



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item #
3/06/08



MEMORANDUM

DATE: February 22, 2008

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Catherine Conlon, Subdivision Supervisor *CC*
Development Review Division

FROM: Neil Braunstein, ^{*NB*} Planner Coordinator (301-495-4532)
Development Review Division

REVIEW TYPE: Preliminary Plan of Subdivision

APPLYING FOR: One lot for a mixed-use development consisting of 250 multi-family dwelling units (including 12.5% MPDUs), a 225 room hotel, 40,350 square feet of retail space, and 78,300 square feet of office space

PROJECT NAME: Woodmont East Phase II
CASE #: Preliminary Plan 120070200; Abandonment AB 702
REVIEW BASIS: Chapter 50, Montgomery County Subdivision Regulations

ZONE: CBD-2
LOCATION: Located in the northeast quadrant of the intersection of Woodmont Avenue and Bethesda Avenue
MASTER PLAN: Bethesda Central Business District Sector Plan

APPLICANT: Street Retail, Inc. for the JBG Companies & Federal Realty Trust
ENGINEER: Macris, Hendricks & Glascock
ATTORNEY: Holland & Knight

FILING DATE: October 6, 2006
HEARING DATE: March 6, 2008

RECOMMENDATION: Approval subject to the following conditions:

- 1) The applicant must comply with the conditions of approval for Project Plan 920070070.
- 2) The development is limited to a maximum of 250 multi-family dwelling units (including 12.5% MPDUs), a 225-room hotel, 40,350 square feet of general retail use, and 78,300 square feet of general office use.
- 3) The Applicant must satisfy Local Area Transportation Review (LATR) by providing the following operational improvements as required by the Montgomery County Department of Public Works and Transportation (DPWT):
 - a. Construct the frontage improvements along Elm Street, Woodmont Avenue, and Bethesda Avenue.
 - b. Design the bicycle and pedestrian facilities, both interim and permanent, to provide a trail crossing of the Bethesda Avenue/Woodmont Avenue intersection that is as straight as possible between the off-road trail segments. Special signalization must allow bicyclists and pedestrians to pass through the intersection from the southwest to the northeast corner in one traffic signal phase.

These improvements must be complete and open to traffic prior to release of the initial use and occupancy permit.

The Applicant must further satisfy LATR by providing the following operational improvement to accommodate the future vehicular queuing under build-out traffic conditions by constructing an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach of Elm Street at the intersection with Woodmont Avenue if and when required by DPWT.

- 4) The tunnel located under Wisconsin Avenue, through which the interim Georgetown Branch Trail passes, must remain open to bicycle and pedestrian traffic during and after construction of this development. The Applicant may satisfy this condition by detouring the trail users at the western terminus of the tunnel either north to Elm Street or south to Bethesda Avenue, pursuant to one of the following three alternatives:
 - a. The trail will exit the tunnel through the northern “knock out” panel located along the northwestern corner of the Apex property;
 - b. The trail will exit the tunnel through the existing western terminus and will be temporarily rerouted south through the Artery property; or
 - c. The trail will exit the tunnel through the existing western terminus onto the northeastern corner of the Woodmont East Phase II property.

Any detour along Woodmont Avenue must have a sufficient physical barrier to protect bicyclists from moving vehicles in the adjacent travel lane. The precise route and details regarding the temporary roadway, intersection and streetscape improvements, construction methods, directional signage and other safety measures must be determined during the time of Site Plan review and prior to the Planning Board hearing on the Site Plan.

- 5) The temporary Georgetown Branch Trail connection must be reviewed and approved by Planning Board staff and the relevant County agencies prior to certification of the Site Plan. This temporary route must include adequate signage and markings to help trail users navigate between the tunnel and the Capital Crescent Trail trailhead at Bethesda Avenue adjacent to Lot 31/Lot 31A.
- 6) Prior to the Planning Board’s hearing on the Site Plan, the Applicant must enter into a

Memorandum of Understanding (MOU) with the County that identifies the interim and permanent future alignments and sketch level designs for the Georgetown Branch Trail.

- 7) At the time of site plan review, the Applicant must provide a pedestrian and bicycle circulation plan for the construction phase for review by the Planning Board, relevant County and State agencies, and the public, and for inclusion in the staff report for the site plan hearing. This detailed plan must include specific detour routes, adequate barriers to protect Capital Crescent Trail users traveling on any on-road detour route against vehicles moving in the adjacent travel lane, proposed wayfinding signage and pavement markings, and the expected duration of any disturbances to bicycle and pedestrian mobility through and around the site. The Applicant must clearly and convincingly justify any duration(s) for which the Georgetown Branch Trail through the site is to be closed to bicycle and pedestrian traffic, and make a good faith effort to minimize the duration of these disturbances.
- 8) The Applicant must provide a perpetual easement 32 feet in width along or within the Georgetown Branch right of way extending from the western property line to the eastern property line to be finalized at site plan and delineated on the record plat. This easement is for the Purple Line.
- 9) The Applicant must place in reservation for a period of no less than 40 years from the date of the plat recordation the following areas for future easements to be granted in perpetuity:
 - a. An area of 514 square feet beginning at the eastern property line and extending west toward Woodmont Avenue adjacent to the 32 foot easement area – this 514 square foot area of reservation is necessary to provide a total width of 38 feet for the Purple Line at the eastern property line per the MTA.
 - b. An area of 2,170 square feet parallel to the 32 foot easement area for the Purple Line to accommodate a paved shared use path of no less than ten feet in width with two feet of lateral clearance on each side consistent with American Association of State Highway and Transportation Officials (AASHTO) standards. This area extends from the western property line to the eastern property line and is a total of 14 feet wide the entire length.
 - c. A rectangular area of 1,960 square feet along the subject property's eastern edge to accommodate a future ramp for the Georgetown Branch Trail. The shared use path on the ramp must be a minimum of ten feet wide.

The above three reservation areas are to be finalized at site plan and delineated on the record plat.

- 10) The Applicant must provide the following minimum vertical clearances in the area designated for the Purple Line:
 - a. A clear area beginning from any point at the top of the rails (elevation to be designated by the MTA) for the Purple Line to any point within four feet below the top of the rails for the Purple Line.
 - b. A clear area beginning from any point at the top of the rails (elevation to be designated by the MTA) for the westbound Purple Line track to any point within 23 feet above the top of the rails.
- 11) At the time of site plan review, the Applicant must provide a detailed intersection design for the Woodmont Avenue/Bethesda Avenue intersection. The crosswalks across the northern Woodmont Avenue leg and western Bethesda Avenue leg must be aligned to

provide users of the regional Georgetown Branch Trail a direct connection from the tunnel opening, across this intersection, and to the existing Capital Crescent park trail on the south side of Bethesda Avenue. Further, the Applicant must consider and submit their findings on providing a physical barrier in the northeastern corner of the Woodmont Avenue/Bethesda Avenue intersection. This barrier is necessary to direct pedestrians to cross at the designated crosswalks and prevent them from crossing through the center of the intersection.

- 12) The Applicant must enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and DPWT to participate in the Bethesda Transportation Management Organization (TMO). The TMAg must be signed and executed by all parties prior to certification of the Site Plan.
- 13) The Applicant must provide 20 bike lockers for residents, 5 inverted-U bike racks for visitors of the residential apartments, 5 bike lockers for hotel employees, 10 inverted-U bike racks for retail customers, and 2 inverted-U bike racks for hotel patrons. The Applicant must coordinate with the Transportation Planning staff to determine the location and timing of installation of the bicycle parking facilities prior to approval of the certified site plan.
- 14) The proposed development must comply with the conditions of the preliminary forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits. Conditions include the following:
 - a. Approval of Final Forest Conservation Plan consistent with the approved Preliminary Forest Conservation Plan prior to any clearing, grading or demolition on the site.
- 15) The applicant must prepare an analysis of future transportation noise levels prior to site plan submittal. The analysis must be conducted by an acoustical professional.
 - a. At time of building permit, an acoustical engineer must certify through building shell analysis that interior noise levels will not exceed 45 dBA L_{dn} .
 - b. The builder must construct the buildings in accord with these acoustical recommendations, with any changes affecting acoustical performance approved by the acoustical engineer, with copy to MNCPPC staff.
 - c. The certification and builder acceptance letter must be provided to MNCPPC Environmental Planning staff before building permits are approved.
- 16) The final number of dwelling units and MPDUs per condition #1 above will be determined at the time of site plan.
- 17) The applicant must comply with the conditions of the MCDPWT letter dated August 27, 2007, unless otherwise amended.
- 18) The applicant must comply with the conditions of the MCDPS stormwater management approval dated October 16, 2007.
- 19) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for one-hundred and nine (109) months from the date of mailing of the Planning Board resolution.
- 20) Other necessary easements must be shown on the record plat.
- 21) The applicant must dedicate all road rights-of-way shown on the approved preliminary plan to the full width mandated by the master plan unless otherwise designated on the preliminary plan.

- 22) The applicant must satisfy provisions for access and improvements as required by MCDPWT prior to recordation of the plat.
- 23) No clearing, grading or recording of plats prior to certified site plan approval.
- 24) Final approval of the number and location of buildings, dwelling units, hotel rooms, on-site parking, site circulation, sidewalks, and bike paths will be determined at site plan.
- 25) The applicant must submit a copy of the Montgomery County Resolution for the Abandonment of Reed Street prior to recordation of the plat.

SITE DESCRIPTION

Site Location

The subject property is located in the southern central area of the Bethesda Central Business District within the Metro Core District of the Bethesda CBD Sector Plan and adjacent to the Arlington Road District. It occupies an entire block of Woodmont Avenue with minimal frontage on Bethesda Avenue to the south and a few hundred feet of frontage along Elm Street to the north. Taking into consideration previous dedications, the Property consists of 96,499 net square feet (2.22 acres). The total gross area before any dedications is 107,965 square feet (2.48 acres).

Adjacent Land Uses

1. *North:* To the north of the Property is Block 24G, bordered by Hampden Lane, Elm Street, Woodmont Avenue and Wisconsin Avenue. This block is improved primarily with large-scale office buildings including the complex known as One Bethesda Center – a 12-story mixed-use development consisting primarily of office units but also featuring a small number of residential units, ground-floor retail space, and a pedestrian plaza. A four-story brick structure known as the Elm Street Office Building is located directly across Elm Street on the southwest corner of this block. This building houses several commercial and office uses and features a small street-level plaza for restaurant patron use. Directly to the east of the Elm Street Office Building is a smaller two-story commercial and office building that links the Elm Street Office Building to One Bethesda Center. Further to the east is a mid-rise commercial building with a ground floor bank oriented toward Wisconsin Avenue. All of these properties are zoned CBD-2.

Diagonally to the northwest of the Property across Woodmont Avenue, additional commercial uses are located in an aging structure that is zoned C-2.

2. *South:* Lots 31 and 31A are located across Bethesda Avenue and Woodmont Avenue to the south and southeast of the Property. Montgomery County currently operates surface parking lots at these locations. However, these properties have been recently re-zoned from R-60 and CBD-1 zones to the TS-M zone. An approved site plan proposes development on these lots to include the creation of two mixed-use structures with variable heights stepping up to 90 feet directly across Bethesda Avenue from the subject property with approximately 250 multi-family residential dwelling units and 40,000 square feet of retail use. These plans also include a public/private parking garage with

approximately 1,480 parking spaces below grade. Notably, the redevelopment of Lot 31 will include the relocation of Woodmont Avenue and the corresponding redevelopment of the Woodmont Avenue and Bethesda Avenue intersection.

Located to the southeast of the Property is the CBD-1 zoned block bordered by Bethesda Avenue, Miller Avenue, Woodmont Avenue and Wisconsin Avenue. The Seasons, a 15-story residential apartment building with street-level retail uses, is located on the western portion of this block immediately adjacent to Lot 31A. The eastern portion of this block along the south side of Bethesda Avenue currently features small-scale structures that contain primarily commercial uses.

3. *East:* The area to the east of the Property is zoned CBD-2. An older office building that is part of the Artery Plaza complex is located immediately adjacent to the Property. Although this structure reaches approximately eight stories in height, the Sector Plan permits a maximum height of 143 feet at this location. Further to the east is the remaining portion of the 11-story Artery Plaza complex, which features prominent public use components including stepped pedestrian areas that interweave between large-scale glass and stucco components that house offices and street-level retail uses.

The five-story commercial structure that includes the United Artists Cinema Building is adjacent to the northeastern portion of the Property. This CBD standard-method project is a mixed-use development with office and commercial uses, an on-site parking garage and an entrance plaza. This moderate-scale building is composed primarily of concrete and glass and is angular in form.

4. *West:* Several C-2 zoned properties located to the west of the Property represent the first phase of Bethesda Row, a redevelopment effort that Federal Realty Investment Trust began in 1993 to transform a block of rundown commercial buildings into the lively urban environment that exists today and features distinctive architecture, mature landscaping, outdoor café-style restaurant seating, and a central fountain area. A three-story component of this development containing commercial and office uses is located directly across Woodmont Avenue. This building incorporates several off-site open-space embellishments, including street-front dining areas and a pedestrian plaza that protrudes from the northwest corner of the intersection of Woodmont Avenue and Bethesda Avenue.

Existing Site Conditions

The existing Phase I development on the northwest portion of the subject property, which was developed in accordance with standard method requirements as a registered loophole property, will remain and is incorporated in the overall Woodmont East development. Phase I consists of a five-story building devoted to commercial and office uses (including street-level retail stores and restaurants) and an eight-screen below-grade movie theater with stadium-style seating and frontage along the building's southern façade parallel to the bike trail. The subject property also encompasses the remaining portion of the block that extends from the southern façade of the existing building to Bethesda Avenue. In conjunction with the Project Plan

approval and development of the site, the applicant is pursuing the abandonment of Reed Street, a paved right-of-way that lacks a curb-cut and dead-ends near the entrance to the Apex/Air Rights tunnel, as well as an attendant easement across Parcel Pt. 142 that provides vehicular access from Woodmont Avenue.



Aerial view of the Subject Site looking north.

Ownership of the Property is currently divided between Street Retail, Inc., which owns parcels P142, N625, N617, and N618 in fee simple, and Frederick S. Burke and Carter S. Kaufman, who are the fee simple owners and lessors of parcel P93. JBG is the ground lessee of parcel P93.

There are few environmental features on site. According to the approved NRI/FSD, there are 17 street trees (Elm & Zelkova) within the gross tract area and a strip of mowed lawn leading to an embankment below the parking structure on Elm Street. The site drains to Willet Branch, which is part of the Little Falls Creek watershed, designated as Class I waters. There are no floodplains, wetlands, streams, or environmental buffers on site. All soils on site are classified as "Urban". Finally, no rare, threatened, or endangered species have been observed on site.

The Subject Property is not listed as a Historic Site, nor is it within a Historic District.

(Attachment A – vicinity map)

PROJECT DESCRIPTION

The subject preliminary plan proposes a resubdivision to create one 2.22 acre lot. As discussed in the staff report for the concurrent project plan application, the lot is proposed to be developed with 40,350 square feet of retail uses, 78,300 square feet of office space, 250 multiple-family dwellings and a 225-room hotel. Twelve and one-half percent of the dwellings are proposed to be moderately priced dwelling units (MPDUs). The proposed FAR of the site is 5.0.

A below grade parking garage is proposed to contain approximately 250 parking spaces. Two driveways are proposed to provide vehicular access to and from the parking garage: one located on Elm Street and the second more limited driveway located on Bethesda Avenue. Residents, guests, and tenants accessing the garage will utilize internal elevators to enter the building. In addition, stairwell access to the private garage will be provided. The Bethesda Avenue access will be right-in and right-out only.

Pedestrian access will be via existing sidewalks on Elm Street, Woodmont Avenue, and Bethesda Avenue. In addition, the existing Georgetown Branch Trail traverses the site, and it will provide pedestrian and bicycle access to the site. The trail alignment may also accommodate a light rail line in the future, which, along with the proposed new Metrorail southern station entrance, will provide mass transit access to the site and the Bethesda CBD area.

The project is subject to the Montgomery County Subdivision Regulations and an Adequate Public Facilities review was completed. A Traffic Study has been reviewed by Transportation Planning Staff, the Montgomery County Department of Public Works and Transportation, and the State Highway Administration. The Applicant will participate in a Traffic Mitigation Agreement (TMAg) with the Planning Board and DPWT to participate in the Bethesda Transportation Management Organization (TMO). The interagency Development Review Committee has reviewed the proposed Preliminary Plan (as well as the Project Plan) and the Applicant has responded to each agency's concerns unless noted in the Conditions of Approval. The site is subject to Forest Conservation Law and has received approval from the Montgomery County Department of Permitting Services for their Stormwater Management Concept.

The proposal includes a request to abandon a public street right-of-way for Reed Street, as described in proposed abandonment AB 702. No improvements have been constructed in the Reed Street right-of-way, and its alignment became superfluous with the construction of Woodmont Avenue nearby. A portion of this right-of-way on the subject property was abandoned at an earlier time, so that the right-of-way now dead-ends on site, with no connection to Elm Street to the north. The right-of-way occupies approximately 8,000 square feet of the site.

(Attachment B – proposed plan)

PREVIOUS PLANNING BOARD HEARING

The Planning Board conducted a hearing on this application on November 8, 2007. The application at that time proposed a similar project to the one before the Planning Board today, with 250 dwelling units, 250 hotel rooms, 36,300 square feet of retail space, and 78,300 square feet of office space. The Planning Board deferred action on the application in order to allow the applicant an opportunity to redesign with respect to design of the building and the proposed public use space. The analysis that follows below relates to the redesigned plan which is before the Board today.

ANALYSIS AND FINDINGS

Sector Plan Compliance

The Preliminary Plan complies with the recommendations of the Bethesda Central Business District Sector Plan by contributing to a vibrant and diverse downtown; by providing employment, shopping, and housing options; by contributing to increased pedestrian and cyclist connectivity; and by providing context-sensitive open space and architecture.

Public Facilities

Roads and Transportation Facilities

Site Location and Access Points

The subject property is located on the east side of Woodmont Avenue between Elm Street and Bethesda Avenue. The Reed Street right-of-way within this site is to be abandoned as part of the preliminary plan. The Georgetown Branch Trail and the master-planned Purple Line alignment bisect the site from east to west. The vehicular access points to the proposed underground parking garage are from the south side of Elm Street and the north side of Bethesda Avenue.

Local Area Transportation Review

In accordance with the *Local Area Transportation Review Guidelines*, the Applicant was required to submit a traffic study to analyze the impact of this proposed subject development. The traffic generated by proposed land uses within the weekday morning (7:30 to 9:30 a.m.) and evening (4:00 to 6:00 p.m.) peak periods are as follows:

Land Use	Number or Area	Peak-Hour Trips	
		Morning	Evening
Hotel	225 rooms	50	50
Apartments	250 units	113	113
Additional Retail	+12,350 square feet	8	32
Total Additional Trips		171	195

Based on the results of the traffic study, the table below gives the calculated Critical Lane Volume (CLV) values at studied intersections in the existing, background, and total traffic conditions:

Intersection	Weekday Peak Hour	Traffic Condition		
		Existing	Background	Total
1. Arlington Road & Bethesda Avenue	Morning	948	1,068	1,083
	Evening	1,043	1,273	1,288
2. Woodmont Avenue & Bethesda Avenue	Morning	585	733	745
	Evening	648	973	990
3. Wisconsin Avenue & Bethesda Avenue	Morning	859	976	1,022
	Evening	991	1,198	1,266
4. Wisconsin Avenue & Elm Street	Morning	801	857	926
	Evening	1,057	1,147	1,178
5. Woodmont Avenue & Elm Street	Morning	584	625	640
	Evening	789	914	928
6. Woodmont Avenue & Hampden Lane	Morning	538	560	563
	Evening	707	768	775

At all six studied intersections, the CLV values are less than the congestion standard of 1,800 CLV for the Bethesda Central Business District Policy Area and, thus, the LATR test is satisfied.

Sector-Planned Transportation Demand Management

The site is located in the Bethesda Transportation Management District (TMD). The Applicant must enter into a Traffic Mitigation Agreement (TMAG) with the Planning Board and DPWT to participate in the Bethesda Transportation Management Organization (TMO) to assist in achieving the 37% non-auto-driver mode share goal for employees working in Bethesda Central Business District.

Abandonment of Reed Street Right-of-Way

The proposal includes a request to abandon a public street right-of-way for Reed Street, as described in proposed abandonment AB 702. No improvements have been constructed in the Reed Street right-of-way, and its alignment became superfluous with the construction of Woodmont Avenue nearby. A portion of this right-of-way on the subject property was abandoned at an earlier time, so that the right-of-way now dead-ends on site, with no connection to Elm Street to the north. The right-of-way occupies approximately 8,000 square feet of the

site. The staff recommendation includes a condition that requires the applicant to submit a copy of the Montgomery County Resolution for the Abandonment of Reed Street prior to recordation of the Plat.

Other Public Facilities and Services

Public facilities and services are available and will be safe and adequate to serve the proposed development. The Property will be served by public water and public sewer systems. The application has been reviewed by the Montgomery County Fire and Rescue Service who have determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services, such as schools, police stations, firehouses and health services are operating according to the Growth Policy resolution currently in effect and will be safe and adequate to serve the Property. Electrical, gas, and telecommunications services are also available to serve the Property. Because it was filed prior to December 2006, the application is not subject to work force housing requirements. Because the application was filed before January 2007, it is not subject to the 2007-2009 Growth Policy and is, therefore, not subject to a school facilities payment.

Environment

Noise

A noise study is required at time of site plan submission to determine whether interior noise mitigation will be needed for this project. Noise measurements for nearby projects have shown levels greater than 65 dBA Ldn along both Bethesda and Woodmont Avenues.

Environmental Guidelines

The applicant submitted a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD), which was approved on October 5, 2007. The site does not include any streams, wetlands, or floodplains.

Forest Conservation

The applicant submitted a Preliminary Forest Conservation Plan with the Preliminary Plan and Project Plan. There is no forest on the property, but there is a planting requirement of 0.33 acres. The planting requirement will be met by either offsite mitigation or by payment of a fee-in-lieu.

Stormwater Management

The MCDPS Stormwater Management Section approved the stormwater management concept for the site on October 16, 2007. The stormwater management concept consists of on-site water quality control via green roof and two proprietary flow-through filters. On-site recharge is not required since this is a redevelopment. A waiver of water quality is granted for the lower plaza area because the adjacent storm drain is too shallow to connect to a water quality

device. Channel protection volume for the northern building area is waived due to existing storm drain elevations. Channel protection volume is not required for the southern building area because the one-year post development peak discharge is less than or equal to 2.0 cfs.

Compliance with the Subdivision Regulations and Zoning Ordinance

This application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. The application meets all applicable sections. Access and public facilities will be adequate to support the proposed lot and uses. The proposed lot size, width, shape and orientation are appropriate for the location of the subdivision.

The lot was reviewed for compliance with the dimensional requirements for the CBC-2 zone as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in attached Table 1. The application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan.

Citizen Correspondence and Issues

Citizens provided written and verbal comments on the project prior to and during the previous public hearing, held on November 8, 2007. Those comments raised issues relating to a previously proposed closure of the tunnel for the Georgetown Branch Trail during construction of the project, the design of the proposed building, and the design and size of the proposed public use space. The revised plan now before the Planning Board addresses the previous comments. No comments have been received since the date of the earlier Planning Board hearing.

CONCLUSION

The proposed lot meets all requirements established in the Subdivision Regulations and the Zoning Ordinance and complies with the recommendations of the Bethesda Central Business District Sector Plan. Access and public facilities will be adequate to serve the proposed lot, and the application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan. Therefore, approval of the application with the conditions specified above is recommended.

Attachments

Attachment A – Vicinity Development Map

Attachment B – Proposed Development Plan

Attachment C – Agency Correspondence Referenced in Conditions

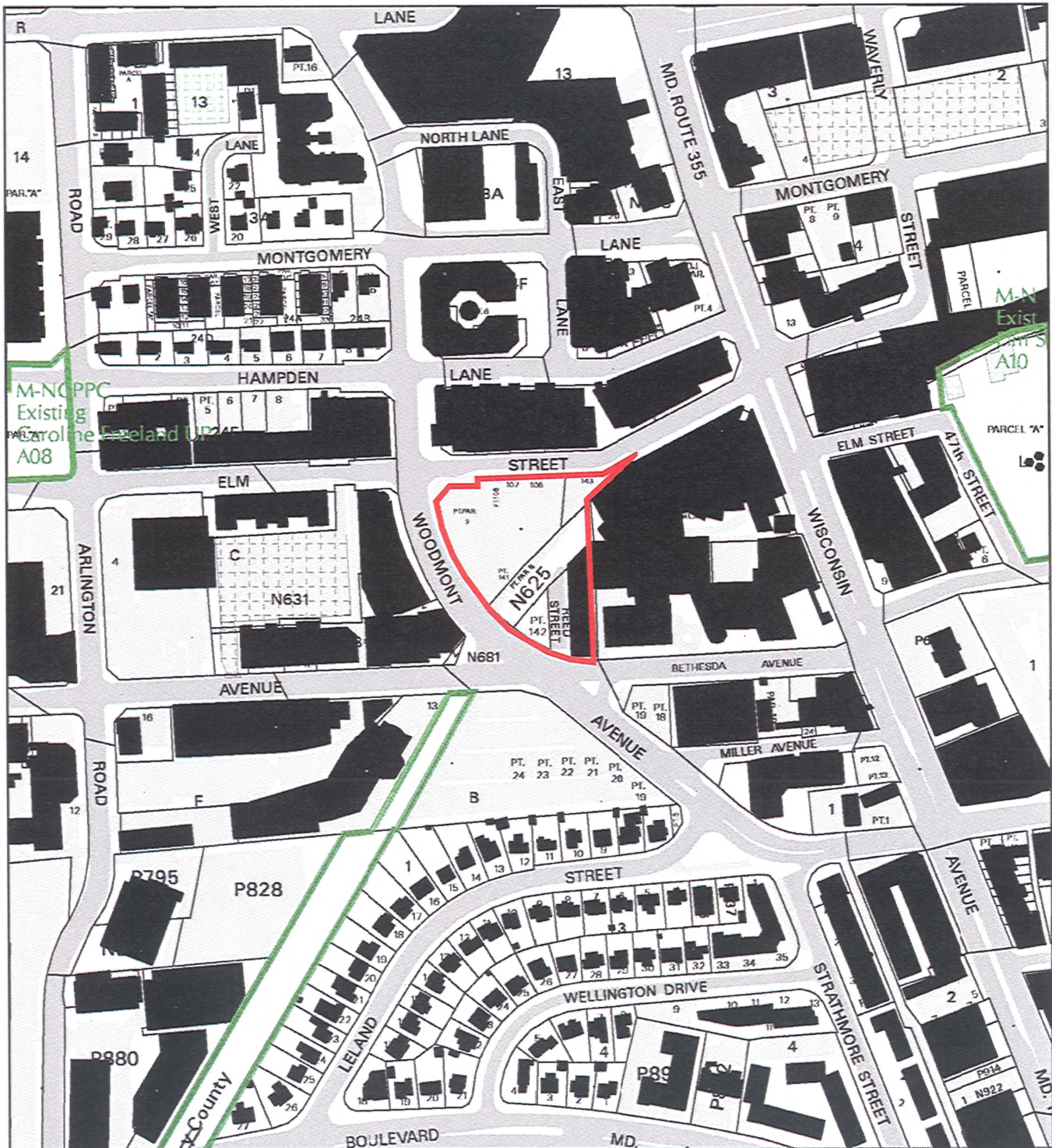
Table 1: Preliminary Plan Data Table and Checklist

Plan Name: Woodmont East Phase II				
Plan Number: 120070200				
Zoning: CBD-2				
# of Lots: 1				
# of Outlots: 0				
Dev. Type: Mixed use retail, office, hotel, and residential				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval by the Preliminary Plan	Verified	Date
Minimum Lot Area	18,000 sq. ft.	96,292 sq. ft. minimum	NB	2/22/08
Lot Width	Not specified	380 ft. minimum	NB	2/22/08
Lot Frontage	Not specified	85 ft. minimum	NB	2/22/08
Setbacks				
Front	Not specified	Must meet minimum ¹	NB	2/22/08
Side	Not specified	Must meet minimum ¹	NB	2/22/08
Rear	Not specified	Must meet minimum ¹	NB	2/22/08
Height	143 ft. Max.	May not exceed maximum ¹	NB	2/22/08
Max FAR	5	5	NB	2/22/08
MPDUs	12.5%	12.5%	NB	2/22/08
TDRs	N/a		NB	2/22/08
Site Plan Req'd?	Yes		NB	2/22/08
FINDINGS				
SUBDIVISION				
Lot frontage on Public Street		Yes	NB	2/22/08
Road dedication and frontage improvements		Yes	Agency letter	8/27/07
Environmental Guidelines		N/a	Staff memo	10/5/07
Forest Conservation		Yes	Staff memo	10/5/07
Master Plan Compliance		Yes	Staff memo	9/13/07
ADEQUATE PUBLIC FACILITIES				
Stormwater Management		Yes	Agency letter	10/16/07
Water and Sewer (WSSC)		Yes	Agency comments	5/7/07
10-yr Water and Sewer Plan Compliance		Yes	Agency comments	5/7/07
Well and Septic		N/a	Agency comments	5/7/07
Local Area Traffic Review		Yes	Staff memo	2/20/08
Policy Area Mobility Review		N/a	Staff memo	2/20/08
Transportation Management Agreement		Yes	Staff memo	2/20/08
School Cluster in Moratorium?		N/a	NB	2/22/08
School Facilities Payment		N/a	NB	2/22/08
Fire and Rescue		Yes	Agency letter	8/31/07

¹ As determined by MCDPS at the time of building permit.

WOODMONT EAST PHASE II

Attachment A



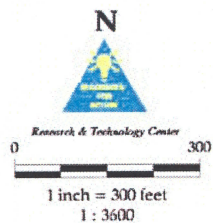
Map compiled on February 20, 2008 at 2:35 PM | Site located on base sheet no - 209NW05

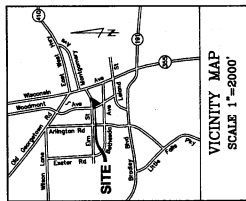
NOTICE

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

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





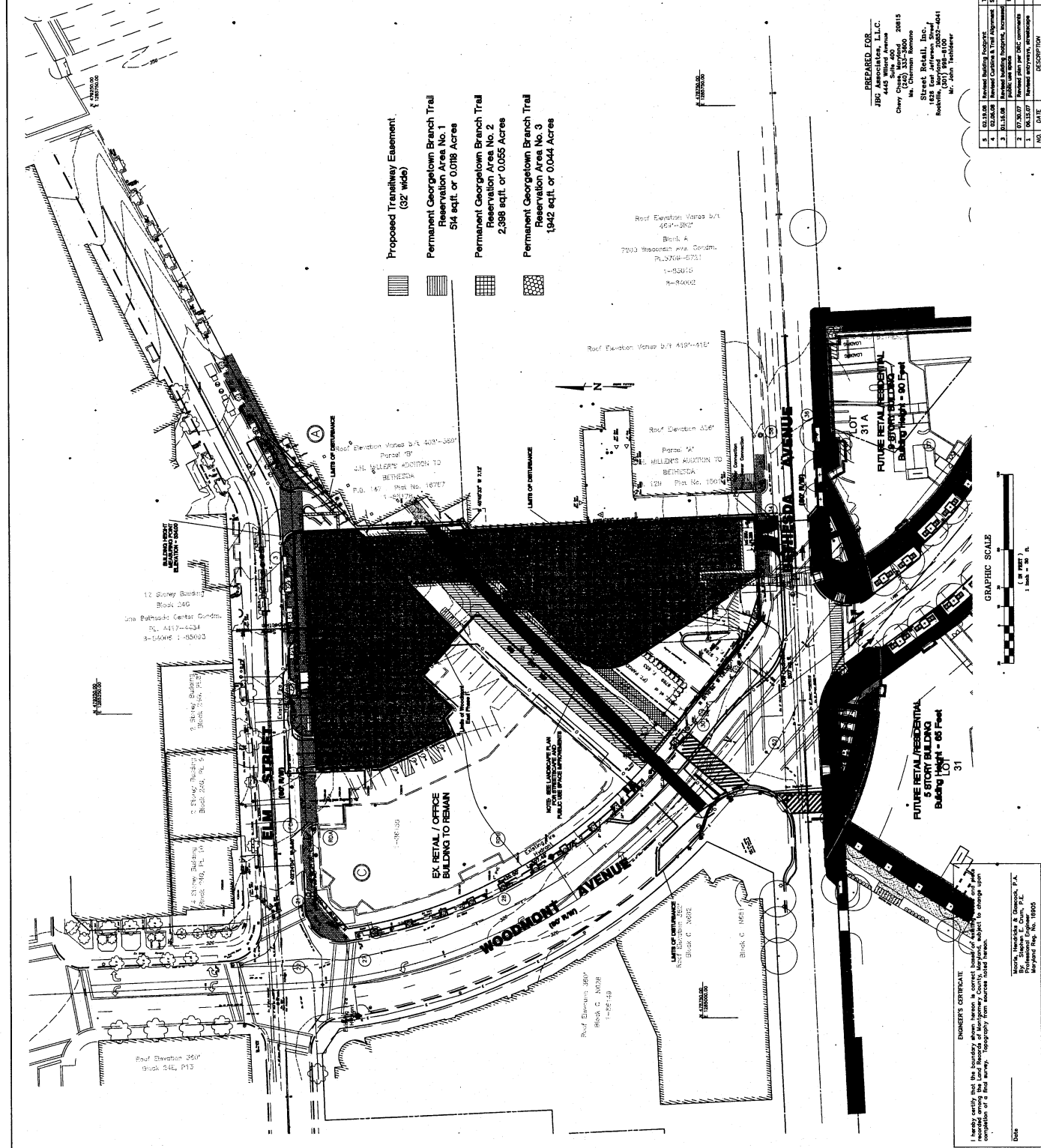
SITE DATA TABLE

Subject Property: Parcel #1, 53, 142, 1417, 1418, 1423 and Parcel 31. (to be abandoned).
 The property is zoned CR-2.
 The property lies within the Bethesda Master Plan, Vicinity Planning Area #35.
 The Gross Total Area is 107,945 sq. ft. or 2.48 acres.
 The Net Total Area is 96,232 sq. ft. or 2.21 acres.
 The subject property is 207 sq. ft. due to transference of the intersection of Woodmont Ave and Bethesda Ave to the subject property.
 The number of proposed lots is 1.
 The property's water and sewer category is W-1 and S-1 respectively.
 Existing Density: 104.438 sq. ft. (0.38 FAR based on Gross Total Area).
 Proposed Density: 230 Medium-Density Residential Units, 12,535 sq. ft., 230 Medium-Density Residential Units, 40,330 sq. ft., Retail Uses, 78,200 sq. ft., Office Use.
 Parking Spaces Required: 0 (existing Lot 31a/B) (1000 sq. ft. per 100 sq. ft. of office use).
 Parking Spaces Provided: 1000 max.
 The proposed development standards are:

Development Standards (SR-C-4.2.2)	Required/Permitted	Proposed for Approval
Minimum Area of Lot (SR-C-4.2.2.1)	18,000 sq. ft.	94,232 sq. ft.
Minimum Public Use Space (SR-C-4.2.2.3)	20% (11,200 sq. ft.)	20% (27,951 sq. ft.)
Off-Site Public Use Space and Amenities (SR-C-4.2.2.4)	-	27.3% (58,805 sq. ft.)
Total On and Off Site Public Use Space (SR-C-4.2.2.4)	-	68.3% (86,756 sq. ft.)
Optional Method of Development (SR-C-4.2.2.5)	5	5
Maximum Building Height (SR-C-4.2.2.6)	14.5 ft.	14.5 ft.

GENERAL NOTES

- Plan makes use of 0' contours.
- 2' contour topography performed by Morris, Mendicino, & Giannetti, P.A.
- Boundary lines survey by Morris, Mendicino, & Giannetti, P.A.
- The site shows in Wild Branch. The portion of the Little Falls Creek Watershed within the subject property is 100% wooded. The site is located within the Little Falls Creek Watershed. There is no proposed impervious surface within the site.
- The subject property is not within a Special Protection Area.
- A Natural Resources Inventory Map / Forest Stand Delineation Plan has been submitted to MDC/PA, Environmental Planning Division, reference #E-07048.
- Utilities serving this site include:
 Water - W&A
 Sewer - W&A
 Gas - W&A
 Electric - W&A
 Telephone - Verizon
- The site is not used for agricultural purposes.
- Property lines and areas are subject to adjustment of final plat computations.
- Lot lines and areas are subject to adjustment of final plat computations. Final building location and grading to be completed at building permit.
- The subject property is located within the Bethesda Planning District.
- See Landscape Plan for streetscape details.
- East side of Woodmont Ave will be retained for compatibility with the adjacent Lot 31.
- Final site access and easements to be submitted as part of the final plat.
- Bethesda Avenue access points will be located to the right of the subject property and right-of-way only. Final plat will show the location of the access points. Final density distribution plan will show maximum lot area provided for in LUR.



PREPARED FOR:
JBC Associates, L.L.C.
 4445 Woodrow Avenue
 Chevy Chase, Maryland 20815
 Mr. Christopher Romano

Street Retail, Inc.
 1200 East Jefferson Avenue
 Bethesda, Maryland 20814
 Mr. John Henderson

NO.	DATE	DESCRIPTION	BY
1	02.22.08	Revised Building Footprint	SEC
2	02.26.08	Revised Contour & Trail Alignment	SEC
3	03.11.08	Final Plat	SEC
4	03.11.08	Final Plat	SEC
5	07.20.07	Revised plat per MDC comments	SEC
6	08.13.07	Revised plat per MDC comments	SEC
7	08.13.07	Revised plat per MDC comments	SEC

7TH ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND

PRELIMINARY PLAN OF SUBDIVISION
WOODMONT EAST - PHASE TWO
MILLER'S ADDITION TO BETHESDA

MHG
 Morris, Mendicino & Giannetti, P.A.
 4445 Woodrow Avenue
 Chevy Chase, Maryland 20815
 Phone: 301.470.2000
 Fax: 301.470.2001
 www.mhga.com

W&A 208 146 08

ENGINEER'S CERTIFICATE

I hereby certify that the boundary shown herein is correct based on the information furnished to me and that the same is in accordance with the approved plat.

Date: _____

Christopher Romano, P.E.
 Registered Professional Engineer
 Maryland No. 16,159,005



Attachment C

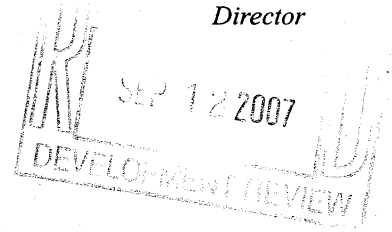
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett
County Executive

August 27, 2007

Arthur Holmes, Jr.
Director

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 #1-20070200
Woodmont East Phase II

Dear Ms. Conlon:

We have completed our review of the preliminary plan revised on July 30, 2007. This plan was reviewed by the Development Review Committee at its meeting on May 7, 2007. 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. Show/label all existing planimetric and topographic details specifically storm drainage on the preliminary plan.
2. Necessary dedication for Elm Street, Bethesda Ave and Woodmont Ave in accordance with the Master Plan and truncation at the intersection of Woodmont Ave and Bethesda Ave.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
5. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.
6. Refund the County driveway easement fee (for the driveway within the Georgetown Branch easement) prior to recordation of the record plat. Contact Tom Reise of the DPWT Property Acquisition Section.
7. 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.

Division of Operations

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

8. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalks are required to serve the proposed subdivision. Sidewalks are to be along the site frontage according to associated DPWT standard street section and CBD standards unless the applicant is able to obtain a waiver from the appropriate government agency.
9. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site. However, driveway curb returns should not cross the property lines. Also provide proper spacing between the driveways curb returns and public utilities features.
10. Truck loading space requirements to be determined in accordance with the County's "Off-Street Loading Space" policy. Deliveries to be the truck loading spaces to be limited to off-peak travel hours; applicants will need to document same prior to approval of the record plat.
11. 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.
12. 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.
13. The proposed development is based on the assumption that Reed Street will be abandoned. The applicants will need to provide a copy of the County Council resolution for abandonment of Reed Street prior to recordation of the record plat.
14. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
15. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Engineering and Studies Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
16. 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 Transportation Systems Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
17. 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.

18. Prior to approval of the record plat by DPS, the applicants will need to execute and record a Declaration of Covenants (for Maintenance and Liability) for the maintenance of Bethesda CBD Streetscaping amenities in the rights-of-way on Woodmont and Bethesda Avenue - or enter into a separate agreement with the Bethesda Urban District for the maintenance of those items.
19. Please coordinate with the Department of Fire and Rescue Services about their requirements for emergency vehicle access.
20. Provide driveway access for the stormwater management facilities per associated DPS guidelines.
21. The underground stormwater management facility will need to be located outside of Georgetown Branch Trail easement and reservation areas.
22. The applicant must demonstrate that it is not possible and safe to keep the Georgetown Branch Trail open during construction period. If the County allows this closure to occur, the applicant must demonstrate and employ appropriate construction (materials, scheduling, and process) methods to reduce the closure time to the minimum and comply with the following recommendations:

We recommend the Planning Board require the applicant to establish and regularly update an appropriate system to inform the public of the progress of project and time table for reopening of the trail.

The Traffic Control Plan (TCP) for this project will need to detail the proposed routing of vehicles, pedestrians, and bicyclists during the period of construction. In particular, the TCP will need to detail the route for the relocated Georgetown Branch Trail and measures taken to protect the users' safety. The TCP for this site will need to be coordinated with the TCP being developed for the project to redevelop Lots 31/31A to minimize disruptions.

23. Prior to approval of the record plat by DPS, the applicants will need to execute and record a Memorandum of Understanding or other recordable document that confirms the location of the Georgetown Branch Easement and reservation areas for the permanent Georgetown Branch Trail, as well as the terms related to the temporary and permanent uses of those areas associated with this project. Montgomery County will be a co-executor of this MOU. The deed reference for this MOU is to be provided on the record plat. The document must address, but not be limited to, the following issues:
 - Reservations. Applicants to establish and record three separate reservations for the future grant of three easements to Montgomery County for additional land area to accommodate the following: (1) the construction and operation of the Purple Line as it exits the tunnel under the Apex Building and approaches Woodmont Avenue; (2) construction and operation of the Permanent Georgetown Branch Trail in accordance with Montgomery County requirements in the event the Purple Line is constructed; and (3) a ramp to provide access to the elevated portion of the Permanent Georgetown Branch Trail to be located in the tunnel in the event the Purple Line is constructed.

- Description for the Georgetown Branch Easement area. The descriptions will need to incorporate the following specifications:
 - easement for the Purple Line with the width, as requested by the MTA, of 38+ at the proposed building and the Apex Building (as referenced in the June 5 2007 meeting with DPWT minutes) and
 - the lower elevation is 3 to 4 feet below the top of rail for the Purple Line and the upper elevation is twenty-three (23) feet above the top of rail for the westbound track/lane of the Purple Line. The upper elevation above the eastbound track/lane of the Purple Line will be increased to accommodate the parallel hiker/biker trail.
 - a width of at least thirty-two (32) feet at Woodmont Avenue and 38 feet at the proposed building and the Apex Building is required for the Purple Line. Additional space/widths will be required to accommodate the 14 feet wide hiker/biker trail.

- Interim Georgetown Branch Trail Detour. If the County allows the Georgetown Trail to be temporarily closed, prior to, and as condition of commencement of the construction of the Project, Applicants shall design and construct, and the County shall approve an off-site route for the Interim Georgetown Branch Trail.

- Easement Area Support. In connection with the construction of the Project, Applicants, at their sole expense, will install, maintain, repair, and, as necessary, replace such sheeting, shoring, underpinning, tie-backs, and other supporting structures as may be required by applicable laws, regulations, and ordinances, or by sound engineering practices, in or around the Easement Area, to ensure that upon the completion of the Project, the Easement Area may be safely used for all of the uses intended for it (including the Purple Line). Applicants shall also have the right to locate permanent tiebacks, sheeting and shoring and other structural support systems for the Project within the Easement Area, provided such structural supports do not impair any of the uses intended for the Easement Area. Prior to the issuance of any building permits for the Project, Applicants will provide the County and the MTA the opportunity to review and approve the structural plans in order to ensure the proposed accommodation of the future Purple Line and the hiker/biker trail.

- Use of Easement prior to construction of the Purple Line.
 - The minimum width shall be no less than ten (10) feet, plus an additional 2 foot shoulder on each side of the trail with the precise width to be determined in connection with Site Plan approval of the Project as determined by Montgomery County.
 - With the exception of paving, applicants shall not improve the Interim Georgetown Branch Trail with any improvements or locate any fixtures or furniture whether temporary or permanent; affixed or transportable within said area, or in any other manner impair the use of the Interim Georgetown Branch Trail as well as the Purple Line and the permanent trail.
 - Until such time as the construction of the Purple Line construction commences, Applicants may be permitted to locate temporary elements relating to the Project's Plaza improvements such as paving, benches and landscaping within the remaining Easement Area outside that area devoted to the Interim Georgetown Branch Trail use; provided, however, that the County approve such improvements prior to installation and that in no event shall a fountain, or other such features be provided within the Easement Area, and all /any shall be removed upon request by the County if deemed necessary, at the Applicants' expense.

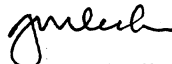
- Maintenance. After the construction of the Project and so long as the Easement Area is not being used for purposes of the Purple Line, Applicants, at their sole cost and expense, shall assume maintenance and liability responsibilities over the Easement Area.
 - Scheduled activities. The Applicants shall work with the County to reasonably schedule the construction so as to minimize the impact on the residents, employees, guests, occupants, visitors and users of the Project, including safety shielding, pedestrian access and noise reduction measures.
24. The proposed ingress and egress on Bethesda Avenue is based on the applicants' proposal to limit vehicular operations to right in, right out only movements and construct a physical island to channelize those movements. These movements are based on the low turning movement numbers projected by the applicants' traffic engineer. The County reserves the right to further restrict egress if necessary to improve traffic operations on Bethesda Avenue.
25. Crosswalk locations at the intersection of Woodmont and Bethesda Avenues are to be in accordance with the enclosed August 10, 2007 supplemental letter for the Lot 31/31A project.
26. Since this project is being proposed under the Optional Method of development, we recommend the Planning Board require the applicants to extend their Bethesda Avenue improvements east to to the intersection with Wisconsin Ave.
27. We reviewed storm drain capacity/ impact analysis submitted by the applicant's engineer. At this point, the study remains under review. We are not convinced that the proposed design will not result in future problem with existing downstream system. This issue should be addressed with applicant's engineer and DPS during the review of construction drawings.
28. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
- A. Reconstruct the east side of the Woodmont Avenue site frontage (from the northernmost limit of the Capital Crescent Trail through the eastern edge of the east crosswalk on Bethesda Avenue) to provide the intersection choker and a minimum sixteen (16) foot wide shelf to accommodate users of the Georgetown Branch Trail. Provide physical measure(s) along this section of Woodmont Avenue to prevent improper pedestrian/bicyclist crossings of the intersection. If street trees are desired within these limits, the shelf width should be increased to twenty (20) feet [to provide a four (4) foot wide hardscaped panel with street trees in amended soil panels]. Construct necessary paving, curbs and gutters, handicap ramps, storm drainage and appurtenances. Transition the shelf width and amenities to meet existing cross-section between the northernmost limit of the Capital Crescent Trail to the northern property line of this preliminary plan.
 - B. Reconstruct the remaining portion of the Bethesda Avenue north side improvements to result in the modified cross section approved by DPWT for the Lot 31 project {twelve (12) foot wide travel lane and a twenty (20) foot wide shelf [four (4) foot wide hardscaped panel with street trees in amended soil panels, eight (8) foot wide sidewalk, and eight (8) foot wide bike path]}. Construct necessary paving, curbs and gutters, handicap ramps, storm drainage and appurtenances within these limits.

Ms. Catherine Conlon
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August 27, 2007
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- C. Provide Bethesda CBD Streetscaping amenities across the Elm Street site frontage.
- D. Additional road improvements may be required as a result of a review of a traffic study if such study is required by the Planning Board staff.
- E. Improvements to the existing public storm drainage system, if necessitated by the previously mentioned outstanding storm drain study.
- F. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- G. 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.
- H. 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 me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,


for Sam Farhadi, P.E.
Senior Planning Specialist
Development Review Group
Traffic Engineering and Operations Section

m:/subdivision/farhas01/preliminary plans/ 1-20070200, Woodmont East Phase II, v.3.doc

Enclosures (3)

cc: Chorman Romano, JBG Associates/Street Retail Inc
John Tschiderer; Street Retail, Inc.
Patricia A. Harris; Holland & Knight
Steven Crum, Macris, Hendricks & Glascock, P.A.
Wes Guckert; The Traffic Group, Inc.
Councilmember Roger Berliner
Dolores Kinney; MNCPPC DRD
Shahriar Etemadi; M-NCPPC TP
Edward Axler; M-NCPPC TP
Chuck Kines; M-NCPPC TP
Clifford Royalty, OCA

Ms. Catherine Conlon
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Edgar Gonzalez, DPWT DO
Gary Erenrich, DPWT DO
Gail Tait Nouri, DPWT DCD
Jeffrey Riese; DPWT POS
Joseph Y. Cheung; DPS RWPPR
Henry Emery; DPS RWPPR
Sarah Navid; DPS RWPPR
Emil Wolanin; DPWT TEOS
Bruce Mangum; DPWT TEOS
Fred Lees; DPWT TEOS
Gregory Leck, DPWT TEOS
Preliminary Plan Folder
Preliminary Plans Note Book



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Carla Reid Joyner
Director

October 16, 2007

Mr. Pearce C. Wroe
Macris, Hendricks and Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886-1279

Re: Stormwater Management **CONCEPT** Request
for Woodmont East Phase II
Preliminary Plan #: 1-07020
SM File #: 228762
Tract Size/Zone: 2.215 Ac./CBD-2
Total Concept Area: 2.215 Ac.
Lots/Block: Part A & C Miller Addition
Watershed: Little Falls Branch

Dear Mr. Wroe:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quality control via green roof and two proprietary flow through filters. Onsite recharge is not required since this redevelopment. A waiver of water quality is granted for the lower plaza area because the adjacent storm drain is too shallow to connect to a water quality device. Channel protection volume for the northern building area is waived due to existing storm drain elevations. Channel protection volume is not required for the southern building area because the one-year post development peak discharge is less than or equal to 2.0 cfs.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. Use the latest MCDPS stormwater design criteria at time of plan submittal.
6. Provide verification of quantity waiver payment for the portion of this site under SM file # NS99042.

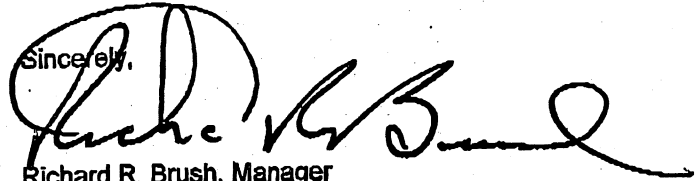
This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6322.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm CN228762 Woodmont East Phase Two.DWK

cc: C. Conlon
S. Federline
SM File # 228762

QN - Waived/Onsite; Acres: 1.18/0.62
QL - Onsite/Waived; Acres: 1.8/0.42
Recharge is not provided