



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
7/26/07
Item #

MEMORANDUM – Local Map Amendment

DATE: July 12, 2007

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief, Development Review Division
Ralph Wilson, Acting Zoning Supervisor *RKW* *RKX*

FROM: Carlton W. Gilbert, Planner Coordinator *CW*
(301) 495-4576

SUBJECT: **Local Map Amendment No. G-864:** BA Old Georgetown Road, LLC and Christ Evangelical Lutheran Church of Bethesda-Chevy Chase, applicants, - reclassification of 1.87 acres of land from the R-60 Zone to the PD-44 Zone for the development of a multi-family building (107 units), renovation of the existing chapel, and construction of a new multi-purpose church building, located at 8011 and 8015 Old Georgetown Road, Bethesda MD

Master Plan: 2006 Approved and Adopted Woodmont Triangle Amendment to the Sector Plan for the Bethesda Central Business District

PUBLIC HEARING: September 17, 2007

STAFF RECOMMENDATION:

APPROVAL of Local Map Amendment No G-864 and a Development Plan for the following reasons:

1. The application complies with the purpose clause of the Planned Development Zone (59-C-7.11),
2. The development plan is compatible with existing and proposed uses in the surrounding area, and
3. The rezoning conforms to the recommendations of the 2006 Woodmont Triangle Amendment to the Bethesda CBD Sector Plan.

I. INTRODUCTION and SUMMARY

The applicants have submitted an application for a Local Map Amendment for the reclassification and redevelopment of the property located at 8011 and 8015 Old Georgetown Road in Bethesda, Maryland. The request is to rezone 1.87 acres of land from the R-60 to the PD-44 Zone. The subject property is located on the northwest corner at the intersection of Old Georgetown Road and Glenbrook Road. The property is situated on the western border of the Woodmont Triangle area, and is developed with an existing church, an education building, and three adjoining single-family detached homes owned by the church located on Glenbrook Road and Rugby Avenue. The church is partnering with Bozzuto Homes to redevelop the existing church community center and to develop 107 dwelling units, including 17 Moderately Priced Dwelling Units (MPDUs) within an 8-story, multi-family building. The 2006 Approved and Adopted Woodmont Triangle Amendment to the Bethesda CBD Sector Plan recommends the PD-44 Zone for the subject property. The proposed development requires District Council approval of a Local Map Amendment and a Development Plan.

II. BACKGROUND

A. Description of Property

The property is identified as Parcels P860, P869, P816, P859, and Lots 1, 2, 3, 4 & 11, Block B of Robertsons Addition to Bethesda, and Lot 9, Block C & Block D of Robertsons Addition to Bethesda on Tax Map HN23. The subject property contains 1.87 acres of land fronting on both Old Georgetown Road and Glenbrook Road with approximately 320 feet of frontage along Old Georgetown Road and approximately 180 feet of frontage along Glenbrook Road. The property is approximately 310 feet deep along the western property line. Parcel P869 is developed with a church worship building. Parcel P860 is developed with a two-story frame and stucco residential building used by the church. Adjacent to the church on the east is an existing three-story brick and frame building used for a community center. Two-story residential structures exist on Lots 9 and 11, located at the dead end of Rugby Avenue, and Lot 4 adjacent to the entrance on Glenbrook Road. These auxiliary structures house programs for the community, including daycare, family counseling, and the Bethesda Cares homeless lunch program.

Parking is provided in the rear of parcels P860 and P869. Access to the parking is from Old Georgetown Road and Glenbrook Road. The property is landscaped with trees and shrubs near the buildings and parking and along Old Georgetown Road. There are no areas of forest, streams, wetlands, or buffers on the property. There are no large trees on the property.

B. Surrounding Area

Staff defines the surrounding area to be generally bounded by Battery Lane to the north and west, Wilson Lane to the south, and Woodmont Avenue to the east. The

neighborhood is characterized by a mixture of residential, office and institutional uses classified in the R-60, R-10, CBD-1, and the C-T zones. The property is adjacent to single-family detached homes to the north and the Bethesda-Chevy Chase Rescue Squad to the west. Both of these sites are zoned R-60. A 12-story multi-family residential building is located in the northwest portion of the neighborhood along Battery Lane. An 11-story office building located across Glenbrook Road is zoned CBD-1. An automobile filling station is located at Auburn Avenue and Old Georgetown Road. Single-family detached dwellings in the R-60 zone are located across Old Georgetown Road. A 3-story condominium office building, one-story commercial buildings and medical offices are located in the C-T zone across Old Georgetown Road at the southeast portion of the neighborhood. A public garage is located one block to the south between Auburn Avenue and Del Ray Avenue.

C. Intended Use and Approval Procedures

The use of the property must be in accordance with the development plan submitted in conjunction with the reclassification application. As previously stated, the church is partnering with Bozzuto Homes to redevelop part of the site with market housing in a two-wing, 114 foot high structure, with 8 floors of dwelling units in a wing facing Old Georgetown Road, and 9 floors in a perpendicular wing along the rear of the property, adjoining Rugby Lane. Along the Old Georgetown Road wing, the structure will be setback after the 2nd floor, the 5th floor, and the 7th floor – reducing its visual bulk, and leaving a portion of the side façade and steeple of the church open to view along the sidewalk. The rear wing will not be stepped back, and will have 9 floors that include a roof garden on the 9th floor level. The primary pedestrian entrance to this property will be from Rugby Road, but primary vehicle access will be from Old Georgetown Road.

The church sanctuary is to remain, but the educational building will be replaced with a new five story (76 feet high) education/community service building that includes a 4th floor gymnasium, with breezeway connections to the main church building. The residences and the church functions will be served by a common two level underground parking garage, accessed from a driveway off of Old Georgetown Road. There will also be a garage entrance directly off of Glenbrook Road. All loading and deliveries will occur in the Glenbrook Road access area.

Overall, in addition to the housing resources that will be created from this development, an expanded community service function will be provided by the church. Development of the site will allow the church to expand its existing programs that include child day care, adult day care, rehearsal and performance space for performing arts programs, space for community functions, support programs for families and individuals, and a family life center – in addition to its religious programs.

Final design of the development will be finalized and reviewed by the Montgomery County Planning Board at the time of subdivision and site plan review. The applicant

must submit a site plan in accordance with Section 59-D-3 of the Zoning Ordinance before any development of the site may take place.

The binding elements include the following:

1. The density of the site must be limited to that permitted in the PD-44 zone.
2. Primary access points will be from Old Georgetown Road and Glenbrook Road.
3. Within the 60-foot setback from the existing Old Georgetown Road right-of-way, the new construction will not exceed 50 feet in height.
4. The maximum height of the development is 114 feet.
5. The maximum number of dwelling units will be 107, including 15% MPDUs.
6. The green space will be up to 56% of the net lot area.
7. All green areas (including the active/passive recreation rooftop green area) for the multi-family building will be accessible to all residents of the building.

III. Zoning History

The property was placed in the R-60 Zone with the enactment of the 1954 comprehensive zoning of the area. The R-60 zoning was reconfirmed in 1977 as part of the Sectional Map Amendment following the 1976 Bethesda Plan, and again as part of the 1994 SMA (G-711), which followed the 1994 Bethesda Plan. The Woodmont Triangle Amendment, adopted in 2006, recommended designating the property R-60/PD-44.

Local Map Amendment: None prior to this proposal.

IV. Public Facilities

The subject application will be adequately served by public facilities.

1. Water and Sewer: The subject property is located in water and sewer category W-1/S-1, and will be served by the existing water and sewer mains within the public streets and WSSC rights of ways adjacent to the property.
2. Schools: The subject property is located within the Bethesda Elementary School, the Westland Middle School, and the Bethesda-Chevy Chase High School attendance area. Based on average yield factors derived from the M-NCPPC 2005 Census Update Survey, the impact of this project is estimated to be approximately 5 elementary, 5 middle and 4 high school students. Based on the current Annual Growth Policy, there is adequate capacity at the elementary, middle, and high school levels to accommodate the proposed residential development.
3. Other Public Facilities: The property is located adjacent to the Bethesda-Chevy Chase Fire and Rescue Company located at Battery Lane at the intersection with Old Georgetown Road. The Bethesda Fire Station

(Company 6) is located at the corner of Wisconsin Avenue and Bradley Boulevard. The Bethesda Police Station also is located in close proximity, and less than one-half mile away, at Montgomery Avenue and Wisconsin Avenue.

V. ANALYSIS

A. Master Plan Recommendation

The Community-Based Planning staff recommends approval of this rezoning request based on the information submitted, and its consistency with the recommendations of the Woodmont Triangle Sector Plan.

The 2006 Woodmont Triangle Sector Plan considered this site, as well as the residential homes along Rugby Avenue to its intersection with Norfolk Avenue. The Plan recommends use of the PD-44 zone for the site, provided that issues of compatibility with existing single-family homes could be addressed. The intent of this recommendation is to allow redevelopment of the church, and possible longer-term redevelopment of the homes along Rugby Avenue. The Plan recommends that any zoning application be compatible with the existing single-family homes on Rugby Avenue, and the homes on the opposite side of Old Georgetown Road. The Plan recommends that any rezoning for the site not result in multi-family development "surrounding or isolating a limited number of single-family homes."

Unlike other areas in the Sector Plan, a specific height limit is not set for this location. So the height is governed directly by the zoning existing or requested.

The proposed rezoning to the PD-44 reflects the recommendation in the Sector Plan. The resulting development is compatible with its surroundings, and the residential development will allow the church to expand its community facilities and programs. The building segment facing Old Georgetown Road is stepped back to create a tiered façade that does not negatively impact homes on the opposite side of that road. The new landscaping and the building setbacks will greatly improve pedestrian access and the pedestrian experience along this segment of Old Georgetown Road. And the scale of the building is not inconsistent with nearby existing structures on Old Georgetown and Battery Lane.

The residential building façade along the rear of the property, adjoining Rugby Avenue is similarly acceptable. The building design creates a buffer to the east, since it is more than 20 feet from the building entrance to the existing single family dwelling on Rugby Avenue. The single-family home on the other side of Rugby Avenue will be located over 70 feet from the building.

A lesser buffer will be created between the residential building and the existing home that faces Glenbrook Road. That home was recently extensively remodeled and enlarged, but there will be almost 20 feet between the multi-family structure and the side

of that home, and over 40 feet from its rear side meeting the required setback for the zone. In addition, the building parking entrance was reconfigured to ensure that the home would not be immediately adjoining the service/loading dock entrance. The loading dock is now removed from the property boundary.

The setbacks are sufficient, in that they meet the zoning requirements and reflect the location of the single family homes in an area clearly intended for eventual redevelopment by the Sector Plan.

The shadow study conducted for the project indicates that at the times of greatest shadow impact, the existing homes are more impacted by the existing 11-story office structure at the corner of Old Georgetown Road and Glenbrook Road than by the proposed new buildings.

The proposed use will not "isolate" the existing homes. The language in the Plan seeks to avoid piecemeal redevelopment along Rugby Avenue that would leave homes surrounded by taller multi-family structures. This development is on the edge of the area. The intent of the Plan is that eventual redevelopment at the higher recommended density on this section of Rugby Lane should be accomplished via assembly.

The proposed rezoning will add housing resources to the Woodmont Triangle area, and will allow the Christ Evangelical Lutheran Church to improve its facilities and expand the services it offers to the wider community. The PD-44 zone proposed is recommended for the site in the Sector Plan. The Community-Based Planning staff believes that the service that the church will provide to the community is a fair trade-off.

Several issues are important for consideration at site plan review:

1. Landscaping and streetscaping of the frontage along Old Georgetown Road and Glenbrook Road.
2. Including a green roof on the residential structures
3. Landscaping/fences for the buffer areas adjoining the single family homes on Glenbrook and Rugby.
4. Traffic patterns for the access road from Old Georgetown to Rugby.
5. Scheduled loading/delivery times for the Glenbrook entrances, to avoid conflict with other uses in the building and along Glenbrook.

B. Transportation

The following information is Transportation Planning staff's Adequate Public Facilities (APF) review of the application.

RECOMMENDATIONS

Transportation Planning staff recommends the following restrictions as part of the APF test for transportation requirements related to the subject local map amendment application:

1. The site redevelopment is limited to the existing house of worship, a replacement community center, an expanded child daycare center for up to 125 children, and a new high-rise apartment building for up to 107 units.
2. At the time of preliminary plan review, the applicants must:
 - a. Enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to participate in the Bethesda Transportation Management Organization (TMO). The TMAg must be signed and executed by all parties prior to certified site plan.
 - b. Dedicate an additional 17 feet of right-of-way from the centerline of Old Georgetown Road and 10 more feet of right-of-way from the centerline of Glenbrook Road.
 - c. Abandon the rights-of-way at the dead end section of Rugby Avenue and the public alley on the west side of Glenbrook Road.
 - d. Provide 16 bicycle parking spaces that include three inverted-U bike racks in a weather-protected area near the main public entrance for visitors to the condominium and 10 bike lockers for residents in the parking garage within 50 feet of the elevators. The Transportation Planning staff will determine the ultimate location of the bicycle facilities prior to approval of certified site plan.

DISCUSSION

Site Location, Parking, and Vehicular Access Points

The subject site is located on the north side of Old Georgetown Road (MD 187) between Glenbrook Road and the Bethesda/Chevy Chase Rescue Squad. The table

below gives the number and location of parking spaces plus the vehicular access points by the time of day for each land use.

Land Use on the Site	No. of Parking Spaces - Level	Enter Point	Exit Point	Predominant use of access Day &/or Time of Day
Existing House of Worship	196 spaces on 1 st Level	Glenbrook Road	Glenbrook Road	Sundays
Replaced Community Center		Glenbrook Road	Glenbrook Road	Weekdays, Middays & Weekends
Expanded Child Daycare Center – Staff Trips		Glenbrook Road	Glenbrook Road	Weekdays AM & PM Peaks
Expanded Child Daycare Center – Parents Trips	N/A	Old Georgetown Road	Glenbrook Road	Weekdays AM & PM Peaks
High-Rise Condo Apartments - Residents' Trips	62 spaces on 2nd & 3rd Levels	Primary=Old Georgetown Road	Primary=Old Georgetown Road	Weekdays AM & PM Peaks
		Secondary=Rugby Avenue	Secondary=Rugby Avenue	
High-Rise Condo Apartment - Visitors' Trips	At-Grade at the Rugby Avenue Terminus	Rugby Avenue	Glenbrook Road	Any Time
Deliveries for all Land Uses on the Site	Loading Dock	Glenbrook Road	Glenbrook Road	Any Time

Available Transit Service

The Bethesda Metrorail Station is located 2,800 feet to the south of the subject site. Although no transit service is available along Glenbrook Road or Rugby Avenue, Ride-On routes 30, 47, and 70 operate along Old Georgetown Road.

Pedestrian Facilities

Sidewalks exist along Old Georgetown Road, Glenbrook Road, and Rugby Avenue. The existing intersections have been marked with crosswalks and equipped with pedestrian signals at studied intersections. The traffic signal timings provide for a pedestrian to cross the intersection on a 3.0 feet per second walking time.

Master-Planned Roadways and Bikeway

In accordance with the *Bethesda CBD Sector Plan*, Glenbrook Road and Rugby Avenue are designated as business district streets with a recommended 80-foot right-of-way.

Old Georgetown Road is designated as a major highway, M-4, with a recommended 110-foot right-of-way. In accordance with the *County Functional Master Plan of Bikeways*, a shared signed roadway, SR-7, is designated along Glenbrook Road.

Sector-Planned Transportation Demand Management

The site is located in the Bethesda Transportation Management District. The applicant must enter into a Traffic Mitigation Agreement with the Planning Board and DPWT to participate in the Bethesda Transportation Management Organization (TMO) to assist in achieving the 37% non-auto-driver mode share goal for employees in the CBD as described in Recommendation No. 2a.

Local Area Transportation Review (LATR)

The proposed mixed-use development would generate the following peak-hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Type of Land Use	Number of Staff Persons or Units	Weekday Peak Hour	
		Morning	Evening
Existing House of Worship	(No Change)	N/A	N/A
Replaced Community Center	(Replacement Only)	N/A	N/A
Expanded Child Daycare Center	25 Total Staff	61	68
Proposed High-Rise Apartments	107 Units	32	32
Subtotal of Proposed Land Uses- Peak-Hour Trips		93	100
Existing Child Daycare Center	14 Existing Staff	-42	- 45
Net Increase in Peak-Hour Trips		+51	+55

A traffic study was required to satisfy LATR, because the proposed mixed-use development generates 30 or more total peak-hour trips during the weekday morning and evening peak hours. The table below shows the Critical Lane Volumes (CLV) at the studied intersections:

Traffic Condition	Congestion Standard	Weekday Peak Hour	Traffic Condition		
			Existing	Background*	Total
Old Georgetown Road and Battery Lane	1,800 Bethesda CBD	Morning	1,139	1,139	1,139
		Evening	1,320	1,320	1,323
Old	1,800	Morning	---	---	992

Georgetown Road and the Site Access	Bethesda CBD	Evening	---	---	962
Old Georgetown Road and Glenbrook Road	1,600 Bethesda/ Chevy Chase	Morning	997	997	1,011
		Evening	1,026	1,026	1,049
Old Georgetown Road and Auburn Avenue	1,800 Bethesda CBD	Morning	949	949	957
		Evening	1,035	1,035	1,042
Glenbrook Road and the Site Access	1,800 Bethesda CBD	Morning	---	---	148
		Evening	---	---	123
Glenbrook Road and Rugby Avenue	1,600 Bethesda/ Chevy Chase	Morning	150	150	155
		Evening	150	150	160

* The CLVs in the existing traffic condition are the same as the CLVs in the background traffic condition.

The CLVs at all studied intersections are less than the appropriate congestion standard.

C. Environmental

As noted in the attached memorandum, Countywide Environmental Planning staff has recommended approval of this rezoning application.

Recommendation: Approval of the Preliminary Forest Conservation Plan

This proposal poses no difficulties for complying with the Forest Conservation Law or Environmental Guidelines.

Forest Conservation – Chapter 22A

An approved Natural Resource Inventory/Forest Stand Delineation is included in the submission. The NRI/FSD indicates no forest or specimen trees on site; the forest conservation requirement is for afforestation and no Tree Save Plan is required. Because the zone requested is a Planned Development zone, 15% of forest conservation requirements must be met on-site. But since the site is located adjacent to a Central Business District, the afforestation requirement can be met through tree cover or planting canopy trees. A Preliminary Forest Conservation Plan, also part of the submission, provides the entire afforestation requirement on-site with tree cover.

Environmental Guidelines

This site is located in a highly urban area that was developed before the Environmental Guidelines were adopted. It is not located within a Special Protection Area or Primary

Management Area. This site has no specimen or significant trees, no steep slopes, and no erodible soils. There are no wetlands or streams.

Water Quality and Stormwater Management

The site is located in the Lower Mainstem Bethesda subwatershed of the Lower Rock Creek watershed. The subwatershed is designated an Urban Watershed Restoration Area where the CSPA recommends supporting cost-effective stormwater quality controls on redevelopment sites, such as the subject site. A regional stormwater management pond is under construction on the National Institutes of Health property to mitigate stream degradation caused by increased development in this subwatershed.

The Stormwater Management Concept Plan is approved by the Department of Permitting Services.

D. Purpose of the PD-Zone: A floating zone requires an evaluation of the purpose of the zone. Section 59-C-7 of the Montgomery County Zoning Ordinance contains the requirements for development of property in the Planned Development (PD) Zone.

Section 59-C-7.11. Purpose

a. To Implement the General Plan and Area Master Plan.

The Approved and Adopted 2006 Woodmont Triangle Amendment Bethesda Sector Plan recommends the PD-44 Zone for the Property. The proposed building height (maximum 114 feet) for the new residential building conforms to the approved Sector Plan recommendations of the Woodmont Triangle Amendment, which lifted the height restrictions included in the Bethesda CBD Sector Plan and replaced them with a restriction on height of 50 feet for a distance extending 60 feet back from the Old Georgetown Road right-of-way. The applicant has noted in the Development Plan that within the 60-foot setback from the existing Old Georgetown Road right-of-way, the new construction will not exceed 50 feet in height. Although the PD-44 zone does not include a height restriction, staff believes that the proposed height is well within the limits of other nearby zoning classifications, such as the CBD-1 optional height limit of 143 feet. Furthermore, the proposed residential building will be approximately 3 stories lower than the confronting 11-story office building across Glenbrook Road.

b. That the project be so designed and constructed as to facilitate and encourage a maximum of social and community interaction and activity among those who live and work within an area and to encourage the creation of a distinctive visual character and identity for each development. It is intended that development in this zone produce a balanced and coordinated mixture of residential and convenience commercial uses, as well as other commercial and industrial uses shown on the area master plan, and related public and private facilities.

Staff finds that the proposal for the property meets the purpose of integrating the existing church facility with the proposed residential use, and the proposed community center will serve both the members of the church and community residents through the provision of offices, classrooms, day care facilities, a gymnasium, and small coffee shop. This mix of community serving facilities will encourage social and community interaction and activity. The proposed development will provide urban open spaces and walkway connections to community services and facilities. The property is in close proximity to shopping, parks, and public transportation and thus provides many opportunities for interaction among residents of the development and the surrounding community, creating a compatible “mixed-use” project.

c. To provide and encourage a broad range of housing types, comprising owner and rental occupancy units, and one-family, multiple-family and other structural types. Promote development designed and constructed to facilitate and encourage a maximum of social and community interaction and activity among those who live and work within an area and to encourage the creation of a distinctive visual character and identity for each development.

The inclusion of the proposed multi-family project at this location introduces a desirable housing type into the Woodmont Triangle District. The proposed residential development will provide a variety of one-, two-, and three-bedroom units, at a variety of sizes. The units will reflect a range of pricing, including market rate and affordable MPDU units, which provides an alternative for those who wish to live and work near the Central Business District.

d. To preserve and take the greatest possible aesthetic advantage of trees and in order to do so, minimize the amount of grading necessary for construction of a development.

The property contains few trees and virtually no green area. When redeveloped it will have slightly over 56% open space and green area, along with a vastly improved street sidewalk landscape along Old Georgetown Road. The residential building and parking facilities are constructed in areas previously occupied by buildings, driveways, and parking areas, thereby reducing the amount of grading.

e. To encourage and provide for open space ...conveniently located with respect to points of residential and commercial concentration so as to function for the general benefit of the community and public at large for places of relaxation, recreation and social activity and furthermore, open space should be so situated as part of the plan and design of each development as to achieve physical and aesthetic integration of the uses and activities within each development.

The proposal will include an urban space adjacent to the church and the residential building. This space will be visually and physically connected to the public sidewalk along Old Georgetown Road. A landscaped courtyard is

proposed between the church and the community center to serve the users of the day care and other programs offered at the community center. The community center will provide a convenient location for recreational and social services to the community.

f. To encourage and provide for development of comprehensive, pedestrian circulation networks, separate from roadways, which constitute a system of linkages among residential areas, open spaces, recreational areas, commercial and employment areas and public facilities to minimize reliance on the automobile.

The development plan includes a pedestrian walkway interconnecting the proposed residential building with Old Georgetown Road. Pedestrian street access to the church will be provided directly from Old Georgetown Road. Open space is provided on both sides of the church, providing a location for passive recreational use. The location of the development is within approximately 2,500 of the Metro station. Residents will also have access to Metro bus and Ride-on bus service, thereby reducing reliance on automobiles.

g. To encourage development on a large enough scale to achieve purposes of the zone.

The proposed development plan includes an assemblage of parcels to allow for a more comprehensive development of residential and non-residential uses at a scale that achieves the purpose of the zone. The proposal also provides amenities and facilities for the residents as well as the community at large.

h. To achieve a maximum of safety, convenience and amenity for residents of each development and the residents of neighboring areas, and, furthermore, to assure compatibility and coordination of each development with existing and proposed surrounding land uses.

The proposal is designed and planned to maximize safe connection between the residential building and the surrounding neighborhood. Sidewalks connect the residential building to Rugby Avenue and to Old Georgetown Road. Vehicular access to the garage parking is provided from Old Georgetown Road, with access also provided from Glenbrook Road to Rugby Avenue. The services provided within the community center will provide amenities to the surrounding community. The architectural treatment of stepping back the buildings and the proposed landscaping and screen walls help to provide defined residential separation of the adjacent single-family detached homes and ensure compatibility with surrounding uses.

i. Approval or disapproval shall be upon findings that the application is or is not proper for the comprehensive and systematic development of the county, is or is not capable of accomplishing the purpose of the zone and is or is not in substantial compliance with the general plan and master plan.

Staff believes that the proposal should be approved as appropriate for the development of the County and in keeping with the purpose of the zone and in substantial compliance with the general plan and master plan. By combining parcels and developing under the PD zone, the development plan is able to achieve the goals and policies of the Sector Plan. The proposal provides a transition between the commercial CBD area of Bethesda, along Old Georgetown Road, and the residential area to the north and west of Old Georgetown Road, comprised of both multi-family and single-family residences.

59-C-7.12 Where Applicable

Master Plan. No land can be classified in the planned development zone unless such land is within an area for which there is an existing, duly adopted master plan which shows such land for a density of 2 dwelling units per acre or higher.

The sector plan confirms the R-60 zone for the site and also recommends PD-44 zoning (44 units per acre) for the Rugby Avenue and Glenbrook Road area identified as Block 19, page 23, in the Woodmont Triangle Amendment Sector Plan.

Minimum area. No land can be classified in the planned development zone unless the district council finds that the proposed development meets at least one of the following criteria:

- (a) That it contains sufficient gross area to construct 50 or more dwelling units under the density category to be granted;
- (b) That it would be logical extension of an existing planned development;
- (c) That it would result in the preservation of an historic structure or site (as indicated on the current historic sites identification map or as recommended by the planning board as being of historic value and worthy of preservation);
- (d) That the accompanying development plan would result in the development of a community redevelopment area;
- (e) That the site is recommended for the PD zone in an approved and adopted master plan or sector plan and so uniquely situated that assembly of a minimum gross area to accommodate at least 50 dwelling units is unlikely or undesirable and the development of less than 50 dwelling units is in the public interest.

The proposal development contains sufficient area to allow for 107 dwelling units, including 15 percent MPDUs. The development plan proposes renovation of the existing chapel and expansion of existing facilities, including the community

center, and a new multi-purpose room and gymnasium. This will help provide additional facilities to the community.

59-C-7.15 Compatibility.

(a) All uses must achieve the purposes set forth in section 59-C-7.11 and be compatible with the other uses proposed for the planned development and with other uses existing or proposed adjacent to or in the vicinity of the area covered by the proposed planned development

(b) In order to assist in accomplishing compatibility for sites that are not within, or in close proximity to a central business district or transit station development area, the following requirements apply where a planned development zone adjoins land for which the area master plan recommends a one-family zone:

- (1) No building other than a one-family detached residence can be constructed within 100 feet of such adjoining land; and
- (2) No building can be constructed to a height greater than its distance from such adjoining land.

A waiver of the requirement of paragraph (b)(1), may be permitted if:

- (1) The property is within or in close proximity to a central business district or transit station development area and reduced setbacks are recommended by the master or sector plan, and the Planning Board finds that the reduced setbacks are compatible with existing or proposed development in the adjoining or confronting one-family detached zones; or
- (2) The property is within or in close proximity to a historic district and the Planning Board reuse, or redevelopment of a designated historic district and the immediately adjoining property will not be adversely affected by the waiver.
- (3) The maximum building height under this waiver must not exceed 50 feet.

Compliance with these requirements does not, by itself, create a presumption of compatibility.

The proposal meets the purpose clause set out in Section 59-C-7.11. The proposed development is consistent with the goals and objectives of the approved Woodmont Triangle Amendment to the Bethesda Sector Plan. The subject property is immediately adjacent to a CBD and does not adjoin property for which the area master plan recommends a one-family detached zone. The existing single-family residences to the east are recommended for PD-44 zoning

in the Woodmont Triangle Amendment. Therefore, the provisions of Sections 59-C-7.15(b) do not apply to this proposal. However, the Woodmont Triangle Sector Plan recommends a 50-foot height limitation for buildings within 60 feet of Old Georgetown Road within this block. The proposed plan, with the stepped back building design, is in compliance with the Woodmont Triangle Sector Plan height limitations.

Staff believes that the proposed development of the site ensures compatibility with adjacent development. The proposed residential building is a defined entryway to Bethesda from the west and is sited to provide a quality urban design transition between the residential neighbors to the northeast and the traffic and noise of Old Georgetown Road. This design transition to the residential neighborhood is accomplished through a series of urban landscape elements including planter strips, vegetated privacy fences, and stepped topography.

The landscape elements help provide defined residential separation of the adjacent homes while providing an improved quality of design to the base of the proposed building which is also stepped back above the base. Between the proposed building and each home is a seven foot high privacy fence which will be landscaped on both sides to increase the depth of separation between structures and reduce noise. The home on the north side of Rugby Road will have both a planted privacy fence and a retaining wall to ensure that the sound and light from cars will be mitigated.

Along Glenbrook Road, the loading dock has been relocated into the garage and the entire side yard has been extended up to the building façade. This will both reduce acoustic disruptions and help extend the landscape edge of the residential neighborhood into the side yard of the proposed building.

The proposed 7-foot high landscaped privacy fences are located on the property lines in between each house and the proposed building. At the house on Glenbrook Road, the fence is approximately 10 feet off the side of the proposed new building, with an average distance between the house and building of 20 feet. On the east side of Rugby Avenue, the fence is 8 feet from the building with an average distance between the house and the building of 22 feet. The house on the west side of Rugby Road is set back approximately 70 feet on average, with an 8 foot buffer from the drive aisle and over 30 feet from the parking area. A retaining wall and privacy fence are combined to mitigate both light and noise.

59-C-7.16. *Green Area*

Green area must be provided in amounts not less than the following schedule:

<u>Density</u> <u>Category</u>	<u>Green Area</u> <u>(Percent of Gross Area)</u>
-----------------------------------	---

High	
PD-28	50
PD-35	50
PD-44	50

The proposal includes green area on the site, including the roof-top, and meets the 50 percent minimum green area required for the PD-44 zone. The applicant proposes 39 percent of the green area at ground level and 17 percent of the green area on the roof-top of the residential building, representing a total green area of 56 percent of the site. The applicant notes that the common green space area will be accessible to people who live in and/or use the building.

59-C-7.17. Dedication of land for public use.

Such land as may be required for public streets, parks, schools and other public uses must be dedicated in accordance with the County subdivision regulations, General Plan, Master Plan and identified on the development plan.

Approximately, 6,659 square feet of land for Old Georgetown Road and Glenbrook Road will be dedicated to public use by this local map amendment application.

59-C-7.18. Parking Facilities

Off-street parking must be provided in accordance with the requirements of article 59-E.

A minimum required total of 219 parking spaces are provided in the structured parking garage at the ground level and two-below-grade levels. Parking spaces in accordance with Section 59-E are required as follows:

Residential:

17 1-bedroom MPDU @1 sp/u	= 17 spaces
21 1-bedroom @ 1.25	= 27 spaces
59 2-bedroom @ 1.5	= 89 spaces
10 3-bedroom @ 2	= <u>20 spaces</u>
	= 153 spaces required

Non-Residential Uses:

Church/Community Center	
248 seats @ 1 sp/4 seats	= 62 spaces required

Surface parking (including 4 HC accessible spaces)	= 4 spaces
--	------------

Total spaces required: = 219 spaces

59-C-7.19. Procedure for application and approval

- (a) Application and development plan must be in accordance with division 59-D-1.
- (b) Site plan must be submitted and approved in accordance with 59-D-3.

The application includes a development plan and a site plan that will be reviewed in accordance with Section 59-D and 59-D-3.

59-D-1.6 – Approval by District Council

59-D-1.61 – Findings

Before approving an application for classification in any of these zones, the District Council must consider whether the application, including the development plan, fulfills the purposes and requirements set forth in article 59-C for the zone. In doing so, the district council must make the following specific findings in addition to any other findings which may be necessary and appropriate to the evaluation of the proposed reclassification:

- (a) **That the zone applied for is in substantial compliance with the use and density indicated by the Master Plan or Sector Plan, and that it does not conflict with the general plan, the county capital improvements program or other applicable county plans and policies;**

As indicated previously, the PD-44 zone is in compliance with the use and density recommendation of the Sector Plan for this area. The Master Plan recommends the development of this Housing Resource Area in accordance with the PD-44 zone in order to provide additional housing opportunities.

- (b) **That the proposed development would comply with the purposes, standards and regulations of the zone as set forth in article 59-C, would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development.**

The proposed development complies with the purposes, standards and regulations of the PD-44 zone as set forth in article 59-C. The development plan maintains an appropriate scale, both in terms of activity and layout, to achieve compatibility with the surrounding mix of multi-family, institutional, commercial, and single-family uses. The proposal will enhance both pedestrian and vehicular safety because the access driveways, pedestrian ways and entrance features have been designed in a safe and efficient manner.

- (c) **That the proposed internal vehicular and pedestrian circulation systems and points of external access are safe, adequate, and efficient;**

The internal vehicular and pedestrian circulation for the project have been designed to provide clear drive aisles, sidewalks, drop-off and pick-up areas, and separate loading areas. The table in the attached Transportation Planning Memo shows how the ingress and egress points of the various uses will be utilized at different times of the day.

- (d) **That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3;**

There are no existing stormwater management facilities on-site. The Department of Permitting Services (DPS) has approved a stormwater management concept plan for the redevelopment of the site. The project will provide new enclosed storm drains to carry run-off to proposed stormwater facilities, that will include two underground water quality facilities located near the entrances off of Old Georgetown Road and Glenbrook Road. Staff finds that the proposal for the site meets the applicable forest conservation and water resource protection requirements.

- (e) **That any documents showing the ownership and method of assuring perpetual maintenance of any areas intended to be used for recreational or other common of quasi-public purposes are adequate and sufficient.**

At this time, the form of ownership (whether rental or sale) for the residential project has not been determined. The applicant must provide appropriate assurances of maintenance of common areas as required by law prior to any conveyance of building units.

E. Development Standards

The design of the development will be finalized and reviewed by the Montgomery County Planning Board at the time of subdivision and Site Plan Review. The Development Standards for the PD-44 zone are tabled below:

<i>Development Standard</i>	<i>Permitted/Required</i>	<i>Proposed</i>
Minimum Tract Area	No specification	1.87 acres
** Maximum Density /total yield	44 units per acre	107 units
Minimum bldg. Setbacks (FT) --Front (Old Georgetown Rd) --Front (Glenbrook Road) --Side --Rear	0 ft. Minimum 0 ft. Minimum 0 ft. Minimum 0 ft. Minimum	36.5 feet 26.5 feet 25 feet 8 feet
Green Area	50%	56% (approx.)
Building Height	No maximum	114 feet

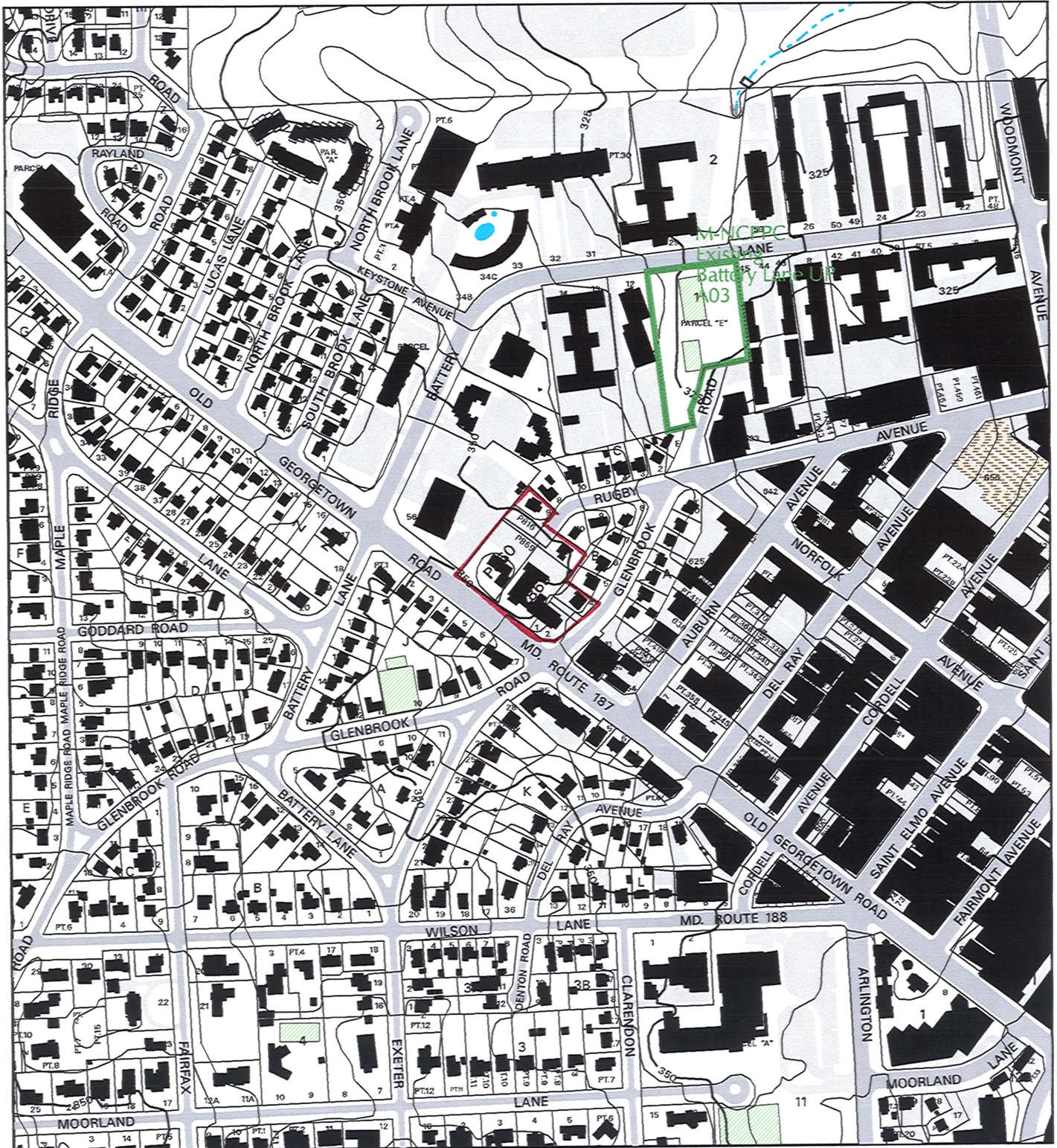
** The maximum density is based on 2.006 acres which includes the proposed abandonment of a portion of Rugby Avenue and a public alley, comprising a total of 0.138 acres of land. These abandonments are expected to be approved by DPW&T and complete at the time of rezoning. $(2.006 \times 44 \text{ du/ac} = 88 \text{ dwelling units (Base density} + 19 \text{ (22\% bonus density)} = 107 \text{ units (90 market rate \& 17, or 15\%, MPDUs)$

- F. **Community Concerns** – Staff received over 50 letters written in strong support of the proposed rezoning and associated development plan. The majority of the letters were by members of the Church/Community Center (CELC) congregation. To date, staff is not aware of community issues or opposition related to this application.
- G. **Conclusion** - The application conforms with the Sector Plan recommendations for zoning, use and density, and is compatible with the surrounding areas. Staff believes that the requested PD-44 zone meets the intent of the 2006 Approved and Adopted Woodmont Triangle Amendment to the Bethesda Sector Plan. Staff recommends approval of the Development Plan and Binding Elements that accompany this application that limit the development of the site to a maximum of 107 residential units.

LIST OF ATTACHMENTS

1. Location Map
2. Surrounding Neighborhood Map
3. Zoning Map
4. Development Plan
5. Site Plan (highlighting the green space)
6. Ground Floor Plan
7. Building Elevations
8. Building Cross-sections
9. Transportation Planning Memo
10. Community-Based Planning Memo
11. Environmental Planning Memo
12. DPS Stormwater Mgmt. Concept Approval Letter
13. Copy of Form Letter Received in Support of Application

CHRIST EVANGELICAL LUTHERAN CHURCH/COMM. CTR. (G864)



Map compiled on March 01, 2007 at 9:30 AM | Site located on base sheet no - 210NW05

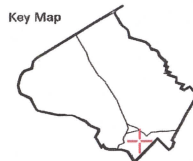
NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



N






Research & Technology Center



1 inch = 400 feet
1 : 4800

Legend

-  WOODMONT TRIANGLE DISTRICT
 -  SITE BOUNDARY
 -  1,000' VICINITY
- 1 inch equals 100 feet



NEIGHBORHOOD MAP

ATTACHMENT 2



ZONING MAP

ATTACHMENT 3

R-60

P98

R-60

R-60

R-60

P333

P348

R-60

R-90

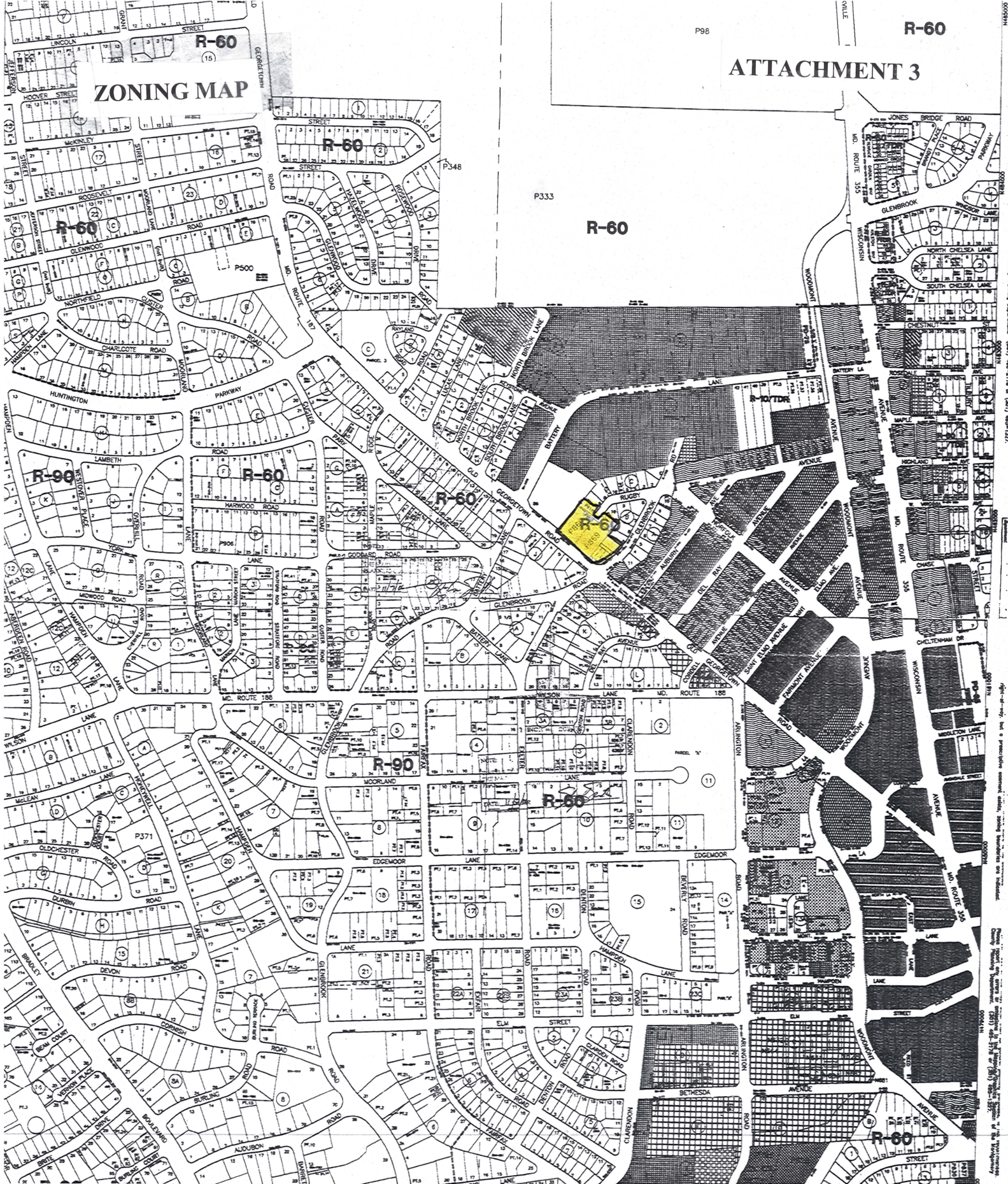
R-60

R-60

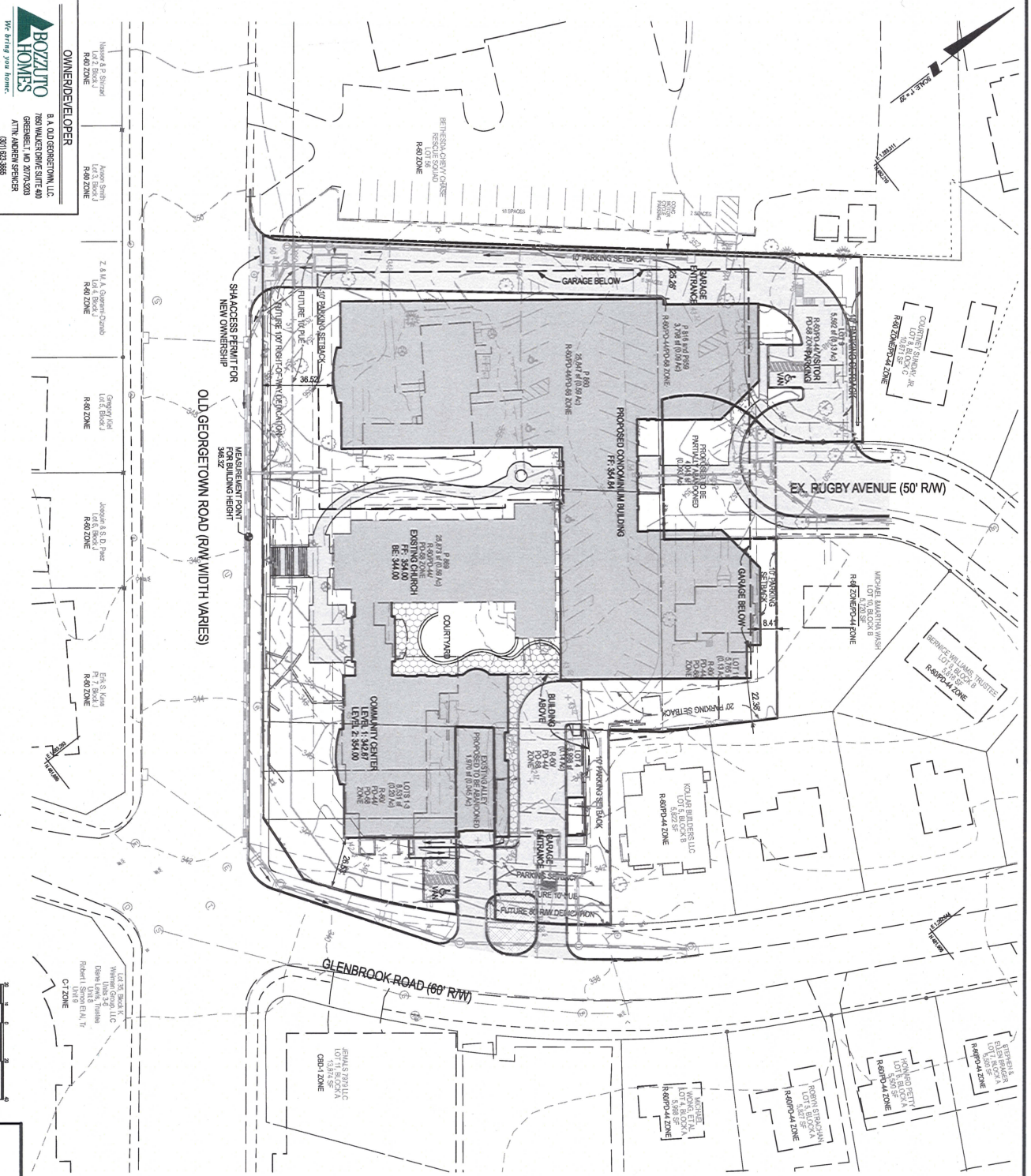
R-90

R-60

R-60



Vertical text on the right edge of the map, including a scale bar and a north arrow. The scale bar shows distances in feet (0, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000). The north arrow points towards the top of the page.



DEVELOPMENT PLAN

CHRIST EVANGELICAL LUTHERAN CHURCH/COMMUNITY CENTER AND BOZZUTO HOMES CONDOMINIUMS

DEVELOPMENT PLAN

GENERAL NOTES

1. Boundary information shown hereon and topographic information, shown as 2' contours on this plan, was obtained from field survey by Landmark Survey Associates, Inc.
2. The site is to be served by public water and sewer systems and is presently classified in water and sewer categories "A" and "S-1" respectively.
3. The site lies within the Rock Creek Watershed. No portion of the site is in a floodplain.
4. Utility Companies:
 - Potomac Electric Power Company
 - Telephone
 - Verizon
 - Gas
 - Chesapeake
 - Washington Suburban Sanitary Commission
5. The plan illustrates, in conceptual terms, the relative location and configuration of the various components of the project.
6. The plan illustrates, in conceptual terms, the relative location and configuration of the various components of the project.
7. The site plan includes a parking and circulation plan for the proposed development.
8. All on-site utilities will be placed underground.

PROPOSED DATA TABLE FOR PD-400-40 ZONE

Item	Proposed	Permitted
1. Maximum Building Height	36.57'	36.57'
2. Maximum Building Footprint	10,000 sq ft	10,000 sq ft
3. Maximum Building Setback	10.00'	10.00'
4. Maximum Building Coverage	10.00%	10.00%
5. Maximum Building Area	10,000 sq ft	10,000 sq ft
6. Maximum Building Volume	10,000 cu ft	10,000 cu ft
7. Maximum Building Density	10.00 units/acre	10.00 units/acre
8. Maximum Building Spacing	10.00'	10.00'
9. Maximum Building Orientation	10.00'	10.00'
10. Maximum Building Color	10.00'	10.00'
11. Maximum Building Material	10.00'	10.00'
12. Maximum Building Finish	10.00'	10.00'
13. Maximum Building Access	10.00'	10.00'
14. Maximum Building Elevation	10.00'	10.00'
15. Maximum Building Foundation	10.00'	10.00'
16. Maximum Building Structure	10.00'	10.00'
17. Maximum Building System	10.00'	10.00'
18. Maximum Building Utility	10.00'	10.00'
19. Maximum Building Ventilation	10.00'	10.00'
20. Maximum Building Water	10.00'	10.00'
21. Maximum Building Sewer	10.00'	10.00'
22. Maximum Building Storm	10.00'	10.00'
23. Maximum Building Fire	10.00'	10.00'
24. Maximum Building Safety	10.00'	10.00'
25. Maximum Building Security	10.00'	10.00'
26. Maximum Building Health	10.00'	10.00'
27. Maximum Building Environment	10.00'	10.00'
28. Maximum Building Quality	10.00'	10.00'
29. Maximum Building Quantity	10.00'	10.00'
30. Maximum Building Value	10.00'	10.00'

OWNER/DEVELOPER

BOZZUTO HOMES

BA OD DEVELOPMENT, LLC
7850 WALKER DRIVE, SUITE 200
GREENBELT, MD 20740
ATTN: ANDREW SPENCER
P(301) 252-3565

We bring you home.

OWNER/DEVELOPER

BOZZUTO HOMES, INC.
ROCKVILLE OFFICE
2 Research Place, Suite 100
Rockville, MD 20850
T(301) 284-2250 F(301) 284-8937
www.bozzutohomes.com

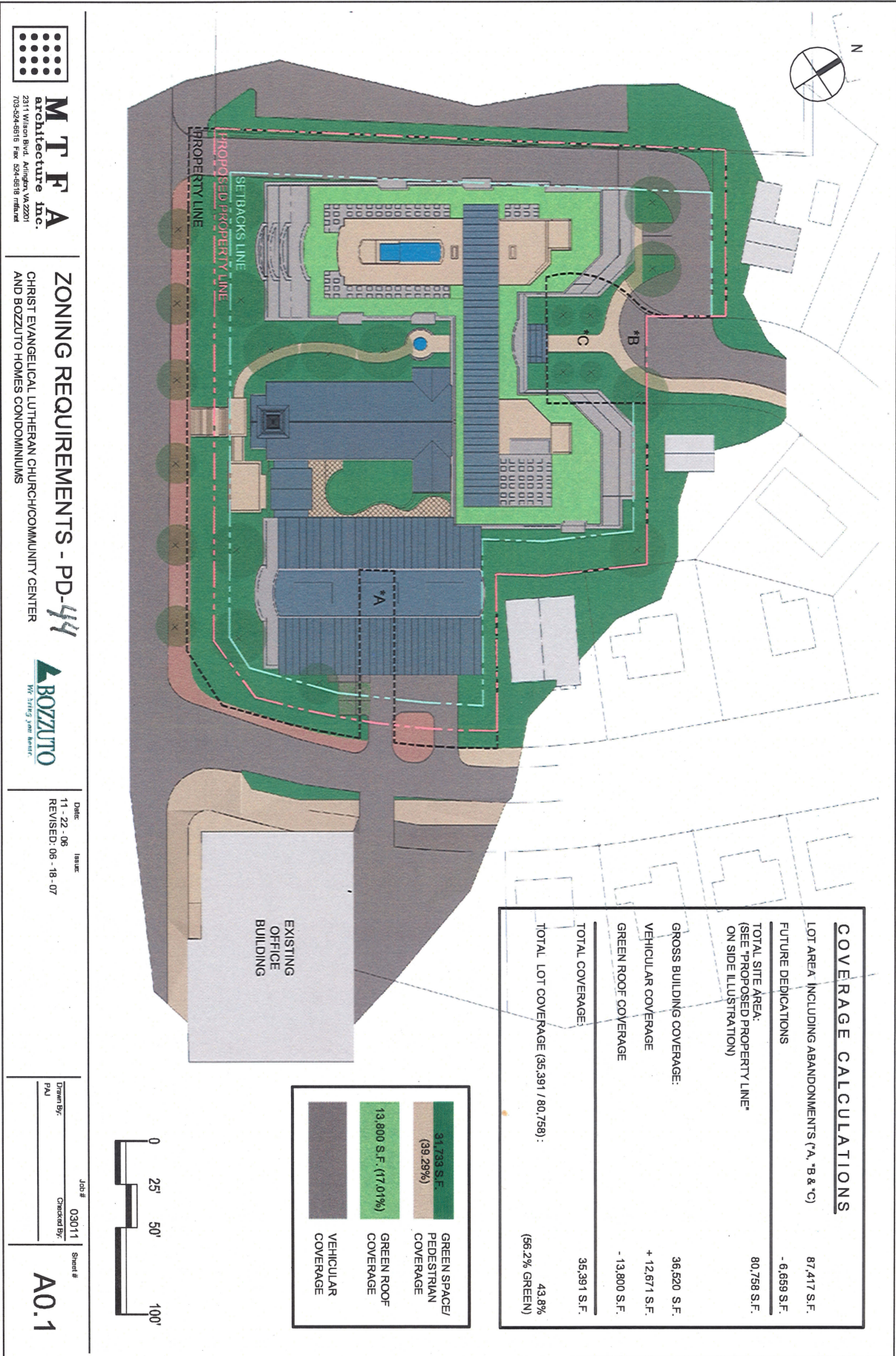
NO.	REVISION	DATE	BY	CHKD	APP'D
1	Initial Design	01/15/2024	JL	MS	MS
2	Revised Design	02/15/2024	JL	MS	MS
3	Final Design	03/15/2024	JL	MS	MS

MISSED UTILITY MISC.

DEVELOPMENT PLAN

CHRIST EVANGELICAL LUTHERAN CHURCH/COMMUNITY CENTER AND BOZZUTO HOMES CONDOMINIUMS

THE WASHINGTON SUBURBAN SANITARY COMMISSION
MONTGOMERY COUNTY, MARYLAND



COVERAGE CALCULATIONS

LOT AREA INCLUDING ABANDONMENTS (*A, *B & *C)	87,417 S.F.
FUTURE DEDICATIONS	- 6,659 S.F.
TOTAL SITE AREA: (SEE *PROPOSED PROPERTY LINE* ON SIDE ILLUSTRATION)	80,758 S.F.

GROSS BUILDING COVERAGE: 36,520 S.F.

VEHICULAR COVERAGE + 12,671 S.F.

GREEN ROOF COVERAGE - 13,800 S.F.

TOTAL COVERAGE: 35,391 S.F.

TOTAL LOT COVERAGE (35,391 / 80,758) : 43.8% (56.2% GREEN)

31,733 S.F. (39.29%)	GREEN SPACE/ PEDESTRIAN COVERAGE
13,800 S.F. (17.01%)	GREEN ROOF COVERAGE
	VEHICULAR COVERAGE



ZONING REQUIREMENTS - PD-44
CHRIST EVANGELICAL LUTHERAN CHURCH/COMMUNITY CENTER
AND BOZZUTO HOMES CONDOMINIUMS

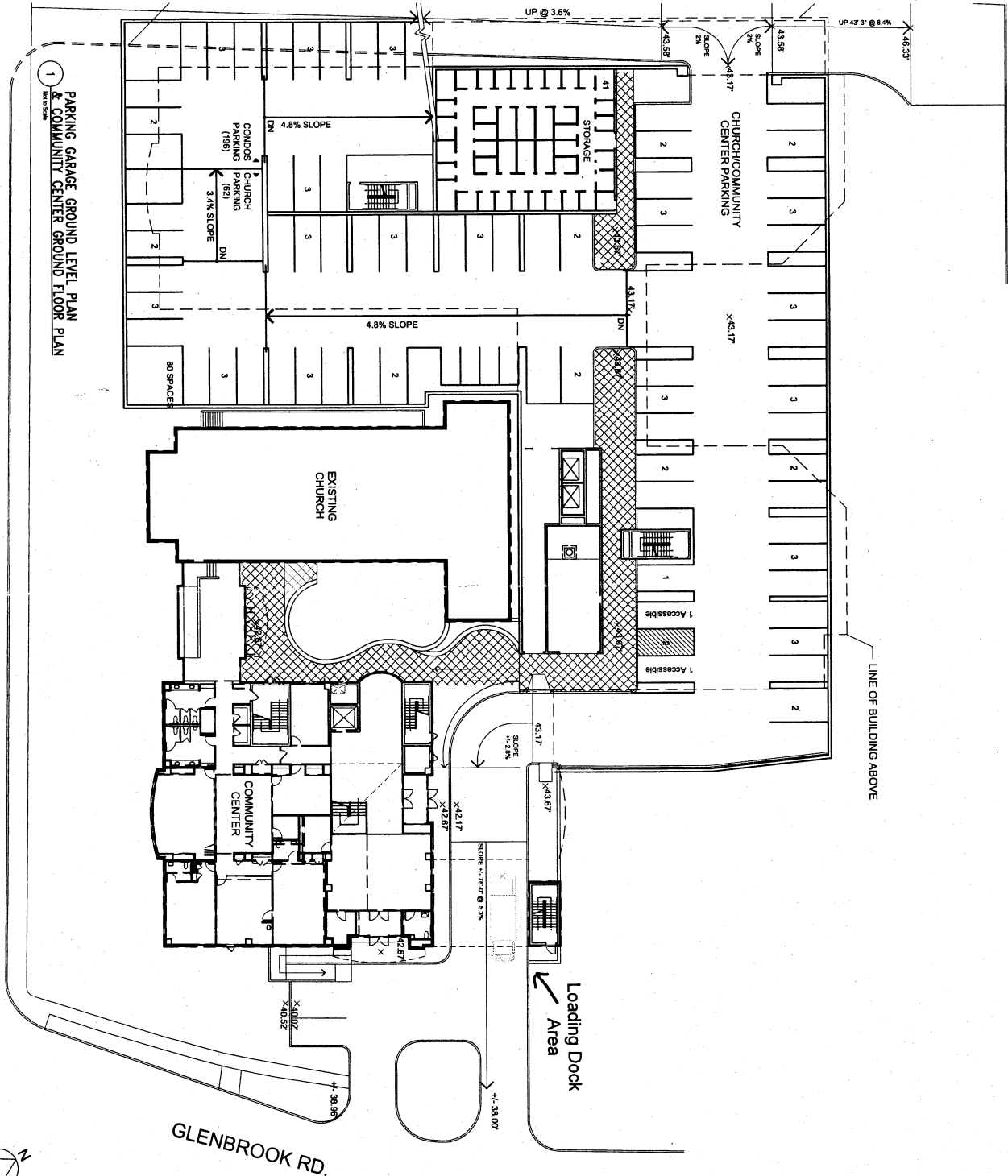


Date: 11-22-06
Revised: 06-18-07

Job # 03011
Drawn By: PML
Checked By:
Sheet #

A0.1

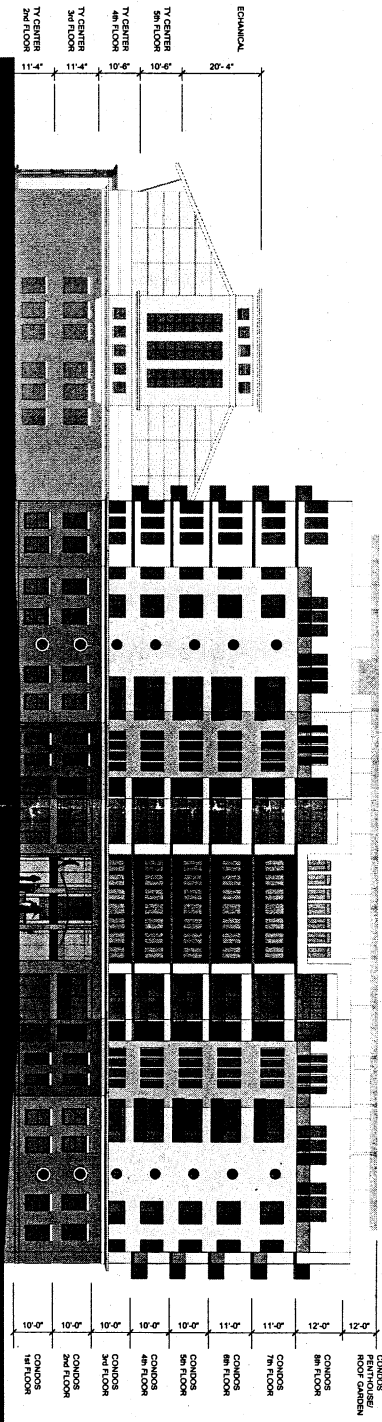
FLOOR PLAN



PARKING GARAGE GROUND LEVEL PLAN
& COMMUNITY CENTER GROUND FLOOR PLAN

GLENBROOK RD.

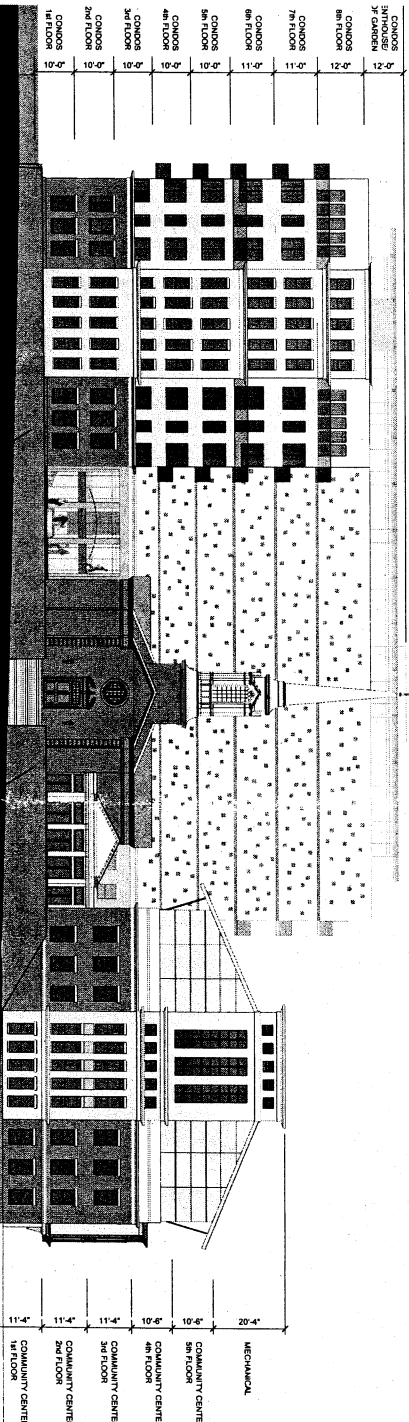




Road Elevation

COMMUNITY CENTER

CONDOMINIUMS



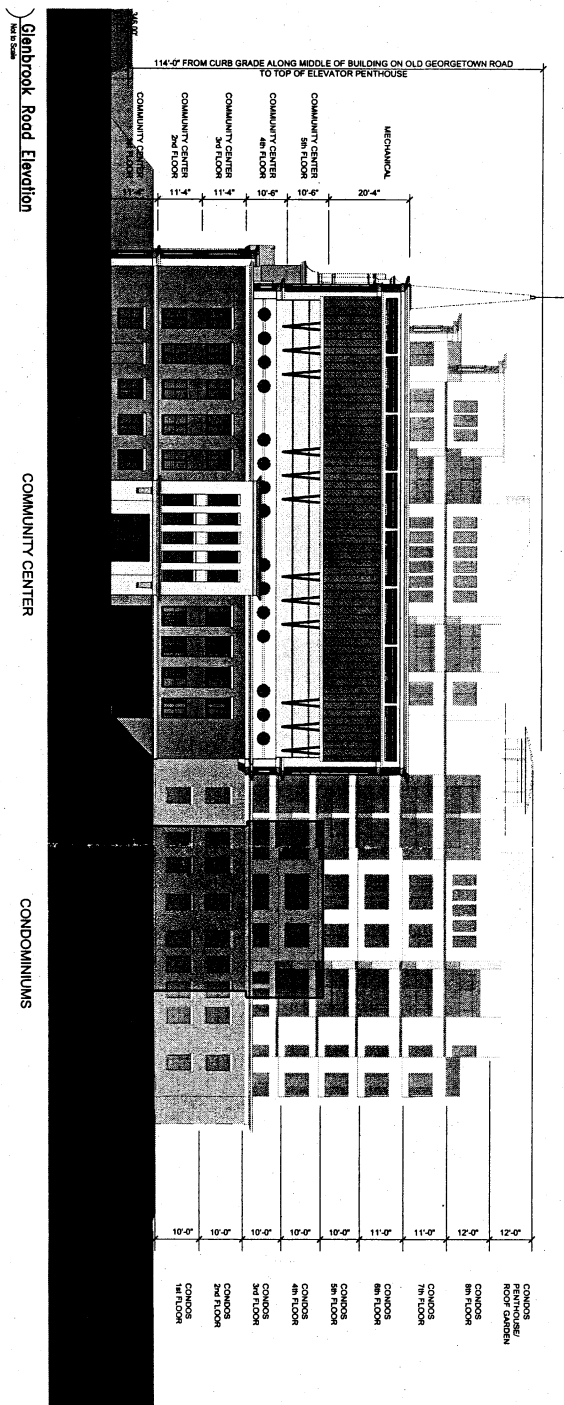
Highway Road Elevation

CONDOMINIUMS

EXISTING CHURCH

COMMUNITY CENTER

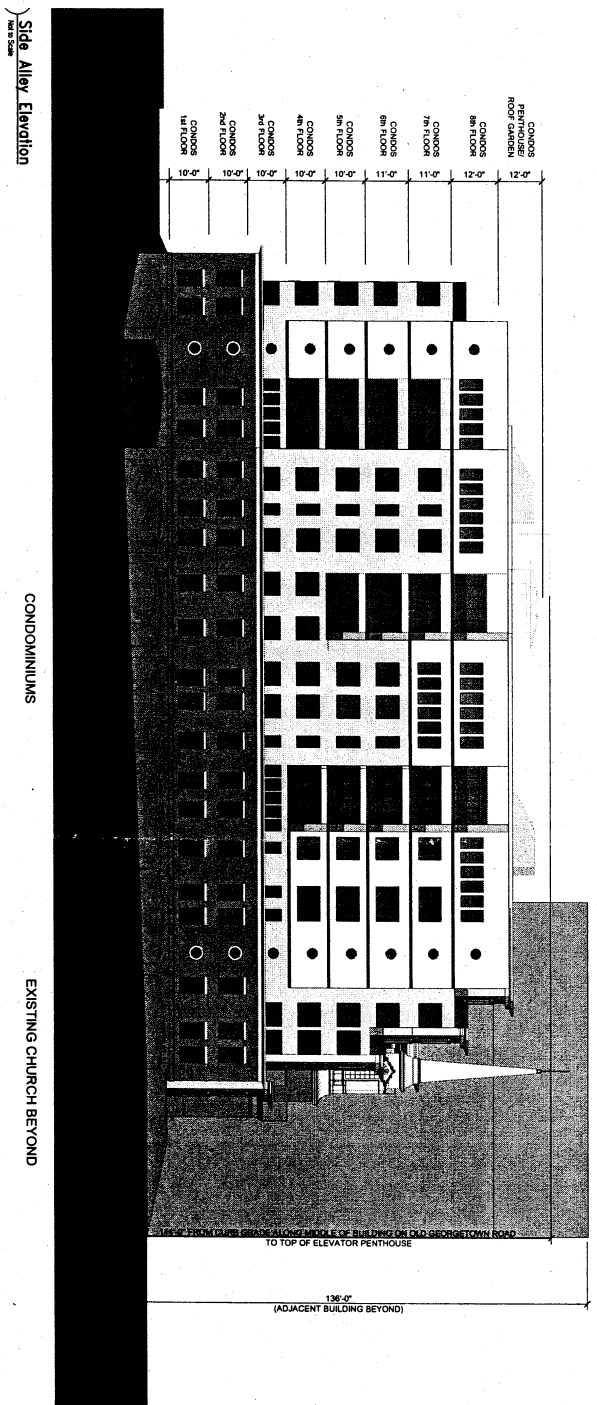
LANDSCAPING



Glenbrook Road Elevation

COMMUNITY CENTER

CONDOMINIUMS



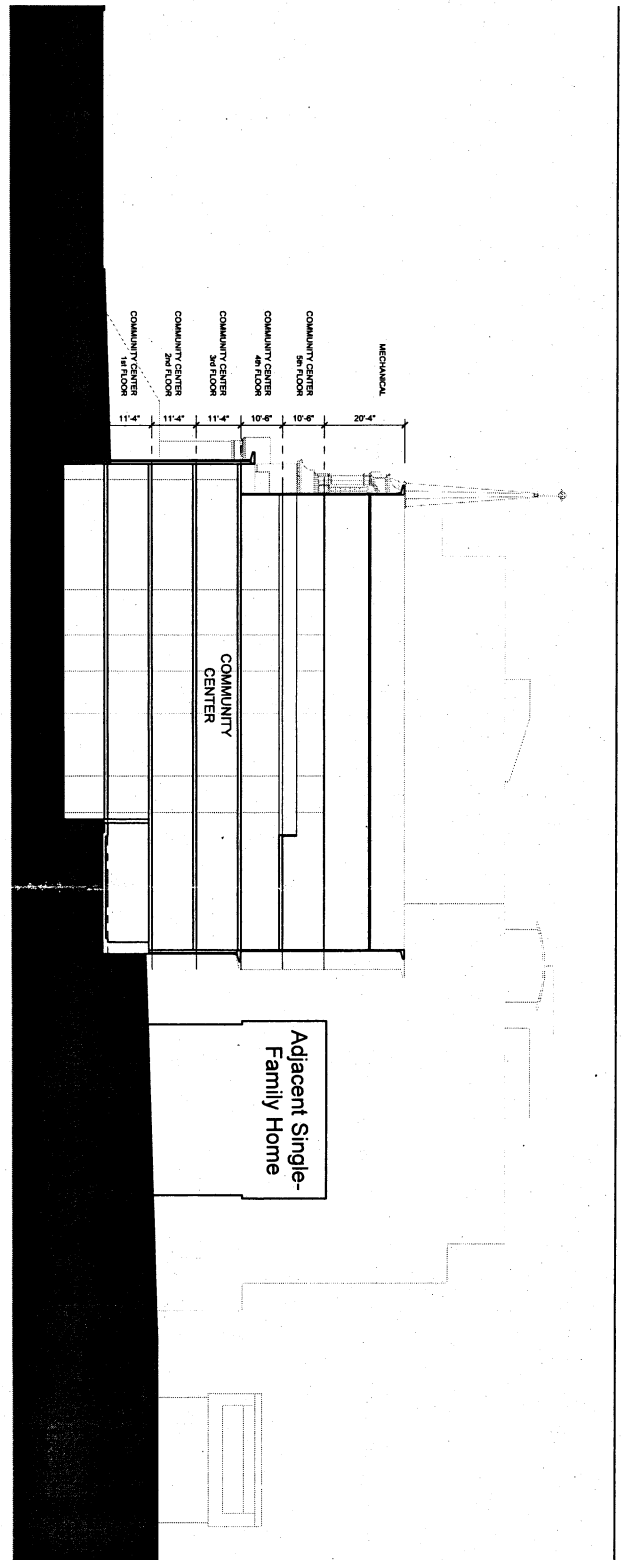
Side Alley Elevation

CONDOMINIUMS

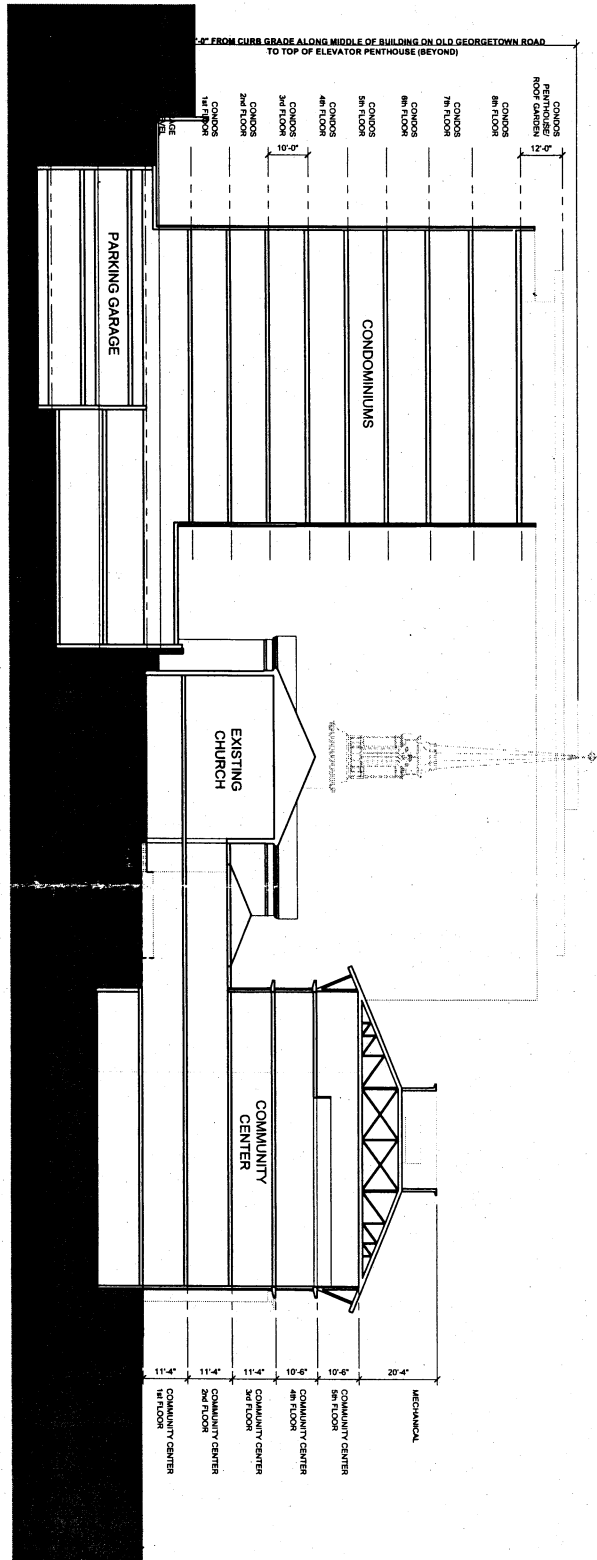
EXISTING CHURCH BEYOND

BUILDING CROSS-SECTIONS

Brook Road Site Section



Georgetown Road Site Section





MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 6, 2007

MEMORANDUM

TO: Carlton Gilbert, Planner
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator *EA*
Transportation Planning

SUBJECT: Christ Evangelical Lutheran Church/Community Center and Bozzuto Homes
Local Map Amendment No. G-864
Bethesda Central Business District Policy Area

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the subject local amendment map application. The applicants are proposing to redevelop the existing site with a house of worship, community center, and a child daycare center.

RECOMMENDATIONS

We recommend the following conditions as part of the APF test for transportation requirements related to the approval of the subject local amendment map application:

1. The site redevelopment is limited to the existing house of worship, a replacement community center, an expanded child daycare center for up to 125 children, and a new high-rise apartment building for up to 107 units.
2. At the time of preliminary plan review, the applicants must meet the following conditions:
 - a. Enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to participate in the Bethesda Transportation Management Organization (TMO). The TMAg must be signed and executed by all parties prior to certified site plan.
 - b. Dedicate an additional 17 feet of right-of-way from the centerline of Old Georgetown Road and 10 more feet of right-of-way from the centerline of Glenbrook Road.

- c. Abandon the rights-of-way at the road's dead end section of Rugby Avenue and the public alley on the west side of Glenbrook Road.
- d. Provide 16 bicycle parking spaces that include three inverted-U bike racks in a weather-protected area near the main public entrance for visitors to the condominium and 10 bike lockers for residents in the parking garage within 50 feet of the elevators. The Transportation Planning staff will determine the ultimate location of the bicycle facilities prior to approval of certified site plan.

DISCUSSION

Site Location, Parking, and Vehicular Access Points

The subject site is located on the east side of Old Georgetown Road (MD 187) between Glenbrook Road and the Bethesda/Chevy Chase Rescue Squad. The table below indicates the number and location of parking spaces and the vehicular access points by the time of day for each land use.

Land Use on the Site	No. of Parking Spaces - Level	Enter Point	Exit Point	Predominant use of access Day &/or Time of Day
Existing House of Worship	196 spaces on 1 st Level	Glenbrook Road	Glenbrook Road	Sundays
Replaced Community Center		Glenbrook Road	Glenbrook Road	Weekdays, Middays & Weekends
Expanded Child Daycare Center – Staff Trips		Glenbrook Road	Glenbrook Road	Weekdays AM & PM Peaks
Expanded Child Daycare Center – Parents Trips	N/A	Old Georgetown Road	Glenbrook Road	Weekdays AM & PM Peaks
High-Rise Condo Apartments - Residents' Trips	62 spaces on 2nd & 3rd Levels	Primary=Old Georgetown Road	Primary=Old Georgetown Road	Weekdays AM & PM Peaks
		Secondary= Rugby Avenue	Secondary= Rugby Avenue	
High-Rise Condo Apartment - Visitors' Trips	At-Grade at the Rugby Avenue Terminus	Rugby Avenue	Glenbrook Road	Any Time
Deliveries for all Land Uses on the Site	Loading Dock	Glenbrook Road	Glenbrook Road	Any Time

Available Transit Service

Bethesda Metrorail Station is located 2,800 feet to the south of the subject site. Although no transit service is available along Glenbrook Road and Rugby Avenue, Ride-On routes 30, 47, and 70 operate along Old Georgetown Road.

Pedestrian Facilities

Sidewalks exist along Old Georgetown Road, Glenbrook Road, and Rugby Avenue. The existing intersections have been marked with crosswalks and equipped with pedestrian signal at studied intersections. The traffic signal timings provide for a pedestrian to cross the entire length of roadways based on a 3.0 feet per second walking speed.

Master-Planned Roadways and Bikeway

In accordance with the *Bethesda CBD Sector Plan*, Glenbrook Road and Rugby Avenue are designated as business district streets with recommended 80-foot right-of-way. Old Georgetown Road is designated as a major highway, M-4, with a recommended 110-foot right-of-way. In accordance with the *County Functional Master Plan of Bikeways*, a shared signed roadway, SR-7, is designated along Glenbrook Road.

Sector-Planned Transportation Demand Management

The site is located in the Bethesda Transportation Management District. The applicant must enter into a Traffic Mitigation Agreement with the Planning Board and DPWT to participate in the Bethesda Transportation Management Organization (TMO) to assist in achieving the 37% non-auto-driver mode share goal for employees in the CBD as described in Recommendation No. 2a.

Local Area Transportation Review (LATR)

The proposed mixed-use development would generate the following peak-hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Type of Land Use	Number of Staff Persons or Units	Weekday Peak Hour	
		Morning	Evening
Existing House of Worship	(No Change)	N/A	N/A
Replaced Community Center	(Replacement Only)	N/A	N/A
Expanded Child Daycare Center	25 Total Staff	61	68
Proposed High-Rise Apartments	107 Units	32	32
Subtotal of Proposed Land Uses- Peak-Hour Trips		93	100
Existing Child Daycare Center	14 Existing Staff	-42	- 45
Net Increase in Peak-Hour Trips		+51	+55

A traffic study was required to satisfy the LATR, because the proposed mixed-use development generates 30 or more total peak-hour trips during the weekday morning and evening peak hours. The table below shows the Critical Lane Volumes (CLV) at the studied intersections:

Traffic Condition	Congestion Standard	Weekday Peak Hour	Traffic Condition		
			Existing	Background*	Total
Old Georgetown Road and Battery Lane	1,800 Bethesda CBD	Morning	1,139	1,139	1,139
		Evening	1,320	1,320	1,323
Old Georgetown Road and the Site Access	1,800 Bethesda CBD	Morning	----	----	992
		Evening	----	----	962
Old Georgetown Road and Glenbrook Road	1,600 Bethesda/ Chevy Chase	Morning	997	997	1,011
		Evening	1,026	1,026	1,049
Old Georgetown Road and Auburn Avenue	1,800 Bethesda CBD	Morning	949	949	957
		Evening	1,035	1,035	1,042
Glenbrook Road and the Site Access	1,800 Bethesda CBD	Morning	----	----	148
		Evening	----	----	123
Glenbrook Road and Rugby Avenue	1,600 Bethesda/ Chevy Chase	Morning	150	150	155
		Evening	150	150	160

* The CLVs in the existing traffic condition are the same as the CLVs in the background traffic condition.

The CLVs at all studied intersections are less than the appropriate congestion standard.

EA:tc

cc: Judy Daniel
 Steve Kaufman
 Chuck Kines
 Mike Lenhart

mno to Gilbert re Christ evan Luth G-864.doc




MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 3, 2007

MEMORANDUM

TO: Carlton Gilbert, Development Review Division

FROM: Judy Daniel, Team Leader, Bethesda-Chevy Chase Team 

SUBJECT: Local Map Amendment G-864

ZONE: R-60 to PD 44

MASTER PLAN: 2006 Woodmont Triangle Sector Plan

RECOMMENDATION

The Community Based Planning staff recommends approval of this rezoning request based on the information submitted, and its relationship to the recommendations of the Woodmont Triangle Sector Plan.

BACKGROUND

This property is located on Old Georgetown Road at the corner of Glenbrook Road. It is on the western border of the Woodmont Triangle area, and contains the church and education building of the Christ Lutheran Church, and adjoining homes owned by the church on Glenbrook Road and Rugby Avenue. A rezoning from the R-60 Zone to the PD 44 Zone is requested.

The church is partnering with Bozzuto Homes to redevelop part of the site with market housing in a two-wing, 114 foot high structure, with 8 floors of dwelling units in a wing facing Old Georgetown Road, and 9 floors in a perpendicular wing along the rear of the property, adjoining Rugby Lane. Along the Old Georgetown Road wing, the structure will be setback after the 2nd floor, the 5th floor, and the 7th floor – reducing its visual bulk, and leaving a portion of the side façade and steeple of the church open to view along the sidewalk.

The rear wing will not be stepped back, and will have 9 floors that include a roof garden on the 9th floor level. The primary entrance to this property will be from

Rugby Road. Vehicle access will be from a driveway off Old Georgetown Road, leading to a garage entrance and the entry/drop off area in the rear.

The church sanctuary is to remain, but the educational building will be replaced with a new five story (76 feet high) education/community service building that includes a 4th floor gymnasium. The parking entrance for the church element will be off Glenmont Road.

The residences and the church functions will be served by a common two level underground parking garage, accessed from a driveway off of Old Georgetown Road to the garage entrance, and a garage entrance directly off of Glenbrook Road. All loading and deliveries will be to the Glenbrook Road access area.

In addition to the housing resources that will be created from this development; it will allow an expanded community service function by the church. The development will allow the church to expand its programs that include child day care, adult day care for the elderly, rehearsal and performance space for performing arts programs, space for community functions, support programs for families and individuals, and a family life center – in addition to its religious programs.

MASTER PLAN GUIDANCE

The 2006 Woodmont Triangle Sector Plan considered this site, and the residual homes along Rugby Avenue to its intersection with Norfolk Avenue. It recommends use of the PD 44 zone, provided that issues of compatibility with existing single-family homes could be addressed. The intent of this recommendation is to allow redevelopment of the church, and possible longer-term redevelopment of the homes along Rugby Avenue. The Plan directs that any zoning application must consider compatibility with the existing single-family homes on Rugby Avenue (notwithstanding their PD 44 recommendation), and the homes on the opposite side of Old Georgetown Road. The Plan specifies that any rezoning should not result in multi-family development “surrounding or isolating a limited number of single-family homes.”

Unlike other areas in the Sector Plan, however, a specific limit is not set for this location. So the height is governed directly by a finding of compatibility and the zoning existing or requested.

MASTER PLAN COMPLIANCE

The proposed rezoning to the PD 44 reflects the recommendation in the Sector Plan. The resulting development is compatible at this location. The housing structure is compatible at this location, and the residential development will allow the church to expand its community facilities and programs.

The building segment facing Old Georgetown Road is stepped back to create a tiered façade that does not negatively impact homes on the opposite side of that road. The new landscaping and the building setbacks will greatly improve pedestrian access and the pedestrian experience along this segment of Old Georgetown Road. And the scale of the building is not inconsistent with nearby existing structures on Old Georgetown and Battery Lane.

The structure façade along the rear of the property adjoining Rugby Lane is acceptable. The building design creates a buffer to the east, with over 70 feet from the building entrance to the existing single family dwelling on Rugby Lane. The home on the other side of Rugby Lane will be located over 20 feet from the structure, within the setback required for the zone.

A lesser buffer will be created between the building and the existing home that faces Glenbrook Road. That home was recently extensively remodeled and enlarged, but there will be almost 20 feet between the multi-family structure and the side of that home, and over 40 feet from its rear side meeting the required setback for the zone. In addition, the building parking entrance was reconfigured to ensure that the home would not be immediately adjoining the service/loading dock entrance. The loading dock is now removed from the property boundary.

The setbacks are sufficient, in that they meet the zoning requirements and reflect the location of the single family homes in an area clearly intended for eventual redevelopment by the Sector Plan.

The shadow study conducted for the project indicates that at the times of greatest shadow impact, the existing homes are more impacted by the existing 12-story office structure at the corner of Old Georgetown Road and Glenbrook Road (a legal non-conforming use) than by the proposed new buildings. The adjoining Fire and Rescue Station will be most impacted, not homes.

The proposed use will not “isolate” the existing homes. The language in the Plan is directed to avoiding piecemeal redevelopment along Rugby Lane, leaving homes surrounded by taller multi-family structures. This development is on the edge of the area. The intent of the Plan is that eventual redevelopment at the higher recommended density on this section of Rugby Lane should be accomplished via assembly.

CONCLUSION

The proposed rezoning will add housing resources to the Woodmont Triangle area, and will allow the Christ Evangelical Lutheran Church to improve its facilities and expand the services it offers to the wider community. The PD 44 zone proposed is recommended in the Sector Plan. The Community Based Planning staff believes that the community assets that the church offers are worth the intensity of use proposed. Approval of the rezoning is recommended.

Several issues are important for consideration at site plan review:

1. Landscaping and streetscaping of the frontage along Old Georgetown Road and Glenbrook Road.
2. Including a green roof on the residential structures
3. Landscaping/fences for the buffer areas adjoining the single family homes on Glenbrook and Rugby.
4. Traffic patterns for the access road from Old Georgetown to Rugby.
5. Scheduled loading/delivery times for the Glenbrook entrances, to avoid conflict with other uses in the building and along Glenbrook.




MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: May 11, 2007

TO: Carlton Gilbert, Development Review Division

VIA: Jorge A. Valladares, P.E., Countywide Planning Division, Environmental

FROM: Marion Clark, Countywide Planning Division, Environmental (M) 

SUBJECT: Zoning Application No. G-864
Christ Lutheran Church and Community Center

Recommendation: Approval of the Preliminary Forest Conservation Plan

This proposal poses no difficulties for complying with the Forest Conservation Law or Environmental Guidelines.

Forest Conservation – Chapter 22A

An approved Natural Resource Inventory/Forest Stand Delineation is included in the submission. The NRI/FSD indicates no forest or specimen trees on site, so the forest conservation requirement is for afforestation. No Tree Save Plan is required. Because the zone requested is a Planned Development zone, 15% of forest conservation requirements must be met on-site. But since the site is located adjacent to a Central Business District, the afforestation requirement can be met through tree cover or planting canopy trees. A Preliminary Forest Conservation Plan, also part of the submission, provides the entire afforestation requirement on-site with tree cover.

Environmental Guidelines

This site is located in a highly urban area that was developed before the Environmental Guidelines were adopted. It is not located within a Special Protection Area or Primary Management Area. This site has no specimen or significant trees, no steep slopes, and no erodible soils. There are no wetlands or streams.

Water Quality and Stormwater Management

The site is located in the Lower Mainstem Bethesda subwatershed of the Lower Rock Creek watershed. The subwatershed is designated an Urban Watershed Restoration Area where the CSPS recommends supporting cost-effective stormwater quality controls on redevelopment sites, such as the subject site.

The Stormwater Management Concept Plan is approved by The Department of Permitting Services.



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

July 2, 2007

Carla Reid Joyner
Director

Mr. Krupa Patel
Loiederman Soltesz Associates, Inc.
2 Research Place, Suite 100
Rockville, MD 20850

Re: Stormwater Management **CONCEPT** Request
for Christ Evangelical Lutheran Church
Preliminary Plan #: Not available
SM File #: 229747
Tract Size/Zone: 2 acres/PD44PD68
Total Concept Area: 1.94 acres
Lots/Block: 3,4,11,9
Parcel(s): 869,859,860,816
Watershed: Lower Rock Creek

Dear Mr. Patel:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quality control via flow-through Stormfilters, green roofs, and grass channels. Onsite recharge is not viable due to the underground garage. Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cfs.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. The grass swale must be constructed using permeable soils and must meet the requirements of the Maryland 2000 Stormwater Management Manual.
6. The green roofs must be designed in accordance with the latest technology and Montgomery County requirements.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is not required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact William Campbell at 240-777-6345.

Sincerely,

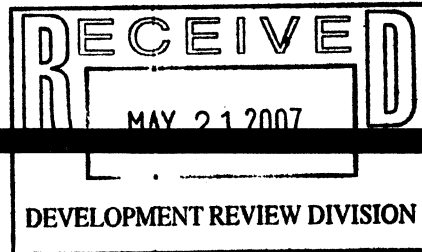


Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm

cc: C. Conlon
S. Federline
SM File # 229747

QN - less than 2cfs; Acres: 1.94
QL - onsite; Acres: 1.94
Recharge is not provided



May 12, 2007

Françoise Carrier, Esq.
Director, Office of Zoning and Administrative Hearings
Montgomery County
100 Maryland Avenue
Room 200
Rockville, MD 20850

Re: Local Map Amendment Application No. G-864; Christ Evangelical Lutheran Church/
Community Center and Bozzuto Homes Condominiums (the "Application")

Dear Ms. Carrier,

I am writing to express my strong support for the Christ Evangelical Lutheran Church/Community Center (CELC) and Bozzuto Homes Condominiums application at 8011 Old Georgetown Road in Bethesda.

CELC has initiated this redevelopment request in order to continue to offer their mission and community services to the Bethesda community. The church has offered a wide variety of services to the local and global community since 1934. The proposed redevelopment will build on that heritage and allow for those services to be enhanced and sustained for generations to come.

As a long time member of the church congregation and resident of Montgomery County, I strongly urge your positive decision on this request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Royce Hanson".

3550 Tuckerman Lane
Rockville

CC:

Dr. Royce Hanson
Carlton Gilbert
Martin Klauber, Esq.

May 12, 2007

Françoise Carrier, Esq.
Director, Office of Zoning and Administrative Hearings
Montgomery County
100 Maryland Avenue
Room 200
Rockville, MD 20850

Re: Local Map Amendment Application No. G-864; Christ Evangelical Lutheran Church/Community Center and Bozzuto Homes Condominiums (the "Application")

Dear Ms. Carrier,

I am writing to express my strong support for the Christ Evangelical Lutheran Church/Community Center (CELC) and Bozzuto Homes Condominiums application at 8011 Old Georgetown Road in Bethesda.

CELC has initiated this redevelopment request in order to continue to offer their mission and community services to the Bethesda community. The church has offered a wide variety of services to the local and global community since 1934. The proposed redevelopment will build on that heritage and allow for those services to be enhanced and sustained for generations to come.

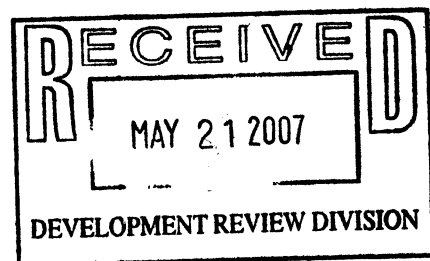
As a long time member of the church congregation and resident of Montgomery County, I strongly urge your positive decision on this request.

Sincerely,

Ruth G. Lewis

*4311 Kentbury Dr.
Bethesda*

CC:
Dr. Royce Hanson
Carlton Gilbert
Martin Klauber, Esq.



May 16, 2007

Françoise Carrier, Esq.
Director, Office of Zoning and Administrative Hearings
Montgomery County
100 Maryland Avenue
Room 200
Rockville, MD 20850

Re: Local Map Amendment Application No. G-864; Christ Evangelical Lutheran Church/
Community Center and Bozzuto Homes Condominiums (the "Application")

Dear Ms. Carrier,

I am writing to express my strong support for the Christ Evangelical Lutheran Church/Community Center (CELC) and Bozzuto Homes Condominiums application at 8011 Old Georgetown Road in Bethesda.

CELC has initiated this redevelopment request in order to continue to offer their mission and community services to the Bethesda community. The church has offered a wide variety of services to the local and global community since 1934. The proposed redevelopment will build on that heritage and allow for those services to be enhanced and sustained for generations to come.

I currently serve on the Church Council of Christ Evangelical Lutheran Church. The Council is the group entrusted with the care of the congregation and its resources. We have studied our many options over the years as to how we can best expand our ministries in the Bethesda community. The redevelopment of our property is the best way for us to be able to continue to serve those in need of child care, those in need of a hot lunch from Bethesda Cares, those in need of a place for a support group, those in need of counseling from our Family Counseling Center, and those in need of a place to worship.

As a long time member of the church congregation and resident of Montgomery County, I strongly urge your positive decision on this request.

Sincerely,



CC:

~~Dr. Royce Hanson~~
~~Carlton Gilbert~~
Martin Klauber, Esq.

