that, within 10 days of receipt of the District Council's approval resolution, the Applicants must submit the revised development plan, Ex. 88(b), as a single document for certification in accordance with §59-D-1.64.

This is a correct copy of Council action.


Mary A. Edgar, CMC
Clerk of the Council

Appendix B: Community-Based Planning Recommendation

COMMUNITY-BASED PLANNING DIVISION FINAL REFFERAL
Final Recommendations on Regulatory Matters
North Bethesda Center Parcel "A", "C" and Infrastructure Site Plan 820080180

CBP Recommended Due Date NA Planning Board Date July **24, 2008**
Date on the Plan Being Reviewed **4/1/08** Site Location **White Flint Metro Station**
Zone **TS-M** Master Plan Area North **Bethesda/Garrett Park Master Plan, White Flint Sector Plan**
Review by CBP Staff **Margaret K. Rifkin – June 27, 2008**
Community Outreach by Applicant: **September 2007**
Community Concerns: **Compatibility with residential neighborhood on the north side of Old Georgetown Road.**

Is plan consistent with Master Plan recommendations? **NO**

1. **Page 127: "Develop the image of a single node straddling the Pike by locating the tallest buildings along the Pike and stepping down in height to the east and west."**
2. **Page 128: "Place the tallest buildings next to the Pike on "top of the hill" to serve as landmarks."**
3. **Page 127: "Provide a grid with small blocks and pedestrian-friendly streets within walking distance of Metro."**

Recommendation: **DENIAL**

Team Leader: Denial

Team Leader initials : (Piera Weiss) *PW*

CBP chief co-sign for denial (Glenn Kreger) *GK*

#1 and #2 above: At the detailed level of review required by site plan, the proposal is not consistent with Master Plan urban design guidelines to place the tallest buildings next to the Pike. Furthermore the proposed site plan is neither consistent with the intent of the master plan nor the provisions in the approved Development Plan intended to achieve that intent. The approved Development Plan specifically allows tall buildings (20 stories) on the blocks nearest the Pike, and yet this site plan is not making use of that provision. Most of the buildings facing the Pike in the proposed site plan are only 1 or 1.5 stories.

#3 above: Pedestrian friendly streets have many activating uses at street level with many primary pedestrian entrances and windows. The proposed site plan provides few activating uses at street level on several of the sides of these two blocks which are both close to the Metro Station.