White Oak Apartments, Local Map Amendment H-141

Description
Request to rezone 7.83 acres from the CR-0.75, C-0.75, R-0.25, H-75 Zone to the CRF-1.25, C-0.25, R-1.25, H-85 Zone to construct a multi-family residential project.

Location: 2220 Broadbirch Drive, White Oak.
Applicant: White Oak Apartments LLC.
Application Acceptance: 5/19/21.
Public Hearing by the Hearing Examiner: 9/24/21.
Review Basis: Chapter 59, Zoning Ordinance.

Summary
- Staff recommends approval of Local Map Amendment (LMA) H-141 to rezone the Property from CR-0.75, C-0.75, R-0.25, H-75 Zone to the CRF-1.25, C-0.25, R-1.25, H-85 Zone.
- The Property is currently improved with a single-story 66,150-square-foot office building and associated surface parking areas that will be removed from the site to accommodate the proposed development.
- The Applicant seeks to increase the residential density and building height allowed on the property to build a multi-family residential project which will include two-over-two dwelling units and a separate mid-rise multi-family building.
- Preliminary Forest Conservation Plan H-141, associated with this project, is recommended for approval in a separate staff report.
- Subsequent Sketch, Preliminary, and Site Plan applications are required if the LMA is approved.
- Staff has not received any correspondence about this Application.
SECTION 1: STAFF RECOMMENDATION

Staff recommends approval of Local Map Amendment H-141 and the associated Floating Zone Plan with the following binding element:

1. Future residential development on the Subject Property must provide 15 percent MPDUs.

At the time of subsequent regulatory applications, the Applicant must address the following:

1. Implementation of the road connection along the east side of the Subject Property (Whitehorn Court Extended).

SECTION 2: PROPERTY AND PROJECT DESCRIPTION

Vicinity
The 7.83-acre Property, identified as Parcel EEEE on Plat No. 21173, is located at 2220 Broadbirch Drive and currently zoned CR-0.75, C-0.75, R-0.25, H-75. The abutting and confronting properties include the following uses:

- North: DARCARS car storage parking lot, Home Depot
- West: Hilton Garden Inn, Restaurant Manager POS Headquarters
- South: Business Park, WSSC Lab
- East: DARCARS Storage Lot

Staff generally concurs with the Applicant’s description of the Neighborhood within the Statement of Justification but proposes a slightly smaller area that would be most impacted by the proposed development. The Staff-defined Neighborhood, outlined in yellow in Figure 1, is generally bounded by Columbia Pike (US 29) to the west, Cherry Hill Road to the north, Plum Orchard Drive to the east, and Industrial Parkway to the south. The Staff-defined Neighborhood is primarily commercial/industrial in character and includes hotels, restaurants, car dealerships, business parks, a MCPS bus depot, various retail/service uses, and a portion of the Adventist White Oak Hospital property. The Planning Board recently approved a site plan for a new shopping center at the intersection of Old Columbia Pike and Industrial Parkway (Site Plan No. 820180240, White Oak Town Center). The Neighborhood does not currently contain any residential uses. The majority of the Neighborhood is classified in the same zone as the Subject Property, CR-0.75, C-0.75, R-0.25, H-75. A portion of the White Oak Adventist Hospital site, zoned LSC- 1.0, H-200, is the only property within the Neighborhood with a different zoning classification.

The Neighborhood is within a Federally-designated Opportunity Zone, which the IRS defines as “an economic development tool that allows people to invest in distressed areas in the United States.” The purpose of an Opportunity Zone is “to spur economic growth and job creation in low-income communities while providing tax benefits to investors.”

Property Description
The Property is currently improved with a single-story 66,150-square-foot office building, surface parking areas, and satellite dishes. According to the SDAT, the existing building was constructed in 1985. A driveway from Broadbirch Drive provides access and the Property frontage has mature street trees. The existing sidewalk along Broadbirch Drive is approximately five feet wide with a nine-foot wide green panel. A six-foot-tall chain link fence borders the west, north, and east sides of the Property.

The Property lies within the Little Paint Branch Watershed. An intermittent stream, with associated stream valley buffers, is located in the southwestern corner of this Site. The stream is surrounded by 0.35 acres of forest. The Property is not within a special protection area or primary management area, and there are no other significant environmental features on-site.

A stormdrain easement occupies the southwest corner of the Property, and a Pepco right-of-way and easement is located close to the western property line (see Subdivision plat, Attachment A). A 20-foot wide storm drain and public utility easement encumbers a portion of the Property along Broadbirch Drive. In addition, the Property has access easements on the eastern side for the benefit of the DARCARs lots located to the north and east. The northeast corner of the Property is a fenced-off vehicular connection for the two DARCARs lots (Figure 3 and Attachment B).

Metrobus Route Z6 operates along Broadbirch Drive and there is a Montgomery County Flash Bus Rapid Transit (BRT) station within approximately 1/4 to 1/2 mile of the Property at the intersection of US 29 and Tech Road. The BRT route serves the US 29 corridor. Additionally, Ride On Route 10 operates along Tech Road to the west of the Property.
Figure 1: Vicinity Map/Staff-Defined Neighborhood
(Staff-Defined Neighborhood outlined in yellow, Property in red)
Figure 2: Vicinity Zoning Context
(Staff-Defined Neighborhood outlined in yellow, Property in red)

Zoning/ Regulatory History
Prior to October 30, 2014, the Property was zoned I-1 (Light Industrial) and was located in the Cherry Hill Employment Overlay Zone. The Property was rezoned to the IM-2.5 (Moderate Industrial) Zone when the County enacted a District Map Amendment in conjunction with a new Zoning Ordinance on October 20, 2014. On October 31, 2014, the County Council adopted Sectional Map Amendment G-966 to implement the zoning recommendations of the White Oak Science Gateway Master Plan and the Property was zoned CR-0.75, C-0.75, R-0.25, H-75.
Figure 3: Aerial View of Property (Property outlined in red)

Figure 4: Access easement partially located on the Subject Property between two DARCARS lots
(As viewed from the Subject Property, looking northeast)
Proposal

The Applicant seeks approval to rezone the Property from CR-0.75, C-0.75, R-0.25, H-75 to CRF-1.25, C-0.25, R-1.25, H-85 for the future construction of a multifamily residential project with up to 447,510 square feet or 1.25 FAR, consisting of 390 dwelling units (Figure 5). The proposal includes a five-story multifamily residential building and two-over-two multifamily structures with both surface and structured parking, public open space, and residential amenities (“Project”).

The two over two units are proposed along the Broadbirch Road frontage with the multifamily building, including a structured parking garage and interior courtyard, located at the rear of the Property. A proposed surface parking lot is located west of the multifamily building. A main driveway/potential future road connection (Whitehorn Court extended) provides access to the Project and connects to the structured garage in the multifamily building. Internal driveways connect to the surface parking lot and two-over-two buildings.

The proposed Public Open Space is located along Broadbirch Drive on the south side of the Property and it encompasses much of the stream valley buffer. An interior courtyard space provides an amenity area inside the proposed apartment building. Future development on the Subject Property will provide a minimum of 10% of the Site area as Public Open Space; the exact amount and details of the open space will be determined by the Planning Board as part of subsequent regulatory applications.

Architecture, landscaping, road cross-sections and site design details will be reviewed and approved by the Planning Board at subsequent Sketch, Preliminary, and Site Plan applications.

Figure 5: Floating Zone Open Space Plan
Community Outreach
The Applicant has complied with the required notification signage. Staff has not received any correspondence about this Application.

SECTION 3: LOCAL MAP AMENDMENT H-141 ANALYSIS AND FINDINGS

For a Floating zone application, the District Council must find, under Section 59.7.2.1.E.2, that the floating zone plan will:

1. substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;

The Project substantially conforms to the recommendations of the 2014 White Oak Science Gateway Master Plan. The overarching goal of this Master Plan is “to transform the built environment from auto-oriented single-purpose nodes into vibrant mixed-use centers” (p. 23). The Property is within the Plan’s Life Science/FDA Village Center which is identified as one of the Plan’s three major activity centers (p. 27). This Plan recommended the CR Zone for this Property to “encourage redevelopment and provide land use flexibility” (p. 50) and the Property is identified as a potential redevelopment site on the Illustrative Concept Plan for the area (Figure 4, p. 47).

The US 29 BRT network envisioned in the Plan is now operating along the corridor, and the Project will take advantage of the County’s major investment in this new transit infrastructure. The Plan recommendations support the introduction of residential uses and pedestrian-oriented amenities. While the master plan discussion focuses primarily on the 300-acre Percontee property, it also recommends that properties such as the Subject Property and others adjacent to it “introduce mixed uses and improve key properties to create adequate gateways to the area and enhance vehicular and pedestrian connections” (p. 50). The proposed development will further other Master Plan goals by improving frontages along an important existing street (Broadbirch Drive); and introducing a mix of residential uses into an otherwise light industrial area.

The Applicant intends to construct a portion of master planned “potential” connection, “Whitehorn Court (extended)” (Figure 5). When redevelopment of adjacent properties occurs in the future, dedications to complete this road will be required that will ultimately connect Broadbirch Drive and Whitehorn Court, improving area circulation and extending dead-end streets as recommended in the Master Plan (p. 50). The Application includes a conceptual/illustrative cross-section for the Property’s portion of Whitehorn Court extended, but the final cross-section will be determined in coordination with Montgomery Planning, the Montgomery County Department of Transportation (MCDOT), and the Montgomery County Department of Permitting Services (MCDPS) Staff during subsequent regulatory applications.
Public Benefits
The Plan recommends the following Public Benefits (p. 96):

- Provision of major public facilities, including: Bus Rapid Transit; a bus circulator to connect centers and/or transit; conveyance of an acceptable site for (or construction of) a new public elementary school, fire station or library; and dedication of land for parks and trails.
- Connectivity and mobility, including but not limited to: transit access improvement and trip mitigation.
- Diversity of Uses and Activities, particularly care centers and affordable housing, including workforce housing.
- Quality building and site design, including: structured parking, exceptional design, and the amenities listed on pages 87-90 to the extent they exceed the requirements of the zone.

Although public benefits will be established at the time of Sketch and Site Plan, Staff has done a preliminary analysis of the proposed public benefit package. Depending on the construction details,
Applicant participation, and timing of the dedication for the “potential” road (Whitehorn Court (extended)) as illustrated in the Plan (p.47), the Project may be eligible for public benefits under the major public facility category. Final determination of the Project’s eligibility for public benefit points for the potential Whitehorn Court (extended) road connection will be made as part of subsequent regulatory applications and pursuant to the Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines. The Applicant has committed to providing more than the minimum required amount of MPDUs and has proffered a binding element to deliver 15% MPDUs. The Applicant also proposes several public benefits within the Quality Building and Site Design category including architectural elevations, structured parking, and exceptional design. Other categories of anticipated public benefits include Transit Proximity, Connectivity and Mobility, and Protection and Enhancement of the Natural Environment.

Environment and Sustainability
The key environmental goal of the Plan is to “allow development at higher densities without compromising the environmental quality of this unique area” (p. 69). Relevant Plan recommendations include the following:

- Use required forest and tree planting to enhance and expand existing resources, especially in stream valley buffers.
- Maximize invasive plant removal to maintain plant diversity.
- Preserve and restore stream valley buffers in forest.
- Incorporate stormwater management into the interior of development projects to maximize infiltration.
- Maintain tree canopy coverage in the Plan area and increase tree canopy of redeveloped properties to a minimum of 25%.
- Building new streets and retrofitting existing roads as green streets, with stormwater management facilities in the right-of-way.

The Project retains the existing forested area within the stream valley buffer and includes a large portion of the on-site buffer as Public Open Space. Due to the extremely degraded nature of the existing stream system in the area and the short length of exposed channels, increased preservation of the stream valley buffer will not result in increased water quality. However, the proposed design will protect and enhance the forested area and most of the stream valley buffer, creating an asset from a degraded environmental feature. The Preliminary Forest Conservation Plan requires additional planted areas between the existing forest and the proposed pedestrian connection through the Public Open Space, an invasive management plan for the existing forest and tree protection measures.

Master-Planned Roadways and Bikeways
In accordance with the 2014 White Oak Science Gateway Master Plan and the 2018 Bicycle Master Plan, the master-planned roadway and bikeway designations are as follows:

1. Broadbirch Drive is designated as a Business Street, B-9, within a planned 100-foot right-of-way and a separated bikeway. According to the Bicycle Master Plan, a two-way sidepath, LB-5, is recommended along the southern frontage between Tech Road and Cherry Hill Road.
2. Whitehorn Court (Extended) is not listed in the Master Plan, however, this street is considered a Business District Street within a 60-foot right-of-way.
Right-of-way dedications will be determined at Preliminary Plan, but the Applicant intends to dedicate 10 feet along Broadbirch Drive and up to 60 feet along the proposed new road, Whitehorn Court (extended).

2. further the public interest;

The Project furthers the public interest in several ways. First, it adds to the supply of new housing for the more than 60,000 new households that Montgomery County expects to add before 2040. The Applicant has committed to providing 15% MPDUs, which is beyond the typical requirement for MPDUs in this area. In addition, housing at this location will support the nearby employment centers and commercial businesses in the area as well as further support the County’s significant investment in the Flash BRT route/station located in close proximity to the Property.

The Project will also provide environmental improvements to the Site with the addition of ESD stormwater management facilities and enhancement of the existing forest on-site.

3. satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter;

Floating Zone Intent Statement (Section 59.5.1.2)
The intent of the Floating zones is to:

A. Implement comprehensive planning objectives by:
   1. furthering the goals of the general plan, applicable master plan, and functional master plans;
   2. ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging, and applicable public facilities requirements; and
   3. allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the property; and

As described in Finding No. 1, above, the Project substantially conforms to the 2014 White Oak Science Gateway Master Plan. Although the Master Plan did not specifically envision residential development for this Property, the Plan encourages walkable, mixed-use development at key nodes, such as this area. The proposed zone, sought through the Subject Application, allows the Property to redevelop with a sizable residential development, adding a completely new use and helping the area evolve into the mixed-use community envisioned in the Plan.

The Project will be supported by the Flash BRT route along US 29, with a station in close proximity to the Property. The Applicant will provide a portion of a future road, Whitehorn Court (extended), that will provide additional connectivity within the vicinity once adjacent properties redevelop.

The Property is serviced by existing water and sewer and is located within water and sewer categories W-1 and S-1. Adequacy of public school facilities will be established by the Planning Board at the time of Preliminary Plan. Electric, gas, and telecommunications services will also be available. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently

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2 Montgomery County Housing Needs Assessment, Planning Department, July 2020.  
operating in accordance with the 2020-2024 Growth and Infrastructure Policy and will continue to be sufficient following construction of the Project.

The proposed zone allows flexibility to provide a residential project that is compatible with the surrounding area, respects and enhances the existing environmental features and begins to improve connectivity within the area.

B. **Encourage the appropriate use of land by:**
   1. providing flexible applicability to respond to changing economic, demographic, and planning trends that occur between comprehensive District or Sectional Map Amendments;
   2. allowing various uses, building types, and densities as determined by a property’s size and base zone to serve a diverse and evolving population; and
   3. ensuring that development satisfies basic sustainability requirements, including open space standards and environmental protection and mitigation; and

The Master Plan envisioned significant amounts of residential development at nearby properties that has yet to materialize. The proposed zone allows the Subject Property to provide the first residential development in the area, responding to the County’s acute need for additional housing. This Project may help spur the evolution of this area into the mixed-use community envisioned in the Plan.

The Property is ideal for residential development given its proximity to the BRT station, employment opportunities and other amenities within walking distance. The Project provides two different types of housing, a mid-rise multifamily residential building and two-over-two buildings that are appropriate to the Site and vicinity given the context.

The Project will provide ESD stormwater management facilities that will help to improve area water quality. The proposed development will provide a highly visible public open space along Broadbirch Drive and protect and enhance the existing on-site forest.

C. **Ensure protection of established neighborhoods by:**
   1. establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density, and uses;
   2. providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and
   3. allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.

The proposed development will be compatible with the existing surrounding development. It will introduce a new use to the area to help create a walkable, mixed-use neighborhood as envisioned in the Plan. Although the proposed density is higher than the density allowed for other Properties in the area, the Property is not located in close proximity to single-family neighborhoods and the additional density will not have any detrimental impacts on surrounding commercial and industrial uses. The proposed density is appropriate given that this Project will be a pioneering residential project in the area. Likewise, the modest ten-foot height increase requested by the Application is appropriate for the proposed Project.
The two-over-two multi-unit living structures proposed along Broadbirch Drive provide a level of development that is more pedestrian in scale and provide a transition to the higher density apartment building located further away from Broadbirch Drive. This transition will mitigate any perceived negative impacts from the additional density.

**Applicability (Section 59.5.1.3)**
The Property is currently classified in a CR Zone, rather than an Agricultural or Rural Residential zone, so a floating zone can be approved on this Property. No locational criteria or prerequisites are required for floating zones on a CR property.

**Purpose (Section 59.5.3.2.)**
The purpose of the Commercial/Residential Floating zones is to:
A. allow development of mixed-use centers and communities at a range of densities and heights flexible enough to respond to various settings;
B. allow flexibility in uses for a site; and
C. provide mixed-use development that is compatible with adjacent development.

This Application seeks to take advantage of the flexibility afforded by the CR floating zone to increase the amount of residential density allowed on the Property and modestly increase the building height to build a residential Project. The proposed development is compatible with adjacent development and will be a pioneering residential use in the area as White Oak evolves from a purely commercial district to the mixed-use community envisioned in the Sector Plan.

**Land Uses (Section 59.5.3.3)**
The CRF Zone allows the same uses allowed in the Euclidean CR Zone. Multi-unit living is a permitted use in the CR Zone and thus permitted in the CRF Zone.

**Building Types Allowed (Section 59.5.3.4)**
The CRF Zone allows any building type, including the apartment building type proposed in this project.
### Development Standards for CRF Zone (Section 59.5.3.5)

#### Table 1: Development Standards for Optional Method In the CRF-1.25, C-0.25, R-1.25, H85 Zone

<table>
<thead>
<tr>
<th></th>
<th>Required/Allowed</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tract Area</strong></td>
<td>n/a</td>
<td>358,008 sf (8.22 acres)</td>
</tr>
<tr>
<td><strong>Parcel EEEE</strong></td>
<td>n/a</td>
<td>340,838 sf (7.83 acres)</td>
</tr>
<tr>
<td><strong>Prior R.O.W Dedication</strong></td>
<td>n/a</td>
<td>17,170 sf (0.39 acres)</td>
</tr>
<tr>
<td><strong>Density (max)</strong></td>
<td>8 FAR(^1)</td>
<td>1.25 FAR (447,510 sf)</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td>6 FAR</td>
<td>0 FAR(^2)</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td>6 FAR</td>
<td>1.25 FAR (447,510 sf)</td>
</tr>
<tr>
<td><strong>Setbacks from site boundary</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (Broadbirch Drive)</td>
<td>Established by Floating Zone Plan</td>
<td>10 ft</td>
</tr>
<tr>
<td>Side (west)</td>
<td></td>
<td>0 ft</td>
</tr>
<tr>
<td>Rear (north)</td>
<td></td>
<td>10 ft</td>
</tr>
<tr>
<td>Side (east)</td>
<td></td>
<td>60 ft</td>
</tr>
<tr>
<td><strong>Height (max)</strong></td>
<td>85 ft</td>
<td>85 ft</td>
</tr>
<tr>
<td><strong>Lot Size (min)</strong></td>
<td>Established by Site Plan</td>
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</tr>
<tr>
<td><strong>Public Open Space (min)</strong></td>
<td>10% of Site</td>
<td>10% of Site*</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>Established by Site Plan</td>
<td>Approximately 530*</td>
</tr>
<tr>
<td><strong>Public Benefits (minimum)</strong></td>
<td>100 points in 4 Categories</td>
<td>100 points in 4 Categories*</td>
</tr>
</tbody>
</table>

\(^1\) Since a floating zone is not recommended in the Master Plan, the maximum density allowed on the Property is established by Section 59.5.3.5.A.2.

\(^2\) The proposed zone allows up to 0.25 commercial FAR, but the Applicant is not currently proposing any commercial development.

*Final amounts to be determined at Site Plan.

Other general requirements of Article 59.6 will be analyzed at Site Plan.

4. **be compatible with existing and approved adjacent development;**

The Project will be compatible with existing and approved adjacent development. While the requested zone allows more density and a modest increase in height, the proposed development will not be out of character with the existing adjacent development. The Property is not located in close proximity to single-family neighborhoods and the additional density will not have any detrimental impacts on surrounding commercial and industrial uses. The proposed density and height are appropriate given that this Project will be a pioneering residential project in the area. Further, the two-over-two buildings and public open space that will line Broadbirch Drive will provide an appropriate density transition as viewed from the public realm in addition to enhancing the pedestrian experience.

5. **generate traffic that does not exceed the critical lane volume or volume/capacity ratio standard as applicable under the Planning Board’s LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impacts; and**
The Project is located within the White Oak Local Area Transportation Improvement Program (LATIP) area. As such, the Project is not subject to the County’s Local Area Transportation Review (LATR). In the White Oak LATIP District, Applicants must pay a fee to the County based on the number of trips a proposed project will generate or implement LATIP improvements as a credit applied toward the required fee.

Although the Application is not subject to LATR analysis, the Applicant provided a LATR Exemption Statement and assessed trip generation rates to demonstrate that a transportation study is not required. A transportation study would be required for the Local Map Amendment Application if the incremental increase in vehicular peak-hour trips between the density of the base zoning and the density of the requested floating zone meets the minimum applicability requirement in the LATR Guidelines.

The Applicant compared development scenarios that would generate the maximum number of peak period vehicle trips under the existing (CR-0.75, C-0.75, R-0.25, H-75) and proposed (CRF-1.25, C-0.25, R-1.25, H-85) zones. Table 2 shows a net decrease in the weekday morning (6:30 to 9:30 a.m.) and evening (4:00 to 7:00 p.m.) peak period vehicle trips for the proposed zone compared to the existing zone.

### Table 2: Trip Generation Estimate

<table>
<thead>
<tr>
<th>Development Scenario Generating the Most Peak Hour Vehicle Trips</th>
<th>Square Feet or Units</th>
<th>Site-Generated Peak-Hour Vehicle Trips</th>
<th>Site-Generated Peak-Hour Person Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing CR-0.75, C-0.75, R-0.25, H-75 Zone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial - Retail @ 0.75 FAR</td>
<td>255,691</td>
<td>768</td>
<td>1,064</td>
</tr>
<tr>
<td>Proposed CRF-1.25, C-0.25, R-1.25, H-85 Zone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial - Retail @ 0.25 FAR</td>
<td>85,230</td>
<td>256</td>
<td>355</td>
</tr>
<tr>
<td>Residential - High Rise Residential &amp; 1.0 FAR</td>
<td>359</td>
<td>123</td>
<td>190</td>
</tr>
<tr>
<td>Net Change in Peak-Hour Trips</td>
<td>-389</td>
<td>-519</td>
<td></td>
</tr>
</tbody>
</table>

In accordance with the 2020-2024 Growth and Infrastructure Policy, a transportation study is not required to analyze the congestion levels at the nearby intersections in order to satisfy the LATR test due to the net decrease in the number of peak-hour vehicular trips generated by the proposed rezoning compared to the existing zoning.

6. when applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.

Not applicable; the Property is currently classified in the CR Zone, not a Residential Detached Zone.

**SECTION 4: CONCLUSION**

The proposed CRF Zone complies with the standards and requirements for approval of a Local Map Amendment. The proposed zone and use are consistent with the goals and recommendations of the White Oak Science Gateway Master Plan, are in the public interest, and will not alter the character of the surrounding neighborhood. Staff recommends approval of the Local Map Amendment and the associated Floating Zone Plan with the proposed binding element.
ATTACHMENTS
A. Subdivision Plat
B. Land Title Survey
C. Floating Zone Plan