



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
5/9/02  
Item #13

**MEMORANDUM**

**DATE:** May 3, 2002  
**TO:** Montgomery County Planning Board  
**VIA:** John Carter, Chief, Community-Based Planning *JAC*  
**FROM:** Bill Landfair, AICP, for the Department of Park and Planning *WEL*

**REVIEW TYPE:** Local Map Amendment  
**APPLYING FOR:** Change in zoning from R-90 to PD-28  
**REVIEW BASIS:** Chapter 59, Zoning Ordinance  
**MASTER PLAN:** North Bethesda – Garrett Park Master Plan

**CASE NUMBER:** G-796  
**APPLICANT:** The Georgetown Preparatory School, Inc.  
**LOCATION:** NW Quadrant of Rockville Pike and Tuckerman Lane, North Bethesda

**FILING DATE:** February 5, 2002  
**PLANNING BOARD:** May 9, 2002  
**PUBLIC HEARING:** May 13 and 14, 2002

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**STAFF RECOMMENDATION:** Deferral or Denial of the PD-28 Zone as requested in G-796 and Disapproval of the Development Plan. Staff recommends deferral to allow the applicant an opportunity to address concerns related to the operation and safety of the proposed access for the subject property.

Absent a deferral to address this concern staff recommends denial of the application for the following reasons:

1. The application is not consistent with the purpose clause for the PD-28 Zone.
2. The proposed development, as reflected in the development plan, will not be compatible with the surrounding area.

## **PROPOSAL DESCRIPTION**

The applicant has filed the local map amendment to rezone 15 acres of The Georgetown Preparatory School campus located in the northwest quadrant of the intersection of Rockville Pike and Tuckerman Lane, in North Bethesda. The applicant requests rezoning of the R-90 zoned land to the PD-28 Planned Development Zone. As shown on the submitted development plan, the development would consist of 473 multi-family dwelling units, including 53 Moderately Priced Dwelling Units (MPDU's).

### **A. Description of Property**

The subject property, comprised of 15 acres, is currently used for a portion of the golf course on the Georgetown Preparatory School property and is undeveloped with the exception of an access road, a storage building and maintenance area located along the western edge of the property. This school facility would be removed to accommodate the proposed development. The topography reflects wooded areas on the east side of the property along Rockville Pike and Tuckerman Lane. Environmental constraints, concentrated in the center of the property, include forest conservation areas, stream valley buffers, slopes, and floodplain areas.

### **B. Surrounding Area**

1. Definition: In a floating zone application, the surrounding area is less rigidly defined than is required with a Euclidean zone application. In general, the defined surrounding area takes into account those areas that are most directly affected by the proposed development and any special study areas that may have been defined by a master or sector plan. In the case of the subject application, staff defines the surrounding area as bounded by Golf Lane and Strathmore Avenue to the north; those land uses fronting along Rockville Pike to the east; Grosvenor Lane to the south; and Interstate 270 and the Tuckerman Station development to the west.
2. Uses: The surrounding area contains a mixture of land uses. The Georgetown Preparatory School campus dominates the center of the area with frontage along Rockville Pike, Tuckerman Lane, and Golf Lane. East of Rockville Pike, there is the American Speech, Language and Hearing Association, Strathmore Hall, Grosvenor Metro Station, and Grosvenor Village development (under construction) in the PD-25 Zone. Across Tuckerman Lane to the south is the Grosvenor Park residential development of high rises, garden apartments and townhouses in the R-10 and R-30 Zones.

Adjacent to the subject property to the west is the Tuckerman Heights townhouse development in the R-90/TDR Zone. Further to the west is Tuckerman Station in the PD-9 Zone.

### **C. Intended Use and Approval Procedures**

The Planned Development zones allow a mixture of land uses and building types in accordance with a development plan approved by the District Council in conjunction with the rezoning. The development plan submitted by the applicant proposes 473 multi-family dwelling units using a residential "campus" concept arranged around a main central court from which residents and visitors would access the various buildings. Two building types are proposed, one comprising a 3 to 4 story building and another utilizing a 4 to 7 story building. In an attempt to improve compatibility with the adjacent Tuckerman Heights townhouse community to the west, the applicant has proposed a similar 3-story structure with architectural treatments that break up the façade. This structure, 4 stories on the other side because of a change in elevation, would be setback 130 feet from the property line.

The remainder of the development would be comprised of three "U" shaped buildings arranged off the main central court. The buildings step up from 4 stories to 7 stories with their "U" shape creating opportunities for landscaped courtyards. The entire complex is located over a 3-level underground parking garage. Vehicular access would be located on Tuckerman Lane, which would be improved and signalized. The driveway would be located on the east side of the project with three points of access, one directly into the garage. Approximately 750 parking spaces would be provided. North of the development, the driveway would extend into the school campus through a gated entrance.

Of the 473 dwelling units proposed, 53 would be MPDU's provided in accordance with Chapter 25A of the Montgomery County Code. In addition to the rezoning, other development procedures include approval of a revised preliminary plan of subdivision and site plan by the Montgomery County Planning Board.

### **D. Zoning History**

#### Comprehensive Zoning

- a. G-706: North Bethesda – Garrett Park Sectional Map Amendment; R-90 Zone confirmed; November 9, 1993
- b. G-123: North Bethesda Sector Plan; 1974 Gaithersburg Sectional Map Amendment; R-90 Zone confirmed; October 10, 1978
- c. 1958 County-wide Comprehensive Zoning: R-90 Zone confirmed

- d. 1954 Regional District Zoning: R-90 Zone enacted and mapped

Local Map Amendment

F-387: R-90 to C-P Zone; withdrawn; September 30, 1969

**E. Master Plan Recommendation**

1. Land Use: One-family residential/planned development
2. Zoning: R-90/PD-28

**F. Public Facilities**

1. Water and Sewer Service

- a. Service Categories: Water Category W-1 and Sewer Category S-1 (Source: M-NCPPC, Environmental Planning)
- b. Water and Sewer Service: Water and sewer lines abut the subject property. Local service is deemed adequate and the impact from rezoning is considered negligible (Source: WSSC Development Services Group)

2. Roadways

- a. Rockville Pike (MD 355): A north-south, six to eight lane major arterial roadway. It begins north of the City of Rockville and continues south where its name changes to Wisconsin Avenue. It is three to four lanes in each direction with exclusive left-turn lanes providing access to collector roads to the east and west. The roadway is a major commuter route within Montgomery County for traffic to Washington D.C.
- b. Old Georgetown Road (MD 187): A north-south, four-lane arterial roadway that runs from Nebel Street to Rockville Pike. South of Rockville Pike, Old Georgetown Road is a six-lane arterial that runs to downtown Bethesda and connects to Rockville Pike via Woodmont Avenue. Commuters also favor this route.
- c. Tuckerman Lane: An east-west, four-lane minor arterial roadway that extends between Falls Road and Rockville Pike. Tuckerman Lane serves numerous residential

developments and provides access to collector and arterial roads to the north and south. Access to the proposed development will be from this roadway.

- d. Strathmore Avenue: An east-west, two-lane, collector roadway that extends between Rockville Pike (opposite the Georgetown Preparatory School campus) and Connecticut Avenue.
- e. Grove Ridge Place: A north-south, two-lane private roadway that runs from Tuckerman Lane (opposite the campus) to Grosvenor Place providing access to several large multi-family buildings.

### Schools

The subject property is located within the Garrett Park Elementary School, Tilden Middle School, and Walter Johnson High School service areas. Based on studies of comparable multi-family development, the proposed rezoning will generate approximately 15 elementary, 9 middle, and 7 high school students. The Annual Growth Policy (AGP) is the mechanism that regulates development approval with regard to adequacy of school facilities. The current AGP indicates that adequate school capacity exists in the Walter Johnson cluster (Source: MCPS Department of Planning and Capital Programming)

## ANALYSIS

### **A. Purpose of the Zone**

Section 59-C-7.11 of the Zoning Ordinance establishes the purpose of the Planned Development Zone as follows:

*It is the purpose of this zone to implement the general plan for the Maryland-Washington Regional District and the area master plans by permitting unified development consistent with densities proposed by master plans. It is intended that this zone provide a means of regulating developing which can achieve flexibility of design, the integration of mutually compatible uses and optimum land planning with greater efficiency, convenience and amenity than the procedures and regulations under which it is permitted as a right under conventional zoning categories. In so doing, it is intended that the zoning category be utilized to implement the general plan, area master plans and other pertinent county policies in a manner and to a degree more closely compatible with*

*said county plans and policies than may be possible under other zoning categories.*

The proposed rezoning would be consistent with the above-stated goals and would be in substantial compliance with the recommendations of the Master Plan.

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

As recommended by the Master Plan, the proposed development would be residential. Approximately 75% of the site would be preserved as green area to give the development a distinctive visual character and help to maintain the existing identity along this portion of the Rockville Pike corridor.

*It is furthermore the purpose of this zone to provide and encourage a broad range of housing types, comprising owner and rental occupancy units, and one-family, multiple-family and other structural types.*

The applicant would retain ownership of the subject property, with a long-term lease to the eventual developer of the project. As such, the dwelling units would be rental apartment units. While the development is limited to multi-family, the architecture would provide a variety of building types to take advantage of the topography, the environmental constraints, and establish compatibility with adjacent properties.

*Additionally, it is the purpose of this zone to preserve and take the greatest possible aesthetic advantage of trees, in order to do so, minimize the amount of grading necessary for construction of a development.*

The development would maintain a significant portion of open space, including preservation of trees along Rockville Pike and portions of Tuckerman Lane. In addition to forest conservation there would also be reforestation. Proposed buildings would take advantage of the existing grade and utilize underground parking.

*It is further the purpose of this zone to encourage and provide for open space not only for use as setbacks and yards surrounding structures and related walkways, but also conveniently located with respect to points of*

*residential and commercial concentration so as to function for the general benefit of the community and public at large as places for relaxation, recreation and social activity; and, furthermore, open space should be so situated as part of the plan and design of each development as to achieve the physical and aesthetic integration of the uses and activities within each development.*

The development would provide a variety of open space of benefit to residents and the public at large. These include buffer areas and courtyards landscaped and used for passive recreational purposes, an entry plaza to provide a focal point for residents and visitors and a means for integrating the buildings, residential amenities including a clubhouse and swimming pool, a streetscape treatment including new sidewalks and street trees improving the sidewalk system for the area and access to Metro, and visual relief along Rockville Pike by creating a significant greenway (in conjunction with the open space at Strathmore Hall).

*It is also the purpose of this zone to encourage and provide for the development of comprehensive, pedestrian circulation networks, separated from vehicular roadways, which constitute a system of linkages among residential areas, open spaces, recreational areas, commercial and employment areas and public facilities, and thereby minimize reliance upon the automobile as a means of transportation.*

The development would result in an improved pedestrian circulation network for the area providing better access for residents, the school population, and those utilizing Metro.

*Since many of the purposes of the zone can best be realized with developments of a large scale in terms of area of land and numbers of dwelling units which offer opportunities for a wider range of related residential and nonresidential uses, it is therefore the purpose of this zone to encourage development on such a scale.*

The Master Plan recommends residential development for the property. The density of development achieved through the PD-28 Zone provides additional density near the Metro Station while remaining compatible with the school and surrounding area.

*It is further the purpose of this zone to achieve a maximum of safety, convenience and amenity for both the residents of each development and the residents of neighboring areas, and, furthermore, to assure compatibility and coordination of each development with existing and proposed surrounding land uses.*

The development would provide a measure of safety, convenience and amenity for residents of the project and the surrounding area. However, staff has concerns regarding the design and location of the site access. These concerns relate to safety and convenience and are critical to compatibility and coordination with surrounding land uses.

*This zone is in the nature of a special exception, and shall be approved or disapproved upon findings that the application is or is not proper for the comprehensive and systematic development of the county, is or is not capable of accomplishing the purposes of this zone and is or is not in substantial compliance with the duly approved and adopted general plan and master plans. In order to enable the Council to evaluate the accomplishment of the purposes set forth herein, a special set of plans is required for each planned development, and the District Council and the Planning Board are empowered to approve such plans if they find them to be capable of accomplishing the above purposes and in compliance with the requirements of this zone.*

The applicant has submitted a development plan with the rezoning application to demonstrate that it is capable of accomplishing the purposes of the zone and is in substantial compliance with the Master Plan. As noted above, staff cannot find at this time that the proposal is consistent with the purpose of the zone.

## **B. Master Plan**

### Master Plan Consistency

The subject property is located mostly in the Grosvenor Sector Plan area of the North Bethesda - Garrett Park Master Plan. The Master Plan supports residential development around the Grosvenor Metro Station and encourages the preservation and extension of the multi-family residential and institutional character of the Grosvenor Sector Plan area.

The development proposed by the rezoning would provide 473 multi-family residential units, including 53 MPDU's, in the vicinity of the Grosvenor Metro Station, while preserving the campus character of the Georgetown Preparatory School.

The Master Plan supports retaining open space on the Georgetown Preparatory School property by recommending that any future residential development on the site to be located in the portion recommended for PD-28 zoning. Specific recommendations in the Plan for residential development on the Georgetown Preparatory School site include:



1. Maintain as much of the properties existing open space as possible.
2. Provide convenient pedestrian access to the Grosvenor Metro Station.
3. If feasible, provide vehicular access from Tuckerman Lane.
4. Restrict residential development under the PD-28 zone to 15 acres, more or less conforming to the 15 acres of the site within the Grosvenor Sector Plan boundary.
5. Submit a landscaping plan that provides a buffer between the residential development and the remainder of the site.

### Open Space

The proposed project retains a significant amount of open space on the campus. The open green adjoining Rockville Pike, along with the area across the street at Strathmore Hall, would provide a green corridor along Rockville Pike and an entry statement into North Bethesda. The development also provides a buffer of 130 feet between the adjacent Tuckerman Heights townhouse community and the future multi-family project. This buffer can be landscaped to provide screening and address compatibility between the two developments. The buffer would also protect Tuckerman Heights from activities that could occur if the strip of land continued to be used by the school. As a religious affiliated private educational institution, the school is not subject to special exception regulations or site plan review.

### Access to Metro and Tuckerman Lane

The proposed project would take vehicular and pedestrian access from Tuckerman Lane. Walking distance to the Metro Station is less than 2,000 feet. It is assumed that pedestrians would take advantage of the existing path through Grosvenor Park Condominiums and use the tunnel under Rockville Pike to access the Metro Station. This walk is relatively easy compared to the trek up Tuckerman Lane and crossing Rockville Pike at the signal. The applicant would provide sidewalks connecting to Tuckerman Lane. Safe pedestrian crossing of Tuckerman Lane would have to be provided.

### Location of PD-28 Zone

The Master Plan states, "The exact configuration of the 15 acres of the site to which the PD-28 floating zone may be applied will depend on environmental, topographic, or other similar reasons. Any deviations from the Sector Plan boundary would be expected to be minor in nature."

The Master Plan depicts a square-shaped site of 15 acres at the corner of Rockville Pike and Tuckerman Lane as part of the Grosvenor Sector Plan area. The applicant's proposal modifies this configuration in order to accommodate the residential development farther from the corner of Rockville Pike and Tuckerman Lane. Locating the development in the proposed location minimizes the environmental and topographic impact to the site. The proposed location is within reasonable walking distance to the Metro Station. The applicant has met all prescribed setbacks and proposes buffers where screening could be provided to address compatibility with the surrounding area.

Staff finds that the deviation from the Sector Plan boundary is justified.

#### Landscaping and Compatibility with Surrounding Area

The view of the multi-family units from the school buildings would be substantially buffered by the topography and the addition of landscaping. The structures are stepped to provide for a gradual increase in height towards the center of the project and away from the school and adjoining townhouses. Additional measures can be addressed at the time of site plan review.

#### Future Site Plan Considerations

At the time of site plan review, several elements of the proposed development merit special attention:

- As part of ensuring overall compatibility with existing uses, landscape buffers need to be sufficient to protect residents and the public rights-of-way from unsightly or intrusive views. As stated in the Master Plan, it is important to maintain a green landscaped edge along Rockville Pike. The applicant complies with that intent. Landscaped buffers are also very important along Tuckerman Lane and between the proposed development and the existing townhouses and apartments to the west and south. Any viable existing vegetation should be supplemented with evergreen and deciduous ornamental landscaping. Street trees should be provided along the internal road between the sidewalk and the roadway, and in parking areas for shading.
- The sand trap filters proposed to the west of the development should be carefully sited closer to the project and farther from the adjacent townhouses to provide for an adequate planted buffer and to preserve existing vegetation. Within the filters themselves, there is some opportunity for limited landscaping.
- Similarly, the proposed pool and deck should be re-sited closer to the buildings in order to maximize compatibility with adjoining residences.

- The 10-foot retaining wall proposed on the west side of the development should be reduced in height to no more than 5 feet and the topographic change in that area addressed with a series of smaller walls.

### C. Development Plan

The development plan is in conformance with the development standards for the PD-28 Zone found in Section 59-C-7.1 of the Zoning Ordinance. The standards are noted in the table below:

	Required/Permitted	Provided
Minimum Area	1.79 Acres (min. 50 Units)	15 Acres
Minimum % of Multi-family Units	50%	100%
Minimum % of Units 4 Story or Less	25% *	23%
Minimum % of Units 4 Story or More	50%	77%
Maximum Density	28 Units/Acre (420 Units) +12.5% MPDUs (53) 473 Units	473 Units
Maximum Height: (For building adjoining land recommended for one-family detached zone in Master Plan)	50 Ft.	50 Ft.
Green Area	50% of Gross Area	78%
Minimum Parking		
Studio: 10 Units x 1.0 Spaces/Unit	10 spaces	
1 BR: 170 Units x 1.25 Spaces/Unit	213 spaces	
2 BR: 160 Units x 1.50 Spaces/Unit	240 spaces	
3 BR: 133 Units x 2.00 Spaces/Unit	266 spaces	
Motorcycle Parking (2% or 10 max.)	10 max.	
Total Vehicle Parking	739 spaces	750 spaces
Bicycle Parking	38	38

Final unit mix to be determined at site plan review.

\* Waiver permitted per 59-C-7.131

The applicant is seeking a waiver from the requirement that a minimum of 25% of the dwelling units be located in buildings that are four stories or less. In this case, the applicant has proposed that 23% of the units be located in buildings four stories or less with the remainder located in buildings over four stories in height.

With respect to the compatibility standards for the PD-28 Zone found in Section 59-C-7.15 of the Zoning Ordinance, staff cannot find at this time that the development will be compatible with adjacent or nearby uses because of our concern regarding site access.

Likewise, staff cannot find that all of the requirements for a development plan found in Section 59-D-1.61 have been satisfied as they relate to compliance with the purpose of the zone, the maximum safety and convenience of residents, and compatibility with adjacent development.

#### **D. Transportation Issues**

The Transportation Planning staff recommends the following conditions as part of the requirements related to the Planning Board's recommendation on this zoning application. These conditions for transportation improvements may not satisfy the adequate public facilities (APF) test as applied at subdivision, but could be acceptable for zoning purposes in that the proposed improvements can be considered as reasonably probable of fruition in the foreseeable future.

1. Limit the development to a total of 473 multi-family dwelling units. The dwelling units may have to be phased to coincide with the availability of transportation capacity as publicly programmed transportation projects receive construction funding and the applicant provides the recommended improvements.
2. At the time of preliminary plan of subdivision, satisfy Policy Area Review for the development that is located in the North Bethesda Policy Area. A limited portion of the development is located in the Grosvenor Policy Area that currently has remaining capacity for additional housing units.

Publicly funded transportation improvement projects are being programmed, but there is uncertainty, at this time, regarding how much staging ceiling capacity will be used for additional housing units and their allocation among the policy areas in the North Bethesda area. If the North Bethesda Policy Area were not allocated at least 600 housing units, a traffic mitigation agreement would be another alternative to satisfy Policy Area Review. The applicant has proposed a number of trip reduction measures in an addendum to its submitted traffic studies (see attached Transportation Planning staff memorandum).

If determined to be feasible at the time of preliminary plan review, the applicant would enter into a traffic mitigation agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to implement these and/or other feasible trip reduction measures to be identified later.

3. At the time of preliminary plan of subdivision, satisfy Local Area Transportation Review (LATR) including mitigating the impact of site-generated traffic at the intersection of Tuckerman Lane and Old

Georgetown Road (MD 187). An intersection improvement was proposed in a supplemental analysis submitted by the applicant. This improvement would reconfigure the westbound approach lanes of Tuckerman Lane to use the second, left most through lane as a combination (third) left-turn and (second) through lane. The applicant would be responsible for any needed modification to the traffic signal equipment and geometric change to accommodate the third left-turn movement through the intersection. In addition, the applicant is proposing another traffic mitigation measure to provide two bus shelters along Tuckerman Lane.

4. At the time of preliminary plan of subdivision, site access from Tuckerman Lane would serve as the main access for the proposed development and limited as secondary access for the Georgetown Preparatory School. Coordinate with DPWT to determine the school's emergency access needs.
5. At the time of preliminary plan of subdivision, coordinate with DPWT to adequately address operational and safety concerns of the proposed Tuckerman Lane intersection at Grove Ridge Place and the proposed site access.
6. At the time of preliminary plan of subdivision, coordinate with DPWT to remove any obstructions within the right-of-way to provide a minimum of 325 feet of sight distance for a commercial curb cut and intersection with Tuckerman Lane. Provide left-turn storage bays, a deceleration lane, an acceleration lane, and provisions for safe pedestrian crossing as required by DPWT for safe and efficient intersection operation.
7. At the time of preliminary plan of subdivision, conduct a traffic signal warrant study to determine if a traffic signal is warranted at the intersection of Tuckerman Lane at Grove Ridge Place and the proposed site access. If it is warranted, design and install the traffic signal. A traffic signal is necessary for the safe operation of this intersection. Coordinate with DPWT, the homeowner's associations located along Grove Ridge Place, and Planning Board staff.
8. At the time of preliminary plan of subdivision, dedicate 12 to 20 feet of right-of-way for 75 feet from the centerline of Rockville Pike (MD 355).
9. At the time of preliminary plan of subdivision, provide a five-foot concrete sidewalk where one does not exist along the north side of Tuckerman Lane.

10. At the time of preliminary plan of subdivision, re-record the plat and revise the APF Agreement associated with the approval of Preliminary Plan No. 1-97072 to reflect the proposed residential land use for the subject property.
11. At the time of preliminary plan of subdivision, satisfy the master plan recommendation to participate in the North Bethesda Transportation Management District (TMD) as a multi-family housing development. The TMD participation is in addition to satisfying Policy Area Review requirements. The applicant must have an acceptable Traffic Mitigation Agreement (TMA) at the time of preliminary plan review and enter into the TMA with the Planning Board and DPWT prior to release of building permits. The TMA should include participation in the North Bethesda Transportation Management Organization (TMO).

#### Policy Area

The proposed development is located on the north side of Tuckerman Lane opposite Grove Ridge Place approximately 1,200 feet west of Rockville Pike. While the subject property is bisected by the boundary between the North Bethesda and Grosvenor Policy Areas, the majority of the development would be west of the boundary in the North Bethesda Policy Area.

#### Vehicular and Pedestrian Access

As originally proposed, vehicular access was proposed from Tuckerman Lane opposite Grove Ridge Place. Since then, this access point has shifted to the east by approximately 90 feet to avoid crossing the adjacent Tuckerman Heights property. The 90-foot offset results in two opposing perpendicular side streets (i.e., the proposed development access and Grove Ridge Place) with access on to the main roadway (Tuckerman Lane). The resulting left-turning movements between the two roadways would create the potential for unsafe vehicular conflicts. To satisfy operational and safety concerns, both T-intersections would have to move on separate signal phases controlled by a traffic signal operating under a common controller. The signal timing sequence would have to provide separate protected left-turn movements to clear each left turn movement from Tuckerman Lane. The resulting operation would be very inefficient and also very confusing to pedestrians and vehicles. Staff does not support this alternative.

The preferred vehicular access for the development from Tuckerman Lane would be the original location, across the Tuckerman Heights property and perpendicularly opposite Grove Ridge Place. However, the applicant would have to get the agreement of the Tuckerman Heights community to enter into a reciprocal easement to cross their property. In addition, the record plat for the property would have to be re-recorded to modify a note currently prohibiting

vehicular access. If the applicant cannot obtain such an agreement, an alternative configuration, proposed by DPWT, would be to skew the existing Grove Ridge Place access such that it aligns opposite the access proposed by the applicant. This would require the agreement of the homeowner's associations along this private road.

Although perpendicular intersection approaches are preferred for optimum safety and efficiency, the angled Grove Ridge Place approach opposite the proposed development access would meet the minimum 70-degree angle of intersection desired by DPWT and is better operationally and safer than a 90-foot offset between the two side streets. The widely separated stacking lanes and inefficient left-turning movements would be eliminated. However, the vehicular movements from Grove Ridge Place would enter the intersection at less than a 90-degree angle and appropriate channelization would be required to avoid potential vehicular conflicts. Staff could support this option as well.

At this time, the proposed vehicular access is still under review by DPWT, the lead county agency responsible for review and approval of the site access. While DPWT staff are confident that a solution exists to provide access from Tuckerman Lane, additional traffic and engineering information from the applicant is necessary to facilitate their review of the entrance design.

Pedestrian access would be provided by a sidewalk connection from the proposed development to Tuckerman Lane and sidewalks along Tuckerman Lane.

#### Site-Generated Traffic

In the submitted traffic studies, addendum's, and supplemental analyses, the number of site-generated peak-hour trips was determined using trip-generation rates based on garden apartments. It resulted in the following:

1. Without factoring the proximity to the Grosvenor Metro Station, the proposed 431-unit apartment development would generate a total of 192 peak-hour trips during the weekday morning peak period (7:00 a.m. to 9:00 a.m.) and 224 peak-hour trips during the weekday evening peak period (4:00 p.m. to 6:00 p.m.).
2. With a 20% transit mode share, the proposed development would generate 155 (or 37 fewer total) vehicular peak-hour trips during the weekday morning peak period and 180 vehicular (or 44 fewer total) peak-hour trips during the weekday evening peak period.

The traffic studies, addendum's, and supplemental analyses were submitted to satisfy LATR because the proposed development generates 50 or more total peak-hour trips during the weekday morning peak period and the evening peak period.

Congestion at Nearby Intersections

Based on the results of the submitted revised traffic study and the Transportation Issues Addendum, the critical lane volumes (CLV) at nearby intersections for the existing, background, and total traffic conditions during the weekday morning and evening peak periods are as follows:

Intersection	Peak Period	Congestion Standard	Weekday Traffic Condition			
			Existing	Background	Total	Total-Improved
Rockville Pike and Edson Lane	Morning Evening	1,600 (North Bethesda)	972 1,061	1,046 1,190	1,050 1,195	N/A N/A
Rockville Pike and Strathmore Avenue/School Main Access	Morning Evening	1,800 (Grosvenor)	1,550 1,541	1,708 1,703	1,691 1,695	N/A N/A
Rockville Pike and Tuckerman Lane (North)	Morning Evening	1,800 (Grosvenor)	1,334 1,527	1,473 1,746	1,486 1,799	N/A N/A
Rockville Pike and Tuckerman Lane (South)	Morning Evening	1,800 (Grosvenor)	957 838	1,081 1,068	1,097 1,084	N/A N/A
Rockville Pike and Grove Ridge Place	Morning Evening	1,800 (Grosvenor)	1,448 1,168	1,549 1,358	1,565 1,368	N/A N/A
Tuckerman Lane and Old Georgetown Road	Morning Evening	1,600 (North Bethesda)	1,664 <sup>1</sup> 1,455	1,722 <sup>2</sup> 1,451	1,733 <sup>3</sup> 1,461	1,670 <sup>4</sup> 1,444
Tuckerman Lane and Grove Ridge Place/Site Access	Morning Evening	1,800 (Grosvenor)	517 598	566 681	718 801	N/A N/A

Six of the seven intersections satisfy their LATR congestion standard.

As indicated in footnote 1 above, the LATR congestion standard of 1,600 at the intersection of Old Georgetown Road and Tuckerman Lane is exceeded in all the traffic conditions during the weekday morning peak hour. The CLVs in all traffic



conditions are below the congestion standard of 1,600 during the weekday evening peak hour. As indicated in footnote 2, a funded Congestion Relief Study improvement by SHA will add an extra eastbound and westbound left-turn lane on Tuckerman Lane in the background and total traffic conditions. As indicated in footnote 3, the morning CLV in the total traffic condition is 11 more than the CLV in the background traffic condition.

As indicated in footnote 4, the morning CLV in the total-improved traffic condition is 52 less than the CLV in the background traffic condition. The applicant proposes to reconfigure the westbound approach lanes of Tuckerman Lane to use the second, left most through lane as a combination (third) left-turn and (second) through lane. For the weekday morning peak period, the site-generated traffic could be mitigated because the CLV in the total traffic condition is reduced so that the total-improved traffic condition is equal or less than the CLV in the background traffic condition.

The applicant still proposes to provide two bus shelters along Tuckerman Lane as their first mitigation measure. In accordance with the *Local Area Transportation Review Guidelines*, the applicant may reduce the site-generated traffic by 20 weekday peak-hour trips during the weekday morning and evening peak periods. The locations of the two bus shelters would be determined by DPWT. However, at least 11 of the 20 peak-hour trips during the weekday morning peak period were not shown to be in the critical movements through the intersection with Old Georgetown Road.

#### Policy Area Review/Staging Ceiling Condition

The remaining capacity for housing units as of March 31, 2002, under the *FY 2002 Annual Growth Policy (AGP)* transportation staging ceilings is as follows:

1. North Bethesda Policy Area is a negative 127 housing units remaining.
2. Grosvenor Policy Area is a positive 540 housing units remaining.

For the North Bethesda Policy Area, the construction funding for the Montrose Parkway West between Tower Oaks Boulevard and East Jefferson Street is pending full County Council action to consider its inclusion in the Montgomery County FY 03-08 Capital Improvements Program. The capacity from the Montrose Parkway improvement will be counted when it is fully funded in the first five years of the CIP. The resultant transportation capacity created by this roadway would be distributed among the North Bethesda and Rockville City Policy Areas and the three Metrorail policy areas (i.e., Twinbrook, White Flint, and Grosvenor) and between non-residential (i.e., jobs) and residential (i.e., housing units) development. In addition, two other transportation projects are under design or being planned now. SHA is designing the interchange at MD

355/Montrose Road/Randolph Road and the intersection project at Old Georgetown Road/Tuckerman Lane. DPWT is planning the Montrose Road East project. The number of housing units associated with the transportation staging ceiling capacity created by these projects has yet to be determined.

#### North Bethesda Transportation Demand Management

This site is within the boundary of the North Bethesda Transportation Management District (TMD). If the County Council adopts the reestablishment of the annual Transportation Management Fee, the applicant would have to pay a fee to the North Bethesda TMO. The pending legislation would re-implement the recommendation in the North Bethesda-Garrett Park Master Plan and requirements under County Code 42A-25, Ridesharing. The applicant would be required to submit a traffic mitigation plan for the North Bethesda TMD.

#### **E. Environmental Issues**

The Environmental Planning staff recommends that the following issues be addressed at time of preliminary plan and site plan review:

- Conformance with the Environmental Guidelines requires exploration of all reasonable and feasible alternatives before encroachment into the stream valley buffer can be considered. The applicant must demonstrate at time of site plan review that proposed access and associated Stream Valley Buffer impact, both temporary and permanent, and forest loss is unavoidable and necessary.
- The applicant must submit a revised Forest Conservation Plan addressing all staff comments at time of preliminary plan submission. This plan must demonstrate full compliance with the minimum retention requirements of Forest Conservation Law Section 22A-12.
- The limits of disturbance in grading for the storm water management facility dam shall be kept out of the stream valley buffer in so far as technically feasible. At a minimum the toe of the dam must be at least 15' from the edge of the forest canopy.
- Justification of the purpose and need for a stream crossing of the paved trail is needed at the time of preliminary plan approval.
- The existing conditions within the stream valley buffer shall be comprehensively evaluated for preservation, enhancement, reforestation, and restoration as part of the preliminary plan approval process.

- The applicant, in cooperation with the Department of Permitting Services, shall fully consider these recommendations in refinements to the storm water management concept at time of preliminary plan submission.

### Storm Water Management

The subject property is located in the Luxmanor Branch subwatershed of the Lower Rock Creek watershed. The *Countywide Stream Protection Strategy* (CSPS) assesses the Luxmanor Branch subwatershed as having poor stream conditions and fair habitat conditions, labeling it as a Watershed Restoration Area. The document calls for efforts to be made to comprehensively examine and address stormwater retrofit, stream restoration and habitat improvement opportunities.

### **F. Citizen Concerns**

The rezoning application has received a great deal of interest from the surrounding area. Letters of support and opposition have been received and are included in the Planning Board's packet. Letters of opposition include statements from the Tuckerman Heights Homeowners Association and the Garrett Park Estates – White Flint Park Citizens Association. Concerns raised include the proposed boundaries for the PD-28 Zone and its conformance with the North Bethesda – Garrett Park Master Plan. Other concerns include the overall traffic impact, whether the development will be sufficiently close to Metro to maximize its use, the applicant's proposal to "borrow" traffic capacity from the Grosvenor policy area, compatibility with the adjacent Tuckerman Heights townhouse community, and the limited housing type proffered.

### **G. Conclusion**

Staff is recommending Deferral or Denial of the PD-28 Zone and Disapproval of the Development Plan. Staff recommends deferral to allow the applicant an opportunity to address concerns related to the operation and safety of the proposed access for the subject property.

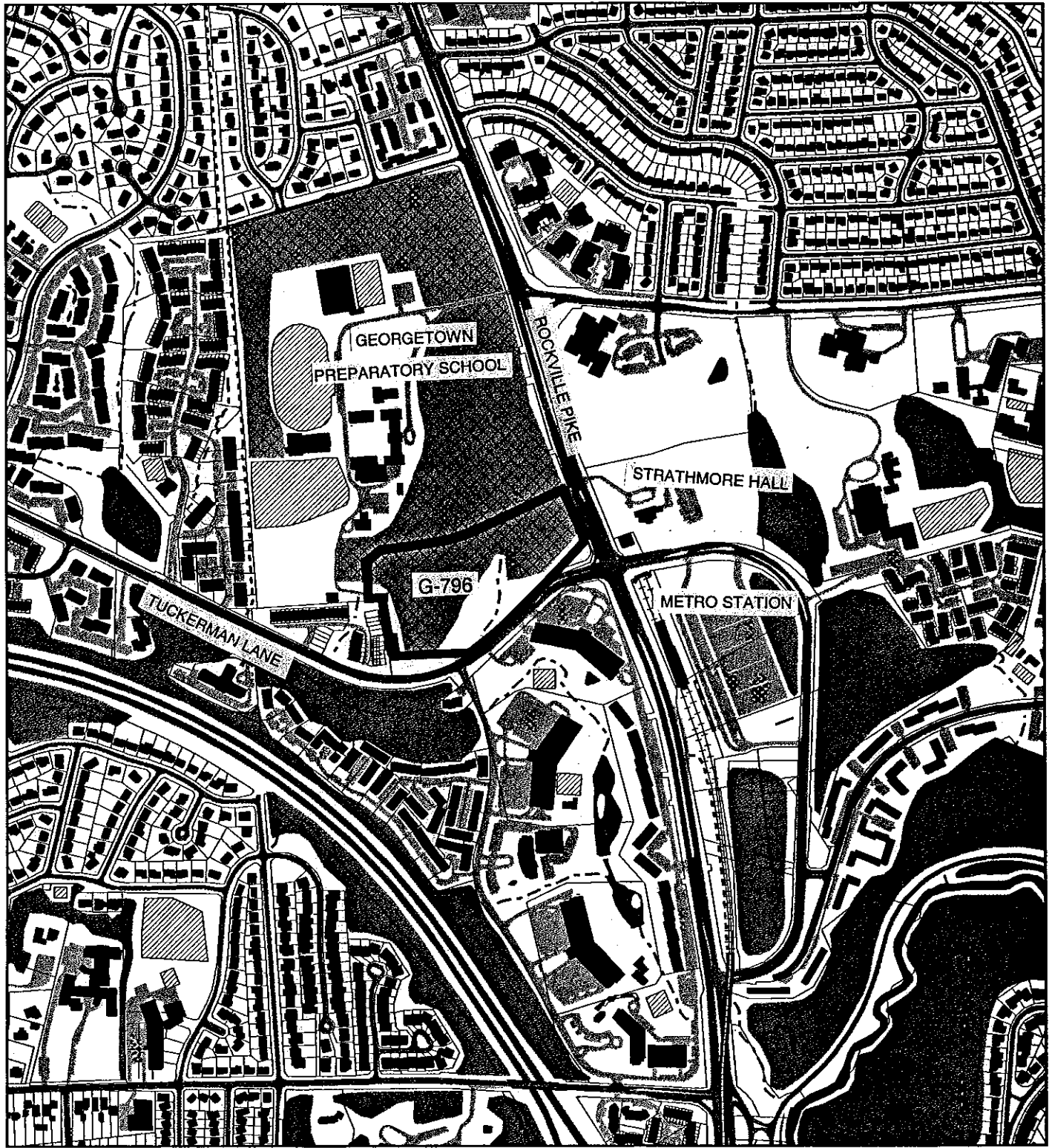
As shown on the development plan, vehicular access from Tuckerman Lane will create an offset with nearby Grove Ridge Place. This proposal results in two opposing perpendicular streets with the resulting left-turning movements creating the potential for unsafe vehicular conflicts. The intersections would have to move on separate signal phases controlled by a traffic signal operating under a common controller. The resulting operation would be very inefficient and very confusing to pedestrians and vehicles. Staff does not support this proposal. Alternative proposals should be explored. At this time, the vehicular access is still under review by DPWT.

Absent a deferral to address this concern staff recommends denial of the application for the following reasons:

1. The application is not consistent with the purpose clause for the PD-28 Zone.
2. The proposed development, as reflected in the development plan, will not be compatible with the surrounding area.

Attachments

# VICINITY MAP FOR G-796



Map compiled on May 02, 2002 at 8:12 AM | Site located on base sheet no - 213NW06

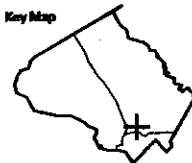
## NOTICE

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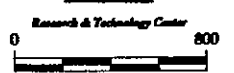
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

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

Key Map



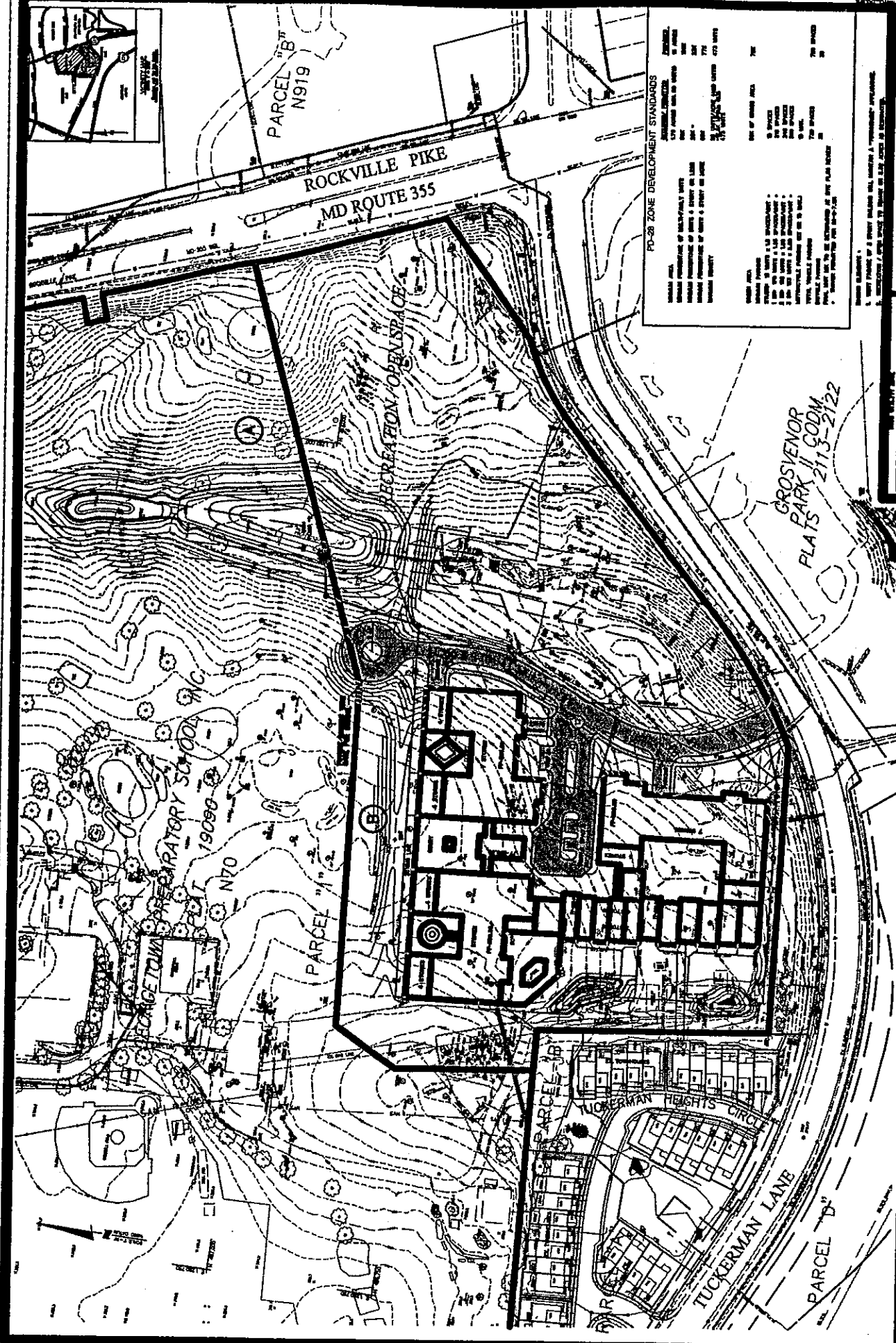
N



1:9600

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

8787 Georgia Avenue - Silver Spring, Maryland 20910-5202



**PD-28 ZONE DEVELOPMENT STANDARDS**

REQUIREMENT	STANDARD
MINIMUM LOT AREA	10,000 SQ. FT.
MINIMUM FRONT YARD SETBACK	10 FT.
MINIMUM SIDE YARD SETBACK	5 FT.
MINIMUM REAR YARD SETBACK	5 FT.
MINIMUM FRONT YARD SETBACK FOR DRIVEWAYS	10 FT.
MINIMUM SIDE YARD SETBACK FOR DRIVEWAYS	5 FT.
MINIMUM REAR YARD SETBACK FOR DRIVEWAYS	5 FT.
MINIMUM FRONT YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS	10 FT.
MINIMUM SIDE YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS	5 FT.
MINIMUM REAR YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS	5 FT.
MINIMUM FRONT YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS (DRIVEWAYS ON CURVED LOTS)	10 FT.
MINIMUM SIDE YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS (DRIVEWAYS ON CURVED LOTS)	5 FT.
MINIMUM REAR YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS (DRIVEWAYS ON CURVED LOTS)	5 FT.
MINIMUM FRONT YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS (DRIVEWAYS ON CURVED LOTS)	10 FT.
MINIMUM SIDE YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS (DRIVEWAYS ON CURVED LOTS)	5 FT.
MINIMUM REAR YARD SETBACK FOR DRIVEWAYS ON CURVED LOTS (DRIVEWAYS ON CURVED LOTS)	5 FT.

**DEVELOPMENT PLAN**

**NO08 CROSSING**

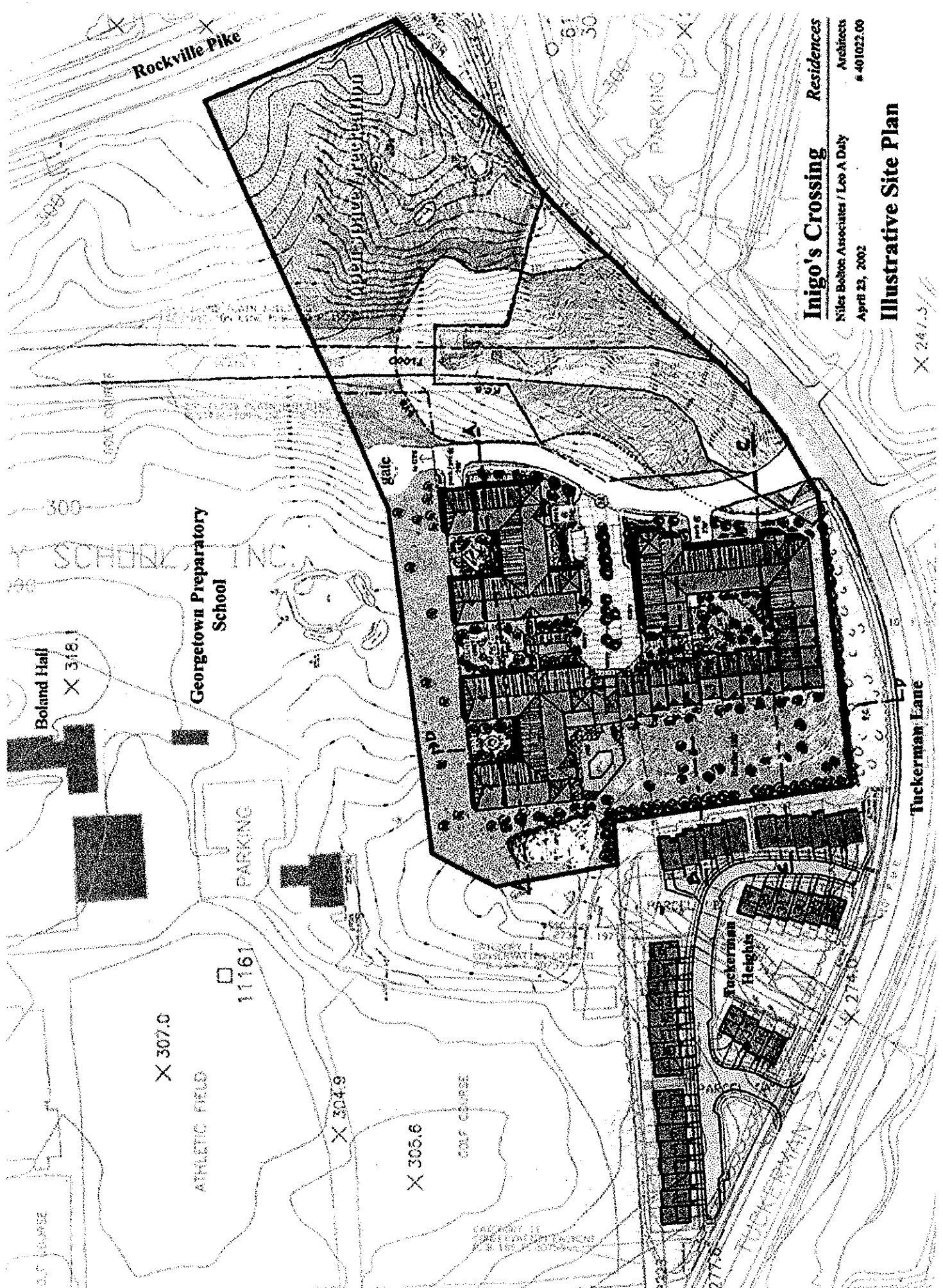
ROCKVILLE (CITY) ELECTION DISTRICT  
MONTGOMERY COUNTY, MARYLAND

**DEVELOPER AFFIDAVIT**

GEORGETOWN PREPARATORY SCHOOL  
3000 ROCKVILLE PIKE  
NORTH BETHESDA, MD 20850-4818  
FAX: 301.271.4000  
WWW.GEORGETOWNPREP.COM

**City Engineer**  
Last Printed  
Last Issued

**Loiederman  
Soltesz Associates**



Rockville Pike

PARKING

**Inigo's Crossing Residences**  
 Niles Bobbin Associates / Leo A Daly Architects  
 April 23, 2002 # 401022.00

**Illustrative Site Plan**

X 241.5

Boland Hall X 318.0

Georgetown Preparatory School

PARKING

11161

X 307.0

ATHLETIC FIELD

X 304.9

X 305.6

GOLF COURSE

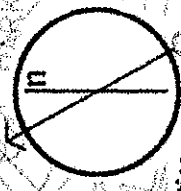
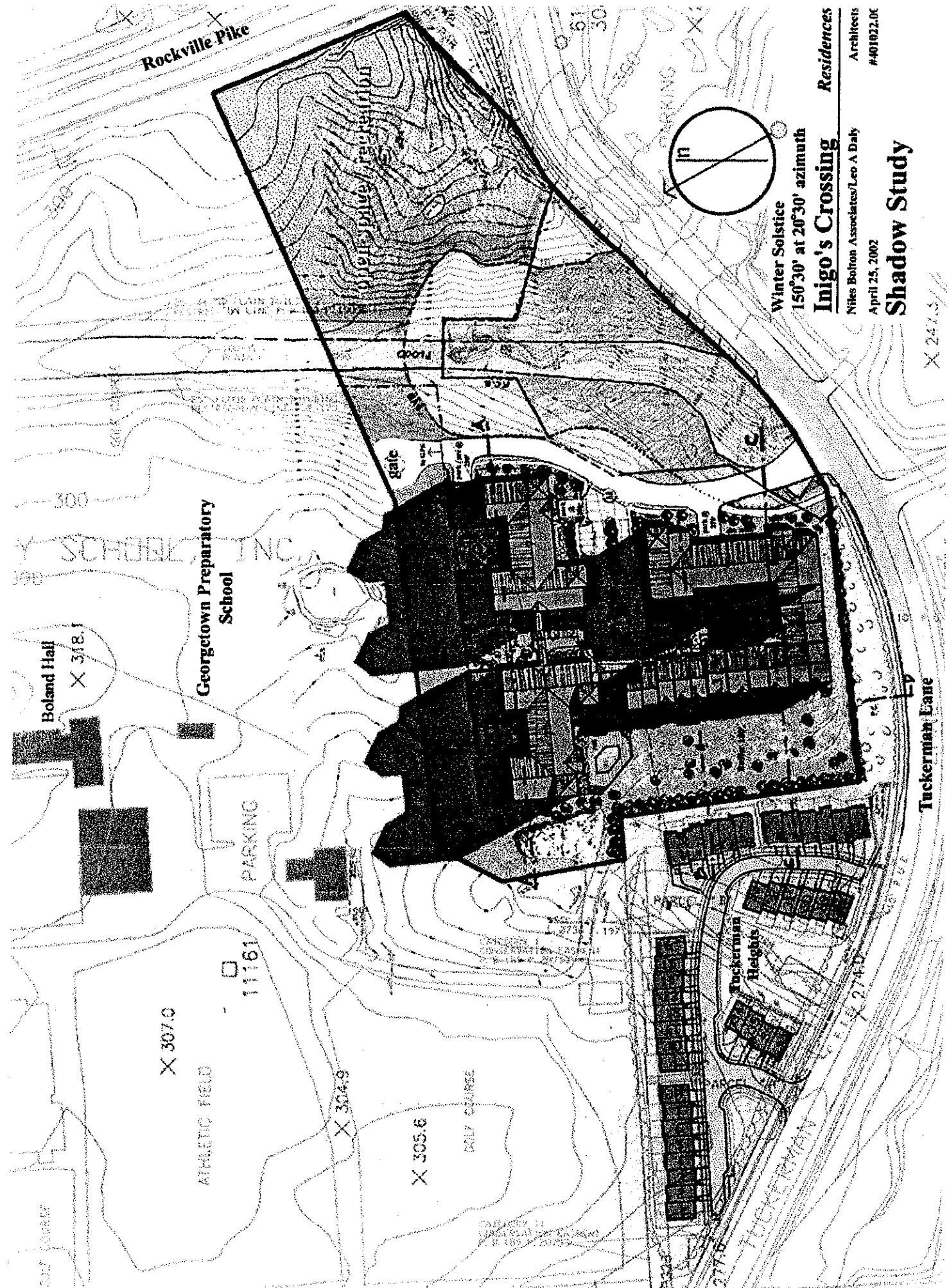
gate

Tucker Heights

Tuckerman Lane

TUCKERMAN

Rockville Pike



Winter Solstice  
 150°30' at 20°30' azimuth

**Inigo's Crossing**

Niles Bolton Associates/Leo A Daly

April 25, 2002

**Shadow Study**

**Residences**

Architects

#401022.0E

X 247.5'

Boland Hall  
 X 318.1'

Georgetown Preparatory  
 School

PARKING

11161

X 307.0

ATHLETIC FIELD

X 304.9

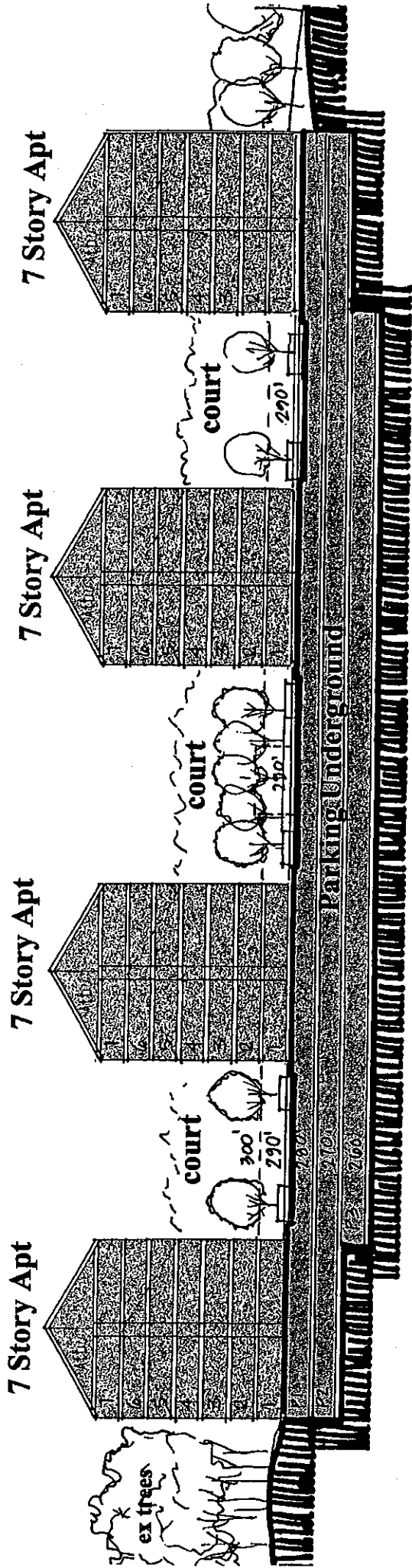
X 305.6

DOLF COURSE

Tuckerman  
 Heights

Tuckerman Lane





**Section A-A**

**Site Sections**  
**Inigo's Crossing**      *Residences*  
 Niles Bolton Associates/Leo A Daly      Architects  
 April 25, 2002      #401022.00

4/7 Story Apt

3/4 Story Apt

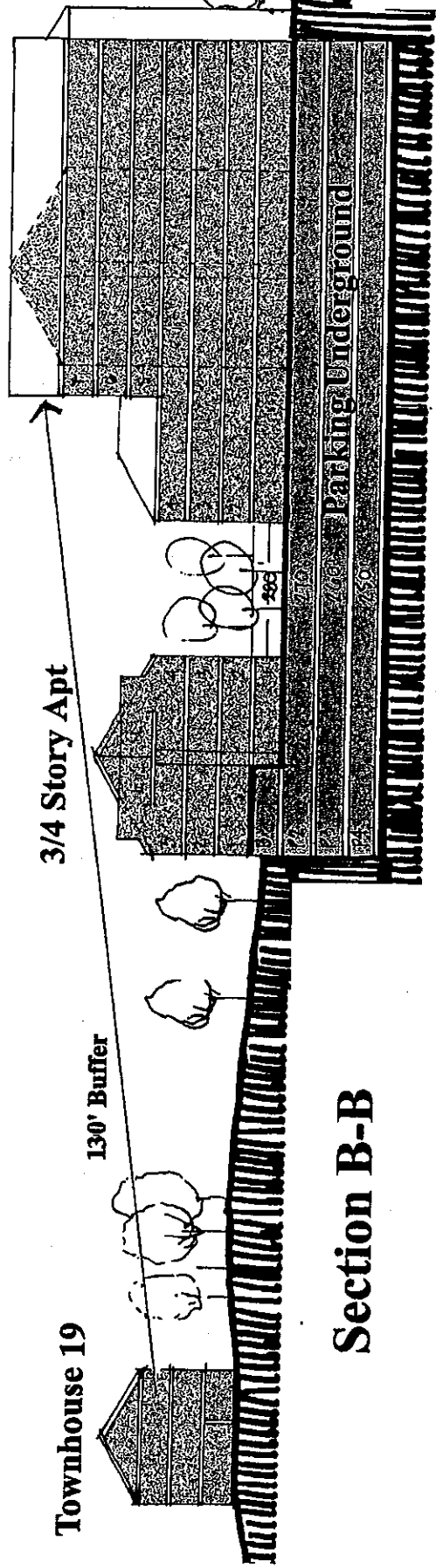
Townhouse 19

130' Buffer

Road

Parking Underground

Section B-B



Site Sections

Inigo's Crossing

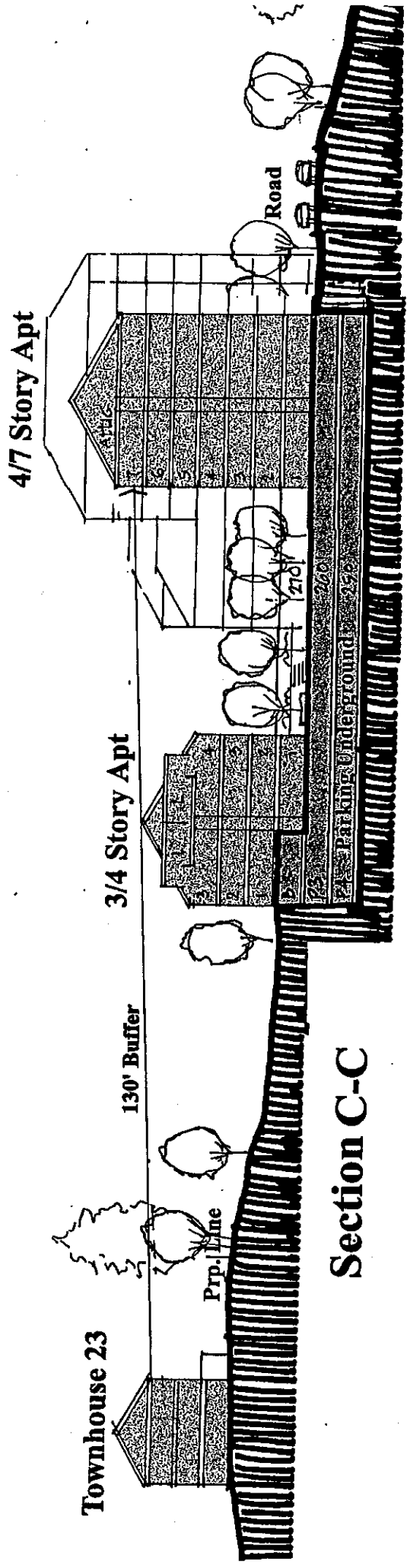
Residences

Niles Bolton Associates/Leo A Daly

Architects

April 25, 2002

#401022.00

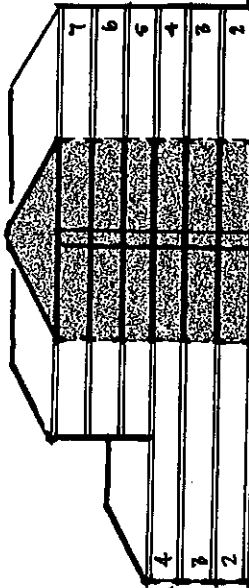


**Site Sections**

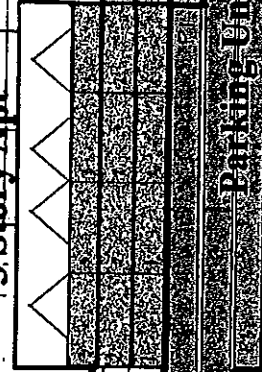
**Inigo's Crossing Residences**

Niles Bolton Associates/Leo A Daly  
 Architects  
 April 25, 2002  
 #401022.00

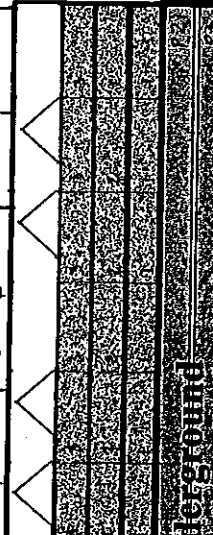
4/7 Story Apt



3 Story Apt



3 Story Apt

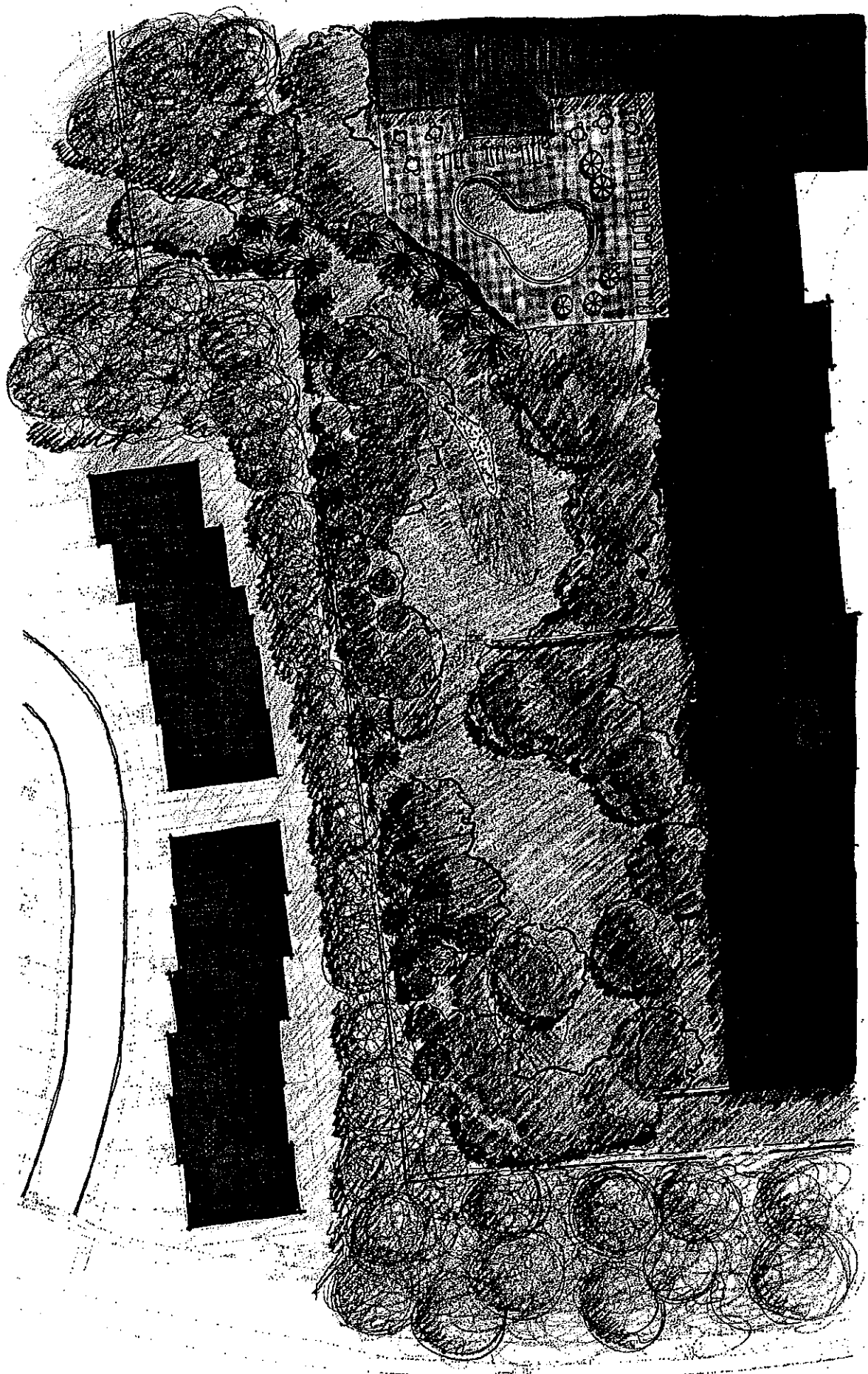


Parking Underground

Section D-D

# Site Sections Inigo's Crossing

Niles Bolton Associates / Leo A. Daly Architects  
April 10, 2002 Scale: 1" = 50'  
# 401022.00



**Inigo's Crossing**

Buffer Plan  
1/32" = 1'-0"

ParkerRodriguez Inc.  
4/29/02



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 2, 2002

**MEMORANDUM**

TO: Bill Landfair, Zoning Analyst  
Community-Based Planning Division

VIA: Ronald C. Welke, Supervisor  
Transportation Planning

FROM: Ed Axler, Coordinator  
Transportation Planning EA

SUBJECT: Zoning Application Case No. G-796  
Georgetown Preparatory School (Inigo's Crossing)  
10600 Rockville Pike, Rockville  
North Bethesda and Grosvenor (Metrorail Station) Policy Areas

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This memorandum is Transportation Planning staff's transportation review of the subject zoning application from the R-90 zone to the PD-28 zone.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the requirements related to the Planning Board's recommendation on this zoning application. These conditions for transportation improvements may not satisfy the adequate public facilities (APF) test as applied at subdivision, but could be acceptable for zoning purposes in that the proposed improvements can be considered as reasonably probable of fruition in the foreseeable future.

1. Limit the development to a total of 473 mid-rise apartments. The apartments may have to be phased to coincide with the availability of transportation capacity as publicly-programmed transportation projects receive construction funding and the applicant provides the recommended improvements.
2. At the time of preliminary plan of subdivision, satisfy Policy Area Review for the larger portion of the site located in the North Bethesda Policy Area. The smaller

portion is located in the Grosvenor (Metrorail) Policy Area which currently has remaining capacity for additional housing units.

Public-funded transportation improvement projects are being programmed, but there is uncertainty, at this time, regarding how much staging ceiling capacity will be used for additional housing units and their allocation among the policy areas in the North Bethesda area. If the North Bethesda Policy Area were not allocated at least 600 housing units, a traffic mitigation agreement would be another alternative to satisfy Policy Area Review. The applicant has proposed in writing the following trip reduction measures in their Transportation Issues Addendum, dated April 9, 2002:

- a. Curtail the school's sophomore students' driving.
- b. Begin the school's library service hours before the start of the weekday morning peak period at 7:00 a.m.
- c. Expand the ridesharing program for the school's students, faculty, and staff by such means as enhanced ride share matching and priority parking.
- d. Locate the pedestrian access point of the proposed apartment's parking garage in the southeastern corner of the site to minimize the walking distance to the Metrorail station.
- e. Provide four-foot concrete sidewalks along the apartment's access road leading into the site from Tuckerman Lane as part of the pedestrian path to the Metrorail station.
- f. Provide a safe pedestrian crossing of Tuckerman Lane at the intersection of Grove Ridge Place/proposed apartment access associated with their access improvements.
- g. Expand the existing bus shuttle to the Metrorail station serving the school to also serve the proposed residents of the apartments.
- h. Make the proposed apartments available to the school faculty and staff to eliminate their commute in their private vehicles.

If determined to be feasible at the time of preliminary plan review, enter into a traffic mitigation agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to implement these and/or other feasible trip reduction measures to be identified later.

3. At the time of preliminary plan of subdivision, satisfy Local Area Transportation Review (LATR) including mitigating the impact of site-generated traffic at the intersection of Tuckerman Lane and Old Georgetown Road (MD 187). An intersection improvement was proposed in a supplement analysis "Mitigation of Traffic Impacts at Old Georgetown Road and Tuckerman Lane", dated April 30, 2002. The improvement is to reconfigure the westbound approach lanes of Tuckerman Lane to use the second, left-most through lane as a combination (third) left-turn and (second) through lane. The applicant would be responsible for any needed modification to the traffic signal equipment and geometric change to accommodate the third left-turn movement through the intersection. The Maryland State Highway Administration (SHA) has not had an opportunity to review the improvement as it relates to SHA's current construction plans for their

I-270/Rockledge Drive/Old Georgetown Road and Old Georgetown Road/Tuckerman Lane intersection project. In addition, the applicant is proposing another traffic mitigation measure to provide two bus shelters along Tuckerman Lane.

4. At the time of preliminary plan of subdivision, limit the site access from Tuckerman Lane to serve as the main access for the proposed apartment development and only as the secondary access for the Georgetown Preparatory School. Coordinate with DPWT and the Georgetown Preparatory School's emergency access needs.
5. At the time of preliminary plan of subdivision, coordinate with DPWT to adequately address operational and safety concerns of the proposed Tuckerman Lane intersection at Grove Ridge Place and the proposed site access.
  - a. The best solution would be for the applicant to get the appropriate party controlling the Tuckerman Heights right-of-way (in coordination with DPWT) to enter into a reciprocal easement so the proposed apartment's access can cross their right-of-way. The record plat would have to be re-recorded to modify the note that currently prohibits crossing the right-of-way. However, at this time, the applicant cannot obtain the easement for the site access to Tuckerman Lane directly opposite Grove Ridge Place from the Tuckerman Heights parties.
  - b. If an easement cannot be obtained, the centerline of the proposed apartment access would be offset to the east by approximately 90 feet from Grove Ridge Place's centerline. As analyzed in the applicant's "Traffic Operations Analysis for the Intersection of Proposed Permanent Entrance to Georgetown Prep School on Tuckerman Lane at Grove Ridge Place" dated April 30, 2002, DPWT proposed two alternatives below as discussed in their letter to William Landfair dated May 1, 2002:
    - i) Relocate the Grove Ridge Place's access to the east, perpendicular to Tuckerman Lane, and opposite the proposed site access. According to DPWT as the lead operational agency, the 90-foot offset between a perpendicular site access and the existing Grove Ridge Place is not the most desirable alternative and could have operational and safety issues, as currently sketched. Further analysis of the design could possibly resolve these concerns at the time of preliminary plan and later prior to issuance of the access permit, only if a traffic signal is warranted and installed at this intersection.
    - ii) Relocate the Grove Ridge Place's access to the east, at a skewed angle from Tuckerman Lane, and opposite the proposed site access. According to DPWT, operational and safety issues could be resolved at the time of preliminary plan and prior to issuance of access permits, only if a traffic signal is warranted and installed at this intersection.



This alternative would require the applicant to enter an agreement with appropriate parties associated with the apartments along Grove Ridge Place.

6. At the time of preliminary plan of subdivision, coordinate with DPWT to remove the necessary obstructions (possibly tree trimming) for a minimum of 325 feet of sight distance for a commercial curb cut and intersection with Tuckerman Lane. Provide left-turn storage bays, a deceleration lane, an acceleration lane, and provisions for safe pedestrian crossing as required by DPWT for safe and efficient intersection operation.
7. At the time of preliminary plan of subdivision, conduct a traffic signal warrant study to determine if a traffic signal is warranted at the intersection of Tuckerman Lane and Grove Ridge Place/the future site access point. If it is warranted, design and install the traffic signal. A traffic signal is necessary for the safe operation of this intersection. Coordinate with DPWT, the homeowner's associations located along Grove Ridge Place, and the Planning Board staff.
8. At the time of preliminary plan of subdivision, dedicate 12 to 20 feet of right-of-way for 75 feet from the centerline of Rockville Pike (MD 355), as a major roadway, M-6.
9. At the time of preliminary plan of subdivision, provide a five-foot concrete sidewalk where one does not exist on the north side of Tuckerman Lane.
10. At the time of preliminary plan of subdivision, record the plat and revise the APF Agreement, dated May 25, 1993 (attached), associated with the approval of Preliminary Plan No. 1-97072 (Planning Board's opinion attached), to reflect the changes noted in the proposed recommendations.
11. At the time of preliminary plan of subdivision, satisfy the master plan recommendation to participate in the North Bethesda Transportation Management District (TMD) as multi-family housing development. The TMD participation is in addition to satisfying Policy Area Review requirements. The applicant must have an acceptable Traffic Mitigation Agreement (TMA) at the time of preliminary plan review and enter into the TMA with the Planning Board and DPWT prior to release of building permits. The TMA should include participation in the North Bethesda Transportation Management Organization (TMO). The traffic mitigation goals for Stage 2 of the master plan development are to achieve and maintain:
  - a. The 39% non-auto-driver mode share for employees.
  - b. The 30% non-auto-driver mode share for multi-family residents.

## DISCUSSION

### Site Location

The proposed apartment site is located on the north side of Tuckerman Lane opposite Grove Ridge Place approximately 1,200 feet west of Rockville Pike. The site is split between the North Bethesda and Grosvenor Policy Areas where their border extends north from the intersection of Tuckerman Lane and Grove Ridge Place. The larger portion of the apartments is located west of the borderline or in the North Bethesda Policy Area.

### Vehicular and Pedestrian Access

As originally proposed in the applicant's plans, the site's vehicular access was shown from Tuckerman Lane opposite Grove Ridge Place. Since then, the site access has been shifted to the east by approximately 90 feet to avoid crossing the adjacent Tuckerman Heights property. To satisfy DPWT's operational and safety concerns, DPWT proposed that the Grove Ridge Place access from Tuckerman Lane be shifted to the east to align with the proposed apartment access. That property has an easement for only public use by DPWT (i.e., the limited right-of-way for the master planned North Bethesda Transitway between the Grosvenor/Strathmore Metrorail Station and Montgomery Mall). Refer to the attached record plat with the highlighted plan note. A reciprocal easement from the property owner, Tuckerman Heights, and DPWT could not be obtained at this time for a site access driveway to Tuckerman Lane directly opposite Grove Ridge Place. Refer to site access discussion in Recommendations No. 4, No. 5, No. 6, and No. 7.

Pedestrian access is provided by a sidewalk connection from the proposed apartments to Tuckerman Lane as described in Recommendation 2.e. and sidewalks along Tuckerman Lane as described in Recommendation No. 9.

### Prior Subdivision Action

The Planning Board approved Preliminary Plan No. 1-92072 on December 17, 1992, for the Georgetown Preparatory School to construct a new Humanities building with a limitation on the enrollment, the number of staff persons, and the end of weekday classroom hours. A new record plat was recorded and the applicant entered into an APF Agreement dated May 25, 1993.

### Master Plan Roadways and Bikeways

According to the *North Bethesda/Garrett Park Master Plan*, the roadways and bikeways are as follows:

1. Rockville Pike is designated as a six-lane, divided, major highway, M-6, with a minimum right-of-way of 150 feet. A Class I bikeway is planned in the Master Plan

to connect the Grosvenor/Strathmore Metrorail Station to the Twinbrook Metrorail Station.

2. Tuckerman Lane is designated as a four-lane, arterial road, A-71, with a minimum 80-foot right-of-way, and a Class I bikeway on the north side.

Grove Ridge Place is a private road and, therefore, not described in the Master Plan.

### Nearby Planned Transportation Improvements

1. Old Georgetown Road (MD 187) and Tuckerman Lane: At this intersection, construction of an additional eastbound left-turn lane and a westbound left-turn lane on Tuckerman Lane is being built as part of SHA 's I-270/Old Georgetown Road and Rockledge Boulevard interchange Construction Project.
2. Rockville Pike and Strathmore Avenue: SHA is funding the spot intersection improvement at this intersection, identified as Contract No. MO6055187. SHA would be extending the southbound left-turn lane on Rockville Pike by approximately 350 feet and creating a second westbound left-turn lane on Strathmore Avenue. The second left-turn lane is to be created by moving the northern curb line from four to seven feet and re-striping the pavement markings. Construction funding is appropriated and construct is anticipated to start in July 2002. A public hearing for a mandatory referral was held on March 1, 2002 for the Planning Board's comments.
3. Strathmore Avenue:
  - a. SHA has a concept study to reconstruct Strathmore Avenue as a two-lane urban roadway, identified as Contract No. MO783-83. SHA will be developing the concept design with no reconstruction funding programmed at this time. This SHA project will be folded into the SHA project above and should not affect the intersection capacity at Rockville Pike.
  - b. DPWT has plans to provide sidewalks along Strathmore Avenue between Jolly Way and Stillwater Avenue as PDF 11-109, Project 506747, to be included in the SHA reconstruction project.

### Site-Generated Traffic

In the submitted revised traffic study, addendum, and two supplemental analyses, the number of site-generated peak-hour trips was determined using trip-generation rates as garden apartments as follows:

1. Without considering the site proximity to the Grosvenor/Strathmore Metrorail Station, the proposed 431-unit apartment development would generate a total of 192 peak-hour trips during the weekday morning peak period (7:00 a.m. to 9:00

a.m.) and 224 peak-hour trips during the weekday evening peak period (4:00 p.m. to 6:00 p.m.).

2. With a 20% transit mode share, the proposed apartment development would generate 155 (or 37 fewer total) vehicular peak-hour trips during the weekday morning peak period and 180 vehicular (or 44 fewer total) peak-hour trips during the weekday evening peak period.

A revised traffic study, addendum, two supplemental analyses were submitted to satisfy LATR because the proposed development generates 50 or more total peak-hour trips during the weekday morning peak period and the evening peak period. The congestion analysis in the revised traffic study and addendum included the following:

1. Transit Mode Share: Based on the results from WMATA's "Development-Related Ridership Survey II", 20% of the site-generated traffic would walk or bicycle to the Grosvenor/Strathmore Metrorail Station rather than use their vehicles. The 20% transit mode share is lower than the 25% mode share previously used for the approved Grosvenor Village development. The 5% difference in the transit mode share is because the pedestrian path from Inigo's Crossing to the Metrorail station is approximately 2,000 feet away compared with Grosvenor Village located next to the Metrorail station.
2. Background Development and Traffic: In the submitted revised traffic study and addendum, the traffic from the approved, but unbuilt nearby developments was analyzed in the background traffic condition. The background traffic included Grosvenor Village, Strathmore Concert Hall, Strathmore Educational Center, Grosvenor/Strathmore Metrorail Station's parking garage, and the Montgomery County Conference Center.
3. Use of the School's Tuckerman Lane Access: The transportation consultant conservatively assumed some vehicular traffic currently is using the existing Tuckerman Lane access although it is supposed to be only for emergency use. In the traffic study, those weekday peak-hour trips entering from Tuckerman Lane were diverted to the main access from Rockville Pike. The number and reassignment of vehicular trips would be further refined at the time of preliminary plan review.
4. Consistency of the Traffic Count at the Intersection of Rockville Pike and Strathmore Avenue: In previous traffic studies, the traffic data was collected and had different approach volumes during weekday morning and evening peak hours. Specifically, a 1999 traffic count used in the traffic study for the Grosvenor/Strathmore Metrorail Station's garage and Strathmore Hall had been compared with three other traffic counts. The four traffic counts were collected between 1997 and 1999 during days when schools were in session. Upon Staff's comparative analysis, it was determined that the counts used in the Strathmore traffic study were representative of the typical weekday traffic conditions. Only one of the older traffic

counts was excluded because it was more than 10% higher than the highest of the other three counts. Traffic counts collected in December 2001, for the subject housing development are consistent with the previous traffic counts.

### Congestion at Nearby Intersections

Based on the results of the submitted revised traffic study and the Transportation Issues Addendum, the critical lane volumes (CLV) at nearby intersections for the existing, background, and total traffic conditions during the weekday morning and evening peak periods are as follows:

Intersection	Peak Period	Congestion Standard	Weekday Traffic Condition			
			Existing	Background	Total	Total-Improved
Rockville Pike and Edson Lane	Morning Evening	1,600 (North Bethesda)	972 1,061	1,046 1,190	1,050 1,195	N/A N/A
Rockville Pike and Strathmore Avenue/School Main Access	Morning Evening	1,800 (Grosvenor)	1,550 1,541	1,708 1,703	1,691 1,695	N/A N/A
Rockville Pike and Tuckerman Lane (North)	Morning Evening	1,800 (Grosvenor)	1,334 1,527	1,473 1,746	1,486 1,799	N/A N/A
Rockville Pike and Tuckerman Lane (South)	Morning Evening	1,800 (Grosvenor)	957 838	1,081 1,068	1,097 1,084	N/A N/A
Rockville Pike and Grove Ridge Place	Morning Evening	1,800 (Grosvenor)	1,448 1,168	1,549 1,358	1,565 1,368	N/A N/A
Tuckerman Lane and Old Georgetown Road	Morning Evening	1,600 (North Bethesda)	1,664 <sup>1</sup> 1,455	1,722 <sup>2</sup> 1,451	1,733 <sup>3</sup> 1,461	1,670 <sup>4</sup> 1,444
Tuckerman Lane and Grove Ridge Place/Site Access	Morning Evening	1,800 (Grosvenor)	517 598	566 681	718 801	N/A N/A

Six of the seven intersections satisfy their LATR congestion standard. The unique details of the congestion analysis are discussed below:

The intersection of Old Georgetown Road and Tuckerman Lane: As indicated as footnote one above, the LATR congestion standard of 1,600 at this intersection is exceeded in all the traffic conditions during the weekday morning peak hour. The

CLVs in all traffic conditions are below the congestion standard of 1,600 during the weekday evening peak hour. As indicated as footnote two above, a funded Congestion Relief Study improvement by SHA will add an extra eastbound and westbound left-turn lane on Tuckerman Lane in the background and total traffic conditions. As indicated as footnote three above, the morning CLV in the total traffic condition is 11 more than the CLV in the background traffic condition.

As indicated as footnote four, the morning CLV in the total-improved traffic condition is 52 less than the CLV in the background traffic condition. As discussed in Recommendation No. 3, the applicant proposes to reconfigure the westbound approach lanes of Tuckerman Lane to use the second, left-most through lane as a combination (third) left-turn and (second) through lane. The CLV was calculated in the applicant's "Mitigation of Traffic Impacts at Old Georgetown Road and Tuckerman Lane", dated April 30, 2002. For the weekday morning peak period, the site-generated traffic could be mitigated because the CLV in the total traffic condition is reduced so that the total-improved traffic condition is equal or less than the CLV in the background traffic condition.

The applicant still proposes to provide two bus shelters along Tuckerman Lane as their first mitigation measure as identified in the Transportation Issues Addendum. The applicant offered to pay for the construction of the bus shelters at two of the 12 existing bus stops served by Ride-On routes 6 and 37 along Tuckerman Lane between Rockville Pike and Old Georgetown Road. In accordance with the *Local Area Transportation Review Guidelines*, the applicant may reduce the site-generated traffic by 20 weekday peak-hour trips during the weekday morning and evening peak periods. The locations of the two bus shelters would be determined by DPWT, Transit Services Division. However, at least 11 of the 20 peak-hour trips during the weekday morning peak period were not shown to be in the critical movements through the intersection with Old Georgetown Road.

2. The Congestion Standard for an Intersection on the Border of two Policy Areas: The critical lane volume (CLV) congestion standard for the intersection of Rockville Pike and Strathmore Avenue is a CLV of 1,800 which is in accordance with the Park and Planning practices. The intersection is located on the border of two different policy areas (e.g., Grosvenor and North Bethesda) with different congestion standards (e.g., 1,800 and 1,600, respectively). Park and Planning practice is to apply the higher intersection congestion standard on policy area borders (i.e., in this situation, the calculated CLV of 1,800). The higher congestion standard near Metrorail stations is consistent with the State's smart growth policy to encourage development near existing major transportation facilities.
3. Congestion Analysis for the Hour After the Weekday Evening Peak Period as Determined in a Previous Traffic Study: According to the *Local Area Transportation Review Guidelines*, the traffic study only needed to analyze the intersection congestion level highest peak hour within the weekday evening peak period from 4:00 p.m. to 6:00 p.m. The peak-hour of the traffic generated by the proposed

apartments is within this weekday evening peak period. The peak hour of the site-generated traffic occurs at a different time period than the Grosvenor / Strathmore Metrorail Station's parking garage, Strathmore Concert Hall, and Strathmore Educational Center. Thus, appropriately, the traffic study prepared for the parking garage and Strathmore Hall included the analysis of the congestion levels during the weekday evening peak period from 6:00 p.m. to 7:00 p.m. (or after the 4:00 p.m. to 6:00 p.m. peak period) and for the Saturday traffic conditions.

#### Policy Area Review/Staging Ceiling Condition

The remaining capacity for housing units as of March 31, 2002, under the *FY 2002 Annual Growth Policy* (AGP) transportation staging ceilings is as follows:

1. North Bethesda Policy Area is a negative 127 housing units remaining.
2. Grosvenor Policy Area is a positive 540 housing units remaining.

For the North Bethesda Policy Area, the construction funding for the Montrose Parkway West between Tower Oaks Boulevard and East Jefferson Street is pending full County Council action to consider its inclusion in the *Montgomery County FY 03-08 Capital Improvements Program*. The capacity from the Montrose Parkway improvement will be counted when it is fully-funded in the first five years of the CIP. The resultant transportation capacity created by the Montrose Parkway would be distributed among the North Bethesda and Rockville City Policy Areas and the three Metrorail policy areas (i.e., Twinbrook, White Flint, and Grosvenor) and between non-residential (i.e., jobs) and residential (i.e., housing units) development. Two other transportation projects are under design or being planned now. SHA is designing their interchange at MD 355/Montrose Road/Randolph Road and Old Georgetown Road/Tuckerman Lane intersection project. DPWT is planning their Montrose Road East project. The number of housing units associated with the transportation staging ceiling capacity created by these projects has yet to be determined.

Between now and the time of preliminary plan, the Park and Planning staff and DPWT will review the proposed trip reduction measures listed in Recommendation No. 2 and determine the number of vehicles to be taken off the road during the weekday morning and evening peak periods. If determined to be feasible trip reduction measures, the applicant would enter into a traffic mitigation agreement as discussed in Recommendation No. 2.

#### North Bethesda Transportation Demand Management

This site is within the boundary of the North Bethesda Transportation Management District (TMD) (see the attached map).

If the County Council adopts the reestablishment of the annual Transportation Management Fee, the applicant of this new multi-family residential development would have to pay the fee to the North Bethesda TMO. The pending legislation would re-implement the recommendation in the North Bethesda-Garrett Park Master Plan and

requirements under County Code 42A-25, Ridesharing. The applicant of such multi-family residential development would be required to submit a traffic mitigation plan for the North Bethesda TMD.

The North Bethesda TMD is operated by a private nonprofit organization, the North Bethesda Transportation Action Partnership. The TMD is not an entity to join per se but instead an organization in which to participate by cooperating in:

1. Conducting the annual employee survey.
2. Appointing a transportation coordinator.
3. Promoting alternative transportation modes to residents on the site.
4. Pay the annual Transportation Management Fee to the North Bethesda TMO given the County Council's renewal of TMD's enabling legislation.

The Stage II goal is to achieve and maintain the 30% non-driver traffic mitigation goal for residents in the planning area.

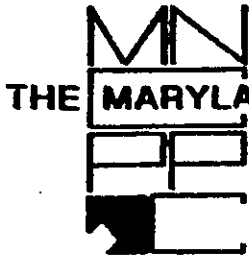
EA:cmd

#### Attachments

cc: Sande Brecher  
Gary Erenrich  
Natalie Goldberg  
Mary Goodman  
Dennis Johnson  
Greg Leck  
Bob Metz  
Peggy Schwartz  
Carl Starkey  
H. Wayne Warner  
Nicole White  
Margaret Kaii-Ziegler

Zoning Application G-796 Inigo's Crossing.doc





Date of Mailing: December 29, 1992

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

Action: Approved Staff Recommendation  
(Motion of Comm. Floreen, seconded by Comm. Aron, with a vote of 4-0; Comms. Floreen, Aron, Bauman and Baptiste voting in favor, with Comm. Richardson being absent.)

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan 1-92072

NAME OF PLAN: GEORGETOWN PREPARATORY SCHOOL

On 09-16-92, GEORGETOWN PREP. SCHOOL, submitted an application for the approval of a preliminary plan of subdivision of property in the R90 zone. The application proposed to create 1 lots on 90.30 ACRES of land. The application was designated Preliminary Plan 1-92072. On 12-17-92, Preliminary Plan 1-92072 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-92072 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-92072, subject to the following conditions:

1. Prior to recording of plat, applicant must meet the conditions of the forest conservation plan as part of the preliminary plan
2. Prior to MCDEP issuance of the sediment and erosion control permit, applicant must meet the conditions of the forest conservation plan
3. Agreement with Planning Board to limit development to a private educational facility affiliated with a religious organization. Increase or expansion above the existing enrollment may result in further APF review
4. Conditions of MCDEP stormwater management approval dated 10-05-92
5. Necessary easements

APF AGREEMENT  
ASSOCIATED WITH PRELIMINARY PLAN 1-92072

AGREEMENT

THIS AGREEMENT is made this 25 day of May  
1973 by and between Georgetown Preparatory School, Inc.  
(hereinafter "Applicant") and Montgomery County Planning Board of  
the Maryland-National Capital Park and Planning Commission  
(hereinafter the "Planning Board").

WHEREAS, Applicant is the owner in fee simple of proposed  
Parcel 1, Georgetown Preparatory School, Inc., Fourth Election  
District, Montgomery County, Maryland, more particularly  
identified as Exhibit A attached hereto and made a part hereof,  
subject to easements, rights of way, and restrictions of record;  
and

WHEREAS, subdivision of the property was predicated upon  
subdivision of an existing school-improved site without any  
proposed increase in existing enrollment; and

WHEREAS, in order to assess the adequate public facilities  
for any future improvement or increase in expansion to the  
facility, restriction of the property to a private educational  
facility affiliated with a religious organization is necessary;  
and

WHEREAS, Applicant and the Planning Board have agreed that  
the property could be subdivided, provided further development is  
limited to a private educational facility affiliated with the  
religious organization and that any increase or expansion above  
the existing enrollment may result in further adequate public  
facilities review; and

WHEREAS, Applicant and the Planning Board have agreed that this Agreement shall bind the Applicant, its successors and assigns; and

WHEREAS, by the execution of this instrument, Applicant intends to create a restriction on the property necessary to meet the conditions of subdivision approval. The purpose of this restriction is to limit the construction of structures on the property and to limit the use of the property so that persons and properties will not be harmed by overburdened public facilities. These restrictions shall be binding upon the Applicant, its successors and assigns and lessees and upon the land and improvements described herein in perpetuity or until release with the consent of the Planning Board.

NOW, THEREFORE, in consideration of mutual promises and stipulations set forth herein and other good and valuable consideration, receipt of which is hereby acknowledged, and in accordance with the approval of the subdivision of the property (Preliminary Plan 1-92072) dated December 17, 1992, and of the promises and covenants contained herein, the parties, their successors and assigns, hereby covenant and agree as follows:

1. The recitals set forth above are incorporated herein by reference and made a part hereof.

2. Development on the property shall be limited to a private educational facility affiliated with a religious organization. Increase or expansion above the enrollment existing at the time of the execution of this Agreement may

result in further adequate public facilities review and approval by the Planning Board.

3. Applicant must not violate the restrictions agreed to in paragraph 2 above without the successful completion of an adequate public facilities review by the Planning Board pursuant to Section 50-35(k) of the Montgomery County Code.

4. Applicant must notify the Planning Board of an application for building permit or use and occupancy permit for a structure or use on the property that violates the restrictions created herein. In the event permits are sought which violate the restrictions created herein, neither the Planning Board nor the Maryland-National Capital Park and Planning Commission need recommend issuance of any such permit, and Montgomery County, Maryland, may withhold issuance of any such permit.

5. Representatives or designees of the Planning Board may enter upon the property from time to time for the purpose of inspection and enforcement of the terms, conditions, and restriction created herein. Whenever possible, a representative of Applicant shall be present at the inspection. In the event that the representative or designee determines on the basis of the inspection that the restrictions created herein are being violated, the representative or designee must promptly advise Applicant concerning the problem.

6. The Planning Board, Maryland-National Capital Park and Planning Commission, and Montgomery County, Maryland, have the

right to bring an action for any legal or equitable relief necessary to enforce the restrictions created herein.

7. Upon request of Applicant, the Planning Board shall release the property from these restrictions if it finds that public facilities are adequate pursuant to Section 50-35(k) of the Montgomery County Code for additional development of the property. Such review shall include the public facilities' impact of any existing building or use to remain on the property as well as the proposed additional development.

8. This Agreement shall bind and inure to the benefit of the Applicant, its successors and assigns. Wherever this Agreement refers to the Montgomery County Planning Board, it also shall refer to any successor agency, if any, who will administer the "adequate public facilities" ordinance (Section 50-35(k) of the Montgomery County Code).

9. A notation of this Agreement must be made on any record plat for the property.

10. This Agreement may be modified only in a writing signed by the parties, their heirs, successors, or assigns.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

ATTEST:

GEORGETOWN PREPARATORY SCHOOL,  
INC.

Rose Marie Manis  
Rose Marie Manis

By: Thomas E. Roach, S.J.  
Rev. Thomas E. Roach, S.J.  
President

ATTEST:

MONTGOMERY COUNTY PLANNING BOARD

James J. Lewis  
6/27/93

By: Charles R. Loehr  
Charles R. Loehr  
Deputy Planning Director

APPROVED AS TO LEGAL SUFFICIENCY

ms  
M-NCPPC Legal Department  
6/17/93



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
*County Executive*

Albert J. Genetti, Jr., P.E.  
*Director*

May 1, 2002

Mr. William Landfair, Zoning Analyst  
Community Based Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: G 796  
Georgetown Preparatory School  
Inigo's Crossing

Dear Mr. Landfair:

This letter is to confirm the Department of Public Works and Transportation's position regarding the proposed access for the pending zoning case.

Previously, we had advised the applicants that we would not be able to grant them an access permit at the originally proposed entrance location without them obtaining access permission from the abutting property owners and recording a new record plat to remove the existing denial of access restriction.

As a result, the applicants presented a new entrance plan which would offset their new entrance from the existing Grove Ridge Place/Tuckerman Lane intersection. The new design will require the installation of a traffic signal to control the existing and proposed intersections. The applicants have agreed to present additional traffic and engineering information, in response to the discussion at our meeting yesterday, to facilitate our review of their entrance design. At this time, the new proposal is still under consideration by DPWT.

DPWT has also proposed for consideration an entrance configuration that would realign the Grove Ridge Place entrance to eliminate the offset configuration. Although the specific details are currently unresolved, we are confident that our respective agencies and the applicants will be successful in our mutual efforts to provide the proposed project an entrance on Tuckerman Lane. Compromises may be necessary from the transportation, environmental, and/or land planning perspectives to achieve this consensus. For that reason, we recommend that the applicants be required to prepare and submit a preliminary plan for the proposed development.



Division of Traffic and Parking Services

Mr. William Landfair  
G 796  
May 1, 2002  
Page 2

Thank you for your cooperation and assistance on this matter. If you have any questions regarding this letter, please call me at 240-777-2190.

Sincerely,



Gregory M. Leck, Senior Engineer  
Traffic Planning Team

M:\subdivision\gml\docs\pp\G 796 access, 050102 comments

cc: Robert H. Metz  
James A. Soltesz  
Lewis Slade  
Martin Frankiewicz  
Ronald C. Welke  
Edward Axler  
Charles A. Thompson  
Eileen Basaman  
Joseph Y. Cheung  
Anthony S. Ricchiuti  
Jeffrey I. Riese





RECEIVED  
0721  
MAY 02 2002

April 30, 2002

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

The Honorable Arthur Holmes and  
Members of the Montgomery County Planning Board  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Zoning Case No. G-796/Georgetown Prep School

Dear Chairman Holmes and Members of the Planning Board:

As you know, over the last several years, WMATA has initiated a number of joint development projects in Montgomery County and the surrounding Metropolitan area. These projects, designed to further the many goals of smart growth and transit-oriented development, are critical to the region as a whole. One such project is the Grosvenor Village development located directly adjacent to the Grosvenor Metrorail station. The Grosvenor Village development, approved a few years ago, is now under construction. WMATA has every expectation that the development proposed for the northern portion of the Grosvenor Metrorail site and adjacent to the approved public parking garage will soon be underway now that Potomac Investment Properties ("PIP") and WMATA are negotiating the terms of a long-term lease.

The purpose of this letter is to comment on a situation that WMATA understands has arisen relating to the staging ceiling capacity available in the Grosvenor Metro Station Policy Area ("Grosvenor MSPA") pursuant to the County's Annual Growth Policy. WMATA's Grosvenor property is located entirely within the Grosvenor MSPA. Currently, there are 543 housing units available in the Grosvenor MSPA. Prior to the approval of the Grosvenor Village development, the AGP stated a capacity of 1,403 units (the exact number of units identified in the North Bethesda/Garrett Park Master Plan for development on the WMATA Grosvenor property). Grosvenor Village was approved for 860 units, leaving a net capacity of 543 units. WMATA has always anticipated development of the remaining units on the northern portion of its Grosvenor Metrorail site.

Washington  
Metropolitan Area  
Transit Authority

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

By Metrorail:  
Judiciary Square—Red Line  
Gallery Place-Chinatown—  
Red, Green and  
Yellow Lines  
By Metrobus:  
Routes D1, D3, D6, P6,  
70, 71, 80, X2

A District of Columbia,  
Maryland and Virginia  
Transit Authority

Zoning Application No. G-796, filed by The Georgetown Prep School (the "School"), requests approval of the PD-28 zone for 473 multi-family units. These units are predominantly located within the North Bethesda Policy Area and not the Grosvenor MSPA. The North Bethesda Policy Area presently does not have available staging ceiling capacity to accommodate the School's development. As a result, the School is apparently seeking to use the staging ceiling capacity from the Grosvenor MSPA to accommodate its proposed development located in the North Bethesda Policy Area. If allowed, the School's highly irregular approach will result in insufficient staging ceiling capacity to accommodate the remaining development directly adjacent to the Grosvenor Metrorail station (development that unquestionably is located entirely within the Grosvenor MSPA and is anticipated by the Master Plan). We understand that Staff agrees that the School's development located outside of the MSPA in the North Bethesda Policy Area cannot avail itself of the remaining staging ceiling capacity within the Grosvenor MSPA. We trust that the Board will concur with this position.

Please understand that WMATA does not oppose the School's efforts to develop its property. WMATA's main concern is the School's desire to avail itself of the net remaining staging ceiling capacity from the Grosvenor MSPA for development located outside of that Policy Area. That action would significantly affect WMATA's ability to complete its transit-oriented development that has been anticipated and targeted for completion adjacent to this critical Metrorail station.

We appreciate your consideration regarding WMATA's concern. Please feel free to contact me if you have any questions or comments regarding this matter.

Sincerely,



Denton U. Kent  
Director  
Office of Property Development & Management

cc: A. McNeal  
D. Hale