**MEMORANDUM**

DATE: April 7, 2006
 TO: Montgomery County Planning Board
 Rose Krasnow, Chief
 Michael Ma, Supervisor
 Development Review Division
 VIA: Linda Komes, RLA, AICPLK
 (On behalf of Development Review
 Division)
 (301) 650-2860



REVIEW TYPE: **Site Plan Review**
 CASE #: **820060170**
 PROJECT NAME: **White Flint Crossing**
 APPLYING FOR: Approval of 223,000 sf of commercial space and 426,114 sf of residential space
 (440 dus, incl. 66 MPDUs) on 5.91 acres
 REVIEW BASIS: Div. 59-D-3 of Montgomery County Zoning Ordinance

ZONE: TS-M
 LOCATION: West side of Rockville Pike (MD 355) approx. 460 feet south of its intersection
 with Nicholson Lane.
 MASTER PLAN: North Bethesda Garrett Park
 APPLICANT: White Flint Crossing LLC/The JBG Companies
 FILING DATE: October 19, 2005
 HEARING DATE: April 27, 2006

SUMMARY

The application proposes approximately 223,000 sf of commercial development and 426,114 sf of residential development, (consisting of 440 dus, including 66 MPDUs), on 5.91 acres of TS-M zoned land in North Bethesda.

The project consists of three discreet buildings constructed over a single, five-level underground parking structure. Building A is located in the northeast corner of the site at the intersection of Rockville Pike and Executive Boulevard extended. It is proposed to include a two-story retail "podium" with 22 floors of residential development above. This building, referred to as the "point tower", is envisioned as an architectural landmark and will act as a gateway at the southern edge of the White Flint area. Building B is located south of Building A across an open plaza area. Building B is proposed to be a two-story retail building with a distinctive, sweeping roofline, approximately 80 feet in height. Building C is located within the new block created by the extension of Executive Boulevard, the creation of a new pedestrian-oriented private street known as Festival Street or the Paseo, the service lane and Woodglan Drive.

STAFF RECOMMENDATION: Approval of Site Plan 820060170 for 223,000 sf of commercial space and 426,114 sf of residential space (440 dus, incl. 66 MPDUs) on 5.91 acres. Approval of Applicant's request to reduce the amount of parking required for the retail use by 15% pursuant to Section 59-E-3.32 and to reduce the residential parking requirement by 15% pursuant to Section 59-E-3.33. All site development elements as shown on the White Flint Crossing site and landscape plans stamped by the M-NCPPC on March 6, 2006 shall be required except as modified by the following conditions:

1. Development Plan Conformance
The development shall comply with the binding elements of Development Plan G-830. (See attached in Appendix A). The ground floor of each building shall be in commercial use, except for residential lobbies and other ancillary residential uses associated with the residential buildings. The amount of commercial development shall not be less than 130,000 square feet.
2. Preliminary Plan Conformance
The development shall comply with the conditions of approval for Preliminary Plan 120060310.
3. Building Height
Buildings heights shall be measured as shown on Site Plan 820060170, and as amended as follows: The measuring point used to measure the height of Building C shall be shown along Executive Boulevard at the curb grade opposite the middle of the front of the building to the highest point of the roof surface of the flat roof, per Section 59-A of the Zoning Ordinance.
4. Architecture
Buildings shall be constructed in substantial conformance with the architectural plans and elevations prepared by Torti Gallas & Partners, as revised and dated March 6, 2006, and as subsequently amended by the following conditions: (a) The top of the point tower, which is intended to be developed as a landmark, shall be designed and constructed in substantial conformance with the approved elevations, and (b) All service areas will be completely enclosed within the buildings and will be equipped with garage doors to fully screen view of loading activities.
5. Streetscape Improvements
The plans shall be revised to address the comments of DPS. See attached memo Navid to Komes, dated 3/20/06, in Appendix B.
6. Transportation Division Memo
Conditions of M-NCPPC Transportation Planning Division memo dated April 6, 2006, attached in Appendix B.
7. Public Art
Prior to submission of the certified site plan, the Applicant shall present a fully developed and detailed program for the public art component to the Art Review Panel for approval, and shall revise the site plan drawings to incorporate the approved public art.
8. Certified Site Plan
Prior to certified site plan approval of site and landscape/lighting plans the following revisions shall be included and/or information provided, subject to staff review and approval:
 - a. All building setbacks shall be clearly dimensioned on the site plan.
 - b. Provide adequate spot elevations in the plaza, paseo and along walkways to ensure ADA accessibility and positive drainage. Provide spot elevations at the top and bottom of all walls and steps and ramps.
 - c. Add the required number of bicycle and motorcycle parking spaces to the development data table and locate them on the plan.
 - d. The location of all required handicap accessible parking spaces shall be identified on the plan.
 - e. Demonstrate that all light fixtures shall be full cut-off fixtures or shall be able to be equipped with deflectors, refractors or reflectors, on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential property.
 - f. Additional trees and landscape planting shall be added to soften the plaza area and pedestrian walkway from Rockville Pike to the Plaza.

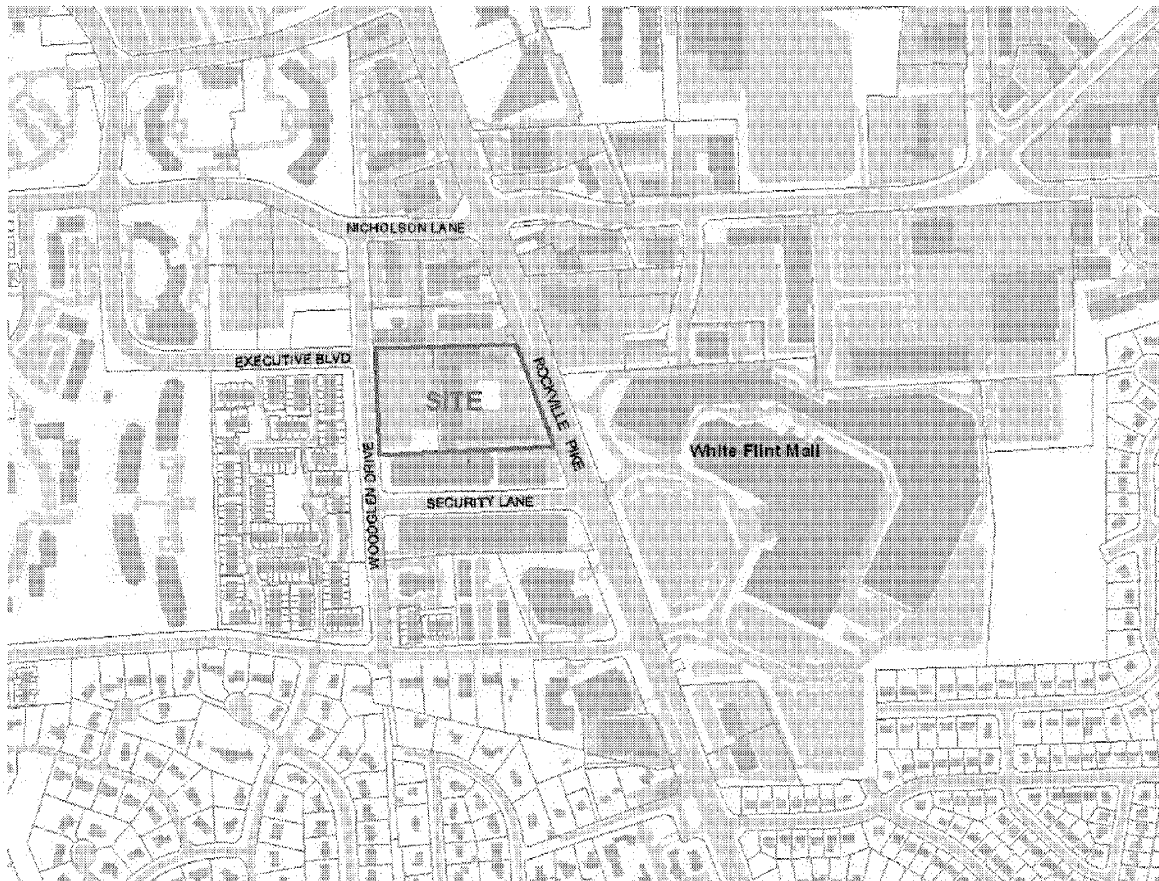
- g. Provide construction details for the trellis and screens proposed along the south façade of the building along the Service Lane.
 - h. Provide a section through the planter/planting bed for all trees planted over top of structures that demonstrates that all trees planted over structure will have enough soil volume to encourage growth and maintain the health of the trees.
 - i. The pedestrian area of the sidewalk on the south side of Executive Boulevard shall be a minimum of seven-feet wide, free of café seating.
 - j. Details for a new attractive bus shelter as approved by DPWT and MNCPPC staff shall be added to the plans.
 - k. The location of the benches along Rockville Pike shall be revised with a better orientation to the pedestrian space.
 - l. The Recreation Facilities chart shall be amended in conformance with the chart provided as part of this report. Provide details of the fitness equipment to be included in the indoor fitness facility in conformance with the standards contained on page 44 of the *Recreation Guidelines*.
 - m. The Shared Parking Analysis Table, which appears on the site plan, shall be revised in accordance with the table in this report.
 - n. The west elevation of the building along Woodglen Drive shall be revised and annotated to ensure that parking will not be visible from Woodglen Drive and from the confronting residential development. Special attention shall be given to screening the view of parked and moving vehicles and lighting within the garage.
 - o. The east elevation of Buildings A and B which front onto Rockville Pike shall be revised to provide an “activated edge” and will minimize expanses of blank walls at the pedestrian level. The elevations shall be clearly annotated to demonstrate the location of windows, doorways, etc.
 - p. Special consideration shall be given to the architectural design of all four sides of the penthouse on the point tower to ensure that the highly visible top of the building is designed as a area landmark as envisioned by the masterplan. The final design of the penthouse shall be included in the certified site plan.
 - q. The plans shall be amended to reflect the relocation of the existing overhead utility lines and poles on the east side of Woodglen Drive to the west side of Woodglen Drive or shall be located underground.
 - r. The Public Amenity Plan shall be revised to eliminate the following areas from the passive and active recreation area calculations: the residential lobby of Building A, internal access corridor between the parking structure and the Paseo, the island in the center of the vehicular drop off from the area, and the areas in the public right of way created by the right of way truncation.
 - s. The location of the garage intake and exhaust vents shall be added to the plans. Special consideration shall be given to the location of these vents so as not to impact the use of the pedestrian areas or to adversely impact the health of landscape plant materials. Every reasonable effort shall be made to relocate and/or reduce the number of grates proposed in the sidewalk along Rockville Pike.
 - t. A plan shall be submitted that demonstrates that a safe barrier free route exists or will be provided between the interim parking facility and Rockwal I and II until the permanent parking facility is completed.
9. Master Plan Compatibility
- a. Provide a minimum of 18’ sidewalk along Woodglen Drive and Executive Boulevard extended with tree pits and landscaped areas.
 - b. Provide a minimum of 15’ sidewalk along the festival street for safe and desirable pedestrian circulation on the site.
10. Forest Conservation
- The proposed development shall comply with the conditions of the forest conservation plan. The applicant shall satisfy all conditions prior to recording of plat(s), or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits:

- a. Submission of financial security to M-NCPPC for tree planting needed to meet afforestation requirement.
 - b. Approval of Maintenance and Management Agreement by M-NCPPC staff prior to first inspection of planted areas.
 - c. Required site inspections by M-NCPPC monitoring staff per Section 110 of the Forest Conservation Regulations, as applicable.
11. Noise Study
 Prior to building permit release for Building A, the "Point Tower", compliance with all exterior/plaza and interior noise mitigation recommendations and detailed building shell analysis as specified in report entitled "**Phase I Traffic Noise Analysis - White Flint Crossing**" Report #5283 by Polysonics Corporation dated 01/26/2006:
- a. Certification from an acoustical engineer that the building shell for residential dwelling units will, if constructed in accord with the specified acoustical criteria, attenuate projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.
 - b. Commitment by the builder to construct in accordance with the acoustical design criteria as specified in the noise report. An acoustical engineer must approve any changes to the building shell construction that may affect acoustical performance in writing with copy to MNCPPC staff prior to implementation.
12. Stormwater Management
 The proposed development is subject to Stormwater Management Concept approval conditions dated September 8, 2005 [Appendix B].
13. Development Program
 Applicant shall construct the proposed development in accordance with the Development Program. A Development Program shall be reviewed and approved by M-NCPPC staff prior to approval of certified site plan. The Development Program shall include a phasing schedule as follows:
- a. Streetscape improvements including paving, lighting, street furniture and tree planting for Woodglen Avenue, Executive Bobulevard, Rockville Pike (including the rain garden), Festival Street, and the service lane shall be installed as site construction is completed, but no later than six months after issuance of the first use and occupancy permit for buildings with frontage on the applicable street. A copy of the use and occupancy permit shall be provided to site plan enforcement staff within 10 days of issuance so that staff can initiate the inspection process.
 - b. Clearing and grading shall correspond to the construction phasing, to minimize soil erosion.
 - c. Phasing of dedications, stormwater management, sediment/erosion control, pedestrian paths, trip mitigation or other features.
 - d. The Plaza (and associated pedestrian access walkways) including all paving, planting, lighting, fountain, site furnishings and public art shall be completed no later than six months after the issuance of the first use and occupancy permit for buildings A or B. A copy of the use and occupancy permit shall be provided to site plan enforcement staff within 10 days of issuance so that staff can initiate the inspection process.
 - e. The roof top courtyard and recreation amenities proposed for the courtyard and in interior spaces within the residential buildings shall be completed prior to issuance of the first use and occupancy permit for buildings A or C. A copy of the use and occupancy permit shall be provided to site plan enforcement staff within 10 days of issuance so that staff can initiate the inspection process.
11. Demolition, Clearing and Grading
 No demolition, clearing, or grading, prior to M-NCPPC approval of certified site plan of plans, except for the existing hotel structure.

PROJECT DESCRIPTION: Site Vicinity

The subject site is located on the west side of Rockville Pike (MD 355), directly across from White Flint Mall, within 1,500 feet of the White Flint Metro Station in North Bethesda. Rockville Pike (MD 355), designated as a major highway with a 150-foot wide right of way, forms the eastern property line. Adjacent C-O zoned property to the south is owned by an affiliate of the applicant and is developed with two office buildings, (Rockwall I and II), seven and eight stories in height respectively, and a four-story parking structure. Woodglen Drive, classified as an Industrial and Business Street with an 80-foot wide right of way, forms the western border of the site. Adjacent property to the north is also owned by the applicant and is developed with four, four-story commercial buildings and a surface parking lot.

The White Flint Shopping Mall and Fitzgerald's Auto World are located across Rockville Pike from the site. The Fallstone townhouse community, developed under PD-11 zoning, lies directly across Woodglen Drive from the site. The residential community lies 20 feet above the elevation of Woodglen Drive and is well buffered by existing vegetation. The White Flint Metro station is located north and east of the site along Rockville Pike. An above-ground WSSC storage facility and the Montgomery Aquatics Center lie to the north and west of the site.

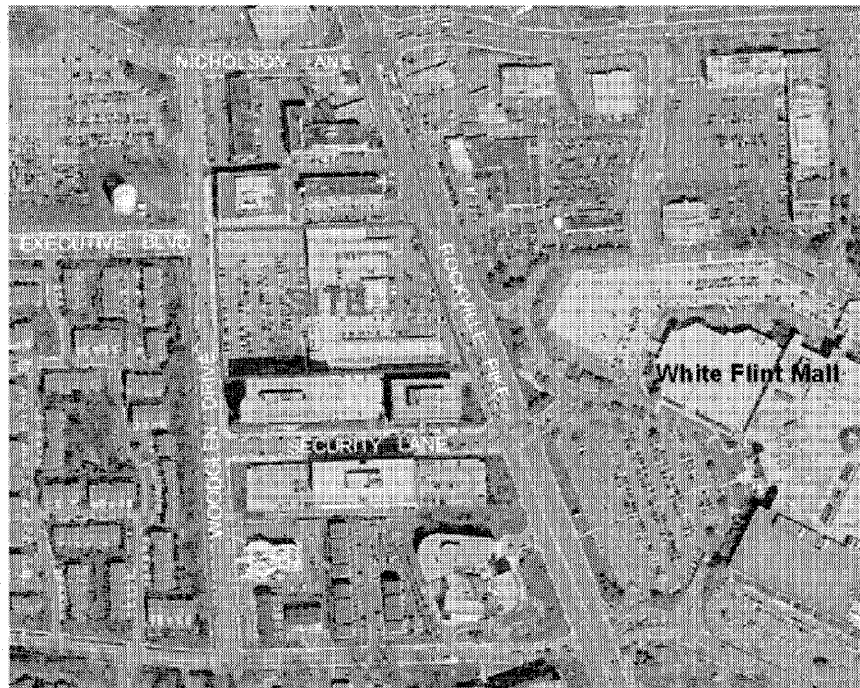


PROJECT DESCRIPTION: Site Description

The 5.907-acre site is located at 11401 Rockville Pike in North Bethesda. The site consists of two parcels. An eastern, 3.75-acre parcel is currently developed with the 160 unit Park Inn Motel and 15,000 square feet of retail uses. The 2.15-acre western parcel is developed as a 300 space surface parking lot. The parking lot is accessible via Woodglen Drive and provides parking for the adjacent Rockwal I and II office buildings located immediately south of the subject property, and which are owned by an affiliate of the Applicant. The property has direct frontage onto Rockville Pike and Woodglen Drive.

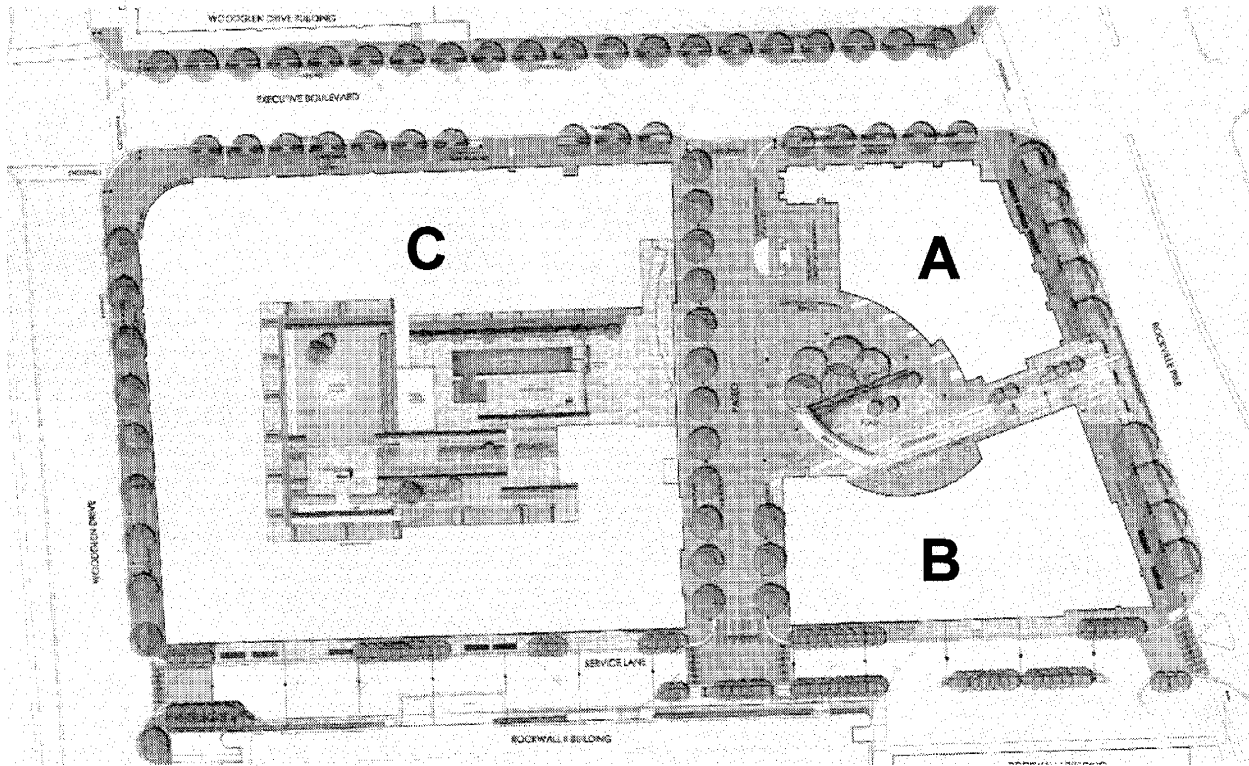
Major overhead utility lines exist along the Rockville Pike and Woodglen Drive street frontages. One of the existing utility poles along Rockville Pike will need to be relocated in order to extend the existing service road to the south of the project to Rockville Pike. The existing utility poles along Woodglen Drive will be relocated. The applicant does not intend to underground any of the existing utility lines along Rockville Pike or Woodglen Drive. The Applicant has submitted a letter from Stephen Richter, a utility consultant. Mr. Richter estimates that the cost of undergrounding the overhead utilities along Rockville Pike and Woodglen Drive could be in excess of \$3,000,000. (See letters Richter to Young, dated 9/12/05 and 2/13/06 in Attachment D). Any new utilities to be located in the right-of-way for the extension of Executive Boulevard to Rockville Pike will be located underground.

The topography on the property slopes significantly from the northwest to the southeast by approximately 21 feet. The high point of the site is at the northwest corner of the site adjacent to the future intersection of Executive Boulevard extended and Woodglen Drive. The site is primarily impervious and there is no existing significant vegetation on the property. The property was developed prior to the adoption of stormwater management regulations.



PROJECT DESCRIPTION: Proposal

The Applicant requests approval of 223,000 sf of commercial space and 426,114 sf of residential space, consisting of 440 dus, incl. 66 MPDUs. The proposal also includes a total of approximately 1,550 parking spaces located primarily in an underground parking garage.



Building Design

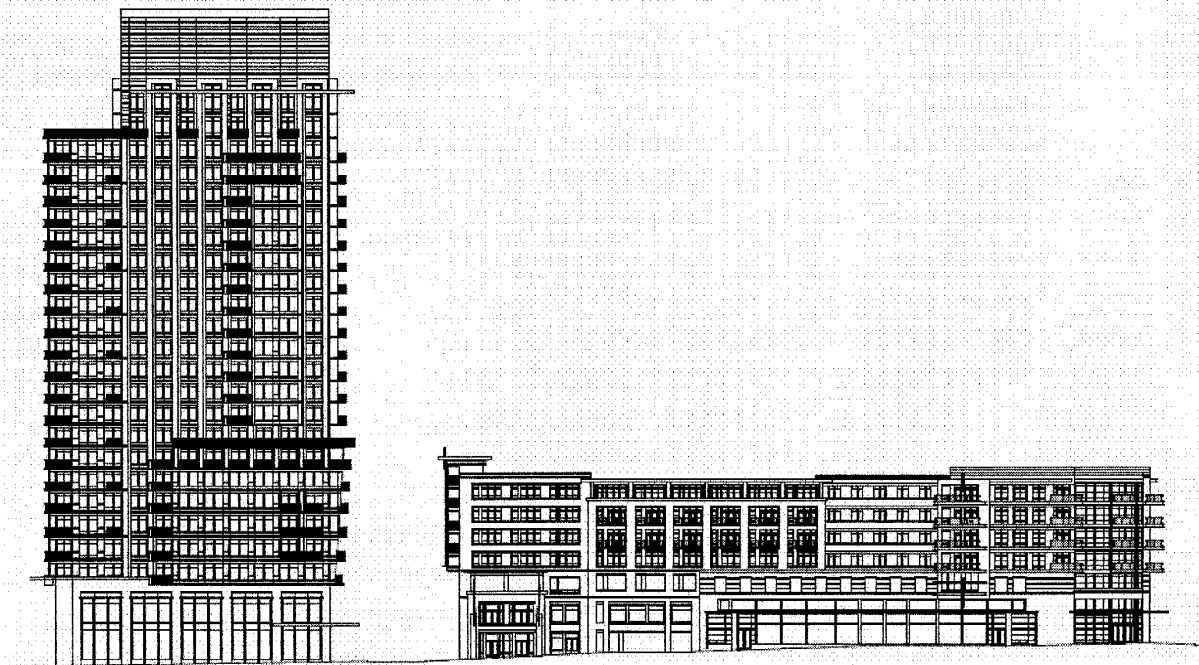
Consistent with the Development Plan, the project is comprised of three buildings that vary in their scale and uses. The westernmost building, identified on the plans as Building C, is a mid-rise building whose character is defined by its transitional location adjacent to a residential townhouse neighborhood to the west. It contains a Whole Foods grocery store and two stories of small shop retail and restaurant space along its eastern edge. The ground floor is animated with varied storefronts that define and enliven the pedestrian environment. A small outdoor eating area is proposed along the Executive Blvd. frontage as part of the grocery store. Above the ground floor retail uses is a full level of parking. The U-shaped residential component defines a central roof top courtyard with outdoor pool and other recreational amenities for the building's residents.

The architectural character of Building C varies given the context and program. The upper residential facades are comprised of a range of bay window elements, balconies and architectural embellishments such as a rounded corner expression at Woodglen and Executive. The material palette for this building is still being developed but is likely to include light multi-colored brick that helps define and articulate the different uses within the building. Additional materials will include painted aluminum storefronts and windows. A "loft" building that takes on an architecturally bolder, "edgier" character has been introduced along Executive Boulevard.

The second major building, identified as Building A, is a 24-story “point” tower building that will anchor and define the White Flint Crossing development along Rockville Pike. The building will serve as an area landmark at the southern edge of the White Flint district. The first two floors of the building will be comprised of retail uses that will help define Rockville Pike as a new urban retail corridor. The overall architecture of the building will be expressed using a modern aesthetic. Signage and storefronts will vary on a tenant-by-tenant basis creating interest at the pedestrian scale.

Stylistically, the tower is foreseen as a sleek modern building whose massing will create a dramatic and distinctive signature on the skyline. The overall vertical proportions of the building will be reinforced with a primarily vertical ensemble of exterior skin treatments at the detailed scale. The material palette for the tower will be consistent with its modern aesthetic utilizing glass curtainwall construction combined with a painted aluminum and pre-cast concrete exterior wall system. The top of the building and its appearance on the skyline will be highlighted by articulating the tower massing, utilizing such elements as large bay windows and balconies. The mechanical penthouse enclosure itself has been carefully designed to create drama and interest.

The third building, identified on the plans as Building B, is a two-story retail building located along Rockville Pike, just south of the tower. This building is a tall two-story retail building that “fronts” onto Rockville Pike and onto the Plaza. Varying storefronts and signage that express the retail program within the building are this building’s defining feature. Within this overall approach, a “glass box” has been introduced to this building’s massing in a key, highly visible location along its Rockville Pike edge. Both glassy and taller than the remainder of the building, this element will be the building’s defining feature in how it expresses the retail within the building and glows prominently at night along the Pike. Cellar retail is located below both Buildings A and B. This retail is accessed primarily from the adjacent underground parking structure. While no lease for a specific tenant exists at this point, the space has been designed to accommodate a large tenant such as a health club. A small elevator/stair connection will likely be added providing access from this area to the plaza level.



View from Executive Boulevard looking South

Vehicular Access/Parking

Vehicular access to the site and the underground parking garage is provided via the existing service lane, Woodglen Drive, and Executive Boulevard. No direct vehicular access is proposed from Rockville Pike. A total of 1,550 parking spaces are proposed. Two ingress/egress points to the parking garage are proposed from the service lane. Loading for all three buildings will also be provided from the service lane. The loading areas have been designed so that all vehicles utilizing the loading areas will enter from Woodglen Drive and will exit onto Rockville Pike. All service areas will be completely enclosed within the buildings and will be equipped with garage doors to fully screen the view of loading activities.

Access to the Whole Foods Grocery Store parking area will be from Woodglen Drive. The parking for the grocery store is located below grade in the underground parking structure. The parking level located above the Whole Foods store will be designated for use by the residents of Building C. Views of parking have been carefully screened from the townhouse residents across Woodglen Drive. Several conditions have been included in the Recommendation Section of this report which ensure that the certified site plan includes details which demonstrate that views of parking will be screened from Woodglen Drive and from the Paseo and plaza area. As amended by the conditions above, parking for motorcycles and bicycles will be provided and located on the plans.

Garage access is also proposed from Executive Boulevard. One-way vehicular access is also proposed from Executive Boulevard to Festival Street (also known as the Paseo). Approximately nine parallel parking spaces are proposed on the west side of the internal pedestrian street. No garage access from Festival Street is proposed at this time. Parallel parking is also indicated on the Woodglen Drive and Executive Boulevard frontages. A drop-off area is proposed from Festival Street in front of Building A.

The Applicant has requested permission to utilize parking credits pursuant to Section 59-E-3.32(a) and 3.33(a) because the development is located within 1,600 feet of a metro rail entrance. In addition the proposal takes advantage of the Mixed Use, shared parking provision of Section 59-E-3.1 of the Zoning Ordinance. The Applicant, or a subsidiary of, owns the Rockwal I and II buildings located adjacent and to the south. The Applicant for the subject property seeks permission to share parking with the adjacent property. See letter (Robins to Kronenberg/Komes, dated 2/17/06) attached in Appendix D.

Pedestrian Access

The proposed landscape of the White Flint Crossing Project is designed to provide an engaging and pedestrian friendly urban experience. In keeping with the master plan, it places special emphasis on human scale and ease of access appropriate to the developing urban fabric of the White Flint transit stop area, while at the same time relating to the program of the proposed buildings. Streets and sidewalks are sufficiently separated from the automobile and sheltered by canopy trees to provide pedestrian safety and comfort. Café areas and small places for public gathering and relaxation are arranged throughout the project to foster active, busy, and safe public spaces.

Detailing of the site is intended, like the architecture, to be contemporary while also establishing a unique character for the White Flint Community that distinguishes it from the other nearby Metro Washington communities. Details such as small-sized stone and concrete pavers, small benches, and hedges and varied ground covers all work toward providing a rich walking experience.

Environmental sustainability is emphasized throughout. A biofilter, "Rain Garden", along Rockville Pike provides for sustainable treatment of stormwater while lessening irrigation needs, revealing the ecological process, and providing a place to display native plantings in an ornamental manner. In other areas of the site, locally native plants are used wherever possible. Some non-invasive, non-native plantings are

proposed only where site conditions are too difficult for native plantings. Paving materials and site structures are sourced locally whenever possible and sustainable production is favored in the selection process.

In the center of the project is the main plaza and primary gathering space. Its dynamic oval shape juxtaposed with the axial routes of the Paseo street and the walkway connection to Rockville Pike provides a multi-use space for strolling, relaxing, café seating, and small community events and performances. Its design theme is inspired by the geological significance of the White Flint name.

The Washington area is situated at the juncture (or transition line) of two physiographic (or land form) provinces that typify much of the Mid-Atlantic region. This line of transition is historically significant in that the falls of the major rivers follow this line and consequently the major cities of the Eastern Seaboard are established along it. The underlying geology is responsible for the difference in the two provinces. A hard granite and metamorphic rock mantle underlying the Piedmont gives it a hilly and somewhat rocky terrain. The Tidewater region is the result of an ancient alluvial wash from the higher Piedmont and is typified by flat and sandy terrain. Changes in soil and topography have resulted in differing natural environments and traditional land uses in the two provinces.

Significantly, White Flint (quartzite) from which the community derives its name, runs in a vein of bedrock through the site area and over to the Potomac Falls directly consistent with the edge of the physiographic transition line. The Plaza design celebrates this juncture with a stone fountain cutting across the oval plaza abstracting the flow of water and transition of geology from Piedmont to Tidewater. A banding of stone paving symbolizes the alluvial flow from upland to the coast and connects the plaza to the lower elevation of Rockville Pike. White stone in the plaza highlights the role of White Flint in the region. Plantings reinforce the theme transitioning in species typical of the upland to those typical of local Tidewater bogs at the lower part of the plaza.

Barrier-free pedestrian access to White Flint Center will be provided from the perimeter sidewalks, through a major pedestrian entrance from Rockville Pike to the central plaza area, along the internal Festival Street (which is designed to function primarily as a pedestrian street), and via an internal system from the parking structure.

Public Art

The project will include several pieces of public art by well-known local artist, Jim Sanborn. The main public art piece is located in the plaza area on axis with the walkway to Rockville Pike. The piece will consist of an encrypted cylinder that will be illuminated from within. The result is that at night, the letters will be projected onto the building walls encircling the plaza. Two additional art pieces by Mr. Sanborn are proposed along the pedestrian walkway between the Plaza and Rockville Pike.

The Applicant presented their art program to the Art Review Panel on March 13, 2006. The Panel was very supportive of the proposal and requested that additional planting be provided in the central plaza area to soften and enhance the space. The Panel has requested that the Applicant present a more detailed and developed art program to the panel's review prior to signature approval.

PROJECT DESCRIPTION: Prior Approvals

A local map amendment rezoning the subject property from the C-2 to the TS-M zone was approved by the District Council on September 20, 2005. The approval included the adoption of a Development Plan, G-830, which contained several binding elements. See attached Opinion in Appendix A.

The subject site plan is in conformance with the binding elements of the Development Plan approval. Following is a discussion describing how the proposal satisfies the binding elements identified verbatim in italics and the response thereto in regular type:

BINDING ELEMENTS OF TS-M ZONE AND DEVELOPMENT PLAN APPROVAL

1. *Development of the property shall be limited to 649,114 square feet of development (that includes 60,000 square feet of cellar space). The total amount of residential development on the property (including the number and percentage of MPDUs) may increase as a result of the conversion of commercial to residential use so long as the ground floor of each building remains commercial (except for residential lobbies and other ancillary residential uses associated with those buildings at the ground level). The minimum amount of commercial development will be 130,000 square feet.*

The proposed site plan includes 649,114 square feet of development including approximately 59,900 square feet of cellar space. The first floor of each building is in commercial use. A total of 163, 100 square feet of the project (not including cellar space) will be devoted to commercial uses.

2. *The Applicant shall provide up to 15% of the total number of residential units as MPDUs depending on the amount of the density bonus achieved by the Applicant pursuant to Chapter 25A of the Montgomery County Code, as amended 2004. The total number, mix and location of the residential units, including the MPDUs, shall be determined at site plan. All MPDUs shall be provided on site.*

The site plan application proposes a total of 440 dwelling units including 66 (15%) MPDUs. The 66 MPDUs includes the same proportional mix of unit types as the market rate units. A letter dated April 10, 2006 from Montgomery County Department of Housing and Community Affairs states that the number, mix, and ratio of the MPDUs as presented is acceptable. See attached in Appendix B.

3. *The following maximum height limitations shall apply to the development: (i) up to 24 stories for the building A located at the northeast corner of the property along Rockville Pike, (ii) up to six stories for the building(s) located along Woodglen Drive and (iii) the height of the parking structure located west of Festival Street, if any, shall be no greater than the height of the adjacent residential building(s) along Woodglen Drive. The final determination of the height, in feet, of each of the buildings referenced on the development plan shall be made at site plan.*

The following building heights are proposed for approval: Building A, located in the northeast corner of the site along Rockville Pike, will be 24 stories tall, approximately 289 feet tall as measured from the level of the approved street grade for Executive Boulevard extended, opposite the middle of the front of the building to the top of the flat portion of the roof. It does not include the rooftop penthouse structure housing mechanical equipment. Building C, located in the northwest corner of the site, between Executive Boulevard, the service lane, Woodglen Drive and Festival Street varies in height with the grade between 6 and seven stories in height. In

conformance with the binding element, the height of the building along Woodglen Drive is six stories or approximately 84 feet measured from the level of the approved street grade opposite the middle of the front of the building along Executive Boulevard. The layout of the buildings has changed since the development plan was approved. The majority of the parking is now located below grade in an underground parking structure, rather than in a seven-story, above grade parking structure as conceptually represented on the Development Plan. The portion of the building west of Festival Street is primarily residential with an integrated level of parking above the grocery store. The height of the building is consistent across the block, approximately 84 feet tall. However, because the site slopes from northwest to southeast, an additional floor is possible along Festival Street. This change in grade was recognized at the Development Plan stage and is represented on the approved Development Plan. Although the height of Building B was not specified in the Binding Elements as part of the Development Plan. The submitted architectural drawings indicate that the building will be 2 stories and approximately 82 feet tall as measured from the street grade along Rockville Pike opposite the middle of the front of the building to the highest point of the roof.

PROJECT DESCRIPTION: Prior Approvals

In addition to the previously discussed Development Plan, G-830, a Preliminary Plan of Subdivision, 120060310 is being reviewed concurrently with the subject site plan.

PROJECT DESCRIPTION: Community Outreach

Throughout the recent rezoning and the current site plan approval process, the Applicant has presented the proposed development to various civic and community groups and adjacent property owners. The following is a list of the meetings as submitted by the Applicant. A letter dated 2/13/06 from the President of the abutting Fallstone Homeowners Association in support of the proposal is included in Appendix C.

August 2004

Representatives from JBG met with civic association Presidents John Frye of Fallstone and Ken Schwartz of Fallswood, two neighboring communities. In this meeting JBG introduced its development concept for the site including a Whole Foods grocery store with 4-6 stories of residential above, a 20+ story "point" residential tower along Rockville Pike, additional retail shops and the extension of Executive Blvd to Rockville Pike.

December 2004

JBG, Mike Nicolaus, the design architect, Steve Robbins, land use attorney, and Matt France, the retail leasing representative met with neighborhood representatives from the Fallstone community as well members of other neighboring civic associations.

January 2005

JBG met with six citizens from the Fallstone, Fallswood, Luxberry, The Wisconsin, and Timberlawn Associations.

April 2005

JBG met with John Frye and Ken Schwartz to ask for written support of the project.

June 2005

The largest community meeting to date was held with 30+ citizens from the Fallstone community, JBG, and representatives from Whole Foods Market present.

February 2006

On February 8, 2006, JBG met with John Frye from the Fallstone town-home association to discuss changes to the parking garage layout and to present a preliminary three dimensional model of the development.

PROJECT DESCRIPTION: Conformance to Development Standards

PROJECT DATA TABLE (TS-M)

Development Standard	Required/Permitted By Zoning Ordinance	Development Plan Approval	Proposed for Approval
Min. Gross Tract Area (sf):	40,000	257,309 (5.907 ac.)	257,309 (5.907 ac.)
-Exec. Blvd. Dedication		39,982	42,112
-MD 355 Dedication		26,535	26,535
Net Lot Area (sf):		190,792 (4.38 ac.)	188,662 (4.33 ac.)
Gross Floor Area (sf)			
-Commercial retail on or above grade		176,000.	163,100
-Commercial-cellar space (not incl. In FAR)		60,000	59,900
-Total Commercial		236,000	223,000
-Base Residential		338,618	349,274
Total FAR square Footage		514,618 (2.0 FAR)	512,374 (1.99 FAR)
Bonus Residential Density		74,496 (22% of base)	76,840 (22% of base)
Total Residential incl. MPDUs		413,114	426,114
Total FAR square footage plus Bonus Residential Density	(3.0 FAR) Max. 2.4 established by the Master plan	589,114 (2.29 FAR)	589,214 (2.29 FAR)
Total square footage incl. cellar space		649,114	649,114
Number of Residential Units			
-Market Rate		369	374
-MPDUs	(12.5% of total)	66 (15% of Total)	66 (15% of Total)
Total Number of Residential Units		435	440
Open Space (%/sf):			
-Public Use Space	10%/18,867	10%/19,079	10%/18,867
-Active/Passive Rec. Space	25%/47,165	25%/47,698	25%/47,165
Total Open Space	35%/66,032	35%/66,777	35%/66,032
Maximum Building Height:			
-Building A		24 Stories	24 Stories (289 feet)
-Building B		7 Stories	2 Stories (82 feet)
-Building C		6-7 Stories	6-7 Stories (84 feet)
Building Setbacks (ft.):			
-Building A - Rockville Pike		10	10
-Building A - Exec. Blvd.		None specified	1
-Building B - Rockville Pike		10	10
-Building B - Service Lane		None specified	11'-6" (from curb)
-Building C - Woodglen Dr.		20 (from curb)	20 (from curb)
-Building C - Exec. Blvd.		20 (from curb)	18 (from curb)
Parking (Residential-market rate):			
(37) Eff. Units @1sp./unit	37		37
(206) 1BR @1.25 sp/unit	258		258
(122) 2 BR @1.5sp/unit	183		183
(9) 3 BR@ 2.0 sp/unit	18		18
Parking (Residential-MPDUs):			
(7) Eff. Units @.5sp./unit	4		4
(36) 1BR @.625 sp/unit	23		23
(21) 2 BR @.75sp/unit	16		16
(2) 2BR + Den@1.5sp/unit	3		3
Total Residential Parking	542	471	461*
Parking-Commercial			
SEE TABLE BELOW			
Total Commercial and Residential Parking	1,524		1,550

*.15% credit taken for proximity to Metro per Section 59-E. 3.33(a)

White Flint Shared Parking Analysis per Section 59-E-3.1

Minimum Parking Requirements				Discounts for Mixed Use				
Shared Parking Formulas:				Weekday	Weekday	Weekend	Weekend	Nighttime
	Sq. Ft.(GLA)	Ratio	Base Req.	Daytime	Evening	Daytime	Evening	
General Retail	78,900	5/1000 x .85	335.3	201.2	301.8	335.3	234.7	16.8
Grocery	50,000	5/1000 x .85*	212.5	212.5	212.5	212.5	212.5	212.5
Gen. Retail Use (Cellar Space)	54,100	5/1000 x .85*	229.9	138.0	206.9	229.9	160.9	11.5
Restaurant	20,000	12.5/1000 x .85*	213.0	107.0	213.0	213.0	213.0	22.0
Retail Total	203,000		991.0	659.0	935.0	991.0	822.0	263.0
Outdoor seating restaurant	4,500	15/1000 x .85*	58.0	29.0	58.0	58.0	58.0	6.0
Residential	440 dus	461**	461	461	461	461	461	461
Totals for White Flint Crossing:			1510	1149	1454	1510	1341	730
			Peak w/o shared parking			Peak with shared parking		
On-site Office Replacement for Rockwal I and II			133	133	14	14	7	7
Total for White Flint Crossing with Rockwal I and II parking			1643	1282	1468	1524	1348	737

ASSUMPTIONS:

1. Project is located 800'-1600' from Metro.
2. 15% credit taken for proximity to Metro per Section 59-E. 3.32 *
3. 15% credit taken for proximity to Metro per Section 59-E. 3.33**
4. 20,000 reduction in GSF to reach GLA.
5. Restaurant space parks at 25/1000 sf of patron area. Assume 50% of floor area is patron area.
10. 713 spaces req'd for Rockwal I and II. 580 spaces exist in Rockwal II garage. 133 parking spaces needed for Rockwal in White Flint Crossing.
8. Parking for Residential and Grocery is not included in shared parking calculations.

PROJECT DESCRIPTION: Recreation Amenity Analysis

DEMAND POINTS

ON-SITE	Tots	Children	Teens	Adults	Seniors
First 100 Hi-rise Multi-family Units	4.0	4.0	4.0	77.0	46.0
Additional 340 Hi-rise Multi-family Units	13.6	13.6	13.6	261.8	156.4
TOTAL DEMAND POINTS	17.6	17.6	17.6	338.8	202.4

SUPPLY POINTS

ON-SITE	Tots	Children	Teens	Adults	Seniors
Indoor Fitness Facility (2 areas @ min 350 sf. each-residents only)	0.0	3.5	3.5	135.5	60.7
Indoor Community Space (2 areas @ 1,700 sf each-residents only)	3.5	5.3	10.6	203.3	161.9
Open Play Area II	3.0	4.0	4.0	10.0	1.0
Swimming Pool (rooftop courtyard-residents only)	1.0	3.6	3.6	84.7	30.4
Pedestrian System (1)	1.8	3.5	3.5	152.5	91.1
Picnic/Sitting (plaza/courtyard (2x)/paseo) (4 total areas)	4.0	4.0	6.0	20.0	8.0
PROVIDED ON-SITE SUPPLY POINTS	13.2	23.9	31.2	606.0	353.1
OFF-SITE	Tots	Children	Teens	Adults	Seniors
Pedestrian System (sidewalks)	0.61	1.23	1.23	53.36	31.87
Indoor Swimming Pool (Aquatic Center)	0.61	1.23	1.23	35.57	28.33
Multi-Age Playground (Aquatic Center)	3.00	3.85	1.00	2.45	0.35
Indoor Community Space (Aquatic Center)	0.61	0.92	1.84	101.64	28.33
PROVIDED OFF-SITE SUPPLY POINTS	4.83	6.2*	5.30	118.6*	70.8*

* maximum 35% permitted credit for off-site demand points

SUMMARY:

MINIMUM REQUIRED SUPPLY POINTS:	17.6	17.6	17.6	338.8	202.4
TOTAL PROVIDED (ON AND OFFSITE) SUPPLY POINTS	18.0	30.1	36.5	724.5	423.9

ANALYSIS: Conformance to Master Plan

The site is located at the southern edge of the White Flint Sector Plan area as defined by the 1992 *North Bethesda-Garrett Park Master Plan*. The stated objectives of the Plan for this area are:

1. Develop White Flint as the main urban center of North Bethesda.
2. Capitalize on the public investment in the Metro system and encourage its use rather than continued reliance on the automobile.
3. Promote mixed-use development near the Metro station to ensure the 24-hour vitality of the area.
4. Include a significant transit serviceable residential component within the Sector Plan area.
5. Develop policies to ensure a lively pedestrian environment.

The Plan recommends a more intensive mixed-use development pattern for White Flint with the “emphasis on employment east of the Pike and housing west of the Pike. The tallest buildings are proposed adjacent to the Pike, stepping down in height to the east and west...” (p. 52). The proposal includes an internal festival street, ground floor retail, including a new grocery store, restaurants with outdoor café seating, on-site parking, a plaza with a fountain and a strong public art component, and a 24-story, landmark residential tower facing Rockville Pike.

Included in the development are 440 dwelling units, including 66 MPDUs, located within an easy walk of the metro, employment and shopping. This pedestrian-oriented, mixed-use development fulfills what the Master Plan envisioned. The proposal will add a street grid to create a more interconnected local street network in the White Flint Metro Station area.

Located within the White Flint Sector Sub Area 6, this project included the construction of the extension of Executive Boulevard from Woodglenn Drive to Rockville Pike. The Plan further recommended that Executive Boulevard be extended to cross Rockville Pike and connect to Huff Court. Executive Boulevard is classified by the Master Plan as a business district street with an 80-foot right of way and four planned through lanes. (Table 11, p. 163.) The planned roadway was proposed as a segment of the ultimate street system in White Flint. (See Figure 10, p. 291.) The applicant has proposed to extend Executive Boulevard as recommended in the Plan.

A memorandum from the Community Based Planning Division is attached in Appendix B and further elaborates on the how the proposal conforms with the Master Plan and includes several recommendations which have been included as Conditions in the Recommendation Section of this report.

FINDINGS: For Site Plan Review

1. *The Site Plan is consistent with an approved development plan or a project plan for the optional method of development if required.*

The Site Plan is in conformance with the approved development plan, G-830, for the TS-M zoned property as approved by the District Council on September 20, 2005. See preceding discussion for conformance with binding elements.

Since the time that the Development Plan was approved, plans were submitted and reviewed by MCDPWT for the extension of Executive Boulevard. MCDPWT has determined that the pavement width for Executive Boulevard must be a minimum of 46 feet wide increasing to 50 feet near its intersection with Rockville Pike. As a result the width of the sidewalk on the south side of Executive Boulevard has decreased from 20 feet to 18 feet. Staff believes this reduction, although not ideal, is acceptable.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

As amended by the Conditions in the Recommendation Section of this report, the Site Plan will meet all of the requirements of the TS-M zone as demonstrated in the project Data Table above.

As previously mentioned the Applicant requests permission to utilize the parking credits permitted pursuant to Section 59-E. 3.32(a) and 3.33(a) of the Zoning Ordinance because the

project is located within 1,600 feet of a metrorail entrance. See letter (Robins to Kronenberg/Komes, dated 2/17/06) of request in Appendix D.

3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

- a. Buildings

A podium of mid-rise buildings has been introduced to shape a strong pedestrian focused public realm in and around the project. The scale of the podium ranges from 4-7 stories and is comprised of ground floor retail uses and residential uses above. At one location within the plan, a point tower has been introduced to create a landmark gateway for the southern edge of the White Flint area. This approach to crafting urban blocks and districts is a proven method of making successful high-density neighborhoods. Successful examples of this approach can be found in such cities as Vancouver, Seattle, San Diego, and Toronto.

A majority of the project's ground floor space will be devoted to various retail uses, restaurants, and an anchor retail space that will house a Whole Foods grocery store. Additionally, a partial second floor of retail will be provided along the eastern half of the project. The retail and restaurant uses are envisioned to serve the surrounding residential neighborhood to the west, the residential component of the project itself, as well as the employees of several office buildings both to the north and south of the Property, who currently must rely on automobile travel to frequent these types of uses, but would now be able to choose to walk.

A residential component consisting of two to three buildings of varied character and scale will be located above the retail. A landmark hi-rise residential building with a two-story retail podium is proposed at the corner of Rockville Pike and Executive Boulevard. A smaller two to five story mid-rise building is proposed adjacent to this building also along Rockville Pike. A third building is proposed along Woodglen Drive in the form of a four to seven story mid-rise residential/retail building. The third building will contain two-story retail along a portion of its perimeter and single story retail along Executive Boulevard and part of Woodglen Drive.

The majority of the project's parking will be housed in a below-grade parking structure that is accessed from the new Service Lane and from Executive Boulevard. A smaller portion of the project's parking will be located in an above-grade parking structure in the western block that will be accessed from Woodglen Drive.

Service for the project is handled discreetly along a proposed Service Lane at the project's southern edge. Service points for both the project and the adjacent office buildings to the south are located along this narrow street. This service approach removes this use from the more public street edges around the project.

The project is envisioned as both a Smart Growth Project, sited near the White Flint Metro and certified by the Smart Growth Alliance, and a Green Development. The project is foreseen to be capable of achieving at least 21 LEED points. This achievement clearly heightens the project's status as a green development in addition to its many smart growth qualities. The green building features that will achieve the LEED points are currently under investigation to determine the most appropriate set of green development features that the project will be able to provide.

b. Open Space

The plan proposes approximately 10% (18, 866 sf) of the site will be in public open space meeting the 10% minimum requirement. The open space is located primarily along both sides of the Paseo (Festival Street) adjacent to the improved public right of way along Rockville Pike and includes the pedestrian accessway between Rockville Pike and the internal plaza. Approximately 25% of the site is devoted to Active and Passive Recreation Space, again meeting the minimum 25% requirement of the TS-M zone. The active and passive recreation space includes the courtyard and swimming pool area associated with Building C, a majority of the internal Plaza area, landscape areas and sidewalks along the service drive, narrow strips of sidewalk 1-2 feet in width along the Woodglen and Executive Blvd. frontages, the residential lobby of Building A and an internal corridor between the parking structure and the Paseo. Staff does not believe that internal corridors, building lobbies, or parking lot islands fulfill the intent of passive and active recreation space. A condition has been added to the Recommendation Section of this report that requires that the plans be revised to demonstrate that both requirements for both the amount and nature of the public use and active and passive recreation space be fully met on the certified site plan plans.

The proposed stormwater management concept consists of on-site channel protection measures via underground storage; on-site water quality control via separator sand filters or Stormfilters and a possible green roof. On-site recharge will not be required. Stormwater Concept was approved by DPS on July 5, 2005 and reconfirmed on March 15, 2006.

c. Landscaping and Lighting

The proposed landscape of the White Flint Crossing Project, as amended by the conditions above, is designed to provide an engaging and pedestrian friendly urban experience and is adequate, safe and efficient. In keeping with the North Bethesda Master Plan, it places special emphasis on human scale and ease of access appropriate to the developing urban fabric of the White Flint transit stop area while at the same time relating to the program of the proposed buildings. Streets and sidewalks are sufficiently separated from the automobile and sheltered by canopy trees to provide pedestrian safety and comfort. Café areas and small places for public gathering and relaxation are arranged throughout the project to foster active, busy, and safe public space.

Detailing of the site is intended, like the architecture, to be contemporary while also establishing a unique character for the White Flint Community. Details such as small-sized stone and concrete pavers, small benches, and hedges and varied ground covers, all work toward providing a rich walking experience.

Environmental sustainability is emphasized throughout. A biofilter, “Rain Garden”, along Rockville Pike provides for sustainable treatment of stormwater while lessening irrigation needs, revealing ecological process, and providing a place to display native plantings in an ornamental manner. Native plants are used throughout the development wherever possible. Non-invasive, non-native plantings are proposed only where site conditions are too difficult for native plantings. Paving materials and site structures are sourced locally whenever possible and sustainable production is favored in the selection process.

In the center of the project is a main plaza and primary gathering space. Its dynamic oval shape juxtaposed with the axial routes of the Paseo street and the walkway connection to Rockville Pike provides a multi-use space for strolling, relaxing, café seating, and small community events and performances. Its design theme is inspired by the geological significance of the White Flint name.

d. Recreation

The project meets the requirement for recreation as shown in the table above. A condition has been included in the Recommendation Section of this report that requires that additional details be provided on the certified site plan to ensure the internal recreation facilities meet the guidelines.

e. Vehicular and Pedestrian Circulation

As amended by the preceding conditions, vehicular and pedestrian circulation will be adequate, safe and efficient. This plan encourages the development of active urban streets and improves the quality of the pedestrian environment by providing enhancement of the streetscape as envisioned by the master plan.

Careful consideration has been given to pedestrian and vehicular movements in and around White Flint Crossing. As previously discussed, Executive Boulevard will be extended from Woodglen Drive to Rockville Pike as part of the subject development. In addition the “superblock” formed by the surrounding roadways will be broken down into a smaller block by introducing an internal “Festival” street known as the Paseo. All the perimeter and internal sidewalks systems will incorporate special streetscape treatment including special paving, lighting and landscape planting. Following is a detailed description of the major pedestrian and vehicular spaces proposed as part of White Flint Center.

Executive Boulevard extended from Woodglen Drive to Rockville Pike:

The extension of Executive Boulevard from its current terminus at Woodglen Drive east to its intersection with Rockville Pike represents the implementation of a significant Master Plan recommended road improvement. Executive Boulevard will be constructed as a four-lane (46-50 feet of paving) wide roadway. It is envisioned that parallel parking will be provided along both sides of the street until such time that traffic volumes require the lane be used for circulation.

Streetscape improvements will be provided on both sides of the street. A shared use sidewalk, a minimum of eight-foot-wide will be located on the north side of Executive Boulevard. A five-foot wide tree panel with shade trees located approximately 24 feet on center underplanted with shrub masses and ground cover is proposed. Pedestrian scale street lighting is proposed. A small café area approximately 8 feet in width is proposed along the Whole Foods grocery store

frontage. A condition has been included in the Recommendation Section of this report that requires that the sidewalk on the south side of Executive Boulevard be a minimum of seven feet wide, free of café seating.

“Festival Street” also known as the Paseo:

The Festival Street is a private street that has been introduced into the project to break down the scale of the block framework and to offer an important mid-block pedestrian connection from Nicholson Lane to Security Lane. It is envisioned as a multi-use public space that will provide limited automobile access through the property and more importantly, will frequently be restricted to pedestrian use for weekend functions and special events in conjunction with the Public Plaza.

The Festival Street is conceived to be similar in character to a “Mixed Street” as described in the Master Plan. It will include a row of parallel parking spaces on the west side of the street and will be a relatively narrow, (approximately 28 feet wide including parking) bollarded, tree-lined street that emphasizes the pedestrian and de-emphasizes the automobile. The entire width of the street from building face to building face is proposed to be paved using concrete pavers, granite banding, and flush granite curbs. The special paving extends across the crosswalks proposed at either end of the Paseo. Decorative bollards and steel or bronze pots filled with seasonal plantings help define the limits of the vehicular space. No garage access is proposed from the Paseo at this time. Street trees, approximately 24-feet on center, and special decorative, pedestrian scale street lighting is also proposed.

The Public Plaza:

The Public Plaza is located in the center of the project and is the primary public space element around which the entire project is focused. The Plaza is envisioned as an urban room physically defined by the five-six story residential/retail buildings that surround it and encircled by two-story retail shops which define its public character. Restaurants and outdoor café seating will be located around its perimeter and will substantially contribute to its animation.

Physically, the space will include a combination of hardscaped plazas, landscaped areas, outdoor café seating areas, an elaborate fountain, and programmable space for public functions that will be open and inviting to all. The primary piece of public art designed by artist Jim Sanborn will be installed in the Public Plaza. The space is connected to Rockville Pike, Executive Boulevard, the Service Lane, and to Security Lane by a series of specially designed landscaped sidewalks. Access to the underground parking garage will be provided directly to the Public Plaza.

Rockville Pike:

The buildings are set back approximately 10 feet from the Rockville Pike right-of-way creating a strong street edge which defines the pedestrian zone. The proposed sidewalk along Rockville Pike will vary slightly in width with the fenestration of the adjacent building façade from 14'-21'. This strong orientation to the street contributes to the goal of making this portion of Rockville Pike into an Urban Boulevard and the main street for North Bethesda. A condition has been added in the Recommendation Section of this report that requires that this edge be “activated” and that long expanses of blank building walls at pedestrian scale be avoided.

Large overhead utility lines are located along both sides of Rockville Pike. The overhead lines are located high enough so as not to prohibit the planting of street trees. The proposed streetscape treatment includes street trees (approximately 25 feet on center), hedges and ground cover

planting, concrete pavers with decorative granite insets, bands of stone paving at the pedestrian walkway to the Plaza, decorative street and pedestrian scale lighting, benches, a new bus shelter, several pieces of public art and the introduction of an innovative “rain garden”.

The location of a 24 story, “point tower” building along Rockville Pike at its intersection with Executive Boulevard extended will act as an important landmark and will help distinguish the southern edge of the White Flint Urban District.

Woodglen Drive:

Existing Woodglen Drive consists of an 85 foot wide right-of-way. Buildings will be set back approximately one foot from the right-of-way and about 20 feet from the curb. The six-story building proposed along Woodglen Drive consists of grocery store at the ground level with one floor of parking and four floors of residential above. Parallel parking along the curb is anticipated along Woodglen Drive. Overhead utility lines will either be relocated to the west side of the road or as recommended in the preceding conditions, will be located underground.

A 10 foot wide sidewalk consisting of concrete pavers and granite cobble panels and decorative inserts is proposed. The decorative paving extends across the garage entrances and in the crosswalk across the service drive. The sidewalk will also function as an interim bike path until the bike path is constructed on the west side of Woodglen Drive. For this reason, DPWT has requested that the proposed outdoor café area be eliminated from the Woodglen frontage. Street trees, approximately 30-feet on center underplanted with masses of shrubs and groundcovers and decorative pedestrian scale street lighting are also proposed.

Service Lane:

A Service Lane forms the southern boundary of the project site connecting Woodglen Drive with Rockville Pike. Access to the parking garage and to building loading areas is provided via the Service Lane. In addition underground vaults for stormwater management and garage intake and exhaust vents are proposed to be located in this area.

Pedestrian access is provided along both sides of the service lane by relatively narrow, five-foot-wide, colored concrete sidewalks, appropriate to the secondary scale of the street. The sidewalk treatment continues across the driveway entrances to the parking garage and loading areas featuring saw-cut joints in a pattern to safely demarcate and differentiate the vehicular zone. Tightly spaced (approximately six feet on center) Ginkgo trees lines both sides of the narrow Service Lane creating a more pedestrian friendly route. A series of trellis’ and screens planted with vines soften the blank facades of the building at pedestrian level. A condition has been included in the Recommendation Section of the report that requires that construction details for the trellis and screens be added to the certified site plan plans. A unique and highly desirable element of the service lane is the proposed lighting. Lighting in this area is proposed to be provided by light fixtures suspended on overhead cables and by ground mounted light bollards.

Secondary pedestrian connections:

A series of pedestrian connections are proposed that help contribute to the urban nature and pedestrian friendly character of the development. A barrier free accessible route has been provided from Rockville Pike directly to the plaza area. This connection is also important in that it provides visual access from the Pike into the public plaza and its shops and restaurants. A connection to the Rockwall I and II office buildings and Security Lane has been introduced from the Festival Street to an existing pedestrian connection to Security Lane.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

As amended by the preceding recommended Conditions of Approval requiring that views of the parking garage be completely screened from view of the abutting residential development existing on the west side of Woodglen Drive, each structure in and the mixed use nature of the development will be 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.*

Forest Conservation requirements are being met by the provision of 0.89 acres of afforestation consisting of shade tree canopy onsite and within the surrounding road right of ways.

FINDINGS: Pursuant to Article 59-E Off-Street Parking and Loading

6. Per Section 59-E-3.1(b)(3): The shared parking arrangement between the subject development and adjacent Rockwal I and II office buildings is possible and appropriate at the location proposed. A portion of the subject site is currently developed with a surface parking lot with a portion of the spaces currently needed to meet the parking requirement for Rockwal I and II. The Applicant, or an affiliate thereof, owns the Rockwal I and II property. According to the Applicant's calculations utilizing credits for mixed use, 153 spaces must be provided on the subject site to satisfy the parking requirements for Rockwal I and II.
7. Pursuant to Section 59-E-3.4(a) of the Zoning Ordinance "off-site parking spaces for development constructed in accordance with a building permit filed after June 28, 1984, may be approved by the director/planning board if....(2) the property proposed to be used for such required parking is plat-restricted, deed-restricted or is a meeting center restricted under a joint use agreement"..... The Applicant has provided staff with a copy of deed ensuring the availability of the required parking to future users of Rockwal I and II. See attached in Appendix D.

During construction of the subject site in which the required parking will be eliminated, JBG proposes an interim parking plan that makes sufficient parking available in a nearby lot, owned by an affiliate entity of JBG, located less than 100 yards from the subject site. In addition JBG also proposes to make valet parking services available. See attached letter from JBG to Komes, dated 3/21/06, in Appendix D.

8. Pursuant to Section 59-E-3.32(a), for general retail uses, the Planning Board may approve a 15% reduction in the standard parking requirements if the entrance of the proposed use is located within 1,600 feet of a metrorail entrance. The subject site meets this requirement and the Applicant has requested to utilize this credit.
9. Pursuant to Section 59-E-3.33(a), for "multiple-family dwelling units, townhouses fourplex units, and individual living units in personal living quarters, the director/planning board may approve a 10 percent reduction in the standard parking requirement provided in Section 59-E-3.7, if such units are located with a central business district or transit station development