



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item #4
11/07/02

MEMORANDUM

DATE: November 1, 2002
TO: Montgomery County Planning Board
VIA: John Carter, Chief, Community-Based Planning Division *JAC*
FROM: Bill Landfair, AICP, for the Department of Park and Planning *WDL*

REVIEW TYPE: Local Map Amendment
APPLYING FOR: Change in zoning from R-90 and I-1 Zones to TS-M Zone
REVIEW BASIS: Chapter 59, Zoning Ordinance
MASTER PLAN: North Bethesda/Garrett Park Master Plan

CASE NUMBER: G-801
APPLICANT: LCOR White Flint LLC and WMATA
LOCATION: Bounded by Rockville Pike, Old Georgetown Road, Nebel Street, and Marinelli Road, North Bethesda

FILING DATE: June 24, 2002
PLANNING BOARD: November 7, 2002
PUBLIC HEARING: November 18, 2002

STAFF RECOMMENDATION

APPROVAL of Local Map Amendment Application No. G-801 and the accompanying Development Plan for the following reasons:

1. The application is generally in compliance with the North Bethesda/Garrett Park Master Plan.
2. The application will comply with the purposes, standards and regulations of the TS-M Zone.

3. The development, as reflected on the Development Plan, will be compatible with the surrounding area.

PROPOSAL

The applicants, LCOR White Flint LLC and the Washington Metropolitan Area Transit Authority (WMATA) have filed a local map amendment to rezone approximately 32.42 acres of land from the R-90 and I-1 Zones to the TS-M Zone (Transit Station – Mixed). The subject property is bound by and has frontage on Rockville Pike, Old Georgetown Road, Nebel Street, and Marinelli Road, in North Bethesda. The property is proposed to be developed in accordance with the Development Plan at an FAR of 2.0, which will include approximately 1.4 million square feet of commercial office, retail and restaurant uses, and approximately 1,400 residential units. The development will be located in eight buildings, ranging in height from four to twenty stories.

BACKGROUND

A. Description of Property

The subject property is identified as Parcel P 605 on Tax Assessor Map HQ 122. The property is bounded to the west by Rockville Pike, to the north by Old Georgetown Road, to the east by Nebel Street, and to the south by Marinelli Road. The property is comprised of approximately 31 acres in the R-90 Zone and 1.42 acres in the I-1 Zone for a total of 32.42 acres. The site is rectangular in shape measuring approximately 845 feet wide (north to south) and 1,560 feet in deep (east to west). The White Flint Metro station is located on the western end of the property along Rockville Pike. The center portion of the property is occupied by a golf driving range and miniature golf course in accordance with Special Exception Case No. S-2115. Other improvements include a Metro surface parking lot and stormwater management facilities. The topography reflects a drop in elevation from 408 feet near the Metro Station to 332 feet near Nebel Street to the east. There is approximately 4.7 acres of forest and a rock outcropping of "White Flint" in the center of the site.

B. Surrounding Area

In a floating zone application, the evaluation of the zoning issues requires delineation of the surrounding area. Staff defines this area as generally bounded by the Forum high-rise condominium apartment building to the north, the CSX railroad right-of-way to the east, Nicholson Lane to the south, and Executive Boulevard and the rear of properties fronting on the west side of Rockville Pike to the west. This area contains a mix of offices, retail, light industrial, and high-rise and mid-rise residential development.

The northern portion of the surrounding area includes the Windsor Villa apartments, in three to five story buildings, and White Flint Place, which is under construction and will include a twelve story office building with retail and two sixteen story residential buildings. Both of these developments are in the TS-M Zone. Further to the north is the seventeen-story Forum condominium apartment building in the R-H Zone. To the east of the subject property, the area includes low-rise, light industrial uses within the Montrose Industrial Park and a Washington Gas Light Facility in the I-1 and I-4 Zones.

To the south, across Marinelli Road, are two buildings of ten and twenty stories, comprising the Nuclear Regulatory Commission in the TS-M Zone. Further to the south and east is a retail center in the C-2 Zone, a four-story apartment building in the TS-M Zone, a Metro bus storage and maintenance facility in the I-1 Zone, and low-rise industrial uses in the I-1 Zone. To the southwest, across Rockville Pike, are one and two-story retail uses in the C-2 Zone. Further west are the Grande and Wisconsin apartment buildings in the TS-R Zone. West and northwest of the subject property is the Mid-Pike Plaza Shopping Center in the C-2 Zone, additional retail in the C-2 Zone, and a Metro surface parking lot in the TS-M Zone. This site has been approved for redevelopment as the County's Conference Center. When built, the conference center will contain 100,000 square feet and two twelve-story hotels.

C. Intended Use and Approval Procedures

The applicants are LCOR White Flint LLC (LCOR) and Washington Metropolitan Area Transit Authority (WMATA). WMATA is the owner of the property and has entered into a contract to lease the site to LCOR, a national real estate development company with expertise in the area of Transit-Oriented Development. As shown on the Development Plan, approximately 2.8 million square feet of development is proposed, at an FAR of 2.0. This development will comprise 1.4 million square feet of non-residential (office, retail, restaurant, theater) and 1.4 million square feet of residential space (approximately 1,400 units). The Development Plan also depicts on-street and structured parking for employees, patrons, residents and Metro riders, along with streets, sidewalks, rights-of-way, and urban, open space and recreation amenity areas.

The office, commercial, retail and residential spaces will be located in eight buildings ranging in height from four to twenty stories. These buildings will be arranged along an east-west oriented "Main Street" that will extend from Rockville Pike to a community open space terminus centered around the residential buildings. The office space will be provided in the three buildings closest to Rockville Pike (Buildings "A", "B", and "C") and the Metro station. Two-story retail will be located along the western edge of the property, adjacent to the Metro station. One and two-story retail, community, and service uses will extend down Main Street eastward toward the residential buildings. A food market will be provided on the first level of residential building "E".

Building "D", surrounding the southeast side of a proposed urban open space, will include a restaurant pavilion with outdoor seating, potential health club, and a kiosk serving a potential below grade movie theater. The bulk of this building will be utilized for Metro parking and shared with retail and theater patrons in the evenings. Retail uses will be located at street level along the sides of the garage. As noted above, the four residential buildings will surround community open space. The base of each building will include structured parking. On-street parallel parking will also be provided.

The proposed development will be defined by a grid system of eight blocks formed by streets, with parallel on-street parking. The street system will provide interconnections to Rockville Pike, Old Georgetown Road, Nebel Street, and Marinelli Road. The streets will also be aligned with adjacent roadways such as Citadel Avenue to promote a larger grid system extending from White Flint Mall to Randolph Road. Proposed amenities include the proposed open space adjacent to the residential buildings and a second open space located mid way along Main Street which will include a "tree save" area surrounding the "White Flint" rock outcrop.

The complete development and building program is outlined in the following two tables:

DEVELOPMENT PROGRAM

Development Plan Sequence

	PHASE I	PHASE II	PHASE III 1.	PHASE IV 1	PHASE V 1.	PHASE VI 1.	TOTAL
WMATA Garage	1,300 Cars Max.						1,300 Cars Max.
Streets	2.	2.	2.	2.	2.	2.	100%
Parking	3.	3.	3.	3.	3.	3.	100%
Pedestrian and Bicycle Circulation System	4.	4.	4.	4.	4.	4.	100%
Open Space	5.	5.	5.	5.	5.	5.	100%
Community Facilities	6.	6.	6.	6.	6.	6.	100%
Retail/Restaurant		212,000 S.F.	7.	7.	7.	7.	212,000 S.F. Maximum 8.
Residential			500 Units	500 Units	500 Units	500 Units	1,413 Units Maximum
Office			600,000 S.F.	600,000 S.F.	600,000 S.F.	600,000 S.F.	1,200,167 S.F. Maximum

Footnotes:

1. Some or all of the proposed retail, residential, and or office development shown in Phases II, IV, V, and VI may be considered into one or more Phases and constructed together.
2. Public streets will be built in each Phase to support uses associated with that Phase.
3. On-street, surface and structured parking will be built in each of Phases II, III, IV, V and VI to support uses associated with those Phases.
4. Bicycle trails and sidewalks will be built in Phases II, III, IV, V, and VI to support uses associated with those Phases.
5. Open Space will be provided in Phases II, III, IV, V, and VI to support uses associated with those Phases.
6. The Community Facilities will be provided in Phases II, III, IV, V, and VI to support uses associated with those Phases.
7. Retail/Restaurant development not constructed in Phase II may be constructed in subsequent Phases, up to a maximum of 212,000 S.F.
8. Proposed development includes Indoor Theater (80,000 S.F. – maximum) in cellar space – not included in Retail S.F. total.
9. The phasing of the residential development is independent of the phasing of the office development. Residential and Office development not constructed in any particular Phase may be constructed in subsequent Phases, up to the maximums shown above.

BUILDING PROGRAM

	Building "A"	Building "B"	Building "C"	Building "D"	Building "E"	Building "F"	Building "G"	Building "H"	Project Total
Use	Commercial, Office, Retail, Structured Parking	Commercial, Office, Retail, Structured Parking	Commercial, Office, Retail, Structured Parking	Commercial, Retail, Structured Parking	Residential, commercial, Retail, Structured Parking	Residential, Structured Parking	Retail, Commercial Residential, Structured Parking	Residential Structured Parking	_____
Gross Floor Area									
Non-Residential	800,000 S.F. Maximum	800,000 S.F. Maximum	800,000 S.F. Maximum	200,000 S.F. Maximum	750,000 S.F. Maximum	_____	10,000 S.F. Maximum	_____	1,412,167 S.F. Maximum
Residential					500 Units Maximum	500 Units Maximum	500 Units Maximum	500 Units Maximum	1,413 Units Maximum
Building Height Maximum	20 Stories 1.	20 Stories 1.	20 Stories 1.	20 Stories 1.	20 Stories 1.	20 Stories 1.	20 Stories 1.	20 Stories 1.	_____
Preliminary Classification of Dwelling Units									
Efficiency	_____	_____	_____	_____	_____	_____	_____	_____	141 Units
One Bedroom	_____	_____	_____	_____	_____	_____	_____	_____	848 Units
Two Bedroom	_____	_____	_____	_____	_____	_____	_____	_____	424 Units

Footnote:

1. Building height includes height of parking structures

In addition to the Local Map Amendment and accompanying Development Plan, approval procedures include the review and approval of a Preliminary Plan of Subdivision and Site Plan by the Planning Board.

D. Zoning History

1. Comprehensive Zoning:
 - a. SMA G-706: R-90 and I-1 Zones confirmed; 11/09/93
 - b. SMA G-123: R-90 and I-1 Zones confirmed; 10/10/78
 - c. 1958 Countywide comprehensive zoning: R-90 and I-1 Zones confirmed.
 - d. 1954 Regional District zoning: R-90 and I-1 Zones enacted and mapped.
2. Special Exceptions: Special exceptions for two golf driving ranges have been approved over the years in Case No.'s SE-21, SE-102, SE-213 and S-2115.

E. Master Plan Recommendation

1. Land Use: One-family residential/Light industrial
Transit Station Mixed
2. Zoning: R-90/I-1
TS-M

F. Public Facilities

1. Water and Sewer Service
 - a. Service Categories: Water Category W-1 and Sewer Category S-1.
 - b. Water and Sewer Service: There are existing water mains and sewer in Rockville Pike, Old Georgetown Road, Nebel Street, and Marinelli Road. Water service can be obtained from the existing facilities in Old Georgetown Road, Nebel Street, and Marinelli Road. The sewer connection can be made into the existing sewer in Nebel Street and Marinelli Road. All parking garages shall have grease interceptors in the lower levels that connect to WSSC sewer lines.

2. Electric, Gas, and Telephone Service: Electric power, gas, and telephone lines are available on Rockville Pike, Old Georgetown Road, Nebel Street, and Marinelli Road.
3. Roadways
 - a. Rockville Pike (MD 355): Designated as a major highway, M-6, with a 134-foot right-of-way. It is a north-south roadway extending from the District of Columbia to Frederick County. In the vicinity of the subject property, the roadway has six to seven through travel lanes with separate turning lanes at intersections.
 - b. Old Georgetown Road: Designated as a business street, B-2, between Rockville Pike and Nebel Street with an 80-foot right-of-way. This segment is a four-lane east-west roadway. West of Rockville Pike, the roadway is designated as a major highway and eventually connects with Wisconsin Avenue in the Bethesda Central Business District.
 - c. Nebel Street: A north-south roadway, designated as a business street, B-5, with an 80-foot right-of-way.
 - d. Marinelli Road: An east-west roadway, designated as a business district street, B-6, with an 80-foot right-of-way.
 - e. Chapman Avenue: A north-south roadway, designated as a business street, B-4, with an 80-foot right-of-way.

4. Schools

The subject property is located within the Luxmanor Elementary School, Tilden Middle School, and Walter Johnson High School service areas. Based on average yield factors for comparable housing units, the impact of this project is estimated to be approximately 44 elementary, 25 middle, and 18 high school students. The current Annual Growth Policy indicates that adequate school capacity exists in the Walter Johnson Cluster (Source: MCPS)

ANALYSIS

A. Master Plan

The staff finds that the subject application is generally in compliance with the North Bethesda/Garrett Park Master Plan. The subject property is located in the White Flint Sector Plan area of the North Bethesda/Garrett Park Master Plan. As shown in the attached Figure 20 from the Master Plan, the property falls within sub-areas 13 and 14. The Master Plan confirms the R-90 Zone for area 14 and the I-1 Zone for area 13. The Plan recommends the TS-M Zone for the R-90 zoned land in area 14.

The Sector Plan objectives for this area are:

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

The Sector Plan recommends that a local circulation alternative to Rockville Pike be provided by extending Chapman Avenue through the site to meet Huff Court. The Plan also recommends that an urban amenity be provided within the Metro property east of White Flint station. The Master Plan of Bikeways recommends a Class I bikeway on the adjoining streets; Rockville Pike, Marinelli Road, Old Georgetown Road, and Nebel Street.

The proposed development provides for a mixed-use active and vibrant urban center at the White Flint Metro Station. The street blocks are designed to a pedestrian scale and will encourage a lively pedestrian environment with easy access to transit. Chapman Avenue has been extended through the site to connect with Huff Court in a manner to accommodate local circulation and discourage the through traffic that should remain on Nebel Street and Rockville Pike. A public open space amenity is provided where the "White Flint" outcropping is located and will protect some of the attractive specimen trees on the site. This space will provide a contemplative natural environment in the center of what will be an active, attractive and desirable pedestrian oriented urban center.

The Sector Plan identifies the land zoned R-90 as being 35 acres in size and recommends the floating TS-M zone. The applicants have requested rezoning of the subject property, which has been surveyed and comprises 32.41 acres, to TS-M. At the time the 1992 Master Plan was written, WMATA informed staff that

their acreage was 35 acres. This acreage was used in all forecasts and analysis done in evaluating future growth and development of the Master Plan. While the Plan does not designate the I-1 portion of the property as recommended for TS-M, staff supports the applicant's request for TS-M zoning in order to meet the stated Plan objectives.

Urban Design

This project will create a new town center at the White Flint Metro, helping to fulfill many master plan, housing and community goals. The proposed development is generally in conformance with the urban design guidelines of the Master Plan. The urban design aspects of the project will be crucial to the vitality of the town center and the success of the complex. Further refinement of these issues will come at Site Plan review. The Master Plan calls for the following:

Urban Streets:

- Establish a special east-west street between Marinelli and Old Georgetown Road as a main, pedestrian-friendly avenue for the district.
- Provide on-street parking to buffer pedestrians, to slow traffic and to provide more human-scaled local streets.
- Provide a grid with small blocks and pedestrian-friendly streets within walking distance of metro.

The proposed development will accomplish these goals. Road cross-sections, public or private, must have urban or central business district street dimensions. The bridge over the Metro station and the north-south street between the Metro station and buildings "A" and "C" should be designed to promote pedestrian circulation.

Nodes:

- Intensity development around the Metro station, in a mixed-use pattern, with employment dominant east of the Pike and housing dominant west of the Pike. The proposed plan will provide approximately 1400 dwelling units east of the Pike.
- Develop an urban open space east of the Metro station to include part of the existing tree stand and the white rock outcropping representing "White Flint."
- The public space east and west of the tree stand is to be expanded to form a series of linked green spaces along the new east-west street.

The proposed development will accomplish these goals.

Landmarks:

- The 1992 plan recommends placing tall buildings next to Rockville Pike to serve as landmarks. The proposed project will provide four office towers ranging in height up to 20 stories. Buildings will generally orient toward Rockville Pike.

Relationship of Development to Existing Uses

The architectural development of the building faces will be important to the integration of this project into the larger business, residential and commercial community. All exterior facades facing on Marinelli and Old Georgetown Roads should have first floor retail or attractive first floor street frontage details to animate these important edges. Wide sidewalks and large canopy street trees should be provided around the exterior of the site. A shading plan for building "B" should be provided to evaluate the shadow impact on the Windsor Village residences.

B. Intent and Purposes of the Zone

The intent of the TS-R and TS-M zones are found in Section 59-C-8.21 of the Zoning Ordinance and state:

- (a) *Both the TS-R and TS-M zones are intended to be used in transit station development areas as defined in section 59-A-2.1, and the TS-R zone may also be used in areas adjacent to central business districts, within 1,500 feet of a metro transit station.*
- (b) *The TS-R zone is intended for locations where multiple-family residential development already exists or where such development is recommended by an approved and adopted master plan.*
- (c) *The TS-M zone is intended for locations where substantial commercial or office uses already exist or where such uses are recommended by an approved and adopted master plan.*
- (d) *In order to facilitate and encourage innovative and creative design and the development of the most compatible and desirable pattern of land uses, some of the specific restrictions which regulate, in some other zoning categories, the height, bulk and arrangement of buildings and the location of the various land uses are eliminated and the requirement substituted that all development be in accordance with a plan of development meeting the requirements of this division.*

The North Bethesda/Garrett Park Master Plan recommends most of the subject property for the TS-M Zone. The proposed development will be adjacent to and within close walking distance of a Metro transit station. Substantial commercial

and office uses including the Nuclear Regulatory Commission, White Flint Place (under construction), and the Mid-Pike Plaza Shopping Center are located nearby. Additional such uses are recommended by the Master Plan. The subject property is well suited for the transit-oriented development promoted through the TS-M Zone. The development standards for the zone, including minimum area required, density of development, and open space allow for considerable flexibility in accommodating the desired building program, addressing site constraints, and ensuring compatibility.

The purposes of the TS-M Zone are found in Section 59-C-8.23 of the Zoning Ordinance and state:

- (a) *To promote the optimum use of the transit facilities by assuring the orderly development of land in transit station development areas and access, both vehicular and pedestrian, to metro stations;*
- (b) *To provide for the needs of the workers and residents of transit station development areas;*
- (c) *To provide for the incidental shopping needs of the transit facility riders at metro stations having parking facilities for large numbers of riders;*
- (d) *To minimize the necessity for automobile transportation by providing, in largely residential transit station areas, the retail commercial uses and professional services that contribute to the self-sufficiency of the community;*
- (e) *To obtain amenities for the residents and workers in transit station areas not ordinarily obtainable in conventional zoning classifications; and*
- (f) *To prevent detrimental effects to the use or development of adjacent properties of the neighborhood and to promote the health, safety, morals and welfare of the present and future inhabitants of the district and the county as a whole.*

The proposed development will promote the use of transit facilities. It will provide a mix of uses contributing to an active and vibrant urban center at the White Flint Metro station. The street grid is designed to a pedestrian scale and will encourage a lively pedestrian environment with easy access to transit. The development will contain a variety of retail uses, including restaurants and a food store, to meet the various needs of workers and residents in the area. Retail uses will be in close proximity to the Metro station to accommodate the incidental shopping needs of transit riders. Parking facilities will be provided for large numbers of riders and shared with retail and theater patrons in the evenings. A variety of retail, commercial, office, and entertainment facilities will be provided to encourage less reliance on the automobile, particularly on the part of the

residents in the area. The mix of uses would not ordinarily be achieved through conventional zoning classifications. Finally, the proposed development has been designed for compatibility with adjacent development in terms of street alignment, streetscape, and compatible building use.

C. Standards and Regulations for the Zone

As shown on the Development Plan, the proposed rezoning will satisfy the development standards and regulations of the TS-M Zone as outlined in the table below:

TS-M Zone Development Standards

	PERMITTED	PROVIDED
Minimum Property Area	40,000 S.F.	1,412,167 S.F.
Maximum Density – FAR		
Non-Residential:	1.0 FAR ^{1.}	1.0 FAR ^{2.}
Residential:	1.0 FAR ^{1.}	1.0 FAR
Open Spaces		
Minimum percentage of Net Area Devoted to Public Use Space	10%	29.80%
Minimum percentage of Net Area Devoted to Active/Passive Recreational Purposes	25%	25%

Footnotes:

1. Per North Bethesda/Garrett Park Sector Plan
2. Proposed development includes Theater (80,000 S.F. – Max.) in cellar space – not included in non-residential S.F. or FAR.

D. Transportation Issues

The applicants will utilize the Alternative Review Procedures for Metro Station Policy Areas because the proposed development is using more than the available remaining staging ceiling capacity for residential and non-residential development. At preliminary plan review, the Transportation Planning staff will recommend the following conditions as part of the Adequate Public Facilities (APF) Review:

1. Limit the rezoning application to a maximum of 1,413 high-rise apartments, 1,200,000 gross square feet of general office use, 212,000 gross square feet of general retail uses with a possible supermarket, and 80,000 gross square feet of movie theater.

2. At the time of preliminary plan of subdivision, satisfy the APF test under the Alternative Review Procedures for Metro Station Policy Areas that includes:

- a. Using the alternative review procedure in the White Flint Metro Station Policy Area, the applicants need not take any actions typically required of preliminary plan applicants to satisfy Policy Area Transportation or Local Area Transportation Review (i.e., typically to submit a traffic study and improve any local area intersection exceeding its congestion standard).
- b. Enter into a traffic mitigation agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to meet a trip reduction goal "to reduce at least 50% of the number of trips attributable to the subdivision".

A large number of external site-generated peak-hour trips could be reduced as follows:

- 1) With a compatible combination of residential, office and retail land uses on-site
- 2) With a pedestrian-friendly location conveniently in walking distance to transit facilities

Based on the experiences of other mixed-use developments near transit facilities, these characteristics are likely to result in reducing the number of external peak-hour trips.

The remaining external peak-hour trips could be reduced by a number of different traffic mitigation measures including a shuttle bus, transit fare subsidies, a ride sharing program, and bicycle facilities.

Based on the effectiveness of prior traffic mitigation programs and the success of the current transportation management organization (TMO), the likelihood of success of these traffic mitigation measures in achieving and maintaining their trip reduction goals is reasonably probable of fruition. The current TMO is the North Bethesda Transportation Management District (TMD).

- c. Satisfy the recommendations in the *North Bethesda-Garrett Park Master Plan* to mitigate site-generated traffic as follows:

Participate in the North Bethesda TMD as multi-family housing and non-residential development and its “programs operated by, or take actions specified by, the transportation management organization”.

The applicants must have a draft Traffic Mitigation Agreement (TMA) at the time of preliminary plan review and enter into the TMA with the Planning Board and DPWT prior to release of building permits. The TMA should include participation in the North Bethesda TMD. The traffic mitigation goals for Stage 2 of the master plan development are to achieve and maintain:

- 1) A 39% non-auto-driver mode share for employees.
 - 2) A 30% non-auto-driver mode share for multi-family residents
- d. Pay the development impact tax without claiming any credits for transportation improvements.
3. At preliminary plan of subdivision:
- a. Dedicate necessary right-of-way for 40 feet from the centerline of adjacent external business district streets – Marinelli Road, Nebel Street, and Old Georgetown Road.
 - b. Dedicate rights-of-way for the internal public streets and design their cross-sections to optimize the vehicular circulation while providing for pedestrians, bicycles, and environmental considerations.
 - c. Provide for pedestrian and bicycle connections to all residential and Non-residential development.
 - d. Finalize the design for the circulation and access points into and out of the parking garages.
4. Coordinate with the Washington Metropolitan Area Transportation Authority (WMATA) regarding the bridge over the Metrorail tracks and vehicular and pedestrian circulation between the parking garage and the White Flint Metrorail Station.
5. Coordinate with the Maryland State Highway Administration (SHA) regarding the proposed right-turn-in/right-turn-out site access from Rockville Pike (MD 355). Design is subject to review and approval by SHA at the time of site plan review.

6. Coordinate with DPWT for adequacy of the external vehicular accesses and pedestrian circulation. At the time of site plan review, adequate traffic control shall be provided at the intersection of Main Street and Station Street to prevent excessive queuing along Main Street between Rockville Pike (MD 355) and Station Street.
7. Coordinate with the Montgomery County Department of Permitting Services (DPS) regarding the internal vehicular and pedestrian-friendly circulation.

Local Area Transportation Review

As shown in the table below, the proposed development will generate 50 or more total peak-hour vehicular trips during the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and the evening peak period (4:00 p.m. to 7:00 p.m.). Total vehicular trips include new, diverted, and pass-by trips. The vehicular trips were determined from the trip-generation rates and formulas in the *Local Area Transportation Review Guidelines* for all land uses except the movie theater, which used rates from the Institute of Transportation Engineers' *Trip Generation Report*.

The table also shows the total peak-hour persons trips, which are used in analyzing traffic mitigation measures. Total persons trips were determined by multiplying the vehicular trips times the typical vehicle occupancy rates obtained from publications by the Urban Land Institute and the Institute of Transportation Engineers as follows:

1. 1.20 persons per apartment and office vehicular trip.
2. 1.60 persons per retail and movie theater vehicular trip.

Land Use	Units or Square Feet	Weekday Total Peak-Hour Vehicular Trips		Total Peak-Hour Person Trips	
		Morning	Evening	Morning	Evening
High-Rise Apartments	1,413	421	492	505	591
General Office	1,200,000	2,032	1,748	2,438	2,098
General Retail	212,000	437	2,062	699	3,299
Movie Theater	80,000	0	304	0	486
Total Trips		2,889	4,606	3,642	6,474

Under the Alternative Review Procedures for Metro Station Policy Areas, a Comprehensive Local Area Transportation Review (CLATR) is required by the Planning Board at the time of preliminary plan of subdivision to analyze the intersection congestion levels. The Critical Lane Volume (CLV) at the intersections analyzed in the CLATR is 1,800, which is the congestion standard for the Metro Station Policy Areas. When the CLV is over 1,800 for an intersection located in a Metro station policy area, a queuing analysis is required to be performed.

Policy Area Review/Staging Ceiling Condition

Based on the *FY 2003 Annual Growth Policy* transportation staging ceilings, the remaining capacity is for 208 housing units and 1,203 jobs as of September 30, 2002, in the White Flint Policy Area. Policy Area Review can be satisfied for the additional residential (i.e., housing units) and non-residential (i.e., jobs) development proposed in the zoning application at preliminary plan review under the Alternative Review Procedures for Metro Station Policy Areas.

Land Use	Units/Gross Square Feet	Housing Units/Jobs
High-Rise Apartments	1,413 apartments	1,413 Housing Units
Remaining Staging Ceiling Capacity as of 9/30/02		208 Housing Units
Remaining Residential Capacity with Proposed Uses		-1,205 Housing Units
General Office Use	1,200,000 gross square feet	5,333 Jobs
General Retail Uses	212,000 gross square feet	530 Jobs
Movie Theater with Matinees	80,000 gross square feet	200 Jobs
Non-Residential Land Uses	1,492,000 gross square feet	6,063 Jobs
Remaining Staging Ceiling Capacity as of 9/30/02		1,203 Jobs
Remaining Non-Residential Capacity with Proposed Uses		-4,860 Jobs

Trip Reduction Goal

Under the Alternative Review Procedures for Metro Station Policy Areas, the applicant proposed to meet the trip reduction goal of at least 50% of the weekday peak-hour trips, which equals:

1. 1,445 vehicular trips (1,821 person trips) during the weekday morning peak hour.
2. 2,303 vehicular trips (3,239 person trips) during the weekday evening peak hour.

Traffic Mitigation Measures

The applicants proposed to reduce the weekday office peak-hour trips by another 10% with one or more Traffic Demand Management (TDM) measures including a shuttle bus, transit fare subsidies, a ride sharing program, and bicycle facilities.

North Bethesda Transportation Management District

This site is within the boundary of the North Bethesda TMD. If the County Council adopts the reestablishment of the annual Transportation Management Fee, the applicants would have to pay the fee to the North Bethesda TMD. The pending legislation would re-implement the recommendation in the *North Bethesda-Garrett Park Master Plan* and the requirements under County Code 42A-25, Ridesharing. The applicants would be required to submit a traffic mitigation plan for the North Bethesda TMD.

E. Environmental Issues

The Environmental Planning staff recommends approval of the rezoning application. The following comments must be addressed at preliminary plan and site plan review:

- Where significant impacts on specimen trees occur, consideration shall be given to relocating/realigning/consolidating sidewalks, realigning streets or reducing street widths, reducing or relocating building square footage, and reducing grading and the amount of cut and fill within the Critical Root Zones.
- Applicants must submit a Final Forest Conservation Plan addressing all staff comments at time of site plan submission. This plan must demonstrate full compliance with the requirements of Forest Conservation Law Section 22A-12.
- A detailed Tree Save Plan shall be prepared by an ISA certified arborist as part of the FCP which fully meets the directives of M-NCPPC Forest Conservation regulations #1-01, Section 109B. The Tree Save Plan shall include a detailed evaluation of the condition of all significant trees (as defined on the Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) and the delineation and determination of significant impacts (>30%) to their critical root zones (CRZ) based on the proposed site plan and grading.
- After disturbance has been minimized, stress reduction measures shall be identified on the plan as recommended by the arborist. The plan shall identify construction techniques and schedules, in addition to other appropriate stress reduction measures, designed

to minimize root destruction and maximize root growth. Tree save measures shall include, but not be limited to, pre-construction watering and fertilizing, fencing, root pruning and dead wood pruning of any trees impacted by construction activities.

- Extraordinary measures such as grid aeration/hydration systems should be examined for specimen trees excessively affected by surrounding imperviousness. Based on the arborist's recommendations and Environmental Planning staff evaluation, trees that can be saved, through application of preservation techniques, should be saved.
- Mitigation for the removal of specimen trees may be required by replanting up to a maximum rate of one-inch caliper new tree planted for each one- inch diameter breast high existing tree removed.
- A concept Storm Water Management Plan, approved by the Department of Permitting Services and consistent with the final Forest Conservation/Tree Save Plan, must be submitted to M-NCPPC Environmental Planning staff at the time of preliminary plan submittal.

Forest Conservation

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSDA) and Preliminary Forest Conservation Plan have been submitted and approved.

Water Quality

The subject property is located in the Randolph Hills subwatershed of the Lower Rock Creek watershed. The *Countywide Stream Protection Strategy* (CSPS) assesses this subwatershed as having fair stream and habitat conditions, labeling it as a Watershed Restoration Area. The document calls for efforts to be made to comprehensively examine and address stormwater retrofit, stream restoration and habitat improvement opportunities.

F. Community Concerns

Staff has received letters of concern from the Garrett Park Estates – White Flint Citizens Association and the Garrett Park Citizens Association (attached as exhibits). Their primary concern is traffic both in terms of the existing conditions on roadways in the area as well as the impact from additional traffic generated by the proposed development. They rely upon Rockville Pike in particular for access and are concerned not only with the impact on peak traffic periods but also during mid-day and on weekends. Other concerns include the applications

consistency with the Master Plan with respect to rezoning the I-1 portion of the subject property and the proposed new vehicular access from Rockville Pike. Both associations believe that transit usage can reduce the traffic impact from the development but they disagree on whether the turnaround point on the Red Line should be extended from Grosvenor to Shady Grove.

G. Conclusion

The staff finds that the proposed local map amendment is generally in compliance with the North-Bethesda – Garrett Park Master Plan; is in compliance with the purposes, standards and regulations of the TS-M Zone; and will be compatible with the surrounding area.

Attachments

Vicinity Map

Development Plan

Concept Illustrative Plan

White Flint Sector Plan Area – Proposed Base Zones, Figure 18

White Flint Sector Plan Area – Proposed Floating Zones, Figure 19

White Flint Sector Plan Area Sub-Areas, Figure 20

Tree Preservation Plan – Chapman Avenue Alignment

Chapman Avenue Proposed Section

Transportation Planning Staff Memorandum

Garrett Park Estates – White Flint Park Citizens' Association Letter

Garrett Park Citizens' Association Letter

Zoning Map



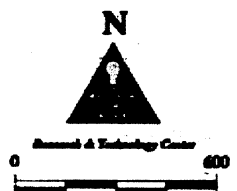
Map compiled on November 01, 2002 at 8:55 AM | Site located on base sheet no. 215M905

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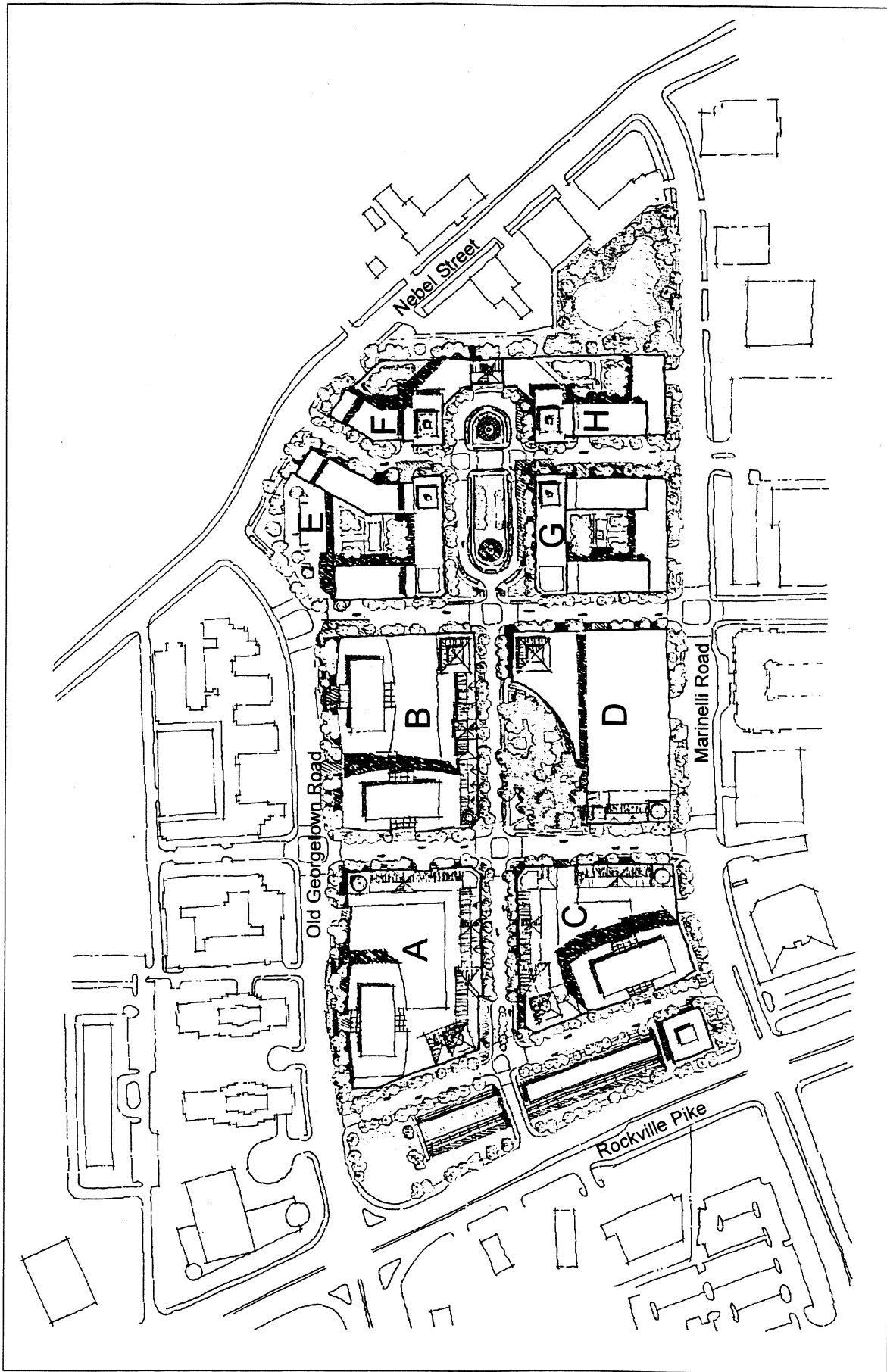
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 6787 Georgia Avenue Silver Spring, Maryland 20910-1700
 **SURROUNDING AREA**
SITE

1:7200



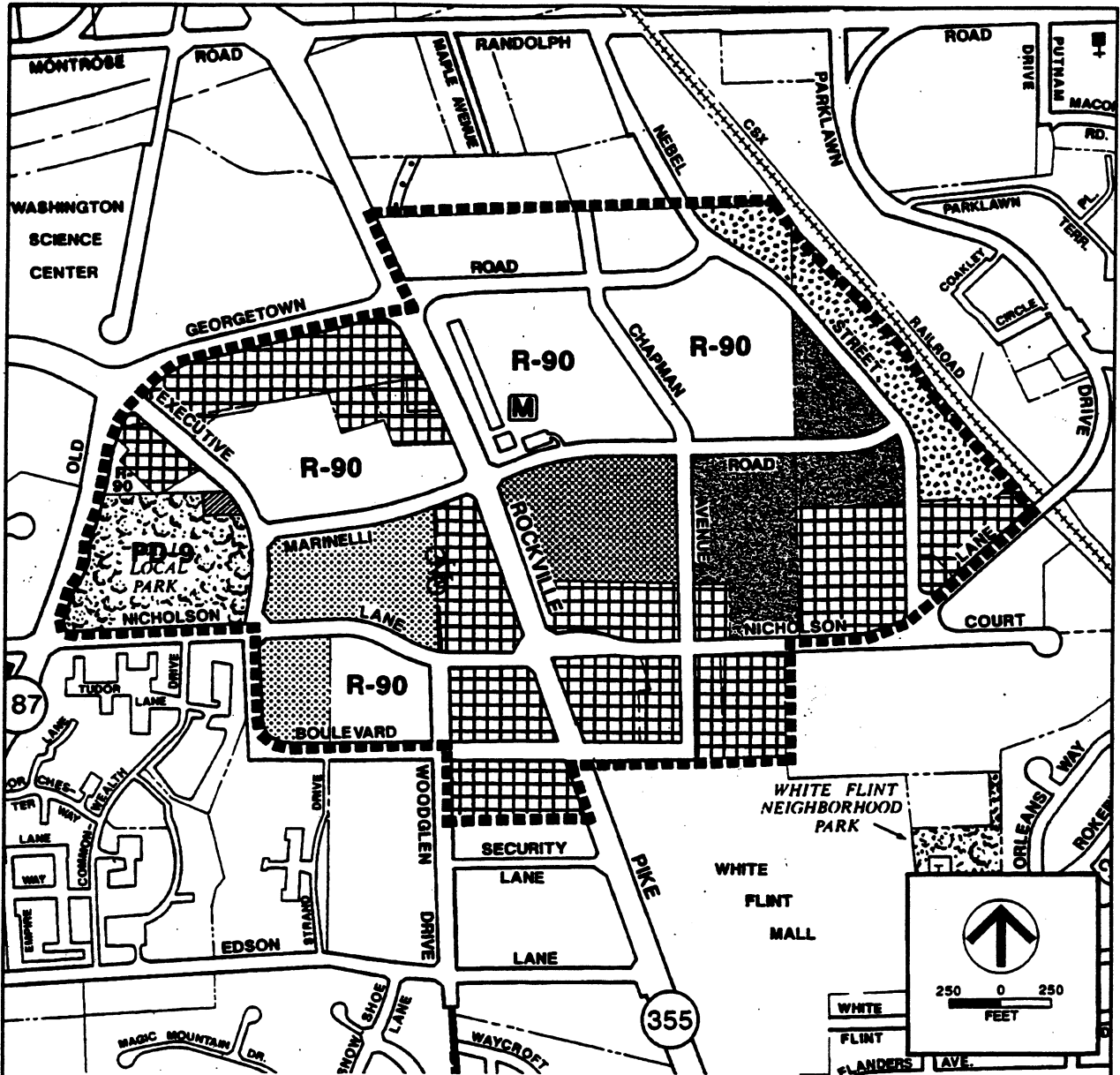
CONCEPT PLAN
Illustrative Plan

White Flint











WHITE FLINT SECTOR PLAN AREA - PROPOSED BASE ZONES

FIGURE 18

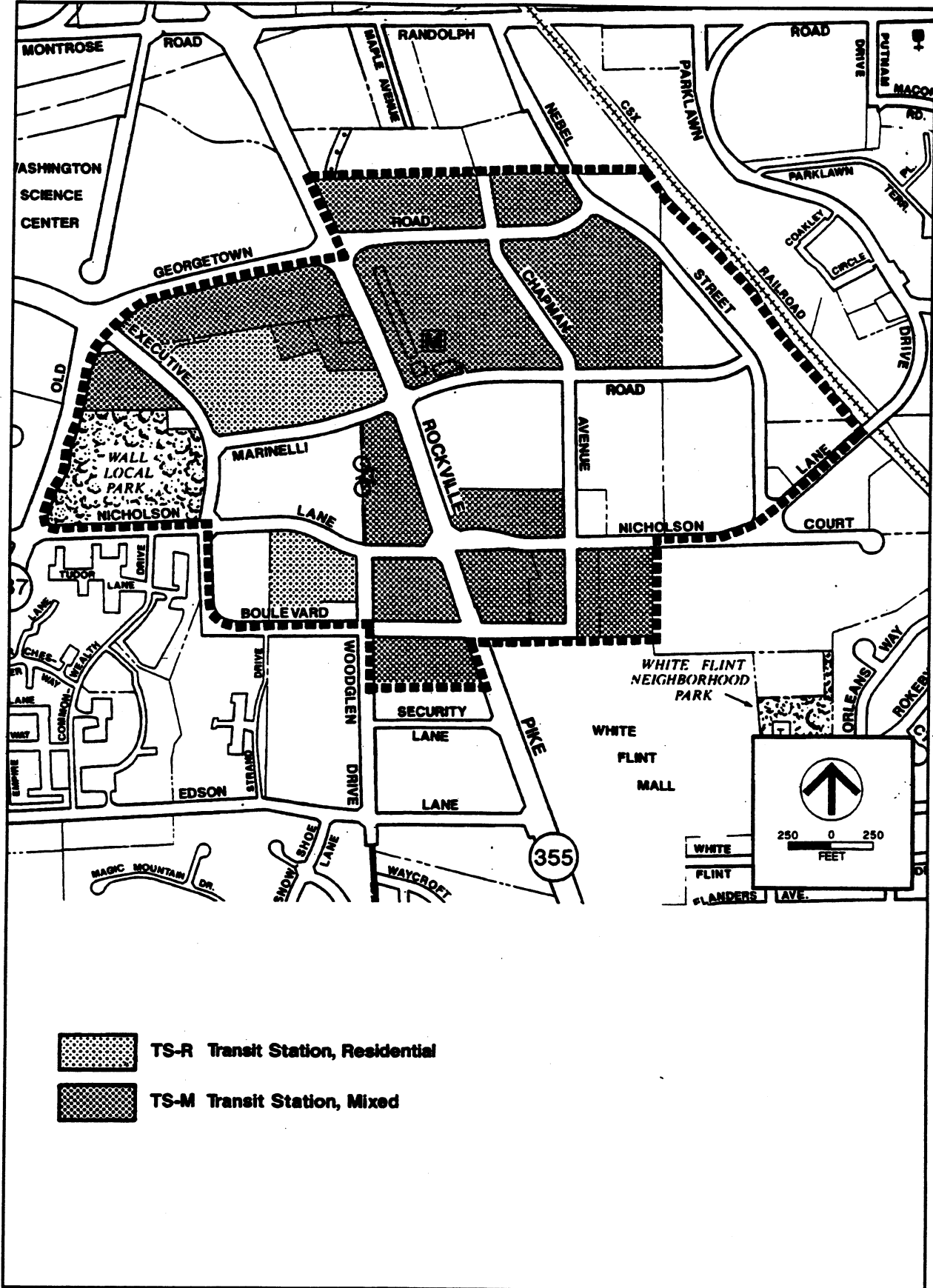


page
54

- | | | | |
|---|--|---|--|
|  | R-90 Residential, One Family |  | O-M Office Building, Moderate Intensity |
|  | PD-9 Planned Development |  | C-2 General Commercial |
|  | TS-R Transit Station, Residential |  | I-1 Light Industrial |
|  | TS-M Transit Station, Mixed |  | I-4 Low Intensity, Light Industrial |

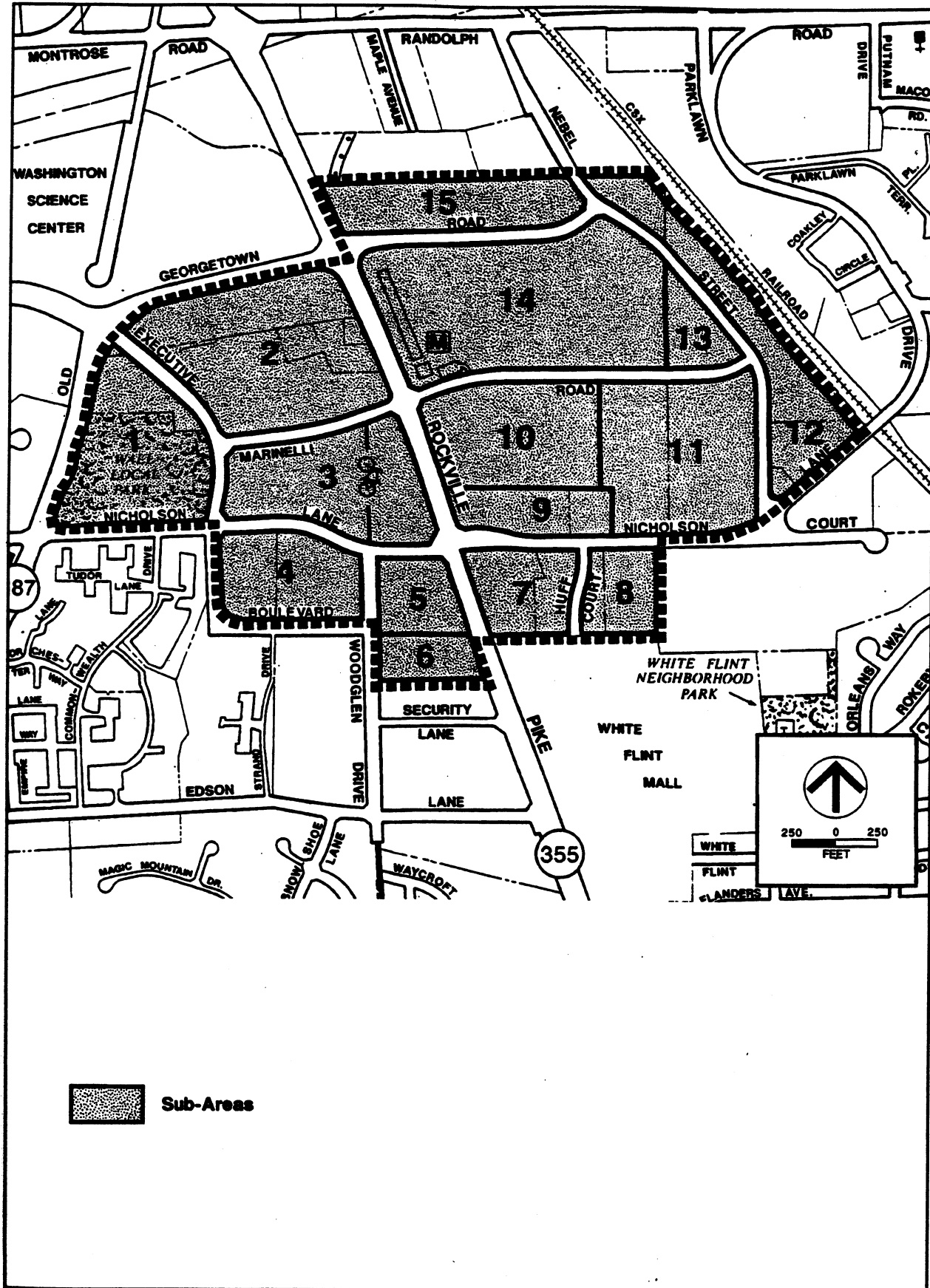
WHITE FLINT SECTOR PLAN AREA - PROPOSED FLOATING ZONES

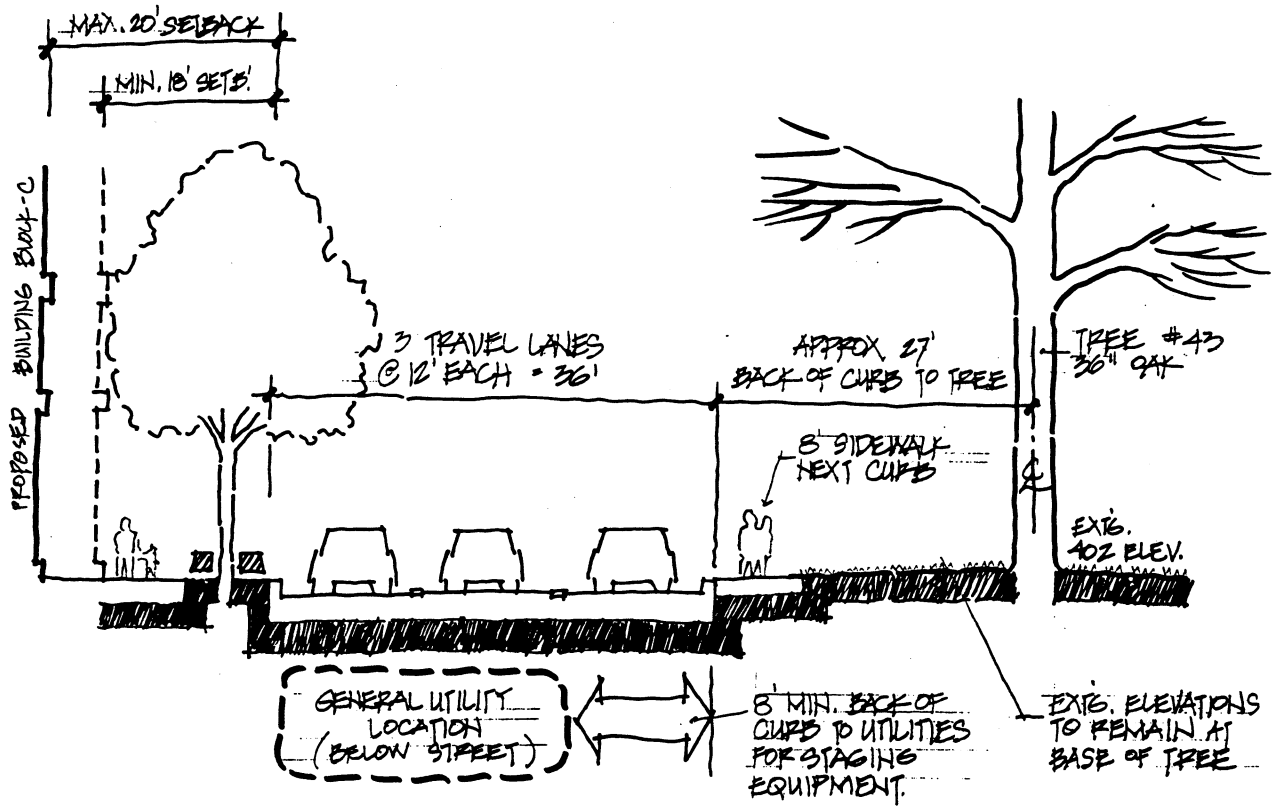
FIGURE 19



WHITE FLINT SECTOR PLAN SUB-AREAS

FIGURE 20





PROPOSED SECTION - MID BLOCK CHAPMAN LOOKING NORTH

SECTION SHOWING TREE #43 IN RELATION TO PROPOSED CHAPMAN ST.
 29 OCT 02 RJKL 1" = 10'

NOTE - PROPOSED SECTION SUBJECT TO CLARIFICATION DURING SITE PLAN REVIEW PROCESS.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 31, 2002

MEMORANDUM

TO: Bill Landfair, Zoning Analyst
Community-Based Planning Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Coordinator/Planner *EA*
Transportation Planning

SUBJECT: Zoning Application No. G-801
LCOR White Flint
White Flint Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject Zoning Application under the Alternative Review Procedures for Metro Station Policy Areas because the proposed development would use more than available remaining staging ceiling capacity for residential and non-residential development. (Refer to the attached page for Section TA1 of the *FY 03 Annual Growth Policy (AGP)*).

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to this zoning application:

1. Limit the zoning application to a maximum of 1,413 high-rise apartments, 1,200,000 gross square feet of general office use, 212,000 gross square feet of general retail uses with a possible supermarket, and 80,000 gross square feet of movie theater with matinees (as analyzed in the *White Flint Metro Station Area Traffic Mitigation Report* dated October 17, 2002, and prepared by the applicant's transportation consultant, Wells and Associates, LLC).

2. At the time of preliminary plan of subdivision, satisfy the APF test under the AGP's Alternative Review Procedures for Metro Station Policy Areas that includes:

- a. Using the alternative review procedure in the White Flint Metro Station Policy Area, the applicant need not take any actions typically required of preliminary plan applicants to satisfy Policy Area Transportation or Local Area Transportation Review (i.e., typically to submit a traffic study and improve any local area intersection exceeding its congestion standard).
- b. Enter into a traffic mitigation agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to meet a trip reduction goal "to reduce at least 50% of the number of trips attributable to the subdivision".

A large number of external site-generated peak-hour trips could be reduced as follows:

- 1) With a compatible combination of residential, office and retail land uses on-site
- 2) With a pedestrian-friendly location conveniently in walking distance to transit facilities

Based on the experiences of other mixed-use developments near transit facilities, these characteristics are likely to result in reducing the number of external peak-hour trips.

The remaining external peak-hour trips could be reduced by one or more of the proposed possible traffic mitigation measures, which include:

- 1) Market-rate parking with the County's Cash Out Program for drivers of non-single-occupancy vehicles
- 2) A shuttle bus
- 3) Provision of space for a transit store
- 4) Transit fare subsidies
- 5) A transportation kiosk and coordinator for dissemination of information on alternative transportation modes
- 6) On-site concierge service
- 7) A ride sharing program
- 8) An employer/tenant flextime program
- 9) Bicycle facilities

Based on the effectiveness of prior traffic mitigation programs and the success of the current transportation management organization (TMO), the likelihood of success of these traffic mitigation measures in achieving and maintaining their trip reduction goals is reasonably probable of fruition.

The current TMO is the North Bethesda Transportation Management District (TMD), which is headed by the Executive Director, Peggy Schwartz.

- c. Satisfy the recommendations in the *North Bethesda-Garrett Park Master Plan* to mitigate site-generated traffic as follows:

Participate in the North Bethesda TMD as multi-family housing and non-residential development and its “programs operated by, or take actions specified by, the transportation management organization”.

The applicant must have a draft Traffic Mitigation Agreement (TMA) at the time of preliminary plan review and enter into the TMA with the Planning Board and DPWT prior to release of building permits. The TMA should include participation in the North Bethesda TMD. The traffic mitigation goals for Stage 2 of the master plan development are to achieve and maintain:

- 1) A 39% non-auto-driver mode share for employees.
- 2) A 30% non-auto-driver mode share for multi-family residents

- d. Pay the development impact tax without claiming any credits for transportation improvements.

3. At preliminary plan of subdivision:

- a. Dedicate necessary right-of-way for 40 feet from the centerline of adjacent external business district streets – Marinelli Road, Nebel Street, and Old Georgetown Road.
- b. Dedicate rights-of-way for the internal public streets and design their cross-sections to optimize the vehicular circulation while providing for pedestrians, bicycles, and environmental considerations.
- c. Provide for pedestrian and bicycle connections to all residential and Non-residential development.
- d. Finalize the design for the circulation and access points into and out of the parking garages.

4. Coordinate with the Washington Metropolitan Area Transportation Authority (WMATA) regarding the bridge over the Metrorail tracks and vehicular and pedestrian circulation between the parking garage and the White Flint Metrorail Station.

5. Coordinate with the Maryland State Highway Administration (SHA) regarding the proposed right-turn-in/right-turn-out site access from Rockville Pike (MD 355). Design is subject to review and approval by SHA at the time of site plan review.

6. Coordinate with DPWT for adequacy of the external vehicular accesses and pedestrian circulation. At the time of site plan review, adequate traffic control shall be provided at the intersection of Main Street and Station Street to prevent excessive queuing along Main Street between Rockville Pike (MD 355) and Station Street.
7. Coordinate with the Montgomery County Department of Permitting Services (DPS) regarding the internal vehicular and pedestrian-friendly circulation.

DISCUSSION

Site Location

The site is located on the east side of Rockville Pike (MD 355) between Old Georgetown Road and Marinelli Road.

External Vehicular Traffic Circulation

External vehicular accesses are proposed from the following adjacent roadways onto internal streets:

1. One from Rockville Pike (MD 355) – Main Street (as a right-turn-in and right-turn-out only)

The proposed right-turn-in/right-turn-out access from Rockville Pike (MD 355) is subject to review and approval by SHA at the time of site plan review. One significant design concern is that the bridge design must satisfy SHA's vertical grade requirements over WMATA tracks. (Refer to the attached May 13, 2002, letter signed by SHA on June 6, 2002). The right-turn-in/right-turn-out access could use the existing northbound bus pull-off as a deceleration lane and an acceleration lane. Some of the buses currently serving the White Flint Metrorail Station will not need the existing bus pull-off because these buses are to be rerouted through the site on Chapman Avenue. The distance along Rockville Pike (MD 355) is sufficient with right-turn-only restriction between the proposed Rockville Pike (MD 355) access and the intersection with Old Georgetown Road to the north and the intersection with Marinelli Road to the south. At the time of site plan, adequate traffic control shall be provided at the intersection of Main Street and Station Street to prevent excessive queuing along Main Street between Rockville Pike (MD 355) and Station Street.

2. Four from Marinelli Road – Station Street, Chapman Avenue, Citadel Avenue, and Park Avenue.
3. Three from Old Georgetown Road - Station Street, Chapman Avenue, and Citadel Avenue

The accesses closest to Rockville Pike (MD 355) from Marinelli Road and Old Georgetown Road should be restricted to right-turn-in and right-turn-out only. This

restriction would minimize conflicting turning movements with motorists queuing on the westbound approach of the intersections with Rockville Pike (MD 355).

4. One from Nebel Street - Park Avenue

Besides accessing the internal streets, parking garages/areas can be accessed directly from:

1. Marinelli Road – Parking garages in Buildings “C”, “D”, “G”, and “H”
2. Nebel Street – Parking garage in Building “F” and Building “E”/supermarket parking area
3. Old Georgetown Road - Parking area for Building “E”/supermarket and Parking garages in Buildings “A” and “B”

Internal Vehicular Traffic Circulation

The internal circulation is provided with the following proposed streets:

1. Four north-south streets – Station Street, Chapman Avenue, Citadel Avenue, and Park Avenue
2. Three east-west streets – Main Street, Street A, and Street B (where either Street A or Street B might be eliminated for safer pedestrian circulation to the central open space).

The parking garages can be accessed from these internal streets as follows:

1. Chapman Avenue - Parking garages in Buildings “A” and “C”
2. Citadel Avenue - Parking garages in Buildings “B”, “D”, and “E”
3. Park Avenue - Parking garages in Buildings “E”, “F”, “G”, and “H”

The east-west streets are aligned with Chapman Avenue to the north and Citadel Avenue to the south, which are currently offset. The right-of-way and design of the internal streets should be as described in Recommendation No. 3d.

Pedestrian Facilities

The proposed zoning application would provide a sidewalk network along the external and internal streets for pedestrian access for the proposed internal residential and non-residential development and existing and approved, but unbuilt development adjacent to the site.

Parking

Parking garages provide off-street parking in all of the “buildings”. On-street parking will be available on all internal public streets. However, segments of some streets may have on-street parking restrictions as determined by DPWT.

The WMATA parking garage provides parking for the Metrorail and Metrobus patrons located as Building “D”. WMATA and the applicant had agreed to use the parking garage labeled as Building “D” in lieu of a closer garage such as in Buildings “C” or “A”. The “kiss and ride” parking spaces and WMATA’s handicapped spaces will be located on Station Street.

Master Plan Roadways and Bikeways

In accordance with the approved and adopted *North Bethesda/Garrett Park Master Plan*, the master plan designations are as follows:

1. Rockville Pike (MD 355) is designated as a major highway, M-6, with a 134-foot right- of-way with a Class I bikeway on the east side. MD 355 (known by different names) is a north-south roadway extending from the District of Columbia to Frederick County. On the west side of the site, Rockville Pike (MD 355) has six-to-seven through travel lanes with separate turning lanes at intersections.
2. Old Georgetown Road is designated as a business district street, B-2, between Rockville Pike (MD 355) and Nebel Street with an 80-foot right-of-way with a Class I bikeway on the southwest side. This segment of Old Georgetown Road is a four-lane east-west roadway. West of Rockville Pike (MD 355), Old Georgetown Road has a different master plan designation as a major highway. Old Georgetown Road cross Rockville Pike (MD 355), turns southwards west of Executive Boulevard, crosses I-270 and the Beltway, I-495, and then connects into Wisconsin Avenue (MD 355) in Bethesda Central Business District.
3. Nebel Street is designated as a north-south, two-lane, 50-foot business district street, B-5, with an 80-foot right-of-way with a Class I bikeway.
4. Marinelli Road is designated as an east-west, two-to-four-lanes 50-foot business district street, B-6, with an 80-foot right-of-way with a Class I/II bikeway.
5. Chapman (also Citadel) Avenue is designated as a north-south roadway business district street, B-4, with an 80-foot right-of-way.

Nearby Transportation Projects

The nearby transportation projects are as follows:

1. SHA's Project No. MO830A11, MD 355/Randolph Road/Montrose Road/CSX Railroad, to construct an interchange at Rockville Pike (MD 355) and Randolph Road/Montrose Road and grade separation at the CSX railroad tracks.
2. DPWT's CIP Project No. 500310, Citadel Avenue Extended to construct a 650-foot-long business district street between the existing terminus south of Marinelli Road to Nicholson Lane

Local Area Transportation Review

As shown in the table below, the proposed land uses generate 50 or more total peak-hour vehicular trips during the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and the evening peak period (4:00 p.m. to 7:00 p.m.). Total vehicular trips include new, diverted, and pass-by trips. The vehicular trips were determined from the trip-generation rates and formulas in the *Local Area Transportation Review Guidelines* for all land uses except the movie theater, which used rates from the Institute of Transportation Engineers' *Trip Generation Report*.

The table also shows the total peak-hour persons trips, which are used in analyzing traffic mitigation measures. Total persons trips were determined by multiplying the vehicular trips times the typical vehicle occupancy rates obtained from publications by the Urban Land Institute and the Institute of Transportation Engineers as follows:

1. 1.20 persons per apartment and office vehicular trip.
2. 1.60 persons per retail and movie theater vehicular trip.

Land Use	Units or Square Feet	Weekday Total Peak-Hour Vehicular Trips		Total Peak-Hour Person Trips	
		Morning	Evening	Morning	Evening
High-Rise Apartments	1,413	421	492	505	591
General Office	1,200,000	2,032	1,748	2,438	2,098
General Retail	212,000	437	2,062	699	3,299
Movie Theater	80,000	0	304	0	486
Total Trips		2,889	4,606	3,642	6,474

Under the Alternative Review Procedures for Metro Station Policy Areas, a Comprehensive Local Area Transportation Review (CLATR) is required by the Planning Board at the time of preliminary plan of subdivision to analyze the intersection congestion levels. The Critical Lane Volume (CLV) at the intersections analyzed in the CLATR is 1,800, which is the congestion standard for the Metro Station Policy Areas. When the CLV is over 1,800 for an intersection located in a Metro station policy area, a queuing analysis is required to be performed.

Trip Reduction Goal

Under the Alternative Review Procedures for Metro Station Policy Areas, the applicant proposed to meet the trip reduction goal of at least 50% of the weekday peak-hour trips, which equals:

1. 1,445 vehicular trips (1,821 person trips) during the weekday morning peak hour.
2. 2,303 vehicular trips (3,239 person trips) during the weekday evening peak hour.

Trip Reduction Due to the Site's Unique Land Use Mix, Size, and Location

The total number of trips generated (as shown in the table above) is as if each land use was located on a separate site and not located near a Metrorail station. Such is not the case for the subject development on this site with a unique mix of residential and non-residential land uses on a large scale located within walking distance to public transit facilities. Therefore, some of the total weekday peak-hour trips could be reduced as follows:

1. Internal Trips: As a large mixed-use development, from 10% to 25% of the trips could be between the internal land uses:

Between Land Uses	Weekday Peak-Hour	
	Morning	Evening
Residential and Office Uses	15%	15%
Office and Retail Uses	10%	10%
Retail and Residential Uses	25%	25%
Residential Use and the Theater	0%	25%

The percent of internal trips was determined based on studies of multi-use developments by the Urban Land Institute and the Institute of Transportation Engineers and Wells and Associates' surveys conducted at Reston Town Center and Villages of Shirlington. The percent of internal trips is also consistent with those used for retail uses in the approved Traville development in North Potomac.

The net trip reduction could be 15% (or 544 person trips) during the weekday morning peak hour and 21% (or 1,376 person trips) during the weekday evening peak hour.

2. Non-Vehicular Trips: As a site located within walking distance in a pedestrian friendly environment to a Metrorail station and a bus transfer facility, from 5% to 50% of the vehicular trips could be made by not driving single-occupancy vehicles. To encourage transit use, other TDM measures should include market-rates to park single-occupancy vehicles and transit fare subsidies. These percents of vehicular trip reduction are shown below and are based on WMATA's "Development-Related

Ridership Survey II” and M-NCPPC’s *Montgomery County Trip Generation Rate Study*, dated August 1989, for offices located near Metrorail stations.

Land Uses	Weekday Peak-Hour	
	Morning	Evening
Apartments	40%	40%
General Office Use	50%	28%
General Retail Use	25%	25%
Movie Theater	0%	5%

The net trip reduction could be 45% more (or 1,393 person trips) during the weekday morning peak hour and 33% more (or 1,673 person trips) during the weekday evening peak hour.

The net trip reduction by both could be 53% (or 1,937 person trips) during the weekday morning peak hour and 47% (or 3,049 person trips) during the weekday evening peak hour.

Traffic Mitigation Measures

The applicant proposed to reduce the weekday office peak-hour trips by another 10% with one or more of the following TDM measures:

1. White Flint Local Circulation Bus: Provide a shuttle bus between the White Flint Metrorail Station and large employment, retail, and residential centers. The projected trip reduction for offices is 113 person trips. The number of single-occupancy vehicles taken off the roadways was based on the current performance of the existing White Flint Commuter Shuttle. (This shuttle also has been referred to as the Purple Line Shuttle because of the bus’s color). The White Flint Commuter Shuttle is being operated to mitigate the peak-hour trips generated by the approved office buildings occupied by the Nuclear Regulatory Commission. According to the developer’s traffic mitigation agreement with the Planning Board, their traffic mitigation program will expire in 2004.
2. Transit Store: Provide space for a transit store to distribute transit schedules, fare information, rideshare matching applications, vanpool subsidy programs, and other commuting options.
3. Carpooling/Vanpooling: Ride sharing measures should include the Flex Car and Zip Car programs – the County’s car rental program at Metrorail stations. To encourage ride sharing, submit for review and implement a parking management program to establish market-rate parking for single-occupancy vehicles while providing reserved close-in parking spaces free or at reduced rates (i.e., the County’s cash out program) for carpools and vanpools. The projected trip reduction for offices is 40

person trips during the weekday morning peak hour and 38 person trips during the weekday evening peak hour. The number of single-occupancy vehicles taken off the roadways was based on the performance of the now-expired Eastern Montgomery County and Rock Spring Park ride sharing programs.

4. Flextime: Encourage, to the extent possible based on schedule constraints, office tenants to use variable work hours to disperse the peak travel demand over a longer time period. The projected trip reduction for offices is 57 person trips during the weekday morning peak hour and 55 person trips during the weekday evening peak hour. The number of single-occupancy vehicles taken off the roadways was based on the performance of other on-site traffic mitigation programs.
5. Bicycle Usage: Provide 20 on-site Class I bicycle storage units and Class II bicycle racks. The projected trip reduction for offices is 20 person trips during the weekday morning peak hour and 20 person trips during the weekday evening peak hour. The equivalent number of vehicular trips to a bicycle storage facility is based on rates in the *Local Area Transportation Review Guideline*.
6. Driving Clean Air Vehicles: Providing 10 close-in free reserved parking spaces is equivalent to 20 person trips during the weekday morning and evening peak hours. As a new innovative measure, national standards were used to determine the equivalent emissions by vehicles with traditional internal combustion engines with clean-aired vehicles (i.e., for example electric or electric/gas hybrid vehicles).

The trip reduction by five traffic mitigation measures could be 250 person trips during the weekday morning peak hour and 246 person trips during the weekday evening peak hour.

The applicant proposed other possible TDM measures that support the measures above. The measures implemented would be based on the future occupants of the non-residential buildings. The other possible TDM measures are as follows:

1. Coordination: Appoint a transportation coordinator to oversee the implementation and operation of the Transportation Demand Management measures. A coordinator is required by North Bethesda TMD.
2. Information: Education of employees and residents and dissemination of information on alternative transportation modes to using single-occupancy-vehicles.
 - a. If a website is developed for the proposed development, include information on alternative transportation modes to using single-occupancy-vehicles. Another alternative is to participate in the existing www.nbtc.org web site operated by the North Bethesda TMD.
 - b. Contribute annually to the "transit store" which distributes transit schedules, fare information, rideshare matching applications, vanpool subsidy programs, and other commuting options.

- c. Provide a transportation kiosk on-site to dissemination of information on alternative transportation modes
3. Increase Transit Use: Provide transit fare subsidies for all full-time employees who choose to participate which is an important incentive to increase the number of non-vehicular trips. The applicant should participate in the County's Super Fare Share/Fare Share programs.
 4. On-Site Infrastructure: Provide on-site pick-up, drop-off, and waiting areas for:
 - a. Para-transit that is accessible for persons using wheel chairs
 - b. Taxis
 5. Reduce Internal Trips: An on-site concierge service for alternative transportation modes such as cabs, bus schedules and fare information. Internal concierge service may be included to pick-up and deliver goods and services for residents and employees. Individual trips to the dry cleaners, print shop, groceries store, and other daily errands could be reduced with a concierge service.
 6. Reduce External Trips: Provide on-site business centers to facilitate persons to be able to work at home rather than commute. The centers should include copier, fax, and internet services.
 7. Measuring the Mitigation Goal Performance: Conduct surveys to monitor the transportation performance after the development is occupied at the external access points. An annual survey is required by North Bethesda TMD.

Summary of Trip Reduction Actions

The table below summarizes the peak-hour person trips associated with each different trip reduction action discussed above:

	Peak-Hour Person Trips	
	Morning	Evening
Total Generated by the Proposed Land Uses	3,642	6,474
Trip Reduction Actions		
Internal Trips between Different Land Uses	544	1,376
Transit within Walking Distance	1,393	1,673
Traffic Mitigation Measures	250	246
Subtotal - Trip Reduction	2,187	3,295

Policy Area Review/Staging Ceiling Condition

Based on the *FY 2003 Annual Growth Policy* transportation staging ceilings, the remaining capacity is for 208 housing units and 1,203 jobs as of September 30, 2002, in the White Flint Policy Area. Policy Area Review can be satisfied for the additional residential (i.e., housing units) and non-residential (i.e., jobs) development proposed in the zoning application at preliminary plan review under the Alternative Review Procedures for Metro Station Policy Areas.

Land Use	Units/Gross Square Feet	Housing Units/Jobs
High-Rise Apartments	1,413 apartments	1,413 Housing Units
Remaining Staging Ceiling Capacity as of 9/30/02		208 Housing Units
Remaining Residential Capacity with Proposed Uses		-1,205 Housing Units
General Office Use	1,200,000 gross square feet	5,333 Jobs
General Retail Uses	212,000 gross square feet	530 Jobs
Movie Theater with Matinees	80,000 gross square feet	200 Jobs
Non-Residential Land Uses	1,492,000 gross square feet	6,063 Jobs
Remaining Staging Ceiling Capacity as of 9/30/02		1,203 Jobs
Remaining Non-Residential Capacity with Proposed Uses		-4,860 Jobs

North Bethesda Transportation Management District

This site is within the boundary of the North Bethesda TMD. If the County Council adopts the reestablishment of the annual Transportation Management Fee, the applicant of this new multi-family residential and non-residential development would have to pay the fee to the North Bethesda TMD. The pending legislation would re-implement the recommendation in the *North Bethesda-Garrett Park Master Plan* and the requirements under County Code 42A-25, Ridesharing. The applicant would be required to submit a traffic mitigation plan for the North Bethesda TMD.

The North Bethesda TMD is operated by a private nonprofit organization, the North Bethesda Transportation Action Partnership. The TMD is not an entity to join per se but instead an organization in which to participate by cooperating in:

1. Conducting the employee surveys.
2. Appointing a transportation coordinator.
3. Promoting alternative transportation modes to residents on the site.
4. Pay the annual Transportation Management Fee to the North Bethesda TMD given the County Council's renewal of TMD's enabling legislation.

The Stage II goal is to achieve and maintain the 30% non-driver traffic mitigation goal for multi-family residents and a 39% non-auto-driver mode share for employees in the North Bethesda/Garrett Park Planning Area.

EA:cmd

Attachments

cc: Greg Cooke
Steve Elmendorf
Sarah Navid
Nancy Randall
Jeff Riese
Peggy Schwartz
Malcolm Shaneman

G-801 LCOR White Flint.doc

Adopted Fiscal Year 2003
Annual Growth Policy
for Montgomery County, Maryland

Guidelines for the Administration of the
Adequate Public Facilities Ordinance
&
Growth Capacity Ceilings for FY2003

Adopted by the Montgomery County Council
Effective July 15, 2002

TA Alternative Review Procedures**TA1 Metro Station Policy Areas**

An applicant for a subdivision which will be built completely within a Metro station policy area need not submit any application or take any action under *Policy Area Transportation Review* or *Local Area Transportation Review* if the applicant agrees in a contract with the Planning Board and the County Department of Public Works and Transportation to:

- meet trip reduction goals established by the Planning Board as a condition of approving that subdivision, which must require the applicant to reduce at least 50% of the number of trips attributable to the subdivision, either by reducing trips from the subdivision itself or from other occupants of that policy area;
- participate in programs operated by, and take actions specified by, a transportation management organization (TMO) to be established by County law for that policy area (or a group of policy areas including that policy area) in order to meet the mode share goals established under the preceding paragraph;
- pay an ongoing annual contribution or tax to fund the TMO's operating expenses, including minor capital items such as busses, as established by County law; and
- pay the applicable development impact tax without claiming any credits for transportation improvements.

The Planning Board must conduct a comprehensive Local Area Transportation Review for each policy area in which it approves a subdivision under this procedure and should specify for inclusion in the Capital Improvements Program any transportation improvements needed to support that subdivision.

TA2 Expedited Non-Residential Development Approval

If a complete application for a preliminary plan of subdivision was filed between November 1, 1997 and October 31, 1999, an applicant for a preliminary plan of subdivision for any non-residential development need not take any action under Policy Area Transportation Review or Local Area Transportation Review if the applicant pays to the County an expedited development approval excise tax, in an amount and at times set by County law. However, the applicant must include in its application for preliminary subdivision plan approval all information that would be necessary if the requirements for Local Area Transportation Review applied. As used in TA2, non-residential development includes the non-residential component of a mixed-use project but does not include the residential component.

This Procedure may also be used if the applicant reapplies for a preliminary plan of subdivision for development approved under a preliminary plan of subdivision approved by the Planning Board before November 1, 1997 and the applicant has not already received a building permit for the building or buildings proposed in the revised preliminary plan. All requirements of this Policy and any other law or regulation otherwise applicable when the reapplication is filed (other than requirements imposed under Policy Area Transportation Review or Local Area Transportation Review) apply to the reapplying subdivision. Any previously approved subdivision for which funds were expended for transportation improvements necessary to meet Policy Area Transportation Review or Local Area Transportation Review requirements must not be reimbursed or credited for those expenditures.



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

Via Facsimile (2 Pages)

May 13, 2002

Greg Cooke
Engineering Access Permits
707 North Calvert Street
Baltimore, Maryland

Post-It® Fax Note	7671	Date	6-6-02	# of pages	1
To	NANCY RANDALL	From	GRFG COOKE		
Co/Dept		Co.			
Phone #		Phone #			
Fax #		Fax #			

Re: White Flint Metro-LCOR Access

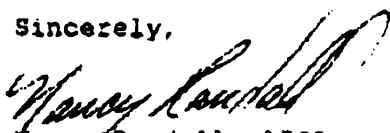
Dear Greg:

At the request of my client LCOR, I am writing to confirm our conversation regarding the access to MD Route 355 from the White Flint Metro-LCOR property. As discussed, LCOR is proposing a mixed use development with access to adjacent roadways including MD Route 355. The MD Route 355 access is proposed as a right in/out access between Marinelli Road and Old Georgetown Road. Based on our conversation, I have attached a copy of the site plan showing the location of the proposed access for review and approval. The internal streets shown on this site plan may be modified slightly to address staff comments, but the general location should be firm.


We are requesting approval for the right in/out access to MD Route 355 so that the site design can be finalized. After you have reviewed the attached plan, please confirm if a right in/out access to MD Route 355 would be permitted by signing below.

Please call me if you have any questions or concerns regarding the above.

Sincerely,


Nancy Randall, AICP

CC: Mike Smith-LCOR

* 
Confirmed
GREGORY F. COOKE
6-6-02

* APPROVAL FOR CONCEPT ONLY.

170 Jennifer Road, Suite 260 - Annapolis, Maryland 21401 • 410 / 266-5723 • 301/970-2402 (D.C.) • Fax: 410 / 266-9189

GARRETT PARK ESTATES-WHITE FLINT PARK CITIZENS' ASSOCIATION

11111 Jolly Way
Kensington, Md. 20895
October 14, 2002

Mr. William Landfair, Zoning Analyst
Community-based Planning
Montgomery County Department of Park & Planning
MNCPPC
8787 Georgia Ave,
Silver Spring, Md. 20910-3760

Re: LCOR/ White Flint Rezoning Application G-801

Dear Mr. Landfair,

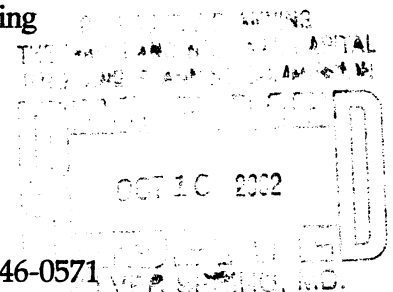
The Garrett Park Estates/ White Flint Park Citizens Association is concerned about the impact of the rezoning proposed by LCOR, Application G-801, on our everyday lives. The primary issue is traffic. We are already in gridlock mode many hours of the day on Rockville Pike, including mid day periods and weekends. We believe that our daily lives will be adversely affected by this additional development and the additional traffic on Rockville Pike. We were one of the Citizen Associations that had representatives at a pre-filing meeting with the applicant and at that time we expressed our concerns related to conditions on Rockville Pike. At a general meeting of the Association, this concern was reinforced by the membership.

We acknowledge that a portion of this development plan is consistent with the Master Plan and the smart growth concept. However, there are several aspects of this plan which are contrary to the North Bethesda/ Garrett Park Master Plan and/or which will encourage vehicular access to the site from Rockville Pike.

1. The North Bethesda / Garrett Park Master Plan supports rezoning the tract currently zoned at R-90 to a TS-M zone. We are concerned with the density of development. Page 59, Figure 20 divides the White Flint Sector Plan into sub-areas, with the R-90 portion in sub-area 14 and the industrial portion in sub-area 13. It is very clear that the Master Plan calls for maintaining the industrial portion of the development plan in the industrial zone. Quoting from the Master Plan on Page 61 referencing Area 13

"This area is bounded by Nebel Street to the north and east, Marinelli Road to the south, and the WMATA property to the west. The area includes an insurance office at an FAR of 0.21 and printing, heating and air conditioning businesses.

This Plan recommends confirming the existing I-1 Zone."



GARRETT PARK ESTATES-WHITE FLINT PARK CITIZENS' ASSOCIATION

If the rezoning application were limited to the portion of the land designated by the Master Plan, stormwater management would need to be accommodated on the WMATA site, possibly reducing the total development now proposed.

2. The Master Plan does not support the new vehicular access from Rockville Pike. The proposed new "Main Street" only encourages vehicles to drive north on Rockville Pike directly into the new development. The Master Plan under the Urban Design Plan, on page 127 calls for

"a special east-west street between Marinelli and Old Georgetown Road as a main, pedestrian-friendly avenue for the district. It should link a series of civic and open spaces, beginning with the Aquatic Center, intersecting with Rockville Pike, and extending to Nebel Street."

Under the Conference Center Amendment, on page 354, Table 3, the Master Plan of Highways shows street B-11, a new street east of the Metro right-of-way between Marinelli and Old Georgetown Road remaining, but street B-10, named White Flint Avenue rather than Main Street, is shown to connect only from Nebel Street to B-11 with the portion west of B-11 being deleted.

The development plan does not show this Main Street connecting to Nebel Street as called for in the Master Plan, but it does connect this vehicular street to Rockville Pike. The Citizen Association has no objection to a pedestrian path accessing Rockville Pike—our objection is to providing new vehicular access from Rockville Pike which we believe will encourage users of the development to drive up to the new Main Street, provide additional turning movement at the Pike, and slow traffic on the Pike.

3. In order to minimize vehicular access via Rockville Pike, the development plan needs to encourage access from Nebel Street. The concept of providing vehicles access and circulation through current and planned development in the area without the need to use MD 355 (Rockville Pike) is articulated in many sections of the Master Plan, including the transportation plan. The new road B-10 mentioned in paragraph 2 above is shown to access Nebel Street. We believe that the Development Plan, by the streets it calls for, and the type of development it presents, orients toward Rockville Pike. The Plan needs to recognize the need to encourage access via Nebel Street and provide relief for Rockville Pike.
4. The traffic impact can be further reduced by maximizing the opportunities for transit usage. The Master Plan supports the extension of the turnaround point on the Red Line from Grosvenor to Shady Grove. We believe it is extremely important to increase the frequency of service at the White Flint Metro and also to equalize the

GARRETT PARK ESTATES-WHITE FLINT PARK CITIZENS' ASSOCIATION

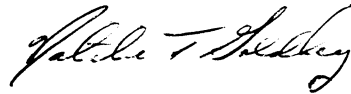
benefits of using transit from all Red Line metro stations. This is not a matter of policy, but rather a matter of money. It can be affected by the purchase of new cars specifically designated for the Red Line.

The Garrett Park Estates/ White Flint Citizens Association is concerned about the traffic on Rockville Pike, not only during the peak hours, but also during mid-day and weekends. When we addressed this issue during the review of LATR guidelines, the Planning Board deferred the discussion to when there would be consideration of the revised AGP. However, Planning Board member, John Robinson, recognizing that major new development would be before the board prior to AGP consideration, asked staff to consider the issue of mid-day and weekend traffic in conjunction with considering new major development on the Pike. We ask that staff address this issue now.

In summary, our community is dependant upon Rockville Pike for access to many of our everyday activities. This proposed development needs to be designed in such a way as to protect our existing community and minimize the negative impact from development.

Thank you for considering our opinions.

Sincerely,



Natalie T. Goldberg, Vice-President
Garrett Park Estates / White Flint Park
Citizens Association

Garrett Park Citizens' Association
Box 578
Garrett Park, Md. 20896

Mr. William Landfair, Zoning Analyst
Community-based Planning
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Md. 20910-3760

Regarding LCOR/White Flint Rezoning Application G-801

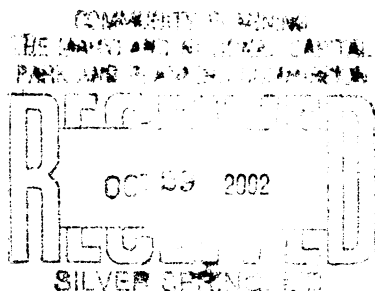
Dear Mr. Landfair:

The Garrett Park Citizens' Association would like to join the views of the Garrett Park Estates/White Flint Citizens Association in expressing concern about the dense development implied in the rezoning proposal by LCOR, Application G-801. Like the concerns expressed by other communities in our area – notably as expressed in the October 14 letter signed by Natalie Goldberg – we are concerned about north-south traffic on Rockville Pike and east-west traffic on Strathmore Avenue. We believe that traffic volumes are reaching intolerable levels and are concerned that the proposal will only exacerbate those problems.

We believe that the project needs to be reviewed, and potentially revised, to mitigate the likely traffic problems it would generate.

We share the specific concerns expressed in Ms. Goldberg's letter to you. In only one respect do we differ. Ms. Goldberg would prefer that Metrorail run all Red Line trains through Grovesnor station without turnarounds. We do not necessarily share that view. Many of our residents board the Red Line at Grovesnor Station and appreciate the ability to get a seat on trains that turn around at Grovesnor in the morning. They fear that if all trains ran to and from Shady Grove station, they would be unable to get a seat during the morning rush hour, thereby making Metrorail commuting less comfortable and convenient. We fear that some of our residents would choose to drive rather than take the train. We do share Ms. Goldberg's view that it would be desirable to have more rail cars dedicated to the Red Line, which should help alleviate current overcrowding.

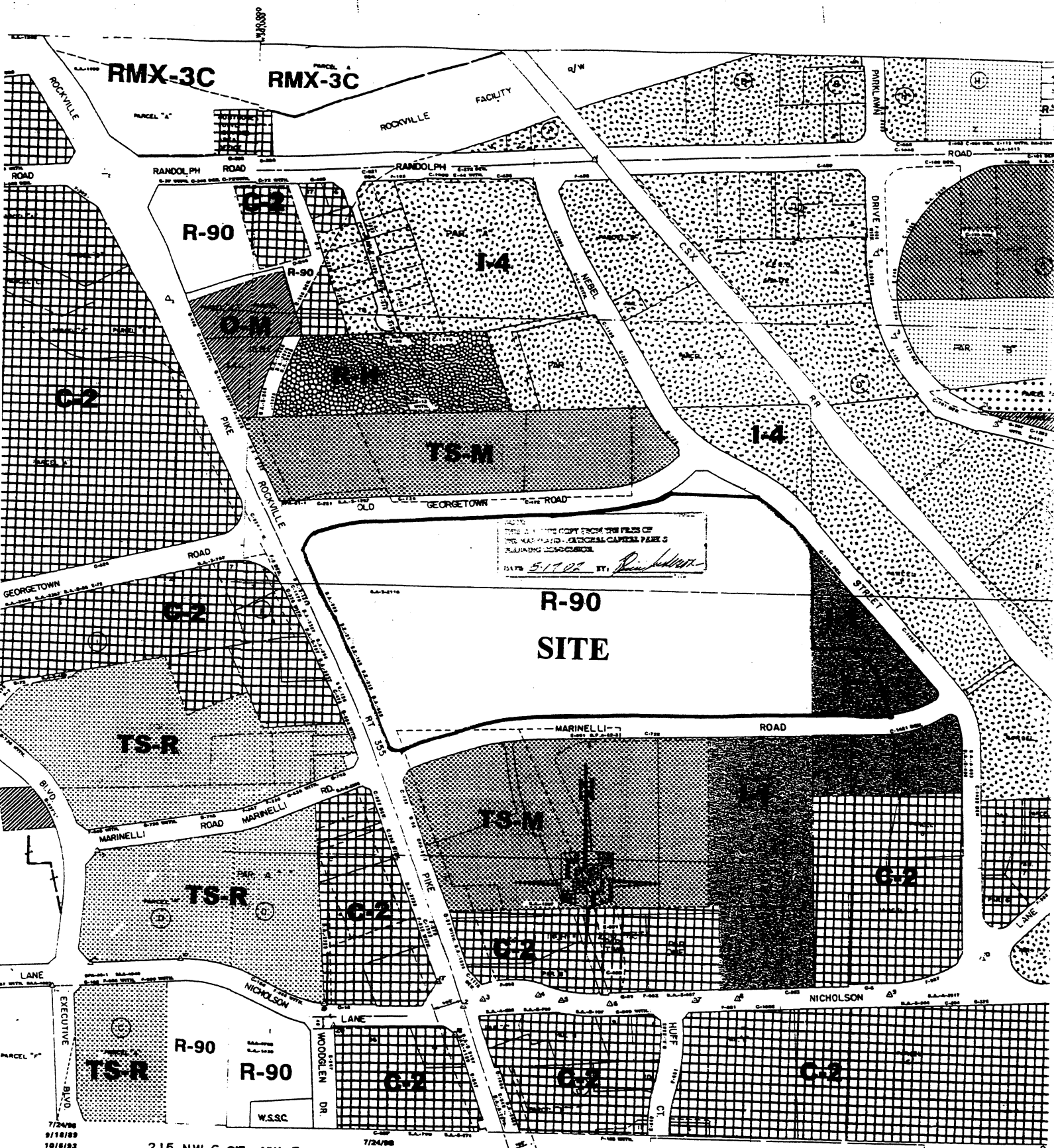
We appreciate the consideration of the views of the Garrett Park Citizens Association.



Sincerely,

 10/25/02

Ken Schwartz
President, Garrett Park Citizens' Association



THIS IS A TRUE COPY FROM THE FILES OF THE PLANNING DEPARTMENT - GEORGETOWN TOWNSHIP PLANNING COMMISSION
 DATE 5/17/02 BY: [Signature]

**R-90
 SITE**

215 NW 6 215 NW 5

S.M.A. 0-756 ADOPTED 11/3/94

Zoning is not intended to restrict public rights-of-way for roads, streets, alleys, easements or limited sections, nor to restrict dedicated public property owned rights-of-way. Such rights-of-way are subject to the provisions of Section 9-A-1.7 of the zoning ordinance entitled Zoning and District Use and Utility Right-of-way.

7/24/90
 9/18/93
 10/16/93
 9/16/96

7/24/90
 8/23/90
 9/16/96

BOOK 28