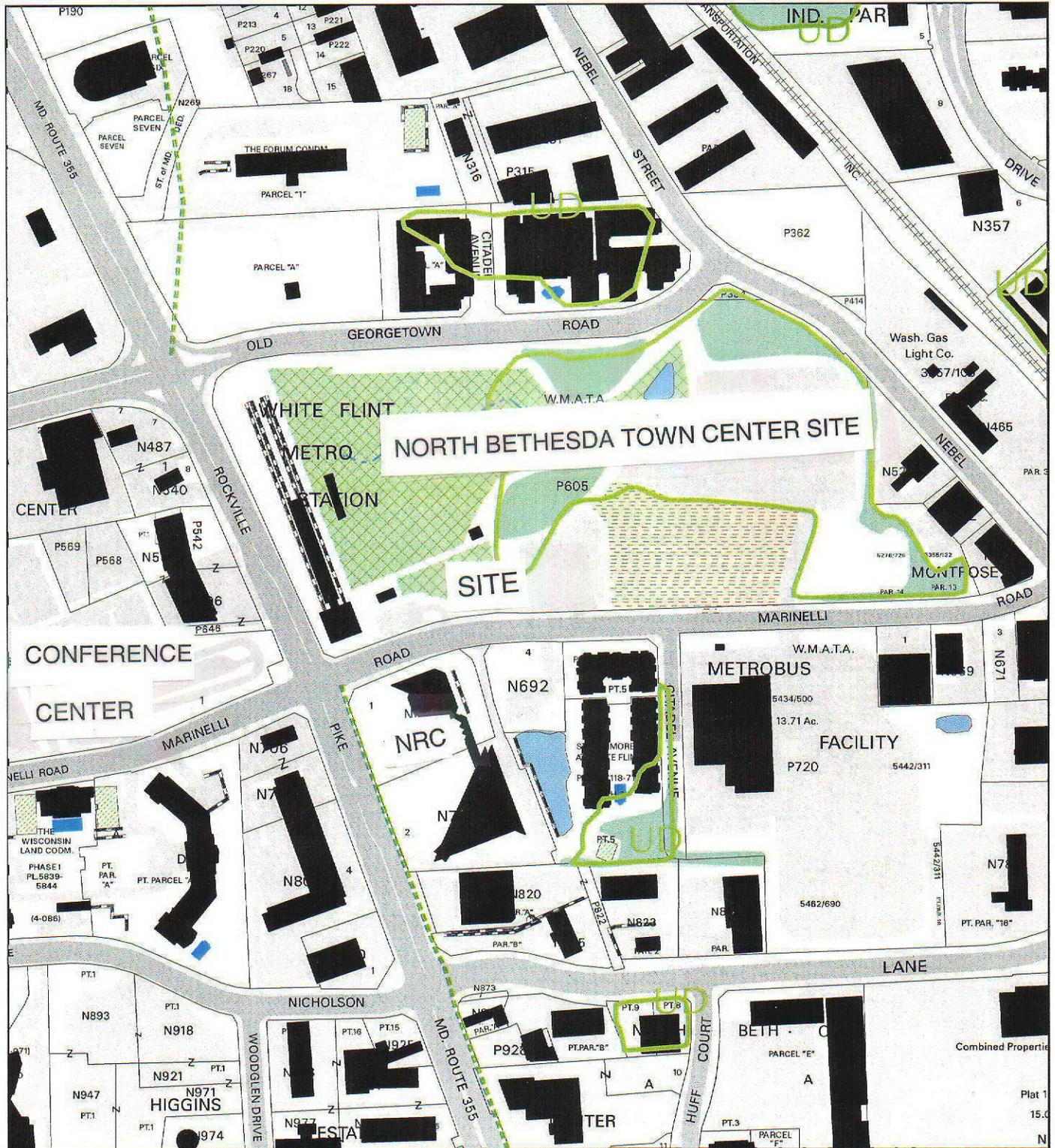


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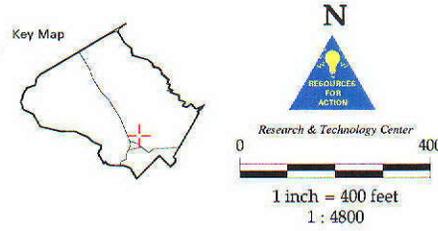
Map compiled on July 16, 2004 at 6:52 AM | Site located on base sheet no - 215NW05

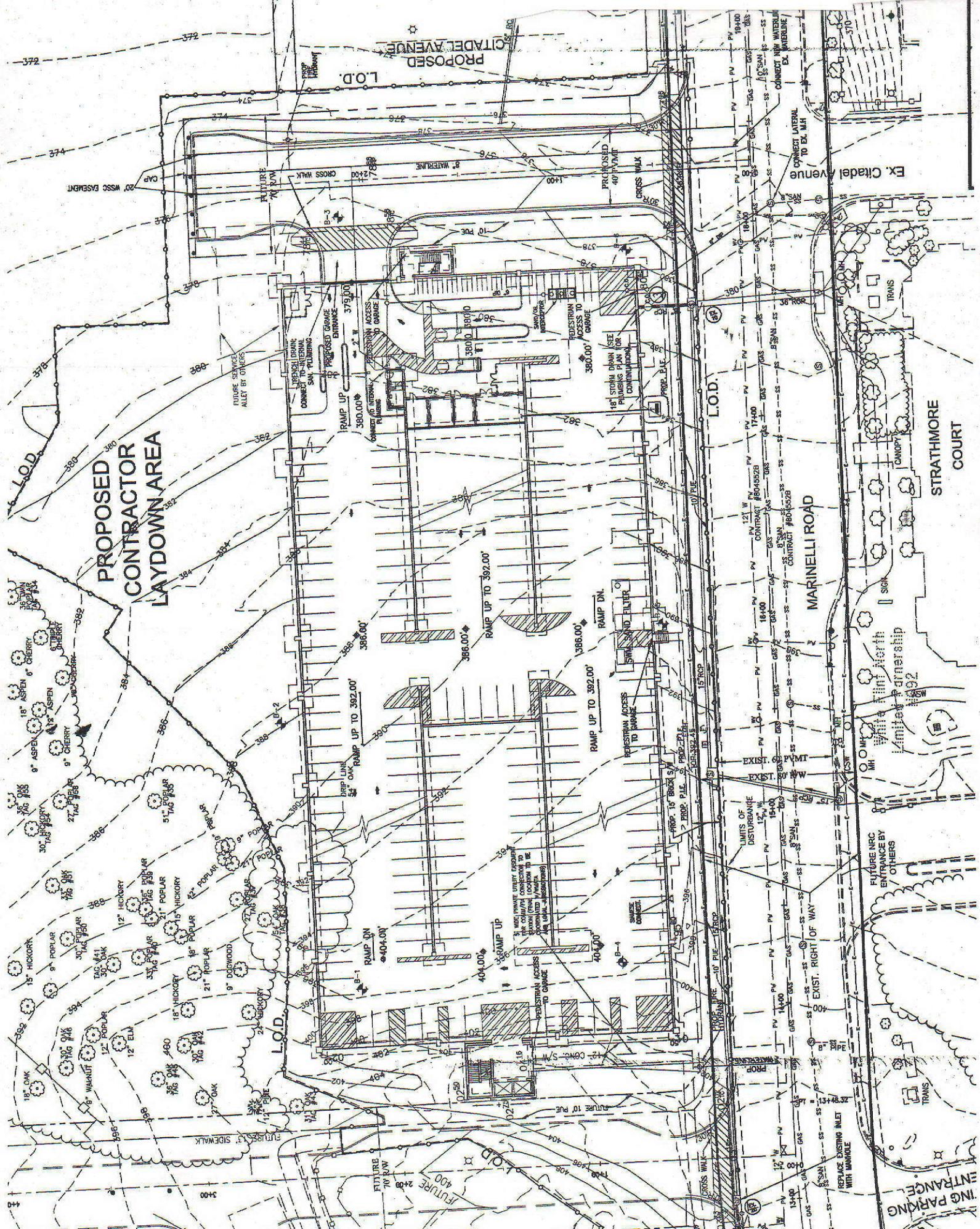
NOTICE

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

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**PROPOSED
CONTRACTOR
LAYDOWN AREA**

**PROPOSED
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L.O.D.

Ex. Citadel Avenue

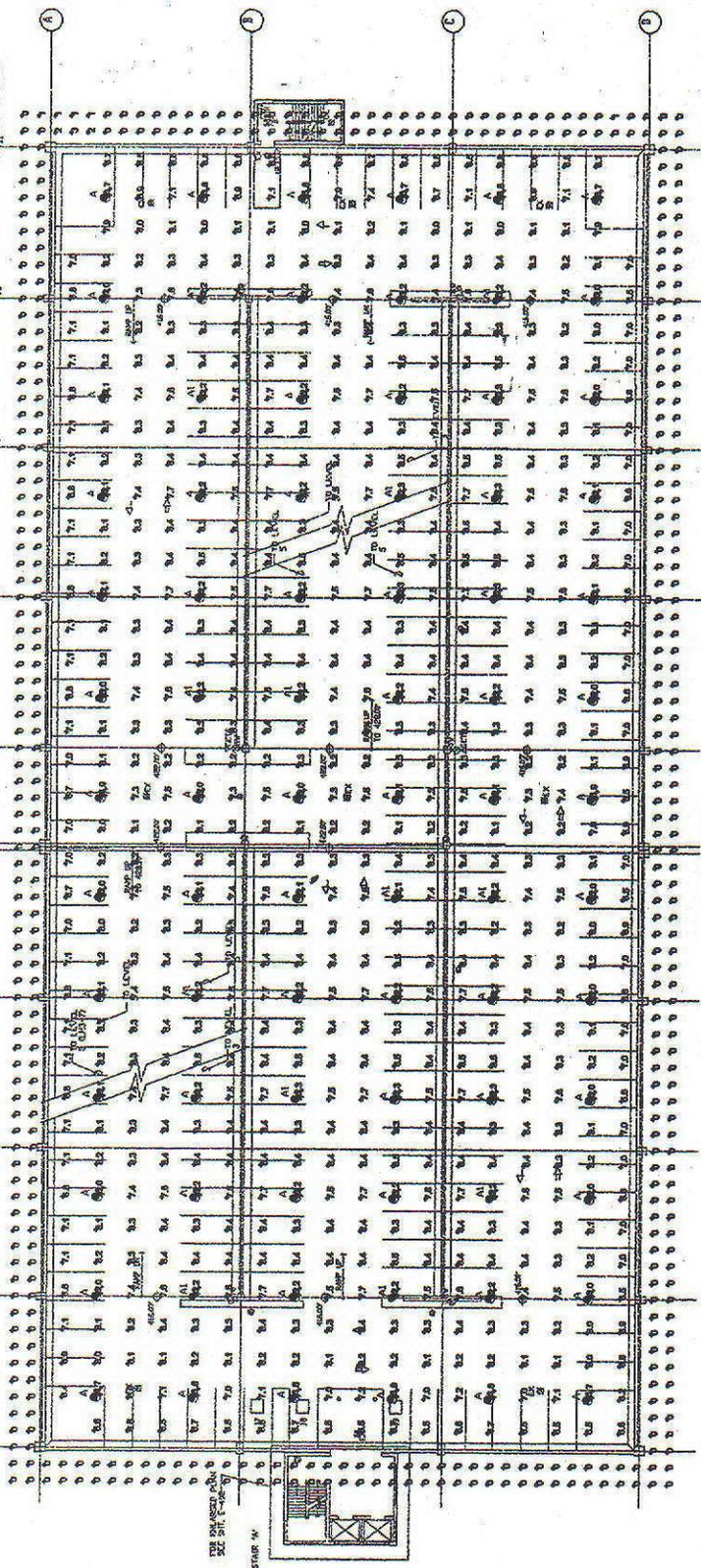
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**STRATHMORE
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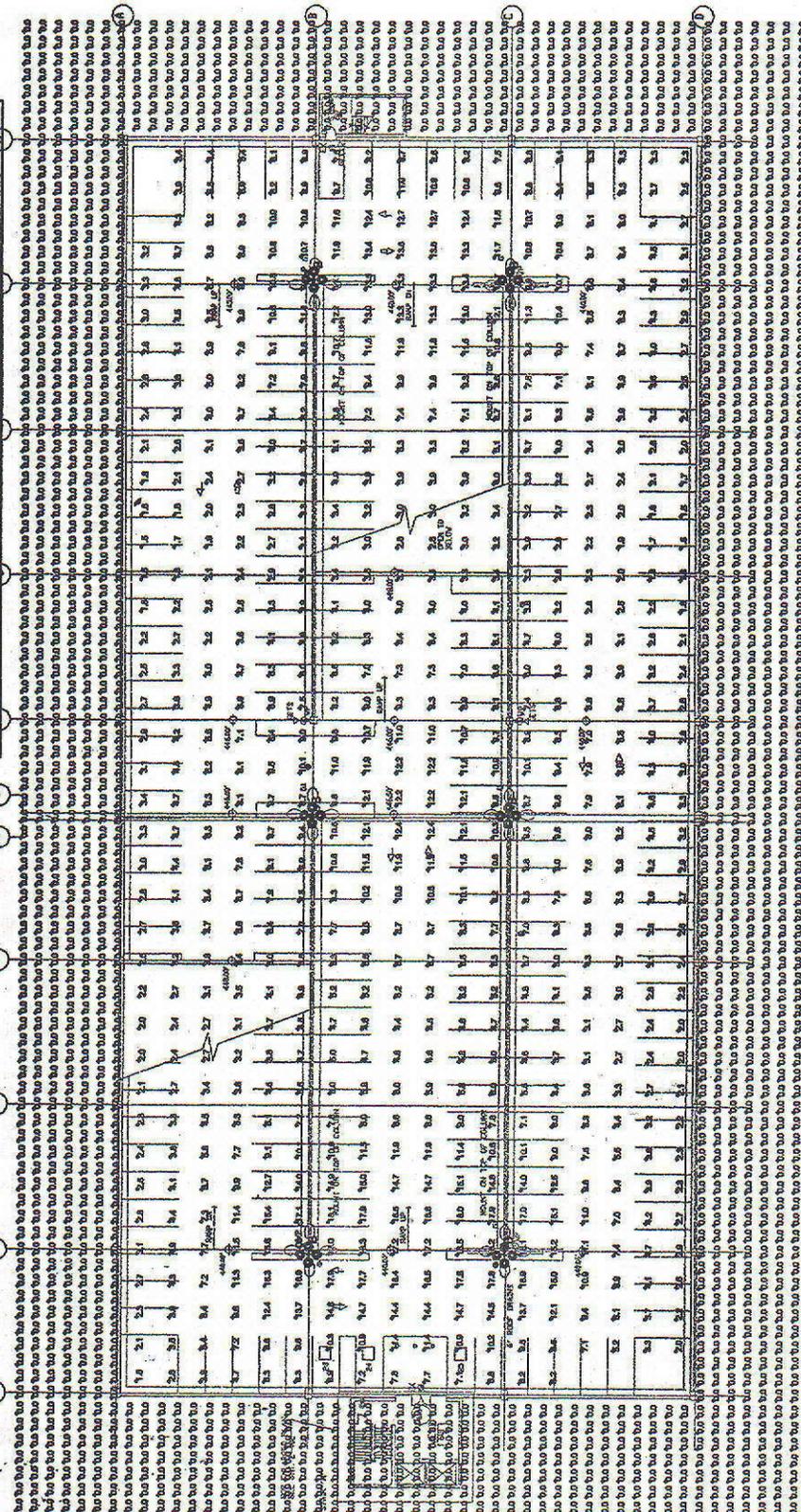
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| SPILL @ GROUND | | | | | | | | 0 FC | 3 FC | 0 FC | N/A | N/A |



Levels 2-5

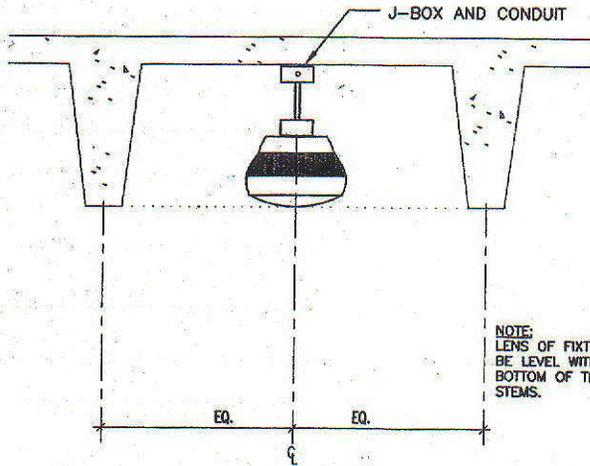
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| 3' AFF | | 6.7 FC | 18.5 FC |
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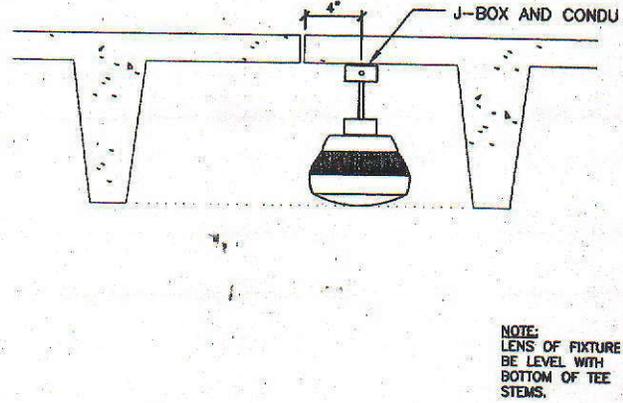


Roof Level

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SECTION
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SECTION
DOUBLE TEE JUNCTION

NOTE:
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BE LEVEL WITH
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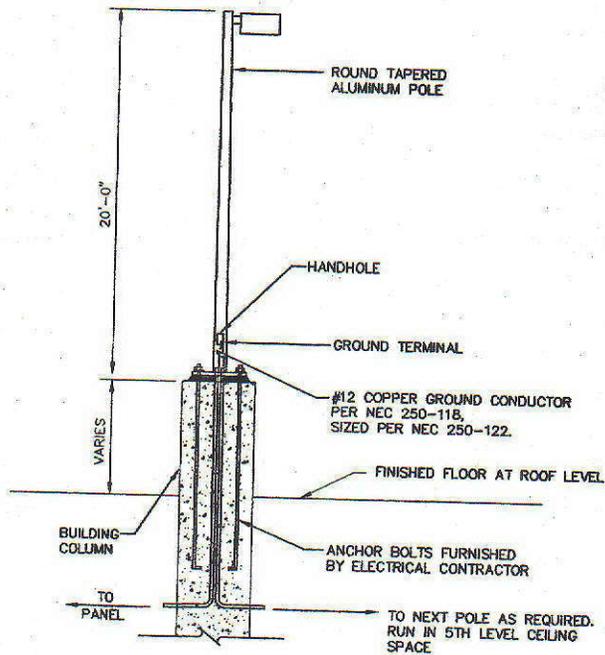
NOTE:
LENS OF FIXTURE
BE LEVEL WITH
BOTTOM OF TEE
STEMS.

B1 LIGHT FIXTURE MOUNTING
DETAIL

NOT TO SCALE

B2 LIGHT FIXTURE MOUNTING
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NOT TO SCALE



B3 TYPE "G" POLE BASE
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**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**
Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

DATE: July 14, 2004

TO: Kristin O'Connor, Planner Coordinator
Community Based Planning
County-wide Planning Division

FROM: Katherine Nelson, Planner Coordinator 
Environmental Planning
County-wide Planning Division

SUBJECT: Mandatory Referral No 04202-WMATA
Parking Garage at White Flint East

Recommendation

Environmental Planning staff recommends transmittal of this plan with the following comments:

- Approve Forest Conservation Plan with conditions
 - Minimize limits of disturbance within the critical root zone of tree #38 and #43
 - Begin pre-construction measures as soon as possible
 - Limit pruning of tree #38 until winter dormancy

Site Description

The proposed site is part of a tract of land located near the ridgeline (defined roughly by MD 355) between Cabin John and Lower Rock Creek watersheds. Aside from minimal existing landscaping this site has no natural vegetation and no riparian areas. The most prominent feature of this site is the stand of trees adjacent to its northern property line. Several of these large mature trees have significant root zones extending onto the WMATA site.

Forest Conservation

The forest on the adjacent site is an isolated 1-acre upland hardwood forest dominated by Tulip Tree, White Oak, Southern Red Oak and Hickory. This stand has been identified as a high priority save-area as part of the entire LCOR development. There are two individual large trees that will be particularly affected by the development of this parking garage. Because of their size these trees compose a large percent of the total forest canopy and their individual loss would be significant to the forest stand. The applicant has proposed a number of protective measures for

these trees including root pruning, substantial tree protection fencing and signs and root protection matting where limited traffic across roots is necessary. In addition they have proposed a pre-construction plan for enhancing the health of these trees including soil amendments, watering and mulching.

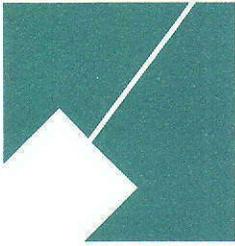
These measures largely address staff concerns for preserving the adjacent forest as a whole. However these measures may not be adequate to address the significant root loss to the two trees closest to the proposed construction. Staff has asked that the limits of disturbance for this part of the building be moved another ten feet away from these trees. The applicant is currently reviewing the feasibility of this measure. Staff also suggests that pre-construction measures to improve the health of the trees and remaining root systems take place as soon as possible.

Finally, one of the large trees has several long branches that are high in the canopy and will overhang this building. Staff recognizes the need to prune these limbs, however this work should be done during winter dormancy rather than immediately as proposed in their plan.

Stormwater Management

This site is located entirely within the Randolph Branch subwatershed of Lower Rock Creek. The water quality is fair and the subwatershed is designated a watershed restoration area. Stormwater management for this site is to be addressed primarily as part of the development of the larger LCOR site. Runoff will be directed to a large underground facility to the east of the property. The applicant is providing some pre-treatment for water quality by constructing an underground sand filter.

M-NCPPC

**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

July 14, 2004

MEMORANDUM

TO: Kristen O'Connor, Planner/Coordinator
Community-Based Planning Division

VIA: Daniel K. Hardy, Supervisor *DKH*
Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator *E A*
Transportation Planning

SUBJECT: Mandatory Referral No. 04202-WMATA-1, White Flint Metro Parking Garage
White Flint Policy Area

This memorandum is Transportation Planning staff's Adequate Public Facilities review of the subject mandatory referral. The current Washington Metropolitan Area Transit Authority (WMATA) surface parking is to be relocated into the proposed parking garage as part of the first phase of LCOR's North Bethesda Town Center mixed-use development.

FINDING FOR THE MANDATORY REFERRAL

Transportation Planning staff proposes the following condition as part of the mandatory referral:

Provide a total of 52 bike racks and 40 bike lockers for bicycle parking where at least half are located in the proposed parking garage, given the proximity of the North Bethesda Trail along Rockville Pike (MD 355).

DISCUSSION

Location of WMATA's Proposed Garage and the Surrounding North Bethesda Town Center

The proposed WMATA garage site is located on the north side of Marinelli Road between Citadel Avenue and Chapman Avenue. The surrounding North Bethesda Town Center is located on the east side of Rockville Pike (MD 355) between Old Georgetown Road and Marinelli Road and extends to Nebel Street.

External Vehicular Traffic Circulation

The vehicular access for the proposed WMATA garage is from Citadel Avenue approximately 240 feet north of Marinelli Road.

For the surrounding North Bethesda Town Center site, the major internal vehicular accesses are proposed from the following adjacent roadways onto internal streets:

1. One from Rockville Pike (MD 355) – Main Street (as a right-turn-in and right-turn-out only).
2. Four from Marinelli Road – Station Street, Chapman Avenue, Citadel Avenue, and Park Avenue.
3. Three from Old Georgetown Road - Station Street, Chapman Avenue, and Citadel Avenue.
4. One from Nebel Street - Park Avenue.

The internal circulation for North Bethesda Town Center is provided with the following proposed streets:

1. Four north-south streets are Station Street, Chapman Avenue, Citadel Avenue, and Park Avenue.
2. One east-west street is Main Street and possibly Street A (that may be eliminated for safer pedestrian circulation to the central open space).

Pedestrian Facilities

The pedestrian access points for the proposed WMATA garage are from centrally-located stairwells along Chapman Avenue and Citadel Avenue. Besides improving the existing sidewalk along Marinelli Road, sidewalks are to be built along Chapman Avenue and Citadel Avenue associated with the North Bethesda Town Center development.

Prior and Current WMATA White Flint Metrorail Station Parking

The prior surface parking area that was located on the west side of Rockville Pike (MD 355) north side of Marinelli Road is now the site where the Montgomery County Conference Center is under construction. The prior parking area had approximately 1,277 spaces for transit users including approximately 40 short-term metered spaces within the Park-and-Ride section. WMATA employees parked at the bus depot on the south side of Marinelli Road between Rockville Pike (MD 355) and Nebel Street.

The current temporary surface parking area was built and open to the public before the start of the Montgomery County Conference Center construction. The current parking area is located on the north side of Marinelli Road between Rockville Pike (MD 355) and Nebel Street and has approximately 1,185 parking spaces (87 fewer spaces than the prior parking area) for transit riders plus WMATA employees.

Proposed Parking

For North Bethesda Town Center site, parking garages provide off-street parking in all of the "buildings". On-street parking will be available on all internal public streets. However, segments of some streets may have on-street parking restrictions as determined by the Montgomery County Department of Public Works and Transportation (DPWT).

The proposed WMATA parking garage would provide approximately 1,277 parking spaces for the Metrorail and Metrobus patrons and WMATA employees located as Building "D". WMATA and the North Bethesda Town Center applicant have agreed to use the parking garage labeled as Building "D" in lieu of a closer garage such as in Buildings "C" or "A". Both the approximately 40 short-term metered parking spaces (that were in the "kiss and ride" section) and WMATA's handicapped spaces are to be located on Station Street or other appropriate locations within the North Bethesda Town Center.

Redistribution of WMATA's Site-Generated Traffic

The traffic study prepared for North Bethesda Town Center included the analysis of redistributed peak-hour vehicular trips from the prior parking area located on the west side of Rockville Pike (MD 355) to the current surface parking area and proposed garage located on their east side location. The trip reassignment reflects the analysis performed in the traffic study prepared for the Montgomery County Conference Center given that it would occupy the Metro surface parking lot and must relocate the parking to another location. Using traffic counts collected when the prior parking area was in operation, the approximately 1,277-space parking facility generated 435 peak-hour trips during the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and 145 peak-hour trips during the weekday evening peak period (4:00 p.m. to 7:00 p.m.). These peak-hour trips were redistributed from the prior to the current and proposed access point(s) through the analyzed intersections.

Relevant Conditions of Approval Associated with the North Bethesda Town Center

The relevant conditions of approval associated with the approval of Zoning Application No. G-801 (approved by the District Council on April 29, 2003) and Pre-Preliminary Plan No. 7-04001 (approved by the Planning Board on October 16, 2003) are as follows:

1. Construct an internal street network including Chapman Avenue and Citadel Avenue between Marinelli Road and Old Georgetown Road.
2. Dedicate necessary right-of-way for 40 feet from the centerline of adjacent external business district streets such as Marinelli Road.
3. Provide for pedestrian and bicycle connections to all residential and non-residential development.
4. Limit the pre-preliminary plan to mixed-use development consisting of a maximum of 1,350 high-rise apartments, and 1,418,037 gross square feet of commercial uses that includes a movie theater with 3,500-seating capacity.
5. Satisfy the Adequate Public Facilities test pursuant to the Alternative Review Procedure (ARP) for Metro Station Policy Areas under the *FY 2004 Annual Growth Policy*.

Using this ARP, the applicant need not take any actions typically required of subdivision applicants to satisfy Policy Area Transportation Review or Local Area Transportation Review (LATR). For LATR, a traffic study is typically submitted to identify improvements at any local area intersection exceeding its congestion standard. Instead, a Comprehensive LATR is to be conducted for the policy area in which the subdivision is located. Any transportation improvements needed to support the development should be identified for inclusion in the Montgomery County Department of Public Works and Transportation (DPWT) Capital Improvements Program.

Under this ARP, the subdivision applicant must:

- a. Enter into a Traffic Mitigation Agreement to meet a Trip Reduction Goal of reducing at least 50% of the number of vehicular trips attributable to the development.

Traffic mitigation measures were identified to reduce the site-generated vehicular peak-hour trips including such relevant measures as follows:

- 1) Provide market-rate parking with the County's Cash Out Program for drivers of non-single-occupancy vehicles
- 2) Provide bicycle facilities

- b. Participate in and pay on-going annual contribution to the North Bethesda Transportation Management District assist in meeting its mode share goals.
- c. Pay the applicable development impact tax without claiming any credits for transportation improvements.

Local Area Transportation Review for the Proposed WMATA Garage

The number of parking spaces in the proposed garage is approximate to the previous 1,277 spaces identified as designated parking spaces in the WMATA White Flint Metrorail Station's surface parking area previously located in the northwest quadrant of Rockville Pike (MD 355) and Marinelli Road. This number of spaces proposed in the subject garage also includes parking for WMATA employees while excluding the approximately 40 short-term metered spaces in kiss-and-ride section of the previous parking area located on the west side of Rockville Pike (MD 355) (to be located elsewhere within the North Bethesda Town Center).

The Local Area Transportation Review is satisfied because the number of parking spaces is approximate to the number that existed on the prior parking area on the west side of Rockville Pike (MD 355). The current temporary surface parking area is in the same general area on the north side of Marinelli Road where the garage is proposed to be built. For the North Bethesda Town Center development, a Comprehensive LATR (or traffic study) has already documented the traffic impact of redistributing the site-generated trips. Thus no additional traffic study is required.

Master Plan Roadways and Bikeways

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

1. 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.
2. Segments of Chapman Avenue and Citadel Avenue are to connect Marinelli Road to Old Georgetown Road. This segment would be part of the north-south roadway designated as a business district street, B-4, with an 80-foot right-of-way.

Nearby Transportation Project

DPWT's Capital Improvements Program Project No. 500310, Citadel Avenue Extended (Go Montgomery) is to construct a 650-foot-long business district street between the existing termini south of Marinelli Road to Nicholson Lane. The Planning Board heard a public meeting for the Mandatory Referral on April 24, 2003. DPWT project has construction funding.

EA:gw

cc: Cathy Conlon
Steve Elmendorf
Robert Gagne
Elisa Hill
Chuck Kines
Nancy Randall
Peggy Schwartz
Patrick Schmidt

mno to O'connor re MR 0402-WMATA-1 rev#2



Real Estate Development Division
3930 Knowles Avenue, 1st Floor
Kensington, Maryland 20895-2484
301/929-6726
301/962-8523 FAX

28 June 2004

Ms. Kristin O'Connor
Senior Planner
Montgomery County Department of Parks and Planning
8787 Georgia Avenue
Silver Spring MD 20910

Re: **White Flint Station**
Proposed Parking Garage

Dear Kristin:

As the owner of Strathmore Court, the residential development at the southwest quadrant of Marinelli Drive and Citadel Avenue, HOC has a strong interest in the garage proposed for the north side of Marinelli Avenue, directly opposite our buildings. Having reviewed the plans for this structure with Doug Lohmeyer, our consultant, we have the following questions and comments:

1. **Landscaping:** The plans call for oaks to be planted in the tree strip between the sidewalk and the curb, and plantings up to 6'-7' in height between the sidewalk and the structure. We would like to see, in addition, a continuous hedge of taller-growth evergreens planted in that strip, such as arbor vitae, to form a natural year-round screen at ground level.
2. **Site lighting:** We understand the need for lighting as a means of providing security to the users of the garage. We ask that that need for security be balanced against the disruption to the residents of our building caused by high-intensity lighting. If possible, the light standards should be shielded on the streetward side so that the illumination is focused on the garage structure and not cast over the street and our building.
3. **Sound:** We ask that
 - a. signs be posted at the garage entrances and exits to remind entering and emerging motorists to be considerate of the residents in the adjoining and nearby buildings.



Kristin O'Connor
Montgomery County Park and Planning
28 June 1004
page two

- b. rooftop and wall exhaust fans be appropriately baffled to reduce the decibels emitted by these fans.
- c. because the high-intensity sodium vapor lights emit a constant humming sound, which may be audible to our residents and disrupt their sleep we ask that alternatives be considered that do not emit that constant noise.

4. Vehicular

Will there be turning lanes from Marinelli onto Citadel for the benefit of Strathmore Court residents proceeding eastward on Marinelli? We also anticipate problems for our residents emerging from Citadel and turning left onto Marinelli during the morning rush hour.

5. Building Design

We urge that the facade of the building, up to the level of the headlamps, be as opaque as possible to block the glare of auto headlights on the ground and upper levels of the garage from disturbing our residents across the street.

We would be pleased to discuss these issues in greater detail with you and with the developer.

Sincerely,



Daniel Sachs
Senior Planner

cc: Montgomery Consulting
(Douglas Lohmeyer)

GARRETT PARK ESTATES- WHITE FLINT PARK CITIZENS' ASSOCIATION

11111 Jolly Way
Kensington, Md. 20895
July 15, 2004

Mr. Derick Berlage, Chairman
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, Md. 20910

Re: Mandatory Referral White Flint Metro Parking Garage

Dear Chairman Berlage:

Garrett Park Estates/ White Flint Park Citizens' Association is pleased to offer comments on the White Flint Metro Parking Garage. We understand the need to replace the existing interim parking with a multi-level structured garage, and hope that the proposed garage will encourage additional Metro usage by providing convenient available parking for Metro users. We are concerned about both operations and location.

We believe an operational plan needs to support the "Smart Growth" character of the policy area and should carefully consider the relationship between the Metro, the garage, and existing and new development.

- Because this garage is part of the proposed North Bethesda Town Center, it becomes especially important to insure that the garage is available for use by Metro riders and is not used by those driving to work or shopping in the Town Center. We urge, that at payment time, WMATA require proof of Metro ridership or charge an above market parking fee. We expressed this concern at the WMATA public hearing, but that was before the SmarTrip implementation. We would hope that there is a technical way to determine from a SmarTrip Card whether or not Metro has been used. If not, some other means needs to be developed.
- The above concern becomes especially important on weekends. Many of us avoid Rockville Pike on Saturdays because of the gridlock conditions along MD 355. If free parking is provided at the Metro garage on weekends, we believe it will be used by citizens desiring to shop or attend the theater, contradicting the purpose of locating this Town Center near Metro, and increasing the gridlock on Rockville Pike. We urge that the garage be monitored on Saturdays charging market rate parking to those not using Metro.
- Additionally, we would suggest that WMATA consider providing opportunities for overnight parking at the White Flint Metro. None of the

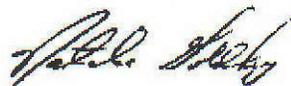
GARRETT PARK ESTATES~WHITE FLINT PARK CITIZENS' ASSOCIATION

parking facilities that currently provide overnight parking are located in the western portion of the county. Providing this service would encourage Metro usage for access to planes and trains

We are also concerned about the location of the Metro garage in relation to the Metro station itself. As you probably know, for many years the Grosvenor Station was the "preferred" station outside the beltway. WMATA data presented before the construction of the Grosvenor garage showed that Metro commuters living closer to White Flint were bypassing that station and driving further south for the benefits of Grosvenor. Because Grosvenor was filling up by 7:30 in the morning, commuters would then turn to White Flint only as a secondary choice. This was creating unnecessary traffic and discouraging those living closer to Grosvenor from trying to ride Metro. We would urge that the services and amenities to be provided at the new Grosvenor/Strathmore Station be also provided at White Flint in order to equalize the experience of the user and encourage use of the closest station. The biggest difference (besides the turnaround issue) is the distance required for walking between garage and station. We would like to see the garage repositioned closer to the station.

Thank you for hearing our concerns.

Sincerely,



Natalie Goldberg, Vice-President
Garrett Park Estates / White Flint Park
Citizens' Association.