

Adopted Fiscal Year 2003  
**Annual Growth Policy**  
for Montgomery County, Maryland

Guidelines for the Administration of the  
Adequate Public Facilities Ordinance  
&  
Growth Capacity Ceilings for FY2003

Adopted by the Montgomery County Council  
Effective July 15, 2002

## → TA Alternative Review Procedures

### TA1 Metro Station Policy Areas

An applicant for a subdivision which will be built completely within a Metro station policy area need not submit any application or take any action under *Policy Area Transportation Review* or *Local Area Transportation Review* if the applicant agrees in a contract with the Planning Board and the County Department of Public Works and Transportation to:

- meet trip reduction goals established by the Planning Board as a condition of approving that subdivision, which must require the applicant to reduce at least 50% of the number of trips attributable to the subdivision, either by reducing trips from the subdivision itself or from other occupants of that policy area;
- participate in programs operated by, and take actions specified by, a transportation management organization (TMO) to be established by County law for that policy area (or a group of policy areas including that policy area) in order to meet the mode share goals established under the preceding paragraph;
- pay an ongoing annual contribution or tax to fund the TMO's operating expenses, including minor capital items such as busses, as established by County law; and
- pay the applicable development impact tax without claiming any credits for transportation improvements.

The Planning Board must conduct a comprehensive Local Area Transportation Review for each policy area in which it approves a subdivision under this procedure and should specify for inclusion in the Capital Improvements Program any transportation improvements needed to support that subdivision.

### TA2 Expedited Non-Residential Development Approval

If a complete application for a preliminary plan of subdivision was filed between November 1, 1997 and October 31, 1999, an applicant for a preliminary plan of subdivision for any non-residential development need not take any action under Policy Area Transportation Review or Local Area Transportation Review if the applicant pays to the County an expedited development approval excise tax, in an amount and at times set by County law. However, the applicant must include in its application for preliminary subdivision plan approval all information that would be necessary if the requirements for Local Area Transportation Review applied. As used in TA2, non-residential development includes the non-residential component of a mixed-use project but does not include the residential component.

This Procedure may also be used if the applicant reapplies for a preliminary plan of subdivision for development approved under a preliminary plan of subdivision approved by the Planning Board before November 1, 1997 and the applicant has not already received a building permit for the building or buildings proposed in the revised preliminary plan. All requirements of this Policy and any other law or regulation otherwise applicable when the reapplication is filed (other than requirements imposed under Policy Area Transportation Review or Local Area Transportation Review) apply to the reapplying subdivision. Any previously approved subdivision for which funds were expended for transportation improvements necessary to meet Policy Area Transportation Review or Local Area Transportation Review requirements must not be reimbursed or credited for those expenditures.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

## MONTGOMERY COUNTY PLANNING BOARD

### OPINION

Pre-Preliminary Plan: 7-04001

NAME OF PLAN: **North Bethesda Town Center**

On 8/07/03, **North Bethesda Town Center** submitted an application for the approval of a pre-preliminary plan of subdivision of property in the TS-M/I-1 zone. The application proposed to create 1 lot on 32.4 acres of land. The application was designated Pre-Preliminary Plan 7-04001. On 10/16/03, Pre-Preliminary Plan 7-04001 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 Pre-Preliminary Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Pre-Preliminary Plan 7-04001 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and has **no objection** to the submission of a preliminary plan application, pursuant to the provisions set forth in Chapter 50, Subdivision Regulations.

Pursuant to Section Section 50-33A of the Subdivision Regulations, No Objection to the Submission of a Preliminary Plan Application Subject to the Following Conditions:

1. In accordance with the FY 2004 Annual Growth Policy, Section TA Alternative Review Procedure, subsection TA1 Metro Station Policy Areas:

An applicant for a subdivision which will be built completely within a Metro station policy area need not submit any application or take any action under Policy Area Transportation Review or Local Area Transportation Review if the applicant agrees in a contract with the Planning Board and the County Department of Public Works and Transportation to:

- (1) Meet trip reduction goals established by the Planning Board as a condition of approving that subdivision, which must require the applicant to reduce at least 50% of the number of [vehicular] trips attributable to the subdivision, either by reducing trips from the subdivision itself or from other occupants of that [White Flint] policy area

- (2) Participate in programs operated by, and take actions specified by, a transportation management organization [the North Bethesda Transportation Management District (TMD)] to be established by County law for that policy area (or a group of policy areas including that policy area [White Flint]) in order to meet mode share goals established under the preceding paragraph
- (3) Pay an on-going annual contribution or tax to fund the TMO's operating expenses including minor capital items such as busses, as established by county law. (The annual Transportation Management Fee for the North Bethesda TMD has to be reestablished by the County Council for applicants of new multi-family residential and non-residential development as recommended in the *North Bethesda-Garrett Park Master Plan* and required under County Code 42A-25, Ridesharing)
- (4) Pay the applicable development impact tax without claiming any credits for transportation improvements

(2) Preliminary plan application shall conform to all other requirements set forth in Chapter 59, Zoning Ordinance, Chapter 50, Subdivision Regulations and other applicable codes

(3) Planning Board approval of the Pre-Preliminary Plan including the alternative review procedures under TAI of the FY04 Annual Growth Policy does not preclude further consideration by the Board of other trip reduction measures associated with preliminary plan or site plan review, as appropriate, e.g. location of transit stops, provision/location of Kiss-and-Ride and bus circulation areas; on-site and off-site pedestrian and vehicular circulation; on-site parking requirements; phase-in of day care facilities, and other trip reduction of measures as appropriate.



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

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

July 15, 2004

Ms. Catherine Conlon, Acting Supervisor  
Development Review Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-04049  
North Bethesda Town Center

Dear Ms. <sup>Cathy</sup> Conlon:

We have completed our review of the preliminary plan dated January 2004. Incorporated in our review and comments are a list of waiver requests dated January 2004 (to MNCPPC, but should have been directly to MCDPWT), September 2003 internal traffic volumes and a June 7, 2004 memo from the MCDPWT Division of Transit Services (prepared after consultation with WMATA). We have also attended several meetings with MNCPPC staff and the applicant in which new disclosures have been made, requiring a reevaluation of the entire plan more than once. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to MCDPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show and clearly label/delineate all existing planimetric and topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, bus stops, utilities, etc.) as well as existing rights of way and easements on the preliminary plan.
2. Necessary dedication for future widening of Old Georgetown Road, Marinelli Road, Nebel Street and The Rockville Pike (MD 355) in accordance with the master plan.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.

Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878  
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

Ms. Catherine Conlon  
Preliminary Plan No. 1-04049  
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page two

4. Full width dedication and construction of all interior public streets.
5. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat.
6. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
7. Chapman Avenue, between Marinelli Road and Main Street, will be built to a modified section in order to protect the tree save area required of this development. We suggest that the pavement section be consistently thirty-three feet wide except where turn lanes are needed at the intersections with Main Street and Marinelli Road. We suggest that the parking garage driveway be moved south (no closer than two hundred feet (200) from Marinelli Road to allow necessary pavement width and transition back to the narrower section. Along the tree save area, utilities may be placed in the right of way in conduit in a concrete duct bank per utility company instructions. The remainder of the public road system must have standard ten (10) foot wide public utility easements outside of the public right of way. While we support the efforts to save the trees adjacent to Main Street and Chapman Avenue, we understand that the extraordinary efforts being taken do not guarantee their survival. If the trees in this area become unviable, DPWT reserves the right to have the applicant return the road to a standard section, if operational requirements show the need.
8. Chapman Avenue from Main Street to Old Georgetown Road and Citadel Avenue from Marinelli Road to Old Georgetown Road shall be built as standard business district streets with seventy (70) foot right of way and forty (40) feet of pavement.
9. As proposed by the applicant, all streets east of Citadel Avenue shall be privately owned and maintained.
10. Montgomery County DPWT disagrees with the proposal to make Bridge Street, Main Street and Station Street public streets. Bridge Street has inadequate intersection spacing which may cause queuing problems and presents issues of maintenance, liability and permitting with WMATA. These are issues DPWT does not care to take on as its responsibility. Station Street has major WMATA electrical facilities buried under it which cannot be moved. DPWT does not wish to have to risk closing of this street for maintenance by WMATA or to be liable for this equipment if damage occurs. In addition, the necessary placement of bus operations, taxis, handicap parking and potentially kiss and ride on this street can lead to operational issues that should not be on a public street. Main Street is an extension of Bridge Street and the Main Street Circle and would present much less confusion for maintenance and liability if it were completely in private hands. Additionally, Main Street has the tree save area to contend with and the Planning Board may set the configuration there if it is private.

11. Per recommendation of the DPWT Transit Services Division, the following should be accommodated on the private Station and Bridge Streets:

Station Street is to accommodate four (4) bus bays in the southbound direction, next to Metro entrance, on the west side of the street. Bus bays can be of the parallel or saw tooth design. Planned bridge over Metro tracks from Rockville Pike to Main Street is to be open to general traffic, including transit buses.

Egress from Station Street onto Marinelli Rd must allow for transit buses to turn left and right onto Marinelli Rd. If needed, the median must be shortened. Additionally, this intersection must be controlled in a way that through-vehicles on Marinelli Rd would not conflict with vehicles turning off Station St (stop sign or traffic signal). (This is an operational issue to be decided by DPWT).

Remainder of west side of Station St (north of bus bays), and all of east side of Station St, can be used for Kiss and Ride and/ or handicapped parking. All vehicles would drive only in southbound direction on Station St between Main St and Marinelli Rd., making Station Street between the Bridge and Marinelli one-way southbound. Through traffic on that section should be restricted against general public.

Bus bay on Rockville Pike: length of existing bus pullout should be maintained, in order assure level of service for existing and future bus volumes.

12. Station Street will have right in right out only movements at Marinelli Road and Old Georgetown Road (the applicant will be required to extend the concrete median on Marinelli Road), unless this Department finds it is advisable to provide additional movements to serve transit buses. These will be individual operational decisions which will impact comment 11 above.
13. Along with MSHA required improvements along MD. 355, the applicant should dedicate right of way and build the North Bethesda Bicycle Trail per direction from Ms. Rebecca Park of the DPWT Capital Development Division.
14. Bethesda streetscape will be permitted on the public streets (outside of the curbs), and the applicant will be responsible for recording maintenance and liability covenants in the land records of Montgomery County. The citation for these documents shall be noted on record plats and/or approved site plans. Adequate permanent bond shall be provided by the applicant to cover the potential cost of repair or replacement of the non-standard streetscape elements.
15. The applicant must arrange for proper approval, including license or franchise agreement(s) and permits to construct and maintain a pedestrian tunnel under Citadel Avenue. Parties to be contacted by the applicant should include, the County Attorney, DPWT Office of Real Estate and Permitting Services.

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16. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification forms are enclosed for your information and reference. Prior to opening any of the new streets to traffic, the applicant should coordinate with Mr. Greg Leck of this office to assure proper corner clearances for parked vehicles which might obstruct sight distance. Although the numbers meet minimums, we are concerned with the spacing along Nebel Street, between Old Georgetown Road, the Grocery store driveway and Park Avenue. In the same matter, left turns to and from Old Georgetown Road and both Nebel Street and Citadel Avenue will be monitored due to the proximity of the intersections of the latter two streets. We must assure adequacy of the length of the center left turn lane to accommodate these movements or they will need to be restricted. We will allow a decision on movements at these locations to be made at the plan review stage in coordination with Permitting Services.
17. Coordinate with Mrs. Jean Gries of this office, regarding pedestrian enhancements on Marinelli Road and the placement of crosswalks.
18. If any new traffic signals are recommended by the Planning Board and found to be warranted by DPWT, the applicant shall design and construct such.
19. Waiver from the Montgomery County Planning Board for lot(s) on a private right of way.
20. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
21. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6298 to discuss the parking lot design.
22. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
23. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.



24. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
25. Truck loading space requirements to be determined in accordance with the MCDPWT "Off-Street Loading Space" policy.
26. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
27. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
28. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
29. Access and improvements along The Rockville Pike (MD 355) as required by the Maryland State Highway Administration. We recommend that precautions be taken to prevent mid block pedestrian crossing at Bridge Street.
30. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
31. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Tony Ricchiuti of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
32. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Robert Gonsales of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.

33. A public utilities easement should be provided along the frontage of the WMATA garage on Marinelli Road.
  34. Trees in the County rights of way - species and spacing to be in accordance with the applicable MCDPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
  35. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
    - A. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Chapman and Citadel Avenues as discussed above.
    - B. Extend the concrete median along Marinelli Road as necessary.
- \* **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
- C. Enclosed storm drainage and/or engineered channel (in accordance with the MCDPWT Storm Drain Design Criteria) within all drainage easements.
  - D. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
  - E. Erosion and sediment control measures as required by Section 50-35(i) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Montgomery County Department of Permitting Services (MCDPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the MCDPS.
  - F. Developer shall ensure final and proper completion and installation of all utility lines underground for new road construction.

Ms. Catherine Conlon  
Preliminary Plan No. 1-04049  
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- G. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDPWT Division of Traffic and Parking Services.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please call Mr. Jeffrey Riese on (240) 777-2190.

Sincerely,

  
Jeffrey L. Riese, Senior Planning Specialist.  
Traffic Safety, Investigation and Planning

M:/subd/jir/

Enclosures (3)

cc: Michael Smith; LCOR  
John Brundage; Loiederman Soltesz Associates  
Ronald Welke; MNCPPC, TPD  
Wynn Witthaus; MNCPPC, DRD  
Stephen Elmendorf; Linowes and Blocher  
Howard Benn; MCDPWT, Transit Services  
Greg Cooke; MSHA, Engineering Access Permits  
Rebecca Park; MCDPWT, DCD  
WMATA  
Joseph Y. Cheung; MCDPS Land Development Services  
Christina Contreras; MCDPS Land Development Services  
Gregory M. Leck; MCDPWT, TEOS  
Al Roshdieh; MCDPWT, Operations  
Emil Wolanin; MCDPWT, TEOS  
Jean Gries; MCDPWT, TEOS  
Nancy Randall; Wells Associates

**Conlon, Catherine**

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**From:** Gonzalez, Edgar [Edgar.Gonzalez@montgomerycountymd.gov]  
**Sent:** Tuesday, September 21, 2004 5:07 PM  
**To:** Conlon, Catherine; Riese, Jeffrey  
**Cc:** Hoyt, Michael; Roshdieh, Al; Wolanin, Emil; Leck, Gregory; Benn, Howard; Michael Smith; Elmendorf, Stephen P. - SPE  
**Subject:** LCOR - North Bethesda Town Center PPlan 1-04049  
**Importance:** High

Catherine and Jeff,

As a result of the DPWT Director's Office review this is to request the following formal Departmental changes to the current comments on the above development, Preliminary Plan Number 1-04049, as transmitted to you on July 15, 2004:

- 10. Montgomery County DPWT agrees with the applicant's proposal to make Bridge Street, Main Street (west of Citadel Avenue) and Station Street public streets. In the case of the segment of Station Street, between Marinelli Road and Main Street, the applicant has agreed to relocate the steel doors for the Metro Shaft Access to the west side of the street and outside of the Public ROW. The relocated access shaft will eliminate intrusion and disruption to the public right of way during routine maintenance to the underground vault. The large vent shaft will remain in place, but its material changed to provide for traffic bearing capacity, in accordance with State standards. The specific cross section for the same segment of road will be approved during the next development phase.

Please contact me by phone (240-777-7185) or e-mail if you have any questions on this matter.

Edgar Gonzalez, P.E.  
Deputy Director for Transportation Policy

# GARRETT PARK ESTATES~WHITE FLINT PARK CITIZENS' ASSOCIATION

March 15, 2004

Mr. Malcolm Shaneman  
Development Review Division  
Montgomery County Department of Park & Planning  
8787 Georgia Avenue  
Silver Spring Maryland 20910-3760



Re: Preliminary Plan, North Bethesda Town Center, 1-04049

Dear Mr. Shaneman:

Garrett Park Estates-White Flint Park Citizens' Association is extremely concerned with the traffic impact from the North Bethesda Town Center, especially on Rockville Pike, and especially during mid-week and weekend non-rush hours.

At the time the Pre-Preliminary Plan was being considered, we expressed our concerns. It is our understanding that those concerns need to be retransmitted in order to be considered as part of the Preliminary Plan issues. We are, therefore, attaching our letter dated August 22, 2003 and ask that our concerns be considered.

Additionally, we note that the Preliminary Plan does not show either the on-site day care facility or the on-site indoor community activity space specified in the binding elements of the development plan. We hope these amenities are being included.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Natalie Goldberg".

Natalie Goldberg, Vice-President  
Garrett Park Estates-White Flint Park Citizens' Association  
11111 Jolly Way, Kensington, Maryland 20895

Attachment: Ltr. dated 8/22/2003 Pre-Preliminary Plan

# GARRETT PARK ESTATES-WHITE FLINT PARK CITIZENS' ASSOCIATION

August 22, 2003

Mr. Malcolm Shaneman  
Development Review Division  
Montgomery County Department of Park & Planning  
8787 Georgia Avenue  
Silver Spring Maryland 20910-3760

Re: Pre-Preliminary Plan, North Bethesda Town Center, 7-04001

Dear Mr. Shaneman:

Garrett Park Estates-White Flint Park is pleased to have the opportunity to comment on the pre-preliminary plan for the North Bethesda Town Center. Our primary concern is the traffic impact from this development, especially on Rockville Pike, and especially during mid-week and weekend non-rush hours.

We believe that the Preliminary Plan needs to emphasize transit oriented design, pedestrian access, and use of alternative routes to Rockville Pike for the vehicular traffic. With this in mind, we offer the following recommendations:

## 1. Removal of the new vehicular access from Rockville Pike

- **Vehicular access across the WMATA property is inconsistent with the Master Plan.** Removal of new vehicular access from Rockville Pike is supported by the Master Plan, which as part of the Conference Center Amendment, removed B-10 (now Main Street) from continuing past B-11 (now Station Street) and supported the pedestrian friendly B-10 only from Station Street to Nebel Street (Page 354).
- **Keeping the vehicular access to Main Street encourages use of Rockville Pike.** This project should attempt to minimize the impact on Rockville Pike by encouraging non-transit access via Marinelli, Old Georgetown, and Nebel Street. If this is transit oriented design, transit should provide the most convenient access, not automobiles.
- **There is a safety issue with the bus loading and unloading areas just south of the proposed new vehicular access.** Having citizens make right turns in and out at this point, directly north of the many busses that load and unload on Rockville Pike, creates a serious safety issue. The visibility available on exiting from Main Street onto Rockville Pike is limited by the bus activity. Citizens attempting to turn right into Main Street will either need to cut in front of the bus queue, or wait until the bus lanes are empty, creating additional backups of Rockville Pike. It was suggested during the rezoning hearing that some of these buses could be moved to Station Street. But, we point out that maintaining convenient access to bus service needs to remain a priority from the new Conference Center and Hotel as well as the housing on the east and west side of Rockville Pike.

- **Implementation of the continuous median between Marinelli and Old Georgetown Road provides negative side effects.** Removal of the existing median break, shown in the pre-preliminary plan, would limit existing access to the retail on the west side of Rockville Pike and increase the turning movement at Old Georgetown Road. Additionally, it would require state effort. There is nothing in the Master Plan supporting this. Rather, the Master Plan supports improvements at the intersection of Marinelli and Rockville Pike.

We have been told that the purpose of this vehicular access (bridge across the tracks) is to provide a Rockville Pike address for the North Bethesda Town Centre project. We fail to understand why this address cannot be achieved without a Rockville Pike access road. There must be another way to obtain the address without the need for a direct entrance on Rockville Pike and cutting that block into two small pieces.

**2. Encourage vehicular access to the new grocery store via Nebel Street.**

We recognize that the grocery store is primarily designed for residents and office workers, but we urge that Nebel Street provide access to the parking for this store. We would suggest putting the grocery store in building block E, and the parking just north, which is the only spot showing direct access to Nebel Street.

**3. Implement the significant public amenities including the on-site day care facility early in the phased development.**

We are concerned that this development is spread over six phases and that the community facilities may be implemented anywhere from Phase II to Phase VI. We believe the day-care facility will provide additional incentives for Metro usage within the broader community and for that reason would like to see it implemented soon after the WMATA garage is complete.

In summary, the Garrett Park Estates-White Flint Park Citizens' Association recognizes that this development contains many Smart Growth benefits. However, there are serious negative traffic impacts that need to be minimized. We look forward to continuing discussion of our concerns as the plan evolves.

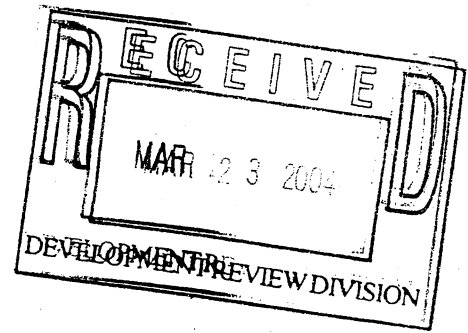
Thank you for your consideration.

Cordially,

Suzanne Hudson, President  
Garrett Park Estates-White Flint Park Citizens' Association  
11111 Waycross Way, North Bethesda, Maryland 20895

**V3**

V3 Properties LLC



Development Review Division  
 Maryland-National Capital Park  
 and Planning Commission  
 Attn: Malcom Shanaman  
 8787 Georgia Avenue  
 Silver Spring, MD 20910

Dear Malcom:

I'm writing as a representative of V3 Properties in Rockville, MD. We are the new owners of the property on 11800 Nebel Street (Effective May 2003). We have a concern about the North Bethesda Town Center Plan.

Plan Number: 1-04049

Name of Plan: North Bethesda Town Center

From viewing the plans it does not appear that our neighbors or our property, will have access to the projected plan. From the reasoning in the development of the Town Center Plan is to provide access to the center by the community and also to provide the community better access to the Metro Subway system. By blocking immediate access from direct neighbors of the plans property from the plan, it appears to be a significant oversight. At a minimum we are requesting pedestrian access to the plan.

I would like the commissions help in voicing my concern and hopefully provide a remedy for this oversight.

**Neighbors List:**

- WASHINGTON GAS LIGHT CO,**
- JOLLES, MYRON M ET AL**
- PRICE, RICHARD R JR**
- V3 Properties**

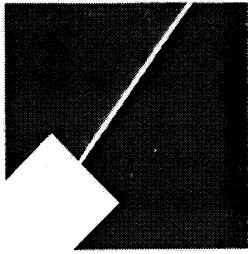
I look forward to your response and any suggestions you may have in regard to gaining access to the community plan.

Kind Regards,

Alex Veizis  
 V3 Properties  
 Owner





M E M O R A N D U M

**DATE:** September 24, 2004  
**TO:** Montgomery County Planning Board  
**FROM:** Catherine Conlon  
Development Review Division  
(301) 495-4542  
**SUBJECT:** Informational Maps for Subdivision Items on the  
Planning Board's Agenda for September 30, 2004.

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Attached are copies of plan drawings for Item #06, #07, #08, #09, #10, #11 and #12. These subdivision items are scheduled for Planning Board consideration on September 30, 2004. The items are further identified as follows:

Agenda Item #06 - Preliminary Plan 1-04049  
North Bethesda Town Center

Agenda Item #07 - Preliminary Plan 1-01031E  
Addition to Cabin John Park

Agenda Item #08 - Preliminary Plan 1-01067E  
East Hampshire Center

Agenda Item #09 - Preliminary Plan 1-04102  
Garrett Park

Agenda Item #10 - Pre-Preliminary Plan 7-04062  
Tapestry

Agenda Item #11 - Preliminary Plan 1-00065E  
Panagos Tract

Agenda Item #12 - Preliminary Plan 1-04081  
Frye Estates

Attachment

# NORTH BETHESDA TOWN CENTER (1-04049)



Map compiled on January 28, 2004 at 12:46 PM | Site located on base sheet no - 215NW05

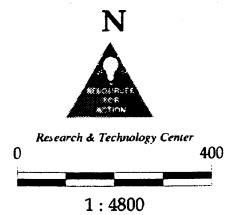
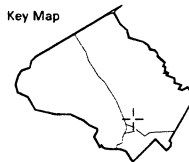
## NOTICE

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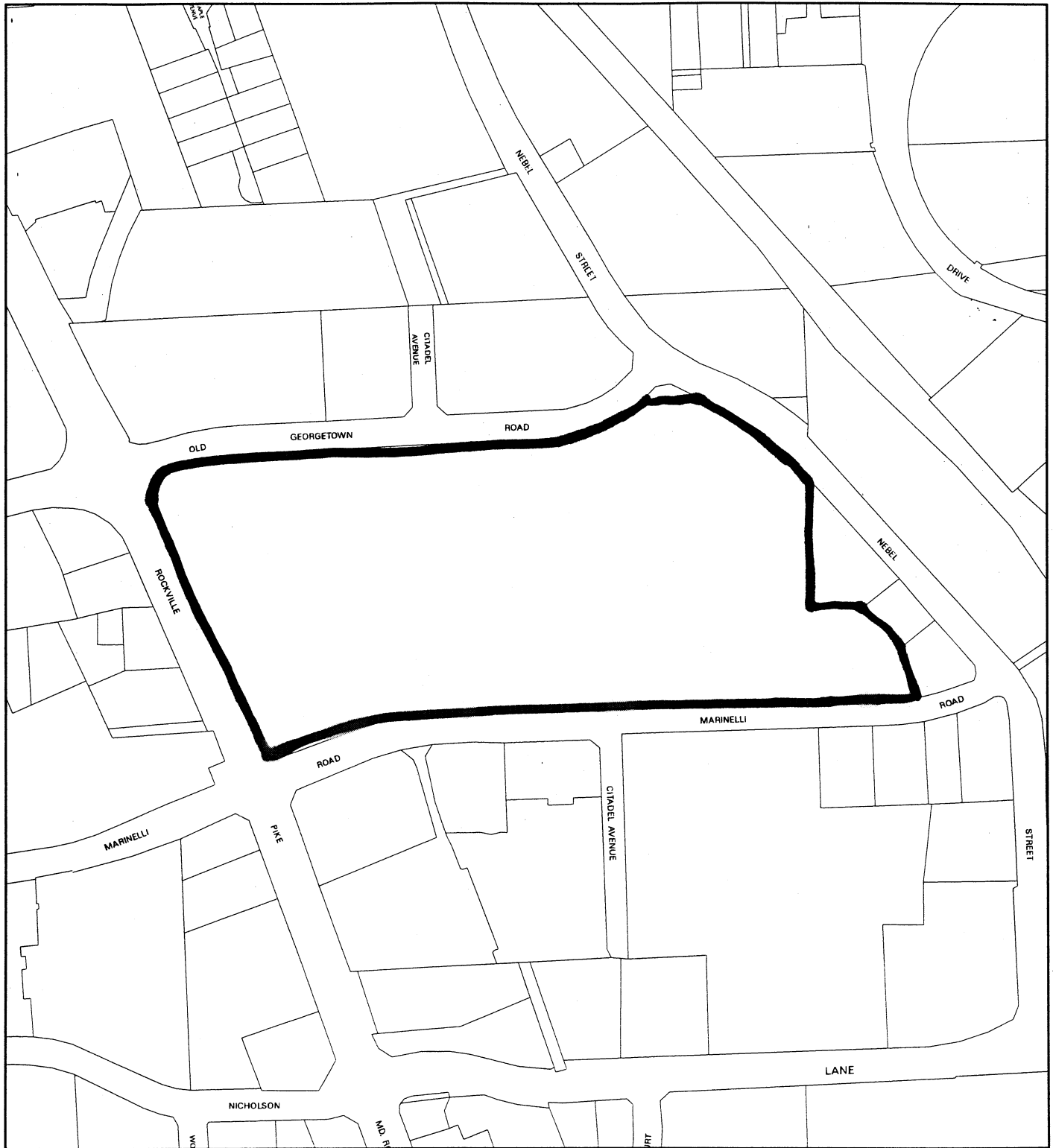
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



# NORTH BETHESDA TOWN CENTER (1-04049)



Map compiled on January 28, 2004 at 12:44 PM | Site located on base sheet no - 215NW05

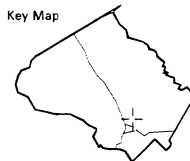
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Key Map



N



Research & Technology Center

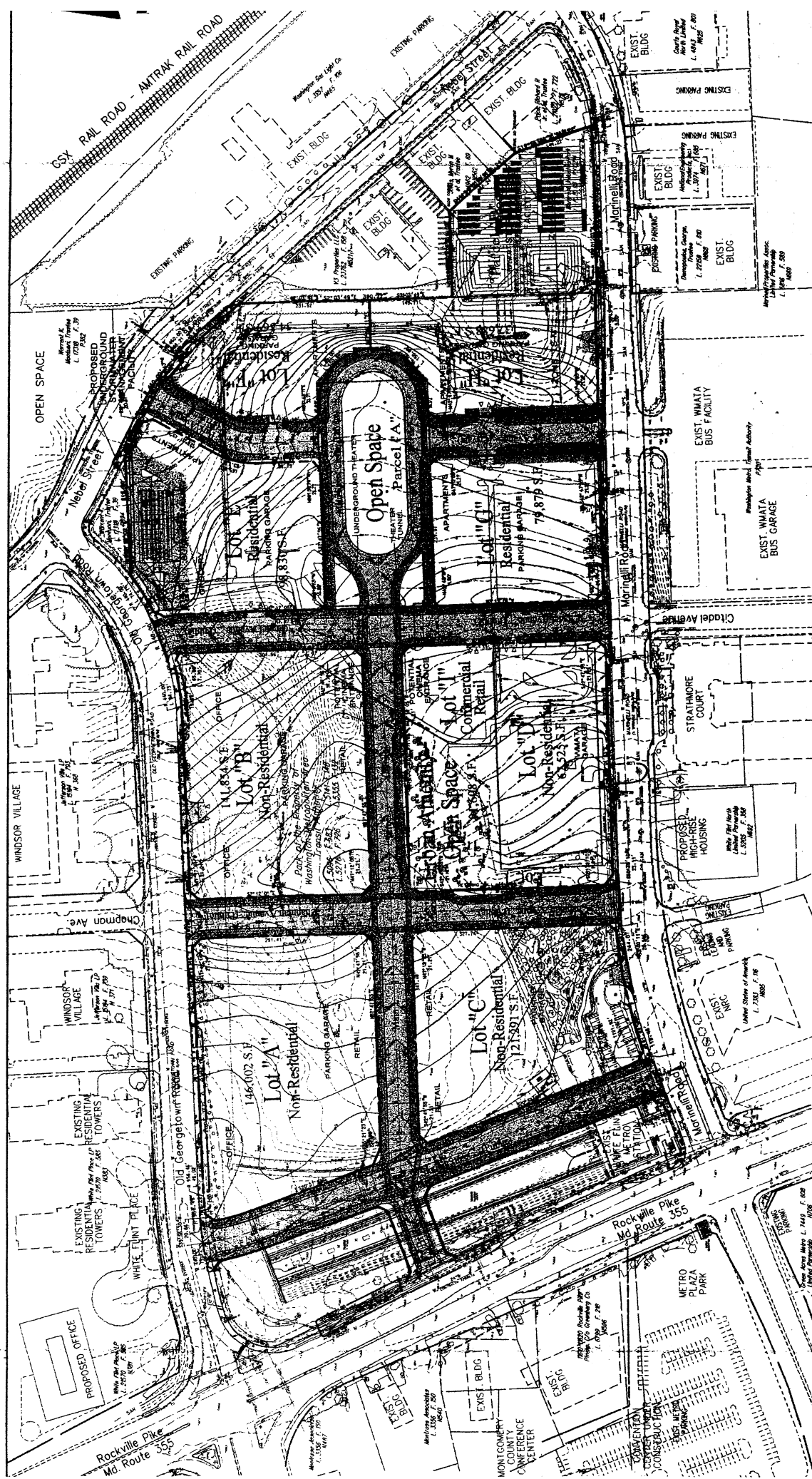


1 : 4800

# PRELIMINARY PLAN

# NORTH BETHESDA TOWN CENTER

ROCKVILLE ELECTION DISTRICT  
MONTGOMERY COUNTY, MARYLAND



LOCATION MAP  
SCALE: 1"=100'