

## **APPENDIX B**



**Date Mailed: July 8, 2003**

**Action:** Approved Staff Recommendation  
**Motion** of Comm. Robinson, seconded by  
Comm. Perdue with a vote of 4-0;

Comms. Berlage, Perdue, Robinson  
and Wellington voting in favor  
Comm. Bryant necessarily absent

## MONTGOMERY COUNTY PLANNING BOARD

### OPINION

Preliminary Plan 1-92072A

NAME OF PLAN: GEORGETOWN PREPARATORY SCHOOL

On 2/27/90, THE GEORGETOWN PREPARATORY SCHOOL submitted an application for the approval of a preliminary plan of subdivision of property in the R-90/PD-28 zone. The application proposed to create 1 lot on 90.30 acres of land. The application was designated Preliminary Plan 1-92072A. On 6/12/03, Preliminary Plan 1-92072A was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-92072A to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-92072A.

Approval, Subject to the Following Conditions:

- 1) Approval under this preliminary plan is limited to a total of 473 multi-family dwelling units and an increased enrollment of the existing private educational institute from 447 to 547 students.
- 2) Satisfy Local Area Transportation Review (LATR) by mitigating the impact of site-generated traffic at the intersection of Tuckerman Lane and Old Georgetown Road (MD 187). The improvement is to reconfigure the westbound approach lanes of Tuckerman Lane to use the second, left most through lane as a combination (third) left-turn and (second) through lane (diagram attached to Transportation Planning memo). The applicant would be responsible for any needed modification to the traffic signal equipment and geometric change to accommodate the third left-turn movement through the intersection. Coordinate with the Maryland State Highway Administration (SHA) at site plan review (as requested in their attached letter dated May 23, 2003 to Transportation Planning memo) for further detailed review of traffic signal modifications/operations and the functional adequacy of turning radii. SHA has reviewed and approved the improvement concept at the time of the zoning case. This improvement is related to part of SHA's Capital Transportation Program (CTP) Project No. MO8991, I-270 (East Spur) for improvements at I-270/Rockledge Drive/Old Georgetown Road and Old Georgetown Road/Tuckerman Lane (page from SHA's CTP attached to Transportation Planning memo).

- 3) Satisfy LATR by mitigating the impact of site-generated traffic at the intersection of Rockville Pike (MD 355) and Strathmore Avenue/Georgetown Preparatory School's main access by constructing a separate eastbound right-turn lane from the School's main access.
- 4) Site access from Tuckerman Lane should serve as the main access for the proposed apartment development and as secondary access only for the Georgetown Preparatory School. Refer to the attached (to Transportation Planning memo) second binding element in the Hearing Examiner's Report. The School's secondary access point should be a gatehouse or similar access-control feature. Coordinate with DPWT for the Georgetown Preparatory School's emergency access needs.
- 5) Provide at site plan review the following at the intersection of Tuckerman Lane and Grosvenor Place Road/the proposed apartment/secondary School access point (Refer to the attached DPWT's letter dated June 2, 2003 to Transportation Planning memo). (DPWT to require that intersection construction be under permit and bond prior to DPWT release of permanent access permit, but would exclude any temporary construction vehicle access controlled by a flagman or alternative traffic control measure.)
  - a. Design and provide for the installation of a traffic signal at the applicant's expense in coordination with DPWT for the safe operation of this intersection. A traffic signal warrant study was conducted and determined that a traffic signal is warranted after the Planning Board's first hearing for the zoning case. The traffic signal should be installed, prior to any use as an access road (with no right-turns-on-red permitted from the site access).
  - b. Provide eastbound and westbound left-turn lanes along Tuckerman Lane.
  - c. Provide prior to site plan review a westbound deceleration lane or DPWT's approved alternative to accommodate right turns into the site safely. With construction of the deceleration lane, if required, dedicate additional right-of-way for the existing eight-foot bikeway to be relocated northward.
  - d. Prohibit through movements across Tuckerman Lane by providing raised island(s) for channelization but permit all turning movements into and out of the proposed apartment/secondary School access point and Grosvenor Place Road (which is the fifth binding element in the Hearing Examiner's Report). Coordinate with DPWT regarding the dimensions of the raised island for adequate truck turning radii.
  - e. Provide for safe pedestrian crossing (e.g., pedestrian crosswalks, pedestrian signal heads, etc.) as required by DPWT.
  - f. Provide the necessary safety improvements (e.g. skid-resistant pavement, advanced signal warning, etc.) as required by DPWT and related to the traffic signal installation to compensate for the potential sight distance inadequacy on the westbound approach of Tuckerman Lane.
- 6) Coordinate with DPWT to conduct a sight distance evaluation along Tuckerman Lane at the proposed apartment/secondary School access point prior to site plan review. Remove any necessary obstructions (by trimming approximately six trees) to provide adequate sight distance for a commercial curb cut and intersection with Tuckerman Lane.
- 7) Provide for the installation of one bus shelter along Tuckerman Lane as proffered by the applicant and identified as a feature of the zoning application in the Hearing Examiner's Report (appropriate pages from the Hearing Examiner's Report and District Council's resolution are attached to Transportation Planning memo), to encourage use of public transit in coordination with DPWT's Transit Services Division.

*Improvements  
to be made  
to the site plan  
in the future*

- 8) Provide at least 4-foot-wide concrete lead-in sidewalk from Tuckerman Lane to the apartment buildings and into the School site at site plan.
- 9) Provide an easement for future dedication (conveyed free of charge) 12 to 20 feet of right-of-way for 75 feet from the centerline of Rockville Pike, as a major highway, M-6.
- 10) Provide an easement for future dedication (conveyed free of charge) of right-of-way for the master-planned North Bethesda Transitway along Tuckerman Lane (Record Plat No. 606-75 attached to Transportation Planning memo) connecting to the Grosvenor/Strathmore Metrorail Station consistent with the North Bethesda/Garrett Park Master Plan.
- 11) Revise the APF Agreement, dated May 25, 1993 (attached in Transportation Planning memo), associated with the approval of Preliminary Plan No. 1-92072, to reflect the proposed apartment units and other revisions to the original recommendations by the Planning Board.
- 12) Satisfy the master plan recommendation to participate in the North Bethesda Transportation Management District (TMD) as a multi-family housing development. Submit a draft Traffic Mitigation Agreement (TMA) with the Planning Board and DPWT. The TMA must be executed prior to release of building permits. The TMA must include participation in the North Bethesda Transportation Management Organization (TMO). The traffic mitigation goals for Stage 2 of the master plan development are to achieve and maintain:
  - a. A 39% non-auto-driver mode share for employees.
  - b. A 30% non-auto-driver mode share for multi-family residents.
- 13) Provide a Transportation Management Plan (TMP) to prevent the overflow traffic generated from large school events from impeding traffic movements on nearby roadways and at nearby intersections. The TMP should include such provisions as adequate parking, additional traffic control in congested areas, safe pedestrian movements from off-site parking areas to the campus, and coordination with Police and DPWT.
- 14) All roads shown on the approved preliminary plan shall be constructed, by the applicant, to the full width mandated by the Master Plan, and to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the preliminary plan "To be Constructed by \_\_\_\_\_" are excluded from this condition.
- 15) Access and improvements as approved by letter dated June 2, 2003, unless otherwise amended.
- 16) Final parking facilities plan, landscape plan, lighting plan, recreation facilities plan and on-site 1 off site vehicle and pedestrian circulation plan (with safety consideration for pedestrian crossing of Rockville Park to be submitted and reviewed with site plan.
- 17) Site plan enforcement agreement to identify the area of ground lease for the multi-family component of the development. Site plan enforcement agreement shall also identify the area under Home Owners Association (HOA) jurisdiction, including any stormwater facilities areas under HOA management.
- 18) Amendment to Preliminary Plan No. 1-92072 is dependent upon the applicant complying with and abiding by the conditions of approval of County Council Resolution 14-1297 in local Map Amendment Application G-796.
- 19) All other applicable conditions enumerated in Planning Board opinion for Preliminary Plan No 1-92072 dated December 29, 1992.
- 20) The Adequate Public Facilities (APF) review for this preliminary plan amendment will remain valid for sixty-one months from the date of mailing of the Planning Board opinion.
- 21) Compliance with the conditions of approval for the preliminary forest conservation plan, and submission of final forest conservation plan at site plan. The applicant must satisfy all conditions prior to MCDPS issuance of sediment and erosion control permits.
- 22) Other necessary easements.