



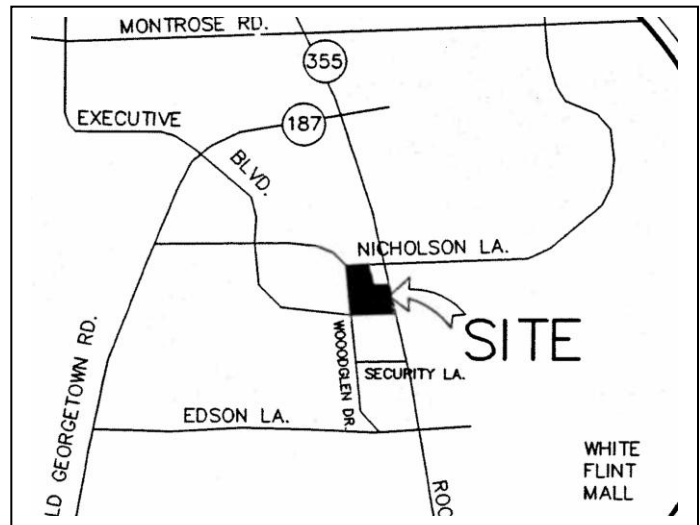
Preliminary Plan No. 120120060, Site Plan No. 820120040, North Bethesda Market II

- Patrick Butler, Senior Planner, Area 2 Division, Patrick.Butler@montgomeryplanning.org, 301-495-4561
- Josh Sloan, Planner Coordinator, Area 2 Division, Joshua.Sloan@montgomeryplanning.org, 301-495-4597
- Steve Findley, Acting Supervisor, Area 2 Division, Steve.Findley@montgomeryplanning.org, 301-495-4727
- Glenn Kreger, Acting Chief, Area 2 Division, Glenn.Kreger@montgomeryplanning.org, 301-495-4653

Date of Staff Report: 2/17/12

description

- Application to record part of a lot into one new lot to remove two buildings and retain one 67,260 square-foot office building and construct three new buildings for up to 300,740 square feet of new commercial uses and up to 392,000 square feet of new residential uses for up to 414 units, including 12.5% MPDUs, for a maximum total of 740,528 square feet permitted onsite, with public use space, residential amenity space, structured parking, and public benefits;
- On 4.41 gross acres, split-zoned CR3, C1.5, R2.5, H150 and CR4, C3.5 R3.5 H300;
- Located in the southeast quadrant of the intersection of Nicholson Lane and Woodglen Drive within the 2010 White Flint Sector Plan area;
- Filing Date: 8/24/11;
- Applicant: JBG/Nicholson Lane East, LLC.



summary

- Staff recommends approval of the Preliminary, Site, and Forest Conservation plans with conditions.
- The Planning Board previously approved Sketch Plan 320110030 by corrected resolution on August 12, 2011.
- Staff has held one meeting with a citizen requesting modifications to the transit proximity public benefit calculations and discussion of the relocated residential tower; both are covered by this staff report.
- The Preliminary Plan will establish the dedications for the rights-of-way to accommodate the ultimate multi-modal vision of the fronting streets. The Site Plan will allow 740,528sf of retail, restaurant, office, entertainment, and residential uses. The project will be built in one phase and will provide public use space and public benefits, including structured parking facilities, a through-block pedestrian connection, tree canopy, public parking, tower step-backs, and public art, that have been analyzed according to the objectives of the master plan and the previously approved sketch plan.

PRELIMINARY PLAN RECOMMENDATION AND CONDITIONS

Staff recommends approval of Preliminary Plan 120120060 subject to the following conditions:

1. Approval is limited to one (1) lot for a maximum density of 740,528 square feet of total development including up to 360,000 square feet of commercial uses and up to 392,000 square feet of residential uses for up to 414 residential units, including a minimum of 12.5% moderately priced dwelling units (MPDUs).
2. The Applicant must dedicate, and the record plat must reflect, the sector-plan recommended 150-foot right-of-way (75 feet from centerline) and the sector-plan recommended 12-foot reservation (an additional 6 feet from each right-of-way line) for a total of 81 feet from centerline for Rockville Pike (MD 355) as shown on the Preliminary Plan.
3. The Applicant must dedicate, and the record plat must reflect, the sector-plan recommended 90-foot right-of-way (45 feet from centerline) for Nicholson Lane as shown on the Preliminary Plan.
4. The Applicant must dedicate, and the record plat must reflect, the sector-plan recommended 80-foot right-of-way (40 feet from centerline) for Executive Boulevard as shown on the Preliminary Plan. Dedication for truncation at the intersection of Executive Boulevard and Woodglen Drive will occur at the time of future redevelopment of the existing commercial building that is being retained.
5. The Applicant must provide bicycle parking spaces as part of the site plan per at least the minimum number required by the Zoning Ordinance.
6. The Applicant must enter into a Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) and the Planning Board to participate in the North Bethesda Transportation Management District (TMD) and assist in achieving and maintaining the non-auto driver mode share goals recommended in the White Flint Sector Plan. The Traffic Mitigation Agreement must be executed prior to release of any building permits. One of the trip reduction measures should be providing a centralized location within the overall site for bike sharing docks approximately 8-by-40 feet as required by MCDOT.
7. The Applicant shall comply with the White Flint Urban District requirements when it is established by the Montgomery County Council.
8. The Applicant must prepare and submit a traffic signal warrant study for the intersection of Rockville Pike and Executive Boulevard as required by the Maryland State Highway Administration (SHA) and/or MCDOT. If and when the traffic signal is warranted, the Applicant must install any signal and associated intersection improvements in participation with the applicant of the White Flint Crossing (North Bethesda Market I) Preliminary Plan No. 120060310 (who is also the Applicant of this Preliminary Plan).
9. The Applicant must prepare and submit a traffic signal warrant study for the intersection of Woodglen Drive and Executive Boulevard to MCDOT. The study must be submitted prior to recordation of the plat unless amended by MCDOT.
10. All required offsite forest conservation areas must be placed in a Category I Conservation Easement. Category I Conservation Easements must be platted prior to any clearing or grading occurring on site.
11. Substitute sweetgum (*Liquidambar styraciflua*) for *Catalpa* species in the planting plan for trees taken for afforestation credit.
12. Applicant to submit and obtain approval of the forest conservation Certificate of Compliance for off-site forest banking prior to any clearing or grading occurring on site.
13. The Applicant must comply with the conditions of approval of the MCDOT letter dated February 3, 2012. These conditions may be amended by MCDOT, provided the amendments do not conflict with other conditions of the Preliminary Plan approval.

14. The Applicant must comply with the conditions of approval of the Maryland State Highway Administration (SHA) letter dated January 17, 2012. These conditions may be amended by SHA, provided the amendments do not conflict with other conditions of the Preliminary Plan approval.
 15. The Applicant must comply with the conditions of the Montgomery County Department of Permitting Services (MCDPS) stormwater management concept approval letter dated August 31, 2011. These conditions may be amended by MCDPS, provided the amendments do not conflict with other conditions of the Preliminary Plan approval.
 16. The Applicant must satisfy provisions for access and improvements as required by MCDOT prior to recordation of plat(s), as applicable.
 17. The Applicant must satisfy provisions for access permits as required by the SHA.
 18. The Applicant must comply with the conditions of the Montgomery County Fire and Rescue Service (MCFRS) Development Review Committee (DRC) memo dated September 26, 2011.
 - a. These conditions may be amended by MCFRS, provided the amendments do not conflict with other conditions of the Preliminary Plan approval.
 - b. The Applicant must provide the final MCFRS approval letter and final approval of the fire department access plan prior to approval of the record plat.
 19. No clearing, grading, or recording of plats prior to certified site plan approval.
 20. Final approval of the number and location of buildings, dwelling units, on-site parking, site circulation, sidewalks, and bikepaths will be determined at site plan.
 21. In the event that a subsequent site plan approval substantially modifies the subdivision shown on the approved preliminary plan with respect to lot configuration or right-of-way location, width, or alignment, the applicant must obtain approval of a preliminary plan amendment prior to certification of the site plan.
 22. 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 review. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for this lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval."
 23. Prior to the issuance of any residential building permit covered by this Preliminary Plan, the Applicant must make a School Facilities Payment at the elementary and middle school levels to the Montgomery County Department of Permitting Services. The Applicant is proposing high/low rise w/parking residential units as defined by the Annual School Test effective July 1, 2011. This amounts to \$819.59 per residential unit at the elementary school level, and \$991.03 per residential unit at the middle school level. If the type of residential units changes the applicable school facilities payment, per the Annual School Test effective July 1, 2011, should apply.
 24. The non-transportation portion of the Adequate Public Facility (APF) review for the preliminary plan will remain valid for eighty-five (85) months from the date of mailing of the Planning Board resolution.
 25. All necessary easements must be shown on the Record Plat.
-

SITE PLAN RECOMMENDATION AND CONDITIONS

Staff recommends approval of 740,528 square feet of mixed-use development including up to 348,528sf of non-residential development and up to 414 residential units on approximately 4.41 gross acres in the CR4 C3.5 R3.5 H300 and CR3 C1.5 R2.5 H150 zones. All site development elements as shown on the site, landscape, lighting, and architectural plans stamped by the M-NCPPC on November 18, 2011 are required except as modified by the following conditions:

1. Sketch Plan Conformance
The proposed development must comply with the applicable binding elements and conditions of Sketch Plan 320110030 approved by the Planning Board by a Corrected Resolution dated August 12, 2011.
2. Preliminary Plan Conformance
The proposed development must comply with the conditions of the approved Resolution for Preliminary Plan 120120060, unless amended and approved by the Planning Board.
3. Density Allocation
Building permits may only be issued after staging allocation is granted under the Staging Allocation Request Regulations (COMCOR 50.35.02.01.A) in the White Flint Sector Plan Implementation Guidelines approved by the Planning Board.
4. Public Benefits
The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the CR Zone Incentive Density Implementation Guidelines, as amended, for each one. Each public benefit must be verified by M-NCPPC Staff to be complete as required by the submittals listed for each prior to issuance of any use-and-occupancy permit for the associated building, except as noted below. Any disagreement regarding the application or interpretation of the Public Benefits may be brought to the Planning Board for resolution.
 - a. Transit Proximity
 - Submit revised calculation based on Metro Station portal on east side of Rockville Pike.
 - b. Neighborhood Services
 - Revise table to show only 10 different basic services as defined by the approved incentive density guidelines.
 - c. Minimum Parking
 - Submit as-built drawings of parking garage for each building with tabulation of maximum parking spaces allowed, minimum parking spaces required, and parking spaces provided.
 - d. Through Block Connection
 - e. Way-Finding
 - Submit detailed schematics for at least 3 signs to be placed along Woodglen Drive, within the interior plaza, and along Rockville Pike. Final design and location to be approved by M-NCPPC Staff and any applicable agency controlling signage within rights-of-way.
 - f. Public Parking
 - Submit as-built drawings of parking garage showing public parking spaces and signage and documentation of facility use and access restrictions.

- g. Structured Parking
 - h. Tower Step-back
 - i. Public Art
 - Provide supplemental plan to be presented to the Public Arts Trust Steering Committee prior to issuance of any core-and-shell building permit.
 - j. Public Open Space
 - k. Exceptional Design
 - l. BLTs
 - Purchase or payment for 1.61 Building Lot Terminations must be made prior to issuance of any building permit. Documentation to be provided to staff.
 - m. Tree Canopy
 - Provide as-built landscape plan showing tree locations and species with 15 year coverage and tabulation of total open space under canopy; may be completed in phases for open space around individual buildings.
 - n. Vegetated Roof
 - Provide as-built roof plans showing coverage of roof that is vegetated and cross-section of planting detail, for each applicable building.
5. Transportation
 The Applicant must provide a minimum of 174 bicycle parking spaces, including 10 publicly accessible bike spaces and 108 private, secure bike spaces for the residential building; 20 publicly accessible bike spaces for the non-residential buildings; and 1 private, secure bike space per 10,000sf in each of the non-residential buildings (35 total). Final location and facility details to be determined by Certified Site Plan.
6. Environment
- a. Substitute sweetgum (*Liquidambar styraciflua*) for *Catalpa* species in the planting plan for trees taken for afforestation credit.
 - b. Applicant to submit and obtain approval of the forest conservation Certificate of Compliance for off-site forest banking prior to any clearing or grading occurring on site.
7. Moderately Priced Dwelling Units (MPDUs)
- a. The proposed development must provide 12.5 percent MPDUs in accordance with an Agreement to Build with the Department of Housing and Community Affairs (DHCA).
 - b. The MPDU agreement to build shall be executed prior to the release of any building permits.
8. Recreation Facilities
 The Applicant must provide at least the recreation facilities, conforming to the Recreation Guidelines approved by the Planning Board in September 1992, shown on the Site Plan including:
- a. Indoor Community Space;
 - b. Swimming Pool;
 - c. Pedestrian System;
 - d. Indoor Fitness Facility; and
 - e. Four Picnic/Sitting Areas.

9. Maintenance

Maintenance of all on-site Public Use Space is the responsibility of the Applicant and subsequent owner(s). This includes maintenance of paving, plantings, lighting, benches, fountains, and artwork. Maintenance may be taken over by a governmental agency by agreement with the owner and applicable agency.

10. Architecture

The final exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the submitted architectural drawings, as determined by Staff.

11. Performance Bond and Agreement

Prior to issuance of first building permit within each relevant phase of development, Applicant must provide a performance bond(s) or other form of surety in accordance with Section 59-D-3.5(d) of the Montgomery County Zoning Ordinance with the following provisions:

- a. Applicant must provide a cost estimate of the materials and facilities, which, upon staff approval, will establish the initial surety amount.
- b. The amount of the bond or surety shall include plant material, on-site lighting, recreational facilities, site furniture, and entrance piers within the relevant phase of development.
- c. Prior to issuance of the first building permit, Applicant must enter into a Site Plan Surety & Maintenance Agreement with the Planning Board in a form approved by the Office of General Counsel that outlines the responsibilities of the Applicant and incorporates the cost estimate.
- d. Bond/surety shall be tied to the development program, and completion of plantings and installation of particular materials and facilities covered by the surety for each phase of development will be followed by inspection and reduction of the surety.

12. Development Program

The Applicant must construct the proposed development in accordance with a development program that will be reviewed and approved prior to the approval of the Certified Site Plan. The development program must include the following items in its phasing schedule:

- a. Demolition of existing buildings may commence prior to approval of the certified site plan.
- b. Street lamps and sidewalks adjacent to each building must be installed prior to release of any use-and-occupancy permit for the respective building. Street tree planting may wait until the next growing season.
- c. On-site amenities including, but not limited to, recreation amenities and public use space amenities adjacent to each building, must be installed prior to release of any use-and-occupancy permit for the respective building.
- d. Clearing and grading must correspond to the construction phasing to minimize soil erosion and must not occur prior to approval of the Final Forest Conservation Plan, Sediment Control Plan, and M-NCPPC inspection and approval of all applicable environmental protection devices.
- e. The development program must provide phasing for installation of on-site landscaping and lighting.
- f. The development program must provide phasing of dedications, stormwater management, sediment and erosion control, afforestation, and other features.

13. Certified Site Plan

Prior to approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the Final Forest Conservation Plan approval, stormwater management concept approval, development program, inspection schedule, and Site Plan resolution on the approval or cover sheet.
 - b. Add a note to the Site Plan stating that "M-NCPPC staff must inspect all tree-save areas and protection devices prior to clearing and grading".
 - c. Remove unnecessary sheets.
 - d. Make corrections and clarifications to details, incentive density calculations, recreation facilities, labeling, data tables, and schedules.
 - e. Ensure consistency of all details and layout between architecture, site, and landscape plans.
-

TABLE OF CONTENTS

SECTION 1: CONTEXT AND PROPOSAL	9
SITE DESCRIPTION	9
PROJECT DESCRIPTION	11
COMMUNITY OUTREACH	17
SECTION 2: PRELIMINARY PLAN REVIEW	18
SUBDIVISION	18
TRANSPORTATION	18
ENVIRONMENT	19
MASTER PLAN	20
COMPLIANCE WITH THE ZONING ORDINANCE AND SUBDIVISION REGULATIONS	22
SECTION 3: SITE PLAN REVIEW	24
ENVIRONMENT & MASTER PLAN	24
DEVELOPMENT STANDARDS	24
FINDINGS	26
ATTACHMENTS	32
A. Agency Approval Letters	
B. Sketch Plan Resolution	
C. Applicable Master Plan and Design Guideline Sections	
D. Forest Conservation Plan	

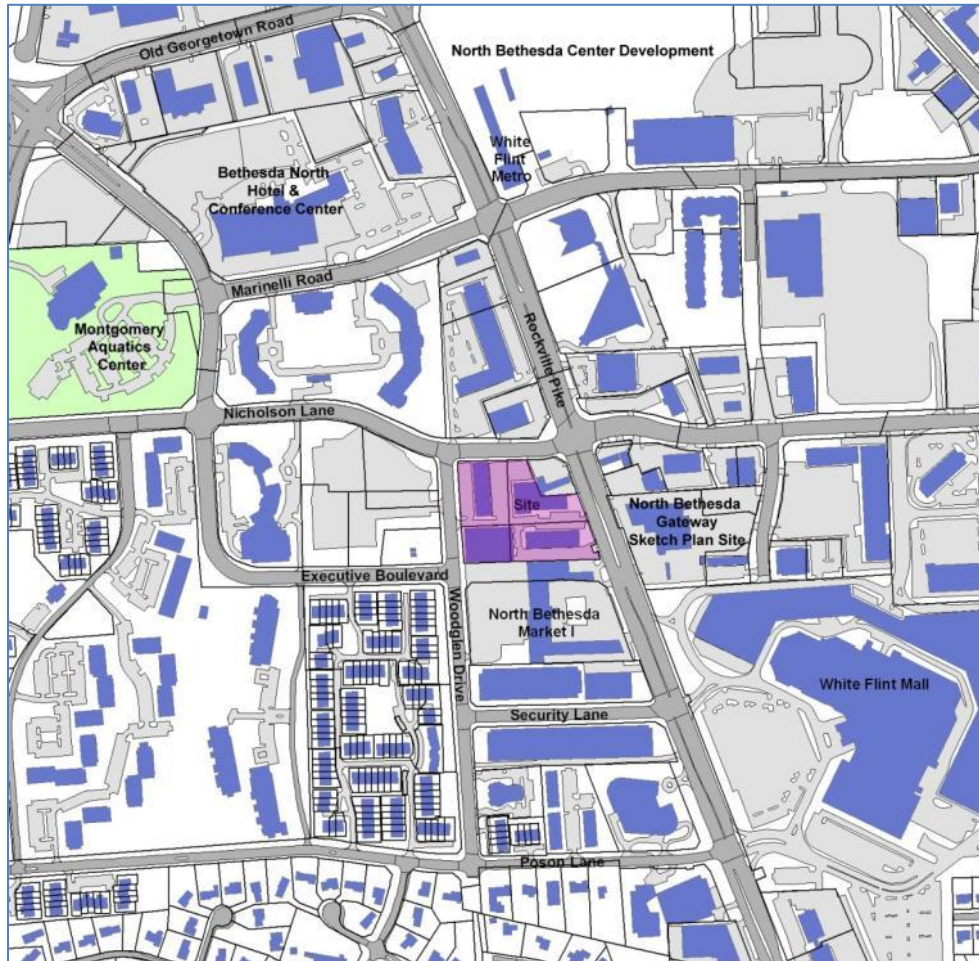
SECTION 1: CONTEXT AND PROPOSAL

SITE DESCRIPTION

Site Vicinity

The subject site occupies the majority of the block bounded by Rockville Pike on the east, Woodglen Drive on the west, Nicholson Lane on the north, and Executive Boulevard on the south. Along with the blocks immediately to the north and south, the site forms a commercial-use transition between Rockville Pike and the primarily residential uses to the west. The site is located approximately one block from the White Flint Metro Station, the White Flint Mall, the Montgomery Aquatics Center, and the Bethesda North Hotel and Conference Center.

Nearby recently approved development includes North Bethesda Market I, approved as an optional method project built under the TS-R Zone (now in the Commercial/Residential Zones) that includes multi-family residential units, a Whole Foods supermarket, public open space, additional retail and commercial uses, and structured parking. Other nearby recently approved development includes the mixed-use North Bethesda Center, located at the White Flint Metro east of Rockville Pike, the North Bethesda Gateway sketch plan directly across Rockville Pike from the subject site and the proposed first phase of Mid-Pike Plaza north of Old Georgetown Road and west of Rockville Pike.



Vicinity Map

Site Analysis

The subject site is currently occupied by four commercial buildings and surface parking lots. The remainder of the block features a gas and service station that is not part of this proposal. The site is currently served by public water and sewer.



Aerial Photo

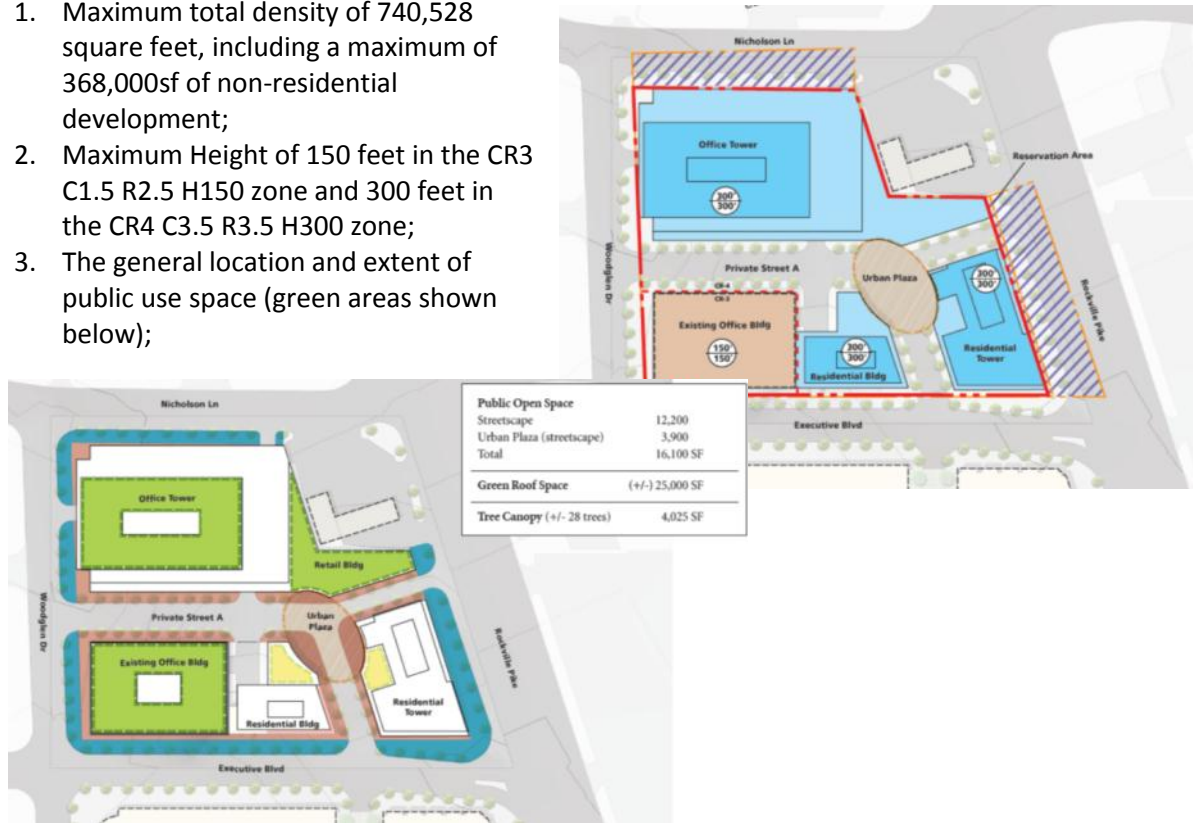
There are no known rare, threatened, or endangered species on site; there are no forests, 100-year floodplains, stream buffers, wetlands, or steep slopes on site. There are no known historic properties or features on site.

PROJECT DESCRIPTION

Previous Approvals

Sketch Plan 320110030 was approved by the Planning Board by Corrected Resolution on August 12, 2011. This approval established several binding elements on the entire 4.41 gross tract acre site:

1. Maximum total density of 740,528 square feet, including a maximum of 368,000sf of non-residential development;
2. Maximum Height of 150 feet in the CR3 C1.5 R2.5 H150 zone and 300 feet in the CR4 C3.5 R3.5 H300 zone;
3. The general location and extent of public use space (green areas shown below);



4. The categories of public benefits:

Public Benefits Table Approved with the Sketch Plan			
Category	Public Benefit	% Requested	Notes
Transit Proximity		40.00	75% of site within ¼ mile of level 1 transit.
Connectivity	Neighborhood Services	10.00	Project provides or is within ¼ mile of 10 different retail services.
	Minimum Parking	10.00	Project provides less than maximum allowed parking.
	Through-Block Connection	15.00	Pedestrian access within a block between streets.
	Public Parking	6.40	Project provides publicly accessible parking spaces.
Diversity	Dwelling Unit Mix	5.00	Project provides units with a range of bedroom counts.
Design	Structured Parking	14.60	Project provides parking in below- and above-grade structures.
	Tower Setback [Step-Back]	5.00	Building towers for some buildings are stepped back from the street-level façade.
	Public Art	5.00	Project provides public art program.
	Streetscape	3.00	Project provides off-site streetscape improvements
	Exceptional Design	10.00	Project provides buildings and open spaces per the ordinance and guidelines.
Environment	BLTs	5.00	Purchase of required BLTs.
	Tree Canopy	10.00	Canopy coverage of at least 25% of the open space.
	Vegetated Roof	10.00	Project provides a vegetated roof on some buildings.
Total		149.00	

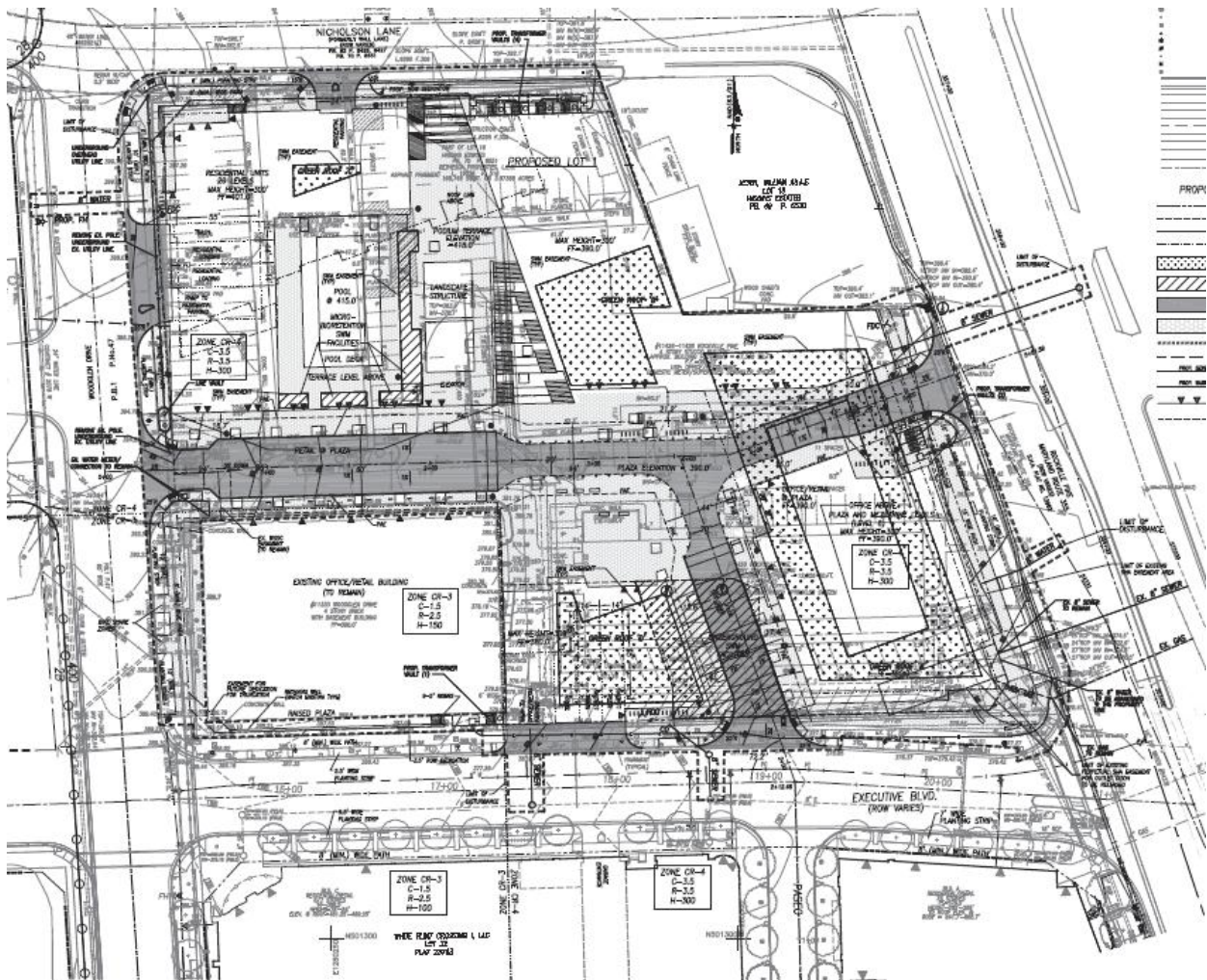
5. The phasing program.

These binding elements, as shown on the sketch plan, are subject to conditions and modification at site plan per Section 59-C-15.43(d).

Proposal

Subdivision

The preliminary plan will create one lot for construction of a multi-building, mixed-use development, with a maximum total density of 740,528 square feet including up to 368,000 square feet of commercial uses, and up to 392,000 square feet of residential uses for up to 414 residential units. One existing 67,260 square foot commercial building will remain onsite as part of the maximum of 368,000 square feet of commercial uses allowed. The 160,942 square foot net lot is the result of previous dedications. Additional dedications of 15 feet along Rockville Pike, 9 feet along Nicholson Lane, and primarily truncation at the intersection of Woodglen Drive and Executive Boulevard is required as part of this preliminary plan. An additional reservation of 6 feet along Rockville Pike is proposed to accommodate the future transit system. As envisioned by the Sector Plan, all internal roads will be private, because they are not integral to the overall network in the plan area.



Preliminary Plan

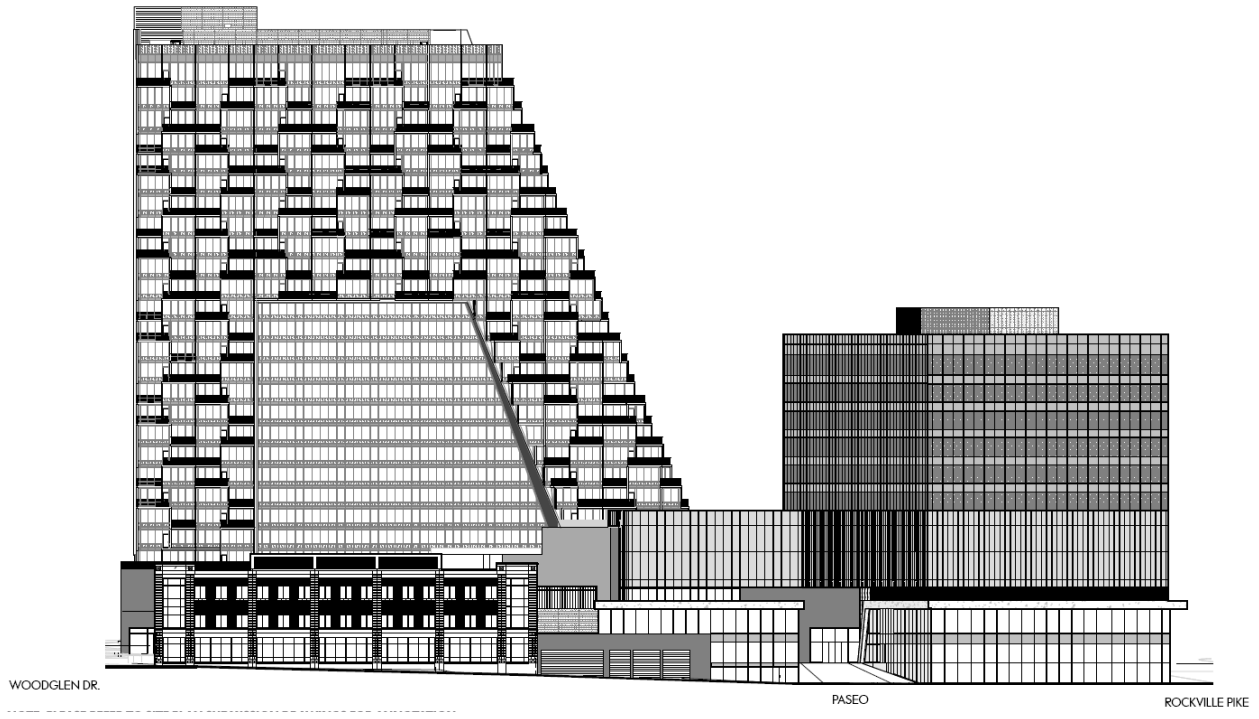
Building

The proposed development differs little from the approved Sketch Plan that was reviewed by the Planning Board in January of 2011, except that the residential building – previously shown in the southeast corner of the site – has switched places with an office building in the northeast corner and the second residential tower on Executive Boulevard has been replaced by a lower retail building. In all, there are three proposed new buildings; the office building in the southwest corner will remain.

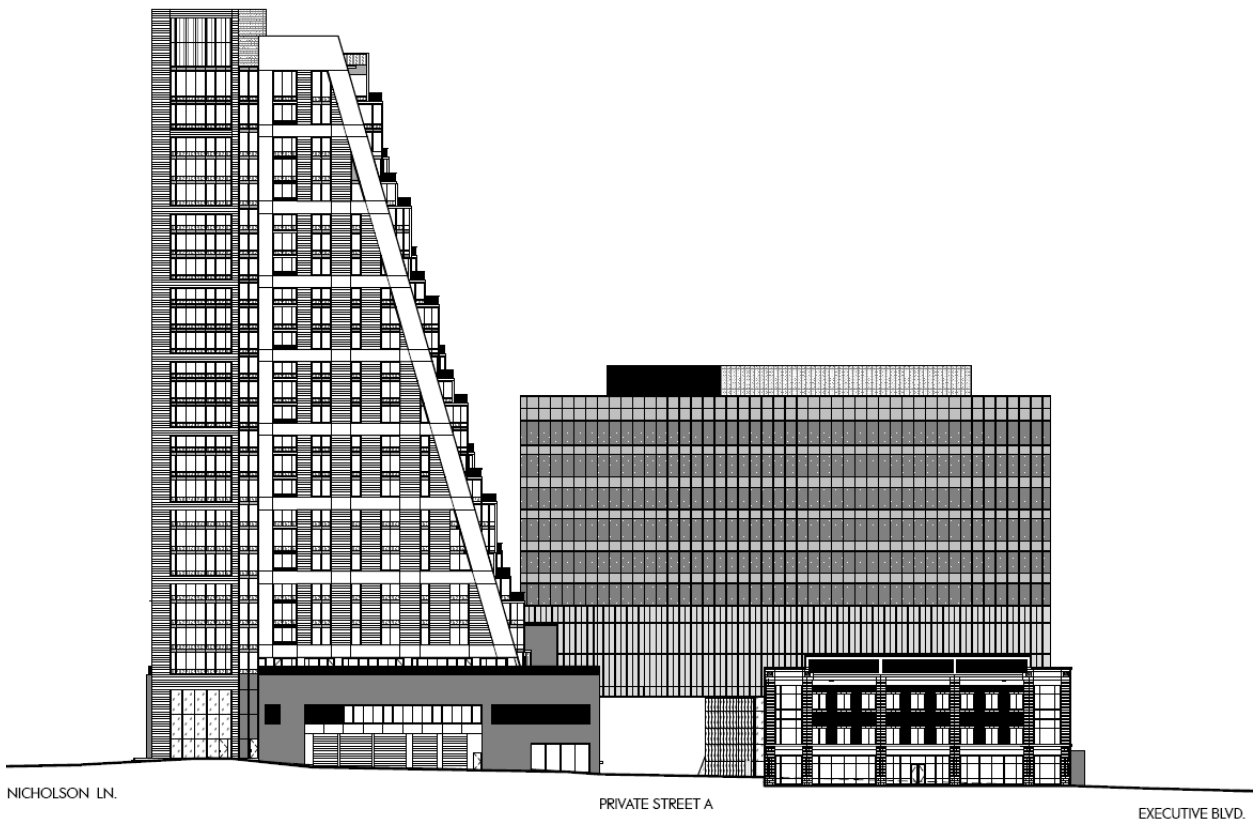


Illustrative Exhibit

Running parallel to Rockville Pike, an approximately 160-foot, rectangular building faced primarily in glass will house office, retail, and entertainment uses. This building will bridge the east-west private street where it T's into Rockville Pike allowing vehicles and pedestrians to access the interior retail core of the site. A second, small retail building providing necessary loading and garage access will abut the existing office building on Executive Boulevard. The last new building is a modular glass-, concrete-, and metal-faced residential building rising up to almost 300 feet along Nicholson Lane and the northern frontage of Woodglen Drive. This building steps back floor-by-floor as it rises from a retail base facing on the internal open space and provides residential amenities on various levels.



Building Elevation (looking north from Executive Boulevard)

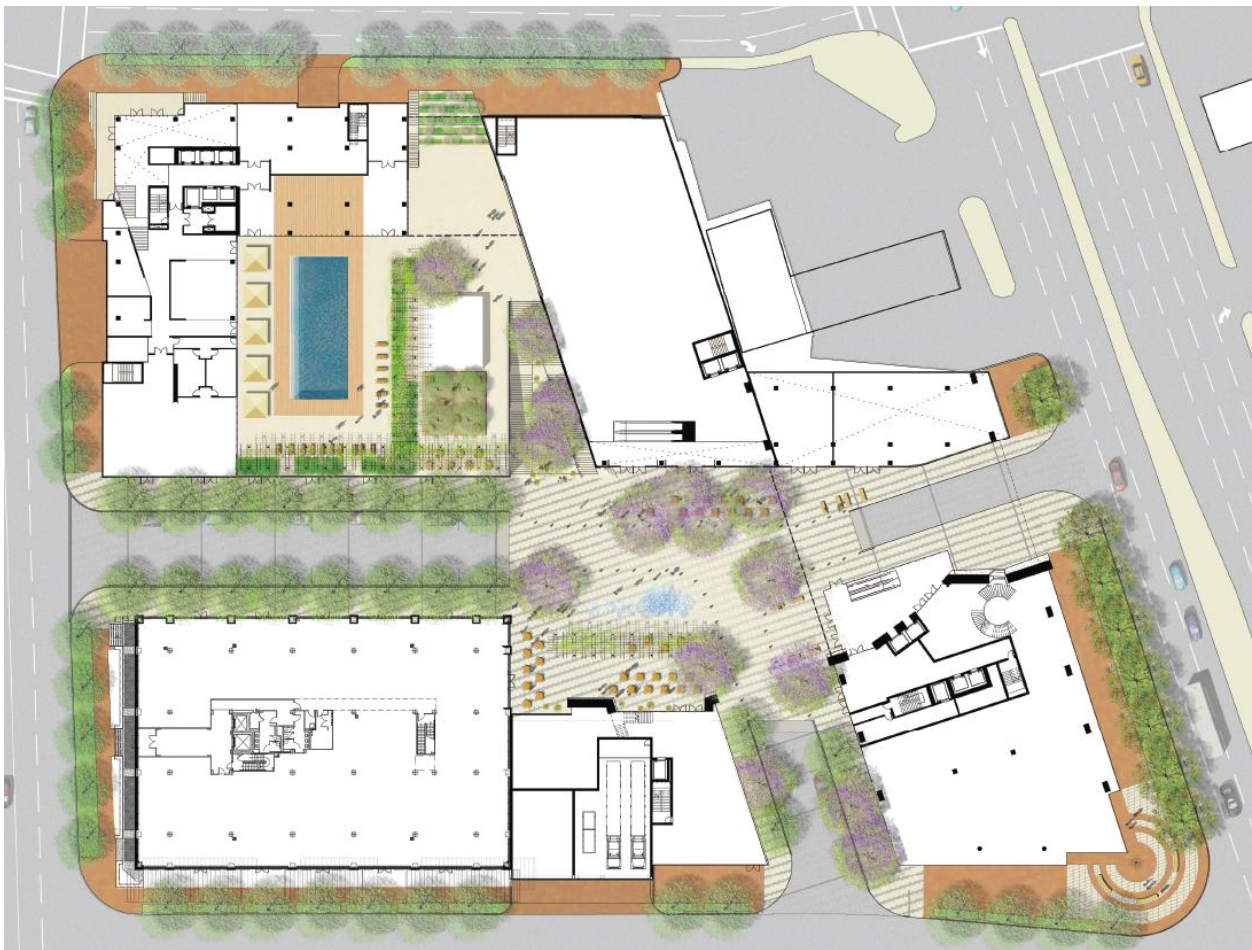


Building Elevation (looking west from Rockville Pike)

Open Space

The proposed public use space features generous streetscaped sidewalks and a central “Urban Plaza” at the curve of the T-intersection of the internal private streets. In the plaza the buildings will set further back to define the larger space, but the private street will continue to run through it. This urban plaza is designed for pedestrians – the streets ramping up onto a “table top” of specialty paving flush with and separated from the proper pedestrian sidewalks by bollards. This area can be shut down to traffic for events. The area that is pedestrian-only will house artwork, fountains, seating, planting, and structures for shade, recreation, relaxation, and entertainment.

Since the sketch plan approval, a new through-block connection has been provided from the internal open space to Nicholson Lane. An upper plaza with retail, amenities, and artwork can be accessed from street grade via large amphitheater-like stairs or an elevator. The residential building acts as a bridge over the pedestrian connection to Nicholson Lane from this upper plaza.

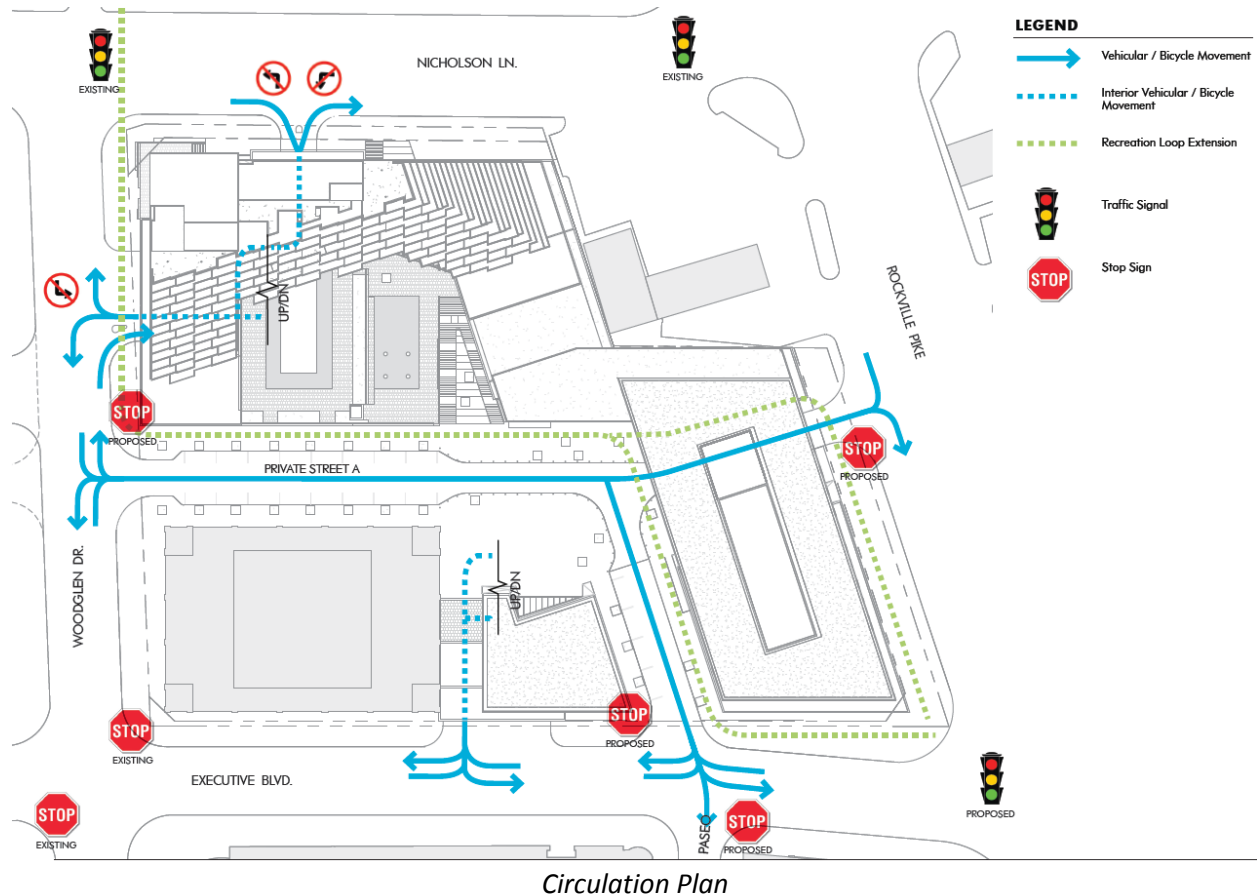


Landscape Plan

Circulation

The proposed buildings are arrayed about an internal private street that extends the “paseo” of the North Bethesda Market I development across Executive Boulevard that T’s into an east-west road that runs from Woodglen Drive to a right-in/right-out intersection with Rockville Pike. Structured parking and loading areas will be accessed from Nicholson Lane, Executive Boulevard, and Woodglen Drive for

each building except the office building along Rockville Pike, whose parking and loading is accessed from Executive Boulevard under the new low retail building.



Public Benefits

The Sketch Plan for this site was approved with various public benefits listed above. Staff has recommended changes to these public benefits based on the details of the preliminary and site plans as discussed in the Findings. As the conditions and findings are recommended, the proposed development will provide at least the following public benefits (except as noted "Optional", for which the Applicant may take incentive density credit):

- Transit Proximity
- Neighborhood Services
- Minimum Parking
- Through Block Connection
- Way-Finding
- Public Parking
- Structured Parking
- Tower Step-Back
- Public Art
- Public Open Space
- Exceptional Design
- BLTs

- Tree Canopy
- Vegetated Roof

These public benefits will total well over 100 points and meet the necessary category requirement under Section 59-C-15.15, as detailed below. The sketch plan was originally proposed under the previous public benefit system that was calculated according to percentages rather than points. The conversion, however, is a one-to-one conversion where each percentage equals one point. Further, the neighborhood services benefit was modified, but the subject application may take points under the original method due to a “grandfathering” provision for this particular benefit. Last, Staff and the Applicant have agreed to remove the dwelling unit mix and streetscape public benefits because they do not meet the requirements of the Ordinance or the Incentive Density Guidelines.

COMMUNITY OUTREACH

The Applicant has complied with all submittal and noticing requirements. Staff has met with one citizen who raised concerns about two issues regarding the site plan. First, the calculation of transit proximity was discussed and Staff agrees that the transit portal is on the east side of Rockville Pike; this modification has been conditioned in Staff’s recommendation, but will not have a significant impact on the total points awarded. Second, the question of changes between sketch plans and site plans was discussed, although no objections were raised to the specific building changes.

In the second case, the binding elements listed in the Sketch Plan Resolution are: “maximum density and heights, general location and extent of public use space, public benefits, and phasing program”. Thus, the building massing was not directly set as a binding element and the density and heights are within the limits set. Further, the Notice of Preliminary and Site Plan Applications showed the new building locations. Because the general massing and allowed heights, regardless of the uses within the buildings, did not change circulation patterns or open space and, in fact, increased pedestrian circulation options and open space, Staff feels the change does not alter the original findings of the Sketch Plan.

SECTION 2: PRELIMINARY PLAN

SUBDIVISION

The Subject Property is Part of Lot 16, Higgins Estate (Plat No. 6551). Lot 16 became Part of Lot 16 from additional dedication of Nicholson Lane. The preliminary plan will require additional dedication of the periphery streets and the property will be recorded as one lot approximately 160,942 square feet in size. A maximum of 740,528 square feet of development is proposed onsite with up to 368,000 square feet of non-residential uses and up to 392,000 square feet of residential uses for up to 414 residential units (as calculated off of gross tract area from previous dedications).

The Preliminary Plan and Site Plan aim to transform the existing strip commercial property surrounded by surface parking into three vibrant, mixed-use, pedestrian friendly, urban blocks with buildings of various heights. The proposed development is an extension of the walkable neighborhood begun by North Bethesda Market I (located just south of the Subject Property), and is comprised of residential, office, street retail and entertainment uses as envisioned by the Sector Plan. The proposed plan extends the existing tree lined “retail paseo” and adds a new central plaza that blends vehicular, bicycle and pedestrian circulation creating a vibrant and active retail experience. Vehicular movement through the site promotes excellent retail exposure. Pedestrian movement is emphasized through calming strategies such as street trees, on street parking, and bollards.

TRANSPORTATION

Site Location and Vehicular Access Points

The site of the subject mixed use development is located on the block formed by Rockville Pike on the east, Executive Boulevard to the south, Woodglen Drive to the west, and Nicholson Lane to the north. The vehicular access points are proposed from all four roadways.

Transportation Demand Management

This site is within the boundary of the North Bethesda Transportation Management District (TMD). As a new development, the Applicant must enter into a traffic mitigation agreement to participate in the North Bethesda TMD. The *White Flint Sector Plan* recommends that the TMD achieve a 39% non-auto driver mode share (NADMS) goal for employees that consists of a 26% transit mode share, 5% ridesharing, and 8% other commuting modes of transportation.

Sector Plan Roadways and Bikeways

In accordance with the *White Flint Sector Plan* and *Countywide Bikeways Functional Master Plan*, the sector-planned roadways and bikeways are as follows:

1. Rockville Pike (MD 355) is designated as a major highway, M-6, with a recommended 150-foot right-of-way, reservation for 12 more feet (i.e., for a total of 162 feet), and a recommended shared use path, Local Bikeway, LB-5, on the east side. MCDOT’s Capital Improvements Program Project No. 501116, White Flint District West Transportation, includes reconstruction of Rockville Pike.
2. Nicholson Lane is designated as an arterial, A-69, with a recommended 90-foot right-of-way and recommended bike lanes, BL-27.

3. Woodglen Drive or Mid-Pike Spine is designated as a business street, B-3, with a recommended 70-foot right-of-way and a dual bikeway (bike lanes and a shared use path on the east side).
4. Executive Boulevard is designated as a business street, B-7, with a recommended 80-foot right-of-way and the White Flint recreation loop on the north side.

Internal streets are proposed to be private streets.

Available Transit Service

Ride-On routes 5 and 46 and Metrobus J-5 operate along the site's eastern boundary on Rockville Pike. The entire subject site is within a quarter of a mile from the White Flint Metrorail Station.

Adequate Public Facilities Review

Local Area Transportation Review and Policy Area Mobility Review (LATR/PAMR)

In lieu of the typical Local Area Transportation Review and Policy Area Mobility Review tests, the transportation Adequate Public Facilities test would be satisfied for new developments in the *White Flint Sector Plan* area by requiring the property owners to participate and pay for infrastructure improvements as part of the White Flint Special Taxing District. The revenue generated from this project will go towards funding the MCDOT Capital Improvements Program Project No. 501116, White Flint District West Transportation, which includes reconstruction of Rockville Pike.

Other Public Facilities and Services

Except for schools, other public facilities and services are available and will be adequate to serve the proposed development. The site is served by public water and sewer. Gas, electric, and telecommunications services are also available to serve the property. Police stations, firehouses, and health services are currently operating within the standards set by the effective Subdivision Staging Policy. Pursuant to County Council Resolution 16-1324, adopted April 27, 2010, the Property is exempt from LATR and PAMR analysis because it is subject to payments under the White Flint Special Taxing District. The application has been reviewed and conditionally approved by the Montgomery County Fire and Rescue Service (MCFRS), which must verify the proposed development, has adequate access for emergency vehicles prior to recordation of the plat.

The Subject Property is located in the Walter Johnson High School Cluster, which requires a School Facilities Payment at the elementary and middle school levels. This amounts to \$819.59 per residential unit at the elementary school level, and \$991.03 per residential unit at the middle school level. The School Facilities Payment must be made prior to the issuance of any residential building permit covered by this Preliminary Plan.

Therefore with the analysis above and the conditions contained in this report, staff finds the proposed application satisfies the Adequate Public Facilities Ordinance.

ENVIRONMENT

Environmental Inventory

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) for the site was approved by staff on August 30, 2010. The site contains no forest, streams or their buffers, wetlands or their buffers, 100-year floodplains, specimen trees, or rare, threatened or endangered species.

Forest Conservation

The net tract area of the site is 4.41 acres. Based on the Mixed-use Development Area land use category, the required afforestation is 0.66 acres. The Preliminary and Final Forest Conservation Plans propose to satisfy this requirement with a combination of 0.21 acres of credit for on-site landscaping, and 0.45 acres of off-site reforestation credit to be fulfilled at an approved forest conservation bank.

Stormwater Management

A stormwater management concept plan was approved by the Montgomery County Department of Permitting Services on August 31, 2011. The plan proposes to meet stormwater management requirements through a variety of Environmental Site Design techniques, including the use of green roofs and micro-biofilters. Runoff not treated in these facilities will be treated in proprietary underground filter systems before being discharged to the existing storm drain system.

Therefore, based on the analysis above, Staff finds the plan meets the Environmental Guidelines and Forest Conservation Law. Staff recommends that the Planning Board approve the Preliminary and Final Forest Conservation Plans with the conditions cited in this staff report.

MASTER PLAN

Proposed Development

North Bethesda Market II consists of several properties north of Executive Boulevard extended, between Rockville Pike, Nicholson Lane, and Woodglen Drive. A residential high-rise building is proposed at Woodglen Drive and Nicholson Lane, while office and retail buildings are proposed along Rockville Pike and Executive Boulevard. A private street will link Rockville Pike to Woodglen Drive as well as Executive Boulevard. The existing office building at 11333 Woodglen Drive will be retained.

Sector Plan Recommendations

North Bethesda Market II is within the NoBe District (Block 2) in the Approved and Adopted (2010) White Flint Sector Plan. The Plan notes that the “block contains a significant redevelopment opportunity north of Executive Boulevard and could include a hotel, retail, residential uses, and offices” (p.36). The proposed development is north of Executive Boulevard. The Sector Plan zoned this area to the CR4 C3.5 R3.5 H300 and CR3 C1.5 R2.5 H150 zones. It also states that “building heights maybe less than 150 feet to achieve compatibility with the residential development southwest of this block” (p.36). None of the major community facilities proposed in the Sector Plan were intended to be located on the Subject Property.

Sector Plan Compliance

Density and Building Height

The proposed preliminary and site plans are consistent with the Sector Plan’s recommendations for Commercial Residential (CR4 C3.5 R3.5 H300 and CR3 R2.5 C1.5 H150) zones. Further, the residential building at almost 300 feet and the office/retail buildings at approximately 175 feet are consistent with the Plan’s building height recommendations. The existing office building along Woodglen Drive, which is approximately 45 feet, will be retained.

Transportation Network

The submitted plan street network is consistent with the Sector Plan recommendation for an internal private street network. The proposed internal private street, with different paving patterns, is consistent with the Plan's recommendation for local streets. Local streets, according to the Plan, "provide access into the interior of the blocks and can have special features to distinguish the different enclaves of development from each other, such as distinctive paving materials" (p.18).

Woodglen Drive is classified as a commercial business street (B-3) with a 70 foot right-of-way and Nicholson Lane is classified an arterial roadway (A-69) with a 90 foot right-of-way. Executive Boulevard, between Woodglen Drive and Rockville Pike (MD 355), was constructed when North Bethesda Market I was developed. Executive Boulevard (B-7) is a commercial business street with an 80 foot right-of-way. An easement was granted for the subject property during the North Bethesda Market I approval via Preliminary Plan No. 120060310. Condition 8 (b) of that preliminary plan approval states:

Prior to recordation of plat, Applicant to record a declaration of covenants ("Declaration") for future dedication of an additional 3.5 feet of right-of-way for Executive Boulevard on adjoining Lot P16 and Parcel 978 along the northern property line of the subject property. Declaration to be reviewed and approved by M-NCPPC staff and MCDPWT prior to recordation. Dedication shall occur upon rezoning or redevelopment of Lot P16 and Parcel 978.

The Applicant will dedicate the additional 3.5 feet of right-of-way for Executive Boulevard Extended with this preliminary plan application. The submitted plans also show the required dedications for Nicholson Lane.

An urban boulevard is envisioned for Rockville Pike with improved pedestrian sidewalks, on-road bicyclist accommodation, and bus priority lanes (p.53). Rockville Pike is classified as a major highway with a 150 foot right-of-way. The right-of-way for MD 355 can be increased to 162 feet with the additional dedication placed in reservation (p.55). The Montgomery County Department of Transportation has initiated a Countywide Bus Rapid Transit (BRT) Study that will inform the location of BRT, either in the median or curb lane. The site and preliminary plan shows dedication along MD 355 up to 75 feet with an additional 6 feet in reservation.

Bikeway Network

Woodglen Drive, between Edson Lane and Nicholson Lane, is identified as a dual bikeway (SP-41 and LB-4), and a bike lane is recommended on Nicholson Lane (BL-27). The Sector Plan also recommends the establishment of a recreational loop on Nicholson Lane. 'Street A' is identified in the Plan as a recreation loop extension.

Environment

Environmental site design techniques, increasing the tree canopy in the Plan area to 20%, and minimization of carbon emissions are some of the environmental recommendations in the Sector Plan. The site plan indicates green roofs for all of the new buildings. An existing green roof is on the office building on Woodglen Drive. The streetscape for the Paseo, private street, Woodglen Drive and Rockville Pike will have canopy trees that are closely spaced. North Bethesda Market I implemented a rain garden along MD 355. However, the proposed streetscape along MD 355 that is north of Executive Boulevard is different.

It is unknown what other onsite environmental benefits, such as on-site renewable energy sources or maximization of LEED or Energy Star standards, the applicant will utilize for this development. This application will also minimize parking, which has environmental benefits.

Utilities

The Sector Plan recommends undergrounding of utilities noting that “undergrounding utilities and locating “wet” and “dry” utilities under the pavement or under the sidewalk will allow the street tree canopy space to grow” (p.17). The applicant will underground utilities along Rockville Pike, Woodglen Drive and Nicholson Lane.

White Flint Design Guidelines Compliance

The Planning Board Approved White Flint Urban Design Guidelines (2010) provides specific recommendation for open space, streets, and buildings in the NoBe district. Some of the recommendations are:

- Streetscape elements along business streets should extend into proposed streets to ensure pedestrian continuity.
- Encourage compatibility of streetscape elements between newly constructed and future developments along Rockville Pike.
- Provide signage along designated recreation loop extension... (p.34-35).

The architectural character of the high-rise residential building is distinctive with its trapezoidal shaped southern façade. This shape allows smaller floor plates at the top of the building while the base is larger. The lower heights of the office and retail building allows for more light into the urban plaza. Further, the urban plaza is open and visible to three of four streets that surround the site. Build-to lines, podium heights and other urban form components are proposed in North Bethesda Market II.

Urban District

A White Flint urban district is anticipated in the future. Typical functions of an urban district are maintenance of streetscape within the public right-of-way and promotion of the local area. The Director of Bethesda Regional Service Center has initiated an ad hoc working group of White Flint residents and property owners to begin discussing the parameters of a future White Flint district. Without an urban district, existing developments including North Bethesda Market and North Bethesda Center, have signed declaration of covenants with Montgomery County Department of Permitting Services to maintain the streetscape along Woodglen Drive, Executive Boulevard and Rockville Pike.

Based on the analysis above and the conditions of this report, staff finds the proposed plan is in substantial conformance with the White Flint Sector Plan.

COMPLIANCE WITH ZONING ORDINANCE AND SUBDIVISION REGULATIONS

Staff has reviewed the application for compliance with Chapter 50 of the Montgomery County Code, the Subdivision Regulations. The application meets the requirement and standards of all applicable sections. With payment into the special taxing district and the improvements proposed, access and public facilities will be adequate to support the proposed lots, density, and use. The proposed lots size, width, shape, and orientation are appropriate for this type of subdivision. Staff has also reviewed the proposed subdivision for compliance with the dimensional requirements of the CR3 C1.5 R2.5 H150 and CR4 C3.5 R3.5 H300 Zones as specified in the Zoning Ordinance. The proposed development meets all dimensional requirements of those zones, as detailed in Section 3: Site Plan Review of this report.

Finally, the application has been reviewed by other applicable County agencies, all of whom have recommended approval of the plan.

SECTION 3: SITE PLAN REVIEW

ENVIRONMENT & MASTER PLAN

These subsections are covered by Section 2: Preliminary Plan Review, above.

DEVELOPMENT STANDARDS

The proposed development is split zoned between the CR3 C1.5 R2.5 H150 zone and the CR4 C3.5 R3.5 H300 zone on 191,925sf of gross tract area. The following tables show the application's conformance to the development standards of the zone and the approved Sketch Plan; minimum setbacks are not applicable on this site.

1. Density of Development (square feet per gross tract)			
	Total (CR)	Non-Residential (C)	Residential (R)
Max Allowed by the Zones	740,528	617,393.5	644,565.5
Max Approved with Sketch Plan	740,528	368,000	372,528 ¹
Max Proposed	740,528	348,528	392,000

2. Height (feet)		
	CR3.0 C1.5 R2.5 H150	CR4.0 C3.5 R3.5 H300
Max Allowed by the Zones	150	300
Approved with Sketch Plan	150	300
Proposed with Phase 1		
Building A (Residential)	n/a	300
Building B (Office, New)	n/a	175
Building C (Retail, New)	n/a	50
Building D (Office, Existing)	50	n/a

3. Public Use Space (% of 160,942sf net lot)	
Min Required by the Zones	10 (16,100sf)
Min Approved with Sketch Plan	10 (16,100sf)
Min Proposed	16.1 (26,000sf)

4. Residential Amenity Space (square feet per market rate unit ²)		
	Required	Proposed
Minimum Indoor Amenity Space	5,000	7,700
Minimum Outdoor Amenity Space	5,000	10,400

¹ Although this number was provided in the data table, the Resolution approved by the Board did not set a particular limit on the residential density, only the commercial density up to 368,000sf.

² Amenity space is not required to be calculated for MPDUs within a Metro Station Policy Area.

5. Minimum Bicycle Parking Spaces & Shower/Change Facilities				
Use	Required		Proposed ³	
	Minimum Publicly Accessible	Minimum Private & Secure	Public	Private
414 Residential Units	10	100	10	108
348,528sf Non-Residential	20	35	20	35

6. Parking (spaces, may be provided off-site)			
	Minimum Required	Maximum Allowed	Proposed
Estimate at Sketch Plan	458	1,082	694 Min/976 Max
Site Plan Requirement	422	1,198	720

³ As conditioned.

FINDINGS

1. *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.*

The site plan is not subject to a development plan, diagrammatic plan, schematic development plan, or project plan. It is, however, subject to the binding elements and conditions of Sketch Plan 320110030, which may be modified at the time of site plan review under Section 59-C-15.43(d):

During site plan review, the Planning Board may approve amendments to the binding elements of an approved sketch plan.

- (1) Amendments to the binding elements may be approved, if such amendments are:
 - (A) Requested by the applicant;
 - (B) Recommended by the Planning Board staff and agreed to by the applicant; or
 - (C) Made by the Planning Board, based on a staff recommendation or on its own initiative, if the Board finds that a change in the relevant facts and circumstances since sketch plan approval demonstrates that the binding element either is not consistent with the applicable master or sector plan or does not meet the requirements of the zone.
- (2) Notice of proposed amendments to the binding elements must be identified in the site plan application if requested by the applicant or in the final notice of the site plan hearing recommended by Planning Board staff and agreed to by the applicant.
- (3) For any amendments to the binding elements, the Planning Board must make the applicable findings under Section 59-C-15.43(c) in addition to the findings necessary to approve a site plan under Section 59-D-3.

There are two modifications to the binding elements with this site plan.

- a. The change proposed in uses and massing for Buildings A and B allow the residential uses to be placed nearer to the lower density edges of the Sector Plan area and to provide a signature office, retail, and entertainment building to be placed along Rockville Pike. Further, the stepping of the floor plates from south to north requires that the massing of the residential building, Building A, rise higher than the office building would have in the northwest corner. Regarding the necessary findings under Section 59-C-15.43(c), the buildings will continue to achieve compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses. The heights, densities, and uses are all similar in the reconfigured layout to what adjacent zoning would allow and create more effective and useful open spaces and commercial activity.
- b. Two public benefits, Streetscape and Dwelling Unit Mix, originally approved by the sketch plan have been removed because the details of the site plan show that the criteria for these

benefits cannot be met. Without these two benefits, the project continues to meet the necessary criteria for public benefits, viz., a minimum of 100 points from at least four categories. The application does qualify, however, for two alternative public benefits that are more in keeping with the objectives of the Sector Plan to provide access to and information about open space, pedestrian and bicycle connections, and transit opportunities: Open Space above the minimum 10% public use space required and Way-Finding signage along trails and within open spaces. These changes, therefore, continue to meet the necessary findings regarding public benefits that must support the requested incentive density and are in keeping with the priorities of the Sector Plan.

2. *The Site Plan meets all of the requirements of the zone in which it is located, and where applicable conforms to an urban renewal plan approved under Chapter 56.*

There are several requirements of the CR zones that must be met by this Application:

- Uses;
- General Requirements;
- Development Standards; and
- Special Regulations for the Optional Method of Development (Public Benefits).

a. Uses

The proposed uses – residential, retail, restaurant, theatre, and office – are permitted uses in the zone. There are no proposed limited or special exception uses.

b. General Requirements

The development is substantially consistent with the White Flint Sector Plan and White Flint Urban Design Guidelines:

- North Bethesda II is within the NoBe District within the Approved and Adopted (2010) *White Flint Sector Plan*. In accord with the recommendations of the Sector Plan, the proposed development will provide opportunities for new mixed-uses and public use spaces while maintaining residential and office uses and ensuring a buffer for existing residential communities.
- Building heights up to 300 feet are proposed in the northwest corner of the site, away from the residential neighborhood to the southwest, while a mid-rise office building will continue the streetwall established by the North Bethesda Market I project to the south; finally, lower buildings along the southern edge of the property provide a varied skyline transitioning to the south and east and protecting the internal open spaces.
- The highest density will be located along Nicholson Lane and Rockville Pike as allowed by the zoning and envisioned by the Sector Plan.
- The revised plan street network is consistent with the Sector Plan recommendation for private streets creating a more fine-grained grid and with the layout approved in the Sketch Plan.
- The public use space provides the open spaces approved by the sketch plan that implement the recommendations of the Sector Plan with open spaces along and between blocks adjacent to activating retail, restaurant, and entertainment uses.
- The Sector Plan establishes several recommendations to create an environmentally sustainable district. The proposed development will minimize carbon emissions by providing a pedestrian environment and more balanced jobs/housing ratio; it will

reduce energy consumption through site design and energy-efficient buildings meeting a minimum of LEED certification; it will improve air and water quality by implementing tree canopy, vegetated roofs, landscape area, and environmental site design stormwater management facilities.

- The Approved White Flint Urban Design Guidelines provide specific recommendations for each district, including building design and public open space. The design guidelines recommend that buildings be located without significant setbacks along streets, as shown by the proposed building layouts. Way-finding signage and activating uses along sidewalks are primary goals of the Design Guidelines that will be achieved through this site plan.

c. Development Standards

The proposed development will comply with all development standards as shown in the data tables and discussion above.

d. Public Benefits

The proposed development will provide numerous public benefits with proportional incentive density points. Staff has considered these public benefits according to:

- The recommendations, objectives, and priorities of the Sector Plan;
- The CR Zone Incentive Density Implementation Guidelines and the White Flint Urban Design Guidelines;
- The size and configuration of the tract;
- The relationship of the site to adjacent properties;
- The presence or lack of similar public benefits nearby; and
- Enhancements beyond the elements listed in the individual public benefit descriptions or criteria that increase public access to or enjoyment of the benefit.

Staff finds that the proposed public benefits fulfill the priority recommendations of the Sector Plan, meet the criteria of both the Implementation and Design Guidelines; are appropriate for the size and configuration of the tract; enhance the site’s relationship to adjacent properties; provide benefits that are not provided nearby; and are not appropriate for increased points for enhancements beyond the elements and criteria established by the Zoning Ordinance or the Implementation Guidelines. The Applicant will provide public benefits from at least 4 categories equal to greater than 100 points, the final numbers to be determined prior to approval of the certified site plan.

Public Benefit	Proposed Points [Sketch Plan]⁴	Criteria	Points Awarded for Site Plan 820120020
Transit Proximity Category			
Site split within ¼ mile and ½ mile of transit	40 [40 at sketch plan]	Per the conditions of approval, to be recalculated with approximately 60% of the site within ¼ mile of a Level 1 transit portal.	Approx. 36.00

⁴ The total points have been adjusted during detailed site design and review but are substantially similar and allowed under the conditions of sketch plan approval in the approved resolution.

Public Benefit	Proposed Points [Sketch Plan]	Criteria	Points Awarded for Site Plan 820120040
Connectivity & Mobility Category			
Neighborhood Services	10.00 [10.00]	Site within ¼ mile of 10 different basic services.	10.00
Minimum Parking	10.00 [10.00]	720 proposed spaces out of 1,194 allowed.	5.86
Through-Block Connection	20.00 [15.00]	Meets minimum criteria and will have windows along facing walls, provides additional open space and amenities, and will have integrated activating uses and artwork. Access to Nicholson Lane is not ADA accessible.	15.00
Public Parking	10.00 [6.40]	120 public parking spaces proposed.	10.07
Way-Finding	10.00 [0.00]	As conditioned, design and installation of 3 signs indicating locations of nearby open space, recreation and cultural facilities, trails, and transit services.	5.00
Diversity of Uses & Activities Category			
Dwelling Unit Mix	0.00 [5.00]	No longer meets criteria.	0.00
Quality Building & Site Design Category			
Structured Parking	20.00 [14.60]	Approximately 601 spaces below grade; approximately 96 spaces above grade. Revise with certified site plan	Approx. 18.03
Tower Step-Back	10.00 [5.00]	Tower step-backs of at least 6 feet from first floor façade at or below 72 feet.	5.00
Public Art	15.00	Public art provided that meets at least 5 goals established by Incentive Density Guidelines to be reviewed by the PATSC.	10.00
Public Open Space	20.00 [0.00]	9,900sf of open space above minimum public use space required.	6.15
Exceptional Design	10.00 [10.00]	Open space and building design that meets the six criteria in the Incentive Density Guidelines:	10.00
<ul style="list-style-type: none"> ▪ Provides innovative solutions in response to the immediate context (stepped floor plates, terraced open space and pedestrian connections); ▪ Creates a sense of place and serves as a landmark (unique open space and landmark building); ▪ Enhances the public realm in a distinct and original manner (complete integration of buildings and pedestrian-focused open space); ▪ Introduces new materials, forms, or building methods (stepped floor plates, “table-top” street and sidewalk integration, and amphitheater steps and open space,); ▪ Uses design solutions to make compact infill development living, working, and shopping environments more pleasurable and desirable (activating uses, minimized vehicular/pedestrian conflicts, integrated office/retail/entertainment/housing layout; integrated public/private open spaces, and buildings as bridges over pedestrian connections); and ▪ Integrates low-impact development methods into the overall design of the site and building (solar exposure to south, integrated LEED components and ESD facilities, efficient floor plate width and glazing features, low buildings to south of open space, and pedestrian-focused open space). 			

Public Benefit	Proposed Points [Sketch Plan]	Criteria	Points Awarded for Site Plan 820120040
Protection & Enhancement of the Natural Environment Category			
BLTs	5.00 [5.00]	1 BLT per 20,000sf of 5% of incentive density.	5.00
Tree Canopy	15.00 [10.00]	6,750sf tree canopy (26% of on-site open space).	10.00
Vegetated Roof	15.00 [10.00]	34,060 vegetated roof (36% of roof area).	10.00
Total			Approx. 156.11

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

a. Locations of buildings and structures

The locations of the buildings and structures are adequate, safe, and efficient for an infill development site that is envisioned by the Sector Plan and White Flint Urban Design Guidelines to provide pedestrian-oriented blocks, street walls along sidewalks, and taller buildings and density near transit facilities.

b. Open Spaces

The locations of the open spaces are adequate, safe, and efficient for an infill development site that is envisioned by the Sector Plan and White Flint Urban Design Guidelines to concentrate on sidewalks complemented by strategically placed, unique, small open spaces and more centralized, adaptable, larger open spaces that will provide passive and active spaces for sitting, relaxing, dining, strolling, and social engagement.

c. Landscaping and Lighting

Landscaping and lighting, as well as other site amenities, will be provided to ensure that landscaping, lighting, and site amenities will be safe, adequate, and efficient for year-round use and enjoyment by patrons, employees, and residents. Site furnishings, shade, color, special features such as artwork and fountains, and specialty lighting will be integrated within the site to create a unique and interesting place and ensure accessibility and comfort.

d. Recreation Facilities

The proposed development is exceeding the active and passive recreation space required by the zone as shown in the data tables above. The proposed development will provide the following on-site recreation facilities:

- 4 picnic/sitting areas;
- 1 pedestrian system;
- 1 swimming pool;
- 1 indoor community space;
- 1 indoor fitness facility.

The development can also take advantage of the nearby recreational facilities at Wall Park, including:

- 1 multi-age playground;
- 1 pedestrian system;

- 1 indoor community space; and
- 1 indoor swimming pool.

The proposed development exceeds the required supply of recreation facilities based on the calculation methods in the M-NCPPC Recreation Guidelines. As reflected in the outline and data tables above, the proposed development will provide adequate, safe, and efficient recreation facilities to allow residents to lead an active and healthy life.

e. Pedestrian and Vehicular Circulation Systems

Vehicular circulation will be enhanced through increased on-street parking, consolidated loading and garage entrances, and smaller blocks. Access to and through the site will be provided near the center of each road frontage except for Nicholson Lane creating a T-intersection within the site. New parking garage and loading access points will be located on Woodglen Drive, Nicholson Lane, and Executive Boulevard. These circulation routes, access points, and loading movements have been reviewed to ensure minimal conflicts with pedestrians and that full build-out will be in line with the Sector Plan and code requirements.

Pedestrian circulation, conversely, will be greatly improved along the street frontages and within the site. The new grid network of sidewalks and open spaces envisioned for this area will begin to be realized and bicycle and pedestrian amenities, such as benches, handicapped access, bike racks, shade trees, and bike lanes will be greatly improved. This new network of sidewalks and through-block connections in and around smaller pedestrian-scaled blocks will provide adequate, safe, and efficient pedestrian and vehicular circulation systems.

4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The mixed-use buildings are compatible with existing uses regarding scale, massing, and height as reflected in the urban design and zoning recommendations of the Sector Plan and White Flint Urban Design Guidelines. There are no pending site plans adjacent to the proposed development.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

a. Forest Conservation

The net tract area of the site is 4.41 acres. Based on the Mixed-use Development Area land use category, the required afforestation is 0.66 acres. The Preliminary and Final Forest Conservation Plans propose to satisfy this requirement with a combination of 0.21 acres of credit for on-site landscaping, and 0.45 acres of off-site reforestation credit to be fulfilled at an approved forest conservation bank.

b. Stormwater Management

A stormwater management concept plan was approved by the Montgomery County Department of Permitting Services on August 31, 2011. The plan proposes to meet stormwater management requirements through a variety of Environmental Site Design techniques, including the use of green roofs and micro-biofilters. Runoff not treated in these facilities will be treated in

proprietary underground filter systems before being discharged to the existing storm drain system.

ATTACHMENTS:

- A. Agency Approval Letters
- B. Sketch Plan Resolution
- C. Applicable Master Plan and Design Guideline Sections
- D. Forest Conservation Plan



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

February 3, 2012

Arthur Holmes, Jr.
Director

Mr. Patrick Butler, Lead Reviewer
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120120060
North Bethesda Market II

Dear Mr. Butler:

We have completed our review of the amended preliminary plan signed on November 18, 2011. An earlier version of this preliminary plan was reviewed by the Development Review Committee at its meeting on September 26, 2011. We appreciate the applicant's responses to the DRC meeting comments. We recommend approval of this preliminary plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading, paving or streetscape plans, or application for access permit(s). Include this letter and all other correspondence from this department.

Design Exception Requests

- o Design Exception A: Steps in the right-of-way at the southeast corner of the Nicholson Lane/Woodglen Drive intersection.

This Design Exception request is to install steps within the right-of-way truncation.

RESPONSE: We support approval of the request conditioned on the applicant providing more detailed plans at the right-of-way permit stage. We recommend these plans be submitted prior to preparation of building construction drawings – as their approved layout may impact the building design.

These plans are needed to confirm the locations of the proposed curblines, shared use paths, handicap ramps, steps and walls, street trees, traffic signal system poles and controller box(es), adequate separations between the pedestrian path and obstructions, etc. Applicant will need to work with our Transportation Systems Engineering Team (TSET) to address concerns about locations for relocated traffic signal components, stairs and steps, as well as providing sufficient room for handicap accessibility. Please contact Mr. Bruce Mangum, Manager of TSET, at 240-777-2190 for this effort.

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878
Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080
trafficops@montgomerycountymd.gov



The applicant will also need to execute and record a County-approved Declaration of Covenants for Maintenance and Liability, plus posting of necessary surety and insurance, prior to approval of the record plat. This Declaration will need to cover the proposed steps plus any non-standard improvements (streetscaping) in the right-of-way that will not be maintained by the County. The record plat will need to reflect the liber and folio information for this Declaration.

- Design Exception B: Proposed Truck (2) Loading (1) and Passenger Car Garage Driveways (2) on Woodglen Drive less than 100 feet from and intersections

The plan proposes to construct a 60 foot wide apron (to accommodate a 20 foot wide in/out driveway to the residential parking garage, two truck loading docks, and one trash truck dock) with curb returns. The plan proposes approximately a 35 foot tangent section (offset from the existing parking lot driveway on the opposite side of Woodglen Drive) from the curb return of Private Street "A" and approximately a 50 tangent from the curb return at Nicholson Lane.

Response: In their response to the DRC comments, the applicant indicated the existing driveway apron for the parking lot (on the west side of Woodglen Drive) will be relocated when that property is redeveloped; the relocated entrance will be aligned with Private Street A.

We accept the proposed locations of the combination truck loading docks and residential garage driveway, subject to installing physical channelization to preclude southbound left turns movements into the parking garage from Woodglen Drive. The garage entrance should be 24 feet wide to allow one in-bound and one out-bound lane.

- Design Exception C: Proposed Truck (2) Loading (1) and Passenger Car Garage Driveways (2) on Executive Boulevard less than 100 feet from and intersections.

The plan proposes to construct a 74 foot wide apron (to accommodate a 30 foot wide driveway to the office/retail parking garage, two truck loading docks, and one trash truck dock) with curb returns. The plan proposes approximately a 35 foot tangent section from the curb return of the Private "Paseo."

Response: We accept the proposed locations of the combination truck loading docks and residential garage driveway, subject to reducing the width of the parking garage driveway to twenty four (24) feet to allow one in-bound and one out-bound lane.

NOTE regarding Design Exceptions B and C: We understand the applicant is proposing to provide less truck loading docks than those required under the Executive Branch's "Off-Street Truck Loading Space" policy. We also understand the proposed truck loading docks will be shared between the different buildings. At this time we have not received a Design Exception package for these proposals. Such a Design Exception request should include calculations for the number and size of the spaces required under the policy for each building within the limits of the plan, explain the rationale for the current truck loading spaces proposal and how the buildings will be serviced, and a description of how those shared spaces would be managed.

If the proposed number, size, and location of the shared truck loading spaces are ultimately approved, the applicant will need to execute and record of a County-approved Restricted Access Easement document. This document will establish the applicability, maintenance, and operations of the coordinated on-site management for the jointly used loading docks. This document should be recorded prior to the issuance of any applicable building permits, with a copy sent to the County for their records.

General Site layout and Right-of-Way Review Comments

1. Necessary right-of-way dedication along Rockville Pike/MD 355, Executive Boulevard, Woodglen Drive, and Nicholson Lane in accordance with the master plan. Provide a standard truncation at the intersection of Rockville Pike/MD 355 and Executive Boulevard.
2. Provide an easement for future dedication (for future right-of-way truncation) on the northeast corner of the intersection of Woodglen Drive and Executive Boulevard.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. Prior to approval of the record plat(s) by the Department of Permitting Services, submit completed, executed and sealed MCDOT Sight Distances Evaluation certification forms (for the existing and proposed driveways on Executive Boulevard, Woodglen Drive, and Nicholson Lane) for our review and approval.

The form(s) need to identify actual measured sight distances.
5. Continued coordination with the Traffic Impact Study being prepared for the County's Capital Improvements Program Project for White Flint District West roads (CIP Project No. 501116). Please continue to coordinate with our Division of Transportation Engineering's Manager for that project, Mr. Gary Johnson, at 240-777-7220.
6. Record plat to reflect denial of access along Rockville Pike/MD 355 except at the entrance locations approved under this plan.
7. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan. Montgomery County will not participate in traffic control or parking enforcement on the private streets.
8. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.

9. The private streets "A" and the "Paseo" must be sufficiently wide to accommodate two-way vehicular traffic. These private streets should be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curbline.
10. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
11. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
12. Access and improvements along Rockville Pike/MD 355 as required by the Maryland State Highway Administration.
13. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
14. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
15. Prior to approval of the record plat by MCDPS, the applicant will need to prepare and submit a traffic signal warrant analysis, for the intersection of Woodglen Drive and Executive Boulevard, for our review and approval. This study will need to reflect projected volumes from the development. Should a traffic signal be warranted as a result of this study, the applicant will be required to construct the signal at their expense.
16. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
17. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards (unless a Design Exception is granted). Tree planning within the public right of way must be coordinated with Brett Linkletter, Chief of the Division of Highway Services, Tree Maintenance Section at (240) 777-7651.
18. At or before the permit stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.

19. Regarding the applicant's color-coded utility concept plan, we have not received an analysis of alternative locations that were considered to avoid locating underground utilities in the County rights-of-way. We note the utility concept plan proposes undergrounding an existing overhead electric line along Woodglen Drive; this proposal is acceptable so long as a satisfactory width unobstructed pedestrian path is provided. We do not support installing the underground electric cable in the recently constructed brick sidewalk of Executive Boulevard (between Rockville Pike/MD 355 and the existing building to remain at 11333 Woodglen Drive) – we suggest locating that line within the Private Street "A" and/or the "Paseo." We do not see any proposed gas connection (to the proposed "Gas Room" on the northwest corner of the site) nor any proposed underground facilities for telephone.
20. Prior to approval of the record plat by MCDPS, the applicant will need to enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and this Department. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher and/or Ms. Beth Dennard of the Division of Transit Services/Commuter Services Section. They may be contacted at 240-777-8380.

A draft Traffic Mitigation Agreement was submitted for review. We believe the traffic mitigation measures in the finalized Agreement and preliminary plan should include:

- Design building lobbies to provide two way visibility for transit or shuttles.
- Ensure port-cocheres or similar covered entryways have adequate height to accommodate buses and shuttles.
- Provide adequate support for transportation demand management (TDM) measures to offset reductions in parking. Ensure market-rate pricing of parking.
- Ensure existing bus stops on surrounding roads, including Rockville Pike (MD 355, remain and are well-connected with uses on-site.
- Provide one Real Time Transit Information signs and necessary electrical and internet connections. Work with MCDOT to locate this sign at a key, highly-used location in the Project and/or proximate to bus stops, to assist residents, employees and visitors with commuter information and promote use of all forms of transit.
- Incorporate display space for transit and other TDM information into all lobbies, and provide opportunity for such information in kiosks and other outdoor areas.
- Provide adequate numbers of carpool/vanpool and car sharing parking spaces in highly visible, preferentially-located spots throughout the development.
- Provide at least one electric car charging station on-site.
- Provide weatherproof or weather-protected bike racks and bike lockers.
- Provide showers and changing rooms at key points within the development proximate to office buildings, for use by employees working on-site, in order to encourage biking and walking to work.
- Provide space in the Project for one bike sharing docking station. The location will be selected by the Applicant with approval of the County, based on the requirements of the bike sharing system and must be in a highly-visible, convenient and well-lit location on the Project. The project shall be required to pay the capital cost of this station and five years of operating expenses in return for offsetting parking reductions, amenity credits, or other benefits.

Mr. Patrick Butler
Preliminary Plan No. 120120060
February 3, 2012
Page 6 of 7

21. If the applicant is required to install streetscaping amenities along the site frontages, it should be in accordance with the Bethesda CBD Streetscape details. Prior to approval of the record plat by MCDPS, the applicant will need to execute and record the aforementioned Declaration of Covenants for Maintenance and Liability.
22. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - A. Across the Woodglen Drive and Nicholson Lane site frontages, provide an unobstructed eight (8) foot minimum width sidewalk pavement, street trees with amended soil panels and underground watering systems), and street lights.
 - B. Provide channelized entrance on Nicholson Lane (for ingress/egress to the proposed residential parking garage) to limit vehicle movements to right in, right out.
 - C. Provide channelized entrance on Woodglen Lane (for ingress/egress to the proposed residential garage) to preclude southbound left turn vehicle movements into that facility.
 - D. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - E. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
 - F. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. David Adams at (240) 777-2197 or david.adams@montgomerycountymd.gov.

Sincerely,



Gregory M. Leck, Manager
Development Review Team.

Mr. Patrick Butler
Preliminary Plan No. 120120060
February 3, 2012
Page 7 of 7

cc: Greg Trimmer; JBG/Nicholson Lane East, LLC
Kevin Johnson; Johnson Bernat Associates, Inc.
Andrew Bradshaw; Johnson Bernat Associates, Inc.
Steven A. Robins; Lerch, Early & Brewer
Craig Hedberg; Integrated Transportation Solutions, Inc.
Glenn Kreger; M-NCPPC Area 2
Josh Sloan; M-NCPPC Area 2
Ed Axler; M-NCPPC Area 2
Catherine Conlon; M-NCPPC DARC
Scott Newill; MSHA AMD
Vaughn Lewis; MSHA AMD
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Ramona Bell-Pearson; MCOCE
Dee Metz; MCOCE
Diane Schwartz Jones; MCDPS DO
Rick Brush; MCDPS WRPR
Dave Kuykendall; MCDPS WRPR
Atiq Panjshiri; MCDPS RWPR
Sam Farhadi; MCDPS RWPR
Henry Emery; MCDPS RWPR
Jeremy Souders; MCDOT DPM
Sande Brecher; MCDOT DTS
Beth Dennard; MCDOT DTS
Stacy Coletta; MCDOT DTS
Deanna Archey; MCDOT DTS
Bruce Mangum; MCDOT DTEO
Kyle Liang; MCDOT DTEO
Will Haynes; MCDOT DTEO
David Adams; MCDOT DTEO



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Beverley K. Swaim-Staley, Secretary
Melinda B. Peters, Administrator

January 17, 2012

Mr. Andrew M. Bradshaw, PE
JBA Associates, Inc.
1395 Piccard Drive, Suite 350
Rockville, Maryland 20850

Re: Montgomery County
MD 335 (Rockville Pike)
at Nicolson Lane
"North Bethesda Market II"
SHA Tracking #: 11-AP-MO-055-XX
Mile Post: 5.87

Dear Mr. Bradshaw:

The State Highway Administration (SHA) would like to thank you for the opportunity to review your site plan package associated with the North Bethesda Market project located in Montgomery County, Maryland. The SHA completed its review and offers the following comments:

District 3 Traffic Engineering Office Comments:

1. Please submit a detailed Maintenance of Traffic (MOT) plan for any proposed work affecting MD 355 associated with the above project.

For clarification of traffic comments, feel free to contact Mr. Miguel Andrews at 301-513-7326 or by emailing (mandrews@sha.state.md.us).

Technical Review Team Highway Hydraulic Comments:

1. As the project design proceeds, please provide documentation of the local agency's review and approval of both the stormwater management and erosion/sediment control plans. [*We note that the design engineer is attempting to meet 'Environmental Site Design' (ESD) to the 'Maximum Extent Practicable' (MEP). Three (3) on-site green roofs, three (3) on-site micro-bioretenion facilities, and four (4) on-site 'BayFilter' devices are proposed. See comments #2 and #3a.*]
2. Although we defer to the Montgomery County Department of Permitting Services for stormwater management approval, we have the following comments:
 - a. As the project design proceeds, please provide a copy of the stormwater management report.
 - b. As the project design proceeds, please provide (for our records) the enlarged plan views, profiles, sections, and details for the proposed on-site BMP's.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

3. Please provide a separate pre-development drainage area map which incorporates the detailed topography shown on the Stormwater Concept Plan. Every attempt should be made to maintain the existing drainage pattern. In looking at the 30-scale Stormwater Concept Plan, we detect that runoff from the northwest corner of the existing parking lot drains southwesterly towards Woodglen Drive. We would anticipate that an existing on-site inlet, within the corner of the parking lot, is intercepting and possibly draining to an existing system along Woodglen Drive. Please clarify, add any required features to the plan view; and provide photographs of the parking lot.
4. Please provide supporting computations for inlet interception efficiency for proposed inlet along MD 355 and entrance trench train. Provide corresponding inlet drainage area mapping.
5. Once finalized, please provide a copy of the signed 'recordable' plat (in SHA format and on SHA border) with accompanying deed – for right-of-way dedication and 'release' of existing easement.


For clarification of highway hydraulics comments, please contact Ms. Makeda Drake at 410-545-8969 or by emailing (mdrake@sha.state.md.us).

Access Management Division Comments:

1. The proposed sidewalk ramps at the entrance to North Bethesda Market II need to be labeled at location with MD Standard.
2. Provide this note on all plan sheets with sidewalk ramps (WHEN CONSTRUCTING A MD 655.12 OR MD 655.13 ALL MEASUREMENTS MUST BE TAKEN FROM THE BACK OF RAMP).
3. Provide this note at location on plan sheet. (**A Minimum 60" pedestrian pathway with a maximum 2% cross slope must be maintained across the entire entrance.**)
4. Show location of proposed sidewalk on plan sheet with shading.
5. Provide a sight distance evaluation at the proposed entrance/exit along MD 355.

Further review of this project will be withheld until the above comments have been addressed. Please reference the SHA tracking number on future submissions. Kindly submit five (5) sets of plans and provide a **written point-by-point response** to the above noted comments directly back to Mr. Steven D. Foster attention of Mr. Michael Bailey. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at (<http://www.marylandroads.gov/page/amdaspx/>). If you have any questions regarding our request, feel free to contact Mr. Bailey at 410-545-5593 or our toll free number in Maryland only 1-800-876-4742 extension-5593 or by emailing (m Bailey@sha.state.md.us).

Sincerely,


Steven D. Foster, Chief
Engineering Access Management Division

Mr. Andrew M. Bradshaw
North Bethesda Market II
SHA Tracking No. 11-AP-MO-055-XX
Page 3 of 3

Cc: Mr. Miguel Andrews, SHA- District 3 Traffic Engineering Office
Ms. Lisa Choplin, SHA- Chief Innovative Contracting Division
Ms. Cathy Conlon / M-NCPPC
Ms. Makeda Drake, SHA- Access Management Division
Mr. Victor Grafton, SHA- District 3 Utility Engineer
Ms. Kate Mazzara, SHA- District 3 ADE Special Programs
Mr. Mark McKenzie, SHA Access Management Division
Mr. D. Scott Newill, SHA Access Management Division
Mr. Greg Trimmer, Developer/JBG/Nicholson Lane East, LLC/ The JBG Companies,
4445 Willard Avenue, Suite 400, Chevy Chase, Maryland 20815
Mr. John Vranish, SHA- Innovative Contracting Division
Mr. Cedric Ward, SHA- District 3 ADE- Traffic
Mr. Brain Young, SHA- District 3 Metropolitan District Engineer



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Carla Reid
Director

August 31, 2011

Andrew M. Bradshaw, P.E.
Johnson Bernat Associates, Inc.
1395 Piccard Drive, Suite 350
Rockville, MD 20850

Re: Stormwater Management **CONCEPT** Request
for North Bethesda Market II
Preliminary Plan #: 120120060
SM File #: 240712
Tract Size/Zone: 4.4 Ac./CR-3 & CR-4
Total Concept Area: 3.52 Ac.
Lots/Block: 16
Parcel(s): N923, N924, N978
Watershed: Lower Rock Creek

Dear Mr. Bradshaw:

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 proposes to meet required stormwater management goals via ESD to the MEP with the use of micro-biofilters and green roof. This will be supplemented with structural volume based proprietary filters to meet full onsite control of stormwater management.

The following **items** will need to be addressed **prior to** 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. Provide adequate access to all structures for inspection and maintenance. Show access path for underground structures on design plans. Also provide a narrative on the plan that details how to access the green roofs and micro-biofilters.
6. At a minimum please provide 22,042 square feet (sf) of green roof. 17,003 sf will be 4 inches thick and 5,039 sf will be 8 inches thick. Try to increase the total amount of green roof coverage as well as increase the amount of 8 inch greenroof.
7. Easements and covenants will be required for all stormwater structures.

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

www.montgomerycountymd.gov

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 David Kuykendall at 240-777-6332.

Sincerely,



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

RRB: tla CN240712 North Bethesda Market II.DWK

cc: C. Conlon
SM File # 240712

ESD Acres:	0.71
STRUCTURAL Acres:	3.69
WAIVED Acres:	0.00



FIRE MARSHAL COMMENTS

DATE: 26-Sep-11
TO: Kevin Johnson - kjohnson@jba-inc.net
Johnson Bernat Associates
FROM: Marie LaBaw
RE: North Bethesda Market II
120120060 820120040 320110030

PLAN NOT APPROVED based on the following comments:

- 1) Provide a fire department access plan that include main side hinge door access locations, turning radii, and fire department water supply
- 2) Provide draft parking restrictions
- 3) Any elevated deck designated as fire department access must meet structural loading requirements for aerial apparatus as per Administrative Interpretation 09-01

The following are provided for the benefit of the applicant:

1. Show compliance with NFPA 1 (2006), Section 18.2.3.2 Access To Building.
 - a. Recommendation: Indicate all Fire Department Access Roads.
 - b. Recommendation: Designate all curb to curb widths of all FD Access Roads.
 - c. Fire Department access roads shall extend to within 50' of a side hinged door that provides access to the entire interior of the building.
 - d. One and two family dwellings protected by an NFPA 13D sprinkler system shall be within 150' of a Fire Department access road.
 - e. All FD Access Roads require 20 foot unobstructed width.
 - f. Common driveways are considered fire department access roads for the length they are shared by more than one structure.
 - g. Minimum road width for parking on a FD Access Road: 1 Side - 28 Feet, 2 Sides - 36 Feet.
 - h. Fire Department access roads must be capable of supporting 85,000 lbs.
2. Show compliance with NFPA 1 (2006), Section 18.2.3.4.4 Dead Ends.
 - a. Dead-end fire department access roads in excess of 150 ft (46 m) in length shall be provided with approved provisions for the turning around of fire apparatus.
 - b. Cul-de-sac type turn-arounds must be 90 ft in diameter with no obstructions in the center.
 - c. Hammerhead type turn-arounds must be 60 ft on each leg and meet other requirements for fire department access roads.
3. In accordance with NFPA 1 (2006), Section 18.2.3.4.3 Turning Radius.
 - a. Turns in FD Access Roads shall be constructed with a minimum radius of 7.6 m (25 ft) at the inside curb line and a minimum radius of 15.2 m (50 ft) at the outside curb line.
 - b. Recommendation: Designate all radii of all turns on fire department access roads.
 - c. FD Access Roads connecting to roadways shall be provided with curb cuts extending at least 0.6 m (2 ft) beyond each edge of the fire lane.
4. NFPA 1141 (2003), Section 5.4.5: The angle of approach and departure for any means of access shall not exceed 8 degrees.
5. Provide locations of Fire Hydrants.



AUG 12 2011

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

MCPB No. 11-07
Sketch Plan No. 320110030
Project Name: North Bethesda Market II
Date of Hearing: January 20, 2011

CORRECTED RESOLUTION

WHEREAS, under Section 59-C-15.42 of the Montgomery County Code the Montgomery County Planning Board ("Planning Board" or "Board") is authorized to review sketch plan applications; and

WHEREAS, on September 24, 2010, JBG/Nicholson Lane East, LLC ("Applicant"), filed an application for approval of a sketch plan for a multi-building mixed-use development with a maximum of 368,000 SF of non-residential uses and limited by a total cumulative density of up to 740,528 SF, on 4.41 acres of CR-zoned land, located on the west side of Rockville Pike between Nicholson Lane and Executive Boulevard ("Property" or "Subject Property"); and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320110030, North Bethesda Market II (the "Application"); and

WHEREAS, Staff issued a memorandum to the Planning Board, dated January 10, 2011, setting forth its analysis and recommendation for approval of the Application subject to certain conditions ("Staff Report"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and the staff of other governmental agencies, on January 20, 2011, the Planning Board held a public hearing on the Application; and

WHEREAS, the Planning Board heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, on January 20, 2011, the Planning Board approved the Application subject to certain conditions, on motion of Commissioner Presley; seconded by Commissioner Wells-Harley; with a vote of 4-0, Commissioners Carrier, Dreyfuss, Presley, and Wells-Harley voting in favor and Commissioner Alfandre absent.

Approved as to
Legal Sufficiency:

M-NCPPC Legal Department
8787 Georgia Avenue, Silver Spring, Maryland 20910 Chairman's Office: 301.495.4605 Fax: 301.495.1320
www.MCParkandPlanning.org E-Mail: mcp-chairman@mncppc.org

NOW, THEREFORE, BE IT RESOLVED that, pursuant to the relevant provisions of Montgomery County Code Chapter 59, the Montgomery County Planning Board approved Sketch Plan No. 320110030 for a multi-building mixed-use development with a maximum of 368,000 SF of non-residential uses and limited by a total cumulative density of up to 740,528 SF, on 4.41 gross acres of land in the CR Zones, including as binding elements under Section 59-C-15.42(b)(4)(B) the maximum density and heights, general location and extent of public use space, public benefits, and phasing program as shown on the sketch plans, subject to the conditions below and modification at Site Plan per the restrictions enumerated in section 59-C-15.42(d). This approval is subject to the following conditions and binding elements:

1. Density

The proposed development is limited to a maximum total of 740,528 sf. of development, including a maximum of 368,000 sf. of non-residential development.

2. Height

The proposed development is limited to a maximum of height of 150 feet in the portion zoned CR-3 C1.5 R2.5 H150, and 300 feet in the portion zoned CR-4 C3.5 R3.5 H 300.

3. Incentive Density

The proposed development must be constructed with a proportion of the following public benefits necessary to achieve the proposed density. During site plan review, the Planning Board may find that alternative public benefits and their associated incentive density requested are equally acceptable.

a. Transit Proximity

The Applicant proposes 40% incentive density for proximity to the White Flint Metro Station, a Level 1 transit portal.

b. Connectivity and Mobility

The Applicant proposes 30% incentive density overall for the Connectivity and Mobility category, which is achieved through public amenities in the sub-categories of Neighborhood Services (10% incentive), Minimum Parking (10% incentive), Through Block Connection (15% incentive), and Public Parking (6.4% incentive).

c. Diversity of Uses & Activities

The Applicant proposes 5% incentive density through the Dwelling Unit Mix.

d. Design Quality

The Applicant proposes the maximum of 30% allowed incentive density for the Design Quality category, which is achieved through public amenities in the sub-categories of Structured Parking (14.6% incentive), Tower Setback (5% incentive), Public Art (5% incentive), Streetscape (3% incentive), and Exceptional Design (10% incentive).

e. Natural Environment Protection and Enhancement

The Applicant proposes 25% incentive density overall for the Natural Environment Protection and Enhancement category, which is achieved through public amenities in the sub-categories of Building Lot Terminations (BLTs) (5% incentive), Tree Canopy (10% incentive), and Vegetated Roofs (10% incentive).

4. Incentive Density Implementation

At site plan, the Applicant must demonstrate delivery of sketch plan incentive density elements in a timely manner commensurate with project phasing.

5. Building Lot Terminations (BLTs)

Prior to the issuance of building permits for the first 5% of incentive density square footage, the Applicant must provide proof of purchase and/or payment for the required BLTs.

6. Moderately Priced Dwelling Units (MPDUs)

The proposed development must provide MPDUs in accordance with Chapter 25A.

7. Transportation Planning

a. The Applicant must obtain access in coordination with the Maryland State Highway Administration (SHA) regarding future site access from Rockville Pike (MD 355).

b. The Applicant's plans must provide the shared use path, SP-41, North Bethesda Trail, along the east side of Woodglen Drive as recommended in the *Countywide Bikeway Functional Master Plan*.

c. At the time of Preliminary Plan, the Applicant must:

- i. dedicate any additional right-of-way along Executive Boulevard Extended to provide the *Sector Plan* recommended 80-foot right-of-way;
- ii. dedicate right-of-way for truncation at the corners of the public roadways adjacent to their site unless a waiver is granted.

- d. At the time of site plan, the Applicant must:
 - i. agree to comply with requirements of participating in the Transportation Management District.
 - ii. provide and show on the plan inverted-U bike racks in front of the main entrances to the buildings and secured bike lockers or similar bike storage facility in the garages.

8. Future Coordination for Preliminary and Site Plan

The following must be addressed as part of the site plan application in conjunction with any other items that may be identified at a later stage:

- a. Provide the square footage for each of the Neighborhood Services with a maximum retail bay floor area of 5,000 sf. to be considered for incentive density.
- b. Define 'Street A' with sustainable materials and a coherent street streetscape.
- c. Underground utilities within public rights-of-way, except those that are the obligation of the Special Taxing District.
- d. Demonstrate how the proposal will achieve sustainability recommendations, including increased tree canopy; maximization of LEED standards; environmental site design as recommended in the Sector Plan.
- e. Implement the bikeway and recreational loop recommendations as established in the Sector Plan and Design Guidelines, including the recreation loop along Nicholson Lane and the dual bikeway recommendation along Woodglen Drive.
- f. Demonstrate how development along Rockville Pike will contribute to the walkable environment envisioned in the Sector Plan.
- g. Consider ways to provide some level of pedestrian sidewalk activation on the outer facing perimeter of the development area.
- h. Consider ways to consolidate "fragments" of public use space into one substantial pedestrian priority space internal to the block.
- i. Consider alternative to screen service access points from Private Street A to reduce their intrusion on pedestrian space.
- j. Consider solar orientation when locating building mass in proximity to spaces for public use.

- k. Implement White Flint Urban Design recommendations.
- l. Continue the established streetscape in North Bethesda Market I along Executive Boulevard Extended.
- m. Demonstrate compliance with the requirements for streetscape improvements, residential amenity space, and parking in the Zoning Ordinance.
- n. Explore ways to reduce overall parking, including shared parking and incentives in the CR zone.
- o. Provide schematic elevations illustrating exterior architectural character, proportion, materials, and articulation of the proposed buildings and especially structured parking.

BE IT FURTHER RESOLVED that, having given full consideration to the recommendations and findings of its Staff as set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference, and upon consideration of the entire record and all applicable elements of § 59-C-15.42, the Montgomery County Planning Board finds that, as conditioned herein, the elements of the sketch plan specified in Section 59-C-15.42(c) of the zoning ordinance are appropriate in concept and appropriate for further review at site plan. Specifically, the Planning Board finds that as shown in the sketch plan:

- (a) The proposed development meets the requirements and standards of Division 59-C-15;**
- (b) The proposed development will further the objectives of the White Flint Sector Plan; and**
- (c) The proposed development will provide more efficient and effective development of the site than the standard method of development.**

The Sketch Plan meets the requirements of the Division and satisfies the specific objectives of the White Flint Sector Plan by providing density and building height, and augments the transportation and bikeway network consistent with the recommendations of that plan. This optional method of development is more efficient and effective than the standard method of development because it provides more public benefits and places higher density in an area that can sustain growth with built in infrastructure improvements, including transit. In particular, this project will provide a high number of residential dwelling units and office space within walking distance of the White Flint transit station, and many

nearby commercial amenities. The public space and potential restaurant opportunities within the project will not only serve residents and workers on the site, but will provide further benefits and amenities to the surrounding community.

- (d) The proposed building massing and height and public use and other open spaces are located and scaled to achieve compatible relationships with each other and with existing and proposed buildings and open space adjacent to the site and with adjacent communities.**

The proposed development extends the architectural massing and public space of the adjacent North Bethesda Market I development across Executive Boulevard. The proposed commercial and residential buildings are consistent with those of the adjacent development and the proposed new Private Street A. The subject site links the primary public space and internal street of North Bethesda Market I with those of those of the proposed North Bethesda Market II, terminating the vista and redirecting pedestrian circulation and focus back into the adjacent residential neighborhoods. Along the section of Woodglen Drive opposite the site is a surface parking lot and further to the west a high-rise multi-family apartment building. For this area, the North Bethesda Market II development will set the standard for height and future compatibility.

- (e) The general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading areas are adequate, safe, and efficient.**

The general circulation for vehicles, pedestrians and bicyclists is safe, adequate and efficient, integrating this development into the surrounding area. Structured parking and loading is adequately designed into the site, providing integrated access with the general on-site circulation. Safety is enhanced by several improvements, including generous streetscaped sidewalks and a narrow internal street which will encourage slower traffic. The vehicular circulation design efficiently directs traffic into and through the site with minimal impacts to pedestrian circulation. This balance of design with the site, the recommendations of the Master Plan, and the needs of the use is an efficient and adequate means to provide a safe atmosphere for pedestrians, cyclists, and vehicles. Dedication of the rights-of-way associated with this project will be determined during the review of the Preliminary Plan.

- (f) The proposed public benefits and associated requested incentive density will further the objectives of the applicable master or sector plan and the objectives of the CR zones.**

The proposed public benefits and associated requested incentive density are appropriate for the site and the applicable zoning, and meet the objectives of the

White Flint Sector Plan, specifically to include enhanced pedestrian connectivity, a diversity of uses and public spaces, increased tree canopy, and excellence in design.

The proposed development must be constructed with the public benefits approved by this resolution, except that the Applicant may request to adjust the percentage or type of public benefits shown on the Public Benefits Table of the sketch plan during site plan review as long as the total equals at least 100 percent of the incentive density required by section 59-C-15.81. The Applicant may eliminate, add, or modify individual public benefits if the Planning Board finds that any changes continue to support the findings required by the zone.

(g) The general phasing of structures, uses, public benefits, and site plans is feasible and appropriate to the scale and characteristics of the project.

The proposed development will be constructed in a single phase, comparable to the companion North Bethesda Market I development. The public benefits proposed will be constructed along with the rest of the project. Timing for the construction of the amenities will be detailed with the Site Plan review.

(h) Other Issues

At the time of site plan, the Planning Board may approve changes to this sketch plan under certain circumstances. If the applicant proposes to change a condition of approval or binding element or agrees to a change proposed by another party, the proposed change must satisfy the requirements for approval of a sketch plan and site plan, including Section 59-C-15, Section 59-D-3.4, and the White Flint Sector Plan. If Planning Staff proposes to change a condition of approval or binding element, however, the Board may approve the change if necessary to ensure conformance with Section 59-C-15, Section 59-D-3.4, or the master plan. In other words, for the Board to approve an applicant-proposed change of a binding element it must find consistency with applicable standards; for the Board to approve a modification to a staff-proposed binding element that the applicant has not agreed to it must find that the proposed change is necessary to meet the site plan approval standards, including conformance with zoning and master plan requirements.

Alternatively, based on detailed review of a site plan, the Board may find that any element of the approved sketch plan, including a binding element, does not meet the requirements of the zone, master plan, or other findings necessary to approve a site plan, and deny the site plan application.

The Board's review of sketch plans is governed by Section 59-C-15.42(c), which provides that "in approving a sketch plan" the Board must find that certain elements of the plan are "appropriate in concept and appropriate for further detailed review at site plan." Because the Board's approval of a sketch plan is in concept only and subject to further detailed review at site plan, it necessarily follows that the Board may find, based on detailed review of a site plan, that any element of a sketch plan does not meet the requirements of the zone, master plan, or other requirements of site plan approval. The Board does not have the authority at the time of sketch plan to predetermine that any element of the sketch plan will satisfy all applicable requirements for site plan approval. As a practical matter it would be unwise for it to do so, due to the limited detail contained in a sketch plan and the sketch plan's unlimited validity period. If the Board were unable to require changes to binding elements at the time of site plan to ensure compliance with all code and master plan requirements, it might have decided to approve fewer elements of this plan as binding.

Although the Board does not have the authority to provide complete certainty about the conditions of approval or binding elements of a sketch plan, this does not mean that the Board should or will require changes to an approved sketch plan without good reason. To do so would be inefficient and unfair to applicants and community members whose expectations about the future shape of development will be formed by what the Board approves in a sketch plan.

BE IT FURTHER RESOLVED that all elements of the plans for Sketch Plan No. 320110030, North Bethesda Market II stamped received by M-NCPPC on December 1, 2010, are required except as modified herein; and

BE IT FURTHER RESOLVED that the original mailing date of the Resolution is July 5, 2011 (which is the date that this Resolution was mailed to all parties of record); and

BE IT FURTHER RESOLVED that the mailing date of this Corrected Resolution is AUG 12 2011 (which is the date that this Corrected Resolution is mailed to all parties of record); and

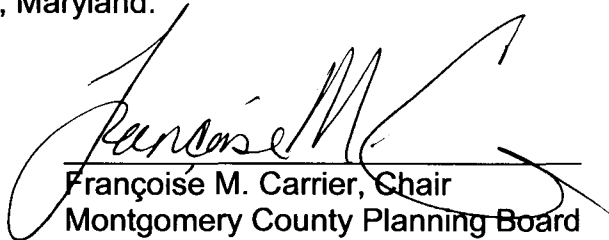
BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of the original mailing date, or, if the appeal relates to the corrected portions of this resolution, within thirty day of the date of this Corrected Resolution, consistent with the procedural

rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Vice Chair Wells-Harley, seconded by Commissioner Presley, with Chair Carrier, Vice Chair Wells-Harley and Commissioner Presley present and voting in favor of the motion, with Commissioner Anderson abstaining, and Commissioner Dreyfuss absent, at its regular meeting held on Thursday, July 21, 2011, in Silver Spring, Maryland.



Françoise M. Carrier, Chair
Montgomery County Planning Board

JBG/NICHOLSON LANE EAST, LLC
TONY GREENBERG
C/O THE JBG COMPANIES
4445 WILLARD AVENUE, SUITE 400
CHEVY CHASE, MD 20815

LERCH EARLY & BREWER, CHTD.
STEVE ROBINS
3 BETHESDA METRO CENTER
SUITE 460
BETHESDA, MD 20814

THE JBG COMPANIES
GREG TRIMMER
4445 WILLARD AVENUE, SUITE 400
CHEVY CHASE, MD 20815

TORTI GALLAS & PARTNERS
TOM DANCO
1300 SPRING STREET, 4TH FLOOR
SILVER SPRING, MD 20910

INTEGRATED TRANSPORTATION
SOLUTIONS
CRAIG HEDBERG
10480 LITTLE PATUXENT PARKWAY
SUITE 400
COLUMBIA, MD 21044
TORTI GALLAS & PARTNERS
BRIAN OLOONEY
1300 SPRING STREET, 4TH FLOOR
SILVER SPRING, MD 20910

JOHNSON BERNAT ASSOCIATES, INC.
KEVIN JOHNSON
1395 PICCARD DRIVE, SUITE 350
ROCKVILLE, MD 20850

KEN HURDLE
6100 POINDEXTER LANE
ROCKVILLE, MD 20852

GARRETT PARK ESTATES
WHITE FLINT PARK CITIZENS ASSN.
NATALIE GOLDBERG
11111 JOLLY WAY
KENSINGTON, MD 20895

Mr. Richard Brush, Manager
MCDPS-Water Res. Plan Review
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Ms. Susan Scaly-Demby, Manager
MCDPS-Zoning
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Mr. Hadi Masouri
MCDP-Building Construction
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Mr. Christopher Anderson, MPDU Mgr.
DHCA County Office Bldg,
255 Rockville Pike
Rockville, MD 20850

Ms. Gail Lucas, Manager
MCDPS-Building Construction
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Lisa S. Schwartz
Senior Planning Specialist
Montgomery County Department of Housing
and Community Affairs
100 Maryland Ave., 4th Floor
Rockville, MD 20850

Mr. Greg Leck
100 Edison Park Dr, 4th Fl
Gaithersburg, MD 20878

Mr. Joseph Y. Cheung, Manager
MCDPS-Right of Way Permitting and
Plan Review
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Mr. Greg Nichols, Manager
MCDPS-Land Development
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Mr. Michael Reahl, Manager
MCDPS-Sediment/Stormwater
Inspection and Enforcement
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Mr. Ehsan Motazed
MCDPS-Site Plan Enforcement Mgr.
255 Rockville Pike, 2nd Fl
Rockville, Md 20850

Mr. Jay Beatty, Manager
MCDPS-Well and Septic
255 Rockville Pike, 2nd Fl
Rockville, MD 20850

Mr. Leroy Anderson, Manager
MCDPS-Right of Way Development
Inspection and Enforcement
255 Rockville Pike, MD 20850

No.	Name & Phone Number	Email	Organization & Address	Time
1	Ken Hurdle		6100 Poindexter Lane Rockville, MD 20852	10
2	Steven Robins		Lerch Early & Brewer, Chtd. 3 Bethesda Metro Center Avenue, Ste. 460 Bethesda, MD 20814	
3	Greg Trimmer Brian Olooney Applicants		The JBG Companies Torti Gallas and Par	
4	Natalie Goldberg 301-946-8868		Garrett Park Estates-White Flint Park Citizens Assn 11111 Jolly Way Kensington, MD 20895	
5				
6				
7				
8				
9				
10				
11				
12				10

Street Hierarchy

A hierarchical street network accommodates local and through circulation. The wider streets convey more through traffic and the narrower streets accommodate local traffic. The street network is designed so that loading and service functions do not hinder pedestrian movements. All streets must have ample space for pedestrians, bicyclists, and street trees. Undergrounding utilities and locating “wet” and “dry” utilities under the pavement or under the sidewalk will allow the street tree canopy space to grow. On-street metered parking should be permitted on all local streets and on most of the major streets during non-peak hour traffic. On-street metered parking will reduce speeds and generate revenue.

Rockville Pike Boulevard

Rockville Pike (MD 355) carries the majority of through traffic and thus divides the Sector Plan area. Rockville Pike has three northbound and three southbound through lanes, plus turning lanes. There are no street trees, landscaped median, or on-street parking. The utilities are on poles located in the middle of narrow sidewalks. It is a classic suburban commercial strip highway.

This Plan recommends reconstructing the “Pike” as an urban boulevard, placing utilities underground, and adding a median wide enough to accommodate turn lanes and street trees. Street tree panels and wider sidewalks will promote walking. Bus priority lanes will be provided, located either in the median or along the curb.



Figure 1: Rockville Pike Boulevard and Promenade Cross Section



Figure 2: Alternative Rockville Pike BRT Cross Section

Business Streets

These public streets (Figure 3) vary from 70 to 90-foot wide right-of-ways with a minimum ten-foot sidewalk, street trees, and two or more lanes for traffic.

Local Streets

These streets provide access into the interior of the blocks and can have special features to distinguish the different enclaves of development from each other, such as distinctive paving materials. The streets are intended to have a narrower cross section and should emphasize pedestrian activity. Vehicles should operate at greatly reduced speeds.

Promenades

Promenades are designated for those streets where a distinctive streetscape lends character and importance to the pedestrian experience. There are two intersecting promenades in the Sector Plan area: the Market Street Promenade (Figure 4) and the Rockville Pike Promenade over the WMATA Tunnel. A portion of the proposed Rockville Pike Promenade exists along the Nuclear Regulatory Commission frontage and should be extended north and south to create a unique walking environment.

Bike Paths and Trails

This Plan proposes an integrated network of bike paths and trails. Two bike paths in White Flint are part of the regional pedestrian and bicycle circulation system: the planned Montrose Parkway bike path and the Bethesda Trolley Trail. The Montrose Parkway bike path provides east-west links to trails in Cabin John Regional Park and Rock Creek Regional Park. The Bethesda Trolley Trail should be extended along Woodglenn Drive to connect to Wall Local Park, the Market Street Promenade, and the Montrose Parkway bike path. The Plan recommends providing connections to these regional trails.

Recreation Loop

The recreation loop is a continuous signed recreational pathway that connects the public use spaces to the civic green and Wall Local Park. The loop is intended to link new and existing neighborhoods (see Public Use Space Plan, Map 9).

Figure 3: Business Street Cross Section

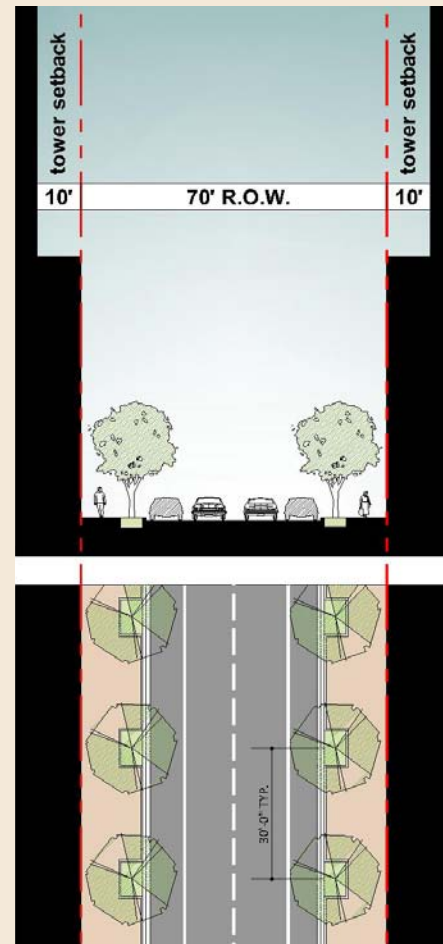
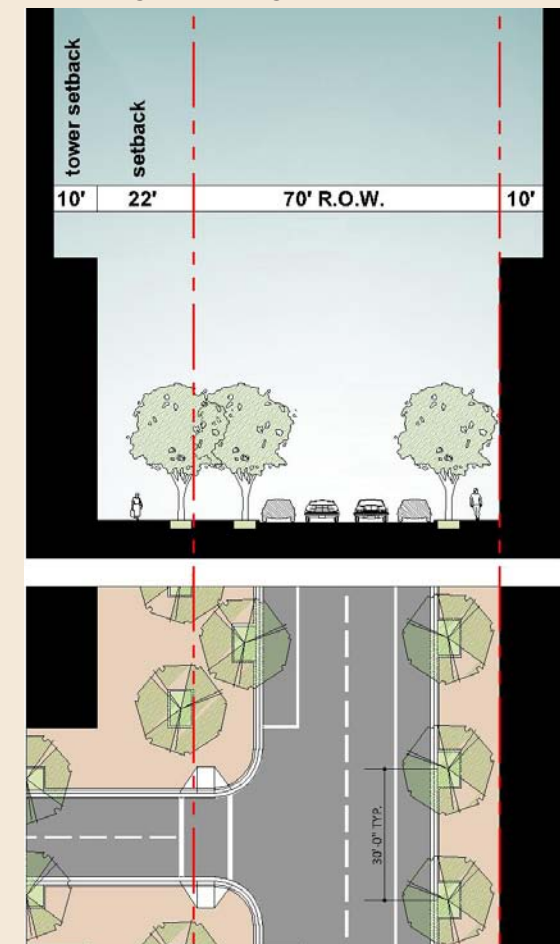


Figure 4: Market Street Promenade - Conference Center Block

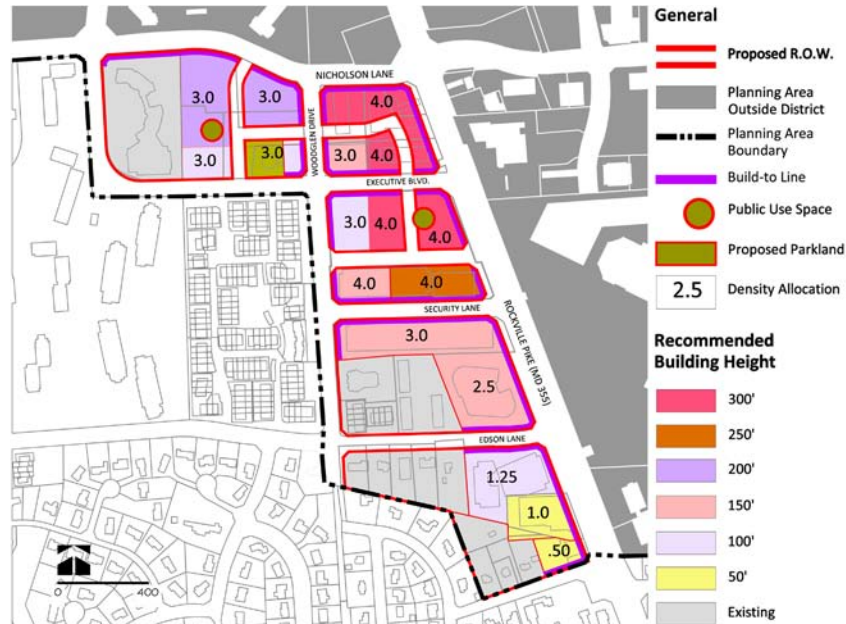




NoBe District

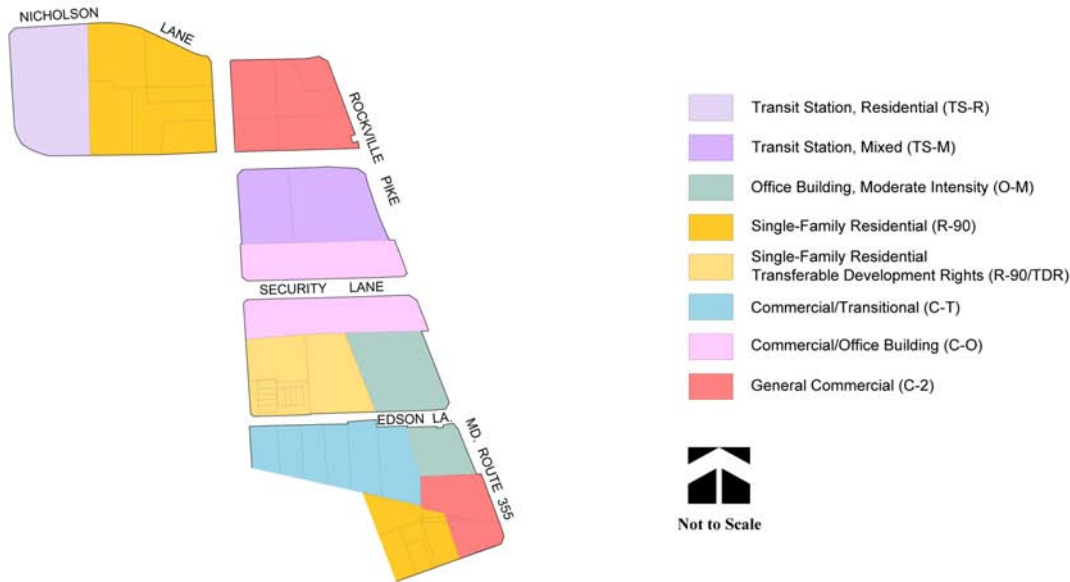
The NoBe (North Bethesda) District (Map 25) contains office buildings, commercial properties, and the North Bethesda Market mixed-use development. The western edge adjoins existing residential development. North Bethesda Market development is consistent with the mixed-use urban concept envisioned in the Plan. The Bethesda Trolley Trail will draw pedestrians and bicyclists along Woodglen Drive and new residential uses will transition between the existing residential communities and the commercial uses along Rockville Pike.

The land use and zoning recommendations will provide opportunities for new mixed-uses and public use spaces while maintaining residential and office uses and ensuring a buffer for existing residential communities. The District is divided into five blocks: Water Tower, North Bethesda Market, Security Lane, Edson Lane, and Hillery Way. Security and Edson Lanes are well-landscaped streets with a full tree canopy along the sidewalk.

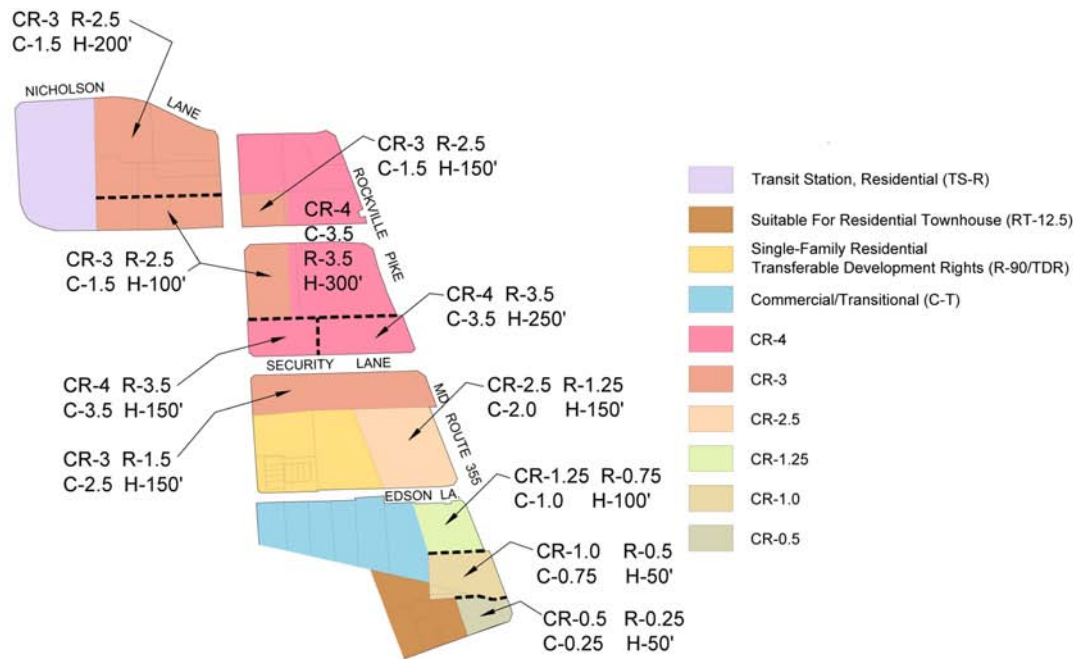


Map 25: Location

Map 26: Height and Density



Map 27: Existing Zoning



Map 28: Proposed Zoning

Block 1: Water Tower

The 10-acre Water Tower block is bordered by Executive Boulevard, Woodglen Drive, and Nicholson Lane and has little redevelopment potential. This block should be primarily residential. The 18-story Fallswood multifamily residential building and the Washington Suburban Sanitary Sewer Commission (WSSC) water storage facility will remain. The Luttrell property has redevelopment potential and should provide a local street network between Executive Boulevard and Nicholson Lane.

- Confirm the TS-R Zone on the existing Fallswood residential properties.
- Rezone the R-90 properties along Nicholson Lane to CR 3: C 1.5, R 2.5, and H 200 on the northern portion along Nicholson Lane. The southern portion closer to Executive Boulevard should be zoned CR 3: C 1.5, R 2.5, and H 100. The height difference in this block is intended to allow taller heights opposite the Metro West District to the north and lower heights to the south where there is lower scale residential development.
- If the WSSC site is no longer needed, the site should be considered for public parkland. This could be accomplished through assembly with adjoining properties or through a land transfer between public entities.
- Locate a one-half acre neighborhood green on the Luttrell property. The Luttrell property is suitable as an alternative site for an elementary school. When there is an application for development of the Luttrell property, Montgomery County Public Schools must make a realistic assessment of whether an elementary school site is needed and whether MCPS and the County have the funds necessary to purchase the property in a timely manner. If the finding cannot be made, development should be permitted to proceed.

Block 2: North Bethesda Market

This block, approximately 10 acres, contains a signature mixed-use building at the intersection of Executive Boulevard and Rockville Pike. Existing zones are TS-M and C-2. This block contains a significant redevelopment opportunity north of Executive Boulevard and could include a hotel, retail, residential uses, and offices.

- Rezone C-2 properties fronting Nicholson Lane and Rockville Pike to CR 4: C 3.5, R 3.5, and H 300.
- Rezone the North Bethesda Market development (TS-M Zone) to CR 4: C 3.5, R 3.5, and H 300. This is the location of a signature 289-foot tall building on Rockville Pike in the North Bethesda Market project. New development should transition between this building to the lower scale residential development located west along Woodglen Drive.
- Rezone the remainder of the TS-M zoned properties along Woodglen Drive Extended to CR 3: C 1.5, R 2.5, and H 100 to transition to existing residential development and the proposed rezoning to the north.
- Rezone the remainder of the C-2 zoned properties along Woodglen Drive Extended and north of the proposed Executive Boulevard (B-7) to CR 3: C 1.5, R 2.5, H 150 to transition to existing residential development and the recommended rezoning in the southern portion of Block 1. Heights may be less than 150 feet to achieve compatibility with the residential development southwest of this block.

Block 3: Security Lane

Two office buildings, Rockwall and Cascade, with associated parking garages are the primary uses along Security Lane between Rockville Pike and Woodglen Drive. Security Lane is a business street with on-street parking.

- Rezone the C-O zoned Rockwall property to CR 4: C 3.5, R 3.5, and H 250 on the eastern portion and CR 4: C 3.5, R 3.5, and H 150 on the western portion of the site. This property will be split zoned. This designation will accommodate the existing office buildings, which are already in excess of a 3.0 FAR, and allow for some additional square footage if buildings are converted to mixed uses. Redevelopment on the north side of Security Lane should transition between the 300-foot height in Block 2 and the 150-foot height recommended on the south side of Security Lane.
- Rezone the C-O zoned Cascade property on the south side of the Security Lane to CR 3: C 2.5, R 1.5, and H 150 to continue the transition from the higher densities north to the lower densities south.

- Develop circulator bus routes to provide local service, particularly on the east and west cross streets.
- Examine opportunities for bus priority treatments for east-west routes along Montrose Parkway.

Rockville Pike and Promenade

The primary purpose of Rockville Pike is to accommodate the movement of people and goods in all modes in a safe and efficient manner, and provide connectivity for travel to, from, and through all Sector Plan area neighborhoods and adjacent communities.

The Plan recommends retaining Rockville Pike as a six-lane major highway but stresses the need to redesign and reconstruct the Pike as an urban boulevard with both design elements and adjacent building lines reinforcing the need to lower travel speeds as appropriate for an urban environment.

The reconstruction of the Pike needs to include:

- elements that provide pedestrian comfort along sidewalks and in crosswalks
- on-road bicyclist accommodation
- bus priority lanes located to balance the needs for Metrorail feeder, circulator, and potential new line-haul services along Rockville Pike as would be found desirable to supplement Metrorail.

The design analysis for Rockville Pike should be undertaken during the first phase of the Plan as a priority study with the support of the County Executive and Council. During that time, there may be requests for development approval for projects fronting Rockville Pike. The recommended right-of-way is 150 feet, but additional right-of-way up to 162 feet should be reserved during the development process to accommodate the conclusion of the design analysis.

The design analysis needs to reflect:

- a BRT network north and south of the Sector Plan area should be examined by the County during the next year. In the interim, both barrier-separated median busway and curb-lane busway options should be preserved
- transit service concept planning
- pedestrian demand studies focused on Metrorail access
- Metrorail tunnel structural load analyses
- coordination with utility companies
- operational analysis of the effect of on-street parking.

Within six months of the publication of a final report documenting the Countywide Bus Rapid Transit Study, and after holding a public hearing, the County Council may determine whether the busway should be located in the median or along the outside curbs of Rockville Pike. The Council may also reduce the minimum right-of-way width for Rockville Pike from 162' to 150' at that time.

Market Street and Promenade

- The Planning Board, County Executive, and County Council should initiate a CIP project as a public/private partnership with the property owners in the Conference Center Block to select a road alignment and cross section for Market Street. When development occurs, each property can provide the needed right-of-way, locate driveways and loading areas, set back buildings correctly, and provide their share of the streetscape. The promenade will include a wide sidewalk for pedestrian and bicycle use and a distinctive streetscape with a mature tree canopy (Figure 10).

Travel Demand Management

- Establish a 50 percent non-auto driver mode share goal for employees arriving at work during the morning peak period in the Sector Plan area. The current non-auto driver mode share for the Sector Plan area is 26 percent. The Plan goal is aggressive but achievable through the combination of land use (density, diversity, and design) and zoning requirements, transit improvements, supportive travel demand management programs, and staging. Establish a 51 percent non-auto driver mode share goal for employed residents in the Sector Plan area leaving home during the morning peak period.

Parking Management

- Encourage provision of public parking by private development through incentives in the CR Zone.
- Establish a parking management authority for the Sector Plan area to assist in the active management of parking demand and promote shared parking efficiencies, particularly relieving the requirement for smaller properties to self-park. Public/private parking agreements should be encouraged as private properties redevelop.

Growth Policy

- Amend the White Flint Metro Station Policy Area boundaries to be coterminous with the Sector Plan boundary. The Sector Plan boundary was developed in anticipation of amending the Policy Area boundary. This would support transit-oriented development, including establishment of higher intersection congestion thresholds.
- Establish an alternative adequate public facilities (APF) review procedure with an exaction process based on the planned transportation infrastructure as proportioned to the traffic generated by each development. This will improve the efficiency of both the development review process (minimizing administrative costs) and infrastructure delivery (by avoiding “lumpy” infrastructure implementation).

Table 4: Roadway Facility and Segment

Street	From	To	Road Number	ROW (feet)	Lanes*	Road Code Standard
Major Highways						
Old Georgetown Rd (MD 187)	Nicholson Ln	Executive Blvd	M-4	150	6, divided	2008.02 mod.
	Executive Blvd	Rockville Pike (MD 355)	M-4	120	4, divided	2008.01 mod.
Hoya St	Executive Blvd	Montrose Pkwy	M-4a	120	4, divided	2008.01 mod.
Rockville Pike (MD 355)	Sector Plan southern boundary	Sector Plan northern boundary	M-6	150 (162**)	6, divided	2008.02 mod.
Arterials						
Montrose Pkwy	Hoya St	Sector Plan eastern boundary	A-270	300	4, divided	2007.01 mod.
Randolph Rd	Montrose Pkwy	Plan eastern boundary	A-90	100	4	2004.01 mod. / 2004.28 mod.
Nicholson Ln	Old Georgetown Rd (MD 187)	Sector Plan eastern boundary	A-69	90	4	2004.02 mod. 2004.26 mod.
Business Roads						
Chapman Ave (Maple Ave)	Marinelli Rd	Old Georgetown Rd	B-12	70	2	2005.02
	Old Georgetown Rd	Montrose Pkwy	B-12	70	2	2005.02
Citadel Ave/Boylston St	Nicholson Ln	Old Georgetown Rd	B-4	70	2	2005.02
Edson Ln	Woodglen Dr	Rockville Pike (MD 355)	B-5	70	2	2004.21 mod. / 2005.02 mod.
Executive Blvd Extended	Marinelli Rd	Nebel St Extended (B-5)	B-7	80	4	2004.01
Huff Ct/ Huff Ct Extended	Executive Blvd Extended	Nicholson Ln	B-4	70	2	2005.02
Huff Ct/ Huff Ct Extended***	Nebel St Extended (B-5)	Executive Blvd Extended	B-4	70	2	2005-02
Station St	Marinelli Rd	Old Georgetown Rd	B-11	70	2	2005.02
Marinelli Rd	Executive Blvd	Nebel St	B-6	90	4	2005.03 mod.
Market St	Old Georgetown Rd (MD 187)	Rockville Pike (MD 355)	B-10	70	2	2005.02
McGrath Blvd	Rockville Pike (MD 355)	Wentworth Pl (B-13)	B-10	70	2	2005.02
Mid-Pike spine street	Marinelli Rd	Old Georgetown Rd (MD 187)	B-15	80	4	2004.01
	Old Georgetown Rd (MD 187)	New Street (Mid-Pike rung) (B-16)	B-15	70	2	2005.02
Nebel St Extended	Randolph Rd	Plan northern boundary	B-5	80	4	2004.24 mod.
Nebel St	Nicholson Ln	Randolph Rd	B-5	80	2	2004.24 mod.
Nebel St Extended	Rockville Pike (MD 355)	Nicholson Ln	B-5	80	2	2004.01 mod. 2005.02 mod.
new street (Mid-Pike rung)	Hoya St	Rockville Pike (MD 355)	B-16	80	2	2005.02 mod.
Nicholson Ct (realigned)	Nebel St Extended	900 feet east of Nebel St Extended	B-14	70	2	2005.02
Old Georgetown Rd	Rockville Pike (MD 355)	Nebel St	B-2	90	4	2004.02 mod. / 2005.03 mod.
Security Ln/Security Ln Extended	Woodglen Dr	Huff Ct Extended (B-4)	B-17	70	2	2005.02
Wentworth Pl	Marinelli Rd	Nebel St	B-13	70	2	2005.02
Woodglen Dr	Edson Ln	Nicholson Ln	B-3	70	2	2005.02 mod.
Woodglen Dr ***	Nicholson Ln	Marinelli Rd	B-3	60	2	2005.02 mod.
Woodglen Dr ***	Marinelli Rd	Mid-Pike Rung (B-16)	B-3	70	2	2005.02 mod.
new street ***	Chapman Ave	Nebel St	B-18	70	2	2005.02
new street ***	Nicholson Ln	Executive Blvd Extended	B-19	70	2	2005.02

*The number of planned through travel lanes for each segment, not including turning, parking, acceleration, deceleration, or other auxiliary lanes.

** The Rockville Pike 150-foot right-of-way can be expanded to 162 feet (additional feet to be obtained through reservation).

*** New streets B-18, B-19, Huff Court Extended (B-4), and the portion of Woodglen Drive (B-3) north of Nicholson Lane may be constructed as private streets subject to use easements meeting the requirements described in the Plan text.

"mod." indicates that some modification is needed to the referenced design standard to reflect planned elements such as transit priority, bike lanes, or turn lanes.

The target speed for all master planned roadways in the Plan area is 25 m.p.h., except for Montrose Parkway with a target speed of 35 m.p.h. in the Plan area.

NoBe District



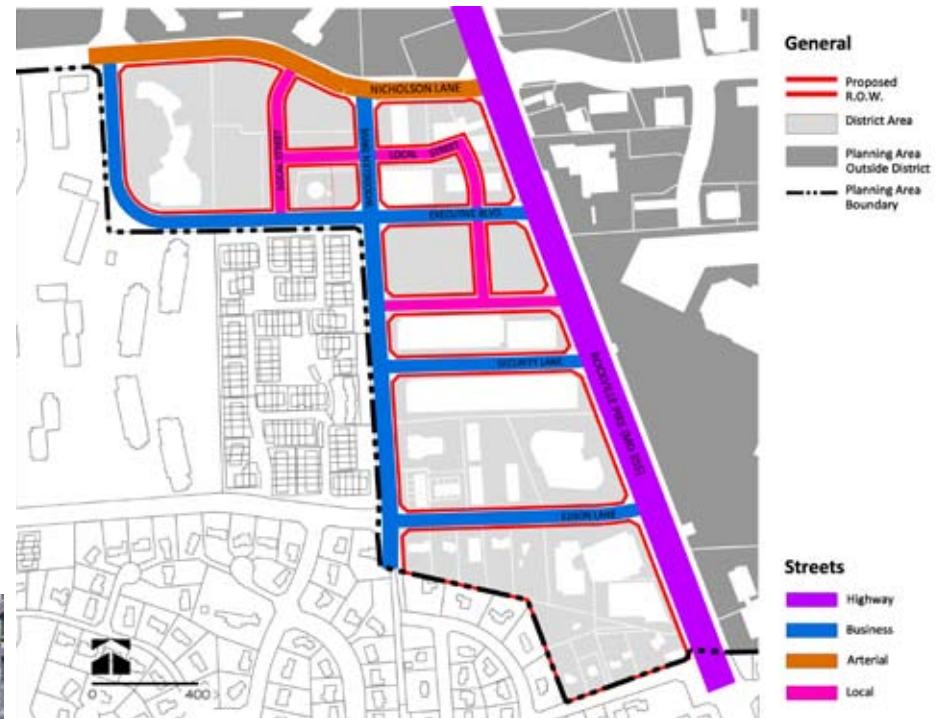
Boundaries
 North - Nicholson Lane between Executive Boulevard and Rockville Pike
 East - Rockville Pike, between Nicholson Lane and Hillery Way
 West - Woodglen Drive from Nicholson Lane to the Plan's southern boundary
 South - Plan's southern boundary

Features
 North Bethesda Market Project
 WSSC water storage facility

Area
 40 acres (approximately)



Streets



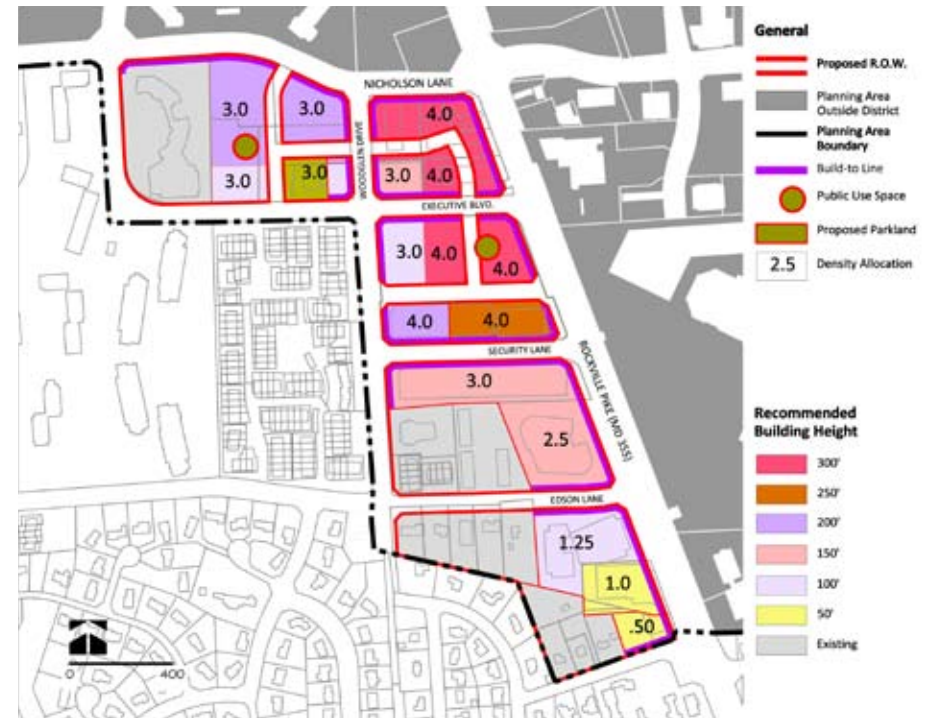
1. Streetscape elements along business streets should extend into proposed streets to ensure pedestrian continuity.
2. Encourage compatibility of streetscape elements between newly constructed and future developments along Rockville Pike.

Open Space

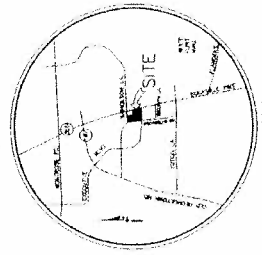


1. Provide signage along designated recreation loop extensions Spine Street's sidewalk (either side) to indicate connections to the main ring of the Recreation Loop to the north, and public use spaces in adjacent districts. CLARIFY

Buildings



1. Distribute activating uses along the designated build-to line to ensure pedestrian activation in the more dense areas, and to encourage pedestrian activity along Rockville Pike.
2. The Lutrell property should be considered as an alternative location for an elementary school.



1. PURPOSE AND SCOPE
 The purpose of this study is to provide a preliminary forest conservation plan for the proposed development. The scope of the study includes the identification of existing trees, the assessment of their value, and the development of a plan to preserve and protect them.

2. REGULATORY REQUIREMENTS
 This study was prepared in accordance with the requirements of the Maryland Forest Conservation Act and the Montgomery County Forest Conservation Ordinance.

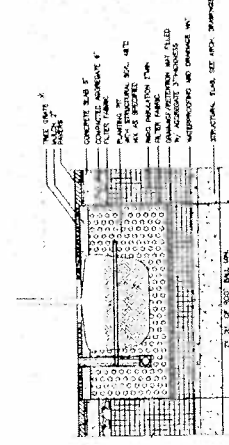
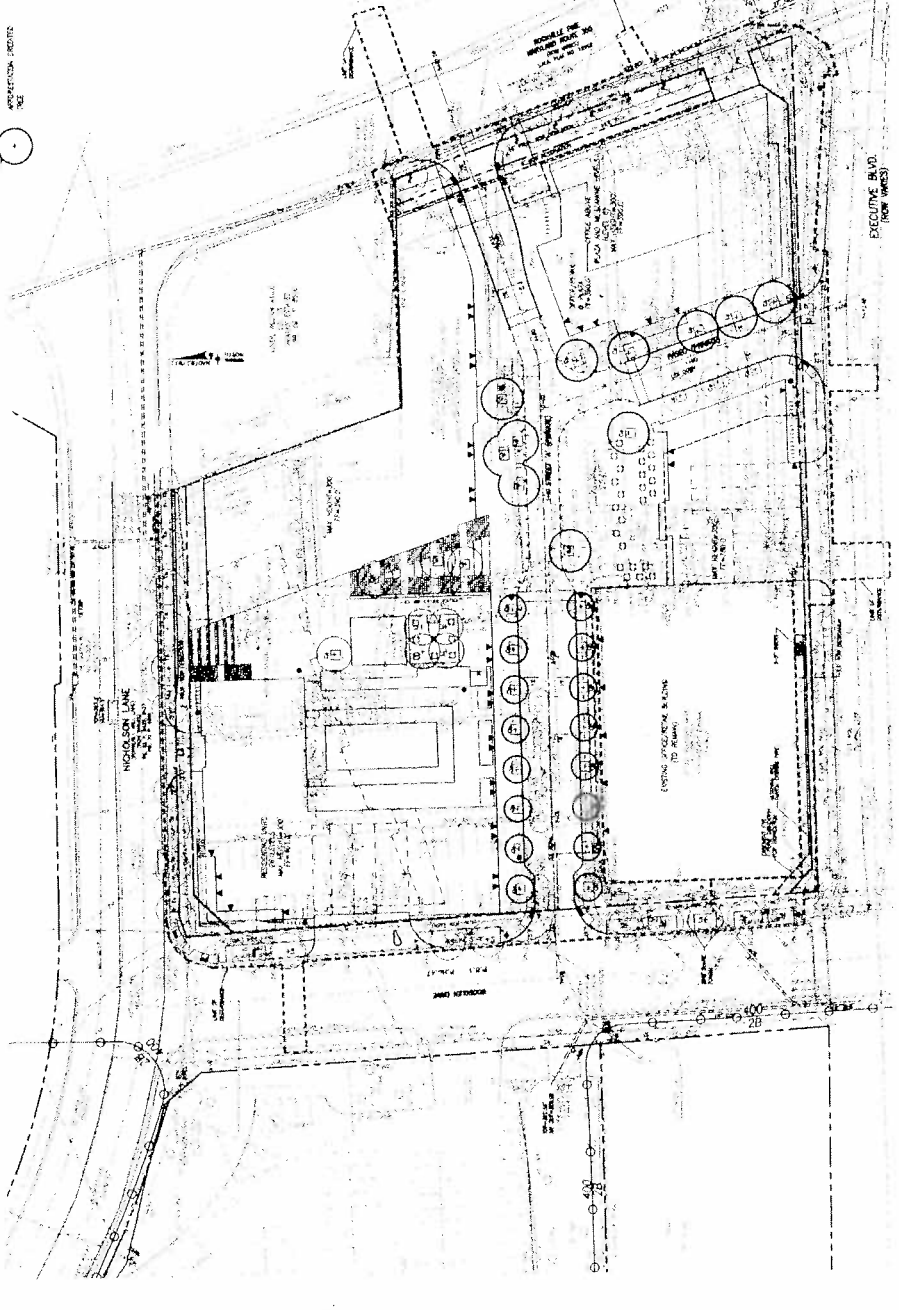
3. METHODOLOGY
 The methodology used in this study includes a field survey to identify and measure trees, a review of aerial photography and other maps, and a consultation with the Montgomery County Department of Planning and Zoning.

4. FINDINGS
 The study identified a total of 100 trees on the site. Of these, 50 trees are considered to be of high value, and 50 trees are considered to be of low value. The high-value trees are primarily located in the central and eastern portions of the site.

5. RECOMMENDATIONS
 The following recommendations are made to preserve and protect the trees on the site:
 - Retain all high-value trees.
 - Retain as many low-value trees as possible.
 - Implement a tree care program to maintain the health of the trees.
 - Implement a tree removal program to remove trees that are dead, dying, or otherwise a hazard to the public.

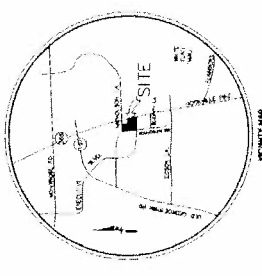
Tree Schedule

Tree ID	Species	DBH (in)	Height (ft)	Health	Value	Notes
1	Red Maple	12	25	Good	High	Retain
2	White Oak	10	20	Good	High	Retain
3	Red Oak	8	18	Good	High	Retain
4	White Birch	6	15	Good	High	Retain
5	Red Maple	15	30	Good	High	Retain
6	White Oak	12	25	Good	High	Retain
7	Red Oak	10	20	Good	High	Retain
8	White Birch	8	18	Good	High	Retain
9	Red Maple	14	28	Good	High	Retain
10	White Oak	11	22	Good	High	Retain
11	Red Oak	9	19	Good	High	Retain
12	White Birch	7	16	Good	High	Retain
13	Red Maple	13	26	Good	High	Retain
14	White Oak	10	20	Good	High	Retain
15	Red Oak	8	18	Good	High	Retain
16	White Birch	6	15	Good	High	Retain
17	Red Maple	16	32	Good	High	Retain
18	White Oak	13	27	Good	High	Retain
19	Red Oak	11	23	Good	High	Retain
20	White Birch	9	20	Good	High	Retain
21	Red Maple	14	28	Good	High	Retain
22	White Oak	11	23	Good	High	Retain
23	Red Oak	9	19	Good	High	Retain
24	White Birch	7	16	Good	High	Retain
25	Red Maple	15	30	Good	High	Retain
26	White Oak	12	25	Good	High	Retain
27	Red Oak	10	20	Good	High	Retain
28	White Birch	8	18	Good	High	Retain
29	Red Maple	17	35	Good	High	Retain
30	White Oak	14	30	Good	High	Retain
31	Red Oak	12	26	Good	High	Retain
32	White Birch	10	22	Good	High	Retain
33	Red Maple	15	30	Good	High	Retain
34	White Oak	13	28	Good	High	Retain
35	Red Oak	11	24	Good	High	Retain
36	White Birch	9	21	Good	High	Retain
37	Red Maple	16	32	Good	High	Retain
38	White Oak	13	28	Good	High	Retain
39	Red Oak	11	24	Good	High	Retain
40	White Birch	9	21	Good	High	Retain
41	Red Maple	18	38	Good	High	Retain
42	White Oak	15	32	Good	High	Retain
43	Red Oak	13	29	Good	High	Retain
44	White Birch	11	24	Good	High	Retain
45	Red Maple	17	35	Good	High	Retain
46	White Oak	14	31	Good	High	Retain
47	Red Oak	12	27	Good	High	Retain
48	White Birch	10	23	Good	High	Retain
49	Red Maple	19	40	Good	High	Retain
50	White Oak	16	34	Good	High	Retain
51	Red Oak	14	30	Good	High	Retain
52	White Birch	12	26	Good	High	Retain
53	Red Maple	18	38	Good	High	Retain
54	White Oak	15	33	Good	High	Retain
55	Red Oak	13	29	Good	High	Retain
56	White Birch	11	25	Good	High	Retain
57	Red Maple	20	42	Good	High	Retain
58	White Oak	17	36	Good	High	Retain
59	Red Oak	15	32	Good	High	Retain
60	White Birch	13	28	Good	High	Retain
61	Red Maple	21	44	Good	High	Retain
62	White Oak	18	38	Good	High	Retain
63	Red Oak	16	34	Good	High	Retain
64	White Birch	14	30	Good	High	Retain
65	Red Maple	22	46	Good	High	Retain
66	White Oak	19	40	Good	High	Retain
67	Red Oak	17	36	Good	High	Retain
68	White Birch	15	32	Good	High	Retain
69	Red Maple	23	48	Good	High	Retain
70	White Oak	20	42	Good	High	Retain
71	Red Oak	18	38	Good	High	Retain
72	White Birch	16	34	Good	High	Retain
73	Red Maple	24	50	Good	High	Retain
74	White Oak	21	44	Good	High	Retain
75	Red Oak	19	40	Good	High	Retain
76	White Birch	17	36	Good	High	Retain
77	Red Maple	25	52	Good	High	Retain
78	White Oak	22	46	Good	High	Retain
79	Red Oak	20	42	Good	High	Retain
80	White Birch	18	38	Good	High	Retain
81	Red Maple	26	54	Good	High	Retain
82	White Oak	23	48	Good	High	Retain
83	Red Oak	21	44	Good	High	Retain
84	White Birch	19	40	Good	High	Retain
85	Red Maple	27	56	Good	High	Retain
86	White Oak	24	50	Good	High	Retain
87	Red Oak	22	46	Good	High	Retain
88	White Birch	20	42	Good	High	Retain
89	Red Maple	28	58	Good	High	Retain
90	White Oak	25	52	Good	High	Retain
91	Red Oak	23	48	Good	High	Retain
92	White Birch	21	44	Good	High	Retain
93	Red Maple	29	60	Good	High	Retain
94	White Oak	26	54	Good	High	Retain
95	Red Oak	24	50	Good	High	Retain
96	White Birch	22	46	Good	High	Retain
97	Red Maple	30	62	Good	High	Retain
98	White Oak	27	56	Good	High	Retain
99	Red Oak	25	52	Good	High	Retain
100	White Birch	23	48	Good	High	Retain

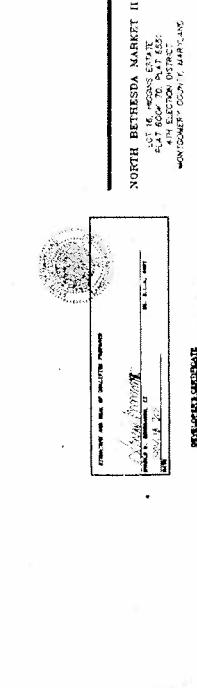
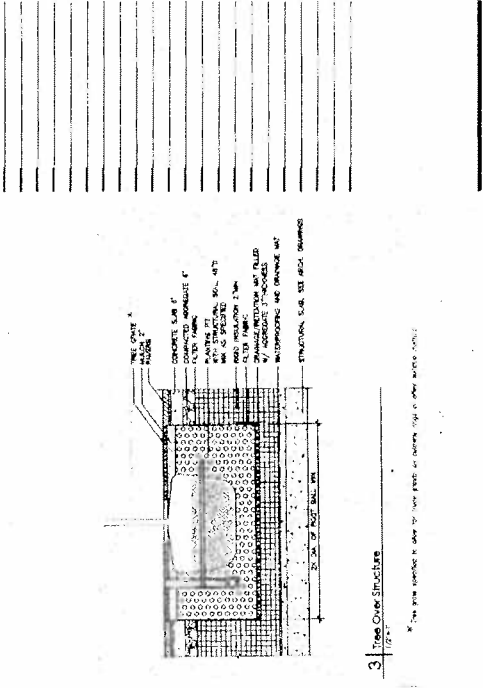


3. Tree Structure
 The tree structure to be retained in this study is shown in the following diagram.





- NOTES:**
1. This plan shall be read in conjunction with the project's "General Notes" and "Site Plan Notes".
 2. All dimensions are in feet and inches unless otherwise noted.
 3. All elevations are in feet above mean sea level unless otherwise noted.
 4. All materials shall be as specified in the project's "General Notes" and "Site Plan Notes".
 5. All construction shall be in accordance with the project's "General Notes" and "Site Plan Notes".
 6. All utilities shall be as shown on the project's "General Notes" and "Site Plan Notes".
 7. All structures shall be as shown on the project's "General Notes" and "Site Plan Notes".
 8. All landscaping shall be as shown on the project's "General Notes" and "Site Plan Notes".
 9. All paving shall be as shown on the project's "General Notes" and "Site Plan Notes".
 10. All lighting shall be as shown on the project's "General Notes" and "Site Plan Notes".
 11. All signage shall be as shown on the project's "General Notes" and "Site Plan Notes".
 12. All other details shall be as shown on the project's "General Notes" and "Site Plan Notes".



PROFESSIONAL SEAL

STATE OF MARYLAND

PLANNING BOARD

NO. 11111111

DATE: 11/14/11

PROJECT: NORTH BETSUDA MARKET II

LOCATION: 4301 WOODS DRIVE, NORTH BETHESDA, MARYLAND 20814

DESIGNED BY: J.B.A. JOHNSON, BERNAT, ASSOCIATES, INC.

DATE: 11/14/11

PROJECT: NORTH BETSUDA MARKET II

LOCATION: 4301 WOODS DRIVE, NORTH BETHESDA, MARYLAND 20814

DESIGNED BY: J.B.A. JOHNSON, BERNAT, ASSOCIATES, INC.

DATE: 11/14/11

TREE SCHEDULE

NO.	SYMBOL	COMMON NAME	SCIENTIFIC NAME	HEIGHT	DBH	SPACING	PLANTING DATE	REMARKS
1	(Symbol)	Red Maple	Acer rubrum	12-15'	4-6"	10' x 10'	2011	Plant in open areas
2	(Symbol)	White Oak	Quercus alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
3	(Symbol)	Red Oak	Quercus rubra	12-15'	4-6"	10' x 10'	2011	Plant in open areas
4	(Symbol)	White Birch	Betula papyrifera	12-15'	4-6"	10' x 10'	2011	Plant in open areas
5	(Symbol)	Black Birch	Betula nigra	12-15'	4-6"	10' x 10'	2011	Plant in open areas
6	(Symbol)	Red Pine	Pinus strobus	12-15'	4-6"	10' x 10'	2011	Plant in open areas
7	(Symbol)	White Pine	Pinus strobus	12-15'	4-6"	10' x 10'	2011	Plant in open areas
8	(Symbol)	Blue Spruce	Pinus strobus	12-15'	4-6"	10' x 10'	2011	Plant in open areas
9	(Symbol)	Juniper	Juniperus horizontalis	12-15'	4-6"	10' x 10'	2011	Plant in open areas
10	(Symbol)	Boxwood	Buxus sempervirens	12-15'	4-6"	10' x 10'	2011	Plant in open areas
11	(Symbol)	Yew	Taxus canadensis	12-15'	4-6"	10' x 10'	2011	Plant in open areas
12	(Symbol)	Thuja	Thuja occidentalis	12-15'	4-6"	10' x 10'	2011	Plant in open areas
13	(Symbol)	Arborvitae	Thuja occidentalis	12-15'	4-6"	10' x 10'	2011	Plant in open areas
14	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
15	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas
16	(Symbol)	Camellia	Camellia japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
17	(Symbol)	Japanese Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
18	(Symbol)	Flowering Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
19	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
20	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas
21	(Symbol)	Camellia	Camellia japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
22	(Symbol)	Japanese Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
23	(Symbol)	Flowering Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
24	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
25	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas
26	(Symbol)	Camellia	Camellia japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
27	(Symbol)	Japanese Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
28	(Symbol)	Flowering Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
29	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
30	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas
31	(Symbol)	Camellia	Camellia japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
32	(Symbol)	Japanese Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
33	(Symbol)	Flowering Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
34	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
35	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas
36	(Symbol)	Camellia	Camellia japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
37	(Symbol)	Japanese Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
38	(Symbol)	Flowering Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
39	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
40	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas
41	(Symbol)	Camellia	Camellia japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
42	(Symbol)	Japanese Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
43	(Symbol)	Flowering Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
44	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
45	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas
46	(Symbol)	Camellia	Camellia japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
47	(Symbol)	Japanese Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
48	(Symbol)	Flowering Quince	Euscalyptus japonica	12-15'	4-6"	10' x 10'	2011	Plant in open areas
49	(Symbol)	Spirea	Spiraea alba	12-15'	4-6"	10' x 10'	2011	Plant in open areas
50	(Symbol)	Hydrangea	Hydrangea macrophylla	12-15'	4-6"	10' x 10'	2011	Plant in open areas

