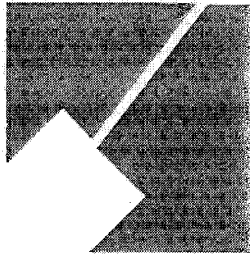


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MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

MCPB  
Item No. 10  
10-16-03

October 10, 2003

**MEMORANDUM**

TO: Montgomery County Planning Board

VIA: Richard C. Hawthorne, Chief *RC*  
Transportation Planning

FROM: Ronald C. Welke: 301-495-4533 for the Park and Planning Department *XW for RW*

SUBJECT: Pre-Preliminary Plan No. 7-04001  
North Bethesda Town Center or LCOR White Flint  
White Flint Policy Area

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**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the Adequate Public Facilities (APF) test related to this pre-preliminary plan and the approved Zoning Application No. G-801, LCOR White Flint:

Adequacy of Public School Facilities

Find that the public schools are adequate County-wide in accordance with the *Ceiling Elements* for the *FY 2004 Annual Growth Policy (AGP)* approved by County Council on July 8, 2003 and effective July 15, 2003.

Adequacy of Roads and Transportation Facilities

Approve the North Bethesda Town Center pursuant to the AGP's provision of Alternative Review Procedure for Metro Station Policy Areas, for purpose of roads and public transportation facilities under Section 50-35(k). This would be reflected in a detailed written agreement between Park and Planning, DPWT, and the applicant. This agreement would be executed after the Board approval of the preliminary plan, incorporating Board conditions of approval.

Under the Alternative Review Procedure for Metro Station Policy Areas, an applicant need not take any actions under Policy Area Transportation Review or Local Area Transportation Review (LATR) if an applicant agrees to the following:

1. Meet a trip reduction goal to reduce at least 50% of the number of vehicular trips attributable to the subdivision, either by reducing trips from the subdivision itself or from other occupants of the policy area (White Flint).
2. Participate in programs operated by, and take actions specified by, a transportation management organization (the North Bethesda Transportation Management District) to be established by County law for that policy area (or a group of policy areas including that policy area (White Flint) in order to meet mode share goals.
3. Pay an on-going annual contribution or tax to fund the TMO's operating expenses. The annual Transportation Management Fee for the North Bethesda Transportation Management District (TMD) has to be reestablished by the County Council for applicants of new multi-family residential and non-residential development as recommended in the *North Bethesda-Garrett Park Master Plan* and required under County Code 42A-25, Ridesharing.
4. Pay the applicable development impact tax without claiming any credits for transportation improvements.

The Planning Board must conduct a Comprehensive LATR for each policy area in which it approves a subdivision under this procedure and should specify for inclusion in the County's Capital Improvements Program (CIP) any transportation improvements needed to support that subdivision.

## **DISCUSSION**

### Adequacy of School Facilities

According to the current adopted *FY 2004 AGP*, the Planning Board must consider schools to be adequate countywide when reviewing subdivisions.

The *FY 2004 AGP*'s school test compares projected September 2008 enrollment to projected 2008 school capacity. The adequacy standard is that enrollment should not exceed 100 percent of capacity. If enrollment exceeds capacity, capacity in adjacent clusters must be considered. The North Bethesda Town Center project is located in the Walter Johnson cluster. At the middle and high school levels, projected 2008 enrollment is less than 100 percent of projected 2008 capacity. At the elementary level, projected 2008 enrollment is 3,019 students and projected 2008 capacity is 2,809 students -- a deficit of 210 students. This deficit does not cause the Walter Johnson cluster to go into moratorium because there is capacity for 355 students in the adjacent Bethesda-Chevy Chase cluster, and capacity for 57 students in the adjacent Richard Montgomery cluster.

## Adequacy of Roads and Public Transportation Facilities

The discussion below describes how the applicant proposes to satisfy the Alternative Review Procedure for Metro Station Policy Areas:

### 1. Trip Reduction Agreement

The applicant prepared and submitted a Draft Trip Reduction Agreement that was reviewed by the Transportation Planning and Montgomery County Department of Public Works and Transportation (DPWT) staffs. The key elements of Park and Planning and DPWT staff review are as follows:

- a. Phasing Plan: A phasing plan would be important for a balanced land use mix to promote the synergy between residential and commercial land uses. This synergy is necessary for the applicant's assumed consequential trip reduction. The applicant has claimed that a phasing plan cannot be developed due to uncertain future market conditions. Therefore, other trip reduction measures would be needed to replace the inherent synergy that mixed land uses would provide to achieve and maintain the 50% trip reduction goal.
- b. Monitoring of the Trip Reduction Goal and Interim Goals: The Draft Trip Reduction Agreement and Program proposed semi-annual monitoring to begin six months after occupancy of 50% of both the residential and non-residential development.

The applicant has subsequently agreed to quarterly monitoring with monthly monitoring in the event the peak-hour vehicular trips into and from the site exceed the Trip Reduction Goal as required in the *Traffic Mitigation Guidelines*. The monitoring can be performed by the current independent auditor under contract to Park and Planning.

The monitoring should begin when approximately one-third of the residential (one apartment tower) and office (two office buildings) development has been completed and occupied along with the internal transportation infrastructure. The earlier monitoring begins, the sooner the trip reduction measures can be adjusted for better effectiveness.

The applicant claims that a project of this magnitude may take ten years or more to be completely developed. As this development builds out, other trip reduction measures can be implemented to reduce the number of non-single-occupant-vehicle trips. Interim Trip Reduction Goals should be established as milestones towards achieving the required 50% Goal for the full build-out development.

- c. Parking Supply and Management: The applicant proposes to have market-rate parking for single-occupancy vehicles to encourage the commuters to use alternative transportation modes. Where parking is available at nearby off-site locations at below market-rates, the applicant's trip reduction measures would be less effective in reducing single-occupant-vehicle commutes. Park and Planning and County staff would work with the applicant to identify and take necessary actions to limit the use of these off-site parking areas. Occasional off-site monitoring may be required to determine the relative number of these vehicular trips.
- d. Commuter Assistance Program: Three of the trip reduction measures are a transit store contribution, office tenant leased provision, and internal shuttle. A transit store contribution of \$5,000 annually for 12 years or up to 500 square feet of space will be made at the County's option, to be used for any TMD-related purpose. Lease provisions related to the trip reduction program will be reviewed to ensure they can serve as meaningful backup to the basic program. In addition, the applicant will provide advance notice to the TMD when smaller tenants will be relocating to the site. The applicant has indicated the shuttle will operate during weekday morning and evening peak periods. The shuttle is intended to serve the access needs of those on-site and will be operated in such a way as to contribute to achievement of the development's trip reduction objectives.
- e. Security Instrument and Future Revision to Program: The issue of an appropriate mechanism to provide protection against non-performance by the applicant requires further exploration by the parties.

2. Comprehensive LATR

The future intersection improvements have been identified for funding with the required development impact tax and are as follows:

- a. Improvements identified if DPWT CIP Project 509337, Montrose Parkway East, is not funded for construction between Randolph Road and Veirs Mill Road:
  - 1. At Rockville Pike (MD 355) and Montrose Road - Randolph Road, add a fourth northbound through lane on Rockville Pike.
  - 2. At Randolph Road and Parklawn Drive, either (a) add a second northbound through lane and a second exclusive southbound through lane on Parklawn Lane or (b) add a third eastbound through lane on Randolph Road.
  - 3. At Montrose Road and East Jefferson Street, add a second northbound left-turn lane on East Jefferson Street.

b. Improvements identified not related to the Montrose Parkway East project:

1. At Rockville Pike and Twinbrook Parkway - Rollins Avenue, add a westbound exclusive right-turn lane on Twinbrook Parkway.
2. At Rockville Pike and Bou Avenue, add an eastbound exclusive left-turn lane on Bou Avenue and second southbound left-turn lane on Rockville Pike, plus change the signal phasing for the east-west approaches from split to concurrent.
3. At Rockville Pike and Old Georgetown Road, add an exclusive northbound right-turn lane on Rockville Pike and an eastbound through lane on Old Georgetown Road.

RCW:EA:kcw

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