

**MEMORANDUM**

DATE: August 30, 2006

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Development Review Division

FROM: Catherine Conlon, Subdivision Supervisor (301) 495-4542 *CC*

REVIEW TYPE: Preliminary Plan Review

APPLYING FOR: Preliminary plan of Subdivision for light industrial and office uses

PROJECT NAME: Boland Campus Development

CASE #: 120061150

REVIEW BASIS: Montgomery County Code Chapter 50, the Subdivision Regulations

ZONE: I-4

LOCATION: Located on the west side of Parklawn Drive approximately 700 feet south of Wilkins Avenue.

MASTER PLAN: North Bethesda – Garrett Park

APPLICANT: 12331 Wilkins Avenue, LLC & Boland Properties, LLC

ENGINEER: Rodgers Consulting, Inc.

ATTORNEY: Shulman, Rogers, Gandal, Pordy & Ecker, P.A.

FILING DATE: May 8, 2006

HEARING DATE: September 14, 2006

STAFF RECOMMENDATION: Approval, subject to the following conditions:

- 1) Approval under this preliminary plan is limited to 25,466 square feet of light industrial use and 94,290 square feet of office.
- 2) The applicant shall comply with the conditions of approval for the preliminary forest conservation plan. Conditions include, but are not limited to, the following:
 - a. An agreement for long-term protection, maintenance and replacement of onsite trees that are used to meet forest conservation requirements shall be executed by the applicant. This agreement shall be noted on the record plat.
 - b. Final forest conservation plan to include a detailed landscape plan that provides planting, maintenance, and protection for a minimum of 0.30 acre of on-site tree cover consisting of 27 deciduous, overstory trees (or equivalent onsite trees necessary to provide 0.30 acre) to meet part of the afforestation requirement. The final forest conservation plan must identify the specific amount, species, sizes, and locations of on-site landscape trees.
 - c. The applicant shall meet any afforestation requirements which are not accounted for by the onsite landscape plan through payment of a fee-in-lieu of offsite planting.
 - d. The final forest conservation plan must be reviewed and approved by M-NCPPC staff prior to the pre-construction meeting for the property.
- 3) To facilitate separation between vehicles and pedestrians on the proposed sidewalk along Wilkins Avenue, the applicant shall provide street trees, where feasible; either in a grass strip between the curb and sidewalk, or in planter boxes under the sidewalk. Final determination on the number and location of these trees, and whether they are feasible, will be made by Montgomery County Department of Permitting Services (DPS) as part of their permit review.
- 4) The applicant shall satisfy Local Area Transportation Review (LATR) by contributing construction funds, on a pro-rata basis, to the Montgomery County Department of Public Works and Transportation (DPWT) Capital Improvements Program (CIP) Project No. 500401 that extends Nebel Street from Randolph Road to Bou Avenue. The total monetary contribution, as determined by DPWT, must be made prior to issuance of any building permit for the property. If the implementation of CIP Project No. 500401 is complete and the accounting books for this project are closed by DPWT prior to the applicant's request for a building permit, the applicant's monetary contribution shall be applied to CIP Project No. 500717, Montrose Parkway East.
- 5) The applicant shall dedicate road rights-of-way for Wilkins Avenue and Parklawn Drive to the full width mandated by the North Bethesda-Garrett Park Master Plan unless otherwise designated on the preliminary plan.
- 6) The applicant shall enter into a Traffic Mitigation Agreement (TMAg) with the Montgomery County Planning Board and DPWT to participate in the North Bethesda Transportation Management Organization (TMO) to assist in achieving and maintaining the *North Bethesda/Garrett Park Master Plan's* 39% non-auto driver mode share goal. The Agreement must be fully signed and executed before the issuance of a building permit.

- 7) Per Section 59-E-2.3 of the County Code, the applicant shall provide one (1) bicycle parking space per 20 automobile parking spaces. A plan showing the specific location of bicycle lockers or racks shall be submitted for MNCPPC staff review before the issuance of a building permit.
- 8) The applicant shall comply with the conditions of approval of the MCDPS stormwater management concept approval dated August 30, 2006.
- 9) The applicant shall comply with conditions of the DPWT approval letter dated June 9, 2006, unless otherwise amended.
- 10) Access and improvements, as required, to be approved by MCDPWT prior to recordation of plat(s).
- 11) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.
- 12) Other necessary easements.

SITE DESCRIPTION

The subject property consists of two recorded lots and an unrecorded parcel which total 2.39 acres of land. The property is located on the east side of Wilkins Avenue in North Bethesda. The land extends eastward and also has frontage on the west side of Parklawn Drive (Attachment A). The property is zoned I-4 (Low Intensity, Light Industrial) and currently contains two existing buildings and associated parking that include 44,810 square feet of light industrial and 24,790 square feet of general office use. Surrounding land uses are a mix of light industrial and office, along with some retail.

The property is located within the Rock Creek watershed which is designated as Use Class I waters. There are no forests, streams, wetlands, floodplains or environmental buffers on, or near, the site. Some small landscape trees are scattered on the western and eastern portions of the property.

PROJECT DESCRIPTION

This application requests subdivision to combine the two existing lots and parcel into one lot for the purpose of reconstructing one of the existing buildings and connecting it to the other building, which will remain (Attachment B). The resulting combined building will have 25,466 square feet of light industrial use and 94,290 square feet of office for a total of 119,756 square feet, and a Floor Area Ratio (F.A.R.) of 1.0. The project results in a 19,344 square foot reduction in light industrial use, and a 69,500 square foot increase in office. The height of the building will be no more than 42 feet, as measured from Parklawn Drive, the main entrance of the building.

The building will have access from both Wilkins Avenue and Parklawn Drive via private driveways. The proposed parking is mostly underground and accessed from Wilkens Avenue, with a small number of surface spaces accessed from Parklawn Drive. The building is proposed

to have a green roof, and the proposed project must meet the minimum green area requirement of 20% of the gross tract area. The plan as proposed includes 33% green area. Stormwater management requirements are proposed to be met using the green roof and onsite water quality controls.

ANALYSIS AND FINDINGS

Master Plan Compliance

The site is located in North Bethesda, outside the Twinbrook and White Flint Sector Plan areas. The current Sector Plan update for Twinbrook expands the Sector Plan boundary area to the south to include the I-4 zoned properties, including the Boland campus. The applicable 1992 North Bethesda-Garrett Park Master Plan confirms the I-4 zone and identifies the site and its surrounding parcels as having the greatest potential for change outside the boundaries of the Sector Plan areas. The I-4 zoned properties along Wilkins Avenue and Parklawn Drive consist of parcels developed with office and industrial uses, along with some retail uses.

The specific land use objectives outlined in the Plan as they relate to the Boland project include:

1. The preservation of an area for light industrial purposes extending from Twinbrook to White Flint; and
2. Improvements to the pedestrian friendliness of streets, particularly near transit nodes.

Staff finds the Boland Campus Development project is in general compliance with the recommendations of the North Bethesda/Garrett Park Master Plan and meets the Plan's objective to preserve light industrial uses in Twinbrook. Staff's recommended conditions include provision of street trees to help achieve the Plan's objectives for greater pedestrian compatibility in this area. However, since the frontage of the subject property is highly constrained by existing underground utilities and structures, and a site plan for this project is not required, the final determination on the feasibility of these trees will be made by DPS as part of permitting.

Transportation

Local Area Transportation Review (LATR)

A traffic study was required to satisfy LATR because the proposed redevelopment generates 30 or more total peak-hour trips within the weekday morning period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.). The proposed general office and light industrial redevelopment would generate the following net increase in peak-hour trips within the weekday morning and evening peak hours:

Table 1. Peak-Hour Trips

Land Use	Square Feet			Weekday Peak Hour	
	Proposed	Existing	Difference	Morning	Evening
General Office	94,290	24,790	+69,500	+118	+100
Light Industrial	25,466	44,810	-19,344	-18	-19
Net Increase in Peak-Hour Trips				+100	+81

The results of the Critical Lane Volume (CLV) analysis in the traffic study are shown in the following table:

Table 2. Critical Lane Volume Analysis

Intersection	Congestion Standard	Weekday Peak-Hour	Traffic Condition			
			Existing	Background	Total Future	
					Without	With Nebel St.
Parklawn Drive and Randolph Road	1,550 North Bethesda	Morning	1,297	1,496	1,525	1,506
		Evening	1,330	1,553*	1,565*	1,535
Parklawn Drive and Wilkins Avenue North	1,550 North Bethesda	Morning	229	402	438	411
		Evening	414	537	561	518
Parklawn Drive and Twinbrook Parkway	1,800 Twinbrook	Morning	1,050	1,319	1,346	1,298
		Evening	1,184	1,491	1,511	1,456

* CLV's exceeding congestion standard

As shown on Table 2, the CLV at the intersection of Parklawn Drive and Randolph Road operates at 1,553 in the background traffic and 1,565 in the total future traffic conditions, which exceeds the congestion standard of 1,550 during the weekday evening peak hour. The CLV is reduced below the 1,550 standard by diverting traffic from this intersection to the future Nebel Street Extended, a DPWT CIP project that is currently being constructed. By extending Nebel Street from Randolph Road to Bou Avenue (i.e., connecting from Chapman Avenue to Twinbrook Parkway), an alternative north-south route to Parklawn Drive would become available and permit motorists to divert away from the intersection of Parklawn Drive and Randolph Road.

To meet LATR requirements, the applicant will contribute monetary funds for construction of the Nebel Street Extended project. If the Accounting Books are closed for the Nebel Street CIP project prior to such a payment being made, the monetary contribution from the applicant will be used for the construction of Montrose Parkway East which would have an equally significant positive effect on the operations of the intersection of Randolph Road and Parklawn Drive. Montrose Parkway East would become an alternative east-west route for Randolph Road through traffic and it permits motorists to divert away from Randolph Road at its intersection with Parklawn Drive.

Traffic Mitigation Agreement

A Traffic Mitigation Agreement (TMAg) is required because the subject site is located within the boundary of the North Bethesda Transportation Management District (TMD). In accordance with the *North Bethesda/Garrett Park Master Plan*, the applicant is required to participate in the North Bethesda Transportation Management Organization (TMO) by:

1. developing a traffic mitigation plan (TMP);
2. designating a Transportation Benefits Coordinator to implement the TMP in coordination with the North Bethesda TMD staff;
3. paying the TMD fee; and
4. collecting data on results of implementing the TMP.

The applicant's participation will assist the North Bethesda TMD to achieve and maintain its 39% non-auto driver mode share goal for the Stage II of the Master Plan development. The North Bethesda TMD staff will provide transportation information, technical advice, and other forms of assistance.

With the combination of the monetary contribution toward the Nebel Street Extended or Montrose Parkway East CIP projects, and the execution of a Traffic Mitigation Agreement, staff finds that the proposed application meets the LATR requirements. Staff also finds that proposed vehicular and pedestrian access to the property will be safe and adequate. This finding has also been made by staff from Montgomery County Department of Public Works and Transportation (DPWT) and Montgomery County Fire and Rescue who have recommended approval of the plan.

Environment

Environmental Guidelines

The property contains no streams or other environmentally sensitive areas and is not subject to the Planning Board's *Environmental Guidelines*.

Forest Conservation

The subject property is currently developed and contains no existing forest or significant trees. In this situation, the Montgomery County Code, Chapter 22A ("Forest Conservation Law") requires forest planting to meet a specific afforestation threshold. For this site there is a 0.40-acre afforestation requirement. The applicant proposes to meet this requirement by providing onsite tree planting to meet at least 0.30 acres of the afforestation requirement. Any remaining afforestation requirement is to be met through offsite planting or payment of a fee-in-lieu. Staff supports this approach based on a finding that planting forest cover on the site is not feasible because of its small size, lack of environmental buffer area, underlying zoning, and the developed nature of the surrounding area.

The approved preliminary forest conservation plan includes a minimum amount of trees that are proposed to be planted onsite. At the final forest conservation plan stage, details of the design of the buildings will be available and a better idea of the numbers, types, and locations of trees that can be planted on the site can be determined. In staff's opinion, the minimum 0.30 acre of afforestation proposed by the applicant to be met through onsite tree cover is acceptable at this stage. This onsite tree cover would meet three-fourths of the 0.40 acre afforestation requirement.

Staff recommends that the onsite planted trees used to meet afforestation credits under the forest conservation law be protected through a long-term protection agreement that would provide for replacement of these trees if the trees are declining in health because of the urban conditions that these trees will be growing in. Some of these trees will be placed near utility lines; if maintenance is required on some of these lines and the ground near these trees have to be disturbed as part of the maintenance operation, there may be adverse impacts of the maintenance activities on these trees. Some trees may need to be replaced if the impacts are severe. Staff believes that an agreement can be executed so that the owner(s) of the property are aware of their responsibilities to maintain, protect, and, if necessary, replace these trees over time. Such responsibilities would be required for any owner of the property, even if ownership changes.

Staff finds that the proposed application satisfies all the applicable requirements of the Forest Conservation Law through proposed incorporation of on-site landscape tree planting into the final forest conservation plan, and offsite planting or payment of a fee in-lieu.

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. In staff's opinion, the application meets all applicable sections. Staff has determined that access and public facilities will be adequate to support the proposed lot and uses. Staff has also reviewed the application for compliance with the dimensional requirements for I-4 zoned land as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area and setbacks in that zone. Building height will be verified by Montgomery County Department of Permitting Services (MCDPS) as part of building permit review, and may not exceed 42 feet as measured along the building frontage that faces Parklawn Drive. A summary of this review is included in attached Table 3.

Citizen Correspondence

This application predated specific requirements for meetings between the applicant and interested parties, however, the applicant did invite neighbors to an Open House for the project on May 24, 2006. Three individuals attended the meeting and the applicant reports that no opposition was raised. Written notice of the application, and the public hearing date, was given to adjacent and confronting property owners, and local civic and homeowners associations. Staff has received no written correspondence concerning the application as of the date of this report.

CONCLUSION

Staff finds the lot as proposed meets all requirements as established in the Subdivision Regulations and the Zoning Ordinance, and complies with the recommendations of the North Bethesda/Garrett Park Master Plan. Staff also finds that access and public facilities will be adequate to serve the proposed lot. The MCDPS Stormwater Management Section approved the stormwater management concept for the project on August 30, 2006, and the application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan (Attachment C). Therefore, staff recommends approval of the application with the conditions cited above.

Attachments

Attachment A Vicinity Map

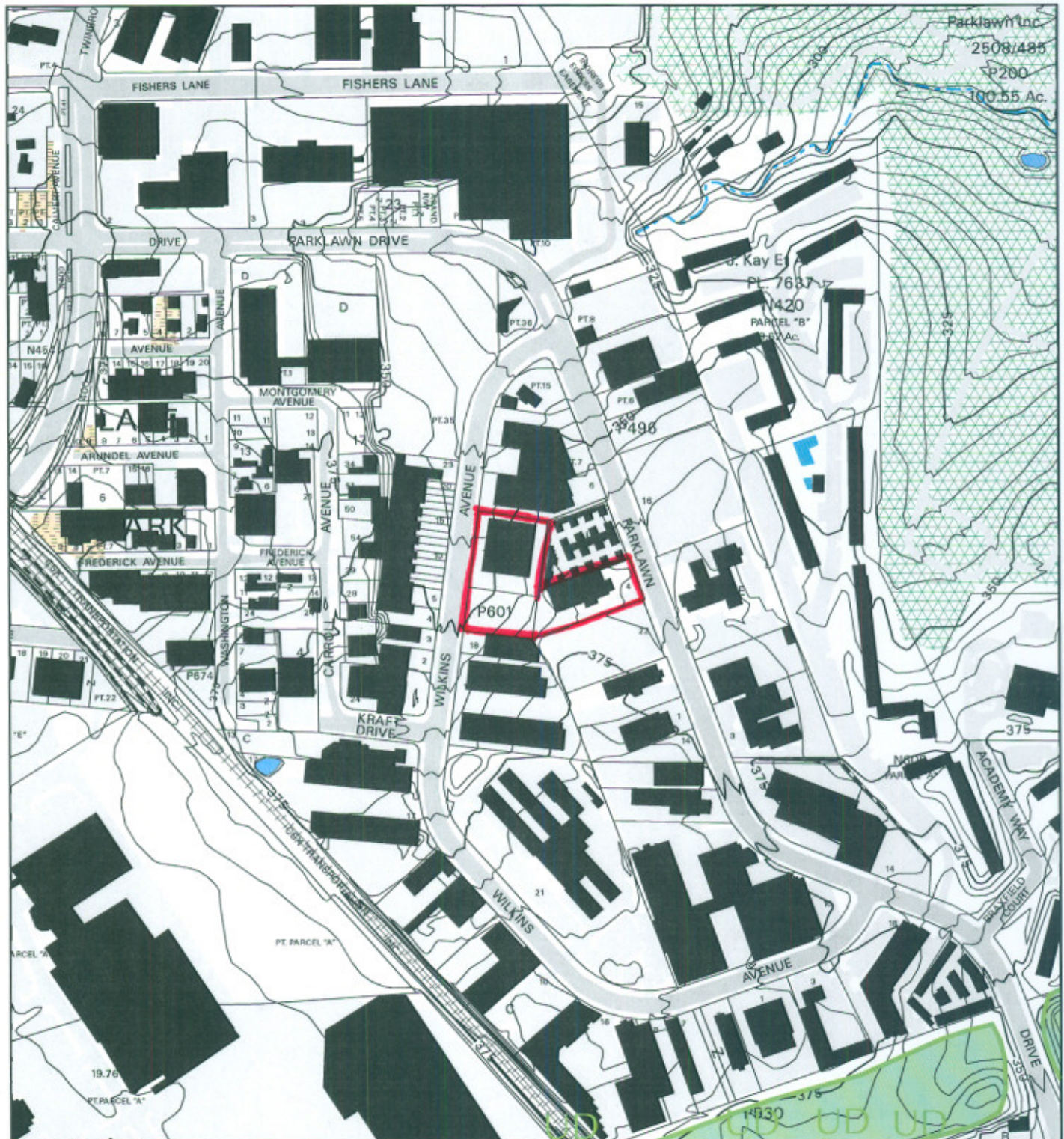
Attachment B Preliminary Plan

Attachment C Agency Recommendations

TABLE 3. Preliminary Plan Data Table and Checklist

Plan Name: Boland Campus Development				
Plan Number: 120061150				
Zoning: I-4, Standard Method				
# of Lots: 1				
# of Outlots: 0				
Dev. Type: Light industrial and general office				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval on the Preliminary Plan	Verified	Date
Minimum Lot Area	2 acres	2.78 ac (121,532 sf) is minimum proposed	CAC	8/30/06
Lot Width	N/A	Must meet minimum	CAC	8/30/06
Lot Frontage	N/A	Must meet minimum	CAC	8/30/06
Building Setbacks				8/30/06
From a residential zone	100 ft. Min.	Not applicable	CAC	8/30/06
From a commercial or industrial zone	10 ft. Min.	Must meet minimum	CAC	8/30/06
From a major highway, freeway or parkway	50 ft. Min.	Not applicable	CAC	8/30/06
From an arterial road	25 ft. Min.	Must meet minimum	CAC	8/30/06
Height	42 ft. Max.	May not exceed maximum	CAC	8/30/06
Parking Setbacks			CAC	8/30/06
From a residential zone	50 ft. Min.	Must meet minimum	CAC	8/30/06
From a commercial or industrial zone	10 ft. Min.	Must meet minimum	CAC	8/30/06
From all roads	25 ft. Min.	Must meet minimum	CAC	8/30/06
Green Area	20% of gross tract	33% or 33,812 sf	CAC	8/30/06
Max Resid'l d.u. or Comm'l s.f. per Zoning	1.0 FAR	1.0 FAR	CAC	8/30/06
Site Plan Req'd?	No	No	CAC	8/30/06
FINDINGS				
<i>SUBDIVISION</i>				
Lot frontage on Public Street	Yes		CAC	8/30/06
Road dedication and frontage improvements	Dedication and road termination		Agency letter	6/9/06
Environmental Guidelines	Yes		Staff memo	7/3/06
Forest Conservation	Yes		Staff memo	7/3/06
Master Plan Compliance	Yes		Staff memo	8/16/06
Other	N/a			
<i>ADEQUATE PUBLIC FACILITIES</i>				
Stormwater Management	Yes		Agency letter	8/30/06
Water and Sewer (WSSC)	Yes		Agency comments	6/5/06
10-yr Water and Sewer Plan Compliance	Yes		Agency comments	6/5/06
Well and Septic	N/a			
Local Area Traffic Review	Yes		Staff memo	8/15/06
Fire and Rescue	Yes		Agency letter	8/18/06

BOLAND CAMPUS DEVELOPMENT (120061150)



Map compiled on May 24, 2006 at 2:41 PM | Site located on base sheet no - 216NW05

NOTICE

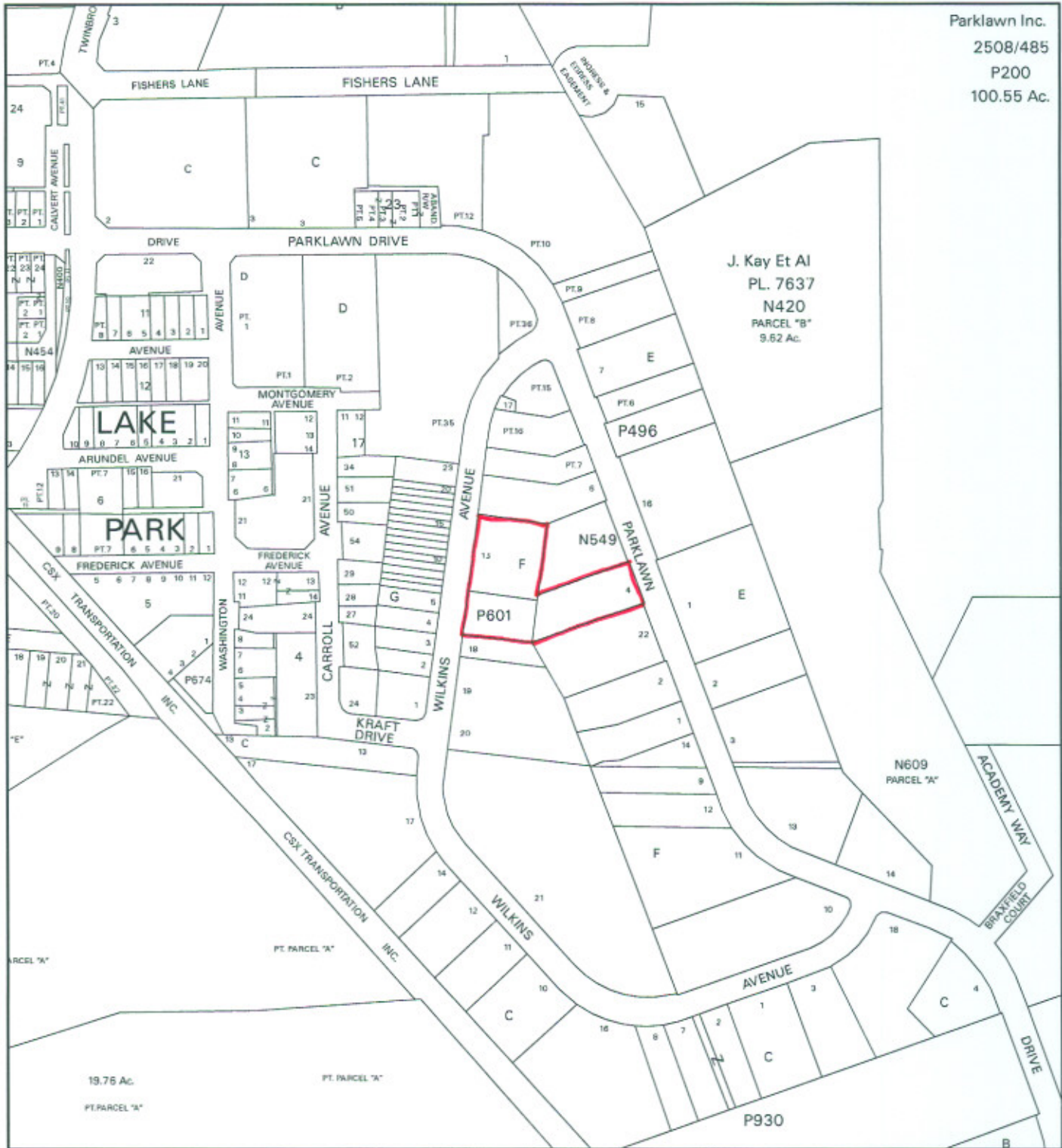
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BOLAND CAMPUS DEVELOPMENT (120061150)



Map compiled on May 24, 2006 at 2:50 PM | Site located on base sheet no - 216NW05

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M-NCPPC
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue - Silver Spring, Maryland 20909-1260



AGENCY CORRESPONDENCE



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

June 9, 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 #1-20061150
Boland Campus Development

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 05/05/06. This plan was reviewed by the Development Review Committee at its meeting on 06/05/06. 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, driveways adjacent and opposite the site, sidewalks and/or bikeways on the preliminary plan.
 2. Necessary dedication for Parklawn Drive and Wilkins Ave in accordance with the Master Plan.
 3. The sight distances study has not been accepted. Prior to approval of the record plat by DPS, the applicant's engineer will need to submit a revised sight distances certification for Parklawn Drive. The revised form will need to reflect the minimum of three hundred and twenty five (325) feet of sight distance in each direction.
 4. Once item#1 above is addressed revise the preliminary plan to provide a minimum of one hundred (100) feet of tangent distance between the driveway curb returns on Parklawn Drive.
 5. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalks are required to serve the proposed subdivision. Sidewalks are to be provided along the site frontage and to be spaced from the curb per DPWT standards.
 6. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss the parking lot design.



Division of Operations

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

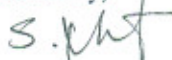
7. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
8. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site. However Driveways curb returns should not cross the property lines. Also provide proper spacing between the driveway curb return on Parklawn Drive and existing storm drain inlet.
9. In order to ensure adequate driveway capacity, particularly egress volume, provide a minimum fifty (50) foot tangent section before encountering cross traffic on-site, for all driveways.
10. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline nor the curbline.
11. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
12. Truck loading space requirements to be determined in accordance with the County's "Off-Street Loading Space" policy.
13. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
14. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
15. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
16. 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.
17. 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.
18. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
19. 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.
20. 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

Ms. Catherine Conlon
Preliminary Plan No. 1-20061150
Date June 9, 2006
Page 3

21. Forester's Office [(301) 854-6060], to plant trees within the public right of way.
Please coordinate with Department of Fire and Rescue about their requirements for emergency vehicle access.
22. 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. Construct five (5) foot wide concrete sidewalk as per item#5 above.
 - B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - C. 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.
 - D. 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 me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,



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

m:/subdivision/farhas01/preliminary plans/ 1-20061150, Boland Campus Development.doc

Enclosures ()

cc: Lawrence Cain, Boland Properties
Kim McCary, Rodgers Consulting
Timothy Dugan, Schulman, Rodgers, Gandal, Prody & Ecker
Joseph Y. Cheung; DPS RWPPR
Christina Contreras; DPS RWPPR
Sarah Navid; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DPWT TEOS
Preliminary Plan Folder
Preliminary Plans Note Book



**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

TO: Cathy Conlon, Supervisor, Development Review Division

FROM: Candy Bunnag, ^{CB}Planner Coordinator, Environmental Planning Section,
Countywide Planning Division

DATE: August 30, 2006

SUBJECT: Revised Staff Recommendations for Preliminary Plan 120061150, Boland
Campus Property

RECOMMENDATION

This memorandum is a revision to the Environmental Planning staff memorandum of July 3, 2006. The applicant has submitted a revised preliminary forest conservation plan that includes a conceptual planting plan for on-site trees.

The Environmental Planning staff has reviewed the preliminary plan referenced above. Staff recommends approval of the preliminary plan of subdivision with the following conditions:

1. Compliance with the conditions of approval of the preliminary forest conservation plan. Conditions include, but are not limited to, the following:
 - a. Modified Category II conservation easement to be placed over the site to protect and provide for maintenance and replacement of onsite trees that are used to meet forest conservation requirements. Modified category II conservation easement to be shown on record plat.
 - b. Final forest conservation plan to include a detailed landscape plan that provides planting, maintenance, and protection for a minimum of 0.30 acre of on-site tree cover and 27 deciduous overstory trees to meet part of the afforestation requirement. The final forest conservation plan must identify the specific amount, species, sizes, and locations of on-site landscape trees. Final forest conservation plan to be reviewed and approved by M-NCPPC staff prior to the pre-construction meeting.

DISCUSSION

Site Description

The 2.39 –acre site is located within the Rock Creek watershed (Use I waters). Two buildings

and parking lots exist on the site. There are some small landscaped trees scattered on the western and eastern portions of the site. There are no forests, streams, wetlands, floodplains, or environmental buffers on or near the site.

Forest Conservation

The preliminary forest conservation plan has a 0.40-acre afforestation requirement. The applicant proposes to meet this requirement by providing onsite tree planting to meet at least 0.30 acres of the afforestation requirement. Any remaining afforestation requirement is to be met through offsite planting or payment of a fee-in-lieu.

In staff's opinion, the proposed use of onsite tree cover to meet as much of the project's afforestation requirement is acceptable. Planting forest cover on the site is not feasible because it is zoned I-4, it is a relatively small property, there are no environmental buffers on the site, and it is surrounded by warehouse and other industrial uses. Staff believes meeting the forest conservation plan requirements through the use of onsite tree planting encourages the applicant to establish tree cover on the site, as opposed to meeting the forest conservation plan requirements offsite. The forest conservation plan process is used to determine the onsite trees to be planted since this project is not required to go through the site plan process. Without site plan review, there is no requirement for a landscape plan for the project. Tying an onsite tree-planting plan to the forest conservation plan requirements enables M-NCPPC review and approval of the onsite trees as part of the preliminary plan process.

At the preliminary subdivision plan stage, the design of the buildings are preliminary and not detailed. The onsite tree planting plan shown as part of the preliminary forest conservation plan shows the minimum amount of trees that are proposed to be planted onsite. At the final forest conservation plan stage, details of the design of the buildings will be available and a better idea of the numbers, types, and locations of trees that can be planted on the site can be determined. Staff believes the minimum 0.30 acre of afforestation proposed by the applicant to be met through onsite tree cover is acceptable at this stage. This onsite tree cover would meet three-fourths of the 0.40 acre afforestation requirement.

Staff recommends that the onsite planted trees used to meet afforestation credits under the forest conservation law should be protected through a Category II conservation easement that is modified to allow for replacement of these trees if the trees are declining in health because of the urban conditions that these trees will be growing in. Some of these trees will be placed near utility lines; if maintenance is required on some of these lines and the ground near these trees have to be disturbed as part of the maintenance operation, there may be adverse impacts of the maintenance activities on these trees. Some trees may need to be replaced if the impacts are severe. Staff believes that a modified Category II conservation easement should be placed over the site so that the owner(s) of the property are aware of their responsibilities to maintain, protect, and, if necessary, replace these trees over time. Such responsibilities would be required for any owner of the property, even if ownership changes.

Community-based planning and other planning staff are currently preparing a staff draft of the Twinbrook Sector Plan Amendment. The subject site lies within the area that will be covered

by this amendment. One of the challenges of the sector plan amendment will be to craft recommendations to improve the environmental quality of the dense, developed character of the planning area. Creating tree cover as part of redevelopment projects such as this preliminary plan would be consistent with approach of establishing some on-site environmental benefits. In addition, Section 22A-11(d)(2) of the Forest Conservation Law allows for the use of tree cover instead of forest cover to meet afforestation requirements:

“Afforestation should be accomplished by the planting of forest cover. However, if the applicant demonstrates to the satisfaction of the Planning Board or Planning Director, as the case may be, that afforestation using forest cover is inappropriate for a site because of its location in an urban setting, redevelopment context, high-density residential, commercial, industrial, planned unit development, or institutional area (as defined in Section 22A-3), or similar reason, afforestation requirements may be satisfied by tree cover.”

If, for any reason, afforestation requirements of the forest conservation plan cannot be met entirely by the use of onsite tree cover, the Forest Conservation Law does allow for the payment of a fee-in-lieu instead of using tree cover or credit for landscaping. Section 22A-11(g)(2) states:

“Specific development situations. Except as specified in subsection (f), the Planning Board or Planning Director may allow an applicant to pay into the County Forest Conservation Fund instead of providing afforestation, reforestation, or landscaping in the following situations:

- (A) Afforestation using tree cover. If an applicant has shown that on-site afforestation using forest cover is not appropriate under subsection (d)(2), the applicant may pay the fee instead of using tree cover to meet any afforestation requirement.
- (B) Afforestation or reforestation using landscaping. An applicant may pay the fee instead of using credit for landscaping.”

MARYLAND-NATIONAL CAPITAL
PARK & PLANNING COMMISSION
FOREST CONSERVATION PLAN RECOMMENDATIONS

TO: Cathy Conlon, Development Review Division

SUBJECT: Preliminary Forest Conservation Plan # 120061150
Preliminary Plan Boland Campus Property
Date Recd 8/28/06

SENT VIA FAX TO: Kim McCary, Rodgers Consulting (fax: 301-948-6256)

The subject Forest Conservation Plan has been reviewed by Environmental Planning to determine if it meets the requirements of Chapter 22A of the Montgomery County Code (Forest Conservation Law). The following determination has been made:

SUBMISSION ADEQUACY

Adequate as submitted

RECOMMENDATIONS

Approve subject to the following conditions:

- Required site inspections by M-NCPPC monitoring staff (as specified in "Trees Technical Manual")
- Approval of the following items by M-NCPPC staff prior to DPS issuance of the sediment and erosion control permit:
 - Tree Protection Plan
 - Detailed Onsite Tree Planting Plan
- Submittal of financial security to M-NCPPC prior to clearing or grading.
- Record plat to show appropriate notes and/or easements. Agreements must be approved by M-NCPPC staff prior to recording plats.
- Maintenance agreement to be reviewed and approved by M-NCPPC staff prior to first inspection of planted areas.
- Others:
 - a. **Modified Category II conservation easement to be placed over the site to protect and provide for maintenance and replacement of onsite trees that are used to meet forest conservation requirements. Modified category II conservation easement to be shown on record plat.**
 - b. **Final forest conservation plan to include a detailed landscape plan that provides planting, maintenance, and protection for a minimum of 0.30 acre of on-site tree cover and 27 deciduous overstory trees to meet part of the afforestation requirement. The final forest conservation plan must identify the specific amount, species, sizes, and locations of on-site landscape trees. Final forest conservation plan to be reviewed and approved by M-NCPPC staff prior to the pre-construction meeting.**

SIGNATURE: Candy Bunnag (301) 495-4543
Environmental Planning Division

DATE: 8/30/06



August 16, 2006

MEMORANDUM

TO: Cathy Conlon, Development Review Division

FROM: Kristin O'Connor, ^{VD} Community-Based Planning Division
Mary Beth O'Quinn, Community-Based Planning Division *mbk*

cc: Judy Daniel, Team Leader, Bethesda-Chevy Chase Team, CBP
Claudia Kousoulas, Community-Based Planning Division

SUBJECT: Comments for Preliminary Plan No. 120061150; Boland Campus Development

The Community-Based Planning staff has reviewed the above referenced Plan for conformance with the *North Bethesda/Garrett Park Master Plan* (1992). The subject property is located at 12320 Parklawn Drive, Rockville. Community-Based Planning recommends approval of this Preliminary Plan. The following recommendations are provided to 1) ensure consistency with the approved 1992 Master Plan and the land use objectives for North Bethesda, 2) enhance the environment, and 3) to accommodate adequate and safe pedestrian movement:

1. Provide a 25 foot setback for parking along Parklawn Drive.
2. Provide screening from the parking along Parklawn Drive.
3. Provide screening for retaining wall facing the public street or use attractive masonry unit for wall materials.
4. Use attractive masonry pavers for all paved areas (excluding the sidewalks) that constitute green area.
5. Relocate street trees in curbside grass panel at spacing of 35 feet o.c. with adequate soil depth; locate the sidewalk six feet from the curb to provide adequate and safe pedestrian movements.
6. Provide crosswalk at all driveway entrances.
7. Remove pedestrian walkway along loading Dock #2 or provide landscape buffer and curb to separate pedestrian and vehicles.
8. Show measurement control point on plans and label height in feet and inches.
9. Confirm the green space percentage. The calculation should not include the driveways and parking area.

ZONING AND LAND USE

The 2.39 acre subject property is zoned I-4 (Low Intensity, Light Industrial). The site is comprised of three parcels:

1. 12320 Parklawn Drive (to remain): an existing office/industrial building (4,810 square feet of light industrial space and 24,790 square feet of office space)
2. 12331 Wilkins Avenue (to be demolished): 40,000 square feet of light industrial.
3. 12331 Parklawn Drive (new construction): to include 20,656 square feet of light industrial and 69,500 square feet of office.

The total proposed square footage for the project will consist of 25,466 square feet of light industrial and 94,290 square feet of office for a total of 119,756 square feet and an FAR of 1.0. The height of the building will be no more than 42 feet and the measurements (for building height) will be taken from Parklawn Drive--- the main entrance of the building.

MASTER PLAN COMPLIANCE

The area is zoned I-4 (Low Intensity, Light Industrial) and is located in North Bethesda, outside the Twinbrook and White Flint Sector Plan areas. The 1992 Master Plan confirms the I-4 zone and identifies the site and its surrounding parcels as having the greatest potential for change outside the boundaries of the Sector Plan areas (p. 72). The I-4 zoned properties along Wilkins Avenue and Parklawn Drive consist of parcels developed with office and industrial uses, along with some retail uses. The current Sector Plan update for Twinbrook expands the Sector Plan boundary area to the south to include the I-4 zoned properties, including the Boland campus.

The specific land use objectives outlined in the Plan as they relate to the Boland project include:

1. The preservation of an area for light industrial purposes extending from Twinbrook to White Flint (p. 2);
2. Improvements to the pedestrian friendliness of streets, particularly near transit nodes (p. 3)

CONCLUSION

The Boland Campus Development project is in general compliance with the recommendations of the *North Bethesda/Garrett Park Master Plan* and meets the Plan's objective to preserve light industrial uses in Twinbrook. Staff recommendations address the Plan's objectives for achieving greater pedestrian movement in Twinbrook's industrial area.

3.5 KEY VACANT OR REDEVELOPABLE PARCELS

The following parcels or groups of parcels have been identified as those with the greatest potential for change outside the boundaries of the Sector Plan areas and Rock Spring Park. The individual parcels or groups of parcels are depicted in Figure 24. The proposed zoning for the parcels is indicated in Figure 26.

These critical parcels and areas are undeveloped or underdeveloped for a variety of reasons, including environmental or market constraints, poor access or visibility, complex or unresolved ownership problems, decisions to hold land as an investment, zoning incompatible with an owner's aspirations, or inadequate public facilities.

As all these parcels or areas are outside the four nodal areas of Twinbrook, White Flint, Grosvenor and Rock Spring Park, it is generally recommended that the existing zone be retained or a less intensive zone applied. In several instances, due to unique circumstances pertaining to individual sites, a more intensive zoning pattern is recommended.

1. I-1 (LIGHT INDUSTRIAL) ZONE OUTSIDE SECTOR PLAN AREAS

The area zoned I-1 (Light Industrial) in North Bethesda outside the Twinbrook and White Flint Sector Plan areas, and excluding the B.F. Saul property, extends to 175.68 acres. It includes 126 separate parcels and 3,285,228 square feet of existing development.

Most of the light industrial zone is generally located east of the MARC railroad and west of Parklawn Drive, with significant concentrations extending west to Maple Avenue, south along Boiling Brook Parkway, and west to White Flint Plaza.

The I-1 Zone was intended to accommodate small to medium scale light industrial activities including research and development, warehousing and storage, light manufacturing and assembly of products and other similar uses. The area also includes small contracting businesses, automotive repair, community service businesses, and many small 'incubator' hi-tech firms.

The gradual intrusion of general office development and traditional retail uses now provides the area with an eclectic mix of uses, but is steadily diminishing the amount of industrial space. This Plan recognizes the light industrial area as vital for maintaining hi-tech incubator firms and general business services for the down-County population.

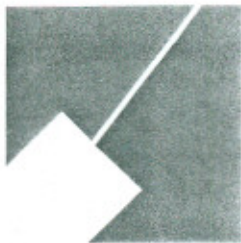
The Plan recommends that the area zoned I-1 (Light Industrial) with the exception of the area north of Bou Avenue, be rezoned to I-4 (Low Intensity, Light Industrial). This would have the effect of excluding general offices, except by special exception. The Plan recommends a zoning text amendment that will permit pre-existing uses to continue, through a grandfather clause provision, on property rezoned from I-1 to I-4.

This Plan recommends that the area zoned I-1 and C-2 to the north of Bou Avenue be rezoned C-4 (Limited Commercial). The area includes a 2.29-acre parking lot zoned I-1 east of Chapman Avenue and the Pike Center retail development to the west of Chapman Avenue (73,187 square feet on 6.84 acres straddling the I-1 and C-2 Zones with an existing FAR of 0.24).



(Outside Sector Plan Areas and Rock Spring Park)

- | | |
|---|--|
| <ul style="list-style-type: none"> * 1. I-1 Zone Outside Sector Plans 2. Montrose Crossing 3. Armstrong and Mervis 4. Maryland National Bank 5. Wilgus 6. Mid Pike Plaza 7. White Flint Parking Lot 8. Poindexter 9. Edson Lane North 10. Edson Lane South 11. Hillery Way | <ul style="list-style-type: none"> 12. WMATA 13. Georgetown Preparatory School 14. Holy Cross 15. Corby 16. Davis-Lux Lane 17. Aubinoe 18. Davis-Democracy 19. American Foresters/NRF 20. WMAL, Inc. 21. Tri-Rock 22. Loehmann's Plaza 23. Chang |
|---|--|



August 15, 2006

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org**MEMORANDUM**

TO: Cathy Conlon, Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator EA
Transportation Planning

SUBJECT: Preliminary Plan No. 120061150
Boland Campus Development
North Bethesda Policy Area

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the subject preliminary plan to redevelop the existing office/light industrial site and consolidate Lots 4 and 13, Block F and Parcel 601 in the I-4 zone.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to the subject preliminary plan:

1. Limit the preliminary plan for redevelopment of the site to:
 - a. Increase the existing general office use by 69,500 square feet from 24,790 square feet to a total of 94,290 square feet.
 - b. Decrease the existing light industrial use by 19,344 square feet from 44,810 square feet to a total of 25,466 square feet.
2. Satisfy Local Area Transportation Review (LATR) by contributing funds for construction, based on a pro-rata basis, for the Montgomery County Department of Public Works and Transportation's (DPWT) Capital Improvements Program (CIP) Project No. 500401 that extends Nebel Street from Randolph Road to Bou Avenue (PDF attached). The total monetary contribution shall be made prior to issuance of any building permit. Refer to the attached letter from DPWT dated June 23, 2006.

If the implementation of Nebel Street CIP project is completed and the Accounting Books for this project are closed by DPWT prior to applicant's request for releasing their building permit(s), the applicant's monetary contribution shall be applied to CIP Project No. 500717, Montrose Parkway East (PDF attached).

3. Dedicate approximately 2.5 more feet of right-of-way along Parklawn Drive to be consistent with the adjoining property to the south.
4. Enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and DPWT to participate in the North Bethesda Transportation Management Organization (TMO) to assist in achieving and maintaining the *North Bethesda/Garrett Park Master Plan's* 39% non-auto driver mode share goal. The Agreement shall be fully signed before issuance of the record plat to consolidate the existing lot and parcel.
5. Provide one (1) bicycle parking space per 20 automobile parking spaces per Section 59-E-2.3 of the County Ordinance, that would include ten (10) bike lockers (one per locker) located in the structured parking and five (5) inverted-U racks located near the public entrances in well-lit locations. The specific locations shall be determined prior to issuance of any record plat.

DISCUSSION

Site Location and Vehicular Access Points

The proposed commercial development is located on the west side of Parklawn Drive between its intersections connecting the north and south ends of Wilkins Avenue. The proposed vehicular access points are from Wilkins Avenue and Parklawn Drive.

Available Transit Service

Ride-On route 10 and Metrobus routes C-4 and J-5 operate along Parklawn Drive.

Pedestrian Facilities

The applicant will upgrade the existing sidewalks along Parklawn Drive (arterial) and Wilkins Avenue (commercial business street) along the property frontage.

Master-Planned Roadways and Bikeways

In accordance with the *North Bethesda/Garrett Park Master Plan*, Parklawn Drive is designated as an arterial, A-64, with a recommended 80-foot minimum right-of-way. In accordance with the *Countywide Bikeways Functional Master Plan*, this segment of Parklawn Drive is recommended to have bike lanes, BL-27.

Wilkins Avenue is not designated in the *North Bethesda/Garrett Park Master Plan* but was built as a commercial business street with a right-of-way of 70 feet.

Local Area Transportation Review (LATR)

A traffic study was required to satisfy LATR because the proposed redevelopment generates 30 or more total peak-hour trips within the weekday morning period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.). The proposed general office and light industrial redevelopment would generate the following net increase in peak-hour trips within the weekday morning and evening peak hours:

Land Use	Square Feet			Weekday Peak Hour	
	Proposed	Existing	Difference	Morning	Evening
General Office	94,290	24,790	+69,500	+118	+100
Light Industrial	25,466	44,810	-19,344	-18	-19
Net Increase in Peak-Hour Trips				+100	+81

The results of the Critical Lane Volume (CLV) analysis in the traffic study is shown in the following table:

Intersection	Congestion Standard	Weekday Peak-Hour	Traffic Condition			
			Existing	Background	Total Future	
					Without	With Nebel St.
Parklawn Drive and Randolph Road	1,550 North Bethesda	Morning	1,297	1,496	1,525	1,506
		Evening	1,330	1,553*	1,565*	1,535
Parklawn Drive and Wilkins Avenue North	1,550 North Bethesda	Morning	229	402	438	411
		Evening	414	537	561	518
Parklawn Drive and Twinbrook Parkway	1,800 Twinbrook	Morning	1,050	1,319	1,346	1,298
		Evening	1,184	1,491	1,511	1,456

* CLV's exceeding congestion standard

As shown on the table above, the CLV at the intersection of Parklawn Drive and Randolph Road operates at a CLV of 1,553 in the background traffic and 1,565 in the total future traffic conditions that exceeds the congestion standard of 1,550 during the weekday evening peak hour.

The CLV is reduced below the 1,550 standard by diverting traffic from this intersection to the future Nebel Street Extended described in the DPWT's CIP project. The Applicant is contributing monetary funds for construction of this project. By extending Nebel Street from Randolph Road to Bou Avenue (i.e., connecting to Chapman Avenue to Twinbrook Parkway), an alternative north-south route to Parklawn Drive

would become available and permit motorists to divert away from the intersection of Parklawn Drive and Randolph Road.

Similarly if the Accounting Books were closed for the Nebel Street CIP project, the monetary contribution from the applicant will be used for the construction of Montrose Parkway East that would have an equally significant positive effect on the operations of the intersection of Randolph Road and Parklawn Drive. Montrose Parkway East would become an alternative east-west route for Randolph Road through traffic and it permits motorists to divert away from Randolph Road at its intersection with Parklawn Road.

Transportation Mitigation Requirements

A Traffic Mitigation Agreement (TMAg) is required because the subject site is located within the boundary of the North Bethesda Transportation Management District (TMD). In accordance with the *North Bethesda/Garrett Park Master Plan*, the applicant is required to participate in the North Bethesda Transportation Management Organization (TMO) by:

1. Developing a traffic mitigation plan (TMP).
2. Designating a Transportation Benefits Coordinator to implement the TMP in coordination with the North Bethesda TMD staff.
3. Pay the TMD fee
4. Collecting data on results of implementing the TMP.

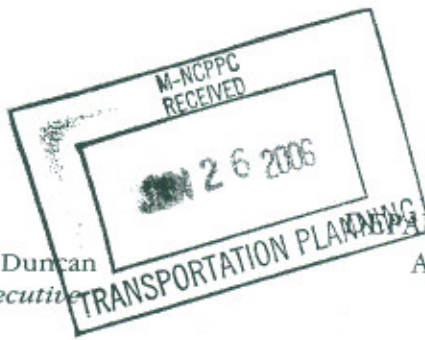
The applicant's participation would assist the North Bethesda TMD to achieve and maintain its 39% non-auto driver mode share goal for the Stage II of the Master Plan development. The North Bethesda TMD staff would provide transportation information, technical advice, and other forms of assistance. This agreement shall be signed and executed prior to issuance of a record plat.

EA:ft
Attachments

cc: Larry Cole
Larry Gordon - Shulman, Rogers, Gandal, Pordy & Ecker, P.A.
Edgar Gonzalez
Ivy Leung
Chuck Kines
Kristin O'Connor
Ed Papazian
Nkosi Yearwood

mno to Conlon for 120061150.doc

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Douglas M. Duncan
County Executive

DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Arthur Holmes, Jr.
Director

June 23, 2006

Mr. Shahriar Etemadi
M-NCPPC Transportation Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Preliminary Plan No. 120061150
Boland Campus Development
Confirmation of Nebel Street Participation
To Satisfy LATR Requirements

Dear Mr. Etemadi:

This letter serves as confirmation that the applicant for the Boland Campus Development (12331 Wilkins Avenue LLC and Boland Properties LLC, Preliminary Plan Application No.120061150) would satisfy its local area transportation review (LATR) requirements by participating in the Nebel Street Extended project (PDF No. 500401) instead of the improvement at Parklawn Drive and Randolph Road, previously included in CIP No. 509995.

The traffic study prepared by Kimley-Horn and Associates, Inc. for the Boland Campus Development showed that LATR would be satisfied by participating, on a pro-rata basis, on the improvement at the intersection of Parklawn Drive and Randolph Road. This improvement had been listed within the Montgomery County Conference Center Intersection Improvements. The traffic study also showed that, had improvements to the Nebel Street Extended project been identified in the analysis, those improvements would have diverted enough traffic to satisfy the requirements of LATR for the Boland Development.

In order to arrive at a cost estimate for the improvements, the pro-rata share for the Boland Campus Development is calculated by taking the proportion of AM and PM peak hour trips forecast to travel through the Parklawn Drive and Randolph Road intersection by each development that would have to participate in the improvement. The resulting proportions are then applied to the cost of the improvement.



Office of the Director

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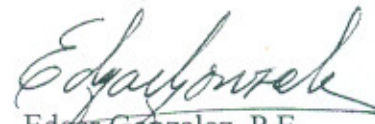
Mr. Shahriar Etemadi
June 23, 2006
Page 2 of 2

The Conference Center Intersection Improvements project included in the Recommended FY07 Capital Budget showed that the previously planned improvements at the intersection are no longer needed. The County Council approved the CIP without changes. The Approved CIP also programmed funding for the design of the Montrose Parkway East. Once this project is implemented a major redistribution of traffic will occur which will further improve operations at the intersection. So, at this point in time, improvements to the intersection may be an unwise use of the money.

Montgomery County Department of Public Works and Transportation (MCDPWT) has calculated the required contribution of the developer to the previously approved intersection improvement to be \$111,000. MCDPWT would be satisfied that, by contributing this amount toward the Nebel Street Extended project (CIP No. 500401), the Boland Campus Development will satisfy its LATR requirements. Payment of this amount, prior to issuance of a building permit should be included as a condition of approval of the subdivision. Finally, if at the time of building permit application the Nebel Street project has been built and closed out, the payment should be added instead to the Montrose Parkway East project (CIP No. 500717).

Please contact me directly at 240-777-7185 if you have any questions on our Department's position.

Sincerely,



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

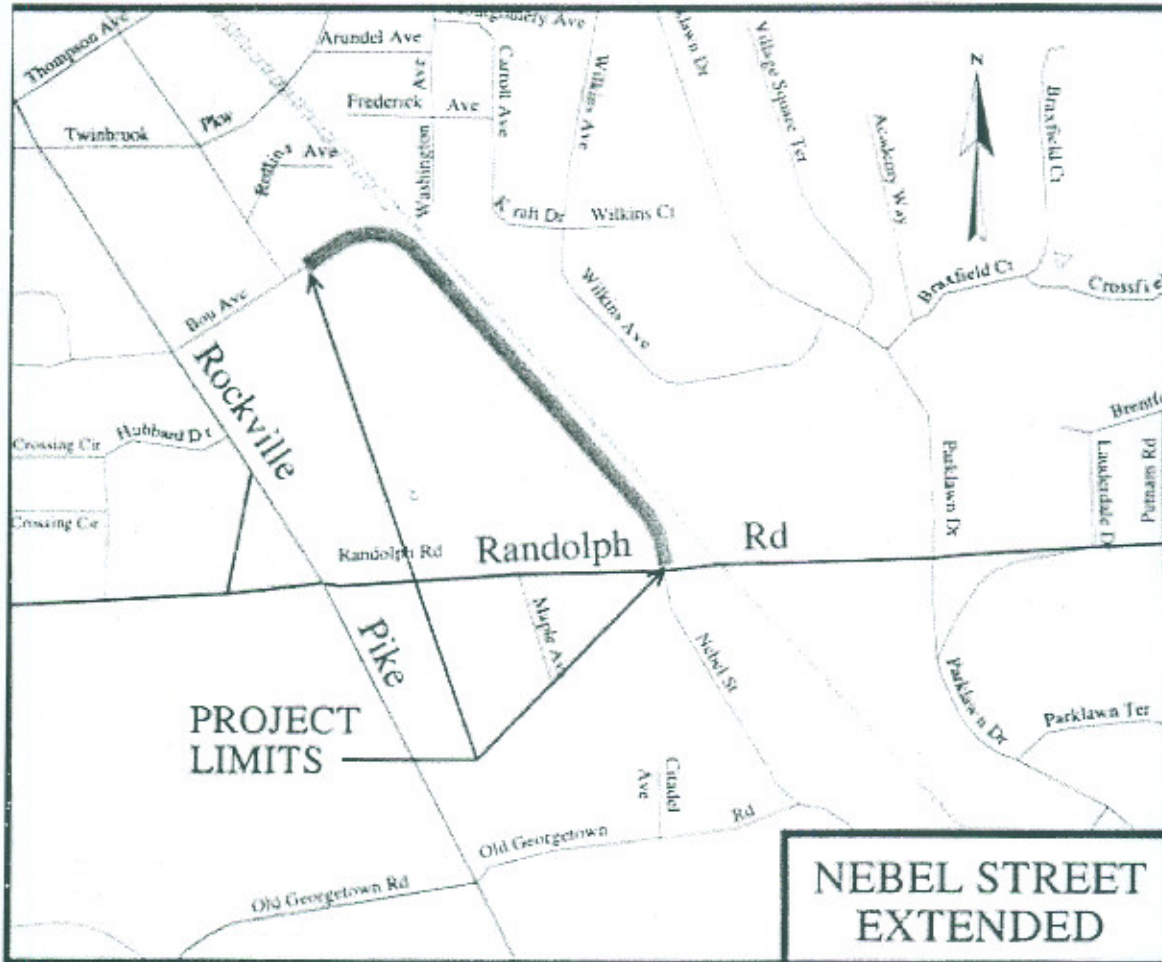
EAG:tt

cc: Arthur Holmes, Jr., Director, DPWT
Catherine Conlon, M-NCPPC Development Review
Emil Wolanin, DPWT
Greg Leck, DPWT
Sam Farhadi, DPWT
Edward Papazian, Kimley-Horn and Associates, Inc.
Larry A. Gordon, Attorney

Capital Projects & Construction

- | | | |
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NEBEL STREET EXTENDED - CHAPMAN TO RANDOLPH ROAD (GO MONTGOMERY)



PROJECT DESCRIPTION

Design and construction of 2,650 feet of 4-lane closed section, business district road with 8' bikepath and 5' sidewalk.

PROJECT TEAM

Designation	Name	Number
Construction	Rob Elder	240-777-7274
Property Acquisition	Tom Reise	240-777-7257
Project Manager (Design)	Dan Sheridan	240-777-7283

(21)

Nebel Street Extended -- No. 500401

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **North Bethesda-Garrett Park**
 Relocation Impact **None**

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

January 10, 2004
 7-49(04 App)
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	680	0	300	380	232	93	55	0	0	0	0
Land	6,190	0	50	6,140	0	3,910	2,230	0	0	0	0
Site Improvements and Utilities	446	0	0	446	0	225	221	0	0	0	0
Construction	3,936	0	0	3,936	0	0	3,936	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	11,252	0	350	10,902	232	4,228	6,442	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	11,010	0	108	10,902	232	4,228	6,442	0	0	0	0
Contributions	0	0	0	0	0	0	0	0	0	0	0
Development Approval Payment	242	0	242	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				12	0	0	0	4	4	4	0
Energy				3	0	0	0	1	1	1	0
Net Impact				15	0	0	0	5	5	5	0

DESCRIPTION

This project provides a 1,300 foot extension of Nebel Street from its existing terminus at Randolph Road to a proposed terminus at the Target store site. The proposed roadway improvements include: 1) a 4-lane closed section roadway (typical section includes four 12-foot travel lanes), 2) a 5-foot concrete sidewalk adjacent to a 7-foot tree panel along the west side of the road, 3) an 8-foot asphalt, bike path adjacent to a 7-foot wide tree panel along the east side of the road, 4) streetlighting and landscape trees provided on both sides of the roadway, 5) improvements at the intersection of Nebel Street and Randolph Road, and 6) modification of the existing traffic signal at the intersection of Chapman and Bou Avenues.

Service Area

North Bethesda/Garrett Park Planning Area.

Capacity

Upon completion, the roadway will have a capacity of 13,000 vehicles per day.

JUSTIFICATION

This project is needed to relieve traffic congestion along MD 355 between the White Flint Mall and Twinbrook Parkway area. In addition, Nebel Street Extended would be a component of a local circulation network parallel to Rockville Pike that is essential to the overall transportation goals of the region. The project offers redundancy for shorter, more focused trips and facilitates pedestrian movements. Nebel Street Extended will link the employment areas adjacent to the Metro Stations at White Flint and Twinbrook and provide access to the proposed MARC station at Montrose Crossing. The sidewalk and bike path provide a foundation for a safe, convenient and well-connected system for pedestrians and bicyclists, as outlined in the master plan.

Plans and Studies

This road is classified as business road B-5 in the North Bethesda/Garrett Park Master Plan. A project prospectus was completed and funded under the Facility Planning-Transportation project. A review of impacts to pedestrians, bicyclists and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. This project is a part of the Executive's Go Montgomery! program.

Cost Change

Increase due to the addition of the remaining elements of the project: construction management, land, site improvements, utility and construction costs.

STATUS

Final design stage.

OTHER

The FY04 supplemental appropriation provided for final design. The developer is responsible for design and construction of the project from the intersection of Bou Avenue and Chapman Avenue to the south end of the developer's property including the dedication of the right-of-way. The developer will construct full width pavement with curb and gutter, bikepath, sidewalk, streetlights, and landscaping. The County has signed the MOU and the developer signature is pending.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		482
First Cost Estimate		
Current Scope	FY05	11,252
Last FY's Cost Estimate		482
Present Cost Estimate		11,252
Appropriation Request	FY05	4,328
Appropriation Request Est.	FY06	6,442
Supplemental Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		482
Expenditures/Encumbrances		273
Unencumbered Balance		209
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Facility Planning: Transportation
 Maryland-National Capital Park and Planning Commission
 Maryland State Highway Administration-Randolph Road Relocated Project
 WMATA
 PEPCO
 Department of Permitting Services
 Verizon
 WSSC
 CSXT
 Developers
 City of Rockville
 Maryland Transit Administration (MARC Train)

Special Capital Projects Legislation was approved May 27, 2004 (Bill No. 11-04)

MAP

See Map on Next Page

(22)