

area.” In addition, “a 5 percent reduction is also allowed where such units are located within 1,600 feet of a metrorail station entrance as defined by Section 59-E-3.21.” The subject site is zoned TS-M and is located within 1,600 feet of the entrance to the White Flint Metrorail entrance.

The Applicant submitted a letter on 2/17/06 requesting to taken full advantage of these credits. See attached letter in Appendix D, Robins to Kronenberg/Komes.

APPENDICES

- A. County Council Opinion in rezoning case G-830
- B. Memorandums from Agencies
- C. Correspondence from the Community
- D. Correspondence from the Applicant
- E. Site Plan Checklist

APPENDIX A

Resolution No.: 15-1144
Introduced: September 20, 2005
Adopted: September 20, 2005

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
IN MONTGOMERY COUNTY**

By: County Council

SUBJECT: Approval of Zoning Application G-830 and its related development plan for the reclassification from the C-2 Zone to the TS-M Zone of 5.907-acres known as Lot 4, Higgins Estate Subdivision, located at 11401 Rockville Pike, North Bethesda in the 4th Election District.

Tax Account No. 04-01634382 and 04-00032264

OPINION

Zoning Application No. G-830, filed October 24, 2004, requests reclassification from the C-2 Zone to the TS-M Zone of 5.907-acres known as Lot 4, Higgins Estate Subdivision, located at 11401 Rockville Pike, North Bethesda in the 4th Election District.

The Hearing Examiner recommend approval of the application and development plan on the basis that the proposed development satisfies all the requirements of the TS-M Zone, meets the performance requirements for a development plan and bears sufficient relationship to the public interest to justify approval. The Planning Board and Technical Staff also recommend approval. The District Council agrees with these conclusions and adopts the findings of fact and conclusions set out in the hearing examiners report.

The subject property is located in the North Bethesda-Garrett Park Planning Area and within 1,500 feet of the White Flint Metro Station. The 5.907-acre tract is trapezoidal in shape and is composed of two parcels. The eastern parcel contains 3.75 acres and is currently developed with the 160 unit Park Inn Motel and 15,000 square feet of retail uses. The western parcel contains 2.15 acres and is used for 300 surface parking spaces that are accessible from Woodglen Drive. These parking spaces are used

by workers from adjacent office buildings located to the south, known as Rockwall I and II, whose ownership is affiliated with the Applicant.

The topography reflects a 21-foot average drop in grade from the northwest corner to the southeast corner. Most of the site is impervious because of the large area used for surface parking and buildings. The only landscaped area is located along the Rockville Pike frontage. The site was developed before the adoption of storm water management regulations.

The zoning history of the site reveals that it was initially zoned for residential uses under the R-90 Zone by the 1954 Regional District Zoning. This zoning was confirmed by comprehensive zoning in 1958. In 1952 the Board of Appeals approved a special exception for a motel and modifications to the special exception were granted in 1959 and 1977. In 1978, the property was reclassified to the C-2 by comprehensive zoning and the zoning pattern was confirmed by comprehensive zoning again in 2003. The site does not contain any historic structures and does not constitute a historic site.

The site is located at the southern edge of the White Flint Sector Plan Area as delineated by the 1992 North Bethesda-Garrett Park Master Plan. The entire site is recommended for the TS-M Zone as a floating zone and the plan envisions the site as the southern gateway for the White Flint area. The District Council determines that the surrounding area extends to the east and west to include those uses on the east side of Rockville Pike and the west side of Woodglen Drive. The surrounding area also extends southeast to the Flanders Avenue area and the residential areas where the Opposition resides and will likely receive impact from this development. The surrounding area also extends north to the Marinelli Road area to include the TS-M and TS-R zoned mid-rise and high-rise buildings. The land use and zoning pattern reflects mixed uses including office, commercial, multi-family, and single-family residential uses. Located east of the site are the White Flint Mall and Fitzgerald's Auto World dealership developed under the C-2 Zone.

Located immediately north of the site is a 4-story office building developed under the C-2 Zone as Wood Glen Park. Located at the northwest corner of Rockville Pike and Nicholson Lane is an automobile service station developed under the C-2 Zone. Located further north along both sides of

Rockville Pike are retail uses developed under the C-2 Zone and mid-rise to high-rise residential and office buildings developed under the TS-M and TS-R zones. Located northwest of the site is a WSSC water facility. Located directly west of the site is Fallstone, a residential townhouse community located on the west side of Woodglen Drive and buffered from the street by extensive vegetation and a 20 foot rise in elevation from street level. The townhouse community is developed under the PD-11

The proposed development involves a transit-oriented combination of commercial and residential uses set within a space containing a number of amenities. The project would include a maximum of 649,114 square feet of development. The submitted development plan portrays 176,000 square feet of above ground retail uses, 60,000 square feet of commercial cellar space, and 413,114 square feet of residential space (435 residential units including 66 MPDUs). The binding elements specify that the total amount of residential development (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 and there is a minimum of 130,000 square feet of commercial development. The binding elements also specify that the project will include up to 15 percent MPDUs, depending on the amount of density bonus approved at site plan, and that all MPDUs will be provided on site. The submitted development plan reflects an overall density of 2.29-floor area ratio (FAR), which is consistent with the master plan recommendation of 2.4 FAR with an MPDU bonus. Parking will be located both underground and in a structured parking garage. The submitted development plan depicts a minimum of 1,219 new parking spaces and 560 existing spaces in the adjacent Rockwall II office building. The development would be completed in a single phase.

Amenities include the extension of Executive Boulevard across the northern perimeter of the site to a juncture with Rockville Pike. A service drive will be located along the southern perimeter of the site, and a north-south street known as Festival Street will connect the service drive to Executive Boulevard. This street grid is designed to slow traffic and offer a buffer for pedestrians. The street grid will also provide pedestrian access to and from the Metro station. All streets connected with the project will have sidewalks, street trees, pedestrian scale streetlights, benches, other streetscape improvements

and ample building setbacks. These improvements will also include landscaping and public art. A plaza will provide public space at a central location adjacent to Festival Street and will be bordered by two story shops to define its public character. The plaza will contain landscaped areas, outdoor seating areas, event space and pedestrian connections to Rockville Pike.

The project provides sufficient amenities to meet the requirements of the TS-M Zone for public use space and active and passive recreational space. The urban plaza would contain over 19,079 square feet of space, which exceeds the 10% public use space requirement. Some 47,698 square feet of active and passive recreational space are proposed to be located in a combination of sidewalks, structures and pedestrian areas. For example, there will be rooftop courtyards, rooftop amenity space for residents and public amenity space within buildings. The total recreational space would be 25% and meets the requirements of the TS-M Zone.

Other amenities include the improvement of the bicycle trail along Woodglen Drive, considered a north-south greenway, and the extension of the bicycle trail along Executive Boulevard. Public art will be integrated into the public spaces and will highlight "White Flint" in public spaces or on building facades to recognize the significance of the location. An important amenity is the Applicant's commitment to affordable housing by means of a binding element under the development plan. The commitment will ensure that MPDUs will be provided on site for this mixed-use project, in an amount equal to at least 12.5 percent and potentially up to 15 percent of the total number of residential units.

The site will be divided into two blocks separated by Festival Street. The western block is expected to include a 60,000 square foot grocery store on the ground floor. The other retail uses will be located on the ground floor space and residential uses will be located above the retail uses. A parking garage will also occupy this block and will be bordered by the grocery store and residential uses so it will not be visible from Woodglen Drive. A binding element of the development plan provides that the building height along Woodglen Drive will be limited to no more than 6 stories.

The eastern block will include greater densities and building heights because it is closer to Metro. There will be two story retail uses at the base of the buildings along Rockville Pike and residential uses

will be placed above. The eastern block will also contain the internal public plaza space behind the buildings with frontage along Rockville Pike. Smaller shops and restaurants will border the plaza that will allow pedestrians to freely cross through the site unimpeded by traffic obstacles. The building façade along Rockville Pike will reflect a mid-rise podium ranging from 4 to 7 stories. A 24-story point tower will be placed at the northeast corner of the site. The point tower is intended to represent the southern gateway to the White Flint area.

The District Council finds that approval of the TS-M Zone for the proposed location satisfies the zoning requirements because the proposed development is a proper use for the comprehensive and systematic development of the County; the proposed development is capable of accomplishing the purposes of the TS-M Zone; the proposed development is in compliance with the applicable master plan and sector plan; and the proposed development satisfies all the technical requirements of the TS-M Zone.

The District Council also finds that the development plan meets the requirements of the Montgomery County Code § 59-D-1.61 (a)-(e). The proposed development is in substantial compliance with the area master plan, which designates the subject property for the TS-M Zone, and the master plan and sector plan contain land use and urban design objectives that are reflected in the development plan. The scale, density and amenities of the proposed development satisfy the sector plan objectives for this location.

The District Council concludes that the proposed development would be compatible with adjacent development and would comply with the purposes, standards, and regulations of the TS-M Zone. The development plan provides an imaginative and compact site design with compatible land uses and specifically implements the design guidelines of the sector plan. The development plan contains amenities that will extend benefits to future residents of the development and their neighbors. The District Council determines that the proposed internal vehicular and pedestrian circulation systems and points of access are safe, adequate, and efficient. The evidence is persuasive that the internal

vehicular and pedestrian circulation systems will be safe, adequate and efficient. The internal roads are designed to encourage safe and efficient distribution of traffic within mixed-use areas.

The District Council finds that the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features. The site design will provide open space and landscaped areas. The plan minimizes grading and takes advantage of topography. The development will provide for soil erosion and sediment control measures. These efforts will prevent soil erosion, ensure sediment control and preserve natural features.

Finally, the District Council determines that the proposed development will provide for the perpetual maintenance of all recreational, common and quasi-public areas.

For these reasons and because to grant the application would aid in the accomplishment of a coordinated, comprehensive, adjusted, and systematic development of the Maryland-Washington Regional District, the application will be granted and the development plan approved in the manner set forth below.

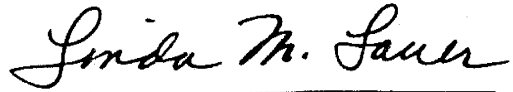
ACTION

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District located in Montgomery County, approves the following resolution.

Zoning Application No. G-830, which requests reclassification from the C-2 Zone to the TS-M Zone of 5.907 acres known as Lot 4, Higgins Estate Subdivision, located at 11401 Rockville Pike, North Bethesda in the 4th Election District is granted in the amount requested, effective *nunc pro tunc* as of September 19, 2005.

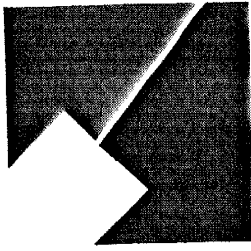
The development plan for the above granted application, submitted as Ex. 70 (b), is approved, effective *nunc pro tunc* as of September 19, 2005, provided, however, that within 10 days of receipt of this resolution, the Applicant must submit the approved development plan as a single document for certification in accordance with §59-D-1.64.

This is a correct copy of Council action.

A handwritten signature in cursive script that reads "Linda M. Lauer". The signature is written in black ink and is positioned above a horizontal line.

Linda M. Lauer, Clerk of the Council

APPENDIX B

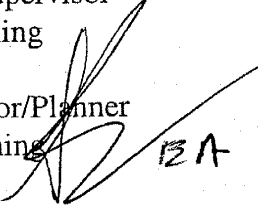


April 6, 2006

MEMORANDUM

TO: Dolores Kinney, Senior Planner
Linda Komes, Site Planner
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ed Axler, Coordinator/Planner
Transportation Planning  EA

SUBJECT: Preliminary Plan No. 120060310
Site Plan No. 820060170
White Flint Crossing
White Flint (Metro Station) Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary and site plans that are based on the approved Local Map Amendment No. G-830 to rezone Parcels N059 and N062, both are part of Lot 4, from a C-2 zone to a TS-M zone.

RECOMMENDATION

Transportation Planning staff recommend the following conditions as part of the APF test for transportation requirements related to the approval of these preliminary and site plans, and supersede the approved Preliminary Plan No. 1-04025, Woodglen Commons relating only to Parcel N062:

1. Limit the preliminary and site plans to a maximum of 440 mid-rise and high-rise apartments, and 203,000 square feet of gross leasable area for general retail uses including restaurants and a supermarket. The new mixed-use development will replace the existing motel and retail uses currently on site.
2. Dedicate 15 more feet of right-of-way for a total of 75 feet from the centerline of Rockville Pike (MD 355) with recordation of the plat.

3. Provide for the extension of Executive Boulevard between Woodglen Drive and Rockville Pike as follows:
 - a. Dedicate 76.5 feet of right-of-way for the master-planned extension of Executive Boulevard between Woodglen Drive and Rockville Pike with recordation of the plat.
 - b. Place an easement for the future dedication of an additional 3.5 feet of right-of-way along the north side of the master-planned extension of Executive Boulevard between Woodglen Drive and Rockville Pike or the adjoining Lot P16 and Parcel 978 along the northern property line.
 - c. Construct Executive Boulevard between Rockville Pike and Woodglen Drive as a commercial business district road with the alignment and cross-sectional design as approved by the Montgomery County Department of Public Works and Transportation (DPWT) in their letter dated March 17, 2006, (Attachment No. 1) and in accordance with the *North Bethesda/Garrett Park Master Plan* recommendations. The cross-sectional design should include the following:
 - i. Four lanes with pavement width of 46 feet at Woodglen Drive that is gradually increased to a width of 50 feet at Rockville Pike per a waiver from DPWT.
 - ii. A one-foot northerly shift of the centerline from the existing Executive Boulevard at its intersection with Woodglen Drive, per a waiver from DPWT.
 - iii. An eight-foot-wide shared-use bike path with concrete pavers, a landscape panel, and street trees on the north side.
 - iv. A five-foot-wide sidewalk and outdoor café area on the south side.
 - v. The design requirements of the Maryland State Highway Administration (SHA) in their letter dated March 31, 2006, (Attachment No. 2) for the intersection of Executive Boulevard and Rockville Pike.
 - d. Full length of Executive Boulevard should be constructed and opened to general traffic prior to the release of any use and occupancy permits for the high-rise apartment units in Building "A" ("Point Tower") and completion of all interim traffic control improvements at Rockville Pike required by SHA as stated in their letter dated March 31, 2006, and in coordination with the Montgomery County Department of Permitting Services (DPS).
4. Provide improvements at the intersection of Rockville Pike and the future Executive Boulevard as required by SHA in their letter dated March 31, 2006:

- a. Install a traffic signal at the intersection of Rockville Pike and Executive Boulevard, when determined by SHA to be warranted. Additional traffic counts and an updated warrant analysis shall be performed six months after Executive Boulevard is open to traffic in order to determine if a traffic signal is warranted at this intersection. Final decision on installing a traffic signal at this intersection will be determined by SHA.
 - b. As part of the traffic signal installation, reconstruct the driveway on the east side of this intersection serving the existing automobile dealership, Fitzgerald Auto Mall, as required by SHA before Executive Boulevard is open to all traffic movements.
 - d. In the interim prior to installation of a traffic signal, design and construct the intersection of Executive Boulevard and Rockville Pike in a way that the through and left turns from eastbound Executive Boulevard are prohibited. All other turning movement shall continue to be permitted.
 - e. Construct a left-turn storage bay from southbound Rockville Pike into the driveway on the east side serving Fitzgerald Auto Mall before Executive Boulevard is opened to the public.
5. An eight-foot-wide clear space (outside the door swing and other streetscape elements) along the east side of Woodglen Drive's public right-of-way to allow users of the North Bethesda Trolley Trail to pass by the site frontage shall be shown on the approved site plan.
 6. The applicant must enter into a traffic mitigation agreement (TMAg) with the Planning Board and DPWT to participate in the North Bethesda Transportation Management District (TMD). The TMAg must be signed and executed by all parties prior to the issuance of the initial building permit for the project and shall continue in force in perpetuity.
 7. Provide 20 bicycle parking spaces, of which six spaces shall be inverted-U or hitch racks installed as part of the streetscape improvements along Executive Boulevard and Woodglen Drive and 14 spaces shall be bike lockers installed in the parking garage.

DISCUSSION

Site Location and Vehicular Access Points

The site is located between Rockville Pike and Woodglen Drive south of the unbuilt extension of Executive Boulevard. The vehicular access points are as follows:

1. External access is from:
 - a. Rockville Pike via two east-west connections: A service road along the southern property line and Executive Boulevard along the northern property line.

- b. Woodglen Drive via the same two east-west connections.
 - c. Executive Boulevard via an internal north-south street, Paseo.
2. Internal access to the underground parking garage is from the service road along the southern property line, Woodglen Drive, and Executive Boulevard.
 3. Internal access to reach the drop-off point for the "apartment tower" is from the internal north-south street, Paseo.
 4. Internal access for service vehicles is from the service road along the southern property line.

Pedestrian and Bicycle Facilities

Adequate sidewalks exist or will be provided along the adjacent roadways and internal streets with a pedestrian access point from Rockville Pike between Executive Boulevard and the service road to the proposed promenade. In addition to the existing bikeway along Woodglen Drive, the master-planned bikeway will be constructed along the extension of Executive Boulevard between Woodglen Drive and MD 355.

Available Bus Service

Transit service is available along the segment of Rockville Pike fronting the site via Ride-On routes 5, 38, and 46, and Metrobus route J-5. No transit service operates along Woodglen Drive.

Master-Planned Roadways and Bikeways

In accordance with *North Bethesda/Garrett Park Master Plan and Countywide Bikeways Functional Master Plan*, the master-planned roadways and bikeways are as follows:

1. Rockville Pike (MD 355) is designated as a major highway (M-6) with a 150-foot right-of-way.
2. Woodglen Drive is designated as a business district street (B-3) with an 80-foot right-of-way and an interim eight-foot-wide shared-use path; SP-41 will be constructed on the east side. The ultimate construction of a bike path will be on the west side. This shared-use path is part of the North Bethesda Trail that requires the restricted use of an eight-foot-wide clear space along the east side of the public right-of-way.
3. Executive Boulevard is designated as a business district street (B-7) with an 80-foot right-of-way and Class I bikeway/eight-foot-wide shared-use path along the north side.

The applicant is required to construct the master planned segment of Executive Boulevard between Woodglen Drive and Rockville Pike through this site to provide essential vehicular circulation, access, and is an important link in the overall traffic circulation in North

Bethesda area. Recommendation No. 3(d) provides that the opening of this segment to general traffic must occur after the exterior structure of Building "A" is built because a large crane would be located in the roadway's right-of-way. The crane would be located in the site's northeast corner or the southwestern quadrant of the intersection with Rockville Pike. The operation of this crane would potentially pose a safety hazard if Executive Boulevard were to be opened to general traffic while it was in use.

Park and Planning staff have analyzed the alignment of Executive Boulevard from Woodglen Drive to MD 355 and found the applicant's alignment to conform to the recommendations discussed on page 273 and shown on page 277 of the *North Bethesda/Garrett Park Master Plan* (Attachment No. 3).

Final alignment and right-of-way for Executive Boulevard east of MD 355 through Parcel D (currently Fitzgerald Auto Mall) will be determined in the future. Representatives of Fitzgerald Auto Mall have contacted Montgomery County Planning Department staff. In the beginning, their comments reflected the Executive Boulevard's conceptual alignment and design from the previous Zoning Case G-830. The applicant provided the Fitzgerald Auto Mall updated plans. Staff held several meetings with them, SHA and DPWT to discuss their concerns regarding:

- a. Maintaining their vehicular access to Rockville Pike: Staff worked with the applicant and SHA to assure that Fitzgerald Auto Mall's vehicular access to Rockville Pike is maintained.
- b. The impact of the master-planned alignment for Executive Boulevard through their site with the shift in the roadway centerline at Woodglen Drive: Staff informed Fitzgerald Auto Mall representatives about their options regarding master-planned roadways as they are implemented through the development process.

The owners of Parcel 1 just south of Fitzgerald Auto Mall (the White Flint Mall) sent a letter dated January 11, 2006 (Attachment No. 4) that supports the master-planned alignment of Executive Boulevard as proposed by the applicants of White Flint Crossing.

North Bethesda Transportation Management District

This mixed-use development of multi-family housing and large-scale retail uses is located within the boundary of the TMD. Therefore, the applicant is required to enter into a Traffic Mitigation Agreement to participate in the TMD to assist the County in achieving and maintaining the 39% non-auto-driver mode share for employees and 30% non-driver mode-share goal for multi-family residents. The applicant has submitted a draft Traffic Mitigation Agreement and it is currently under review by DPWT and Planning Board staff.

Traffic Signal Warrants at the new intersection of Rockville Pike and Executive Boulevard

The applicant's traffic engineer prepared a traffic signal warrant study for SHA's review. Five of the signal warrant conditions for minimum vehicular volumes in the *Manual on Uniform Traffic Control Devices* were met using the projected traffic generated by this proposed mixed-use development. SHA, in coordination with DPWT, is reviewing the traffic study warrants, including review of the turning movements on the existing lanes along Rockville Pike. The traffic signal warrant study will be updated in the future to reflect the actual traffic generated by this mixed-use development when required by SHA.

Local Area Transportation Review

The proposed mixed-used development is projected to generate the number of peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and peak-hour trips during the weekday evening peak period (4:00 to 7:00 p.m.):

Land Use	Square Feet or Unit Type	Morning Peak Hour		Evening Peak Hour	
		Total	New	Total	New
Proposed Mixed Use Development:					
General Retail Use with a Supermarket	203,000 sq. ft.	418	314*	1,522	639**
Mid-Rise Apartments	208 Apts.	86	86	99	99
High-Rise Apartments	232 Apts.	78	78	91	91
Total Trips		582	478	1,712	829
Credit for Previously Approved and Existing Land Uses					
Credit for Previously Approved Preliminary Plan No. 1-04025, Woodglen Commons					
General Retail Use with a Supermarket	118,000 sq. ft.	281	211*	1,124	472**
General Office Use	112,200 sq. ft.	183	183	181	182
Trip Credit – Subtotal		464	394	1,305	654
Credit for the Existing Land Uses on the Site					
General Retail Use	15,000 sq. ft.	28	21	111	47
Motel	160 rooms	103	103	93	93
Trip Credit – Subtotal		131	124	204	140
Trip Credit – Total		333	270	1,101	514
Net Increase in Trips		249	208	611	315

In the previous table, the net number of vehicular trips was determined by subtracting the number of trips generated by the proposed mixed-use development from the total number of trip credits. Total trip credits were calculated by subtracting the trips generated by the previously approved land uses in Preliminary Plan No. 1-04025, Woodglen Commons, from the trips generated by the existing land uses.

The asterisk on the above table indicates that the total trips for the general retail uses during the weekday morning peak hours were reduced by internal captured trips by residents living near a large mixed-use development. The two asterisks indicate that the total trips during the weekday evening peak hours were reduced for the internal trips plus pass-by/diverted trips. Pass-by/diverted

trips are those trips stopping at the retail uses on the site along their route and continue to their destination after shopping.

Congestion Levels at Nearby Intersections

A traffic study was required to satisfy Local Area Transportation Review because the proposed subject mixed-use development generates 30 or more total peak-hour trips during the weekday morning or evening peak periods. The table below shows the critical lane volumes (CLV) and the applicable congestion standard for the analyzed intersections in the study area. The traffic conditions analyzed included the existing, background (existing traffic plus traffic from approved, but unbuilt developments), and total future traffic conditions.

Intersection	CLV Congestion Standard	Weekday Peak Hour	Traffic Condition		
			Existing	Background	Total
Rockville Pike and Marinelli Road	Intersection CLV Standard=1,800	Morning	1,106	1,312*	1,312*
		Evening	1,128	1501*	1,473*
Executive Boulevard and Nicholson Lane	Intersection CLV Standard=1,800	Morning	645	722	772
		Evening	585	704	780
Nicholson Lane and Woodglen Drive	Intersection CLV Standard=1,800	Morning	586	620	666
		Evening	665	804	824
Rockville Pike and Nicholson Lane	Intersection CLV Standard=1,800	Morning	1,234	1,372*	1,386*
		Evening	1,456	1,669*	1,660*
Nicholson Lane and Huff Court	Intersection CLV Standard=1,800	Morning	579	606	606
		Evening	752	784	787
Woodglen Drive and Security Lane	Intersection CLV Standard=1,800	Morning	364	425	478
		Evening	346	554*	504*
Rockville Pike and Security Lane	Intersection CLV Standard=1,800	Morning	966	1,084**	1,110**
		Evening	1,130	1,408**	1,311**
Rockville Pike and Edson Lane	Intersection CLV Standard=1,500	Morning	1,128	1,219	1,266
		Evening	1,292	1,501	1,506

The calculated CLV values for all analyzed intersections are less than the intersection's applicable congestion standard.

In the total traffic condition, the extension of Executive Boulevard between Woodglen Drive and Rockville Pike is assumed to be built and traffic is redistributed on this new roadway segment. Thus, when traffic is redistributed, some CLV values in the total traffic condition are lower than the values in the background traffic condition. In addition, part of the improvements at Rockville Pike and Executive Boulevard include a new southbound left-turn lane being constructed at this intersection. This southbound left-turn lane would provide a protected and safe area for southbound left-turn and U-turn movements at the Rockville Pike driveway from Fitzgerald Auto Mall. It also provides for an alternate route for U-turns that are now occurring at the intersection of Rockville Pike and Security Lane.

EA:gw
Attachments

cc: Larry Cole
Craig Hedberg
Chuck Kines
Ivy Leung
Kristin O'Connor
Margaret Rifkin
Steve Robins

mno to Kinney re White Flint Crossing 120060310-820060170



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Arthur Holmes, Jr.
Director

Douglas M. Duncan
County Executive

March 17, 2006

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

RE: Preliminary Plan #1-06031
White Flint Crossing

Dear Ms. Conlon:

We have completed our review of the revised preliminary plan dated March 6, 2006. An older version of this plan was reviewed by the Development Review Committee at its meeting on October 11, 2005. 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 DPS 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. Necessary dedication for Rockville Pike in accordance with the master plan. Also necessary dedication for standard truncations at the intersections of Executive Boulevard Extended with Woodglen Drive and Rockville Pike.
2. Full width dedication per Master Plan and construction of Executive Boulevard as a commercial business district road.
Due to applicants request, we have accepted the following modifications in regard to Executive Boulevard extension:
 - One (1) foot northerly shift of the centerline in compare to existing Executive Boulevard on its intersection with Woodglen Drive;
 - Seventy six and half (76.5) feet of right of way dedication and three and half (3.5) feet of easement for future dedication (additional dedication may be needed to accommodate widening the shared use path if cafes are proposed in the future within the right-of-way on the north side of Executive Boulevard);
 - A continuous forty six (46) feet pavement section at intersection with Woodglen Drive which gradually increases to fifty (50) feet of pavement at intersection with Rockville Pike.
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

4. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to obtain the approval of grade establishment for Executive Boulevard from DPS. We recommend the Planning Board Staff confirm the alignment of Executive Boulevard between Rockville Pike and Huff Court.
5. 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.
6. The storm drain capacity and impact analysis has been accepted.
7. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference. We have approved the proposed driveway locations on Woodglen Drive and Executive Boulevard.

The proposed parking spaces on Executive Boulevard have not been approved and should be considered conceptual. The applicant will need to contact Mr. Eduardo Mondonedo (of our Parking Operations Section) at 240-777-8746 to coordinate the removal/relocation of existing parking meters on Woodglen Drive and the installation of new parking meters on Executive Boulevard.

8. 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.
9. In accordance with Section 49-35(e) of the Montgomery County Code and the Master Plan, sidewalks and off road bikepaths are required to serve the proposed subdivision on Executive Boulevard and Woodglen Drive. On the north side of Executive Boulevard, provide (an unobstructed) minimum of eight (8) foot wide scored concrete for the shared use path. Provide a five (5) feet or wider (unobstructed) sidewalk along the south side of the Executive Boulevard Extended. On the Woodglen Drive site frontage, provide (an unobstructed) eight (8) foot minimum pavement width (to accommodate the sidewalk and the Interim North Bethesda Trail).

Cafes will be allowed in the right-of-way on the south side of Executive Boulevard, in areas to be identified and approved, under revocable permit issued by DPS. Cafes will not be allowed in the right-of-way on Woodglen Drive until such time as the permanent North Bethesda Trail is fully constructed on the west side.

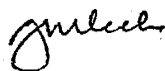
10. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
11. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.

12. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.
13. Truck loading space requirements to be determined in accordance with the County's "Off-Street Loading Space" policy.
14. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
15. 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.
16. 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.
17. Access and improvements along Rockville Pike (MD 355) as well as the intersection with Executive Boulevard as required by the Maryland State Highway Administration.
18. If the applicant is required to install streetscaping amenities along the site frontages, it shall be in accordance with the Bethesda CBD Streetscape details. Prior to approval of the record plat by DPS, the applicant will need to execute and record a Declaration of Covenants (for Maintenance and Liability) for the maintenance of those items and note the Covenant recordation reference on the Record Plat.
19. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
20. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
21. 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. Bruce Mangum of our Traffic Management Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
22. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT 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.
23. Please coordinate with Department of Fire and Rescue Services about their requirements for emergency vehicle access.

24. Provide a minimum of 30' radius for all curb returns at intersection of Executive Boulevard and Woodglen Drive.
25. The locations of driveways and entrances have been accepted as shown on the preliminary plan.
26. 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. Full width street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, street trees with amended soil panels and underground watering systems (in accordance with Bethesda CBD streetscape details – if streetscaping is required) along Executive Boulevard site frontage.
 - B. Across the Woodglen Drive site frontage, provide (an unobstructed) eight (8) foot minimum pavement width (for the sidewalk and the Interim North Bethesda Trail), street trees with amended soil panels and underground watering systems (in accordance with Bethesda CBD streetscape details – if streetscaping is required), and street lights.
 - C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - D. Erosion and sediment control measures as required by Section 50-35(j) 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 Department of Permitting Services (DPS) 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 DPS.
 - E. Developer shall ensure final and proper completion and installation of all utility lines underground on Executive Boulevard.
 - F. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Sam Farhadi at (240) 777-6000 or e-mail him, at sam.farhadi@montgomerycountymd.gov or.

Sincerely,



Gregory M. Leck, P.E., Manager
Traffic Safety Investigations and Planning Team
Traffic Engineering and Operations Section