

A secondary garage entrance and loading dock are located on Woodmont Avenue.

The three residential building elements are connected by three and one half levels of underground parking with a total of 375 parking spaces, and 7 motorcycles and 18 bicycles spaces. Also on the lower level of the project are recreational and service amenities such as an exercise room, massage room, and indoor pool. A small private outdoor area for residents is located off the main lobby within the south courtyard of the plaza.

Site Design

Staff and the Applicant discussed designing the site so the plaza faced the south and the buildings framed it on the north, east and west. Ultimately, the Applicant chose not to face the main lobby and building towards the uses along Battery Lane - older office buildings with head-in parking and the gas station. The plaza will receive less light in the cooler months as a result of this design but will benefit from the attractive views internal to the plaza and to the NIH green space, and will be buffered from street noise. The Applicant was encouraged to make the Wisconsin Avenue entrance to the plaza as wide as possible and to place the arts incubator space at Wisconsin Avenue to encourage public use.

Public Use Space and Amenities

The project plan is providing 27% of the net lot area as on-site public use space. An additional 18.6% is provided as public amenity space in streetscape behind the public right-of-way and in the arts incubator space. Landscaping, seating, plantings, water and ornamental trees are laid out to draw passersby into the space. The arts incubator space will have several entrances onto the plaza and will have outdoor displays in good weather. The plaza will occasionally feature other outdoor activities in connection with the festivals and fairs organized by BUP but will mainly provide an attractive, passive outdoor public space and an alternative route for pedestrians walking between the NIH, Battery Lane and Wisconsin Avenue.

The Arts Incubator

The Woodmont Triangle Amendment to the Sector Plan for the Bethesda Central Business District contains a list of prioritized amenities desired by the greater Woodmont community. An arts incubator, a space where "emerging" artists who do not have their own studios can work and exhibit, was the amenity considered most suitable for this residential project on the edge of the CBD. Many of the specific features of the incubator space and the selection process for the artists will be worked out before site plan review. A selection panel will also be set up, composed of members of the Board of the Bethesda Arts and Entertainment District, BUP, the Montgomery County Arts and Humanities Council and Park and Planning staff and finalized prior to site plan review.

In concept, artists will enter a selection process to work and exhibit in the incubator space for a specific number of months. In exchange for use of the space, artists will be required to have the studio open to the public during certain hours, participate in Woodmont Triangle and Bethesda art events and have a specific number of exhibits during their tenure. The approximately 2,000 square feet will accommodate about four artists, depending on their art form. BUP will provide overall management of the space and may charge the artists a nominal fee to cover insurance. Artists will benefit from the free studio space and exposure to the public. A letter from Helen Frederick, Director of Pyramid Atlantic and a member of the Planning Board's Art Review Panel, is attached supporting the idea of an arts incubator.

Pedestrian and Vehicular Access

The site is conveniently located for residents to walk to the Medical Center Metro Station (1,500 feet), take one of 6 buses stopping at the site or catch the Bethesda trolley to get to the Bethesda Metro or the many shops and restaurants in the Woodmont Triangle. The public will be able to use the plaza and stairs as a pleasant alternative passage from Wisconsin Avenue to Woodmont Avenue or to the NIH.

A minimum 10 feet width of sidewalk is required along Battery Lane at the drop off area, with the sidewalk widening to 17 feet either side of the drop-off. The public sidewalk will be 20 feet wide along Wisconsin Avenue and 15 feet wide along Woodmont Avenue, except where planted. The new brick sidewalks will improve the pedestrian access around the site.

The main access to the garage is provided off Battery lane via a two-way entrance. A 52-foot long lay by or drop off is provided at the main lobby entrance on Battery Lane as well. Vehicles may also enter and exit the parking structure via Woodmont Avenue where a separate loading dock is also located. Bike lockers, rack and parking will be provided in the garage. The existing curb-cut on Wisconsin Avenue will be removed.

PLANNING AND REGULATORY FRAMEWORK:

Master Plan

The Project Plan is in conformance with the 1994 Sector Plan for the Bethesda Central Business District and the pending Woodmont Triangle Amendment to the 1994 Sector Plan. The Woodmont Triangle Amendment did not propose changes for this site, but both the MPDU legislation and the Amendment itself require MPDU's to be built on site. The Applicant complies with these provisions and has also agreed to provide the arts incubator and additional streetscape, both goals of the Woodmont Triangle Amendment.

Prior Approvals

The proposed development is zoned CBD-1. The property is comprised of part of Lots 19 and 20, Block 2, Northwest Park.

Preliminary Plan

A Preliminary Plan of subdivision (1-20060400) is being reviewed concurrently with the Project Plan.

BASIS FOR CONSIDERATION OF ISSUES

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

- (a) The nature of the proposed site and development, including its size and shape, and the proposed size, shape, height, arrangement and design of structures, and its consistency with an urban renewal plan approved under chapter 56.*
 - (b) Whether the open spaces, including developed open space, would serve as convenient areas for recreation, relaxation and social activities for the residents and patrons of the development and are planned, designed and situated to function as necessary physical and aesthetic open areas among and between individual structures and groups of structures, and whether the setbacks, yards and related walkways are located and of sufficient dimensions to provide for adequate light, air, pedestrian circulation and necessary vehicular access.*
 - (c) Whether the vehicular circulation system, including access and off-street and loading, is designed to provide an efficient, safe and convenient transportation system.*
 - (d) Whether the pedestrian circulation system is located, designed and of sufficient size to conveniently handle pedestrian traffic efficiently and without congestion; the extent to which the pedestrian circulation system is separated from vehicular roadways so as to be safe, pleasing and efficient for movement*
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of pedestrians; and whether the pedestrian circulation system provides efficient, convenient and adequate linkages among residential areas, open spaces, recreational areas, commercial and employment areas and public facilities.

(e) The adequacy of landscaping, screening, parking and loading areas, service areas, lighting and signs, in relation to the type of use and neighborhood.

(f) The adequacy of provisions for construction of moderately priced dwelling units in accordance with Chapter 25A if that Chapter applies.

(g) The staging program and schedule of development.

(h) The adequacy of forest conservation measures proposed to meet any requirements under Chapter 22A.

(i) The adequacy of water resource protection measures proposed to meet any requirements under Chapter 19.

FINDINGS for Project Plan Review:

Section 59-D-2.42 of the Zoning Ordinance establishes the findings, which must be made by the Planning Board and form the basis for the Board's consideration of approval. In accordance herewith, the staff makes the following findings (page 59D-25 of the Code):

(a) As conditioned, the proposal complies with all of the intents and requirements of the zone.

The Montgomery County Zoning Ordinance states the purposes, which the CBD zones are designed to accomplish. The following statements analyze how the proposed Project Plan conforms to these purposes:

(1) "to encourage development in accordance with an adopted and approved master or Board." sector plan, or an urban renewal plan approved under chapter 56 by permitting an increase in density, height, and intensity where the increase conforms to the master of sector plan or urban renewal plan and the site plan or combined urban renewal project plan is approved on review by the Planning

The Project Plan proposes to use the Optional Method of Development. It is in conformance with the 1994 Sector Plan for the Bethesda Central Business District and the Planning Board's Draft 2004 Wisconsin Triangle Amendment to the Sector Plan (under final County Council review). This project is the first to be reviewed since the Planning Board sent the draft Amendment to the County Council

The proposed development consists of one, 9-story condominium building containing approximately 200 dwelling units. High-density residential uses are permitted in the CBD-1 Zone. The 3 residential towers are 90 feet in height, measured from Battery Lane, and are technically considered one structure joined by a plaza and the parking structure. Since Wisconsin Avenue is at a higher elevation, the building would measure higher along that frontage. Under 59-C-6.23, up to 143 feet is permitted in the CBD-1 zone under certain conditions and when 22% MPDUs are provided on site. 90 feet is recommended for this site in the 1994 Sector Plan and in the Woodmont Triangle

Amendment. The recent Woodmont Triangle Amendment requires MPDUs be built on-site in all residential projects using the Optional Method of Development. The project proposes 200 dwelling units, including 25 (12.5%) MPDUs. The proposal uses “units per acre” rather than floor area ratio (FAR) to calculate its density, as is permitted for an entirely residential project. The permitted density is 125 units per acre, and the Applicant is proposing approximately 100 units per acre.

The project plan will accomplish Sector Plan and Woodmont Triangle Amendment objectives by providing more housing near transit, MPDUs on site and the first arts incubator space in the Bethesda CBD. The project upgrades the physical environment around the site and provides the Bethesda streetscape. The proposal greatly improves the area by replacing an unattractive 2-story open parking deck, multiple curb cuts and an older mid-rise hotel with attractive residential buildings and a large public plaza.

(2) “permit a flexible response of development to the market as well as to provide incentives for the development of a variety of land uses and activities in central business districts to meet the needs and requirements of workers, shoppers and residents.”

The project plan responds to the need for a variety of housing near metro in the Bethesda CBD and provides a unique public arts facility, contributing to the Bethesda Arts and Entertainment District’s network of art venues.

Under the Optional Method, this project encourages pedestrian activities by providing improved, widened sidewalks, a public plaza connecting the adjacent streets and bus stops, and contributes to the attractiveness and liveliness of public spaces in the Woodmont Triangle.

(3) “to encourage designs which produce a desirable relationship between the individual buildings in the central business district, between the buildings and the circulation system and between the central business district and adjacent areas.”

The proposed project contributes to the northern gateway to the Bethesda CBD with this residential complex, the third to be built along Wisconsin Avenue in the last 10 years. A two-car pedestrian drop-off is provided at the curb on Battery Lane. The 9-story building complex provides a transition from the lower densities and heights north and east of the site into the CBD and from the lower rise rental apartments on the west to Wisconsin Avenue. Older high-rise buildings up to 170 in height are located in the next block south of Battery Lane.

The access points to the project will not conflict with the curb cuts on the opposite side of the adjacent streets.

(4) “to promote the effective use of transit facilities in the central business district and pedestrian access thereto.”

The site is located 1,500 feet from the Medical Center Metro Station and approximately 2,500 feet from the Bethesda Metro Station. Bus stops for six bus routes are located adjacent to the site, and the Bethesda Circulator stops one block away. Residents will be able to walk to the numerous places of employment and restaurant, retail, service, and arts uses within the Woodmont Triangle and along Wisconsin Avenue.

The applicant will enter into a traffic mitigation agreement (TMA) with the Planning Board.

(5) "to improve pedestrian and vehicular circulation."

The project provides pedestrians choices in walking through or around the site where the previous project presented a long impenetrable building mass, narrow sidewalks and numerous curb cuts that did not encourage pedestrian activity. The improved streetscape on all frontages of the project and the widened sidewalks will contribute to the improved pedestrian environment.

The Wisconsin Avenue frontage is improved by the removal of the former hotel access. Wisconsin and Woodmont Avenues constitute primary access points into the Bethesda CBD, and the location of the two garage entrance to this project will not impede the flow of traffic along Woodmont Avenue, Wisconsin Avenue or Battery Lane. The residential complex is a single building joined below grade and divided into separate towers at the plaza level. 3 1/2 floors of below grade parking are provided for residents and visitors with a total of 375 parking spaces, and parking for motorcycles and bicycles.

Because Battery Lane is a short block, approximately 210 feet in length and an important connection between Wisconsin Avenue, Woodmont Avenue and the Woodmont Triangle, much consideration was given to the location of the full service driveway on Battery Lane. In the review process, it was moved further east for greater distance from the intersection of Battery Lane and Woodmont Avenue, and the lay by was shortened and moved east as well. The full service driveway on Woodmont Avenue will not conflict with traffic flow around the site.

(6) "to assist in the development of adequate residential areas for people with a range of different incomes."

One of the main goals of the Woodmont Triangle Amendment to the 1994 Bethesda Sector Plan is to provide housing near metro for a variety of income levels. This project provides 175 market rate units and 25 MPDUs on site. Under the Woodmont Triangle Amendment, only projects with MPDUs on site are permitted to use the Optional Method of Development. Consistent with Chapter 25A, the applicant is committed to providing all 25 MPDUs within the building.

(7) "to encourage land assembly and the most desirable use of land in accordance with a sector plan."

The project replaces an outdated building and parking deck with an attractive residential building complex and public plaza. This is a more desirable use of the land, adding residents who will use the businesses and services of the area and provide pedestrian activity on the street in a part of the CBD that has been underutilized. The project plan responds to the need for more housing in the CBD, addresses smart growth policies and contributes to the variety and size of the open space network in the Woodmont Triangle.

Section 59-C-6.213 states that it is further the intent in the CBD-1 Zone:

- (1) to foster and promote the orderly development of the fringes of the Central Business Districts of the county so that these areas will provide land uses at a density and intensity which will encourage small business enterprises and diverse living accommodations, while complementing the uses in the interior portions of these districts; and
- (2) to provide a density and intensity of development which will be compatible with adjacent land uses outside the Central Business Districts.

The 8400 Wisconsin project proposes additional residential uses for the edge of the CBD at an appropriate density. The site provides a transition from lower density to the north and east and the greater density of the Bethesda CBD core.

REQUIREMENTS OF THE CBD-1 ZONE

Section 59-C-6.23 describes the development standards for the CBD-1 zone. The following table summarizes the required and proposed project features:

PROJECT PLAN DATA TABLE

Development Standard	Permitted/Required	Proposed
Gross Tract Area (s.f.):	22,000	86,806 s.f.+
Net Lot Area (s.f.):		71,521 s.f.
Gross Floor Area (s.f.): Residential		413,825 s.f.*
Public arts incubator space		2,000 s.f.*
+14,905 s.f. previously dedicated; new r.o.w. dedication at Woodmont Avenue = 380 s.f.		
*Exact size of the arts incubator space will be determined at site plan.		
Density		
Floor Area Ratio	N/A	N/A
Dwelling Units (per acre)	125 d.u.	100 d.u.
Public Use Space (% s.f.):		
On-site: 20% min.net lot	14,304 s.f.	27% net lot 19,301 s.f.
Public Amenity Space (arts incubator) on-site		2,000 s.f.
Amenity Space Off-Site	-	18.6% net lot 13,320 s.f.
Max. Building Height (ft.)	90	90
(measured from center line Battery Lane, approx. elevation 334.37)		
Parking:		
Residential Uses(Mkt. Rate)		
1 BR @ 1.25 sp/unit(33 x 1.25)	42	42
2 BR @ 1.50 sp/unit (114 x 1.5)	171	171
3 BR @ 1.5p sp/unit (28 x 1.5)	56	56
Residential Uses (MPDUs)		
1 BR @ 0.625 sp/unit (5 x 0.625)	4	4
2 BR @ 0.75 sp/unit (20 x 0.75)	15	15
Additional spaces provided by The applicant		87
	288	375

Note: Applicant is providing 375 spaces based on marketing needs. Site is within the limits of the Bethesda Parking Lot district and not required to provide any parking spaces pursuant to Section. 59-E-3 of the Montgomery County Zoning Ordinance. Parking credits are applicable pursuant to Section 59-E-3.3 for residential uses in the CBD and proximity to the Metro.

Amenities and facilities Summary

On-Site Improvements

An on-site public plaza of approximately 16,827 square feet is provided. The plaza connects to the public sidewalk at Wisconsin Avenue and leads through the site via a graceful stairway to Battery Lane on the west and via a meandering path and stairs to the NIH green space north of the site. Every effort will be made to draw the public into the site via signage and focal points.

The arts incubator space will open on to Wisconsin Avenue and the public plaza with clear exhibit space and seating nearby.

The public plaza will be improved with paving, a water feature, landscaping, a variety of seating areas and benches and an area near the arts incubator for outdoor art shows. The plaza will be finished with paving to be selected prior to site plan review that complements both the Bethesda streetscape pavers and the building materials.

The design and landscape treatment of the plaza is “gardenesque” rather than formal, in keeping with the residential nature of the project and its location at the north end of the CBD. Trees on this north facing plaza are ornamental in scale, as they are planted over structure and must be placed on load bearing columns. Adequate drainage and soil depth must be assured for all plantings.

There will be sufficient shady areas on the plaza, given the orientation of the buildings.

The south courtyard will be a private outdoor space for residents, but it will join the public plaza at grade and appear to be part of the space.

Off-Site Improvements

The Wisconsin Avenue Right-of-Way (104 foot r.o.w.)

Wisconsin Avenue is a six lane major divided highway with a narrow planted median. The full Bethesda CBD streetscape will be provided along Wisconsin Avenue for the extent of the property. Utility lines will be placed underground, the sidewalk will be paved with the Bethesda paver and be a minimum of 20 feet in width, the Bethesda Lantern will be installed at 60 feet on center, and London Plane street trees will be planted at 30 feet on center in improved tree pits.

The Battery Lane Right-of-Way (70 foot r.o.w.)

Battery Lane is a four lane roadway connecting Wisconsin Avenue to the east with the Woodmont Triangle and to Old Georgetown Road further east.

The full Bethesda CBD streetscape will be provided along the north side of Battery Lane, including the Washington Globe street lamp at approximately 60 feet on center, the Bethesda paver, bike racks, and trash receptacles. Utilities will be placed underground.

Bethesda paver, bike racks, and trash receptacles. Utilities will be placed underground. The paved sidewalk will be a minimum of 10 feet in width at the lay by, which shall not exceed 52 feet in length. No fixed objects shall be placed in the 10-foot clear sidewalk area. The sidewalk shall be a minimum of 17 feet in width along the frontage exterior to the 7-foot wide lay by area. Street trees shall be planted at approximately 30 feet on center, and the species will be determined prior to site plan review. The Applicant wants a "full service" garage entrance on Battery lane, but DPWT will only permit "right-in/right-out" turning movements. This issue will be resolved before site plan review. The driveway entrance shall be a maximum width of 24 feet and shall be built no closer than 64 feet from the intersection of Battery Lane and Woodmont Avenue.

The Woodmont Avenue Right-of-Way (80 foot r.o.w.)

Woodmont Avenue is a four lane arterial and is an alternative north-south route to Wisconsin Avenue.

All attempts will be made to retain the existing mature, healthy Zelkova street trees planted along Woodmont Avenue. The applicant will provide a minimum 15-foot wide sidewalk and planting area, the Bethesda paver, Washington Globe lamps along the site, and place the utilities underground.

(b) As conditioned, the proposal conforms to the approved and adopted Master or Sector Plan or an Urban Renewal Plan approved under Chapter 56.

Zoning, Land Use and Sector Plan Conformance:

The approved and Adopted 1994 Bethesda CBD Sector Plan recommends the CBD-1 zoning for this site. The 1994 Plan assumed a hotel would remain on the site. Included in the Woodmont Triangle Amendment Study Area, no changes were made to the zoning or the development standards for the site. The recent Woodmont Amendment encourages a variety of housing throughout the area and only permits the Optional Method of Development if MPDUs are built on site. The pending Woodmont Triangle Amendment builds on the goals of the 1994 Plan and seeks to spur the development of a variety of housing in the Woodmont Triangle, promotes revitalization by having more people living, walking and working in the Triangle, promotes additional streetscape in the area and seeks to support the Arts and Entertainment District by implementing a series of amenity features described in the Amendment. This project is well-served by transit, will provide the first arts incubator in the Bethesda area and will contribute to the variety of outdoor public spaces in the Woodmont Triangle.

Conformance with the Purpose of the Woodmont Triangle Amendment: The project advances several goals of the Woodmont Triangle Amendment, as stated above. The project provides additional housing units including 25 MPDUs, provides a public arts feature, improves the public right-of-way, and adds another link to the open space system linking the Woodmont Triangle District. The project helps revitalize the Woodmont Triangle District by bringing more residents to the area that will contribute to the local economy. The project is also well-served by transit.

Compatibility: The proposed residential project is located between the NIH green space on the north and mix of office and retail uses on the south, ranging in height from 20 – 170 feet. To the west is a large, single family home on a site proposed for town house or condominium development in a PD-75 zone. The proposed project will be more compatible with that future development than the current older 2-story open parking deck. The project is also compatible in use and scale with the Battery Lane District comprised of 3-5 story brick apartment buildings and, further west, 10-14 story rental and condominium complexes. These properties are in the R-10 zone and will be part of a sector plan amendment in the near future. The 8400 project is also compatible with the office uses and mixed use projects across Wisconsin Avenue to the east.

c) As conditioned, because of its location, size, intensity, design, operational characteristics and staging, it would be compatible with and not detrimental to existing or potential development in the general neighborhood.

The proposed development is compatible with existing and proposed development within the surrounding area with regard to height, design of the buildings and public spaces, intensity of the development and operational characteristics.

(d) As conditioned, the proposal would not overburden existing public services nor those programmed for availability concurrently with each stage of construction and, if located within a transportation management district designated under chapter 24A, article H, is subject to a traffic mitigation agreement that meets the requirements of that article.

The project will be built in one phase.

A memorandum from Transportation Planning is in the Appendix to this report. The project will enter into a traffic mitigation agreement with the Planning Board as specified. The residential project will not severely impact the adjacent intersections. Regarding local circulation, the DPWT has permitted only right-in/right-out access to the Battery Lane garage entrance.

Five signalized intersections adjacent to the development were selected for analysis:

Wisconsin Avenue at Woodmont Avenue, Wisconsin Avenue at Battery Lane, Wisconsin Avenue at Cordell Avenue, Woodmont Avenue at Battery Lane and Woodmont Avenue at Cordell Avenue.

As shown in the table located in the Appendix, all intersections studied are estimated to operate within the established Bethesda CBD critical lane volume threshold of 1800 vehicles.

375 parking space are provided within the project for 200 dwelling units. The Applicant is providing 87 more parking spaces than required. In addition, a public parking structure

is located one half block away, and transit services are excellent at this site. The site is within the Bethesda parking district.

The streetscape improvements will greatly improve the pedestrian environment and facilitate walking.

Regarding potential impacts on public schools, high-rise projects typically generate a low rate of students. Studies prepared for the Woodmont Triangle Amendment found that no additional school facilities would be required, even with an increase of 1,500 hundred housing units over the next 10-15 years.

e) The proposal will be more efficient and desirable than could be accomplished by the use of the standard method of development.

The Optional Method of Development permits a more efficient and desirable product than the standard method of development. As part of the Woodmont Triangle Study Area, the Project Plan can use the Optional Method only by providing MPDUs on site and contributing to the priority amenities outlined by the Amendment. The project is in conformance with the recommendations of the pending Woodmont Triangle Amendment.

Under the Standard Method of Development, the project could achieve 85 dwelling units and would provide only 11 MPDUs. 25 MPDUs are provided by this project as well as streetscape, a public plaza and amenity improvements. The aggregate amount of public use space and amenities is 45.6% of the net lot area. Under the standard method of development, 10% public use space, a minimal amount of streetscape and no amenity space would be achieved. The applicant is not maximizing the potential density of 125 dwelling units per acre nor building to the maximum height that could be achieved under all the provisions of the Montgomery County Code.

f) The proposal will include moderately priced dwelling units in accordance with Chapter 25A of the Code, if the requirements of that chapter apply.

The proposed development is providing the required 25 MPDUs, or 12.5 percent of the total number of units on site, in accordance with the provision of Chapter 25A of the Montgomery County zoning Ordinance.

g) As conditioned, the proposal satisfies any applicable requirements for forest Conservation under chapter 22A.

The Applicant submitted a preliminary forest conservation plan on November 9, 2005. Environmental Planning recommends conditional approval. A memorandum from Environmental Planning is in the Appendix. Final conditions will be on the site plan.

h) As conditioned, the proposal satisfies any applicable requirements for water quality resources protection under Chapter 19.

A stormwater management concept plan has been submitted for review to the Department of Permitting Services. The application proposes on-site management.

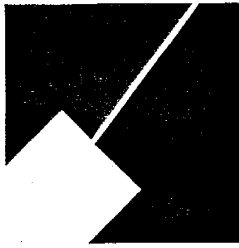
APPENDIX

Memorandum from Transportation Planning dated December 1, 2005

Memorandum from Environmental Planning dated December 8, 2005

Letter to Derick Berlage from Helen Frederick, Pyramid Atlantic, November 30, 2005

Cbp/mc/ppstaffreport



December 1, 2005

MEMORANDUM

TO: Marilyn Clemens, Planner/Coordinator
Community Based Planning

Cathy Conlon, Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Scott A. James, Planner/Coordinator *Saj*
Transportation Planning

SUBJECT: 8400 Wisconsin Avenue
Preliminary Plan # 1-06040 and Project Plan #9-06006
Bethesda Central Business District

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review and approval of the subject preliminary and project plan application to construct 208 residential units in downtown Bethesda.

RECOMMENDATION

Transportation Planning staff recommends approval of the above referenced preliminary and project plans with the following conditions as part of the APF test for transportation requirements related to Local Area Transportation Review (LATR):

1. Limit the development to 208 residential units.
 2. Enter into a traffic mitigation agreement to participate in the Bethesda transportation Mitigation Organization.
 3. Provide four bike racks in front of entrance and sixteen bicycle lockers in the proposed structured parking garage.
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DISCUSSION

Site Location, Access, Circulation, and Parking

The subject property is located at the corner of Wisconsin Avenue and Battery Lane in Bethesda. The proposed development occupies the northwest corner of the intersection and is bounded by Woodmont Avenue to the west, Battery Lane to the south and Wisconsin Avenue to the east. The property is currently developed as a hotel with 186 guest rooms. Access to the development is from Battery Lane and Woodmont Avenue. There will be no future access to the site from Wisconsin Avenue.

Local Area Transportation Review

The proposed development of 208 residential units is anticipated to generate 68 AM peak hour trips and 68 PM peak hour trips during a regular weekday peak periods. An LATR study was performed to determine the impact the proposed development would have upon the adjacent transportation infrastructure.

Five signalized intersections adjacent to the development were selected for analysis: Wisconsin Avenue (MD 355) at Woodmont Avenue, Wisconsin Avenue (MD 355) at Battery Lane, Wisconsin Avenue (MD 355) at Cordell Avenue, Woodmont Avenue at Battery Lane and Woodmont Avenue at Cordell Avenue. As shown in the table below, all studied intersections are estimated to operate within the established Bethesda Central Business (CBD) District Critical Lane Volume (CLV) threshold of 1800 vehicles.

The following table shows the CLV analysis results for the studied intersections:

<u>Roadway Intersection</u>	<u>Current CLV levels (AM/PM)</u>	<u>Background CLV levels (AM/PM)</u>	<u>Projected Future CLV (AM/PM)</u>
Wisconsin Avenue (MD 355)/Woodmont Avenue	867/1053	870/1063	875/1065
Wisconsin Avenue (MD 355)/Battery Lane	926/943	931/962	941/970
Wisconsin Avenue (MD 355)/Cordell Avenue	656/726	660/750	663/754
Woodmont Avenue/ Battery Lane	871/684	881/694	883/695
Woodmont Avenue/ Cordell Avenue	578/505	579/514	581/515

Master Plan Roadways and Bikeways

Wisconsin Avenue (MD 355) is a six lane major divided highway within 104 feet right-of-way. Wisconsin Avenue serves as a major conduit between the Capital Beltway (1.5 miles north of the property) and downtown Washington, DC. Woodmont Avenue is a major arterial serving as an alternate north-south route to Wisconsin Avenue. In the vicinity of the site, Woodmont Avenue is a four lane arterial of 80 feet of right-of-way. Battery Lane is a four-lane roadway connecting Wisconsin Avenue to the east with Old Georgetown Road (MD 187) to the south. Battery Lane runs along the southern frontage of the subject property with 70 feet of right-of-way. Access to the site is one full service driveway from Battery Lane and another full service driveway on Woodmont Avenue. Service vehicles (refuse and delivery trucks) will use a reserved access drive on Woodmont Avenue.

According to the Countywide Bikeways Functional Master Plan, two bicycle facilities exist in the vicinity of the proposed development: a shared-use path (SP-62) alongside Woodmont Avenue from Wisconsin Avenue to Battery Lane and a proposed shared road bikeway (SR - 10) along Battery Lane between the National Institute of Health campus and the Capital Crescent Trail.

Pedestrian Access

The adjacent signalized intersections have pedestrian crosswalks on most approaches. There are three marked crosswalks except for northern side at the intersection of Wisconsin Avenue (MD 355) and Battery Lane. A marked pedestrian crosswalk was not provided on the northern side in order to allow for more efficient traffic circulation onto Wisconsin Avenue. Intersection signal timing and signage is adequate for pedestrians at all intersections studied. The project proposes to tie into the existing network of pedestrian facilities within the Bethesda CBD. The project will also incorporate pedestrian access across the development from Wisconsin Avenue to Woodmont Avenue for improved pedestrian connectivity.

SAJ:gw

mno to Clemens re 8400 Wisconsin Ave

**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

TO: Richard Weaver, Development Review
Marilyn Clemens, Community Based Planning

FROM: Stephen D. Federline, AICP, Supervisor,
CountyWide Environmental Planning

DATE: December 8, 2005

SUBJECT: Project Plan #920060060 and Preliminary Plan #120060400:
8400 WISCONSIN AVENUE

The Environmental Planning staff has reviewed the project and preliminary plan referenced above. Staff recommends approval of the plans with the following condition(s):

- 1) The proposed development shall comply with the conditions of the preliminary forest conservation plan. The applicant shall satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits.
 - a) Prior to plat recordation, provide documentation for use of approved forest bank, or identify location of offsite forestation, which must be protected by forest conservation easement, or other legally acceptable permanent protection mechanism.
 - b) Prior to building permit release, submit financial security to M-NCPPC for offsite forest planting and maintenance.
 - c) Maintenance and management agreement must be approved by M-NCPPC staff prior to first inspection of planted areas.
 - d) Required site inspections by M-NCPPC monitoring staff (as specified in Section 110 of the Forest Conservation Regulations).
- 2) Prior to approval of the signature set of the site plan, the applicant must provide a noise study prepared by a professional engineer with competency in acoustical analysis of projected transportation noise levels affecting the site.

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- a) At site plan submittal, minimize noise impacts to outdoor spaces through noise-effective site and building design, with focus on plaza and balcony areas.

All residential units exposed to exterior noise levels exceeding 65 dBA, Ldn shall be subject to interior noise mitigation conditions to be applied at time of site plan approval.

SDF:sdf:g:evelyndrc/ep106040

November 30, 2005

Derick Berlage,
Chairman, Park and Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Derick,

I am writing to you in my role of serving on the Park and Planning Public Art Committee. Marilyn Clemens has informed me about an exciting opportunity for creating an art space for exhibitions and studios that is developing in the Bethesda Arts and Entertainment District as a condominium project.

I have seen successful projects of this nature throughout the country where a developer/condominium association provides space for artists by a juried process. The rewards for the public are great, since artists are asked open their studios for certain times and tremendous interaction takes place for adults, families and youth in this situation. The design concept for the Bethesda project also includes a large plaza where work can be displayed. A space of 2,000 square feet will have a great impact for the visual arts that need support in the same fashion that we support the performing arts.

This proposal is an important step for encouraging private development to create a space for visual artists in our county. ARTSPACE, Minneapolis, is a consultant organization for such public spaces across the country, and they could be consulted for the type of successes and reviews of this type of condominium /incubator space.

I would highly recommend that you and your Board consider support for this project.

8787 8989 Thank you for your consideration, Derick.

With best regards,

Helen C. Frederick, PYRAMID ATLANTIC



**Development Review Division
Montgomery County Department of Park and Planning**

CHECKLIST Site Plan / Project Plan Review

Plan # 9-06006 Name: 8900 Wisconsin Avenue
 Zone: CPD-1 Tract Area: 86,806 S.F. Proposed Use: Residential
 Number of Units: 200 Square Footage: 415,820 S.F.
 Development Method: Optional Method Other: _____

Referral Comments:

M-NCPPC	Staff	Date	Other Agencies	Staff	Date
Transportation	<u>S. James</u>	<u>12/1/05</u>	SHA	<u>Submitted</u>	<u>5/11/05</u>
Environmental	<u>Federline</u>	<u>12/8/05</u>	DPS (SWM)	<u>submitted</u>	<u>5/11/05</u>
Community Planning	<u>McClemens</u>	<u>11/22/05</u> <u>12/05/05</u>	DPS (Traffic)	<u>N/A</u>	<u>(auto plan)</u>
Historic Planning	<u>NA</u>	_____	Public School	<u>N/A</u>	_____
Park Planning	<u>NA</u>	_____	Utility	<u>N/A</u>	_____
Research/Housing	_____	_____	Fire & Rescue	<u>submitted</u>	<u>12/7/05</u>
			DPW & T (conditional)	<u>Sam</u>	<u>12/8/05</u>

Development Standards / Requirements

- Zoning Requirements
- Development Data Table
- Recreation Calculation
- MPDU Calculation
- TDR Calculation
- Timing/Phasing Conditions
- Building Restriction Lines
- Building Height
- Master Plan Conformance

Prior Approvals

- Development Plan
- Preliminary Plan
- Prior Site Plan Approvals
- Record Plat

Community Input

- Civic Association Land Use Committee of the Western Montgomery
- Individuals Helen Frederick, Pyramid Atlantic

Supervisor Review MM 12/12/05 Board
 Chief Review R&K 12/12/05