



4 Bethesda Metro Center, Preliminary Plan Amendment No. 11981068B

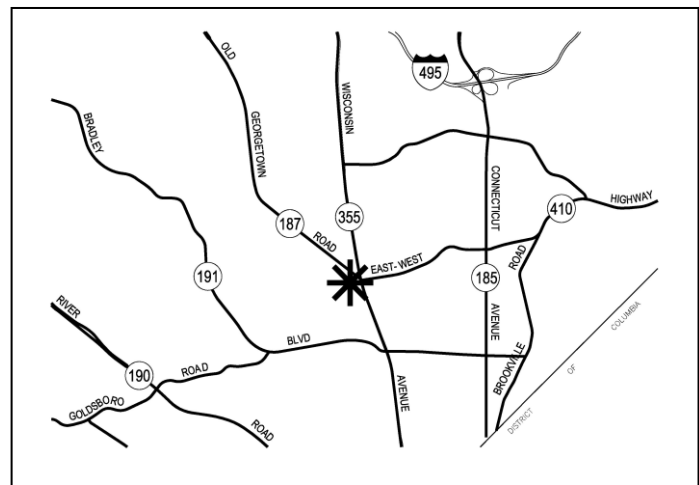
 Stephanie Dickel, Acting Supervisor, Area 1, stephanie.dickel@montgomeryplanning.org, 301.495.4527

 Elza Hisel-McCoy, Chief, Area 1, Elza.Hisel-McCoy@montgomeryplanning.org, 301.495.2115

Completed: 11/4/19

Description

- Preliminary Plan Amendment: 1 lot for up to 479 multi-family dwelling units and up to 20,600 square feet of ground floor retail and 592,242 square feet of existing uses (office and hotel).
- Current use(s): food court and surrounding Metro Plaza (the existing office building, 3 Bethesda Metro Center, and the Hyatt hotel including retail/restaurant uses to remain);
- Located at the southwest corner of the intersection of Wisconsin Avenue and Old Georgetown Road;
- 4.34 acres or 71,905 gross square feet of tract area zoned CR 8.0 C 8.0 R 7.5 H210 and CR 8.0 C 8.0 R 7.5 H290, and the Bethesda Overlay Zone, in the 2017 *Bethesda Downtown Sector Plan*;
- Applicant: BOP Bethesda Metro Center LLC;
- Acceptance date: April 24, 2019



Summary

- Staff recommends approval of the Preliminary Plan Amendment with conditions.
- The entire Bethesda Metro Center project is included in this Preliminary Plan Amendment application, although only a portion of the Property, the existing three-story "food court" building and a portion of the surrounding Metro Plaza is proposed for redevelopment. The 15-story office building, known as 3 Bethesda Metro Center and the hotel (currently operated as a Hyatt) are included as they were a part of the original Preliminary Plan and will remain.
- WMATA controls the underlying ground associated with the Site and has consented to the filing of the redevelopment.
- The proposal does not include an allocation of density from the Bethesda Overlay Zone and is therefore not required to make a Park Impact Payment (PIP).
- In accordance with Chapter 50, Subdivision Regulations, Section 50.4.1.E, the Preliminary Plan Amendment received one Planning Director's extension and one Planning Board extension postponing the hearing date from August 15, 2019 through November 14, 2019.

SECTION 1: RECOMMENDATION AND CONDITIONS

PRELIMINARY PLAN AMENDMENT 11981068B

Staff recommends approval of Preliminary Plan Amendment No. 11981068B subject to the following conditions, which supersede the previously approved Preliminary Plan in its entirety:

1. This Preliminary Plan is limited to 1 lot for up to 479 multi-family dwelling units and up to 20,600 square feet of ground floor retail and 592,242 square feet of existing uses to remain (358,578 square feet of existing office and 233,664 square feet for the existing hotel).
2. The Applicant must comply with the binding elements and conditions of approval for Sketch Plan No. 320180110 and any subsequent amendments.
3. As part of submission of Certified Preliminary Plans, the Applicant must provide a revised Preliminary Forest Conservation Plan addressing the following:
 - a. Provide correctly scaled drawings; and
 - b. Coordinate with M-NCPPC Staff on minor corrections and clarifications as required.
4. Before demolition, clearing, or grading on the Subject Property, the Applicant must record a Certificate of Compliance to use an off-site forest mitigation bank easement in the Montgomery County Land Records, satisfying the 0.55-acre requirement (or as determined by the Certified Final Forest Conservation Plan). The certificate of compliance must be in a form approved by the M-NCPPC Office of the General Counsel.
5. The Final Forest Conservation Plan must be approved prior to record plat.
6. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter October 28, 2019 and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Preliminary Plan approval.
7. The Planning Board accepts the recommendations of MCDPS – Water Resources Section in its stormwater management concept letter dated October 23, 2019, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.
8. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (MCDOT) in their letter dated October 31, 2019, and hereby incorporate them as conditions of the Preliminary Plan approval and for the Traffic Impact Statement (TIS). The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT, provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
9. Prior to recordation of plat(s), the Applicant must satisfy the provisions for access and improvements associated with each plat, as required by MCDOT.

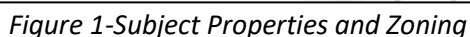
10. The Applicant must dedicate all road rights-of-way to the full width mandated by the Bethesda Downtown Sector Plan or as otherwise designated on the Certified Preliminary Plan, and show on the record plat(s) the following dedications:
 - a. A dedication of the Old Georgetown Road frontage necessary to provide the Sector Plan-recommended 40-foot-wide right-of-way between the Subject Property line and right-of-way centerline, as illustrated on the Certified Preliminary Plan.
 - b. A dedication of the Wisconsin Avenue frontage necessary to provide the Sector Plan-recommended 61-foot-wide right-of-way between the Subject Property line and right-of-way centerline, except where precluded by the existing hotel awning structure which will be encumbered by an easement for future dedication, as illustrated on the Certified Preliminary Plan.
 - c. An easement for future dedication along the North Lane and East Lane frontages, as illustrated on the Certified Preliminary Plan.
11. The Applicant must construct all road improvements within the rights-of-way shown on the approved Preliminary Plan to the full width mandated by the master plan and/or to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the Preliminary Plan, "To Be Constructed By _____" are excluded from this condition.
12. Before the release of any above grade building permit, the Applicant must enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and MCDOT to participate in the Bethesda Transportation Management District (TMD) and work toward the Sector Plan goal of 55% Non-Auto Driver Mode Share.
13. Bicycle Facilities
 - a. The Applicant must provide a minimum of 115 bicycle parking spaces to include 107 long-term and eight (8) short-term bicycle parking spaces.
 - b. The long-term spaces must be in a secured, well-lit bicycle room in the garage, and the short-term spaces must be inverted-U racks (or approved alternative) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the public bicycle rack(s) must be identified on the Certified Site Plan.
 - c. The Applicant must construct the master planned separated bicycle lanes along the Project's North Lane frontage.
 - d. The Applicant must participate in a pro-rata basis towards the construction of the Sector-Planned bicycle facility on their Old Georgetown Road frontage.
14. The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval.
15. The record plat must show necessary easements.
16. Include all applicable agency letters and Preliminary Plan Amendment resolution on the approval or cover sheet(s) of the Certified Preliminary Plan.
17. If a subsequent site plan approval substantially modifies the subdivision shown on the approved Preliminary Plan with respect to lot configuration or location or right-of-way width or alignment, the Applicant must obtain approval of a Preliminary Plan amendment prior to certification of the Site Plan.

18. The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid for sixty (60) months from the date of mailing of the Planning Board resolution.

Site Analysis and Vicinity

The Property is located along Wisconsin Avenue in the southwest quadrant of the intersection of Wisconsin Avenue and Old Georgetown Road/East-West Highway and is a recorded lot, Part of Lot 37, Block 13, in the "Edgemoor" Subdivision (Property or Subject Property). The Property is zoned CR 8.0 C 8.0 R 7.5 H210 and CR 8.0 C 8.0 R 7.5 H290 and is within the Bethesda Overlay Zone (Figure 1). No new building construction above the plaza level is proposed for the H210 portion of the site along the western portion of the site. The Property is currently improved with an office building (3 Bethesda Metro Center), the Hyatt hotel (including retail/restaurant uses), the at-grade Metro Plaza, and below-grade parking. A portion of the existing 3 Bethesda Metro Center office building will be removed, including the "food court" and a small bump-out in the southwest corner of the Metro Plaza. The existing Metro Plaza is located between the office and hotel, with frontage on Wisconsin Avenue. The existing bus facilities located below the Metro Plaza serve as an important transit hub for the County – with service by 14 Metro bus and Ride-On routes. The Property is located on top of the Bethesda Metro Station and falls within the Bethesda Parking Lot District (PLD). The Property is within the area encompassed by the 2017 *Bethesda Downtown Sector Plan* (Sector Plan).



Collectively, the existing buildings contain approximately 632,774 square feet of gross floor area. The Property has a site area of approximately 151,714 square feet (or 3.48 acres) and, including land previously dedicated to public use, a total tract area of approximately 189,283 square feet (4.35 acres). That portion of the Property that is proposed for redevelopment for 4 Bethesda Metro Center is approximately 71,973 square feet.

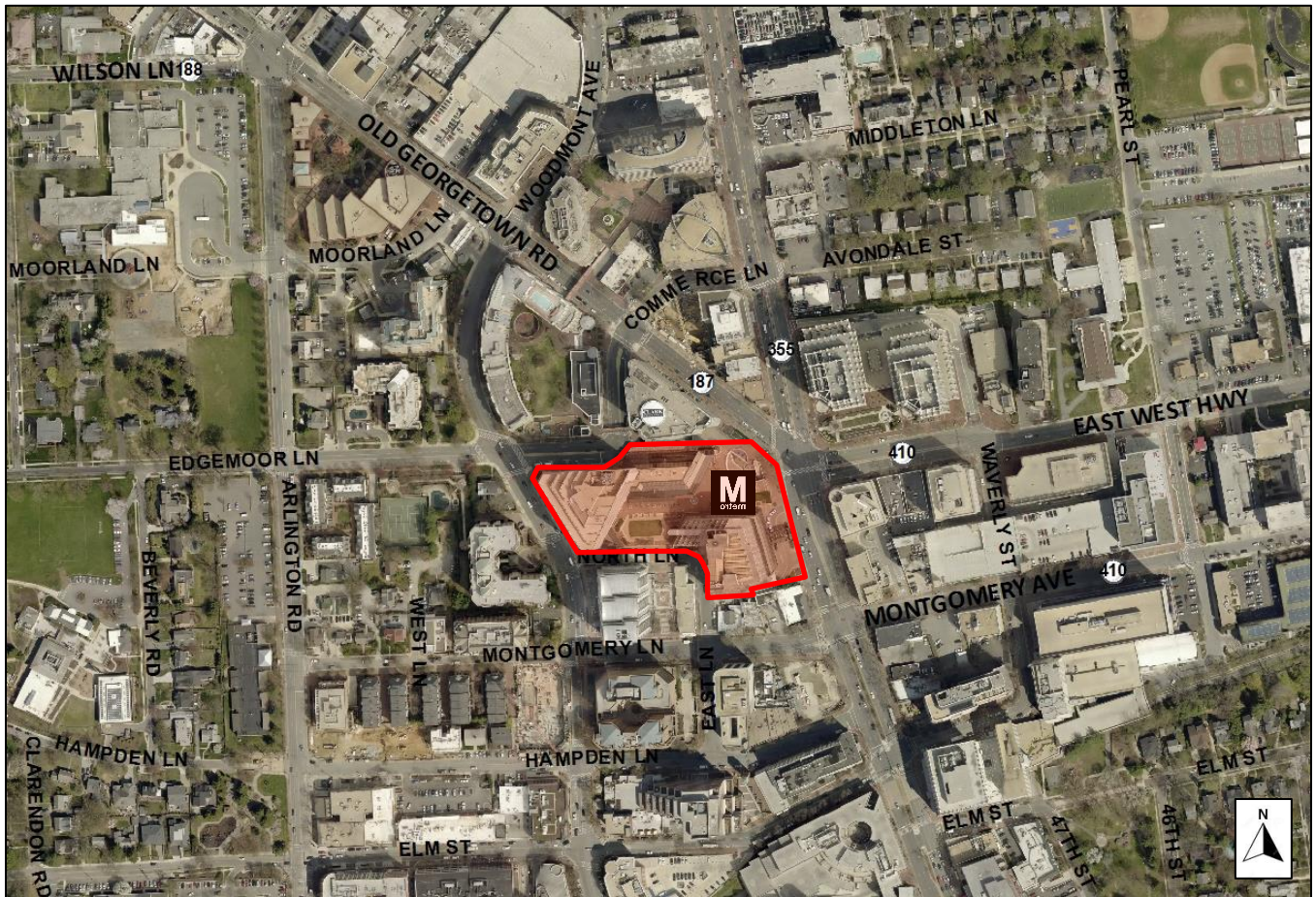


Figure 2-Aerial View

Site Vicinity

The Property is surrounded by a mix of residential and non-residential uses. Directly adjacent to the Property to the north is the 200' tall Clark building. Confronting the Property, across Edgemoor Lane, is the Metropolitan (a 14-story multi-family residential building), and Public Parking Garage No. 49. Diagonally across the intersection of Wisconsin Avenue and East-West Highway/Old Georgetown Road, to the east, is the 16-story Chevy Chase Bank Building. The Newlands building (a 17-story office building) and old Post Office building are located to the south. Confronting the Property to the west across Woodmont Avenue, is the 13-story Chase Condominium, a single-family dwelling that is now operated as professional offices, and a proposed 15-story residential building (the Edgemont II).

There are no known rare, threatened, or endangered species on site; there are no 100-year floodplains, stream buffers, or wetlands on site. There are no known historic properties on site.

SECTION 3: PROJECT DESCRIPTION

Previous Approvals

The Planning Board approved a Project Plan (No. 919810050) for the Property on September 2, 1981 for a 231,164 square-foot, 400-room hotel, and 400,110 square feet of office and retail uses, as subsequently modified by various amendments (when amended, the Project Plan was reclassified under Project Plan No. 919920040). A Preliminary Plan (No. 119810680) was approved for the Property on June 18, 1981. Site Plan No. 819810750 was originally approved on December 10, 1981, for 334,110 square feet of office, 66,000 square feet of retail, and a 231,164 square-foot, 400-room hotel use (in connection with a subsequent Site Plan Amendment, the Site Plan was reclassified as Site Plan No. 819880450).

Various amendments to the Project and Site Plans have been approved over the years. The Project Plan and Site Plan were amended on July 20, 2000 for the conversion of 15,220 square feet of retail space in the office building, into office use, of which 11,711 square feet was to be converted only for an interim period of time unless a subsequent amendment was approved for modifications to the Metro Plaza, in conformance with the guidelines of the then applicable 1994 Bethesda CBD Sector Plan. Accordingly, subsequent amendments to the Project Plan and Site Plan (No. 81988045B) were approved by the Planning Board on November 15, 2001 for upgrades to the Metro Plaza, thereby making permanent the conversion of the entire 15,220 square feet of retail into office use, and an additional 1,500 square feet of retail use (for a restaurant in the interior of the Metro Plaza). The Site Plan and Project Plan were amended to allow for the addition of 1,000 square feet of retail/restaurant use to the Hyatt hotel, including a corresponding reduction to the approved building area for the 3 Bethesda Metro Center office building, and associated site improvements (Site Plan No. 81988045D and Project Plan No. 91992004F). In summary, the Property is approved for a total of 632,774 square feet including a 233,664 square foot hotel and a combined total of 399,110 square feet of office and retail use.

Most recently, the Planning Board approved Sketch Plan No. 320180110 for the Subject Property, by resolution dated October 17, 2018, for up to 1,092,242 total square feet (including 592,242 existing square feet to remain). At the time of Sketch Plan, the Applicant proposed two development options: 1) Residential Development option, which proposed residential with retail on ground floor retail, restaurant and other activating uses with multi-unit residential uses above with a minimum of 15% Moderately Priced Dwelling Units (MPDUs); or 2) Commercial Development option which proposed non-residential, instead of residential development, above the ground floor uses. As a condition of approval, the Applicant was required to select the development option at the time of Preliminary Plan. The subject Preliminary Plan Amendment seeks to facilitate implementation of the additional 500,000 square feet of development approved by the Sketch Plan.

Proposal

This Preliminary Plan Amendment includes one recorded lot, with a combined total density of 1,092,242 square feet, including 500,000 square feet of proposed new square footage for up to 479 new multi-family dwelling units and up to 20,600 square feet of new non-residential uses, and 592,242 square feet of existing square footage to remain for the existing hotel and office uses. This Amendment updates and supersedes the previously approved Preliminary Plan to reflect right-of-way dedication in accordance with the 2017 Bethesda Downtown Sector Plan and evaluates Adequate Public Facilities (APF) in accordance with the 2016-2020 Subdivision Staging Policy. The Preliminary Plan Amendment is consistent with the approved Sketch Plan which proposed the demolition of approximately 40,532 square feet of existing commercial use (three-story "food court" building) and a portion of the surrounding Metro Plaza, to accommodate additional 500,000 square foot development. The Project will include a minimum of 15% Moderately Priced Dwelling Units (MPDUs). The remaining 15-story portion of the office building and the hotel (including ground floor retail/restaurant uses) will remain unchanged by this Application. The proposal does not include an allocation of density from the Bethesda Overlay Zone, as a result, the Project does not generate a Park Impact Payment (PIP).

The Project will make use of the existing, below-grade parking garage. The parking garage is accessed through driveway entrances off both Woodmont Avenue and Wisconsin Avenue and loading and servicing will be accommodated on-site. The Project is required to provide a minimum of 10% of the area as open space. The Project anticipates exceeding this requirement, subject to further refinement at the time of Site Plan.

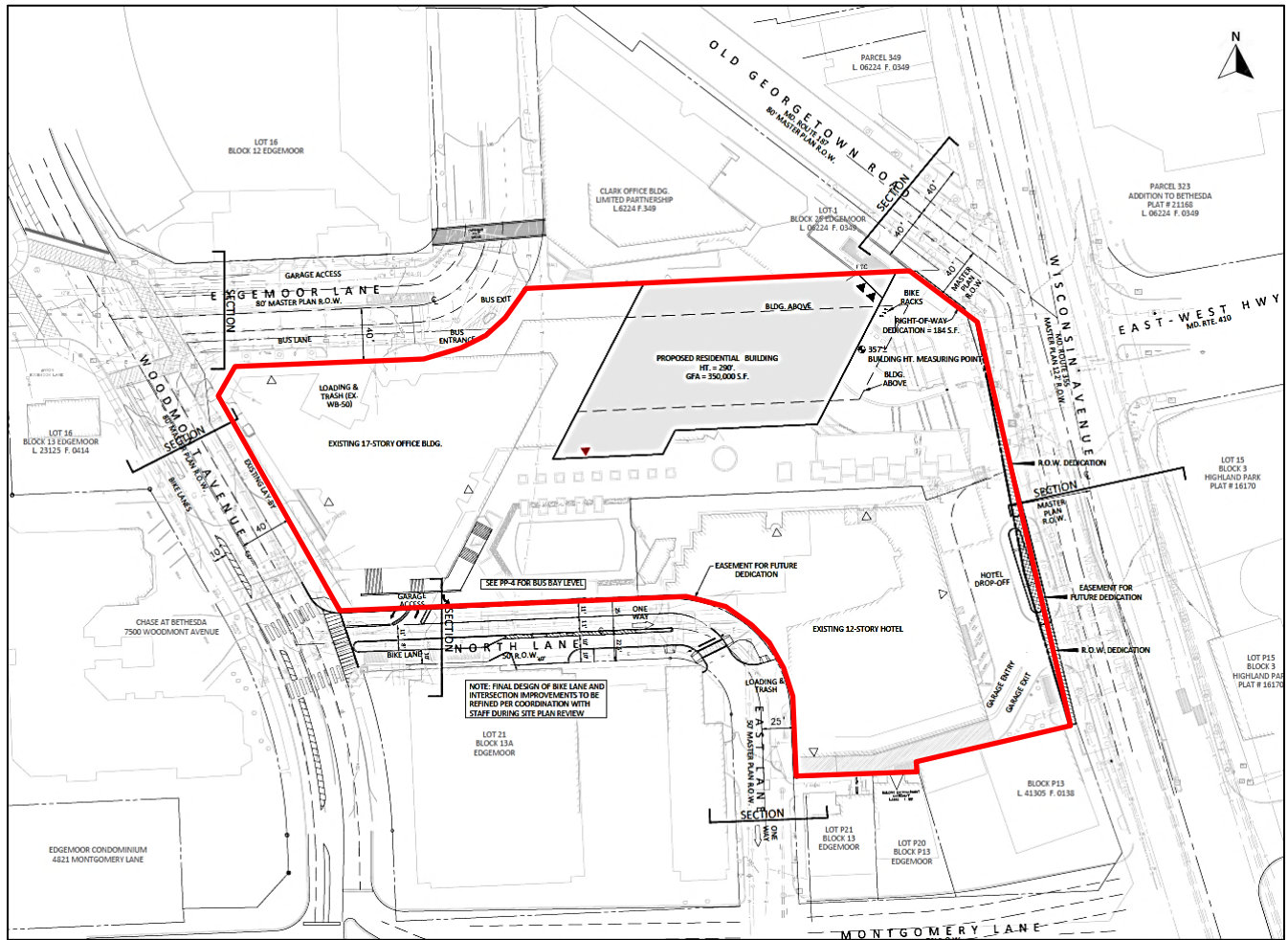


Figure 3-Proposed Preliminary Plan Amendment

Environment

The Subject Property is located within the Willett Branch watershed which is a tributary to Little Falls Branch Stream, a Use I-P watershed. Aside from the watershed the site is not associated with any environmentally sensitive features such as forest areas, stream buffers, wetlands, 100-year floodplains, steep slopes or specimen trees. There are street trees generally measuring less than 18" diameter at breast height (DBH) associated with the Subject Property frontages.

Forest Conservation

A Natural Resource Inventory Forest Stand Delineation was approved for the project on June 27, 2018 under plan No. 420182430. The application is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code).

Noise

The Project proposes public open space and residential units fronting an arterial roadway and in close proximity to the Bethesda Metro Station. To address development standards regarding noise mitigation, the Applicant has

requested to have the exterior noise guidelines waived under Section 2.2.2 of the Noise Guidelines (Attachment A). Strict compliance with the guidelines to maintain 65 dBA throughout the public open space would significantly compromise the design of the Project's open space. The necessary changes, which include walls, fencing, and/or berms, would conflict with recommendations of the Bethesda Downtown Sector Plan to provide connectivity to the plaza at the Bethesda Metro Station. Staff recommends approval of the waiver and interior noise mitigation will be evaluated at the time of Site Plan.

Stormwater Management (SWM)

MCDPS Stormwater Management Section approved the stormwater management concept on October 23, 2019 (Attachment B). Per the approval letter, the stormwater management concept meets stormwater management requirements via ESD to the MEP via the use of green roof and a request for a waiver of partial quality and full quantity due to existing site constraints and shallow storm drain.

Transportation

Access and Circulation

Pedestrian access to the Site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Site frontages, consistent with the Bethesda Streetscape Standards.

Although MDSHA had not yet issued their formal letter as of the date of this staff report, Staff anticipates an approval letter prior to the Planning Board hearing. Based on Staff's evaluation of the traffic study, sufficient transportation capacity exists to accommodate the Project, as discussed in the Preliminary Plan Amendment findings.

Vehicular access to the Site will remain mostly unchanged as a result of the Subject Application. The most significant changes to Site Access will be elimination of the existing garage access on Woodmont Avenue and reconfiguration of the circulation on North Lane. A detailed description of Site access is provided below and illustrated in Figure 4:

- Edgemoor Lane operates as a two-way median-divided roadway along the site frontage. Public transit buses enter the Bethesda Metrorail station via Edgemoor Lane at the northwest corner of the site with a loading/ service access point located midway between the bus entrance and Woodmont Avenue.
- Woodmont Avenue operates as a one-way (southbound) roadway along the site frontage. A single point of garage ingress/ egress exists at the southwest corner of the site, adjacent to the intersection of Woodmont Avenue and North Lane. Woodmont Avenue and North Lane each have an ingress/ egress lane at this intersection. As a result of the Subject Application, the existing garage access on Woodmont Avenue will be eliminated.
- North Lane and East Lane operate as one-way (eastbound/ southbound) service streets along the site's southern frontage. In addition to the garage access at the Woodmont Avenue/ North Lane intersection described above, North Lane and East Lane provide access to the Metrorail station kiss & ride and short term parking, and loading.
- Wisconsin Avenue operates as a six-lane median divided roadway along the site frontage. Site access along this roadway is limited to a single point of garage access (right-in/right-out) and a forecourt for the hotel.
- Old Georgetown Road operates as a one-way (northbound) roadway along the site frontage. No vehicular access is permitted along this roadway.

Bicycle access to the site will be improved through the provision of separated bicycle lanes on Woodmont Avenue, currently under design and funded for construction through the MCDOT Capital Improvement Program, and through the addition of new bicycle lanes on North Lane. (Figure 5)

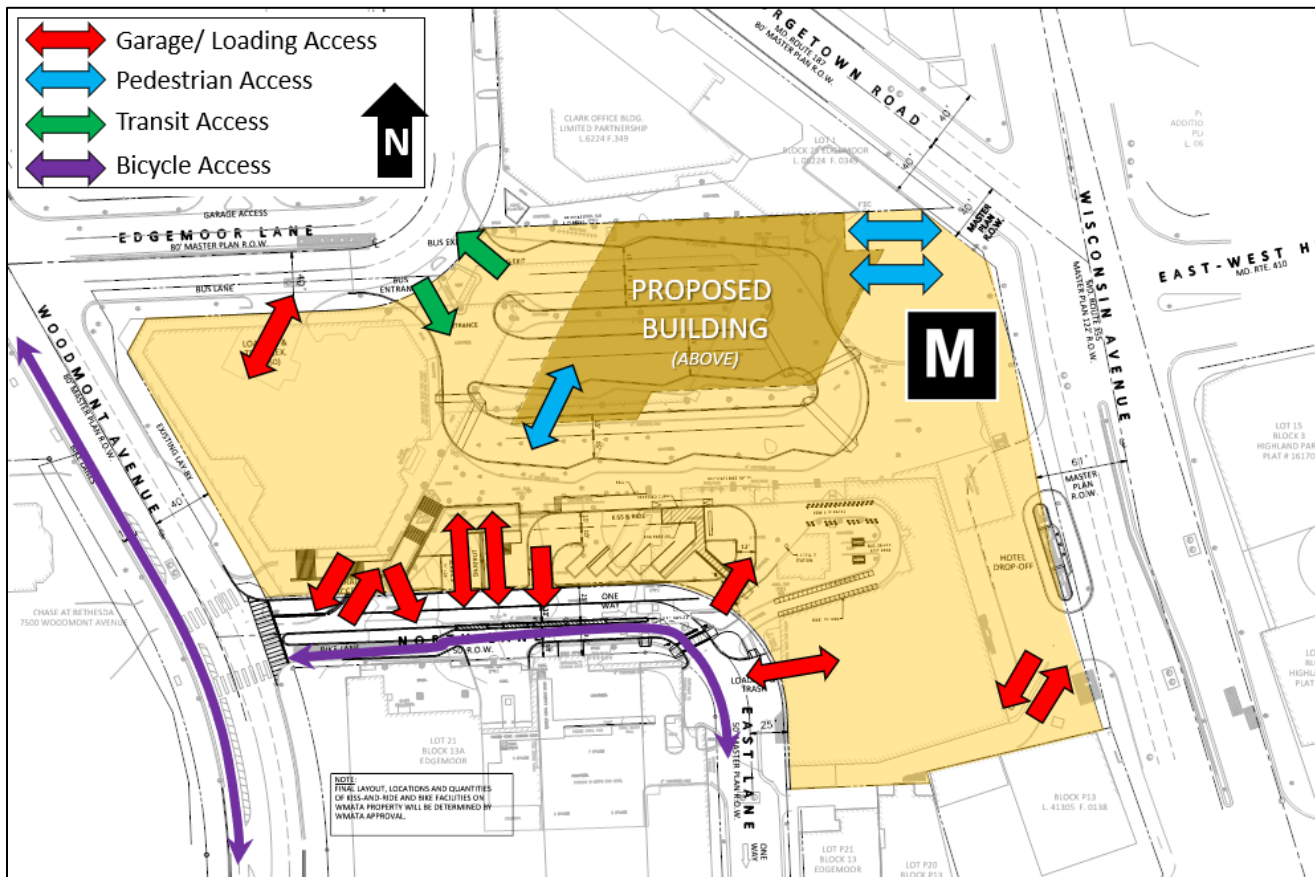


Figure 4-Access and Circulation

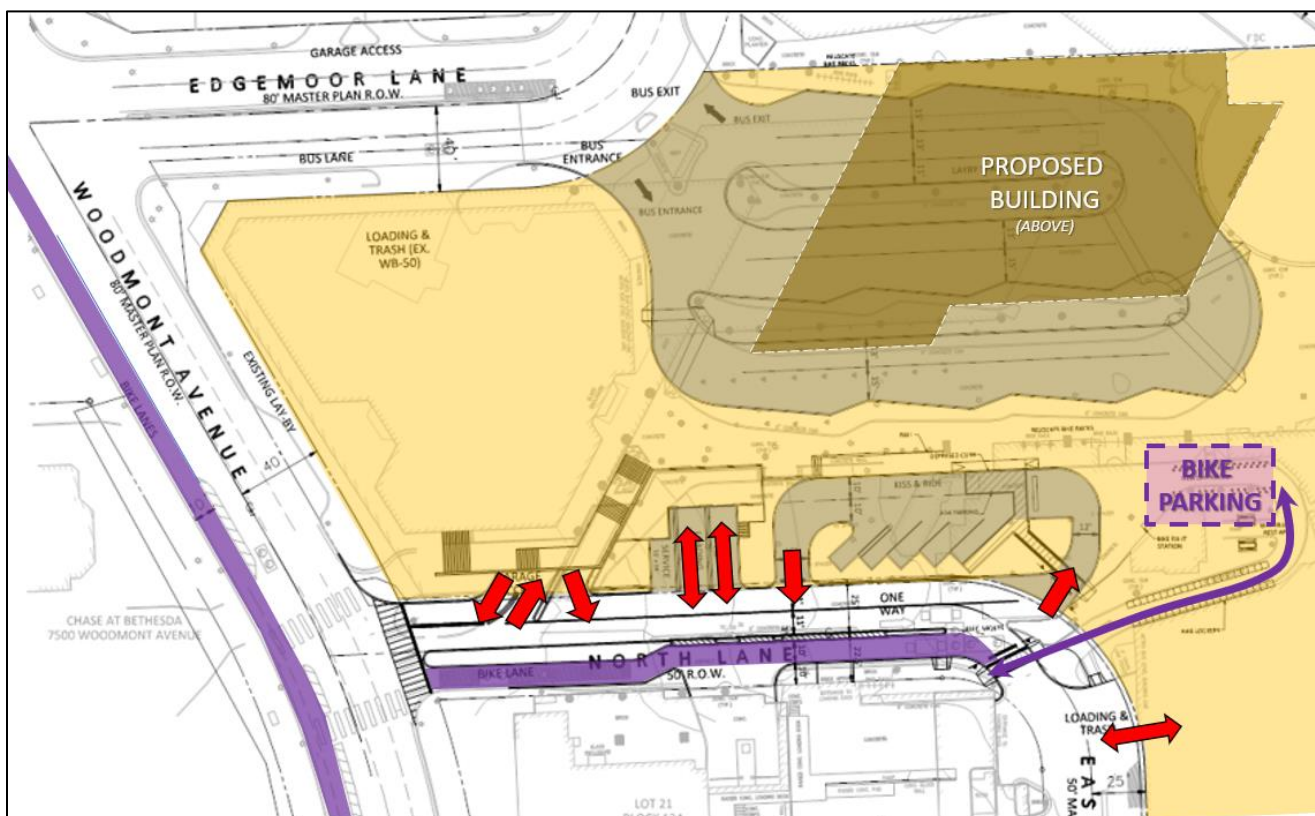


Figure 5- Separated Bike Lane Improvements

Transit Connectivity

The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station (located directly beneath the site), Metrobus, RideOn, the Bethesda Circulator and future Purple Line.

Sector-Planned Transportation Demand Management

The Sector Plan encourages a Non-Auto Driver Mode Share (NADMS) of 55%, averaged between employees and residents of downtown Bethesda. In order to meet this goal, downtown Bethesda is organized into a Transportation Demand Management District (TMD) that strives to promote travel by means other than single-occupancy vehicles. As conditioned, the the development is required to enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and Montgomery County Department of Transportation (MCDOT) to participate in the Bethesda TMD.

Community Outreach

The Applicant has complied with all submittal and noticing requirements, and Staff has not received correspondence from community groups or citizens as of the date of this report.

SECTION 4: PRELIMINARY PLAN AMENDMENT 11981068B

1. *The layout of the subdivision, including size, width, shape, orientation and diversity of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*

This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Code including the technical review standards in Section 50.4.3. This Preliminary Plan Amendment includes one recorded lot, with a combined total density of 1,092,242 square feet, including up to 500,000 square feet of proposed new square footage for up to 479 new multi-family dwelling units, up to 20,600 square feet of new non-residential uses, and 592,242 square feet of existing square footage to remain for the existing hotel and office uses. The existing 592,242 square feet of office and hotel uses will remain unchanged by this Preliminary Plan Amendment and were reviewed and approved as part of the original Preliminary Plan 119810680. The Application meets all applicable sections. The size, width, shape and orientation of the proposed lot is appropriate for the location of the subdivision taking into account the recommendations included in the applicable master plan, and for the type of development or use contemplated. As discussed in the following Preliminary Plan finding, the Application substantially conforms to the 2017 *Bethesda Downtown Sector Plan*. The Application complies with the land use recommendations for the site as well as the applicable urban design, roadway, and general recommendations outlined in the Sector Plan. The Property is a recorded lot. The Applicant is proposing to redevelop the existing three-story "food court" building and a portion of the surrounding Metro Plaza (replacing approximately 40,532 square feet of floor area) with a new mixed-use development containing up to a maximum of 500,000 square feet, for a net increase in 459,468 square feet of new development. Transportation access is adequate to serve the proposed development by this Preliminary Plan Amendment. Water and sewer and other utilities are available to and currently serve the Property. The Application meets the Environmental Guidelines and Forest Conservation Law.

The lot was reviewed for compliance with the dimensional requirements for the CR 8.0 C 8.0 R 7.5 H210 and CR 8.0 C 8.0 R 7.5 H290 zones as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in following table, Table 1. This Application has been reviewed by other applicable county agencies, all of whom have recommended approval of the Preliminary Plan Amendment.

Table 1: Development Standards in the CR 8.0 C 8.0 R 7.5 H210 and CR 8.0 C 8.0 R 7.5 H290 Zone

Standard	Required/Permitted	Proposed
Total Density (square feet)	1,514,264	1,092,242 ¹
Residential density (square feet)	1,419,622	500,000
Residential Dwelling Units	NA	479
Non-residential density (square feet)	1,514,264	612,842 ²
Front setbacks	0	Must meet minimum ³
Side setbacks	0	Must meet minimum ³
Rear setbacks	0	Must meet minimum ³
Open Space	10%	10%
Site Plan Required	Yes	
MPDUs Required	Yes	Yes (Determined at Site Plan)

¹The maximum combined density proposed is 1,092,242 square feet, consistent with the approved Sketch Plan No. 320180110.

²Includes 20,600 square feet of proposed non-residential uses, 233,664 square feet of existing development to remain for the hotel and 358,578 square feet of existing office to remain for 3 Bethesda Metro Center.

³As determined by MCDPS at the time of building permit.

2. *The Preliminary Plan substantially conforms to the Master Plan*

The Property is designated as Sites 98 and 99 on pages 99 and 101 of the Plan. The Property is in the “Wisconsin Avenue Corridor District”, which is the main artery through the center of downtown Bethesda. The Project provides an important opportunity for infill development of an underdeveloped commercial site, as recommended by the Sector Plan, with a mixed-use, transit-oriented Project. The Project will provide a variety of uses (including restaurant, retail/service, and residential) directly on top of the Bethesda Metro Station and bus facility, and within walking distance from the proposed Bethesda Purple Line Station, and other transit options (including the Bethesda Circulator).

a. Land Use

The Project will provide up to 479 residential units including 15% MPDUs and up to 20,600 square feet of non-residential uses on the ground floor and includes 592,242 square feet of existing uses (office and hotel) to remain. The Project will provide a desirable mix of uses, at an appropriate density, at this prominent location.

b. Environment

As conditioned, the Application meets the Sector Plan recommendations, the Environmental Guidelines and Forest Conservation Law. The Forest Conservation Plan with the conditions cited in this staff report as part of this Preliminary Plan Amendment are acceptable.

c. Transportation

The Application is consistent with the above recommendations and will provide the necessary right-of-way dedications and streetscape improvements. The 2017 *Bethesda Downtown Sector Plan* recommends the following along property frontages:

- i. Edgemoor Lane along the northern site frontage, as a Business District Street with a minimum right-of-way width of 80 feet and two-way separated bicycle lanes (LB-8) along the eastbound (property frontage) side of the street.
- ii. Woodmont Avenue along the western site frontage, as an arterial roadway with a minimum right-of-way width of 80 feet and separated bicycle lanes (CT-4) along the southbound (opposite frontage) side of the street.

- iii. North Lane along the southern site frontage, as a Business District Street with a minimum right-of-way width of 50 feet.
 - iv. East Lane along the southern site frontage, as a Business District Street with a minimum right-of-way width of 50 feet.
 - v. Wisconsin Avenue along the eastern site frontage, as a major highway (M-6) with a minimum right-of-way width of 80 feet.
 - vi. Old Georgetown Road along the northeastern site frontage, as a major highway (M-4) with a minimum right-of-way width of 80 feet and separated bicycle lanes (CT-8). Although a specific design for the Old Georgetown Road separated bike lanes has not yet been determined, the current concept envisions this bicycle facility on the north side of Old Georgetown Road. Staff believes the north side of the roadway will better coordinate with plans for the East-West Highway (MD 410) separated bikeway which are also envisioned on the north side.
- d. Sector-Planned Transportation Demand Management
 The Sector Plan encourages a Non-Auto Driver Mode Share (NADMS) of 55%, averaged between employees and residents of downtown Bethesda. In order to meet this goal, downtown Bethesda is organized into a Transportation Demand Management District (TMD) that strives to promote travel by means other than single occupancy vehicles. As a residential project of more than 100 dwelling units within the Bethesda TMD, the development is required to enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and Montgomery County Department of Transportation (MCDOT) to participate in the Bethesda TMD.

3. *Public Facilities will be adequate to support and service the area of the subdivision*

- a. Roads and Other Transportation Facilities
 Transportation access is adequate to serve the proposed development by this Preliminary Plan Amendment.
- i. *Existing Facilities*
 Vehicular access to the Property will occur in the same manner as the existing condition with no changes to the Site access concept. Existing vehicular access operates in the following manner:
 - a. Edgemoor Lane operates as a two-way median-divided roadway along the site frontage. Public buses enter the Bethesda Metrorail station via Edgemoor Lane at the northwest corner of the site with a loading/ service access point located midway between the bus entrance and Woodmont Avenue.
 - b. Woodmont Avenue operates as a one-way (southbound) roadway along the site frontage. A single point of garage ingress/ egress exists at the southwest corner of the site, adjacent to the intersection of Woodmont Avenue and North lane. Woodmont Avenue and North Lane each have an ingress/ egress lane at this intersection.
 - c. North Lane and East Lane operate as one-way (eastbound/ southbound) service streets along the site's southern frontage. In addition to the garage access at the Woodmont Avenue/ North Lane intersection described above, North Lane and East Lane provide access to the Metrorail station kiss & ride and short term parking, and loading.
 - d. Wisconsin Avenue operates as a six-lane median divided roadway along the site frontage. Site access along this roadway is limited to a single point of garage access (right-in/right-out) and a forecourt for the hotel.
 - e. Old Georgetown Road operates as a one-way (northbound) roadway along the site frontage. No vehicular access is permitted along this roadway.

ii. *Proposed public transportation infrastructure*

Pedestrian access to the site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Property frontages, consistent with the Bethesda Streetscape Standards.

b. Local Area Transportation Review (LATR)

Adequate Public Facilities

A transportation study dated May 17, 2019, and revised September 13, 2019, was submitted to analyze the Project. The study reflected the proposed 479 residential units and up to 20,600 square feet of retail. The existing 592,242 square feet of office and hotel uses were counted as background conditions in the traffic study because the uses have existed for more than twelve (12) years. The proposed development is estimated to generate 171 net new morning peak-hour person trips (88 vehicle trips) and 313 net new evening peak-hour person trips (154 vehicle trips). Because the estimated transportation impact of the Project exceeds 50 net new trips for the vehicular, pedestrian, and bicycle modes, the Project evaluated the adequacy of each of these modes to satisfy the Local Area Transportation Review requirement. Transit was not evaluated due to the Site's proximity to the Bethesda Metrorail station.

Table 2: Project Peak Hour Trip Generation

Existing	Vehicle Rates		Adjusted Vehicle Rates		Person Trips	
	AM	PM	AM	PM	AM	PM
39,159 SF General Office	63	47	40	30	84	63
Existing Trips	63	47	40	30	84	63
Proposed	AM	PM	AM	PM	AM	PM
479 High-Rise Apartments	147	172	116	136	228	267
20,600 SF Retail	19	78	12	48	27	109
Proposed Trips	166	250	128	184	255	376
Net New Trips	103	203	88	154	171	313

Source: Wells & Associates Transportation Study, dated May 17, 2019 and revised September 13, 2019.

Table 3: Peak Hour Trip Generation by Mode

	Person Trips	Auto Driver	Pedestrian*	Transit	Bike
AM	171	88	43	10	33
PM	313	154	92	28	64

*Pedestrian trips are the sum of all transit and bicycle trips generated by the project.

Source: Wells & Associates Transportation Study, dated May 17, 2019 and revised September 13, 2019.

Vehicle Adequacy

The Applicant evaluated a total of 15 intersections on five corridors within downtown Bethesda. In accordance with the 2016-2020 Subdivision Staging Policy, the corridors were evaluated using the Highway Capacity Manual methodology and each corridor was found to be within the 120-second delay standard for the Bethesda CBD Policy Area. As a result, no mitigation is necessary to satisfy the vehicular adequacy test.



Figure 6 – Intersection Analysis Map

Table 4: Intersection Capacity, Highway Capacity Manual Methodology, Control Delay (seconds)

Corridor	Delay Standard	Existing Conditions		Background Conditions		Future Conditions		Future w/ Master Plan Improvements ¹	
		AM	PM	AM	PM	AM	PM	AM	PM
1 Wisconsin Avenue	120	14	15	21	33	48	47	54	52
2 Woodmont Avenue	120	11	12	22	19	22	20	32	18
3 Edgemoor Lane	120	30	40	32	42	31	42	36	48
4 Montgomery Lane/ Avenue	120	21	29	26	38	27	39	34	86
5 Old Georgetown Rd/ East-West Hwy	120	29	25	62	40	62	41	57	42

¹Arlington Road, Woodmont Avenue, and Montgomery Lane Improvements as specified in the Sector Plan

Source: Wells & Associates Transportation Study, dated May 17, 2019 and revised September 13, 2019.

Pedestrian Adequacy

Because the Project generates more than 50 peak hour pedestrian trips, the Applicant evaluated each of the crosswalk level of service at LATR study intersections within 500 feet of the Site and determined that each of the pedestrian crossings would operate at a level of service “D” or better in the future condition. Additionally, the Applicant evaluated ADA non-compliance issues within 500 feet of the Site and found that existing and proposed infrastructure is adequate.

Bicycle Adequacy

The Applicant evaluated bicycle travel in accordance with the Planning Department’s “Level of Traffic Stress” analysis, which recognizes the effect different roadways have on bicyclists’ comfort. That analysis determined that bicycle facilities within 750 feet of the Site were Level of Traffic Stress “2” or better. This low level of traffic stress is due, in large part, to the future provision of new physically separated bicycle lanes on Woodmont Avenue through the MCDOT Capital Improvement Program (CIP) and the new bicycle lanes on North Lane, which will be provided as part of the Subject Project.

Transit Adequacy

Although the Project generates more than 50 transit trips, the Application is exempt from the transit test of the LATR because of the Site’s proximity to the Bethesda Metrorail Station. As a result, the Application satisfies the transit test without further analysis.

c. Other Public Facilities and Services

Public facilities and services are available and will be adequate to serve the proposed development. The property will be served by public water and sewer systems and the requirements for the proposed development needs are expected to be met by the Washington Suburban Sanitary Commission through connections to the existing lines. Electric, gas and telecommunications services also are available. Other public facilities and services, including police stations, fire houses and health care facilities, are currently operating in accordance with the Subdivision Staging Policy and will continue to be sufficient following construction of the project. The application has been reviewed by MCFRS, and emergency vehicle access has been deemed adequate.

The Project will be served by Bethesda Elementary School, Westland Middle School, and Bethesda-Chevy Chase High School. The applicable annual school test is the FY20 Annual School Test, approved by the Planning Board on June 20, 2019 and effective July 1, 2019. This project proposes 479 multifamily high-rise dwelling units. Pursuant to the Schools Test for FY 2020, the elementary, middle, and high schools serving the Project have adequate capacity, as shown in the following analysis.

Calculation of Student Generation

To calculate the number of students generated by the Project, the number of dwelling units is multiplied by the applicable regional student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low- to mid-rise multifamily unit, or high-rise multifamily unit. The Property is located in the southwest region of the County.

Table 5: Per Unit Student Generation Rates – Southwest Region

	Elementary School	Middle School	High School
SF Detached	0.186	0.109	0.151
SF Attached	0.167	0.085	0.111
MF Low- to Mid-Rise	0.150	0.068	0.085
MF High-Rise	0.041	0.018	0.025

With a net of 489 multifamily high-rise units, the Project is estimated to generate the following number of students:

Table 6: Projected Student Generation

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
MF High-Rise	479	0.041	19.639	0.018	8.622	0.025	11.975
TOTAL	479		19		8		11

This Project is estimated to generate 19 new elementary school students, 8 new middle school students, and 11 new high school students.

Cluster Adequacy Test

The Project is located in the Bethesda-Chevy Chase High School Cluster. The student enrollment and capacity projections from the FY20 Annual School Test for the cluster are noted in the following table:

Table 7: Student Enrollment and Capacity Projections

School Level	Projected Cluster Totals, September 2024			Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization		
Elementary ¹	3,714	4,020	92.4%	1,111	19
Middle	1,917	2,024	94.7%	511	8
High	2,410	2,457	98.1%	538	11

The Moratorium Threshold identified in the table is the number of additional projected students that would cause the projected utilization to exceed the 120% utilization threshold and therefore trigger a cluster-wide residential development moratorium. As indicated in the last column of Table 7, the estimated enrollment impacts of the application fall below the moratorium thresholds at all three school levels. Therefore, there is enough capacity at the elementary, middle and high school cluster levels to accommodate the estimated number of students generated by this Project.

Individual School Adequacy Test

The applicable elementary and middle schools for this project are Bethesda ES and Westland MS, respectively. Based on the FY20 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

Table 8: Student Enrollment and Capacity Projections

School	Projected School Totals, September 2024				Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization	Surplus/ Deficit		
Bethesda ES ²	731	698	104.7%	+33	107	19
Westland MS	899	1,089	82.6%	+17	408	8

Under the individual school adequacy test, a school is deemed inadequate if the projected school utilization rate exceeds 120% and the school seat deficit meets or exceeds 110 seats for an elementary

¹ The elementary school level capacity reflects the impacts of a six-classroom placeholder project (P651916) at Bethesda ES and a four-classroom placeholder project (P651914) at Somerset ES.

² The Bethesda ES capacity reflects the impact of a six-classroom placeholder project (P651916).

school or 180 seats for a middle school. If a school's projected enrollment exceeds *both* thresholds, then the school service area is placed in a residential development moratorium.

The Moratorium Enrollment Thresholds identified in Table 8 above are the enrollments at which the 120% utilization threshold and the seat deficit threshold are exceeded. As indicated in the last column of Table 8, the estimated enrollment impacts of this application fall below the moratorium thresholds for both Bethesda ES and Westland MS.

Analysis Conclusion

Based on the school cluster and individual school capacity analysis performed, using the FY2020 Annual School Test, there is adequate school capacity for the amount and type of development proposed by this application.

Staff has reviewed and accepted the recommendations of MCDOT, SHA, and DPS-Fire Department Access and Water Supply Section.

4. *All Forest Conservation Law, Chapter 22A requirements are satisfied*

A Natural Resource Inventory Forest Stand Delineation (NRI/FSD) was approved for the project on June 27, 2018. The plan, designated No. 420182430, identifies the existing man-made and natural features associated with the Property, such as the buildings, associated parking, the street trees and landscape elements. The on-site setting includes no significant or specimen trees (there is a 30-inch Thornless Honeylocust to the northwest of the subject property that will not be impacted by this Project). There are no rare, threatened, or endangered species, no stream/buffers, or steep slopes on site. The "Madonna of the Trails Sculpture", Historic Site 35/014-002A, is within the Subject Property at the Southeast portion of the Site but is not impacted by this Application. Additionally, the Bethesda Post Office, Historic Site 35/014-005A, is not within the Subject Property, but is adjacent to the site's southern boundary.

There is no forest on-site or adjacent to the Property, however there is an afforestation requirement of 0.55 acres. The Applicant is proposing to meet all forest conservation requirements through off-site banking in accordance with Forest Conservation Regulations. This Application is not subject to a forest conservation variance as it does not impact any trees that measure 30 inches DBH or greater; are part of a historic site or designated with a historic structure; are designated as national, state, or county champion trees; are at least 75 percent of the diameter of the current state champion tree of that species; or to trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species. Staff recommends approval of the Preliminary Forest Conservation Plan with conditions listed at the front of this staff report.

5. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied*

A Stormwater Concept Plan was approved by the Montgomery County Department of Permitting Services on October 23, 2019. The plan proposes to meet stormwater management goals via ESD to the MEP via the use of green roof and a request for a waiver of partial quality and full quantity due to existing site constraints and shallow storm drain. Staff has reviewed and accepted the recommendations of DPS-Water Resources Section.

6. *Any other applicable provision specific to the property and necessary for approval of the subdivision is satisfied*

There are no other applicable provisions specific to this Property necessary for approval of the subdivision.

CONCLUSION

As conditioned the Preliminary Plan Amendment satisfies the findings of the Subdivision Code and is consistent with the goals and recommendations of the 2017 *Bethesda Downtown Sector Plan* and the *Bethesda Downtown Design Guidelines*. Therefore, Staff recommends approval of the Preliminary Plan Amendment with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Noise Waiver
- B. Stormwater Management Concept Letter
- C. Preliminary Plan
- D. Agency Letters