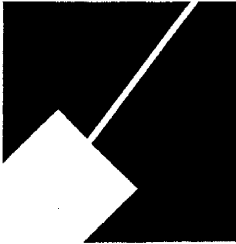


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

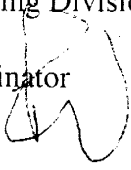
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION


8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

February 13, 2004

**MEMORANDUM**

TO: Kristin O'Connor, Senior Planner  
Community-Based Planning Division

VIA: Ronald C. Welke, Coordinator  
Transportation Planning 

FROM: Ed Axler, Planner/Coordinator   
Transportation Planning

SUBJECT: Development Plan Amendment No. 04-1  
Amendment to Phase 2b of  
White Flint Place (Donohoe or Montouri Property)  
White Flint Policy Area

---

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject Development Plan Amendment (DPA) that was previously approved under the *FY 2001 Annual Growth Policy's* (AGP) Alternative Review Procedure (ARP) for Metro Station Policy Areas.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this DPA and the future preliminary plan revision to amend Phase 2B:

- I. Limit amended Phase 2B of the subject DPA to the following land uses:
  - a. 235 high-rise apartments.
  - b. 10,000 and 15,000 square feet of general ground-floor retail uses and replace the previously approved land uses (refer to the attached opinion for Site Plan No. 8-01017).
  - c. The number of apartments may vary so long as the total site generated peak hour trips does not exceed the number that would have been generated by the previously approved land use.

and replace the previously approved land uses (refer to the attached opinion for Site Plan No. 8-01017):

- a. General office use of up to 248,911 gross square feet
  - b. Café/deli of 2,270 gross square feet
  - c. Restaurant of 8,249 gross square feet
  - d. Health club 49,129 gross square feet
  - e. Other general retail uses of 8,285 gross square feet
  - f. Between 460 and 480 multi-family high-rise apartments.
2. Retain the previously approved conditions of approval for Preliminary Plan No. 1-01039 except for the proposed revised land use.
  3. Modify the Traffic Mitigation Agreement (TMA) with the Montgomery County Department of Public Works and Transportation (DPWT) and the Planning Board to reflect the revised land use. The TMA is required under the *AGP's* ARP for Metro Station Policy Areas to participate in the North Bethesda Transportation Management District (TMD) as a high-rise apartment development.

## **DISCUSSION**

### Site Location and Access Points

The site is located in the northeast quadrant of the intersection of Rockville Pike (MD 355) and Old Georgetown Road. The vehicular site access points were required as follows:

1. The site access point along northbound Rockville Pike as required by the Maryland State Highway Administration (SHA) is as follows:
    - a. Right-turn-in and right-turn-out movements for delivery and service vehicles.
    - b. Right-turn-in only movements for vehicles to the parking garage serving the general retail and residential land uses.
- Motorists are to use the existing deceleration lane along northbound Rockville Pike to enter into this right-turn-in access point in accordance with SHA requirements.
2. The three site access points along Old Georgetown Road in accordance with DPWT requirements are as follows:

- a. An access point on Old Georgetown Road closest to the intersection with Rockville Pike (refer to the attached DPWT letters dated October 31, 2000, and April 12, 2001):
  - i. The access point was limited to right-turn-in and right-turn-out only for passenger vehicles and trucks serving general retail and residential land uses.
  - ii. For transit vehicles including shuttle buses only, the access point was limited to right-turn-in, right-turn-out, and left-turn-in. The median is to be constructed along Old Georgetown Road approaching Rockville Pike with a depression of the same construction material at the left-turn-in access point. The appropriate traffic control signs and markings are to be provided to prohibit all other passenger vehicles and trucks from turning left from eastbound Old Georgetown Road into the site. The applicant may have to fund and construct this median design if it is not included in the DPWT Capital Improvements Program (CIP) Project No. 509995, Conference Center Intersection Improvement – Rockville Pike (MD 355) at Old Georgetown Road (MD 187).

The reason for the restricted full-movement access in close proximity to the intersection with Rockville Pike was the adverse impact on the following conflicting traffic movements:

  - i. The acceleration of right-turns from westbound Old Georgetown Road versus deceleration of right-turns from Rockville Pike into the site.
  - ii. The acceleration of westbound right-turns from the site along Old Georgetown Road versus deceleration of right-turns into the driveway access for the Forum Condominiums that is 75 feet north of the proposed access.
  - iii. The right-turns from the site versus the queue of westbound through and left-turn movements along Old Georgetown Road, given the proposed median on westbound Old Georgetown Road.
  - iv. The existing and site-generated traffic versus the additional traffic anticipated with the North Bethesda Town Center development at the White Flint Metrorail Station.

- b. To the east of the first access point, one full-movement access point from Old Georgetown Road serving the high-rise apartments and short-term parking area.
- c. Further to the east of the first and second access points, one full-movement shared access point from Old Georgetown Road serving the high-rise apartments and Forum Condominiums.

## Pedestrian and Bicycle Facilities

The proposed change in land use for the DPA will not adversely affect the existing or previously approved pedestrian access. The existing or proposed sidewalks are available along Old Georgetown Road and Rockville Pike and lead-in sidewalks along the access points from Old Georgetown Road. A Class I bikeway was required along Rockville Pike.

## Prior Regulatory Actions

The following are the prior regulatory actions associated with the subject DPA:

1. Site Plan No. 8-01017A was reviewed at the Planning Board public hearing on February 27, 2003, for a parking waiver request to reduce the number of spaces provided for 217,603 square feet of commercial land use. This site plan amendment would no longer be applicable with proposed change to a residential land use.
2. The Planning Board approved Preliminary Plan No. 1-01039 and Site Plan No. 8-01017 on April 19, 2001, for the following land uses (i.e., the more restrictive site plan land use):
  - a. General office use of 248,911 gross square feet
  - b. General retail use of 8,285 gross square feet
  - c. Café/Deli of 2,270 gross square feet
  - d. Quality sit-down restaurant of 8,249 gross square feet
  - e. Health club of 49,129 gross square feet
  - f. High-rise apartment building with up to 480 units

These land uses or other mix of land uses were not to exceed 407 peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and 727 peak-hour trips during the evening peak period (4:00 to 7:00 p.m.).

3. A Planning Board Hearing was held on November 9, 2000, for Development Plan Amendment (DPA) No. DPA-01-1 to amend the previous DPA to add the land uses specified in Recommendation No. 1. The Planning Board recommended that the Hearing Examiner and District Council approve the change in land use.
4. Zoning Case No. G-726, Montouri Property, was adopted by the District Council on September 10, 1996, to change the zoning from R-90 to TS-M. Zoning Case No. G-726 included two phases where Phase I is the adjacent Jefferson Villas and Phase II is this site. For Phase II on this site, the land use mix reviewed consisted of 400,441 square feet of office, 55,000 square feet of retail uses, and 129 high-rise apartments. Jefferson Villas was approved as Preliminary Plan No. 1-97073 on June 26, 1997, for 261 apartments.

## Master Plan Roadways and Bikeways

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

1. Rockville Pike (MD 355) is designated as a major highway, M-6, with a 134-foot right-of-way with a Class I bikeway on the east side. MD 355 (known by different names) is a north-south roadway extending from the District of Columbia to Frederick County. On the west side of the site, Rockville Pike (MD 355) has six-to-seven through travel lanes with separate turning lanes at intersections.
2. Old Georgetown Road is designated as a business district street, B-2, between Rockville Pike (MD 355) and Nebel Street with an 80-foot right-of-way with a Class I bikeway on the southwest side. This segment of Old Georgetown Road is a four-lane east-west roadway. West of Rockville Pike (MD 355), Old Georgetown Road has a different master plan designation as a major highway. Old Georgetown Road crosses Rockville Pike (MD 355), turns southwards west of Executive Boulevard, crosses I-270 and the Beltway, I-495, and then connects into Wisconsin Avenue (MD 355) in the Bethesda Central Business District.
3. Nebel Street is designated as a north-south, two-lane, 50-foot business district street, B-5, with an 80-foot right-of-way with a Class I bikeway.
4. Marinelli Road is designated as an east-west, two-to-four-lane, 50-foot business district street, B-6, with an 80-foot right-of-way with a Class I/II bikeway.
5. Chapman Avenue is designated as a north-south roadway business district street, B-4, with an 80-foot right-of-way.

## On-Going Roadway Improvements

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

1. The Montgomery County CIP Project No. 509995, Conference Center Intersection Improvement – Rockville Pike (MD 355) at Old Georgetown Road (MD 187):

This project was one of the improvements required to satisfy the conditions of Zoning Case No. G-745 and the associated County Council's Resolution No. 13-1411 on August 4, 1998. The intersection improvement is to construct three 12-foot-wide westbound lanes (i.e., as a left-turn lane, through lane, and right-turn lane that is now prohibited) and reconstruct the median appropriately. Construction is to start in Spring 2004 and projected to end in Spring 2005.

2. The Montgomery County CIP Project No. 50031, Montrose Parkway West:

Montrose Parkway West is an east-west arterial approximately parallel to Montrose Road. The CIP Project is now funded for construction for the four-lane divided section from 200 feet east of Tildenwood Drive to "Old" Old Georgetown Road.

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

SHA is now designing the interchange and CSX grade-separation, which have been broken into two separate projects. The limits of the detailed design study are from "Old" Old Georgetown Road to Maple Avenue.

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 is also 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 was put on hold until the other design plans for SHA's and DPWT's projects are finalized.

4. The Montgomery County Facility Planning Project No. 509337, 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. A public hearing was last held on January 27, 2004.

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 Local Area Transportation Review (e.g., in a traffic study).

Site-Generated Traffic

The table below shows the number of peak-hour trips generated by the previously approved land use compared with the proposed land uses during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.):

| Land Use                                           | Gross Square Feet or Units | Total Peak-Hour Trips |         |
|----------------------------------------------------|----------------------------|-----------------------|---------|
|                                                    |                            | Morning               | Evening |
| Prior Preliminary Plan Approved Phase 2B Land Use: |                            |                       |         |
| General Office                                     | 248,911                    | 415                   | 378     |
| General Retail                                     | 8,285                      | 26                    | 103     |
| Café/Deli                                          | 2,270                      | 26                    | 25      |
| Restaurant                                         | 8,249                      | 50                    | 62      |
| Health Club                                        | 49,129                     | 15                    | 211     |
| Total Vehicular Trips                              | 316,814                    | 532                   | 779     |
| Proposed Amended Phase 2B Land Use:                |                            |                       |         |
| High-Rise Apartments                               | 235                        | 79                    | 92      |
| General Retail                                     | 15,000                     | 46                    | 185     |
| Total Vehicular Trips                              |                            | 125                   | 277     |
| Difference in Vehicular Trips                      |                            | 407                   | 501     |

The majority of the vehicular trips generated by general office uses occur in the weekday peak direction, compared with the majority of the vehicular trips generated by housing units occurring in the weekday reverse peak direction. Besides the vehicular trips generated by the proposed high-rise apartments occurring in the non-peak direction, the proposed apartments generate fewer total peak-hour trips than the previously-approved office use. Thus, the congestion levels at the nearby intersections would be reduced from the Critical Lane Volume values shown in the memorandum prepared for the previous preliminary plan approval.

Policy Area Transportation Review/Staging Ceiling Condition

In the White Flint Policy Area, the remaining transportation staging ceiling capacities are 1,469 housing units and 5,162 jobs, as of January 31, 2004, under the *FY 04 Annual Growth Policy*. The table below shows the equivalent number of jobs and housing units comparing the prior approved and proposed development:

| Land Use                                           | Square Feet or Number of Units | Square Feet per Job | Number of Jobs or Housing Units |
|----------------------------------------------------|--------------------------------|---------------------|---------------------------------|
| Prior Preliminary Plan Approved Phase 2B Land Use: |                                |                     |                                 |
| General Office                                     | 249,323                        | 225                 | 1,111 Jobs                      |
| General Retail                                     | 10,555                         | 400                 | 26 Jobs                         |
| Restaurant                                         | 8,249                          | 400                 | 21 Jobs                         |
| Health Club                                        | 49,129                         | 400                 | 123 Jobs                        |
| Total Previously Approved Non-Residential "Jobs"   |                                |                     | 1,281 Jobs                      |
| Proposed Amended Phase 2B Land Use:                |                                |                     |                                 |
| General Retail                                     | 10,000 to 15,000               | 400                 | 25 to 38 Jobs                   |
| Reduced Number of Non-Residential "Jobs"           |                                |                     | 1,243 to 1,256 Jobs             |
| Approved Phase 2A High-Rise Apartments             |                                |                     | 480 Units                       |
| Proposed Phase 2B Additional High-Rise Apartments  |                                |                     | 235 Units                       |

### Transportation Demand Management

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

To assist the North Bethesda TMD in achieving and maintaining the traffic mitigation goal of the *North Bethesda/Garrett Park Master Plan*, participation would include the following:

1. Designating an employee transportation coordinator to assist in implementation of the planning and coordinating with the North Bethesda TMO staff.
2. Disseminating information on transportation programs and services to the residents and on-site employees.
3. Monitoring the achievement of traffic mitigation goal by participating in the annual employee survey.



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:RCW:gw

Attachments

cc: Vineet Bhanot  
Larry Cole  
Greg Cooke  
Mary Goodman  
Wes Guckert  
Jeff Reise  
Bob Simpkins  
Peggy Schwartz

mno DPA0401 - Phase 2b White Flint



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Albert J. Genetta, Jr., P.E.  
Director

October 31, 2000

Mr. Ronald C. Welke, Coordinator  
Transportation Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Development Plan Amendment  
White Flint Place

Dear Mr. Welke:

We have completed our review of the request for a full movement driveway for this project that was discussed by the Development Review Committee. This driveway would be located approximately eighty (80) feet east of the end of the existing median on Old Georgetown Road.

We recommend denial of this access for any movements other than right in, right out only. MCDPWT has identified this intersection for future improvement in conjunction with changes related to the movement of the WMATA parking lot being displaced by the Montgomery County Conference Center.

Although not programmed for construction, this project is listed in the County's Capital Improvements Program (CIP) and it is our intent to make the improvements shown on the concept drawing dated November 6, 1995, which has been provided to you with this letter. Specifically, a new eastbound through lane and east to south bound left turn lane on Old Georgetown Road would preclude the needed left turn storage into the project site. The left turn south onto MD. 355, proposed in our project, could potentially offer the desired movement that would be accomplished by having a left turn out of the site.

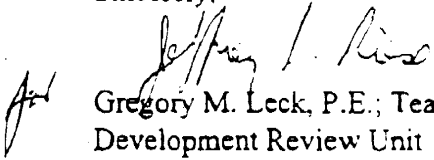
As the developer progresses through the development process, they may wish to contact Thomas Migrock, Engineering Services Coordinator for the Division of Traffic and Parking Services, regarding participating in the intersection improvements. The equivalent cost of changes that the developer would need to make for their proposal could go a long way as a contribution toward adding the new movements that should benefit this development.

Division of Traffic and Parking Services

Mr. Ronald C. Welke  
White Flint Place  
October 31, 2000  
Page 2

Thank you for the opportunity to comment on this proposal. Mr. Migrock or Jeff Riese may be reached at (240) 777-2190 to discuss this issue further.

Sincerely,

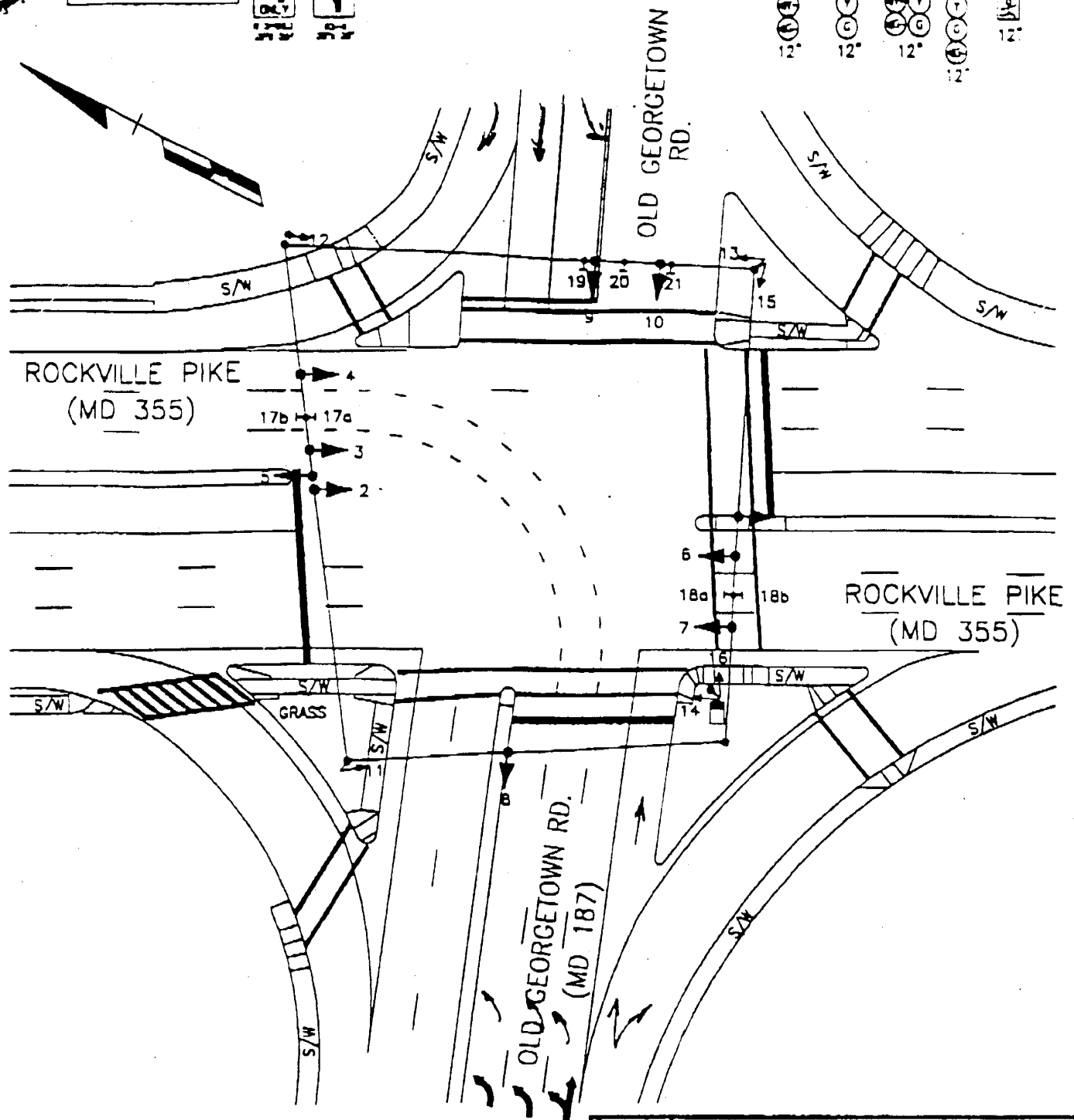
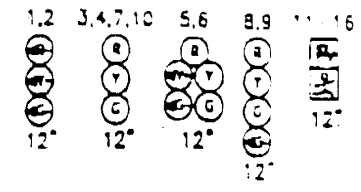
  
Gregory M. Leck, P.E.; Team Leader  
Development Review Unit

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cc: Wes Guckert; The Traffic Group  
Bill Landfair; MNCPPC, CBP  
Charles Irish, Jr., P.E.; VIKA  
Robert H. Metz, ESQ.; Linowes & Blocher, LLP

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17a, 17b, 18a, 18b  
O. Georgetown Rd.



|                    |                                                                                                |
|--------------------|------------------------------------------------------------------------------------------------|
| DATE<br>11-6-95    | DIVISION OF TRAFFIC ENGINEERING<br>DEPARTMENT OF TRANSPORTATION<br>MONTGOMERY COUNTY, MARYLAND |
| DES. BY            | OLD GEORGETOWN RD (MD 187)<br>AND ROCKVILLE PIKE (MD 355)                                      |
| DRAWN BY<br>D.A.N. | APPROVED<br>_____<br>CHIEF, TRAFFIC OPERATIONS SECTION                                         |
| SCALE<br>1" = 40'  | DRWG. NO. 2764E _____ OF _____ SHEETS                                                          |

# Conference Center Intersection Improvements – No. 509995

Category: Transportation  
 Agency: Public Works & Transportation  
 Planning Area: North Bethesda-Garrett Park  
 Location Impact: None

Date Last Modified:  
 Previous PDF Page Number:  
 Required Adequate Public Facility:

July 10, 2000  
 7-196 (00 Appl)  
 YES

## EXPENDITURE SCHEDULE (\$000)

| Cost Element                     | Total        | Thru FY99 | Estimate FY00 | Total 5 Years | FY01       | FY02       | FY03       | FY04       | FY05       | FY06     | Beyond 6 Years |
|----------------------------------|--------------|-----------|---------------|---------------|------------|------------|------------|------------|------------|----------|----------------|
| Planning, Design and Supervision | 323          | 1         | 39            | 283           | 78         | 35         | 55         | 59         | 55         | 0        | 0              |
| Land                             | 463          | 0         | 0             | 463           | 90         | 0          | 110        | 0          | 263        | 0        | 0              |
| Site Improvements and Utilities  | 613          | 0         | 0             | 613           | 161        | 164        | 0          | 288        | 0          | 0        | 0              |
| Construction                     | 835          | 0         | 0             | 835           | 64         | 220        | 50         | 307        | 194        | 0        | 0              |
| Other                            | 0            | 0         | 0             | 0             | 0          | 0          | 0          | 0          | 0          | 0        | 0              |
| <b>Total</b>                     | <b>2,234</b> | <b>1</b>  | <b>39</b>     | <b>2,194</b>  | <b>393</b> | <b>419</b> | <b>215</b> | <b>654</b> | <b>513</b> | <b>0</b> | <b>0</b>       |

## FUNDING SCHEDULE (\$000)

|                              |       |   |    |       |     |     |     |     |     |   |   |
|------------------------------|-------|---|----|-------|-----|-----|-----|-----|-----|---|---|
| G.O. Bonds                   | 1,325 | 0 | 39 | 1,286 | 0   | 0   | 119 | 654 | 513 | 0 | 0 |
| Development/Approval/Payment | 909   | 1 | 0  | 908   | 393 | 419 | 96  | 0   | 0   | 0 | 0 |

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for reconstruction of various intersections in the North Bethesda planning area which are needed to support development of the Montgomery County Conference Center. The project consists of improvements, or alternative traffic mitigation measures, as identified at the following intersections:

- MD 355/Montrose Road/Randolph Road
- MD 355/Old Georgetown Road
- MD 355/Nicholson Lane
- Randolph Road/Nebel Street
- Old Georgetown Road/Nicholson Lane/Tilden Lane
- Montrose Road/Farm Haven Drive
- Montrose Road/Tildenwood Drive
- MD 355/Rollins Avenue/Twinbrook Parkway
- Randolph Road/Parklawn Drive
- Old Georgetown Road/Tuckerman Lane
- MD 355/Tuckerman Lane

### Service Area

North Bethesda/Garrett Park

### Plans and Studies

Studies conducted by the Conference Center transportation consultant show that intersection improvements in the North Bethesda area are needed to mitigate the impact of the Conference Center.

### STATUS

Project schedule delay reflects current level of engineering. In addition, Montrose Road/Farm Haven Drive/Tildenwood Drive intersection improvement has been deferred by one year.

### OTHER

To the extent that other developments are also responsible, in part, for improvements covered under this project, they will be required to participate in a pro-rata share of improvements covered. Improvements covered herein will not be available to satisfy the Adequate Public Facility requirements of the development without such participation. The Department of Public Works and Transportation is responsible for coordinating such participation. Developers will be asked to participate as a condition of subdivision approval. The Council will review plans for improvements to Montrose Road in the vicinity of Tildenwood and Farm Haven Drives prior to commencement of final design.

### FISCAL NOTE

The debt service payments resulting from the G.O. bonds issued for these expenditures will be supported by profits from the Conference Center and from Room Rental and Transient Tax revenues.

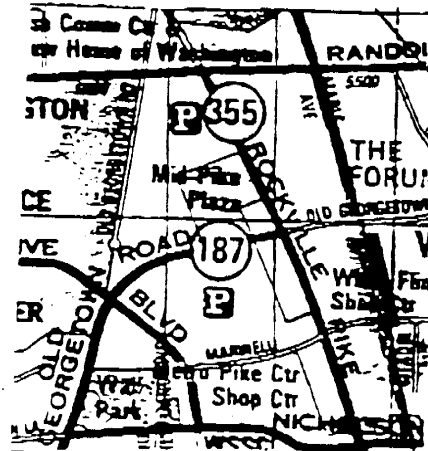
### APPROPRIATION AND EXPENDITURE DATA

|                                    |      |         |
|------------------------------------|------|---------|
| Date First Appropriation           | FY99 | (\$000) |
| Initial Cost Estimate              |      | 2,234   |
| First Cost Estimate                |      |         |
| Current Scope                      | FY99 | 2,234   |
| Last FY's Cost Estimate            |      | 2,234   |
| Present Cost Estimate              |      | 2,234   |
| Appropriation Request              | FY01 | 0       |
| Appropriation Request: Est         | FY02 | 0       |
| Supplemental Appropriation Request | FY00 | 0       |
| Transfer                           |      | 0       |
| Cumulative Appropriation           |      | 2,234   |
| Expenditures/Encumbrances          |      | 1       |
| Unencumbered Balance               |      | 2,233   |
| Partial Closeout Thru              | FY95 | 0       |
| New Partial Closeout               | FY95 | 0       |
| Total Partial Closeout             |      | 0       |

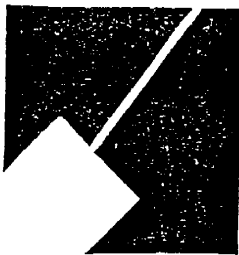
### COORDINATION

Department of Economic Development  
 Office of Management and Budget  
 Department of Finance  
 Office of the County Attorney  
 Maryland-National Capital Park and Planning Commission  
 Maryland State Highway Administration  
 Conference Center-Design  
 Conference Center  
 Intersection and Spot Improvements  
 Montrose Parkway

### MAP



M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

MONTGOMERY COUNTY PLANNING BOARD

OPINION

DATE MAILED: May 21, 2001  
SITE PLAN REVIEW #: 8-01017  
PROJECT NAME: White Flint Place

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*Action: Approval subject to conditions. Motion was made by Commissioner Bryant, seconded by Commissioner Holmes, with a vote of 5-0, Commissioners Bryant, Perdue, Hussmann, Holmes and Wellington voting for.*

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The date of this written opinion is May 21, 2001, (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 June 20, 2001 (which is thirty days from the date of this written opinion. If no administrative appeal is timely filed, this Site Plan shall remain valid for as long as Preliminary Plan #1-01039 is valid, as provided in Section 59-D-3.8. Once the property is recorded, this Site Plan shall remain valid until the expiration of the project's APFO approval, as provided in Section 59-D-3.8.

On April 19, 2001 Site Plan Review #8-01017 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and 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 DPA-01-1;*
2. *The Site Plan meets all of the requirements of the TS-M zone. See Data Table above.*
3. *The location of the buildings and structures, the open spaces, the landscaping, and the pedestrians and vehicular circulation systems are adequate, safe, and efficient;*
4. *Each structure an 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;*

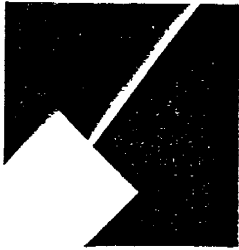
**EXHIBIT "A"**

Approved  
Landscape

Therefore, the Montgomery County Planning Board APPROVES Site Plan #8-01017, which consists of 248,911 gsf office, 2270 gsf café/deli, 8249 gsf restaurant, 49,129 gsf health club, 8285 gsf retail and 460-480 multifamily high-rise dwellings including 122-127 MPDU's on 4.76 acres, with the following conditions:

1. Standard Conditions dated October 10, 1995:
  - A. Submit a Site Plan Enforcement Agreement and Development Program and for review and approval prior to approval of the signature set as follows:
    - i. Development Program to include a phasing schedule as follows:
      - a. Streets tree planting must progress as street construction is completed, but no later than six months after completion of the buildings adjacent to those streets.
      - b. Community-wide pedestrian pathways and recreation facilities must be completed prior to seventy percent occupancy of each phase of the development.
      - c. Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
      - d. Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
      - e. Clearing and grading to correspond to the construction phasing, to minimize soil erosion. Coordination of each section of the development and roads.
      - f. Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
    - ii. Site Plan Enforcement Agreement to address conditions of approval in Transportation Planning staff memo of April 12, 2001.
  - B. Signature set of site, landscape/lighting, forest conservation and sediment and erosion Control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
    - i. Conditions of DPS Stormwater Management Concept approval letter
    - ii. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading.
    - iii. The development program inspection schedule.
  - C. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.
  - D. No clearing or grading prior to M-NCPPC approval of signature set of plans.
2. Applicant shall work with staff and MCDPWT to design the Rockville Pike streetscape to include a landscape panel with double row of trees between the curb and the sidewalk
3. Applicant shall work with MNCPPC staff and MCDPWT staff to design a median, adjacent to the subject site, which will accommodate the median breaks described in the Transportation Planning staff memo dated April 12, 2001 addressing the Preliminary Plan condition for the subject project. The execution of the median shall be part of the disposition of the DAP payment. The median design shall be designed to enhance the attractiveness of Old Georgetown Road.
4. Also as part of the disposition of the DAP payment, Applicant shall work with staff of MNCPPC, MCDPWT and SHA to design the improvements for the intersection of Old Georgetown Road and Rockville Pike to be equally as attractive and safe for pedestrians as for vehicles.
5. Applicant shall work with MNCPPC staff to continue the streetscape concept (paving materials, street furniture, etc.) similar to the Windsor Villa Apartments, along the full street frontage of the subject site.

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

Date Mailed: June 5, 2001

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Action: Approved Staff Recommendation

Motion of Comm. Bryant, seconded by  
Comm. Holmes with a vote of 5-0;

Comms. Bryant, Holmes, Hussmann,  
Perdue and Wellington voting in favor

## MONTGOMERY COUNTY PLANNING BOARD

### OPINION

Preliminary Plan 1-01039

NAME OF PLAN: WHITE FLINT PLACE, PARCELS A, B, & C

On 01/03/01, DONOHOE DEVELOPMENT CORPORATION submitted an application for the approval of a preliminary plan of subdivision of property in the TS-M zone. The application proposed to create 480 multi-family dwelling units and 259,430 square feet office/retail on 4.75836 acres of land. The application was designated Preliminary Plan 1-01039. On 04/19/01, Preliminary Plan 1-01039 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-01039 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-01039.

Approval, subject to the following conditions:

- (1) Compliance with conditions of approval for the preliminary forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits.
- (2) Compliance with the conditions of approval outlined in Transportation Planning Memorandum dated, April 12, 2001, as follows:
  - Limit the preliminary plan and site plan to general office use of up to 249,911 square feet, general retail use of up to 10,550 square feet, quality sit-down restaurant of up to 8,249 square feet, health club of up to 49,129 square feet, and up to 480 high-rise apartment units or other mix of land uses not to exceed 407 peak-hour trips during the weekday morning peak period (7:00 to 9:00 a.m.) and 727 peak-hour trips during the evening peak period (4:00 to 6:00 p.m.).
  - Satisfy the Local Area Transportation Review (LATR) component of the APF test by paying the development approval payment (DAP) under the ARP for Metro Station Policy Areas provision of the FY 01 Annual Growth Policy. To satisfy LATR, the DAP collected by the County could be used as follows:



A. 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.

1. Montrose Road - Randolph Road and Rockville Pike (MD 355): Construct a right-turn lane and second left-turn lane on eastbound Montrose Road.
  2. Montrose Road and East Jefferson Street: Construct a second southbound right-turn lane on East Jefferson Street and a second eastbound left-turn lane on Montrose Road.
  3. Old Georgetown Road and Rockville Pike: Modify the westbound approach of Old Georgetown Road to retain the median and permit through and left-turn movements.
- Under ARP for Metro Station Policy Areas, enter into an agreement with the Montgomery County Department of Public Works and Transportation (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*.
  - Limit the site access along northbound Rockville Pike as required by the Maryland State Highway Administration (SHA) to the following:
    - A. Right-turn-in and right-turn-out movements for delivery and service vehicles.
    - B. Right-turn-in only movements for passenger vehicles to the parking garage.
  - Use the existing deceleration lane along northbound Rockville Pike to the site's right-turn-in access per SHA requirements.
  - Limit the three-site accesses along Old Georgetown Road as required by DPWT as follows:
    - a. An access on Old Georgetown Road closest to the intersection with Rockville Pike:
      1. Limiting the access to right-turn-in and right-turn-out only for passenger vehicles and trucks serving the commercial and residential land uses.
      2. For transit vehicles including shuttle buses only, limit the access to right-turn-in, right-turn-out, and left-turn-in serving commercial land uses along Rockville Pike. Construct the median along Old Georgetown Road approaching Rockville Pike with a depression of the same construction material at the left-turn-in access. Provide the appropriate traffic control signs to prohibit all other passenger vehicles and trucks from turning left from eastbound Old Georgetown Road into the site.

The applicant should participate with DPWT in currently developing plans for the intersection of Old Georgetown Road and Rockville Pike to permit through and left-turn movements from westbound Old Georgetown Road, which are now prohibited. The proposed full-movement access closest to the intersection with Rockville Pike would not be permitted by DPWT because of conflicting turning movements with the queue of westbound through and left-turn movements, the intent to

include a median on Old Georgetown Road, and the close proximity of the proposed access to Rockville Pike. This Old Georgetown Road access should be prohibited now and after the additional traffic anticipated with the yet-to-be-filed-planned development at the White Flint Metrorail Station. Refer to DPWT letters dated October 31, 2000 and April 12, 2001 (attached).

- b. One full-movement shared access from Old Georgetown Road serving the high-rise apartments and short-term parking area.
  - c. One full-movement shared access from Old Georgetown Road serving the high-rise apartments and Forum Condominiums.
- Provide a Class I bikeway along Rockville Pike.
- (3) Compliance with conditions of approval of MCDPS storm water management letter
  - (4) Access and improvements as required by MDSHA, prior to the issuance of access permit
  - (5) All roads and right of ways shown on the approved preliminary plan shall be dedicated by the applicant, to the full width mandated by the North Bethesda Sector Plan, unless otherwise delineated on the preliminary plan
  - (6) Final location of buildings, on site parking, site circulation and sidewalks to be approved at site plan
  - (7) No clearing, grading, or recording of plats prior to site plan approval
  - (8) A lighting and landscaping plan must be submitted as part of the site plan application
  - (9) This Preliminary Plan will remain valid for thirty-seven (37) months from the date of mailing of the Planning Board opinion. Prior to the expiration of this validity period, a final record plat for all property delineated on the approved preliminary plan must be recorded or a request for an extension must be filed
  - (10) The Adequate Public Facility (APF) Review for this preliminary plan will remain valid for sixty-one (61) months from the date of the Planning Board opinion
  - (11) Necessary easements