

II. PROJECT DESCRIPTION AND SUMMARY OF ISSUES

This section of the report provides a brief description of the project plan for Montrose Crossing and a summary of the major issues. Section III of the report, FINDINGS, provides a more detailed analysis of the project and a discussion of the findings.

A. PROJECT DESCRIPTION

1. Application

This project plan is an application for the optional method of development in the RMX -3C zone. Montrose Crossing Inc. filed the complete application on December 8, 1994 (see Appendix).

The proposal is for the renovation and addition to an existing shopping center, located at the northeast quadrant of Rockville Pike and Randolph Road intersection. The final development will consist of approximately 467,306 square feet of retail (0.34 FAR) and 150 dwelling units. The existing center consists of 391,646 sf of retail of which 41,340 sf will be demolished. The net increase in retail will be 75,660 sf. The new development will be accommodated in two one-story retail buildings (phase Ia and Ib), a two-story retail building with associated structure parking (phase II), and a high-rise residential building (phase III). The proposal includes improvements within the adjacent SHA right-of-way, which will be leased to the applicant. These improvements include surplus parking spaces and public open space.

2. Site Conditions

The Montrose Crossing property is located within the North Bethesda-Garrett Park Planning Area, at the northeast quadrant of Randolph Road and Rockville Pike contiguous to the State-owned right-of-way for the former Rockville Facility. It is bordered on the east by the MARC railroad, to the west by Rockville Pike, and to the north by Bou Avenue. The extreme northeast corner of the site is contiguous to the Rockville City Limits. The property is virtually equidistant from both Twinbrook and White Flint Metro stations, and straddles the Metro line. The Metro tracks emerge from tunnel to surface at the northeast corner of the site, paralleling the MARC railroad to the north.

The site -approximately 31.68 acres - is a portion of a recorded lot known as parcel "A" of the Washington-Rockville Industrial Park, which includes additional land, leased to the B. F. Saul Real Estate Investment Trust, which is not part of this application. B.F. Saul is in the process of requesting annexation from the City of Rockville (Annexation Petition

ANX 94-0119). The Planning Board made recommendations on the petition at the October 13, 1994, hearing. The key recommendation was to defer annexation until this project plan was submitted to coordinate with Giant's development. This application also includes approximately 2.7 acres of land, currently owned by the State Highway Administration (SHA), which would be leased to the applicant.

The site is currently improved with single story structures of the shopping center and their associated parking lots. The current tenants include a furniture store, a grocery store, two restaurants, two banks, a garden center, a car wash, and retail outlets.

There are no bodies of water, water courses, areas within the 100-year flood plain, significant natural features, or buildings on the *Locational Atlas of Historic Sites* on the site. There are two contiguous forest stands on the SHA property; both are second and third generation and considered low priority.

3. Surrounding Land Uses

The subject site is surrounded by commercial development. The site is bordered by the B. F. Saul property, which is currently undeveloped, and the CSX right-of-way to the northeast. Randolph Road and SHA land form the southern boundary. Also to the south is The Montrose Schoolhouse, which is designated as a historic site on the Montgomery County Master Plan for Historic Preservation and is protected by the County Historic Preservation Ordinance. The building - built in 1909 - is one of the few remaining examples of early two-room schoolhouses in the County. The current occupant is a private environmental group that uses the structure for both office and retail space. Properties south of Randolph Road include low rise commercial and light industrial development. To the west is Rockville Pike, with confronting commercially developed properties. To the north, the site is bounded by Bou Avenue, with a confronting shopping center.

4. Proposed Amenities

The site is zoned RMX-3C, which would permit a maximum of 0.5 commercial FAR and 1,560 dwelling units under the optional method and 0.3 commercial FAR under the standard method. The proposal is for approximately 467,306 square feet of retail (0.34 FAR) and 150 dwelling units. The applicant will provide the following public facilities and amenities to support the increased density: streetscape improvements at Rockville Pike and Bou Avenue; two public open spaces off site; a bikeway; and paved crosswalks. These improvements amount to approximately 96,040 sf in addition to the required 11% green area (152,000 sf).

B. SUMMARY OF ISSUES

The following items summarize the issues in connection with the staff recommendations on Montrose Crossing. This discussion highlights some of the major staff concerns. A more detailed discussion of the issues is located in the FINDINGS section of this report.

1. Conformance with the Master Plan

The proposed development conforms with the objectives of the approved and adopted North Bethesda - Garrett Park Master Plan of 1992. The Plan encourages a mixed use project, which will be provided with this development. The Plan recommends a number of transportation improvements which will be implemented with this development. These include the extension of Chapman Avenue and the dedication of Nebel Street. The design guidelines in the Plan call for an urban open space, a gateway feature, a strong east west connection, a specific streetscape treatment along Rockville Pike, and the integration of Montrose School into an open space. All of these recommendations will be implemented with this proposal.

2. Transportation Improvements

Several transportation improvements will be provided with this project as recommended in the master plan and required to satisfy LATR at two failing intersections. Chapman Avenue will be constructed as a private street built to public business street standard to divert traffic from the intersection of Rockville Pike and Randolph/Montrose Road (see condition 2). If diversion cannot be demonstrated, an eastbound right-turn lane must be constructed from Montrose Road to southbound Rockville Pike. A third northbound approach lane must also be constructed on Parklawn Drive west at Randolph Road to be used as an exclusive left turn lane.

Nebel Street will be dedicated by the applicant at the time it is 100% funded in the CIP. The adjacent property, which is owned by Giant and leased to B.F. Saul, would also dedicate the right of way but would be severely impacted by that dedication. In order to facilitate the provision of Nebel Street, agreements would be necessary for the provision of a portion of the B.F. Saul parking on the subject site. Condition #4 calls for the two parties to enter into an agreement for the provision of the required spaces. This condition also reflects the fact that a portion of the Levitz building, which has a 39 year lease, is within the proposed right-of way. If dedication occurs prior to the expiration of the lease, Levitz's approval would be required. A temporary narrower street configuration along a short portion will be required to avoid modifications to the building (see figure 1)

An additional portion of Bou Avenue, from Chapman Avenue to Nebel Street will be dedicated at the time that Nebel Street is dedicated, as recommended in the master plan (see condition 5).

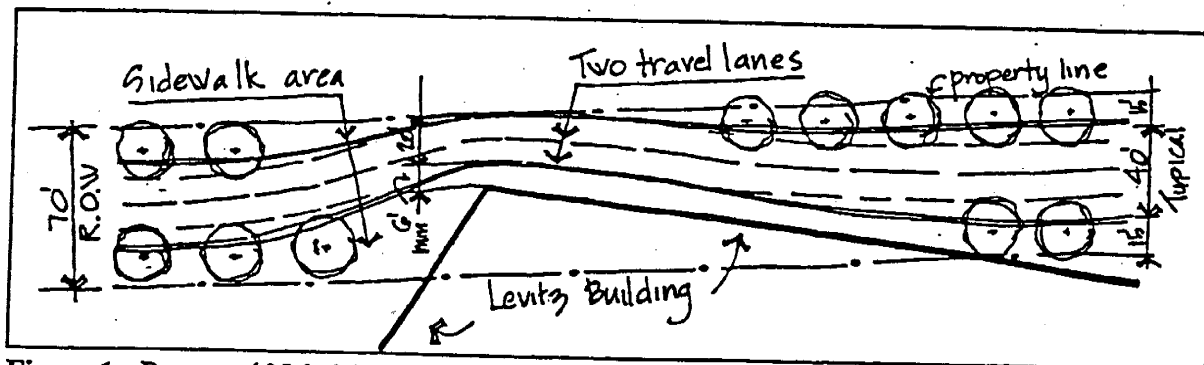


Figure 1 - Proposed Nebel Street right-of-way with a temporary narrower street configuration.

3. Lease Agreement with SHA

The applicant will be leasing a portion of the SHA right-of-way to the south of the property to accommodate public open space and additional parking. A lease agreement with the SHA will be required prior to site plan approval (see condition 6).

4. Green Area and Public Amenities

The site is zoned RMX-3C. This zone requires a minimum green area within the site as well as public facilities and amenities, which may be provided on or off site. The required minimum green area is 10% of the lot area for the commercial area and 20% for the residential site, or a total of 151,942 sf (app. 11%). This requirement is met through the provision of the following:

- a. landscaped areas within the parking lots (which are also required in Section 59-E-2.73 of the Zoning Ordinance);
- b. sidewalks and setbacks;
- c. private residential open space;
- d. on-site streetscape (Chapman Avenue, Rockville Pike, and the East-West street); and
- e. on-site open spaces A and B.

Public facilities and amenities are also required in this zone to support the additional densities provided under the optional method of development and are therefore related to the intensity of the proposed development and are therefore related to the intensity of the proposed development. The proposed commercial density on the site is 0.34 FAR or 53,298 sf of development above the standard method. The residential component of 150 dwelling units would amount to 150,000 - 200,000 sf. In order to assess the equitable provision of amenities, staff has used the following tests and criteria: (i) a project plan must provide an enhanced pedestrian environment; (ii) a project plan must provide usable open spaces which would serve as public focal points; (iii) the provided amenities are not necessary for the normal function of the development, and (iv)

the total area of amenities is in general conformance with one of two numerical methods, which staff has developed to serve as a guide only (see appendix). Staff notes that it would be imprudent to rely solely on numerical analyses given the fact that different amenities vary in terms of costs (tangibles) and accrued public benefits (intangibles). Staff finds that, with the recommended conditions, this project plan would meet all these criteria. The following is a listing of the proposed public facilities and amenities.

On-Site Amenities

- a. Specially paved crosswalks (app. 18,500 sf).

Off-Site Amenities

- a. Rockville Pike streetscape (app. 23,000 sf);
- b. Bou Avenue streetscape (app. 9,300 sf);
- c. Chapman Avenue section within SHA land (app. 12,200 sf)
- d. Open space B (app. 34,000 sf);
- e. The Gateway Feature (app. 4,400 sf)

5. The Street System

The project is laid out in a grid system, which creates more direct pedestrian routes and provides for logical potential future additions. Chapman Avenue Extended, which runs parallel to Rockville Pike, will be designed similarly to a public business street with two clear travel lanes and two parallel parking lanes. It will function as the main street on the site. It will be tree lined and provide adequate sidewalks (see-condition 8). The East West Street, which runs parallel to Randolph Road, would also have attractive, continuous sidewalks on both sides (see condition 9).

Several of the project plan conditions pertain to the provision of required setbacks and the design of the streetscape within the existing perimeter streets. Since this project will not go through the subdivision process, dedications cannot be required at this time. However, all setbacks along Bou Avenue must be provided in accordance with the recommended right-of-way (see condition 11). Staff recommends a 50% waiver of the residential building setback requirements in finding that it will not create adverse impact on adjacent properties. The Rockville Pike streetscape must be adjusted to conform with the master plan recommendations (see condition 10).

6. The Open Spaces

Four public open spaces, two on-site are proposed with this project. The staff conditions are aimed at making these spaces more accessible, functional, visible, and activated by the adjacent buildings as well as clearly linked via a major pedestrian spine (see figure 2). It is important to create an attractive continuum along Randolph Road which would

integrate the Historic Montrose School with the site and create direct axes and pedestrian connections among the various focal points.

Open Space A, adjacent to building A is an oval green area of approximately 4,400 sf which also serves as a traffic circle. The surrounding roadway should be specially paved so it is perceived as part of the open space and is better linked to the surrounding sidewalks and building. This open space should also be linked to building B (see condition 12).

Open space B, is located to the west of the Historic Montrose School, within the SHA right-of-way. It is partially covered by dense woods. The open area should be improved with seating and a significant lawn area. It should also include tree lined paths to create the desired North-South and East-West axes, which would link the open spaces along Randolph Road to the development.(see condition 13)

Open Space C is a triangular green area, measuring approximately 4,000 sf, adjacent to the Chapman Avenue sidewalk and south of building C. The proposed special paving within the surrounding roadway will link this space to both buildings C and D, which would activate it. This space should include a garden and seating.(see condition 14).

The Montrose Gateway, at the corner of Rockville Pike and Randolph Road, is proposed to have an impressive sculptural feature to anchor the gateway. The staff condition also calls for visual improvement to the adjacent air quality station as well as a pedestrian axis to the Montrose School (see condition 15)

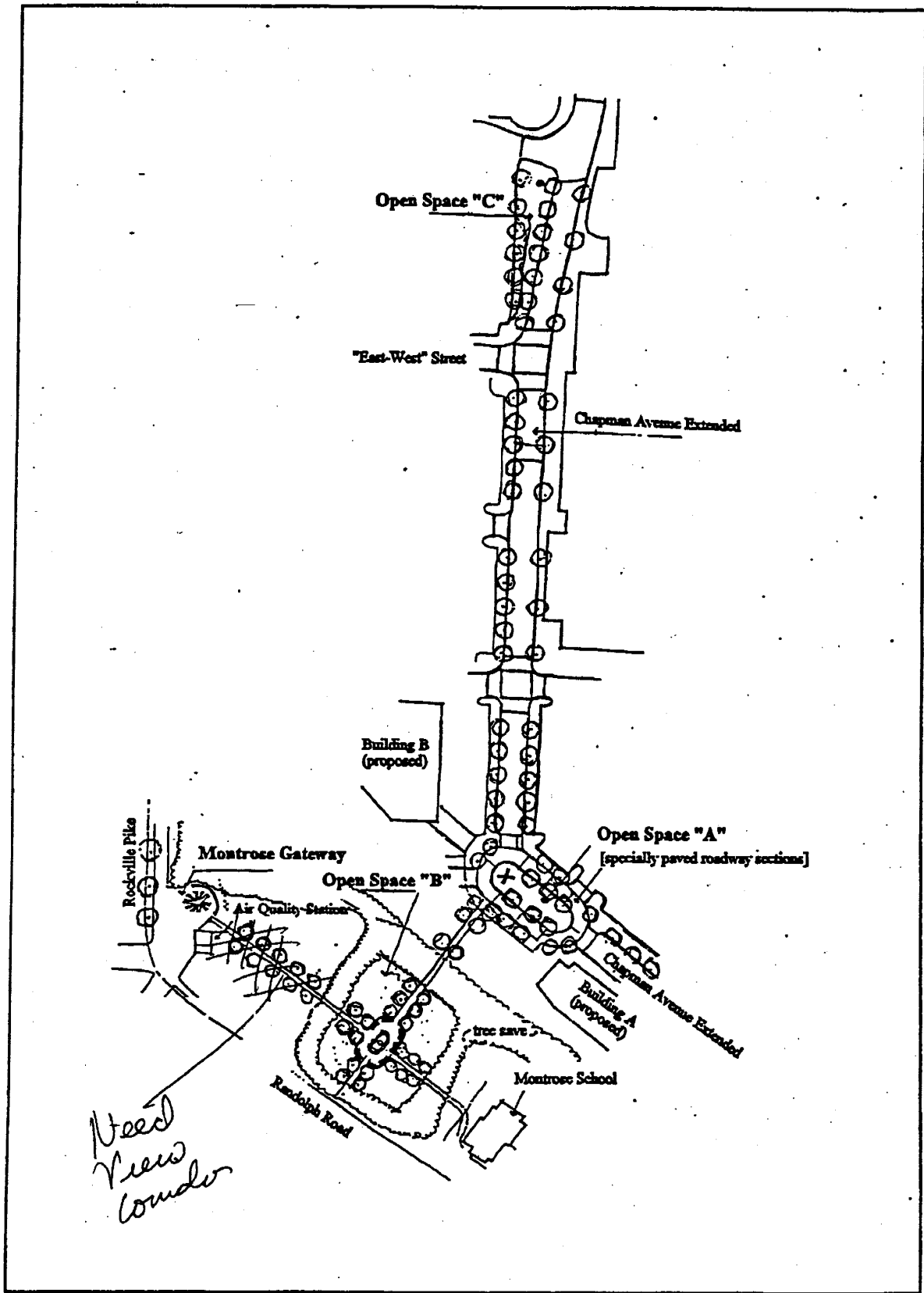


Figure 2 - The open space diagram

7. Parking

The minimum parking required for this development is 2,155 spaces. The applicant proposes the following:

- | | |
|---|--------------|
| 1. - Surface and deck parking on site | 2,155 spaces |
| 2. Surface parking within Nebel r.o.w | 66 |
| 3. - Surface parking within SHA leased land | 205 |

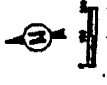
With 2,155 spaces on site (items 1 and 2), the applicant would meet the minimum requirement without the use of spaces within the Nebel right-of-way. The proposed spaces within the SHA right-of-way, which cannot be part of the basic requirement, would constitute excess parking and necessitate clearing of a densely wooded area. Staff recommends that the provision of spaces within that area be limited to approximately 100 in order to preserve a significant portion of the woods.

8. Building Scale and Compatibility Features

The proposed retail buildings will be of the general scale that is prevalent along Rockville Pike. The residential tower will be similar in heights to other towers in the general area such as the Pavilion to the west and the Forum to the south. The staff recommends a 50% waiver to the building setback requirement for Bou Avenue for the first four stories of the building, in finding that the resulting 30 ft area of sidewalk and setback would not adversely affect the adjacent property. However, the remaining floors of the tower must have a significant setback so as not to adversely impact the street environment nor obstruct the view to the adjacent B.F. Saul site (see condition 18).

C. ILLUSTRATIONS

The following pages include the revised illustrations provided by the applicant which delineate the design features of the project.



**LEASE AREA PLAN
MONTROSE CROSSING**

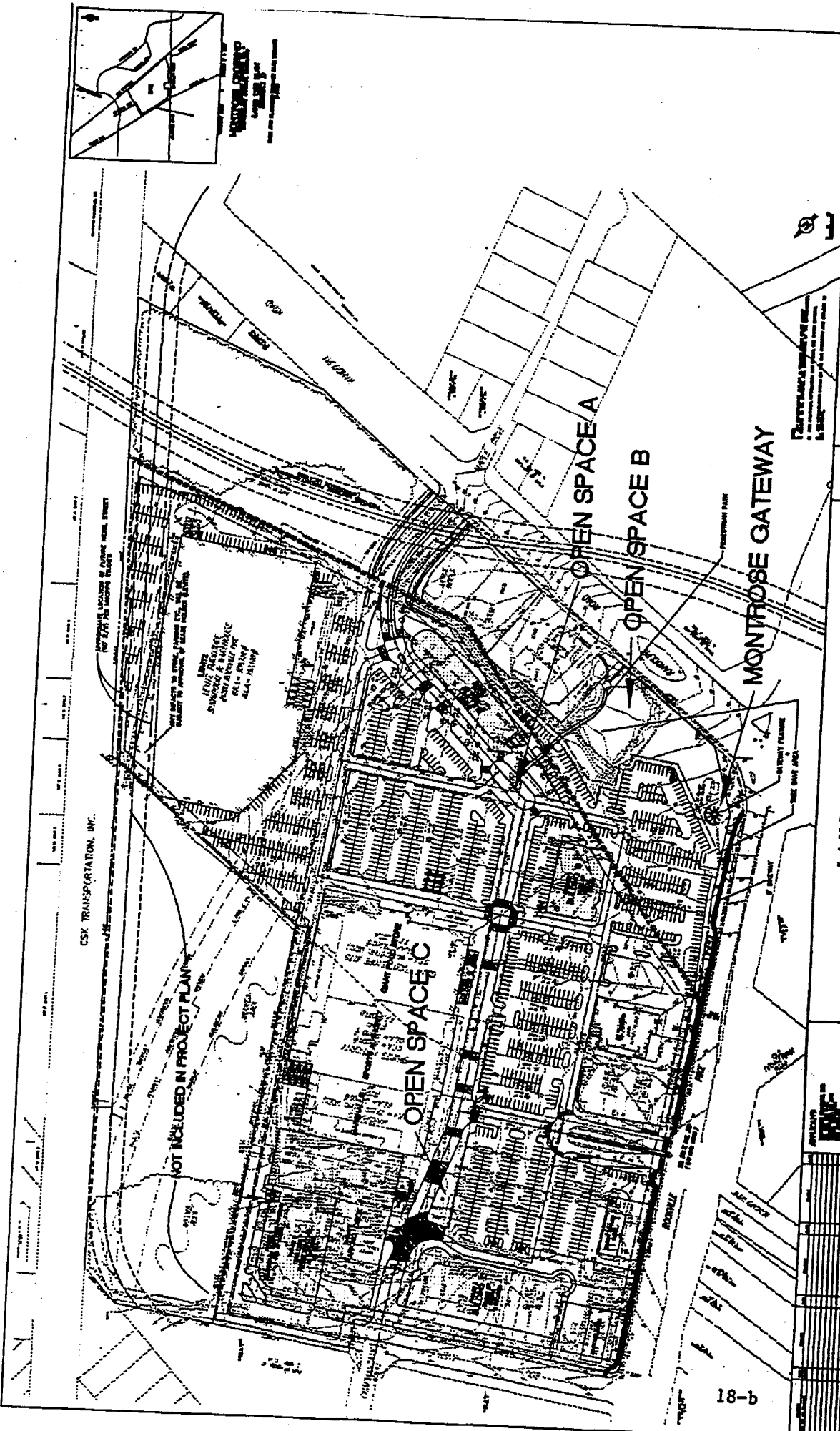
* GRADING ELEVATIONS WILL BE REQUIRED IN ADDITION TO THE LEASE AREAS SHOWN.

CSX TRANSPORTATION INC

PROPOSED WIDENING OF ENTRANCE ROAD LEASE AREA 24,457 SF

PROPOSED PARKING LEASE AREA 81,763 SF

PROPOSED ENTRANCE FEATURE LEASE AREA 5,377 SF



CSX TRANSPORTATION, INC.

NOT INCLUDED IN PROJECT PLAN

OPEN SPACE C

OPEN SPACE A

OPEN SPACE B

MONTROSE GATEWAY

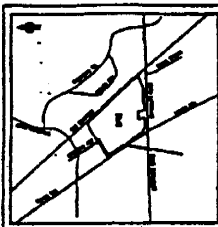
LAND USE PLAN



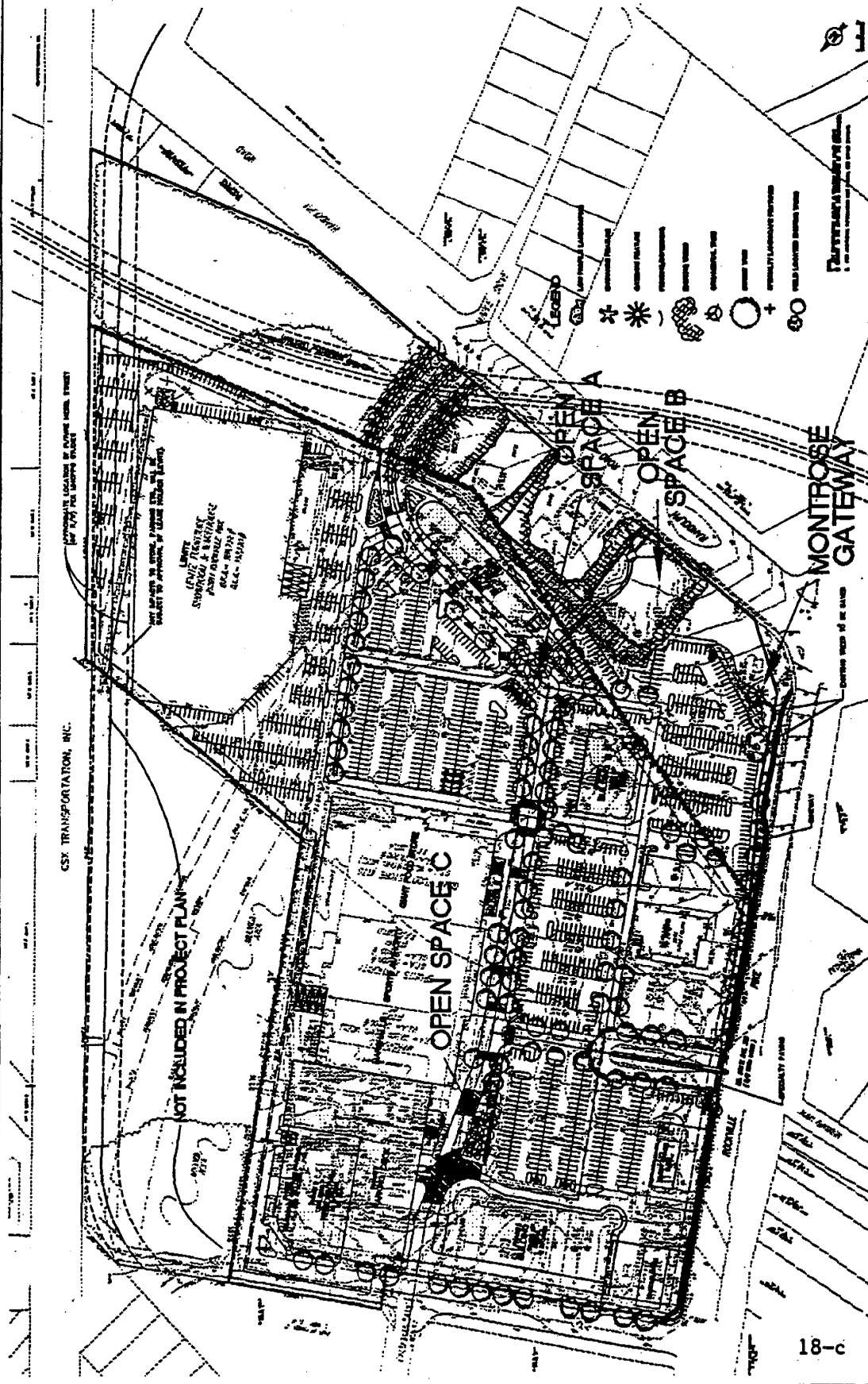
MONTROSE CROSSING

IRSA

DATE	DESCRIPTION



MONTEPOSE CROSSING
 CONCEPTUAL LANDSCAPE PLAN
 FOR THE MONTROSE CROSSING



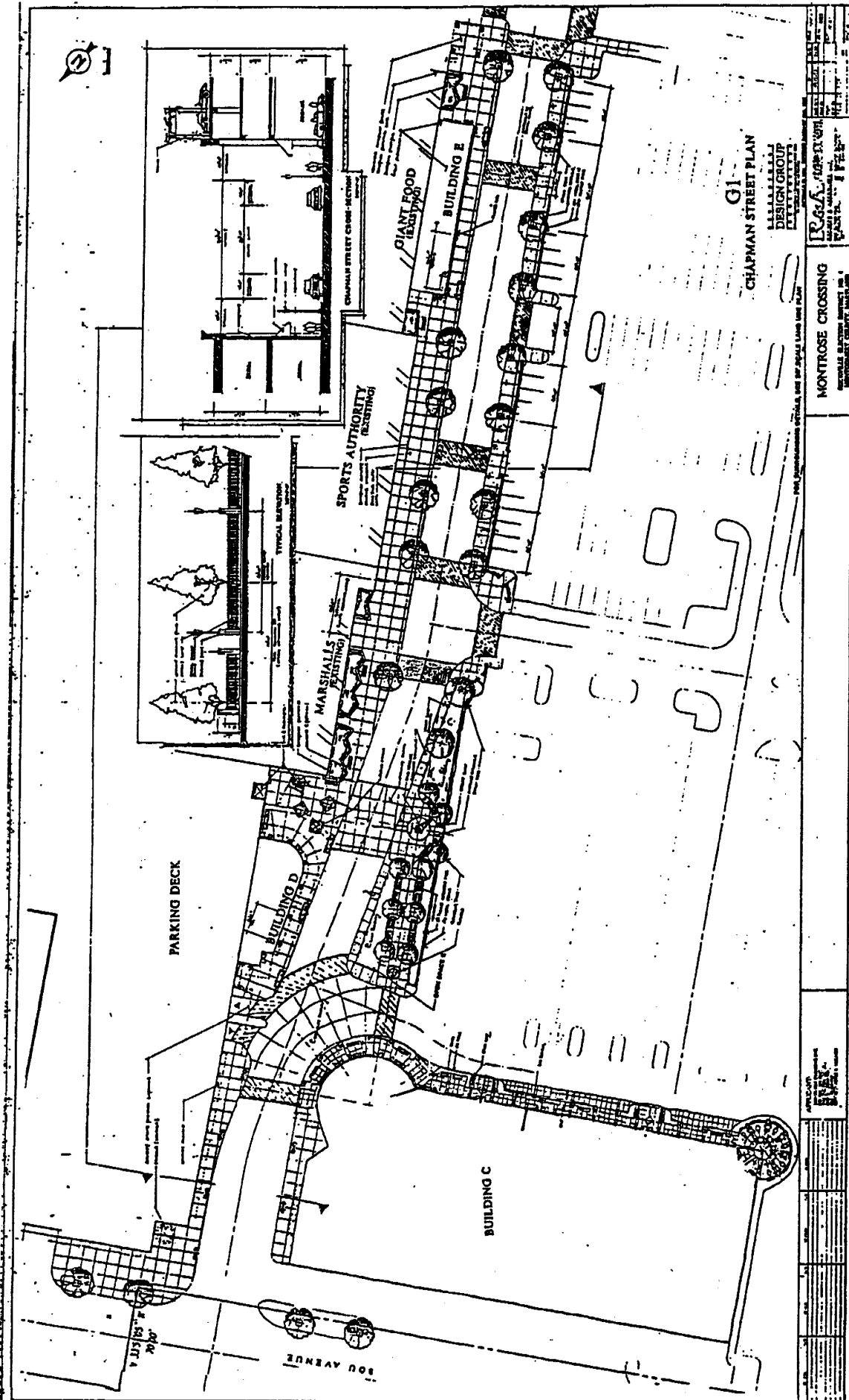
-
- +
- ⊙
- ⊗
- ⊛
- ⊜
- ⊝
- ⊞
- ⊟
- ⊠
- ⊡
- ⊢
- ⊣
- ⊤
- ⊥
- ⊦
- ⊧
- ⊨
- ⊩
- ⊪
- ⊫
- ⊬
- ⊭
- ⊮
- ⊯
- ⊰
- ⊱
- ⊲
- ⊳
- ⊴
- ⊵
- ⊶
- ⊷
- ⊸
- ⊹
- ⊺
- ⊻
- ⊼
- ⊽
- ⊾
- ⊿

IRISA

MONTROSE CROSSING

CONCEPTUAL LANDSCAPE PLAN

18-c



G1
CHAPMAN STREET PLAN

REGAN DESIGN GROUP
ARCHITECTS

REGAN DESIGN GROUP
ARCHITECTS
1111 F STREET, N.W.
WASHINGTON, D.C. 20004

MONTROSE CROSSING
RECONSTRUCTION PROJECT NO. 1
RECONSTRUCTION CONTRACT INCLUDES

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

APP. BY: [Signature]
DATE: 11/11/11

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

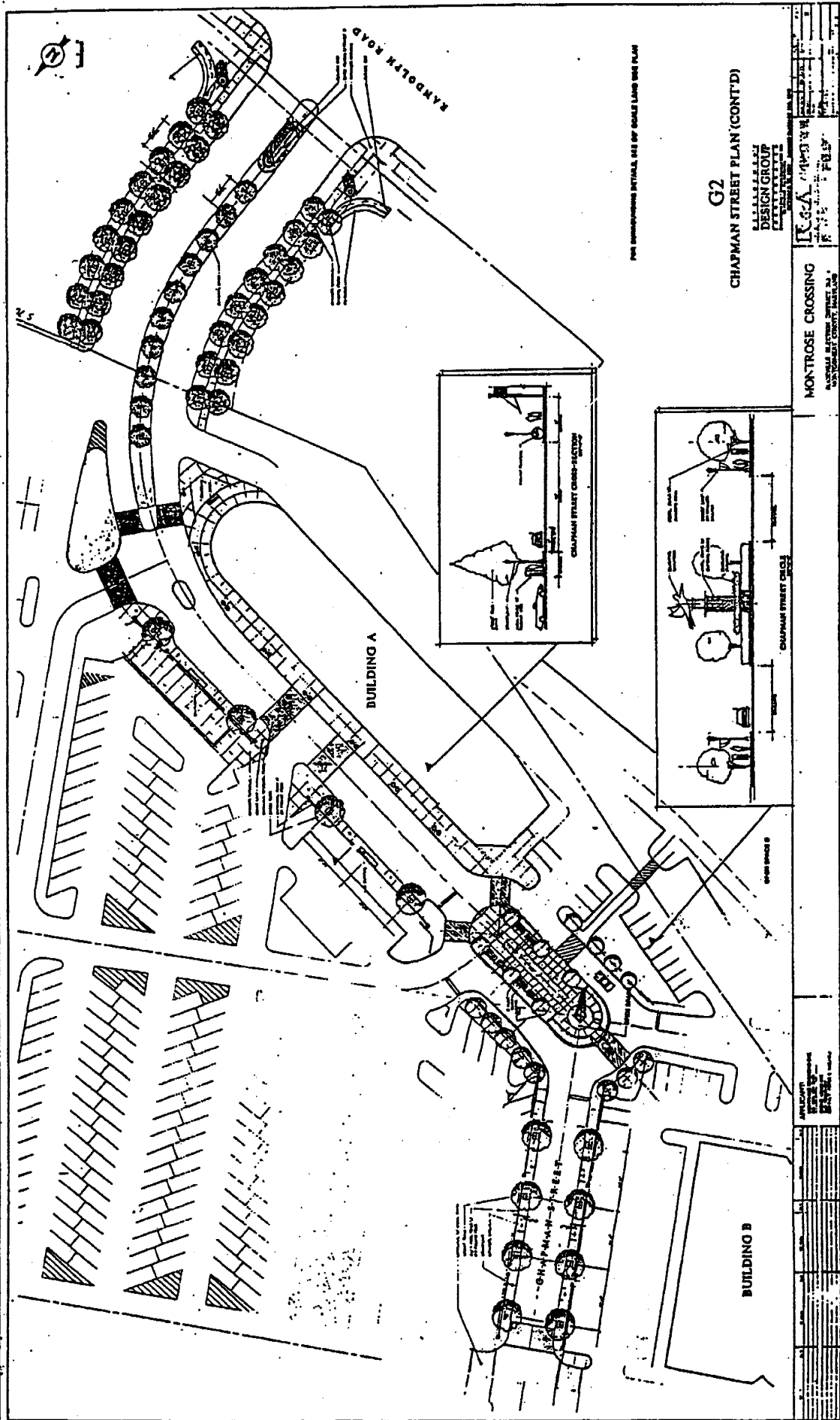
DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D

DATE: 11/11/11
SCALE: AS SHOWN
SHEET NO. 18-D



G2
 CHAPMAN STREET PLAN (CONT'D)
 DESIGN GROUP

MONTEROSE CROSSING
 MONTROSE CROSSING
 MONTROSE CROSSING

DATE	NO.	DESCRIPTION
10/15/11	1	PRELIMINARY PLAN
11/15/11	2	REVISED PLAN
12/15/11	3	REVISED PLAN
01/15/12	4	REVISED PLAN
02/15/12	5	REVISED PLAN
03/15/12	6	REVISED PLAN
04/15/12	7	REVISED PLAN
05/15/12	8	REVISED PLAN
06/15/12	9	REVISED PLAN
07/15/12	10	REVISED PLAN
08/15/12	11	REVISED PLAN
09/15/12	12	REVISED PLAN
10/15/12	13	REVISED PLAN
11/15/12	14	REVISED PLAN
12/15/12	15	REVISED PLAN
01/15/13	16	REVISED PLAN
02/15/13	17	REVISED PLAN
03/15/13	18	REVISED PLAN
04/15/13	19	REVISED PLAN
05/15/13	20	REVISED PLAN
06/15/13	21	REVISED PLAN
07/15/13	22	REVISED PLAN
08/15/13	23	REVISED PLAN
09/15/13	24	REVISED PLAN
10/15/13	25	REVISED PLAN
11/15/13	26	REVISED PLAN
12/15/13	27	REVISED PLAN
01/15/14	28	REVISED PLAN
02/15/14	29	REVISED PLAN
03/15/14	30	REVISED PLAN
04/15/14	31	REVISED PLAN
05/15/14	32	REVISED PLAN
06/15/14	33	REVISED PLAN
07/15/14	34	REVISED PLAN
08/15/14	35	REVISED PLAN
09/15/14	36	REVISED PLAN
10/15/14	37	REVISED PLAN
11/15/14	38	REVISED PLAN
12/15/14	39	REVISED PLAN
01/15/15	40	REVISED PLAN
02/15/15	41	REVISED PLAN
03/15/15	42	REVISED PLAN
04/15/15	43	REVISED PLAN
05/15/15	44	REVISED PLAN
06/15/15	45	REVISED PLAN
07/15/15	46	REVISED PLAN
08/15/15	47	REVISED PLAN
09/15/15	48	REVISED PLAN
10/15/15	49	REVISED PLAN
11/15/15	50	REVISED PLAN
12/15/15	51	REVISED PLAN
01/15/16	52	REVISED PLAN
02/15/16	53	REVISED PLAN
03/15/16	54	REVISED PLAN
04/15/16	55	REVISED PLAN
05/15/16	56	REVISED PLAN
06/15/16	57	REVISED PLAN
07/15/16	58	REVISED PLAN
08/15/16	59	REVISED PLAN
09/15/16	60	REVISED PLAN
10/15/16	61	REVISED PLAN
11/15/16	62	REVISED PLAN
12/15/16	63	REVISED PLAN
01/15/17	64	REVISED PLAN
02/15/17	65	REVISED PLAN
03/15/17	66	REVISED PLAN
04/15/17	67	REVISED PLAN
05/15/17	68	REVISED PLAN
06/15/17	69	REVISED PLAN
07/15/17	70	REVISED PLAN
08/15/17	71	REVISED PLAN
09/15/17	72	REVISED PLAN
10/15/17	73	REVISED PLAN
11/15/17	74	REVISED PLAN
12/15/17	75	REVISED PLAN
01/15/18	76	REVISED PLAN
02/15/18	77	REVISED PLAN
03/15/18	78	REVISED PLAN
04/15/18	79	REVISED PLAN
05/15/18	80	REVISED PLAN
06/15/18	81	REVISED PLAN
07/15/18	82	REVISED PLAN
08/15/18	83	REVISED PLAN
09/15/18	84	REVISED PLAN
10/15/18	85	REVISED PLAN
11/15/18	86	REVISED PLAN
12/15/18	87	REVISED PLAN
01/15/19	88	REVISED PLAN
02/15/19	89	REVISED PLAN
03/15/19	90	REVISED PLAN
04/15/19	91	REVISED PLAN
05/15/19	92	REVISED PLAN
06/15/19	93	REVISED PLAN
07/15/19	94	REVISED PLAN
08/15/19	95	REVISED PLAN
09/15/19	96	REVISED PLAN
10/15/19	97	REVISED PLAN
11/15/19	98	REVISED PLAN
12/15/19	99	REVISED PLAN
01/15/20	100	REVISED PLAN

DEVELOPMENT
DESIGN
GROUP
INCORPORATED

225 N. W. 11th St.
Fort Lauderdale, FL 33304

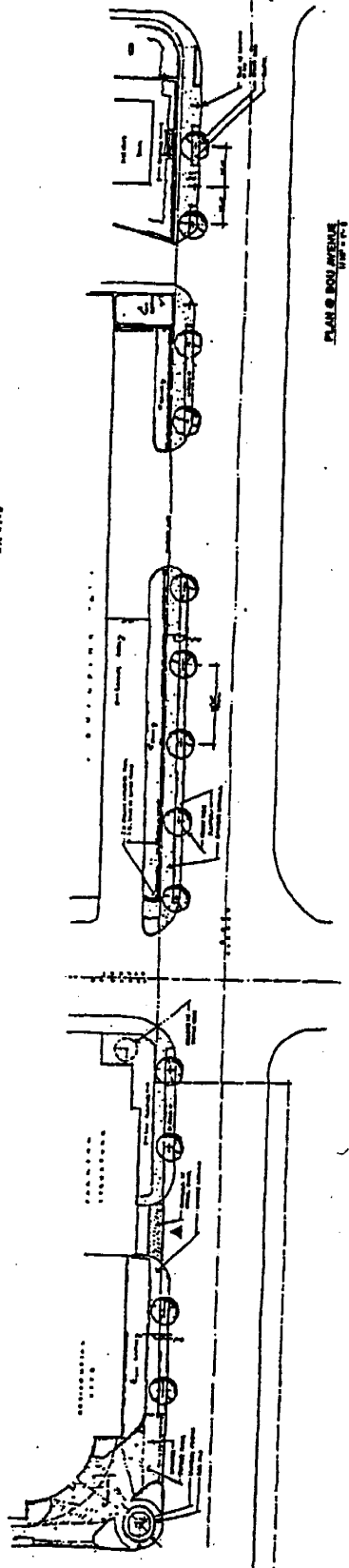
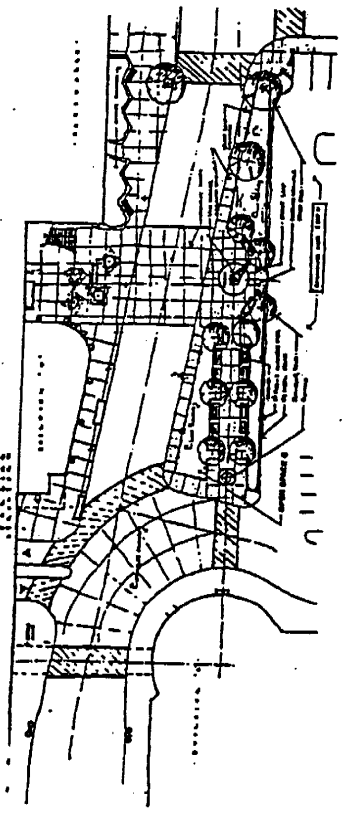
Owner: G&B REALTY, INC.
6300 N.W. 11th St.
Lauderdale, FL 33309

MONTROSE CROSSING

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

BOU AVENUE &
CHAPMAN STREET
NORTH AREA

G3



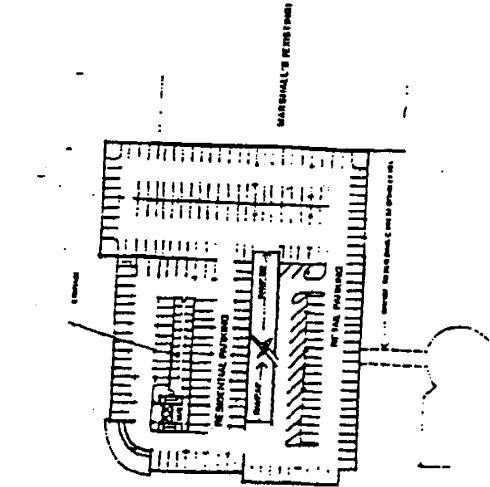
SEE SURROUNDING DETAILS. USE OF SCALE LANE USE PLAN

MONTROSE CROSSING

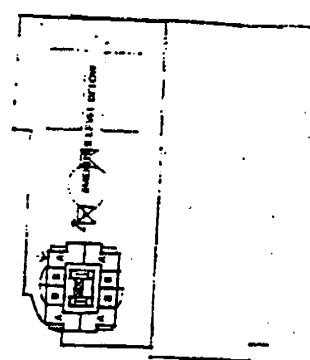
10000 BIRCHWOOD, MONTROSE, COLORADO, 80138

Project No.	
Site No.	
Scale	
Date	
Drawn by	
Checked by	
Approved by	

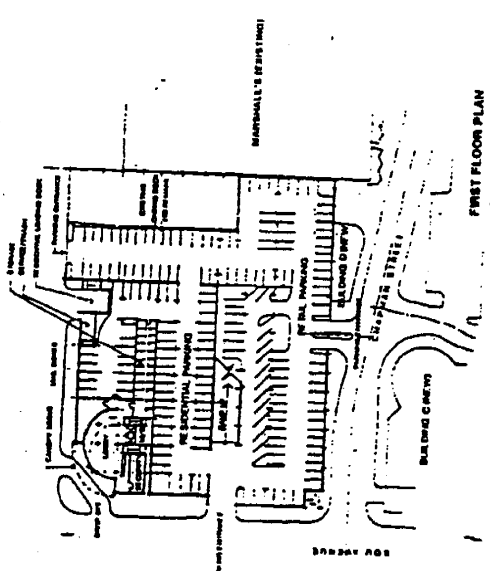
RESIDENTIAL SITE



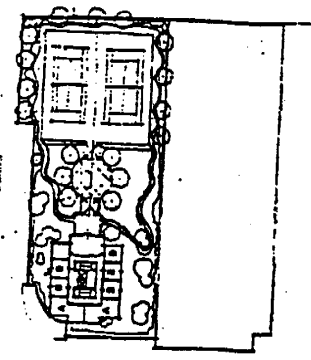
2ND, 3RD & 4TH FLOOR PLAN
PARKING LEVEL, TYPICAL



6TH THRU 23 FLOOR PLAN
APARTMENTS TYPICAL



FIRST FLOOR PLAN
PARKING LEVEL



6TH FLOOR PLAN
APARTMENTS LEVEL

2 UNITS @ 11 BEDROOMS @ 720 SF EACH
2 UNITS @ 8 BEDROOMS @ 400 SF EACH
2 UNITS @ 10 BEDROOMS @ 400 SF EACH

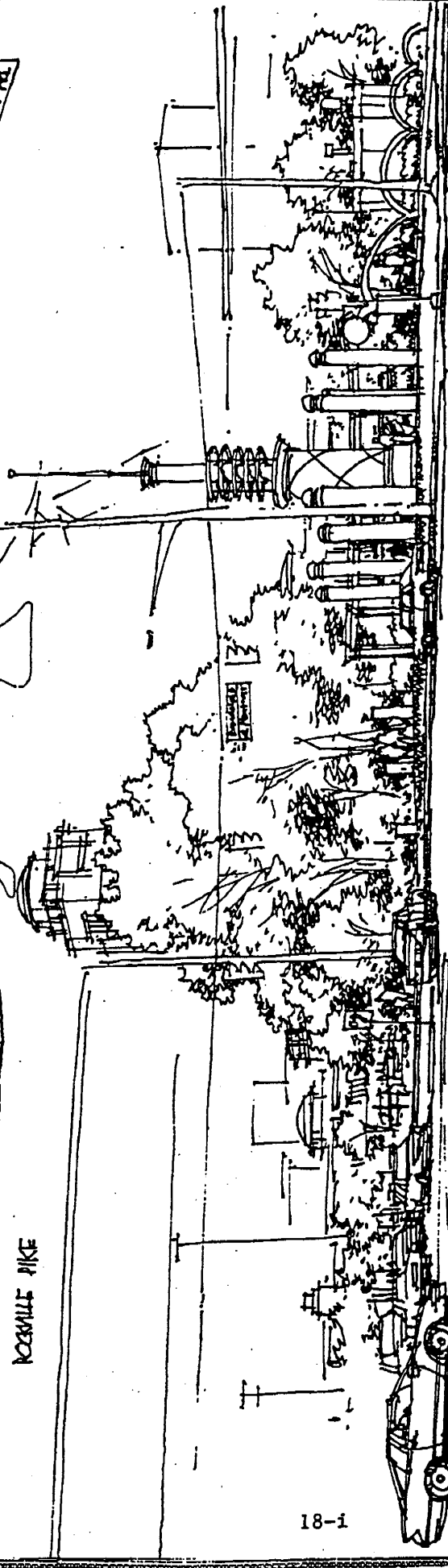
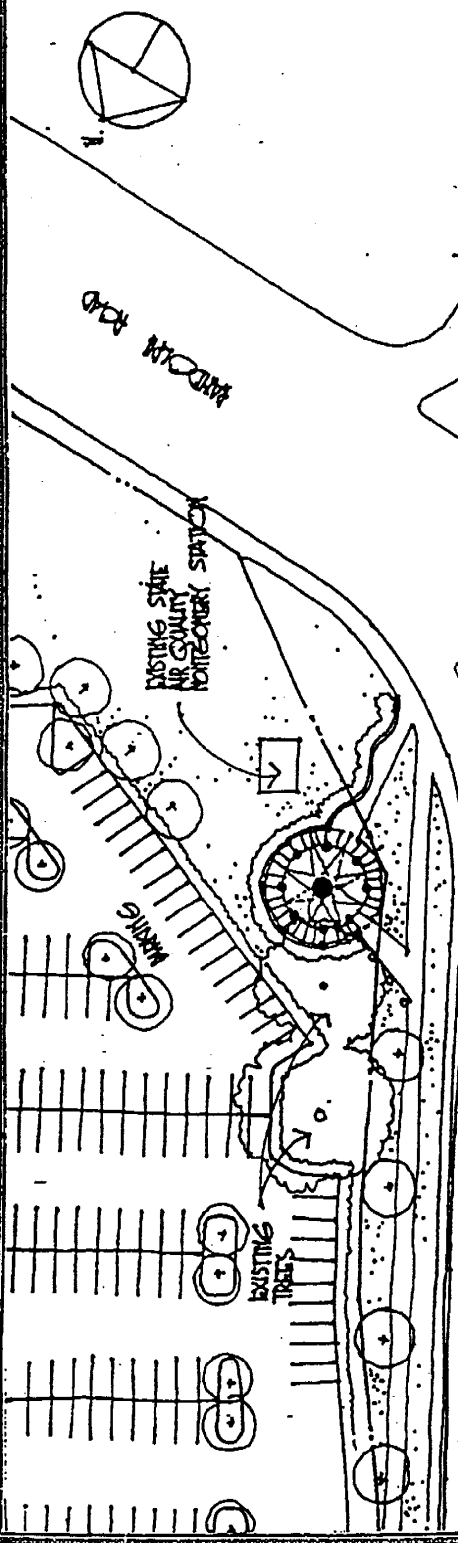
RESIDENTIAL UNITS
 11 UNITS @ 6TH THROUGH 23RD
 4 UNITS @ 6TH FLOOR
 4 UNITS @ 7TH FLOOR
 4 UNITS @ 8TH FLOOR
 4 UNITS @ 9TH FLOOR
 4 UNITS @ 10TH FLOOR
 4 UNITS @ 11TH FLOOR
 4 UNITS @ 12TH FLOOR
 4 UNITS @ 13TH FLOOR
 4 UNITS @ 14TH FLOOR
 4 UNITS @ 15TH FLOOR
 4 UNITS @ 16TH FLOOR
 4 UNITS @ 17TH FLOOR
 4 UNITS @ 18TH FLOOR
 4 UNITS @ 19TH FLOOR
 4 UNITS @ 20TH FLOOR
 4 UNITS @ 21ST FLOOR
 4 UNITS @ 22ND FLOOR
 4 UNITS @ 23RD FLOOR

SITE PLAN



THIS ARTISTIC SCULPTURAL FEATURE IS INTENDED TO PROVIDE AN IMAGINATIVE, MEMORABLE AND SOMEWHAT PLAYFUL VISUAL ACCENT IN THE ROCKVILLE PIKE CORRIDOR.

Montrose Rd



"ARTISTIC SCULPTURAL FEATURE"

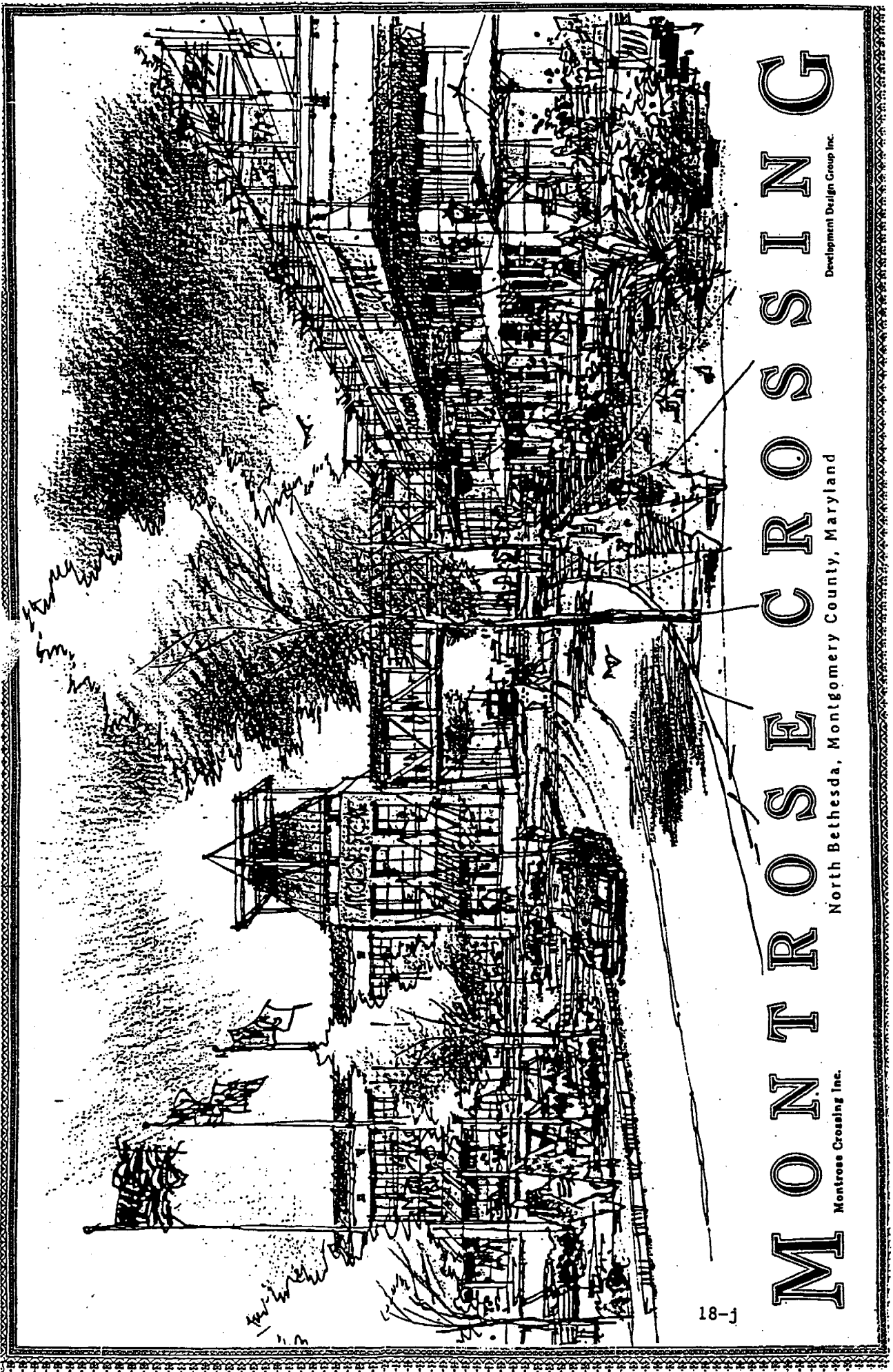
VIEW FROM ROCKVILLE PIKE

MONTROSE CROSSING

Montrose Crossing Inc.

North Bethesda, Montgomery County, Maryland

Development Design Group Inc.

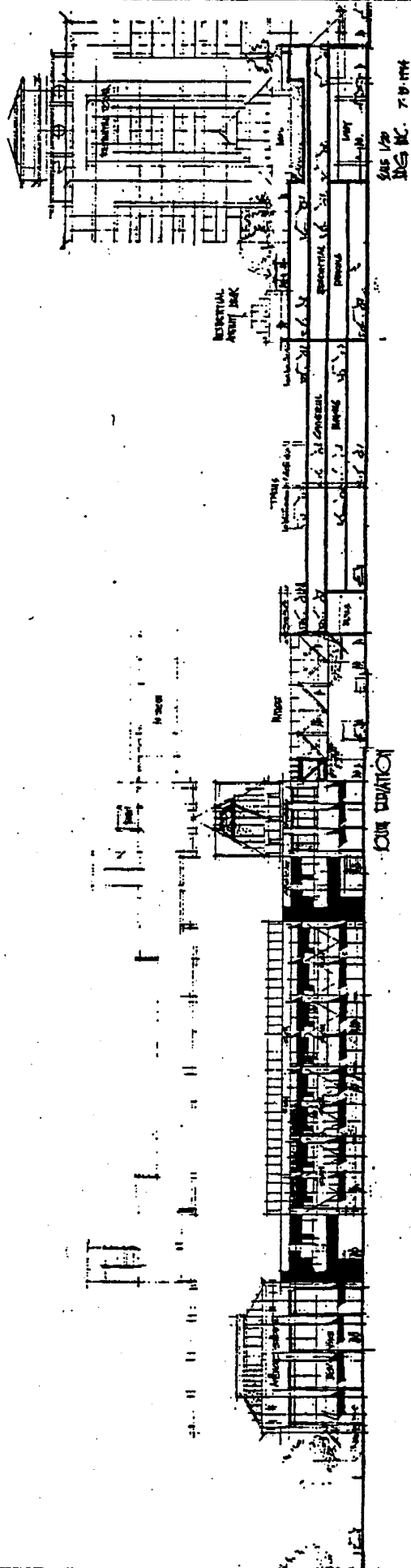


MONTROSE CROSSING

Development Design Group Inc.

North Bethesda, Montgomery County, Maryland

Montrose Crossing Inc.



18-k

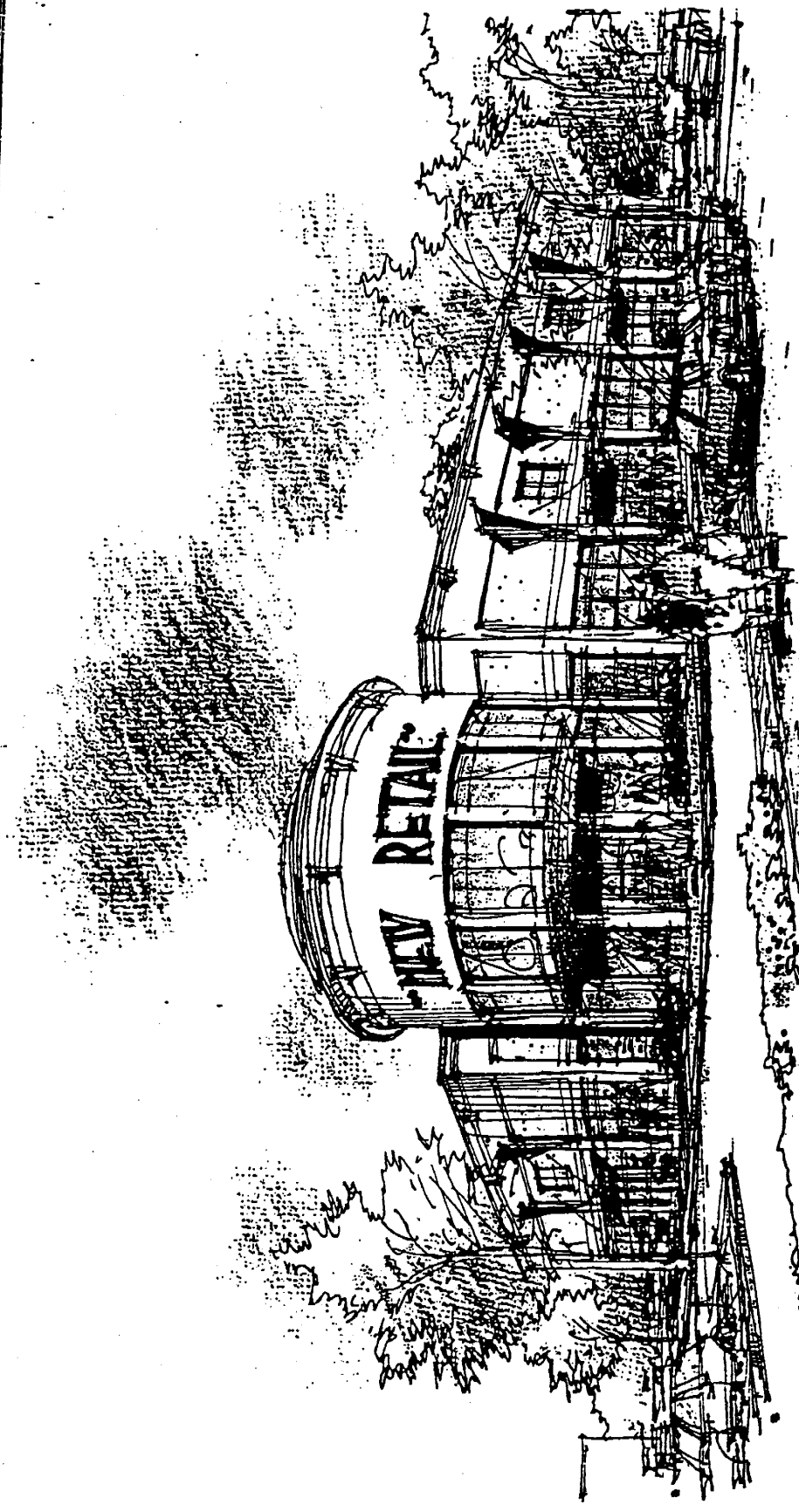
MONTROSE CROSSING

Montrose Crossing Inc.

North Bethesda, Montgomery County, Maryland

Development Design Group Inc.

7-10-44



SIGNATURE BUILDING

PERSPECTIVE VIEW

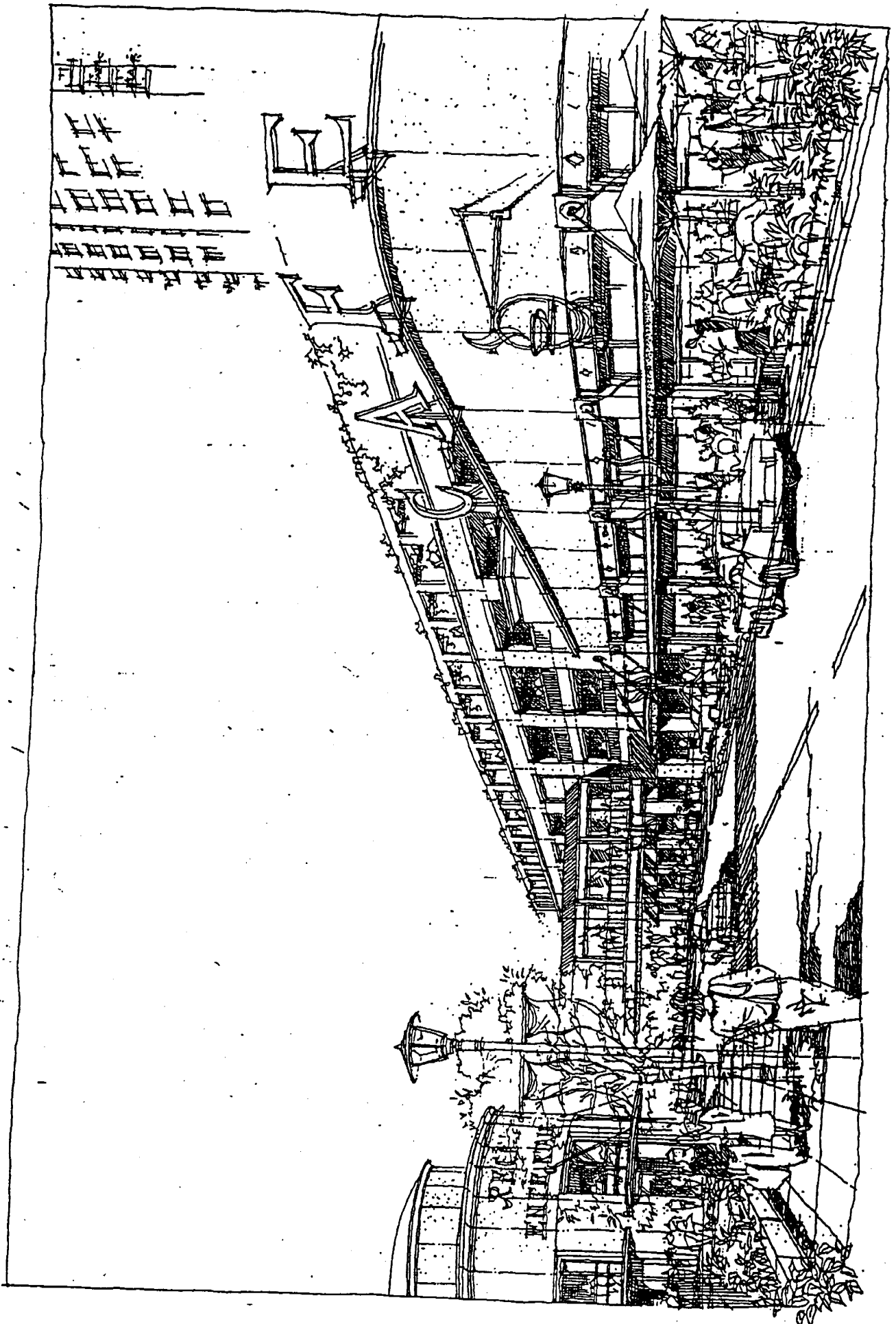
MONTROSE CROSSING

Montrose Crossing Inc.

North Bethesda, Montgomery County, Maryland

Development Design Group Inc.

1-11-94



III. FINDINGS

A. FINDING #1 -

MEETS THE PURPOSES AND REQUIREMENTS OF THE RMX-3C ZONE

1. Conformance with the Purposes

A finding is required to establish that the project will comply with all the purposes described in the applicable zones. Staff finds that the project meets all the purposes of the RMX-3C zone as-describe in the following paragraphs:

- a. *To accommodate mixed use development comprised of planned retail centers and residential uses at appropriate locations in the County.*

This development will consist of a planned retail center along with a residential tower, located in accordance with the Master Plan recommendations.

- b. *To encourage development in accordance with the recommendations and guidelines of approved and adopted master plans.*

This project would meet the recommendations and guidelines in the North Bethesda - Garrett Park Master Plan. These pertain to the type of development, transportation improvements, site configuration, streetscape, and open space.

- c. *To provide public facilities and amenities to support the mixture of uses at the increased densities of development.*

This development would provide several public facilities and amenities to support the increased densities and the mixture of uses. These include an enhanced pedestrian environment, a bikeway, and several public open spaces.

2. Conformance with Development Standards

This project is in conformance with development standards in the RMX-3C zone. The Chart below compares the development standards required for the optional method.

DATA SUMMARY: MONTROSE CROSSING

STANDARD	PERMITTED/REQUIRED	PROVIDED
Lot Area		1,380,027
Maximum Density		
o Commercial FAR	0.5	0.34
o Residential du/acre	150 minimum	152
Overall Floor Area		
o Commercial		467,306 sf
o Residential		150,000 - 200,000 sf
Maximum GLA	1,300,000	462,022
Minimum Building Setback from street		
<input type="checkbox"/> Residential building	30 ft / 15 ft with waiver	15 ft with waiver
<input type="checkbox"/> Commercial Building	25 ft / 12.5 ft with waiver	12.5 ft
Minimum Parking Setback	10 ft	10 ft
Parking	retail - 1,929 residential 226* total 2,155 spaces	2,413 spaces (2,155 on site)

* The final number of residential spaces would be determined at site plan, based on the final distribution of dwelling units.

GREEN AREA AND PUBLIC AMENITIES CALCULATIONS

1. Green area

Required: 151,940 sf

10% of lot area for the commercial area

20% of lot area for the residential area

Provided: 152,000 sf (11%)

o	landscape in parking lots	22,000 sf
o	setbacks	20,600 sf
o	sidewalks and medians	23,500 sf
o	residential open space	21,000 sf
o	on-site streetscape	56,500 sf
o	on-site open spaces	8,400 sf

2. Public Facilities and Amenities

Provided: 96,040 sf (7%)

On site

o	paved crosswalks	18,500 sf
---	------------------	-----------

Off Site

o	streetscape and open spaces	77,540 sf
---	-----------------------------	-----------

3. Total Green Area and Public Amenities 248,040 sf (18%)

B. FINDING #2 -
CONFORMS TO THE NORTH BETHESDA - GARRETT PARK MASTER PLAN

The Planning Department staff find the above Project Plan to be in conformance with the Approved and Adopted North Bethesda-Garrett Park Master Plan and recommend that it be approved.

Several Master Plan transportation recommendations pertain to the Montrose Crossing property. A new MARC station is proposed for the east boundary, two local circulation routes (Nebel Street Extended and Chapman Avenue Extended) are proposed to traverse the site, and the Montrose Parkway is proposed to form the south boundary. The proposed extension of Nebel Street would connect the property with the Twinbrook and White Flint employment areas, and would connect the proposed MARC station with two Metro stations. The precise location of the station will be determined by subsequent engineering studies. The Planning Board will also consider expansion of the Twinbrook Metro Station Policy Area to the south to include this area when the proposed Montrose Crossing MARC station is programmed and within four years of completion.

The Master Plan recommends local circulation streets parallel to Rockville Pike to provide for access and circulation to existing and new development, to create a local grid to make development more pedestrian friendly, to spread vehicle trips over several streets, and to provide an alternative to Rockville Pike for short trips.

The Plan recommended placing the collector-distribution function for the North-South movement on Nebel Street (existing and extended) using an alignment extending from its current terminus, to a new intersection with Chapman Avenue. This would be a four-lane business District Street 48 feet wide, within an 80-foot right-of-way. Configuration of the connection with Bou Avenue would emphasize the through-trip nature of this road as opposed to the more local character of Chapman Avenue Extended.

Chapman Avenue Extended is recommended to have two moving lanes and two parking lanes. The Master Plan acknowledged that the street could be private and recommended that intersection configurations would allow for but not emphasize through movement, the alignment would be flexible and could contain curvature, and that streetscaping would emphasize the more local nature of the street.

One of the Master Plan's objectives was to facilitate mixed use development, including a residential component, on this site, while recognizing the existing substantial retail development in place. The Plan also recommended a minimum of 150 dwelling units, an urban open space, Rockville Pike streetscape to accommodate a double row of street trees, sidewalk to accommodate pedestrians and cyclists, and integration of the historic Montrose School (within the Montrose Parkway right-of-way) into an open space or greenway plan.

C. FINDING #3 -
COMPATIBILITY WITH THE NEIGHBORHOOD

A project plan must be compatible and not detrimental to existing and potential development in the general neighborhood because of its location, size, intensity, design, operational characteristics, and staging. Staff finds that with the proposed modifications this project will achieve a compatible relationship with the adjacent development. The following paragraphs describe the key issues.

1. Location, Size, and Intensity of the Development

This development will be compatible with the general neighborhood in its size and intensity. It is surrounded by commercial development of similar densities. Within the general area there are other high rise residential developments which will be similar in size and height to the proposed residential component.

2. Project Design

The project will be compatible with the general neighborhood in its design characteristics. This project consists of an existing retail development and additions to it. The additions will be designed to create a denser, more urban environment at the northeast corner, as recommended in the plan. The enhanced pedestrian system and the open spaces would complement this environment. The remainder of the site is designed in a grid system of streets and driveways which would create direct pedestrian linkages and provide a good urban block foundation for any future additions. The enhanced pedestrian system within the project and along the perimeter will link it to the surrounding area.

3. Operational Characteristics

This project will not be detrimental to the surrounding area in terms of its operational characteristics. Transportation improvements which will be provided with this project would ensure there is no adverse transportation impact. Loading will be provided within designated areas which will not affect the normal traffic flow.

4. Staging

This development will be constructed in three stages, with the last stage being the residential. The traffic improvements will be staged to ensure there is no adverse traffic impact at each stage. The amenities will also be phased in accordance with the staging.

D. FINDING #4 -
WILL NOT OVERBURDEN THE EXISTING OR PROPOSED PUBLIC SERVICES

The proposed development will not overburden the existing public services, nor those programmed for availability currently with each stage of construction. A summary of the findings follows.

1. Traffic Impact

The use of this property for changes or additional non-residential development in Phases I and II is being reviewed as a registered loophole property. However, the Phase III, apartment units, are not affected by the loophole status since the applicant has the option to request approval under the alternative review procedures for limited residential development at this time.

a. *Proposed Development on the Adjacent Site*

At this site, a portion of the land owned by GFS Reality (i.e., Giant) is leased by B.F. Saul Real Estate Investment Trust (i.e., B.F. Saul) with a purchase option. B.F. Saul is proposing to develop 117,000 square feet of general retail. B.F. Saul is in the process of requesting Annexation from the City of Rockville. For general retail use with a supermarket, the site traffic generated by B.F. Saul's development would be projected as approximately 280 vehicle-trips per hour (vph) during the AM peak period and 1,115 vph during the PM peak period. If approximately 40% of these total trips was assumed to be diverted or pass-by trips, the primary or new peak-hour trips would be approximately 170 vph during the AM peak period and 670 vph during the PM peak period.

B.F. Saul is proposing to mitigate the local area transportation review (LATR) impact of their site-generated traffic by providing 70 feet of right-of-way to construct the extension of Nebel Road (B-5) from Randolph Road ultimately to Chapman Avenue. In the Staging Amendment to the 1992 Master Plan, a Class II bikeway is recommended along Nebel Street.

b. *Staging Ceiling Condition*

The site is in the North Bethesda Policy Area. As of December 19, 1994, the remaining capacity was 482 jobs and 1,715 housing units for this policy area under the FY 95 Annual Growth Policy (AGP) Transportation Staging Ceilings. If both Giant and B.F. Saul were approved, the total development would be 192,660 square feet of general retail use, which would create 482 jobs. This is equal to the 482 jobs of remaining capacity.

Note that the site is adjacent to two other "Metrorail" policy areas -- Twinbrook to the northeast and White Flint to the south. In addition, the City of Rockville to the north has different Adequate Public Facilities review standards.

c. Traffic Demand Management

If traffic mitigation is required, the developers should participate with the North Bethesda Transportation Demand Management District as recommended by the North Bethesda Master Plan.

d. Local Area Transportation Review

As a loophole property, the total impact of the proposed land uses would be over 50 additional peak-hour trips for the Phase II, the non-residential development. Thus, the traffic impact study must be updated when Phase II is submitted for site plan review to satisfy the adequate public facilities review.

The projected total traffic generated by the proposed development is shown below in vehicles per peak-hour:

<u>Phase</u>	<u>AM</u>	<u>PM</u>
phase I	-23	-91
phase II	+216	+864
phase III	+21	+24
<hr/>		
Total	+214	+797

For the nearby intersections, the critical lane volume (CLV) is shown in table 1 below for the existing, background, total, "Chapman Avenue" total, and "improved total" traffic conditions. The total traffic conditions considered:

- (i) The total traffic condition considers the current travel patterns in the vicinity of this site; and
- (ii) The "Chapman total" traffic condition considers project travel patterns with the use of Chapman Avenue Extended; and
- (iii) The "improved total" traffic condition considers project travel capacity with an intersection improvement.

Table 1: Traffic Conditions

<u>Intersection</u>	<u>Peak Period</u>	<u>Existing</u>	<u>Background</u>	<u>Chapman Improved</u>		
				<u>Total</u>	<u>Total</u>	
<u>City of Rockville (LATR standard at CLV = 1650)</u>						
Rockville Pike & Rollins Avenue/ Twinbrook Pkwy	AM	1,291	1,305	1,311	1,280	-
	PM	1,540	1,582	1,596	1,563	-
Rockville Pike & Hubbard Road/ Site Access	AM	1,222	1,239	1,248	1,166	-
	PM	1,510	1,545	1,597	1,530	-
<u>North Bethesda Policy Area (LATR standard at CLV = 1600)</u>						
Rockville Pike & Bou Avenue	AM	1,295	1,314	1,325	1,224	-
	PM	1,440	1,490	1,532	1,442	-
Rockville Pike & Montrose Road/ Randolph Road	AM	1,758*	1,849*	1,857*	1,778*	1,672*
	PM	1,968*	2,098*	2,121*	2,062*	1,962*
Randolph Road & Maple Avenue/ Site Access	AM	920	949	991	1,137	-
	PM	1,012	1,047	1,152	1,273	-
Randolph Road & Nebel Street	AM	927	961	971	1,028	-
	PM	1,303	1,362	1,377	1,343	-
Randolph Road & Parklawn Drive West	AM	1,392	1,424	1,432	-	1,353
	PM	1,593	1,647*	1,664*	-	1,578
Randolph Road & Parklawn Drive East	AM	730	743	750	-	-
	PM	1,365	1,424	1,442	-	-
<u>White Flint Policy Area (LATR standard at CLV = 1800)</u>						
Rockville Pike & Old Georgetown Road	AM	1,381	1,396	1,401	1,348	-
	PM	1,501	1,505	1,518	1,518	-
Rockville Pike & Marinelli Road	AM	943	950	953	1,040	-
	PM	1,161	1,198	1,210	1,262	-

Two of the ten nearby intersections fail with a CLV exceeding the LATR congestion standard in background and total traffic conditions. The other eight intersections have CLV values below the appropriate congestion standard.

The congestion standard for each intersection varies since they are located in either different policy areas of Montgomery County or the City of Rockville. Within Montgomery County, the standard was established under the FY 95 AGP. Prior to adoption of the FY 95 AGP, the

CLV standard was 1,525 or less. Within the City of Rockville, the CLV congestion standard ranges from less than 1,500 to less than 1,700 depending on the traffic signal cycle length and the number of signal phases. Each nearby intersection is shown by area and its appropriate LATR standard in the table above.

e. Proposed Transportation Improvements

The recommended improvements in condition 2 were proposed to satisfy LATR at two failing intersections. With these proposed improvements, intersection capacity is increased more than the additional site-generated traffic. The CLV value for the "Chapman total" and/or "improved total" traffic condition having an asterisk for intersection improvements should be less than the CLV in the background traffic condition. Although the CLV is still over the congestion standard, LATR would be satisfied by mitigating the site-generated traffic.

For those intersections not failing, the CLV value is provided for "improved total" traffic condition. This is to show the CLV value changes when the projected travel patterns shift after the completion of the extension of Chapman Avenue.

f. Other Related Long-term Transportation Projects

The following future transportation projects would impact this site:

- (i) A proposed Class I bikeway is proposed parallel to Rockville Pike on either Chapman Avenue or Nebel Street, or elsewhere. The bikeway is to connect the Metrorail stations and MARC Rail stations in North Bethesda.
- (ii) The right-of-way for the Montrose Parkway and Greenway Hiker/Biker Trail is along the southern property line. The Giant is proposing to use the portion of this right-of-way in the northeast quadrant of Rockville Pike and Randolph Road (or southwest quadrant of the property) for parking. In the northeast corner of Rockville Pike and Montrose Road/Randolph Road, 40 existing parking spaces used by the shopping center are now located within this right-of way owned by the Maryland State Highway Administration.
- (iii) A future MARC station is proposed in the northeast quadrant of the B.F. Saul property.
- (iv) The WMATA right-of-way runs underground through the B.F. Saul property, the northwest corner of Levitz, and south towards Randolph Road. This is another constraint which would limit construction of any buildings above it.

2. Pedestrian Circulation

An enhanced pedestrian circulation system will be provided with this project. It will include a sidewalk system within the site, to connect the various activities, as well as an improved system along the perimeter.

3. Bicycle Circulation

The Master Plan calls for the provision of a Class II bikeway on Nebel Street and a Class I through the site. Given the multiple curb cuts along Chapman Avenue, the staff recommends that the bikeway be located along the Pike and continue along the southern side of Bou Avenue to connect to Nebel and Chapman.

4. Water and Sewer Services

Preliminary analysis by the Washington Suburban Sanitary Commission found that existing sewer and water service will be adequate to serve all phases of the development.

5. Stormwater Management

Stormwater management will be provided on site. A preliminary stormwater management concept has been submitted and found feasible. The final concept will be reviewed and approved prior to site plan approval.

E. FINDING #5 -
IS MORE EFFICIENT AND DESIRABLE THAN THE STANDARD METHOD OF DEVELOPMENT

Staff finds that with the proposed conditions, this development will be more efficient and desirable than the standard method of development. This optional method project would consist of a mix of uses which is recommended in the Master Plan and which would not be provided under the standard method of development. With approximately 152 dwelling units, the housing component will provide the 24 hour activity within the center and help to enliven it. Several amenities, both on site and off site, will be included in this project as part of the optional method. An enhanced pedestrian environment will be provided on site, consisting of attractive streetscaping along continuous sidewalks that provide direct linkages within the site and along the perimeter. Rather than one large public open space, several smaller spaces will provide the public focus and thus promote a sense of community. These spaces should therefore be clearly linked to create an attractive promenade from Rockville Pike and Randolph Road along Chapman Avenue. Following is a description of the amenities.

1. The Streets

The proposed streetscape improvements will include two intersecting streets within the site, Chapman Avenue and the "East-West Street" and the perimeter of the site, along Rockville Pike and Bou Avenue. As a result, a pedestrian friendly environment will be created in and around the site.

a. Chapman Avenue

This new private street through the site will run parallel to Rockville Pike from Randolph Road to Bou Avenue, and will function as the "Main Street" on site, the major pedestrian spine. The street will generally be lined with shops on one side and parking on the other. However, curb cuts along the parking side have been minimized and a continuous sidewalk system will be maintained. An enhanced streetscape system will be provided along both sides of the street, consisting of 6 foot wide minimum sidewalks shaded by street trees and enlivened by other streetscape elements. Specially paved crosswalks will be provided at important intersections to create a pedestrian emphasis. Chapman Avenue will function as the major pedestrian and activity axis through the site and link the public open spaces.

b. The East West Street

This private street through the site will be parallel to Randolph Road and connect

Rockville Pike with Chapman Avenue. Although flanked by parking lots on both sides, it will consist of continuous, streetscaped sidewalks on both sides. It will terminate with "Open Space C".

c. Rockville Pike Streetscape

As part of this project, an enhanced streetscape system will be provided at the east side of the Pike along the perimeter of the project. It will consist of a new six foot sidewalk, an eight foot Class I bikeway and a double row of trees. The first row of trees will separate the pedestrians from the heavily traveled roadway.

d. Bou Avenue

The south side of this street, along the perimeter of the project, will be streetscaped with a six foot sidewalk, a row of trees along the curb, and additional landscaping.

2. The Open Spaces

Four public open spaces will be provided with this project. These should be clearly linked to ensure that they create the desirable public focus. Two of these spaces, the Montrose gateway and Open Space B will be located off-site, along Randolph Road. These spaces require strong pedestrian axes to link them to the project. Two other spaces, A and C, will be located at two ends of Chapman Avenue, thus forming another axis.

a. The Montrose Gateway

A playful sculptural feature, surrounded by landscaped open space will be provided at the northeast corner of Randolph Road and Rockville Pike, within the SHA right-of-way. Existing trees surrounding the gateway will be preserved. The adjacent air quality station will be visually improved through painting or screening.

b. Open Space A

This oval shaped green open space will be adjacent to building A, at the southern area of the project, and activated by it. A pedestrian link to building B will provide additional activating opportunities. With Chapman Avenue forming the visual axis to the north and an excellent pedestrian connection, it will provide a focus for users throughout the site. It will function as a place for gathering and relaxation as well as a visual enhancement.

c. Open Space B

This is an existing open space within the SHA right-of-way which will be enhanced so

as to integrate the Historic Montrose School with the project. While the existing trees will be preserved, the open area will be improved with a lawn area, seating, and paths which provide east-west linkages from the Montrose Gateway to the School and north-south linkages to open space A.

d. Open Space C

This green open space is similar in character to Open Space A and provides a public focus at the northern end of the site. It will be adjacent to buildings C and D which would activate it. Its location along the major pedestrian spine would also ensure its activation. Landscaping would consist of a garden area, trees, and seating.

F. FINDING #6 -
IT WOULD INCLUDE MODERATELY PRICED DWELLING UNITS.

This project would include a total of approximately 150 dwelling units, 19 of which (12.5%) will be MPDU's.

IV. APPENDIX

A. Numerical Methods to Assess the Provision of Public Facilities

The following methods have been developed for assessing the provision of public facilities and amenities in RMX Zones. Public facilities and amenities do not include road improvements and do not include the 10% green area. They may be provided on or off site. The numerical methods constitute one of several assessment criteria.

Method 1: Additional Density / Base Standard Density = Amenity Area / Base Green Area

Example: RMX-3C - Montrose Crossing

1. The base requirement for optional method regardless of additional density: approximately 11% green area on site (app. 152,000 sf).
2. The standard method density (0.3 FAR) = app. 403,000 sf
3. The *proposed* additional density: 150,000 sf residential + 53,000 sf retail = app. 203,000 sf (app. 50% of the standard).
4. The amenity area for the proposed density would be app. 76,500 sf, in addition to 152,000 sf green, or 50% of the standard (203,000/403,000 = 76,500/152,000).

Method 2: 1 sf of Amenities for 3 sf of Additional Development

This method is based on the numbers used for lower density CBD projects. The bench marks used for CBD zones are: 50% of the net lot area for on and off site amenities, including 20% public use space. Based on a comparison with CBD-1 projects, 1 sf of public facilities and amenities should be provided for 3 sf of additional development.

Example: RMX - 3C - Montrose Crossing

1. The *proposed* additional density: 150,000 sf residential + 53,000 sf of retail = app. 203,000 sf
2. The amenity area for the proposed density would be app. 67,600 sf (203,000/3).



Design, Zoning, and Preservation Division

Effective 11-22-93

Montgomery County Planning Department ■ 8787 Georgia Avenue, Silver Spring, Maryland 20910-3760 ■ (301) 495-4570 fax (301) 495-1307

APPLICATION

Project Plan Review

For M-NCPPC Staff Use Only

Date Application Received	<u>11/3/94</u>	PPR File Number	<u>9-94003</u>
Date Application Complete	by _____	NR/FSD Number	_____
DRC Meeting Date	_____	Fee (Attach Fee Worksheet)	<u># 8,174.</u>
Hearing Date	_____	Sign Deposit	<u># 210.</u>
PPR Deadline	_____	Fees Received By	<u>[Signature]</u>

I. PROJECT INFORMATION:

Name of Proposed Project Plan Montrose Crossing (also identified as Flagship Center)

Name of Preliminary Plan Washington-Rockville Industrial Park No. 1- 1-60252

If previously Approved Project Plan, Number N/A

Date of Opinion _____

Status: _____ Void

_____ Extended to (date) _____

_____ Withdrawn

_____ Amended by this application

If no prior preliminary plan, check either:

Preliminary Plan currently being reviewed

Lot already recorded

Loophole Property? (refer to MCC Bill #1-88, concerning timely APF review prior to issuance of a building permit)

If Plat recorded, M-NCPPC Plat No. 6558

If special exception/variance Case #S- N/A or #A- N/A date adopted ___/___/___

Tax Account Number 1. 00134913 2. 00135245 3. _____ 4. _____

Tax Map Page Number GQ 562, GQ 563, HQ 122, HQ 123

either on _____ feet _____ of _____

or : NE Street Name quadrant, intersection of Rockville Pike N.E.W.S etc. and Randolph Road Street Name

Planning Area North Bethesda-Garrett Park (P.A.30)

Incorporated Municipality or Special Taxing District, if applicable _____

Is site on Locational Atlas and Index of Historic Sites? Yes No [Site 30/2 is located on adjacent property.]

Is site on Master Plan of Historic Preservation? Yes No

Project Plan Review Application, continued

II. DATA SUMMARY TABLE:

Site Area:	34.39*		1,497,834*	
Gross area of Site Plan (22,000 sq. ft. min.)	31.68	ac.	1,380,027	sf
Area dedicated to Public Use	---	ac.	---	sf
Total net area of Project Plan	31.68	ac.	1,380,027	sf
Area by Zone: Zone 1: RMX-3C	31.68	ac.	1,380,027	sf
Zone 2:		ac.		sf
Zone 3:		ac.		sf

***Including SHA Lease Area**

GROSS FLOOR AREA (Sq. Ft.)	Required/Allowed	Proposed
Retail	689,990	467,306 SF
Office	-	-
Residential	-	200,000 SF
Other		
Total	(max.)	667,306 SF

III. SIGNS:
 Sign Deposit - In accordance with the Zoning Ordinance Regulations, signs must be posted on the property within 3 days of application and maintained in good condition by the applicant until the final disposition of the application. The signs are obtained from M-NCPPC's Design, Zoning, and Preservation Division. A deposit of \$70.00 per sign is required, and a refund of \$60.00 per sign is furnished upon return of the sign.

DWELLING UNITS	
Efficiency	---
1 Bedroom	---
2 Bedroom	---
3+ Bedroom	---
Total	150

DENSITY		
Floor Area Ratio (FAR)	0.5 (max.)	0.34
Dwelling Units Per Acre	(max.)	

BUILDING HEIGHT (Ft.)		
	(max.)	Retail-60' Residential 15 to 20 stories

PARKING SPACES		
Retail	1929 (min.)	1929
Office	(min.)	
Residential	225 (min.)	225
Other	- (min.)	-
Total	2154 (min.)	2154

PUBLIC USE SPACE (Sq. Ft. & PERCENT OF NET LOT)

On-Site Area	15,132 * (20% min.)	16,000 Sq. Ft.	21 %
Off-Site Area	-0-	6,500 Sq. Ft.	8 %
Total	15,132 (20% min.)	22,500 Sq. Ft.	29 %

* 20% of 75,660 SF of development

V. APPLICANT INFORMATION:

1. Applicant (Owner or Contract Purchaser)

Name Montrose Crossing Inc., a Maryland Corp., Attn: Mr. Peter Melmed
 Street Address P.O. Box 1804, D-671
Washington, DC 20013
 City State Zip Code
 Phone No. (301) - 341-8424 Fax No. (301) 618-4969

2. Developer (if different from Owner above)

Name Same as above
 Street Address _____
 City State Zip Code
 Phone No. () Fax No. ()

3. Engineer

Name Rodgers & Associates, Inc., Attn: Mr. David Ager
 Street Address 9260 Gaither Road
Gaithersburg, MD 20877
 City State Zip Code
 Phone No. (301) 948-4700 Fax No. (301) 948-6256

4. Architect

Name Development Design Group, Inc. Attn: Mr. Jack Hollon
 Street Address 20 South Charles Street
Baltimore, MD 21201
 City State Zip Code
 Phone No. (410) 962-0505 Fax No. (410) 783-0816

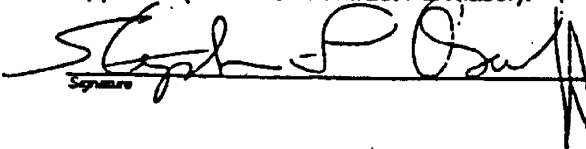
5. Landscape Architect

Name Development Design Group, Inc. & Rodgers & Associates, Inc.
 Street Address Same as above
 City State Zip Code
 Phone No. () Fax No. ()

6. Attorney

Name Linowes & Blocher, Attn: Ms. Liz Hosford
 Street Address 1010 Wayne Avenue
Silver Spring, MD 20907
 City State Zip Code
 Phone No. (301) 588-8580 Fax No. (301) 495-9044

Signature of applicant (Owner or Contract Purchaser):


 Signature

10/27/94
 Date