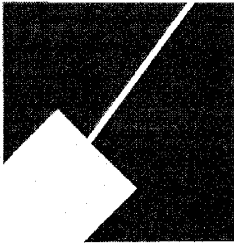


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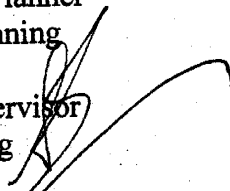
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

April 5, 2006

MEMORANDUM

TO: Dan Janousek, Senior Planner
Community Based Planning

VIA: Shahriar Etemadi, Supervisor
Transportation Planning 

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

SUBJECT: West Lane Condominium (G-843)
Proposal for Rezoning from R-60 to TSR
Bethesda Central Business District

This memorandum is Transportation Planning staff's review of the proposed zoning change from R-60 to TSR to facilitate the construction of up to 50 residential units on West Lane in downtown Bethesda.

RECOMMENDATION

Transportation Planning staff recommends approval of the above referenced zoning amendment with the following conditions as part of the APF test for transportation requirements related to Local Area Transportation Review (LATR) at the time of preliminary plan:

1. Limit the development to 50 high-rise residential units.
2. Dedicate one additional foot of right-of-way along Montgomery Lane to equal 26 feet of dedication as measured from the centerline.
3. Dedicate two and one-half feet of right-of-way along West Lane to equal 25 feet of dedication as measured from the centerline.

DISCUSSION

Site Location, Access, Circulation, and Parking

The subject property is located in downtown Bethesda, at the corner of Montgomery Lane and West Lane, between Arlington Avenue and Wisconsin Avenue in the Bethesda central Business District. The project will have its vehicular access from West Lane for both resident and service vehicles. On-site parking needs will be met by means of a structured underground parking garage with access onto West Lane. Pedestrian access to the site is proposed via lead in sidewalks along the frontage of West Lane and Montgomery Lane.

Local Area Transportation Review

The proposed development of 50 residential units is anticipated to generate 15 AM peak hour trips and 15 PM peak hour trips during a regular weekday peak period. As such, the development does not require a traffic study as part of the LATR requirement. However, a detailed traffic impact statement was provided to discuss the likely impact to adjacent transportation infrastructure.

All vehicles entering the property will access West Lane from Montgomery Lane; however, vehicles exiting are channeled to the intersection of Montgomery Lane and Arlington Road. The total anticipated number of vehicles during the peak hours is low, and the traffic impact statement concluded that no significant impact or increase in congestion is anticipated. All nearby intersections currently operate within the established Bethesda Central Business District (CBD) Critical Lane Volume (CLV) threshold of 1,800 vehicles.

Master Plan Roadways and Bikeways

West Lane is not classified in the Bethesda CBD Sector Plan. Currently, it is a 45-foot right-of-way with 18 feet of pavement and no sidewalk or drainage improvements (please see photo 1 on page 3). The north end of West Lane is a substandard turnaround with one storm water inlet for drainage (please see photo 2 on page 4). There is no connection planned through to Wisconsin Avenue and West Lane operates as a cul-de-sac for local residential access.

The Bethesda CBD Sector Plan states that unclassified streets should be considered Business Streets for the purposes of right-of-way dedication and streetscape requirements. The narrowest Business Street design (MC - 214.02) requires 60 feet of right-of-way with 26 feet of minimum pavement width. As the adjacent Montgomery Lane operates within 52 feet of right-of-way, staff is proposing to upgrade West Lane to a similar operational condition as Montgomery Lane, rather than require the stricter Montgomery County Code and roadway design standards.

Staff proposes the applicant dedicate an additional 2.5 feet to allow for an ultimate right-of-way of 50 feet for West Lane. The right-of-way would allow for a comparable street design (including Bethesda streetscape elements) as implemented on Montgomery Lane and surrounding Bethesda roadways. A 50-foot right-of-way would also facilitate the ingress/egress of service and emergency vehicles serving this proposed development and adjacent properties.



Photo 1. West Lane looking southbound

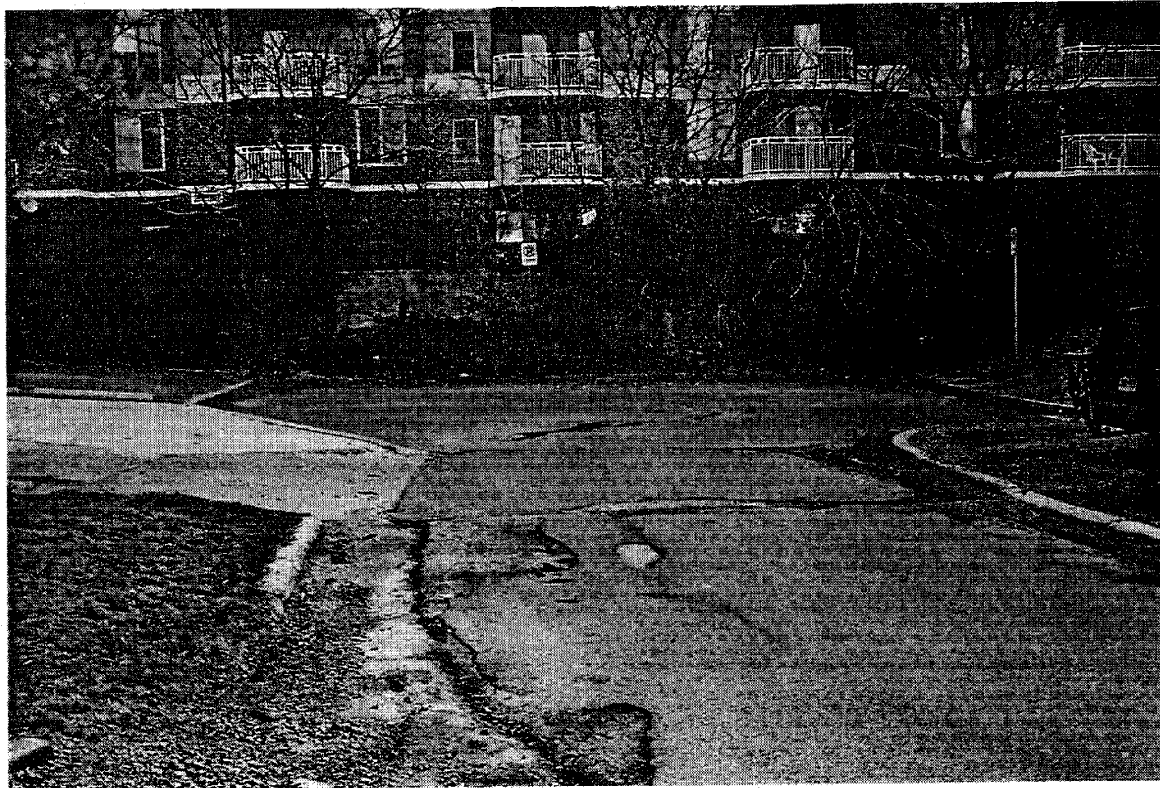


Photo 2. West Lane view of northern terminus

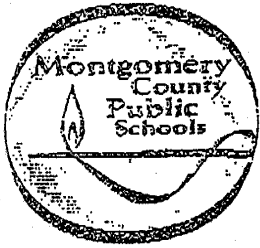
Montgomery Lane is a master planned Business Street of ultimate right-of-way of 52 feet. Montgomery Lane operates as one-way westbound between Wisconsin Avenue and West Lane. It is a two way street between West Lane and Arlington Boulevard. Recent developments along Montgomery Lane have implemented the Bethesda streetscape standards, including light fixtures, wide sidewalks and tree panels. There are no planned bikeways for either West Lane or Montgomery Lane, however the entire Bethesda CBD is considered a bicycle friendly area.

Pedestrian Access

The project proposes to tie into the existing network of pedestrian facilities within the Bethesda CBD. The site is located approximately 0.2 miles from the Bethesda Metrorail Station and is served on adjacent streets by both Ride-on and Metrobus transit routes.

SAJ:gw

mmo to Janousek re West Lane Condos G 843



850 Hungerford Drive • Rockville, Maryland • 20850-1747
Telephone (301) 279-3333

January 13, 2006

Mr. Dan Janousek
Community-Based Planning Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Mr. Janousek:

This letter is sent in response to Zoning Application No. G-843, known as Lots 24, 25 and 27 Edgemoor Subdivision," located at 4903 Montgomery Lane and 4831 and 4833 West Lane in Bethesda, Maryland.

This rezoning would result in 48 multi-family dwelling units. Based on average yield factors derived from the Maryland National Capital Park and Planning Commission 2003 Census Update Survey, the impact of this project is estimated to be approximately four (4) elementary, two (2) middle and three (3) high school students.

This property is located within the Bethesda Elementary School, Westland Middle School and Bethesda-Chevy Chase High School service areas. Enrollment at Bethesda Elementary School is currently within capacity but is projected to exceed capacity beginning next year. Enrollment at Westland Middle School currently exceeds capacity but is trending down and is projected to have space available beginning next year. Enrollment at Bethesda-Chevy Chase High School currently exceeds capacity but is trending down and is projected to have space available beginning in 2009-2010. See enclosed pages from the Montgomery County Public Schools FY2007 Capital Budget and FY 2007-2012 Capital Improvements Program.

The current Growth Policy schools test finds capacity adequate in the Bethesda/Chevy Chase cluster.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Crispell".

Bruce H. Crispell, Director
Division of Long-range Planning

BHC:llw

Enclosures

Copy to:

Mr. Bowers
Mr. Hawes
Ms. Turpin