



Items # 8 & 9
MCPB 01/16/03

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: January 10, 2003
TO: Montgomery County Planning Board
VIA: Joe R. Davis, Chief *JRD*
Development Review Division
FROM: Michael Ma, Supervisor *Ma*
(301) 495-4523



REVIEW TYPE: **Amended Project Plan + Site Plan**
CASE NUMBER: **9-01003A + 8-01002A**
PROJECT NAME: **Rockville Target**
APPLYING FOR: 147,990 square feet of retail/commercial space
REVIEW BASIS: Divisions 59-D-2 and D-3, Montgomery County Zoning Ordinance

ZONE: RMX-3C
LOCATION: South side of Bou Avenue, approximately 200 feet east of Chapman Avenue
MASTER PLAN: North Bethesda-Garrett Park
APPLICANT: Target Corp.
FILING DATE: September 24, 2002
HEARING DATE: January 16, 2003

BACKGROUND

Project Plan 9-01003 was approved by the Planning Board with conditions on January 4, 2001 for a Home Depot store at the subject site. On February 15, 2001, Site Plan 8-01002 for the store was approved by the Planning Board with conditions. (The Planning Board opinions for both applications are attached.) Home Depot later decided it would not proceed due to difficulties and expenses involved in the project. Target Corp. acquired the project in 2002 and filed Project Plan and Site plan amendment applications with the Planning Board to build a Target store on the site. The public hearing for Project Plan amendment 9-01003A was continued from January 9 to January 16, 2003.

THE CITY OF ROCKVILLE RECOMMENDATION

The subject development is located across Bou Avenue from the City of Rockville and within the City's Urban growth Area. By a letter dated January 9, 2003 (Attachment C), the City expresses its concerns about the size of the proposed store and about the negative impact of the proposed buildings on public streets and pedestrian activities. The City recommends changes to the proposed building facades to break the monotony of long, blank building walls, provision of additional landscaping to screen the parking and loading facilities, reduction of the loading area, and modifications to the entrance driveways to the loading area. The applicant has agreed to make modifications to the proposal to address the City's concerns. Staff has incorporated the City's recommendations into the staff recommendation below.

STAFF RECOMMENDATION:

Project Plan 9-01003A and Site Plan 8-01002A: Approval of 147,990 square feet of commercial retail space with a five-level, 726-space parking garage on 5.46 net acres with the following conditions:

1. Transportation

- a. Limit the development to a freestanding retail store of up to 147,990 gross square feet of retail and associated space, i.e., office and warehouse space.
- b. Construct Nebel Street Extended along the frontage of the property:
 - i. Dedicate and construct Nebel Street Extended within an 80-foot right-of-way. The road should have 48 feet of pavement for four-travel lanes.
 - ii. Provide for a safe and adequate pedestrian crossing of Nebel Street Extended to connect the proposed freestanding discount store with the possible future MARC station in the northeastern corner of the site.
 - iii. The applicant is responsible for construction of two lanes plus (1) any required turning lanes, (2) curb, street trees, and sidewalks on the west side of Nebel Street Extended, and (3) full-width grading of the right-of-way, drainage, and storm water management. In addition, the applicant is responsible for their fair share cost of the remainder of the project, as determined by the Montgomery County Department of Public Works and Transportation (DPWT) and the applicant. The fair share cost is based on reasonable proportionality of traffic volume on Nebel Street Extended (e.g., total projected volume versus Target's volume).
 - iv. Coordinate the design of Nebel Street Extended with DPWT's Phase II design in their Nebel Street Extended facility planning project.
 - v. Construct Bou Avenue between Chapman and the lease line separating the subject site and the Montrose Crossing Phase III housing site. The street must be constructed per designs approved by MCDPWT, which may include a right turn lane on the north side, made possible by an additional dedication of five feet of right of way from the property on the north side of Bou. This requirement was originated as a condition of approval of the Montrose Crossing Site Plan for Phases 1 b and II, the Board on June 29, 1995.
- c. Contribute to the Montgomery County Capital Improvements Program (CIP) Project No. 509995, Conference Center Intersection Improvements. The project funds are for intersection improvements required to satisfy the conditions of Zoning Case No. G-745 by County Council in their Resolution No. 13-1411 on August 4, 1998, for the Montgomery County Conference Center.
 - i. Montrose Road - Randolph Road and Rockville Pike (MD 355): Construct a right-turn lane and second left-turn lane on eastbound Montrose Road.
 - ii. Randolph Road and Parklawn Drive: Add a second southbound left-turn lane on Parklawn Drive at Randolph Road and convert the two northbound approach lanes on Parklawn Drive from a left-turn/through lane and a through/right-turn lane to an exclusive left-turn lane and a through/right lane.
- d. Include in the Site Plan Enforcement Agreement the restriction to the proposed land use described in Condition 1.a., in lieu of a separate APF Agreement with the Planning Board required for a registered loophole property.
- e. To satisfy Policy Area Review as an originally-approved registered loophole property, amend the Traffic Mitigation Agreement dated June 26, 2001, with previous applicant, Home Depot USA, MCDPWT, and the Planning Board, to replace Home Depot USA with Target Corp. The agreement is to mitigate site-generated trips by employees during the weekday morning and evening peak periods by scheduling them not to:

- i. Arrive between 7:00 a.m. and 9:30 a.m. and between 4:00 p.m. and 6:30 p.m.
 - ii. Leave between 6:30 a.m. and 9:00 a.m. and between 3:30 p.m. and 6:00 p.m.
- f. Enter into an agreement with MCDPWT and the Planning Board to participate in the North Bethesda Transportation Management District (TMD). Participation includes appointing an employee transportation coordinator who would assist in disseminating information on transportation programs and services and participating in the annual employee survey. Coordination is needed to assist the North Bethesda TMD in achieving and maintaining the traffic mitigation goal of the *North Bethesda/Garrett Park Master Plan*. The agreement must be made part of the Site Plan Enforcement Agreement for the proposed development.
- g. Construct Bou Avenue between Chapman and the lease line separating the subject site and the Montrose Crossing Phase III housing site. The street must be constructed per designs approved by MCDPWT, which may include a right turn lane on the north side, made possible by an additional dedication of five feet of right of way from the property on the north side of Bou. This requirement was originated as a condition of approval of the Montrose Crossing Site Plan for Phases I b and II, the Board on June 29, 1995.
- h. Conveyance of the right of way for Bou Avenue was required by condition of approval of the 1995 Montrose Crossing Site Plan, which required conveyance at time of 100% funding within four years of the street in the County's CIP program. Since the applicant is conveying the part of Nebel along its frontage and building Bou Avenue along with Nebel, the timing of conveyance of Bou will heretofore be determined by the 100% funding of the remainder of Nebel south of the subject property, to conform to the 1995 condition.
2. Bus Shelter
Applicant must enter into an agreement with MCDPWT for the construction of two prototypical, high-technology bus shelters to serve the Ride-On bus network in the immediate area. The specifications and locations of the shelters are subject to MCDPWT approval. The agreement must be made part of the Site Plan Enforcement Agreement for the proposed development.
3. MARC Station Site
- a. In the event that a decision is made by the County that the MARC station is to be located on the north corner of the site between Nebel Street Extended and the property line, applicant must convey the property to Montgomery County for this purpose.
 - b. Applicant is required to enter into a shared parking space agreement with MCDPWT and MARC, in case a future MARC station is to be located at the north Corner of the site. The agreement must specify number and location of shared spaces and be made part of the Site Plan Enforcement Agreement.
4. Pedestrian Circulation
- a. Provide a crosswalk across Nebel Street to connect the proposed parking garage to the future MARC station.
 - b. Provide a crosswalk across the proposed driveway entrance to the loading area.
 - c. Provide a five-foot-wide concrete sidewalk along the west boundary of the site and a crosswalk connecting the proposed store to the existing stores in the adjacent shopping center.
 - d. Provide a crosswalk across the existing service driveway between the northwest corner of the subject site and the adjacent shopping center.
 - e. Construct an eight-foot-wide bike path along the east side of Nebel Street Extended to Chapman Avenue.

2. Building Façade

- a. Break up the long, blank building facades with architectural treatments, such as glass, windows at the pedestrian level, projections, and indentations.
- b. Incorporate metal trellis and plant materials into the façade design of the proposed parking garage.
- c. The exterior building materials of the proposed parking garage must match those of the main building.

3. Landscaping

- a. Provide a mix of shade and evergreen trees between the proposed garage and Nebel Street Extended.
- b. A minimum of 5 percent of the top deck area of the garage must be landscaped with shade trees.
- c. Provide additional landscaping in the loading area created by reducing the width of the driveways and maneuvering areas.

4. Lighting

Reduce the lighting level for the top deck of the parking garage in accordance with the IESNA standards to minimize the impact of lighting on the future residential development to the northwest of the garage.

5. Loading Area

- a. Combine the proposed two driveway entrances to the loading area into one.
- b. Reduce the paved areas needed for loading operations and truck maneuvering.

6. Sign

- a. The proposed pylon sign must be setback from the street at least 25 feet.
- b. The height of the pylon sign must not exceed 26 feet as permitted by Article F of the Zoning Ordinance.

7. Forest Conservation Plan

The final Forest Conservation Plan must provide for the possibility that the area designated as tree-save might be used for a MARC station, i.e. additional off-site reforestation would be required in that event.

Additional Conditions for Site Plan 8-01002A:

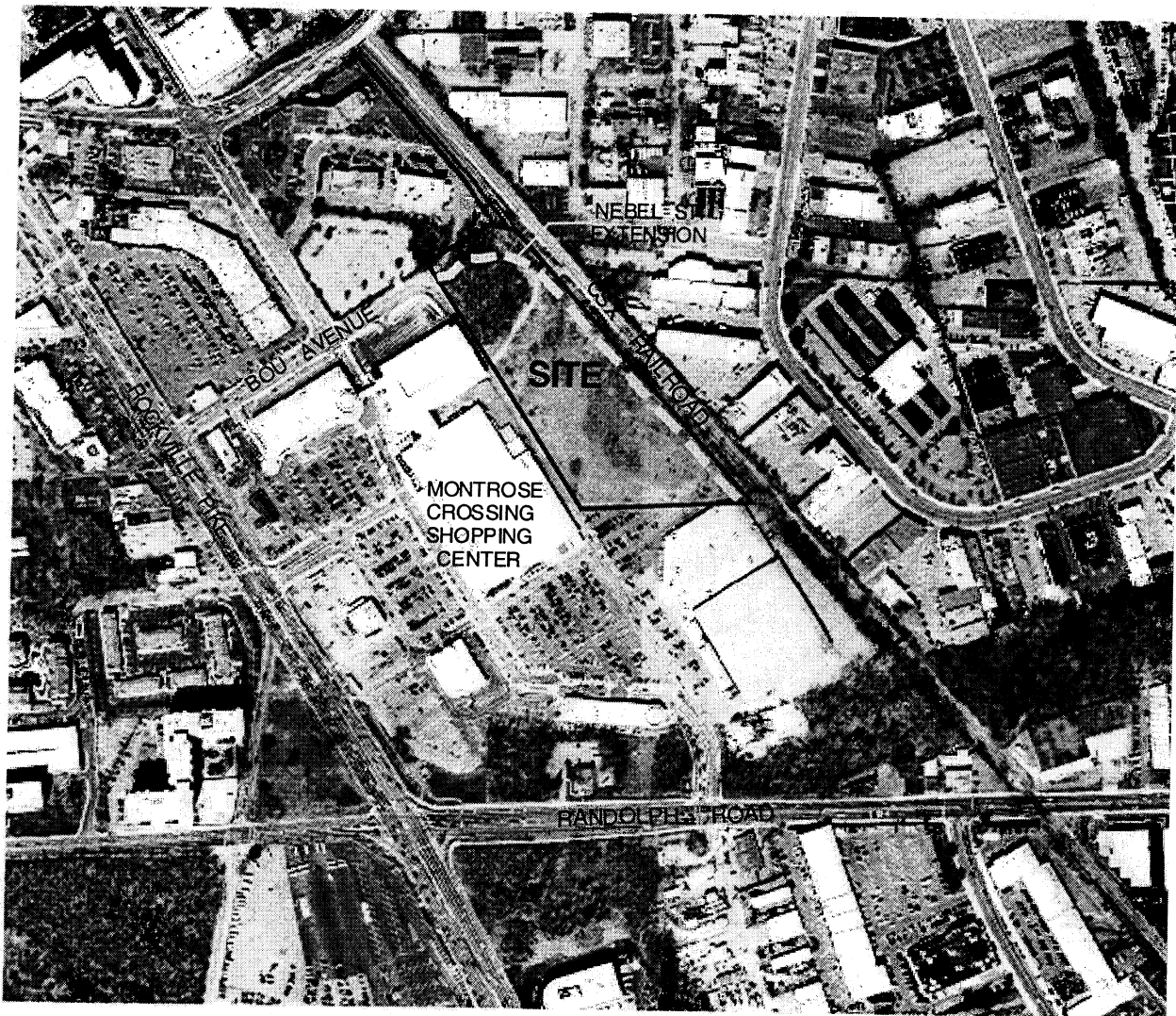
- 1. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to approval of the signature set as follows:
Development Program to include a phasing schedule as follows:
 - a. Landscaping associated with each parking area, drop off area, and/or building shall be completed as construction of the facility is completed.
 - b. Sidewalks, street trees, and pedestrian pathways associated with the building shall be completed with the construction of the buildings.
 - c. Clearing and grading to correspond to minimize soil erosion.
 - d. Phasing of conveyance of Nebel, stormwater management, sediment/erosion control.
- 2. Signature set of site, landscape/lighting and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 - a. Limits of disturbance;

- b. Methods and location of tree protection;
 - c. Conditions of DPS Stormwater Management Concept approval.
 - d. Note stating the M-NCPPC staff must inspect tree protection devices prior to clearing and grading;
 - e. The development program inspection schedule.
 - f. Revisions to the site, landscape and lighting plans to address other site plan conditions.
3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.
 4. No clearing or grading prior to M-NCPPC approval of signature set of plans.

PROJECT DESCRIPTION: Surrounding Vicinity

The site is located approximately 750 feet north of Randolph Road, 900 feet east of Rockville Pike. It is bounded by the CSX tracks on the east, the City of Rockville on the north, the Montrose Crossing Shopping Center on the west and the Levitz furniture building and parking lot on the south. The eastern terminus of Bou Avenue provides access to the existing service drive or “alley” behind the shopping center, and this alley runs along the western property line of the subject site. Nebel Street is Master Planned to parallel the CSX right-of-way and extend from Randolph Road to the existing terminus of Bou Avenue.

The existing adjacent shopping center and the subject site share the same recorded lot and RMX-3C zoning approval. The zoning approval of the shopping center included the required 150-unit high-rise housing site, which has yet to undergo Site Plan review. The housing is to be located adjacent to the northwest corner of the subject site, on the south side of Bou Avenue.

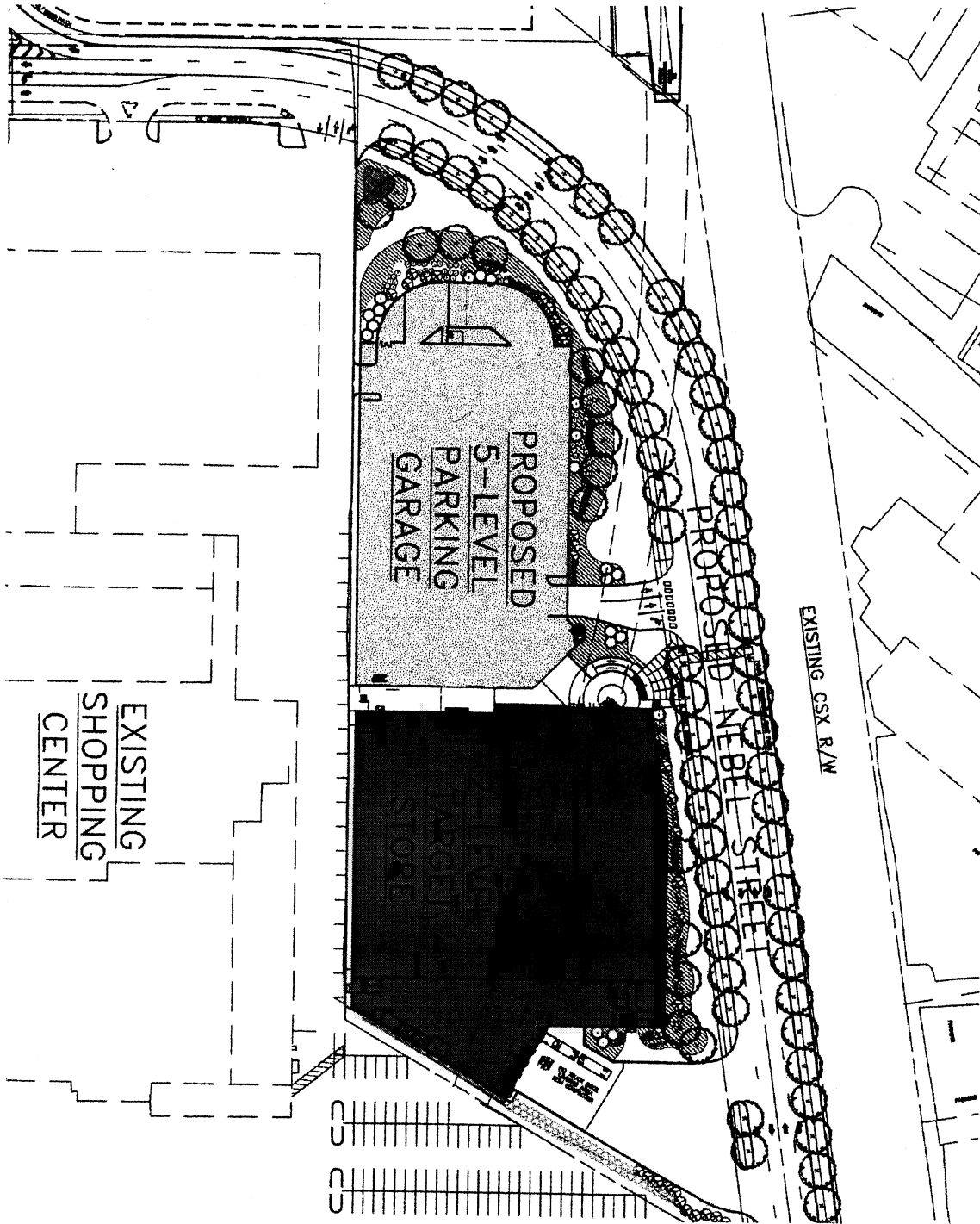


PROJECT DESCRIPTION: Site Description

The 7.66-acre site is currently undeveloped. The Metro tracks arc across the subject property from the northeast to the south, underground. The site is relatively flat, gently sloping toward the CSX railroad to the east. There are two small areas with slopes between 15 and 25 percent at the north end of the property near the entrance to the existing Metro tunnel. There are no wetlands, floodplains, or streams on the property. There is 2.23 acres of forest on the northern end of the property. There are five trees greater than 24 inches diameter and no trees greater than 30 inches diameter on the property. The forest is dominated by eastern cottonwood and black locust trees. The remainder of the site is either mowed grass or old fields.

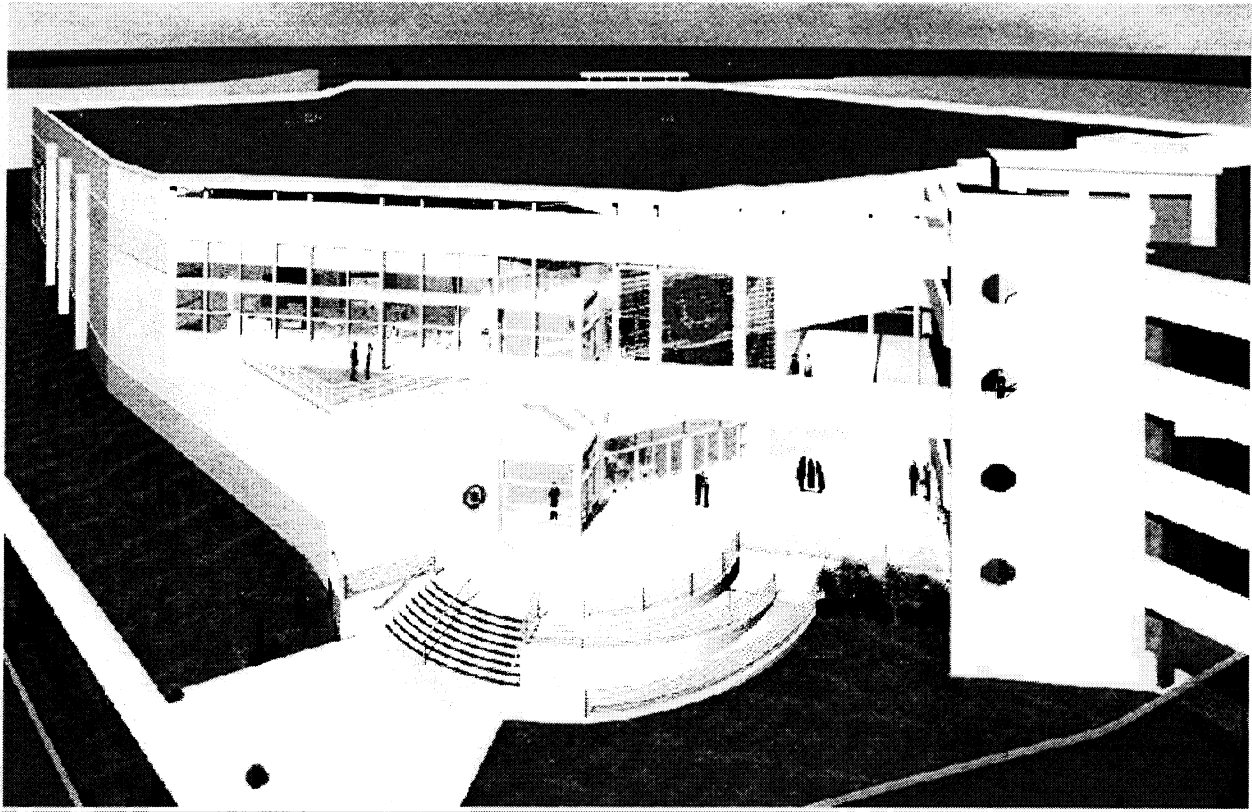


PROJECT DESCRIPTION: Proposal



Retail Store

The subject plans propose a two-story, 146,168-square-foot Target store. The store would be served by a five-level parking garage on the northern part of the site. The garage would be accessed from the existing service drive at one point along the west property line, and from Nebel Street extended on the east. Loading would be located in the southeast corner, accessed from Nebel Street with two driveway entrances. The required ten percent green area is along the Nebel frontage.



Nebel Street Extension

The applicant has no obligation to construct Nebel Street, by virtue of the prior recording of the lot, but must construct at least half the width for its own access along its frontage. Therefore the applicant proposes to dedicate the full, 80-foot right-of-way and construct the full width of Nebel Street, in partial fulfillment of the zoning requirement to provide adequate amenities and facilities to support the proposal. The County will reimburse the applicant for the construction of the eastern half of the road. The road construction would include a five-foot-wide concrete sidewalk on the west side of the street and an eight-foot-wide pedestrian/bike path on the east side. Street trees would also be provided on both sides of the street.

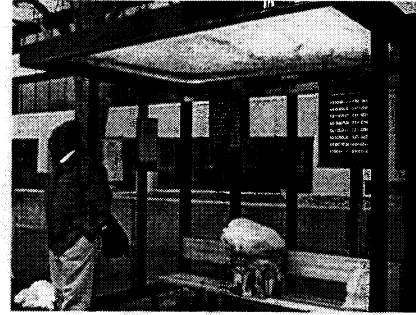
Forest Conservation/Stormwater Management

The plans propose to remove 1.84 acres of forest and meet the forest conservation law requirements by providing 1.65 acres of forest off-site and the remainder on-site. Storm water is handled with on-site underground storage for quantity control and on-site separator sand filter for quality control. Existing utilities serving the adjacent shopping are in the service drive adjacent to the site's western property line.

Bus Shelter

In addition to the construction of Nebel Street, the applicant proposes to provide two, prototypical, high-technology bus shelters to serve the Ride-On bus network in the immediate area. The main feature of the

system is the ability of the shelter to accurately predict and communicate the arrival time of the next bus. It does this via a fiber-optic connection to a location which monitors individual buses' locations by satellite. In addition to this feature, the shelters are heated by infrared heat. The applicant has been working with MCDPWT on the locations for these prototypes; one will likely be within a few blocks of the subject site, near Bou Avenue on Rockville Pike, the other to be determined.



Future MARC Station

Two other facilities are contemplated tentatively but are ultimately dependent upon future decisions by others on the location of a future MARC station in the area. The Master Plan contemplates the installation of this facility possibly on the northeastern corner of the subject property, but the location will ultimately be largely determined by MARC. Two other locations are currently being considered, one at the Twinbrook Metro station and another closer to Montrose Road. The applicants are willing to dedicate the north corner if it is needed, and a condition of approval has been included accordingly.

Second, several parking spaces may be needed for the MARC station, and they won't fit on the possible site. The applicant has agreed to share twenty garage spaces in the event they are needed for MARC riders; this is possible because the MARC spaces will only be needed when the garage is not fully occupied by Target customers. A condition of approval reflects this possibility.

PROJECT DESCRIPTION: Prior Approvals

Project Plan 9-01003 was approved by the Planning Board with conditions on January 4, 2001 for a Home Depot store at the subject site. On February 15, 2001, Site Plan 8-01002 for the store was approved by the Planning Board with conditions. Home Depot later decided it would not proceed due to difficulties and expenses involved in the project. Target, Inc. acquired the project in 2002 and filed Project Plan and Site plan amendment applications with the Planning Board to build a Target store on the site. The public hearing for Project Plan amendment 9-01003A was continued from January 9 to January 16, 2003.

ANALYSIS:

Conformance to Master Plan

The subject property is located in the North Bethesda/Garrett Park Master Plan and is discussed as part of the Montrose Crossing property. At the time that the Plan was adopted, the property was zoned I-1 and C-2. The Plan recommended that the entire property be rezoned to a new RMX zone providing for Residential-Mixed Use development with a Commercial base. The property was comprehensively rezoned to RMX-3C, which is consistent with the Master Plan.

The Master Plan envisioned mixed-use development, including residential and office components, while recognizing that there was substantial retail development already existing on this site. The Plan recommends a maximum FAR of 0.5 with a limit of 25 percent gross floor area devoted to office use and a minimum of 150 dwelling units for the entire Montrose Crossing development. The Plan recommends that the most intensive uses, including residential and office uses, be located in the vicinity of the proposed MARC station (northeast corner of the property.)

The Montrose Crossing shopping center redeveloped in the mid-nineties and the approved plans include 150 dwelling units in the northeast quadrant of the property (located to the north of the existing parking structure). These units have not yet been built. Last year, a site plan and project plan amendment were approved by the Planning Board for a Home Depot to be located on the subject site.

The Applicant proposes to honor the previous agreements with DPWT regarding streetscape, dedication of right-of-way and land for future MARC rail station, and provide public amenities supporting transit usage in the area.

Environmental Planning

Forest Conservation- There is 2.23 acres of forest on the northern end of the property. There are five trees greater than 24 inches diameter and no trees greater than 30 inches diameter on the property. The forest is dominated by eastern cottonwood and black locust trees. The remainder of the site is either mowed grass or old fields. The applicant is proposing to remove 1.84 acres of forest and meet the forest conservation law requirements by providing 1.65 acres of forest off-site and the remainder on-site.

Lighting- The lighting levels proposed for the parking garage are excessive. The first floor of the parking structure has an average of 10.33 foot candle (fc) and IESNA recommends 5 fc. The maximum value is 24.9 fc. On the upper floors the average fc is 4.55 and IESNA recommends 2 fc. The maximum value is 10.3 fc. The Environmental Planning staff recommends lower lighting levels for the garage, especially on the top deck.

Transportation

At the time Project Plan 9-01003 and Site Plan 8-01002 for Rockville Home Depot were originally approved, the property was located on a portion of a registered loophole property, part of Parcel "A". The site is in the North Bethesda Policy Area that was and still currently is in moratorium for non-residential development. The transportation analyses for the development were updated from the previous February 2, 2001 memorandum for Site Plan 8-01002. The site-generated traffic, calculated critical lane volumes, and equivalent number of jobs were revised to reflect the proposed Target store of 147,990 gross square feet compared with the previously approved 154,951 square feet of a home improvement superstore including an outside garden center/seasonal sales area. Please see attachment D (Transportation Planning staff memo dated January 9, 2003) for a detailed traffic analysis for the proposed development and recommended conditions.

Building Setback Reduction

The minimum building setback from the street in the RMX-3C zone is 25 feet. The building setback as shown on the proposed plans varies from 20 to more than 80 feet. Section 59-C-10.3.8 of the Zoning Ordinance provides that the Planning Board may reduce the minimum setbacks, no greater than 50 percent, upon a finding that trees or other features on the site permit a lesser setback without adversely affecting development on an abutting property. The proposed building is located across street from CSX railroad tracks. A setback reduction of 5 feet at two corners of the buildings would not have significant impact on the abutting properties. Staff recommends approval of the requested setback reduction.

Conformance to Development Standards

Development Standard	Permitted/ Required	Proposed
Gross Tract Area (ac)		7.66
Net Lot Area (ac)		5.46
Gross Floor Area (GSF)		
Total RMX-3C property	1,300,000	596,234
Subject Site		147,990
Floor Area Ratio (FAR)		
Total RMX-3C property	0.5	0.35
Subject site		0.4
Building Height (ft.):		46
Green Space (% of net lot)		
Total RMX-3C property	10	13.3
Subject Site		17
Setbacks (ft.):		
From one family residential zoning	100	NA
From residential zoning other than one-family	50	NA
From any street	25	20 *
From abutting commercial or industrial zoning	25	NA

Parking:		
Office	18	
Retail	577	
Warehouse	<u>36</u>	
Total	631	726 **
Bicycle	20	20
Motorcycle	10	10

* Section 59-C-10.3.8 of the Zoning Ordinance provides that the Planning Board may reduce the minimum setbacks, no greater than 50 percent, upon a finding that trees or other features on the site permit a lesser setback without adversely affecting development on an abutting property.

** Including 20 spaces per lease agreement with Giant and 20 spaces to be shared with the future MARC customers.

FINDINGS

Project Plan Review:

- (a) *The proposal complies with all of the intents and requirements of the zone.*

The RMX-3C optional method of development accommodates mixed use development comprised of planned retail centers and residential uses at appropriate locations in the County. This method of development is a means to encourage development in accordance with the recommendations and guidelines of approved and adopted master plans. The RMX-3C zone is intended primarily for sites where there is existing commercial development that is suitable for substantial expansion or redevelopment with mixed uses, and the majority of this property is occupied by the Montrose Crossing shopping center. As such, a special set of procedures is required to ensure an orderly process for such development.

Approval of the optional method of development is dependent upon the provision of certain public facilities and amenities by the developer. The requirement for public facilities and amenities is essential to support the mixture of uses at the increased densities of development allowed in this zone.

The facilities proposed to be provided by this applicant include two prototypical, high-technology bus shelters to serve the Ride-On bus network in the immediate area, as described above; and the dedication and construction of about 1300 feet of the Master-planned northern extension of Nebel Boulevard, also described in the Project Description section. Given the marginal amount of proposed square footage which requires optional rather than standard method (no amenities required), the proposal is found to be adequate.

- (b) *The proposal conforms to the approved and adopted Master or Sector Plan or an Urban Renewal Plan approved under Chapter 56.*

The proposed development conforms to the approved North Bethesda/Garrett Park Master Plan as discussed in the Master Plan Conformance section above.

- (c) *Because of its location, size, intensity, design, operational characteristics and staging, it would be compatible with and not detrimental to existing or potential development in the general neighborhood.*

The retail use and the building type and scale are very similar to the auto-related retail facilities found throughout the Rockville pike area in general and on the Montrose Crossing site in particular. The uses along Bou Avenue are predominantly commercial as well. The store will be buffered from uses to the east by the rail lines.

- (d) *The proposal would not overburden existing public services nor those programmed for availability concurrently with each stage of construction and, if located within a transportation management district designated under chapter 42A, article II, is subject to a traffic mitigation agreement that meets the requirements of that article.*

See the attached Transportation Planning staff memorandum for details.

- (e) *The proposal will be more efficient and desirable than could be accomplished by the use of the standard method of development.*

Standard method commercial projects in the RMX-3C zone must comply with the standards and requirements of the standard method of development in the C-2 Zone, as contained in Sections 59-C-4.351 and 59-C-4.353 through 59-C-4.355. A maximum floor area ratio of 0.3 is permitted under this form of development. This approach would have yielded C-2 type, auto-related development without the more intensive use (FAR 0.39) of the land or the amenities and facilities provided in this optional method proposal.

- (f) *The proposal will include moderately priced dwelling units in accordance with chapter 25A of this Code, if the requirements of that chapter apply.*

Not applicable.

- (g) *When a project plan includes more than one lot under common ownership, or is a single lot containing two or more CBD zones, and is shown to transfer public open space or development density from one lot to another or transfer densities within a lot with two or more CBD zones, pursuant to the special standards of either section 59-C-6.2351 or 59-C-6.2352 (whichever is applicable), the project plan may be approved by the Planning Board based on the following findings:*

- (1) *The project will preserve an historic site, building, structure or area as shown on the Locational Atlas and Index of Historic Sites or the Master Plan for Historic Preservation; and/or*
- (2) *The project will implement an urban renewal plan adopted pursuant to Chapter 56 of the Montgomery County Code; and/or*
- (3) *The project will result in an overall land use configuration that is significantly superior to that which could otherwise be achieved.*

Not applicable.

- (h) *The proposal satisfies any applicable requirements for forest conservation under Chapter 22A.*

There is 2.23 acres of forest on the northern end of the property. The applicant is proposing to remove 1.84 acres of forest and meet the forest conservation law requirements by providing 1.65 acres of forest off-site and the remainder on-site.

- (i) *As conditioned, the proposal satisfies any applicable requirements for water quality resource protection under Chapter 19.*

Not applicable.

Site Plan Review:

- 1. *The site plan is consistent with an approved development plan or a project plan for the optional method of development, if required.*

The Site Plan, with the recommended conditions, conforms to the amended Project Plan 9-01003A in land use, development program, site layout and provisions of public facilities. The RMX-3C optional method of development accommodates mixed-use development comprised of planned retail centers and residential uses at appropriate locations in the County. This method of development is a means to encourage development in accordance with the recommendations and guidelines of approved and adopted master plans. The RMX-3C zone is intended primarily for sites where there is existing commercial development that is suitable for substantial expansion or redevelopment with mixed uses, and the majority of this property is occupied by the Montrose Crossing shopping center. As such, a special set of procedures is required to ensure an orderly process for such development.

- 2. *The site plan meets all of the requirements of the zone in which it is located.*

See Project Data Table above. The uses proposed are permitted under sec.59-C-10.3.2.

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

- a. *Location of Buildings*

The two story configuration of the store and the five-level attached garage minimize the site area needed for this low-density, auto-oriented use. The buildings are pulled back from the street line, offering opportunities to aggregate landscaping along the frontage where it can have the maximum cosmetic effect.

- b. *Open Spaces*

The plan provides 56,000 square feet of green space between the buildings and the proposed Nebel Street. Stormwater management is handled in structures beneath the loading dock pavement and the proposed parking garages.

- c. *Landscaping and Lighting*

The landscaping is for the most part arrayed along the front of the structures for the dual purposes of beautification and screening, particularly along the long, blank building facades. Additional evergreen plant materials are needed to provide better screening along the front of the garage. The remainder of the landscaping softens the effect of the

back wall of the store and the loading dock area on the adjacent property to the south and southwest.

The lighting levels for the parking garage are excessive. The first floor of the parking structure has an average of 10.33 foot candle (fc) and IESNA recommends 5 fc. The maximum value is 24.9 fc. On the upper floors the average fc is 4.55 and IESNA recommends 2 fc. The maximum value is 10.3 fc. The Environmental Planning staff recommends lower lighting levels be provided for the garage, especially at the top level.

d. *Vehicular and Pedestrian Circulation*

Public facilities proposed to be provided by this applicant include two prototype high-technology bus shelters to serve the Ride-On bus network in the immediate area, as described above; the construction of Bou Avenue east of Chapman Avenue and the dedication and construction of about 1300 feet of the Master-planned northern extension of Nebel Street, also described in the Project Description section. A five-foot-wide sidewalk and an eight-foot-wide bike path will be provided on the west and east sides of Nebel Street Extended, respectively. A five-foot-wide concrete sidewalk extending from the northwestern corner of the proposed Target store to the front of the existing Giant supermarket in the shopping center is proposed to facilitate pedestrian circulation.

The loading area shown on the site is excessive. The proposed two driveway access points on Nebel Street Extended should be reduced to one point and the paved area for loading operations should be reduced to provide room for landscaping.

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

The proposed retail store is surrounded by existing commercial uses and railroad tracks. The already-approved housing component of the Montrose Crossing Site Plan is slated for the vacant northeast corner of the Montrose Crossing shopping center site. The housing may be built upon a garage, which will lift it above the level of the proposed Target parking garage. To be compatible with the future housing development, the lighting of the garage must be designed to minimize its impact on the future housing units and the top deck of the garage should provide landscaping.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

There is 2.23 acres of forest on the northern end of the property. There are five trees greater than 24 inches diameter and no trees greater than 30 inches diameter on the property. The applicant is proposing to remove 1.84 acres of forest and meet the forest conservation law requirements by providing 1.65 acres of forest off-site and the remainder on-site.

ATTACHMENT

- A. Planning Board Opinion for Project Plan 9-01003.
- B. Planning Board opinion for Site Plan 8-01002.
- C. Letter dated January 9, 2003 from Robert J. Spalding, the City of Rockville.
- D. Transportation Planning staff memo dated January 9, 2003.

MONTGOMERY COUNTY PLANNING BOARD

OPINION

DATE MAILED: **JANUARY 16, 2001**

PROJECT PLAN REVIEW #9-01003

PROJECT NAME: **ROCKVILLE HOME DEPOT**

Action: Approval with conditions. Motion to approve the application was made by Commissioner Holmes, seconded by Commissioner Bryant, with a vote of 3-0. Commissioners Perdue and Wellington were necessarily absent

The date of this written opinion is (which is the date that this opinion is mailed to all parties of record). Any party authorized by law to take an administrative appeal must initiate such an appeal, as provided in the Maryland Rules of Procedure, on or before February 16, 2001, (which is thirty days from the date of this written opinion). If no administrative appeal is timely filed, then this Project Plan shall remain valid until twenty-four months as provided in Section 59-D-2.7. (b).

On January 4, 2001 Project Plan Review #9-01003 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 on the testimony and evidence presented and on the staff report, which is made a part hereof, the Montgomery County Planning Board finds:

- (a) It would comply with all of the intents and requirements of the zone.
- (b) It would conform to the approved and adopted sector plan or an urban renewal plan approved under Chapter 56.
- (c) Because of its location, size, intensity, design, operational characteristics and staging, it would be compatible with and not detrimental to existing or potential development in the general neighborhood.
- (d) It would not overburden existing public services, as evaluated under the County's Loophole legislation as implemented by the Annual Growth Policy and legislation, nor those programmed for availability concurrently with each stage of construction and, if located within a transportation management district designated under chapter 42A, Article II, is subject to a traffic mitigation agreement that meets the requirements of that article.
- (e) It would be more efficient and desirable than could be accomplished by the use of the standard method of development.

- (f) It would include moderately priced dwelling units in accordance with chapter 25A of this Code, if the requirements of that chapter apply. N.A.
- (g) It would comply with applicable requirements for forest conservation under Chapter 22A.

Therefore the Montgomery County Planning Board APPROVES Project Plan 9-01003, which consists of 130,280 gsf retail use plus outdoor garden center and seasonal sales area, subject to the following:

1. Prior to Site Plan approval, obtain conditional approvals from MCDPWT and MARC of shared parking space agreement with applicant, in case parking is needed for a future MARC station at north corner of site. Agreement shall specify number and location of shared spaces.
2. Prior to Site Plan approval, obtain from MCDPWT resolution of need for an at-grade crosswalk from proposed Home Depot parking facility to possible future MARC station.
3. Prior to Site Plan approval, obtain written approval for location and specification of prototypical bus shelters from MCDPWT. DPWT to choose a location for a second bus stop which promises high passenger volume.
4. Conditionally commit, for a period of ten years from the date of this Opinion, to dedicate or otherwise convey to Montgomery County, the north corner of site outside Nebel ROW to public use, subject to County's decision to locate MARC station here
5. If feasible, eliminate PUE along Nebel in favor of wider landscaping strip; relocate any proposed utilities from said PUE to alley east of Montrose Crossing Shopping Center
6. Give State Highway Administration and Montgomery County Department of Public Works and Transportation notice of the Board's Opinion in this case and the proposal for subsequent Site Plan Review, six months prior to the issuance of building permit; and further, notify these parties again of the Board's Opinion in the matter of the subsequent Site Plan Review
7. Limit the Project Plan to a home improvement superstore of up to 154,951 square feet including and outdoor garden center and outdoor seasonal sales area.
8. Include in the future Site Plan Enforcement Agreement the restriction to the proposed land use described in the first recommendation, in lieu of a separate agreement with the Planning Board required for a registered loophole property.
9. Coordinate the design of Nebel Street with the Montgomery County Department of Public Works and Transportation's (DPWT) conceptual design in their Nebel Street Extension planning project.
10. Provide for a safe and adequate pedestrian crossing of Nebel Street connecting the proposed home improvement superstore and the possible future MARC station in the northeastern corner of the site.
11. To satisfy Policy Area Review as a registered loophole property, enter into an agreement with DPWT and the Planning Board to mitigate site generated trips by employees during the weekday morning peak period (7:00 to 9:00 a.m.) and the evening peak period (4:00 to 6:00 p.m.) by scheduling them not to:
 - a. Arrive between 7:00 and 9:30 a.m. and between 4:00 and 6:30 p.m.
 - b. Leave between 6:30 and 9:00 a.m. and between 3:30 and 6:00 p.m.
12. Contribute to the Montgomery County Capital Improvements Program (CIP) Project No. 509995, Conference Center Intersection Improvements. The project funds are for intersection improvements required to satisfy the conditions of Zoning Case No. G-745 by County Council in their Resolution No. 13-1411 on August 4, 1998, for the Montgomery County Conference Center.
 - a. Montrose Road – Randolph Road and Rockville Pike (MD 355): Construct a right-turn lane and second left-turn lane on eastbound Montrose Road.
 - b. Randolph Road and Parklawn Drive: Add a second southbound left-turn lane on Parklawn Drive at Randolph Road and convert the two northbound approach lanes on Parklawn Drive from a left-turn/through lane and a through/right-turn lane to an exclusive left-turn lane and a through/right lane.

13. Enter into an agreement with DPWT and the Planning Board to participate in the North Bethesda Transportation Management District (TMD). Participation includes appointing an employee transportation coordinator who would assist in disseminating information on transportation programs and services and participating in the annual employee survey. Coordination is needed to assist the North Bethesda TMD in achieving and maintaining the traffic mitigation goal of the North Bethesda/Garrett Park Master Plan.
14. Construct Nebel Street along the frontage of the property within a 70-foot right-of-way. The Applicant is responsible for construction of two lanes plus any required turning lanes, curb, street trees, and sidewalks on the west side of Nebel Street, full-width grading of the right-of-way, drainage, and storm water management. In addition, the applicant is responsible for their fair share cost for the remainder of the project, as determined by DPWT and the applicant. The fair share cost shall be negotiated on the basis of reasonable proportionality of traffic volume on Nebel Street (e.g., total projected volume versus Home Depot volume).
15. Related to DPWT's Nebel Street Extension planning project and the Maryland State Highway Administration's (SHA)'s interchange project at Rockville Pike and Montrose Road – Randolph Road and the CSX Tracks:
 - a. Give SHA and DPWT notice of the Planning Board's Opinion on the Site Plan Review.
 - b. Give SHA and DPWT notice of the Project Plan opinion six months prior to issuance of building permits.

REVISED OPINION

DATE MAILED: **May 29, 2001**
SITE PLAN REVIEW: **# 8-01002**
PROJECT: **HOME DEPOT ROCKVILLE**

Action: Approval subject to conditions. Motion was made by Commissioner Holmes, seconded by Commissioner Bryant, with a vote of 4-0, Commissioners Holmes, Bryant, Hussmann and Wellington voting for. Commissioner Perdue was necessarily absent.

The date of this written opinion is May 24, 2001. Any party authorized by law to take an administrative appeal must initiate such an appeal, as provided in the Maryland Rules of Procedure, on or before June 23, 2001. If no administrative appeal is timely filed, this site plan shall remain valid until the expiration of the project's APFO approval, as provided in Section 59-D-3.8.

On February 15, 2001, Site Plan Review # 8-01002 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 on the testimony and evidence presented and on the staff report, which is made a part hereof, the Montgomery County Planning Board finds:

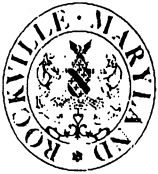
1. The Site Plan is consistent with the approved development plan or a project plan for the optional method of development, if required;
2. The Site Plan meets all of the requirements of the zone in which it is located;
3. The locations of the buildings and structures, the open spaces, the landscaping, the recreational facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient;
4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development;

5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

The Montgomery County Planning Board APPROVES Site Plan Review # 8-01002, which consists of 130,280 gsf of retail use plus outdoor garden center and seasonal sales area on 7.66 gross acres, subject to the following conditions:

1. Standard Conditions of Approval, dated October 10, 1995.
 - A. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to approval of the signature set as follows:
 - i. Development Program to include a phasing schedule as follows:
 - a. Landscaping associated with each parking area, drop off area, and/or building shall be completed as construction of the facility is completed.
 - b. Pedestrian pathways and seating areas associated with the building shall be completed with the construction.
 - c. Clearing and grading to correspond to minimize soil erosion.
 - d. Phasing of conveyance of Nebel, stormwater management, sediment/erosion control.
 - B. Signature set of site, landscape/lighting and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 - i. Limits of disturbance;
 - ii. Methods and location of tree protection;
 - iii. Conditions of DPS Stormwater Management Concept letter dated August 25, 1999;
 - iv. Note stating the M-NCPPC staff must inspect tree protection devices prior to clearing and grading;
 - C. No clearing or grading prior to M-NCPPC approval of signature set of plans.
2. Conditions of Transportation Planning staff memo dated February 2, 2001,
3. Conditions of DPS letter of June 7, 2000
4. Applicant to construct Bou Avenue between Chapman and the lease line separating the subject site and the Montrose Crossing Phase III housing site. The street shall be constructed per designs approved by MCDPWT, which may include a right turn lane on the north side, made possible by an additional dedication of five feet of right of way from the property on the north side of Bou. This requirement was originated as a condition of approval of the Montrose Crossing Site Plan for Phases 1 b and II, the Board on June 29, 1995.

5. Guarantee the construction of Nebel Street along the frontage of the property within an 80-foot ROW.. Applicant is responsible for financing the construction of two lanes plus any required turning lanes, curb, street trees, and sidewalks on the west side of Nebel Street, full width grading of the right-of-way, drainage and storm water management. In addition, applicant is responsible for its fair share of the rest of the project, as determined by DPWT and the applicant, to be negotiated on the basis of reasonable proportionality of traffic volume total traffic volume projected for completed Nebel Street.
6. Conveyance of the right of way for Bou Avenue was required by condition of approval of the 1995 Montrose Crossing Site Plan, which required conveyance at time of 100% funding within four years of the street in the County's CIP program. Since the applicant is conveying the part of Nebel along its frontage and building Bou Avenue along with Nebel, the timing of conveyance of Bou will heretofore be determined by the 100% funding of the remainder of Nebel south of the subject property, to conform to the 1995 condition.
7. MCDPWT approval of grade alignment and cross section of Bou Avenue prior to any clearing, grading or ground disturbance anywhere on the site.
8. The location and design of a crosswalk across Nebel to connect the garage to the future MARC station shall be included on the Signature Set. Such crosswalk shall have been conditionally approved by MCDPWT.
9. The final approved Forest Conservation Plan shall be amended as part of the Signature Set to provide for the possibility that the area designated as tree-save might be used for a MARC station, i.e. additional off-site reforestation would be required in that event.
10. Signature Set plans shall address and remedy the possible hazard of pedestrian shoppers crossing the Nebel entrance to the garage, namely that visibility of these pedestrians may be compromised by the sudden drop in light levels as drivers enter the garage.
11. Storm water quantity control structure below loading dock paving shall be located so as not to conflict with landscape screening flanking the loading dock entrances from Nebel.
12. Applicant shall enter into an agreement with MCDPWT for the construction of two prototype bus shelters, specifications and locations subject to MCDPWT approval.
13. Applicant to commit to entering into a shared parking space agreement with MCDPWT and MARC, in case parking is needed for a future MARC station at the north Corner of the site. Commitment shall specify number and location of shared spaces. Agreement shall be made part of the Site Plan Enforcement Agreement.
14. In the event that a decision is made within ten years that the MARC station is to be located on the north corner of the site between the Nebel ROW and the property line, applicant shall convey the property to Montgomery County for this purpose.
15. Applicant shall submit refined Landscape and Lighting plans for staff approval as part of the Signature Set.
16. MCDPWT approval of grade alignment and cross section of Nebel Street prior to any clearing, grading or ground disturbance anywhere on the site.



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Planning and Zoning Division
240-314-8220

Landlord Tenant
240-314-8219

January 9, 2003

Mr. Michael Ma
The Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Target-Rockville (Project Plan No. 9-01003-A and Site Plan No. 8-01002-A)

Dear Mr. Ma: *MICHAEL*

Thank you for the opportunity to comment on the subject proposal. The subject property is across Bou Avenue from the City of Rockville and within our Urban Growth Area. The City recognizes that our regulations and guidelines do not apply to this property. If they did apply, then the proposal would be too large and not permitted. However, we believe the big box guidelines provide a comprehensive guide that can be used to achieve the urban design goals of the North Bethesda Plan, particularly "to improve the pedestrian friendliness of streets, particularly near transit nodes."

In 1999 and 2000, the City of Rockville evaluated the impacts of big box retail stores and adopted regulations that prohibit single stores over 65,000 s.f. and guidelines (attached) for retail stores between 25,000 and 65,000 s.f. These guidelines address architectural treatment, pedestrian orientation, relationship of the building to the street, screening of loading facilities, etc. These guidelines were developed after reviewing similar guidelines from around the country.

While the proposed bike path, sidewalks and street trees improve the pedestrian friendliness, a 5-level parking garage and 270 feet of a windowless, 46-foot high masonry wall along Nebel Street do not achieve the goal. The City does not support the overall size of the store but recognizes that there is a valid approval for the site that permits this level of retail development. We also recognize that the removal of the outdoor storage area and the relocation of the store's entrance closer to Nebel Street are improvements over the plan for the Home Depot.

There are a number of techniques that can be used to meet the goals of the North Bethesda Plan. The City of Rockville recommends the following conditions for the subject application:

1. Modify the Nebel Street façade to:
 - a. Add more glass at the pedestrian level (lower 20 feet) – If the interior is not suited for standard windows then glass (mirrored glass is not recommended) can be added to the exterior.
 - b. Break up the plane of the building with projections, indentations, awnings, etc.

MAYOR
Larry Giammo

COUNCIL
Robert E. Dorsey
John F. Hall, Jr.
Susan R. Hoffmann
Anne M. Robbins

CITY MANAGER
W. Mark Pentz

CITY CLERK
Claire F. Funkhouser

CITY ATTORNEY
Paul T. Glasgow

- c. Increase screening of the parking garage by adding evergreen trees to the mixture of deciduous trees. Other architectural treatments on the garage façade should be incorporated to break up its mass.
2. Modify the entrance to the loading area to:
 - a. Narrow each entrance from 40 feet to 25-feet wide and mark the southern driveway for outbound and the northern driveway for outbound. If both driveways remain two way then they both should be narrowed from 40 feet to 30 feet. The excessive width reduces the pedestrian-friendly nature of Nebel Street.
 - b. Add crosswalks across both driveways to improve pedestrian safety.
 - c. Reduce the interior maneuvering areas to accommodate a standard tractor-trailer. A tandem tractor trailer was used as the design vehicle and results in an extremely large (over 17,000 square feet) maneuvering/loading area. Tandem tractor trailers are not commonly used in this area. The standard tractor trailer (WB-50) is a more typical design vehicle.
 - d. Increase landscape screening in the area created by reducing the width of the driveways and the reduced maneuvering areas.

Please let me know if you have any questions or would like clarification of the recommendations.

Sincerely,



Robert J. Spalding, AICP
Chief of Planning

cc: Harry Lerch



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

January 9, 2003

MEMORANDUM

TO: Mary Beth O'Quinn, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator
Transportation Planning

SUBJECT: Project Plan No. 9-01003-A
Site Plan No. 8-01002-A
Target - Rockville
North Bethesda Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject amended project plan and site plan. At the time the site plan was originally approved, it was located on a portion of a registered loophole property, part of Parcel "A". The site is in the North Bethesda Policy Area that was and still currently is in moratorium for non-residential development.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this project plan and site plan amendment:

1. Limit the site plan to a freestanding discount store of up to 147,990 gross square feet of retail or retail-related (i.e., office and warehouse) space.
2. Construct Nebel Street Extended along the frontage of the property:
 - a. Construct Nebel Street Extended within a 70-foot right-of-way and 10-foot public improvement easement on the west side (e.g., for a sidewalk). The

road should have 48-feet of pavement for four-travel lanes, and a 30-mile-per-hour horizontal curve design speed.

- b. Provide for a safe and adequate pedestrian crossing of Nebel Street Extended to connect the proposed freestanding discount store with the possible future MARC station in the northeastern corner of the site.
 - c. The applicant is responsible for construction of two lanes plus (1) any required turning lanes, (2) curb, street trees, and sidewalks on the west side of Nebel Street Extended, and (3) full-width grading of the right-of-way, drainage, and storm water management. In addition, the applicant is responsible for their fair share cost of the remainder of the project, as determined by the Montgomery County Department of Public Works and Transportation (DPWT) and the applicant. The fair share cost is now being negotiated on the basis of reasonable proportionality of traffic volume on Nebel Street Extended (e.g., total projected volume versus Target's volume).
 - d. Coordinate the design of Nebel Street Extended with DPWT's Phase II design in their Nebel Street Extended facility planning project.
3. Contribute to the Montgomery County Capital Improvements Program (CIP) Project No. 509995, Conference Center Intersection Improvements. The project funds are for intersection improvements required to satisfy the conditions of Zoning Case No. G-745 by County Council in their Resolution No. 13-1411 on August 4, 1998, for the Montgomery County Conference Center.
- a. Montrose Road - Randolph Road and Rockville Pike (MD 355): Construct a right-turn lane and second left-turn lane on eastbound Montrose Road.
 - b. Randolph Road and Parklawn Drive: Add a second southbound left-turn lane on Parklawn Drive at Randolph Road and convert the two northbound approach lanes on Parklawn Drive from a left-turn/through lane and a through/right-turn lane to an exclusive left-turn lane and a through/right lane.
4. Include in the Site Plan Enforcement Agreement the restriction to the proposed land use described in Recommendation No. 1, in lieu of a separate APF Agreement with the Planning Board required for a registered loophole property.
5. To satisfy Policy Area Review as an originally-approved registered loophole property, amend the Traffic Mitigation Agreement dated June 26, 2001, with previous applicant, Home Depot USA, DPWT, and the Planning Board, to replace Home Depot USA with Target. The agreement is to mitigate site-generated trips by employees during the weekday morning and evening peak periods by scheduling them not to:

- a. Arrive between 7:00 a.m. and 9:30 a.m. and between 4:00 p.m. and 6:30 p.m.
 - b. Leave between 6:30 a.m. and 9:00 a.m. and between 3:30 p.m. and 6:00 p.m.
6. Amend the agreement with previous applicant, Home Depot USA, DPWT, and the Planning Board to replace Home Depot USA with Target. The agreement is to participate in the North Bethesda Transportation Management District (TMD). Participation includes appointing an employee transportation coordinator who would assist in disseminating information on transportation programs and services and participating in the annual employee survey. Coordination is needed to assist the North Bethesda TMD in achieving and maintaining the traffic mitigation goal of the *North Bethesda/Garrett Park Master Plan*.

DISCUSSION

Refer to the attachment that includes the following Discussion Sections:

1. Site Location and Accesses
2. Registered Loophole Property Status
3. Prior Regulatory Actions
4. Master Plan Roadways and Bikeways
5. On-Going Roadway Improvements
6. Site-Generated Traffic
7. Congestion Levels at Nearby Intersections
8. Policy Area Review/Staging Ceiling Condition
9. Transportation Demand Management

The site-generated traffic, calculated critical lane volumes, and equivalent number of jobs were updated to reflect the proposed Target store of 154,951 gross square feet.

Attachment

EA:cmd

cc: Larry Cole
Shahriar Etemadi
Mary Goodman
Wes Guckert
Dan Hardy
Greg Leck
Harry Lerch
Peggy Schwartz
Holger Serrano

Attachment No. 1: Discussion

The Discussion Sections herein were updated from the previous February 2, 2001 memorandum for Site Plan No. 8-01002. The site-generated traffic, calculated critical lane volumes, and equivalent number of jobs were revised to reflect the proposed Target store of 147,990 gross square feet compared with the previously approved 154,951 square feet of a home improvement superstore including an outside garden center/seasonal sales area.

1. Site Location and Accesses

The site is specifically located in the southwest quadrant of the CSX railroad tracks and the unbuilt extension of Nebel Street (or generally located in the northeast quadrant of the intersection of Rockville Pike and Randolph Road). The unbuilt extension of Nebel Street would connect Randolph Road with Bou Avenue. The two site vehicular accesses to the parking garage are from Nebel Street and from Bou Avenue via the alley.

2. Registered Loophole Property Status

The original applicant proposed a building of more than 5,000 square feet on the specific subject site and overall site, Parcel "A". Parcel "A" at 12051 Rockville Pike in Rockville was registered as a loophole property with Registration No. 12290860 and Tax No. 135245. Therefore, a less strict APF test was required compared with a typical subdivision review.

As a registered loophole property, the impact of site-generated traffic at nearby intersections was only analyzed when the *additional* number of site-generated peak-hour trips is 50 or more than generated by previously-approved land uses after January 1, 1982, for non-residential retail uses. As discussed in Prior Regulatory Actions section below, such is the case for the original site plan. Therefore, a traffic study was required to satisfy Local Area Transportation Review (LATR) for the original site plan, Home Depot - Rockville. An updated traffic study was submitted to reflect the traffic generated by the new Target applicant.

For Policy Area Review in a moratorium policy area, an agreement was required to restrict the use to the original home improvement superstore of more than 5,000 square feet. The original site plan enforcement agreement included the land use restriction as discussed in Recommendation No. 5 and should be amended to reflect the current freestanding discount store applicant.

3. Prior Regulatory Actions

Site Plan No. 8-01002, Home Depot Rockville, was approved by the Planning Board on March 9, 2001, for a total of 154,951 square feet of a home improvement superstore (of 130,280 square feet) and an outdoor garden center/seasonal sales area (of 24,671 square feet).

Project Plan No. 9-01003, Home Depot Rockville, was approved by the Planning Board on January 4, 2001. Their recommendations were updated from a previous Transportation Planning memorandum dated December 28, 2000, to reflect the Planning Board's findings on the project plan in their written opinion dated January 16, 2001.

The overall site, Parcel "A", was owned by B.F. Saul Real Estate Investment Trust and then sold to GFS Reality. The specific subject site, as a portion of Parcel "A", was leased back to B.F. Saul Real Estate Investment Trust. The Planning Board held a public hearing on October 13, 1994, for Annexation Petition No. ANX 94-0119 to annex the specific site into the City of Rockville. At that time, the applicant proposed 117,000 square feet of general retail use. The specific subject site was never annexed.

The regulatory actions for the adjacent and remaining portion of Parcel "A" were as follows:

- a. The original Flagship Center consisted of 388,255 gross square feet of general retail uses.
- b. Building Permit No. 93-11-22-0061 was released on January 4, 1994 to add a front enclosure to the existing Giant Supermarket of 3,391 gross square feet. With the addition, the gross square feet of the Flagship Center was increased to 391,646.
- c. Project Plan No. 9-94003, Montrose Crossing (renamed from the Flagship Center), was approved by the Planning Board on February 2, 1995, for a net increase of 7,566 gross square feet of general retail uses. The net increase was equivalent to an addition of 14,355 gross square feet and removal of 6,789 gross square feet (or total of 399,212 gross square feet).
- d. Site Plan No. 8-95018, Montrose Crossing - Phase Ia, was approved by the Planning Board on March 2, 1995, for a net increase of 7,566 gross square feet of general retail uses. The net increase was equivalent to an addition of 14,355 gross square feet and removal of 6,789 gross square feet (or total of 399,212 gross square feet).

- e. Site Plan No. 8-95036, Montrose Crossing - Phases Ib and II, was approved by the Planning Board on June 29, 1995, for a net increase of 74,344 gross square feet of general retail uses. The net increase was equivalent to an addition of 115,684 gross square feet and removal of 41,340 gross square feet (or total of 462,599 gross square feet).
- f. Phase III of Montrose Crossing was for 150 high-rise apartments that are not covered by the loophole closure law.

4. Master Plan Roadways and Bikeways

In accordance with the *North Bethesda/Garrett Park Master Plan*, the master plan roadways and bikeways are as follows:

- a. Nebel Street is classified as a four-lane industrial/business street, B-5, with an 80-foot right-of-way and eight-foot multi-use Class I bikeway.
- b. Bou Avenue is not classified in the master plan.
- c. Chapman Avenue is classified as a four-lane business district road, B-4, with a 70-foot right-of-way. However, the segment of Chapman Avenue between Randolph Road and Bou Avenue was designed and built by the Montrose Crossing applicant as a 36-foot two-lane undivided road in accordance with their approved project plan and two site plans for Montrose Crossing.
- d. Rockville Pike is designated as a six-lane major roadway, M-61, with a 134-foot right-of-way and a Class I bikeway on the east side.
- e. Randolph Road is designated as a four-lane arterial, A-90, with a 100-foot right-of-way and an on-road Class II bikeway.

5. On-Going Roadway Improvements

The following roadway improvements are in planning, design, or construction now:

- a. The Montgomery County Capital Improvements Program (CIP) Project No. 509995, Conference Center Intersection Improvements

To satisfy the conditions of Zoning Case No. G-745, County Council's Resolution No. 13-1411 on August 4, 1998, funded the following intersection improvements as described in Recommendation No. 3 and the "Congestion Levels at Nearby Intersections" section below.

b. Montrose Parkway West:

Montrose Parkway West is an east-west arterial approximately parallel to Montrose Road. The Montgomery County Capital Improvements Program (CIP) Project No. 500311, Montrose Parkway West, is now funded for construction for the four-lane divided section between Montrose Road near Tower Oaks Boulevard and Executive Boulevard.

c. Interchange at Rockville Pike and Montrose Road - Randolph Road and the CSX Railroad:

The Maryland State Highway Administration's (SHA) is now reviewing Alternate 9 designs for this interchange project and will be starting detailed design. The limits of the detailed design study are from "Old" Old Georgetown Road to Maple Avenue.

The previous Home Depot applicant had coordinated with SHA interchange project at Rockville Pike and Montrose Road - Randolph Road and the CSX Railroad:

- 1) They gave notice to SHA and DPWT project managers regarding the Planning Board's Opinion on the Site Plan Amendment.
- 2) They gave notice to SHA and DPWT project managers regarding this Site Plan Amendment opinion six months prior to issuance of building permits.

d. DPWT's Congested Intersection Initiative projects:

1. Site No. 3a: Randolph Road and Nebel Street
2. Site No. 3bw: Randolph Road and Parklawn Drive (west)

Alternative designs are under study to integrate both intersections with SHA's interchange study at MD 355, Montrose Road - Randolph Road, and the CSX Railroad and DPWT's Montrose Parkway East and Randolph Road Facility Planning Projects. For the intersection of Randolph Road and Nebel Street, DPWT's Nebel Street Extended Facility Planning Project also is being evaluated for integration into the roadway network design. DPWT's CIP Project for the Conference Center intersection improvements at the intersection of Randolph Road and Parklawn Drive were put on hold until the other design plans for SHA and DPWT projects are finalized.

e. Montrose Parkway East:

Montrose Parkway East is an east-west arterial parallel to Randolph Road. The Montgomery County CIP Facility Planning Project, Montrose Parkway East, is now under facility planning.

f. Nebel Street Extended:

Nebel Street Extended is a north-south business district street connecting Randolph Road with Bou Avenue. The Montgomery County CIP Facility Planning Project, Nebel Street Extended, was completed and design funding was added to the CIP on November 26, 2002 as part of the "Go Montgomery" package.

Only the first two projects are fully-funded or have expenditures for construction within the next five years and can be considered in place for LATR (e.g., in the traffic study).

6. Site-Generated Traffic

As an amended site plan and project plan, a freestanding discount store of 147,990 gross square feet would generate 76 new (147 total) peak-hour trips during the weekday morning peak period and 326 new (627 total) peak-hour trips during the evening peak period. The site-generated traffic was determined from trip-generation rates for Land Use Code 815, "Freestanding Discount Store", in the Institute of Transportation Engineers' *Trip Generation Report*. Total trips include new (or primary), pass-by, and diverted trips. The motorists' primary purpose for new trips is to travel to this store to purchase discount items. Secondary trips are pass-by and diverted trips, which stop by the store where the motorists are already traveling on the road to other primary destinations.

In the table below, the traffic impact of a freestanding discount store of 147,990 gross square feet was compared with that of the previously approved home improvement superstore of 154,951 square feet.

Land Use: Type of Store	Peak-Hour Trips			
	Morning		Evening	
	New	Total	New	Total
Home Improvement	123	236	238	457
Freestanding Discount	76	147	326	627
Difference	- 47	- 89	+ 88	+ 170

During the weekday morning peak period, the proposed freestanding discount store generates fewer peak-hour trips than the previously approved home improvement superstore. The opposite occurs during the weekday evening peak period where the proposed freestanding discount store generates more peak-hour trips than the previously approved home improvement superstore. The difference between the number of peak-hour trips during weekday morning and evening peak periods can be attributed to the type of merchandise being sold by each store. A home improvement superstore would attract more persons in the morning including those working on construction projects needing materials for that day's project. A freestanding discount store would attract more persons in the evening shopping for general household items.

7. Congestion Levels at Nearby Intersections

An original traffic study dated May 15, 2000, was submitted to satisfy LATR for the previously-approved site plan because that land use generates 50 or more additional peak-hour trips during the morning and evening peak periods. A revised traffic study was submitted to determine the increase or decrease in the critical lane volume (CLV) values calculated using a freestanding discount store in lieu of the larger-sized home improvement superstore. Based on the revised traffic study, the resultant calculated CLV values at nearby intersections are shown in the table below with the difference in CLV values in parentheses.

At that time, the background traffic condition was analyzed without and with the traffic generated by the Montgomery County Conference Center (i.e., referred to as the "Center" in the table below). For four intersections during the morning peak period, the CLVs without the Center are more than the CLVs with the Center. At two intersections, the CLVs without the Center are more than the CLVs with the Center. The reasons are that the CLV calculations for the background with Center traffic condition includes the required Center's improvements as described below:

- a. Rockville Pike and Montrose Road/Randolph Road: Prohibit northbound left-turns from Rockville Pike and reassigning them to the westbound through movement on Randolph Road.
- b. Rockville Pike and Twinbrook Parkway/Rollins Avenue: Add a northbound right-turn lane on Rockville Pike.
- c. Randolph Road and Nebel Street: Construct an eastbound right-turn lane on Randolph Road.
- d. Randolph Road and Parklawn Drive: Improvement as described in Recommendation No. 3b.

Intersection	Peak Period	Traffic Condition					
		Existing	Background		Total		
			Without Center	With Center	Without Center	With Center Traffic	
						Center improved	Extra Improved
Rockville Pike and Twinbrook Parkway - Rollins Avenue	Morning	1,161	1,221	1,264	1,225 (-6)	1,268 (-6)	----
	Evening	1,392	1,472	1,430	1,510 (+10)	1,468 (+10)	----
Rockville Pike and Bou Avenue	Morning	1,315	1,343	1,386	1,344 (-7)	1,387 (-7)	----
	Evening	1,269	1,354	1,379	1,441 (+34)	1,465 (+34)	----
Rockville Pike and Montrose Road - Randolph Road	Morning	1,625*	1,872*	1,851*	1,874* (-3)	1,703** (-3)	----
	Evening	1,587*	1,849*	1,875*	1,881* (+6)	1,827** (+6)	----
Chapman Avenue and Twinbrook Parkway	Morning	690	755	755	767 (-19)	767 (-19)	----
	Evening	1,194	1,270	1,270	1,293 (-7)	1,293 (-7)	----
Chapman Avenue and Bou Avenue (shopping center access)	Morning	585	610	610	620 (-20)	620 (-20)	----
	Evening	657	685	685	780 (+14)	780 (+14)	----
Randolph Road and Maple Avenue	Morning	980	1,203	1,432	1,264 (-11)	1,499 (-10)	----
	Evening	1,149	1,253	1,343	1,414 (+25)	1,504 (+25)	----
Randolph Road and Nebel Street	Morning	879	1,111	1,231	1,128 (+8)	1,248 (+8)	1,156 (+8)
	Evening	1,140	1,417	1,553	1,457 (+24)	1,613* (+12)	1,407*** (+12)
Randolph Road and Parklawn Drive	Morning	1,349	1,597	1,459	1,603* (-3)	1,442 (-3)	----
	Evening	1,317	1,597	1,617*	1,616* (+2)	1,535 (+3)	----

As indicated with a single asterisk, three of the eight intersections exceed their CLV standard of 1,600. LATR is satisfied as follows:

- a. Rockville Pike and Montrose Road - Randolph Road: As indicated with a double asterisk, the site-generated traffic is mitigated with an increase in capacity provided by the improvement described in Recommendation No. 3a. Mitigation is when the CLV value in the total Center improved traffic condition is equal to or less than the CLV value in the background without the Center traffic condition.
- b. Randolph Road and Nebel Street: The original traffic study was first prepared for a home improvement superstore of 159,123 square feet before the Home Depot was reduced to 154,951 square feet. As indicated by the triple asterisk as a 154,951-square-foot superstore and 146,168 - gross-square-foot freestanding discount store, the identified improvement would have increased the capacity and resulted in decreasing the CLV condition less than the 1,600 standard from the total Center improved traffic condition to the total extra improved traffic. That improvement was a second northbound left-turn lane from Nebel Street onto westbound Randolph Road.
- c. Randolph Road and Parklawn Drive: The improvement described in Recommendation No. 3b increases the capacity and results in decreasing the CLV in the total Center improved traffic condition less than the 1,600 standard.

The change in CLV values ranges from 2 to 25 in parentheses and results in the same three intersections exceeding their CLV standard with the proposed freestanding discount store or the previously-approved home improvement superstore.

8. Policy Area Review/Staging Ceiling Condition

In the North Bethesda Policy Area, there are negative 2,810 jobs available under the *FY 2003 Annual Growth Policy* transportation staging ceiling as of December 31, 2002. The previously-approved retail use of 154,951 gross square feet (or 130,280 square feet of retail space) is equivalent to 387 jobs based on the multiplier of one job equals 400 square feet. The amended site plan is proposing another type of retail use of 147,990 gross square feet, which is equivalent to 370 jobs in the non-residential pipeline. As a previously-approved registered loophole property, a traffic mitigation program was and still is required to satisfy Policy Area Review as described in Recommendation No. 5.

9. Transportation Demand Management

This site is within the boundary of the North Bethesda TMD. As a commercial development, participation is required in the North Bethesda Transportation Management Organization (TMO) to assist the North Bethesda TMD in achieving and maintaining the 39% non-driver traffic mitigation goal for Stage II of the Master Plan development.

As discussed in Recommendation No. 6, participation would include designating a transportation coordinator to implement the planning and coordinating with the North Bethesda TMO staff, collecting data on results of the plan, and monitoring achievement of traffic mitigation as anticipated by the Master Plan. The North Bethesda TMO staff is available to provide transportation information, technical advice, and other forms of assistance normally provided by the TMO to sites within North Bethesda.

EA:cmd

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