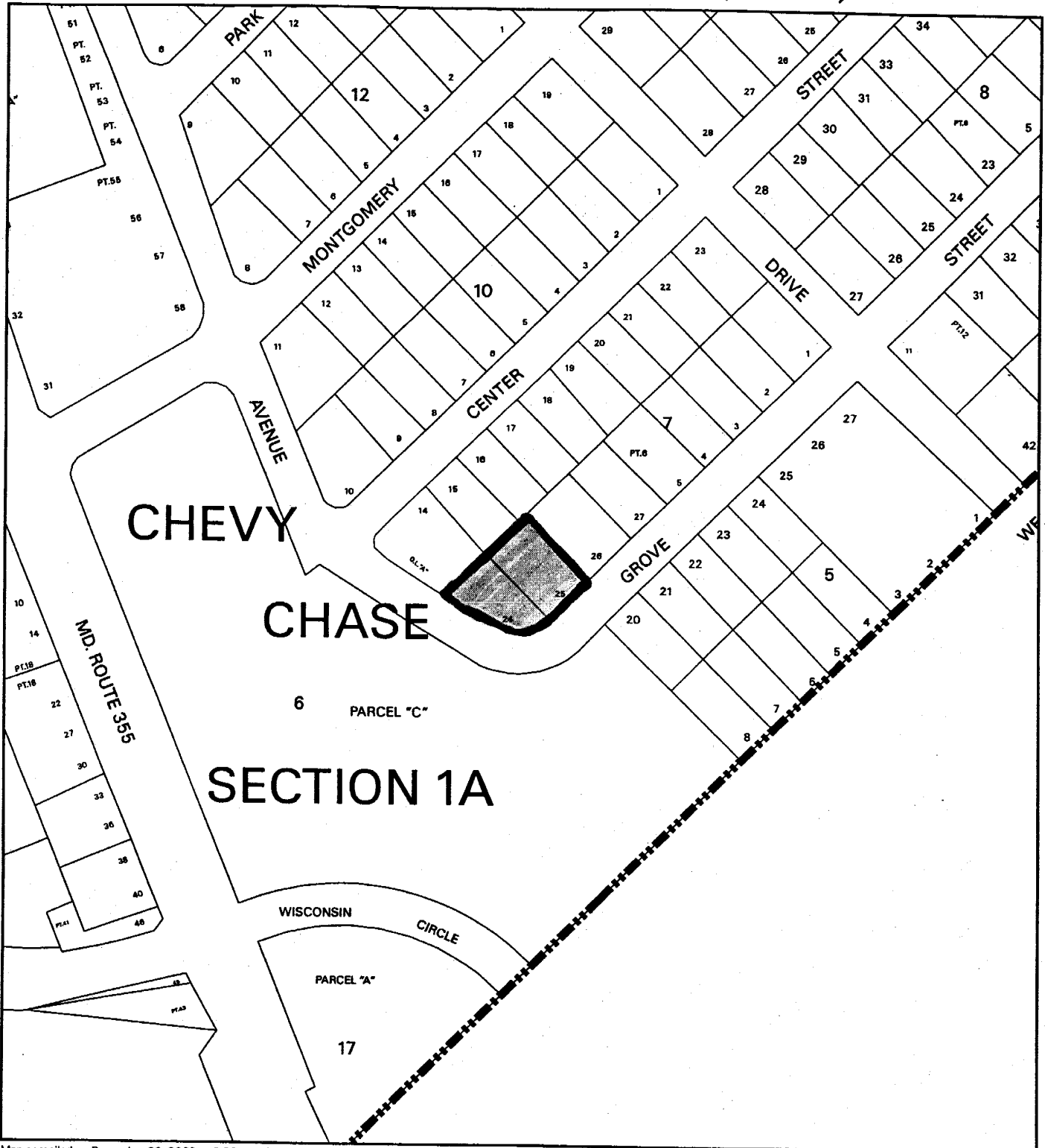


CHEVY CHASE SECTION 1A, LOTS 24 & 25 (7-04013)



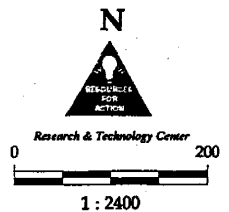
Map compiled on December 02, 2003 at 9:39 AM | Site located on base sheet no - 207NW04

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

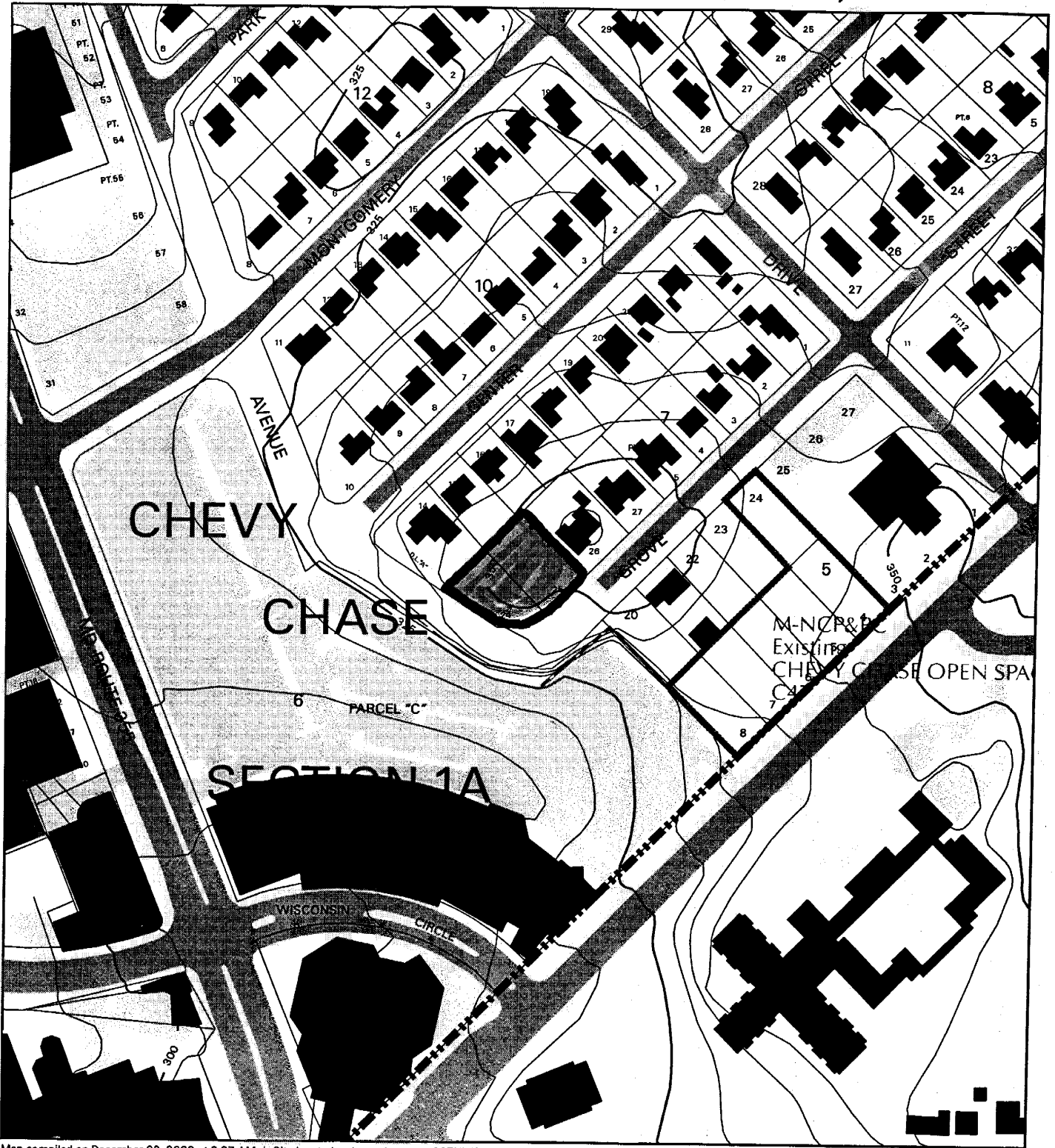
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

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



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

CHEVY CHASE SECTION 1A, LOTS 24 & 25 (7-04013)



Map compiled on December 02, 2003 at 9:37 AM | Site located on base sheet no - 207NW04

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland -National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

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

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

Key Map

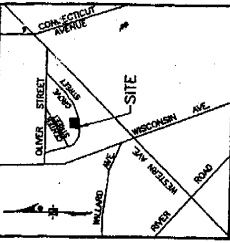


Research & Technology Center



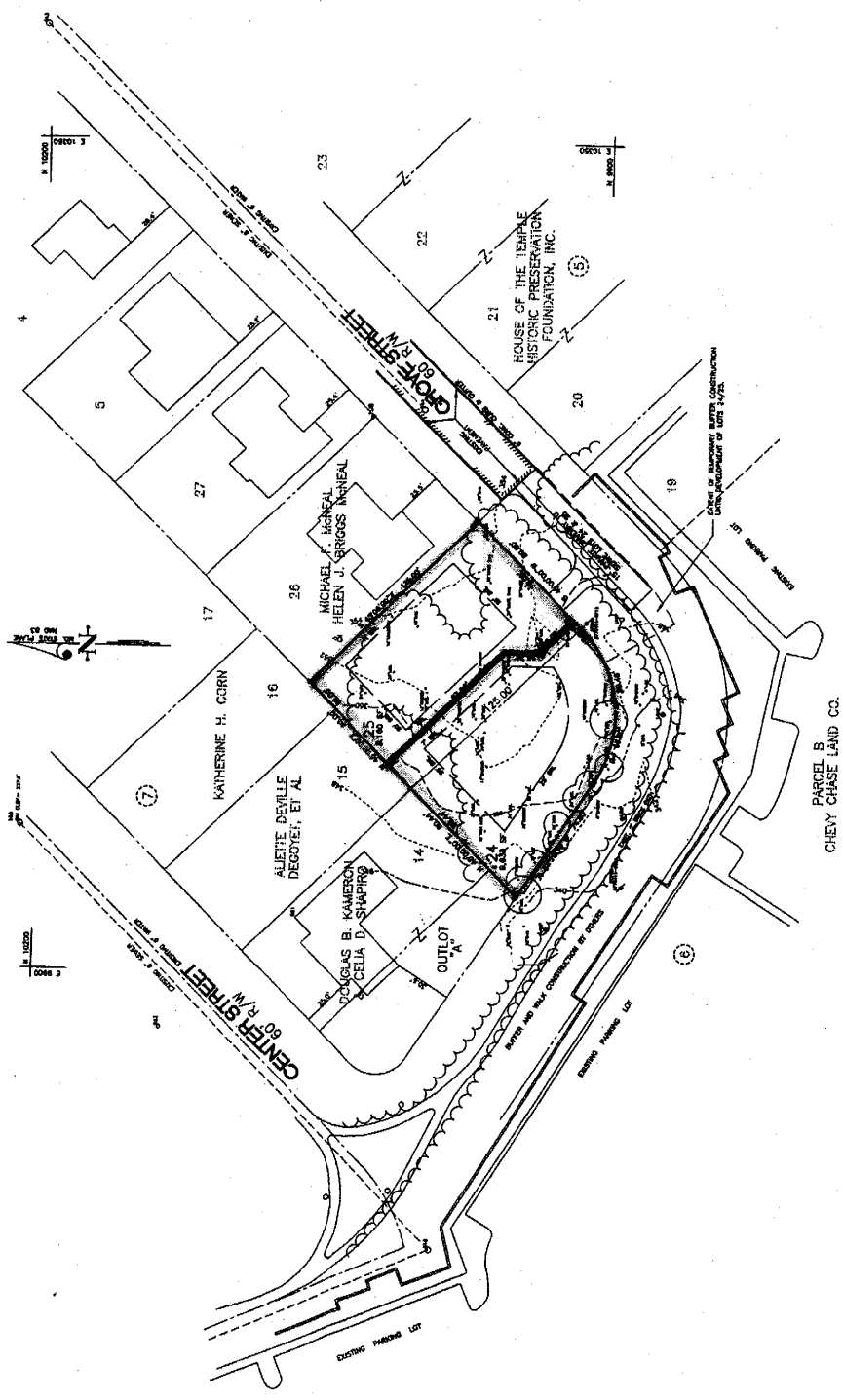
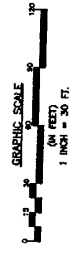
1 : 2400

LEGEND
 CENTER STREET
 PROPOSED DRIVEWAY



NOTES

1. SITE AREA: 17,793 SF OR 0.41 AC.
2. EXISTING ZONING: R-1-RESIDENCE 1-6.0
3. EX. TOPOGRAPHY BY CLARK, FINEROCK AND SACKETT, SEPT. 2003
4. CONTOUR INTERVAL: 2 FEET
5. TAX MAP: HM 343
6. 200 SCALE BASE MAP: 207N1W4
7. NUMBER OF LOTS PROPOSED: 2
8. WATER AND SEWER CATEGORIES: W-1, S-1
9. PROPOSED WATER AND SEWER SERVICE: PUBLIC
10. MINIMUM LOT STANDARDS - CHEVY CHASE VILLAGE:
 - MIN. LOT AREA: 7,500 SF
 - MIN. LOT COVERAGE: 75 FT.
 - MIN. FRONT YARD SETBACK: 25 FT.
 - MIN. SIDE OR REAR SETBACK: 7 FT.
11. MINIMUM LOT STANDARDS - "A" RESIDENTIAL ZONE:
 - MIN. LOT AREA: 5,000 SF
 - MIN. FRONT YARD SETBACK: 50 FT.
 - MIN. SIDE YARD SETBACK: 25 FT.
 - MIN. REAR YARD SETBACK: 25 FT.
 - MIN. SIDE YARD SETBACK: 25 FT.
 - MIN. REAR YARD SETBACK: 25 FT.
 - MAXIMUM BUILDING HEIGHT: 3 STORES OR 40 FT.



CLARK • FINEROCK & SACKETT, INC. ENGINEERS • PLANNERS • SURVEYORS 7115 MISTLE HAY • COLUMBIA, MD 21043 • (410) 341-7800 (MOB.) • (301) 621-8100 (FAX)	
PREPARED FOR: CHEVY CHASE SECTION 1-A REF. SEVERN (21)M, ELECTRIC DISTRICT SEVERN (21)M, ELECTRIC DISTRICT COUNTY, MARYLAND	PREPARED BY: CLARK, FINEROCK & SACKETT, INC. DATE: 11-4-03
PROJECT: RESUBDIVISION OF LOTS 21 AND 25 CHEVY CHASE BLOCK 7 SHEET NO. 1 OF 1 JOB NO. 03-055	SCALE: 1" = 50' DRAWN BY: DATE:
CHECKED BY: DATE:	FILE NO.: 03-055-1

(D:\P\Projects\03-055-CHEVY-CHASE\PL-PROJ\MAP

EXISTING CHEVY CHASE NEIGHBORHOOD CHARACTERISTICS CHART

LOT	BLOCK	RESUB.	FRONTAGE	ALIGNMENT	SIZE (SQ. FT.)	SHAPE	WIDTH*	AREA (SQ. FT.)**	COMMENTS
24	7	Y	89.78'	PERPENDICULAR	7,793	CORNER	48.553'	2,567.00	FRONTAGE COUNTED FOR STREET IT FACES***
25	7	Y	80'	PERPENDICULAR	10,000	RECTANGULAR	66'	5,280.00	
26	7	Y	80'	PERPENDICULAR	10,000	RECTANGULAR	66'	5,280.00	
27	7	Y	70'	PERPENDICULAR	8,750	RECTANGULAR	56'	4,480.00	
1	7	N	75'	PERPENDICULAR	9,375	RECTANGULAR	61'	4,880.00	FRONTAGE COUNTED FOR STREET IT FACES***
2	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
3	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
4	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
5	7	N	70'	PERPENDICULAR	8,750	RECTANGULAR	46'	4,480.00	
14	7	N	82.9'	PERPENDICULAR	11,920	TRAPEZOIDAL	46'	3,680.00	FRONTAGE COUNTED FOR STREET IT FACES***
15	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
16	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
17	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
18	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
19	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
20	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
21	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
22	7	N	60'	PERPENDICULAR	7,500	RECTANGULAR	46'	3,680.00	
23	7	N	75'	PERPENDICULAR	9,375	RECTANGULAR	61'	4,880.00	FRONTAGE COUNTED FOR STREET IT FACES***
20	5	N	60'	PERPENDICULAR	8,400	RECTANGULAR	46'	5,290.00	HOUSE OF TEMPLE PROPERTY
21	5	N	60'	PERPENDICULAR	8,400	RECTANGULAR	46'	5,290.00	HOUSE OF TEMPLE PROPERTY
22	5	N	60'	PERPENDICULAR	8,400	RECTANGULAR	46'	5,290.00	HOUSE OF TEMPLE PROPERTY
23	5	N	60'	PERPENDICULAR	8,400	RECTANGULAR	46'	5,290.00	HOUSE OF TEMPLE PROPERTY
24	5	N	60'	PERPENDICULAR	8,400	RECTANGULAR	46'	5,290.00	MONTGOMERY COUNTY PROPERTY
25	5	N	60'	PERPENDICULAR	8,400	RECTANGULAR	46'	5,290.00	CHURCH PROPERTY
26	5	N	60'	PERPENDICULAR	8,400	RECTANGULAR	46'	5,290.00	CHURCH PROPERTY
27	5	N	75'	PERPENDICULAR	10,500	RECTANGULAR	61'	5,290.00	CHURCH PROPERTY
27	8	Y	72.2'	PERPENDICULAR	9,025	RECTANGULAR	40.2'	3,216.00	FRONTAGE COUNTED FOR STREET IT FACES***
28	8	Y	67.2'	PERPENDICULAR	8,400	RECTANGULAR	35.2'	2,816.00	FRONTAGE COUNTED FOR STREET IT FACES***
11	4	N	112.2'	PERPENDICULAR	15,708	RECTANGULAR	80.2'	8,822.00	FRONTAGE COUNTED FOR STREET IT FACES***
PROPOSED LOT 24 & 25 RESUBDIVISION									
28	7	Y	100'	PERPENDICULAR	9,635	CORNER	100'	3,880.00	FRONTAGE COUNTED FOR STREET IT FACES***
29	7	Y	75'	PERPENDICULAR	8,160	RECTANGULAR	75'	3,840.00	
* DENOTES WIDTH AT BUILDING RESTRICTION LINE									
** DENOTES AREA WITHIN THE BUILDING RESTRICTION ENVELOPE									
*** CORNER LOT									

November 3, 2003

RECEIVED
1614
NOV 24 2003

Mr. Derick P. Berlage, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Re: Support No. _____ - Chevy Chase - Sec. 5C (Resubdivision)

Dear Chairman Berlage: 7-04013

We are writing to support the above-referenced application to resubdivide the property at 3346 Jones Bridge Road in our neighborhood. As residents of this community we believe that impact of the resubdivision will be a positive one.

We strongly support this application and urge the Board to approve the resubdivision.

Mary Poling
William [unclear]
Mildred Wain
[unclear]

3322 Jones Bridge Rd
3322 Jones Br Rd.
3304 Jones Bridge Rd.
3348 Jones Bridge Rd.

CHEVY CHASE VILLAGE
5906 CONNECTICUT AVENUE
CHEVY CHASE, MD 20815
Telephone (301) 654-7300
ccv@montgomerycountymd.gov

GEOFFREY B. BIDDLE
Village Manager
DAVID R. PODOLSKY
Legal Counsel

BOARD OF MANAGERS
RICHARD S. RODIN
Chair
GEORGE L. KINTER
Vice Chair
SAMUEL A. LAWRENCE
Treasurer
BETSY STEPHENS
Assistant Treasurer
SUSIE EIG
Secretary
DOUGLAS B. KAMEROW
Board Member
DAVID L. WINSTEAD
Board Member

December 17, 2003

RECEIVED
DEC 18 2003

Derek Berlage, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

RE: Pre-application concept plat, re-subdivision of
Lots 24 and 25, Block 7, Chevy Chase, Section 1A

Dear Chairman Berlage:

I am writing to you on behalf of Chevy Chase Village, the incorporated municipality in which the above-referenced property is located. The Village's governing body, the Board of Managers, has taken the unusual step of voting to support the proposed resubdivision. Normally, the Village Board encourages and expects the strict application of the standards for the resubdivision of lots in a platted subdivision. In the Village, this typically requires rectangular lots with straight lot lines. However, we believe that the above-referenced application involves a unique situation that justifies a flexible approach to the subdivision requirements.

As you may be aware, the Grove Street right of way abutting the subject lots has been the subject of considerable attention during the past several years. In approving and adopting the Friendship Heights Sector Plan, the Planning Board and the District Council designated this section of Grove Street as a buffer area to protect the residences in Chevy Chase Village from development in the Friendship Heights Central Business District. Attached hereto, as Exhibits 1 and 2, are excerpts from the Friendship Heights Sector Plan illustrating and describing the intention that the Grove Street right of way be used as a green buffer. We have superimposed the location of Lots 24 and 25 on Exhibit 1 for your convenience.

Subsequent to the adoption of the Sector Plan, the Chevy Chase Land Company proceeded with an application for TSM Zoning (G-775) for a portion of the Chevy Chase Center. This rezoning, as well as the resubdivision of the Chevy Chase Land Company's property engendered extensive hearings before the Planning

Commission, the Hearing Examiner (Philip Tierney) and the District Council. It was a requirement of the various development approvals that the Grove Street right of way be used as a green buffer in accordance with the Sector Plan. Eventually litigation regarding the development approvals was settled and, in accordance with the binding elements in Case G-775, a "Reciprocal Easement and Maintenance Agreement" was entered into by the Chevy Chase Land Company and Chevy Chase Village. This Agreement required the Land Company to construct a pedestrian path in the Belmont Street and Grove Street rights of way, and to install a fence and extensive plantings, as well as other improvements to enhance the value of the buffer area. After completion of the installation of the buffer, maintenance of the buffer area will become the responsibility of the Village. For your convenience we are attaching, as Exhibit 3, a copy of the "Buffer Agreement." As you can see from the exhibits at the end of the Agreement, the portion of Grove Street abutting Lots 24 and 25 is intended to be preserved as a park-like buffer to the maximum extent possible.

The importance of maintaining the buffer between the residential area of Chevy Chase Village and the Chevy Chase Center was again recognized when Montgomery County and Chevy Chase Village jointly funded (\$5,000,000.00) the purchase by Montgomery County of the "Wohlfarth Property" with the intent that this property would be devoted to use as a passive park to effectively extend the buffer. The Wohlfarth property is located on the east side of Grove Street and confronts Lot 25 among others.

In view of the foregoing, the Village believes that the preservation of the green nature of the buffer area is a very high priority for both the Village and the County. If the applicant is not permitted to proceed with the proposed resubdivision, it would be necessary to pave a larger portion of the buffer area in order to obtain access to existing Lot 24. If the lot line is adjusted as proposed by the applicant, the applicant has agreed to provide access to Lot 24 via a private driveway from the end of the existing pavement on Grove Street across a small portion of the buffer area and an easement across Lot 25. Attached hereto as Exhibits 4 and 5 are two concept plans that the Village and the developer have been discussing. As you can see, the driveway proposed in Exhibits 4 and 5 would involve considerably less pavement in the buffer area than would a driveway that is located in the Grove Street right of way the entire distance to the frontage of Lot 24.

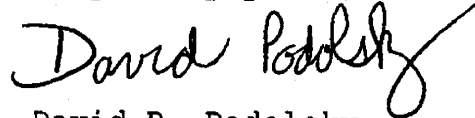
The developer has stated that the proposed resubdivision is intended to more evenly divide the building envelope among the two lots. The Village agrees that Lot 24, as is currently

subdivided, is not ideal for the type of development that should occur in this area. Thus, the relocation of a portion of the common lot line toward the northeast will allow for a more desirable house on that lot. In anticipation of the question as to why the entire common lot line cannot be shifted to the northeast, we note that Chevy Chase Village requires that a buildable lot must have 75 feet of frontage (see Exhibit 6 attached).

In summary, normally we would oppose a proposed resubdivision with a lot line that jogs. However, we support the application to resubdivide Lots 24 and 25 because we believe that it maintains the frontage required by the Village, will provide the opportunity for an improved development and, most importantly, will preserve green space in the buffer area. These benefits justify approving the application.

Thank you for your consideration of our position. If you have any questions or we can be of further assistance in your evaluation of this matter, please let us know.

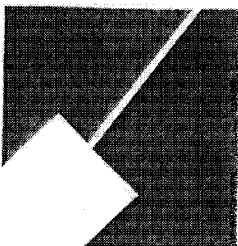
Very truly yours,



David R. Podolsky
Village Counsel

DRP:ag

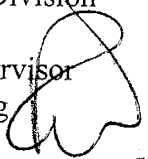
cc: Geoffrey Biddle, Village Manager
Board of Managers
Jody Kline, Esquire




January 7, 2004

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Wynn Witthans, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning 

FROM: Ed Axler, Planner/Coordinator 
Transportation Planning

SUBJECT: Project Plan No. 9-94003-A, Preliminary Plan No. 1-60252-A, and
Site Plan No. 8-04013
Alexan Montrose Crossing, Phase III
North Bethesda Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject project plan, preliminary plan, and site plan.

RECOMMENDATIONS

Transportation Planning staff recommends the conditions below as part of the APF test for transportation requirements related to this project plan amendment, preliminary plan revision, and site plan. This preliminary plan is subject to APF-transportation-related review as a residential land use on Parcel "A" that was recorded before January 1, 1982, (i.e., before the current criteria for the APF test were enacted).

1. Limit the project plan, preliminary plan, and site plan to 80 additional high-rise apartments for a total of 230 high-rise plus the previously approved 426,048 square feet of general retail (with a supermarket) space, 20,377 square feet of restaurant, and 2,400 square feet of general office space.

2. Provide 18 bike racks with approximately two-third located in the garage and one-thirds located outside the apartment building.
3. Enter into an agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to participate in the North Bethesda Transportation Management District (TMD) to assist in achieving and maintaining their Trip Reduction Goals.
4. Retain the other previous-approved conditions of approval for Project Plan No. 9-94003-A and Preliminary Plan No. 1-60252-A (refer to Attachment No. 1).

DISCUSSION

Site Location, Vehicular Access, and Pedestrian Facilities

The site is located in the northeast quadrant of the intersection of Rockville Pike (MD 355) and Randolph Road. The site vehicular accesses are from Bou Avenue at Chapman Avenue, Rockville Pike, and Randolph Road at Maple Avenue and at the future Nebel Street Extended. Pedestrian access is available from the public sidewalks along the adjacent roadways.

Prior Regulatory Actions

The regulatory actions for the apartment site and remaining portion of Parcel "A" were as follows:

1. The overall site, Parcel "A", was owned by B.F. Saul Real Estate Investment Trust and then sold to GFS Reality. The specific subject site, as a portion of Parcel "A", was leased back to B.F. Saul Real Estate Investment Trust.
2. The original Flagship Center consisted of 388,255 gross square feet of general retail uses.
3. Building Permit No. 93-11-22-0061 was released on January 4, 1994 to add a front enclosure to the existing Giant Supermarket of 3,391 gross square feet. With the addition, the gross square feet of the Flagship Center was increased to 391,646.
4. The Planning Board held a public hearing on October 13, 1994, for Annexation Petition No. ANX 94-0119 to annex the B.F. Saul portion of site into the City of Rockville. At that time, the applicant proposed 117,000 square feet of general retail use. The subject site was never annexed into the City of Rockville.
5. The original application of the overall subject site, Parcel "A", was for over 5,000 square feet of non-residential development. Parcel "A" located at 12051 Rockville Pike in Rockville was registered as a loophole property with

a typical subdivision review. Loophole properties refer those registered under the Emergency Bill 25-89 and Subdivision Regulation 89-1 ("Loophole Legislation") in Section 8-31(a)(1), enacted on July 24, 1989.

As a registered loophole property, a traffic study was required to satisfy Local Area Transportation Review (LATR) when the *additional* number of site-generated peak-hour trips by non-residential land uses is 50 or more than generated by previously approved land uses after January 1, 1982. Such was the case for the original site plan. Therefore, a traffic study was submitted for the original site plan, Montrose Crossing, to analyze the non-residential impact of site-generated traffic at nearby intersections.

To satisfy Policy Area Transportation Review (PATR) in a policy area then in moratorium, the applicant constructed Chapman Avenue between Bou Avenue and Randolph Road.

6. Project Plan No. 9-94003, Montrose Crossing (renamed from the Flagship Center), was approved by the Planning Board on February 2, 1995, for a net increase of 7,566 gross square feet of general retail uses. The net increase was equivalent to an addition of 14,355 gross square feet and removal of 6,789 gross square feet (or a total of 399,212 gross square feet).
7. Site Plan No. 8-95018, Montrose Crossing - Phase Ia, was approved by the Planning Board on March 2, 1995, for a net increase of 7,566 gross square feet of general retail uses. The net increase was equivalent to an addition of 14,355 gross square feet and removal of 6,789 gross square feet (or a total of 399,212 gross square feet).
8. Site Plan No. 8-95036, Montrose Crossing - Phases Ib and II, was approved by the Planning Board on June 29, 1995, for a net increase of 74,344 gross square feet of general retail uses. The net increase was equivalent to an addition of 115,684 gross square feet and removal of 41,340 gross square feet (or total of 462,599 gross square feet).

As a part of the APF review for Site Plan No. 8-95036, Phase III of Montrose Crossing was for 150 high-rise apartments that are not covered by the loophole closure law.

9. The B. F. Saul portion of Parcel "A" was approval as Project Plan No. 9-01003, for a Home Depot store at the Planning Board's public hearing on January 4, 2001. Project Plan No. 9-01003-A and Site Plan No. 8-01002-A were approved to change the Home Depot to Target (i.e., 154,295 gross square feet of retail space) store at the Planning Board's public hearings on January 9, and January 16, 2003.
10. Site Plan No. 8-95036-B, Montrose Crossing - Phase III, was approved by the Planning Board on April 24, 2003, for 150 high-rise apartments because the applicant did not satisfy Condition No. 1.a of the site plan approval to file an amendment for Phase III before July 1, 2002.

Proposed residential development is located on Parcel "A" that was recorded before January 1, 1982. Even though the applicant is now proposing residential development, the original property owner of this non-residentially-zoned land (i.e., currently in the RMX zone) could have and did register as a loophole property. Therefore, only the previously approved non-residential development has a less strict APF test compared with a typical subdivision review under Section 50-35(R) of the County Code.

However, for the Phase III residential development associated with Site Plan No. 8-950036-B for the previously approved 150 apartments, the APF test as a registered loophole property was and still is not applicable. Similarly, the applicant for this residential development is not subject to LATR and PATR even though the development may be located in a moratorium policy area because of Section 50-20(c)(4)(i) in the County Code (Attachment 2). The site is in the North Bethesda Policy Area that was in moratorium for residential development.

The Phase III residential development may not be subject to the APF test, but is subject to Chapter 59-D-3.4(b) of the Zoning Code (Attachment 3). The Planning Board's approval of the Site Plan No. 8-95036-B includes the required finding of compatibility and safety (i.e., a traffic operations and safety review).

Master Plan Roadways and Bikeways

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

1. Bou Avenue is not classified in the master plan. According to an approved condition of Site Plan No. 8-95036 in 1995 (Attachment 4), Bou Avenue, between Chapman Avenue and the lease line between the GFS/Montrose Crossing and B.F. Saul/Target, should have 35-feet of right-of-way from its centerline. DPWT is requiring a 10-foot public utility easement on the south side.
2. Chapman Avenue is classified as a four-lane business district road, B-4, with a 70-foot right-of-way. However, the segment of Chapman Avenue, between Randolph Road and Bou Avenue, was designed and built by the Montrose Crossing applicant as a 36-foot two-lane undivided road in accordance with their approved Project Plan No. 9-94003, and Site Plan No. 8-95036 and 8-95018 for Montrose Crossing.
3. Nebel Street is classified as a four-lane industrial/business street, B-5, with an 80-foot right-of-way and eight-foot multi-use Class I bikeway.
4. Rockville Pike (MD 355) is designated as a six-lane major roadway, M-61, with a 134-foot right-of-way and a Class I bikeway on the east side.
5. Randolph Road is designated as a four-lane arterial, A-90, with a 100-foot right-of-way and an on-road Class II bikeway.

On-Going Roadway Improvements

The following roadway improvements are in planning, design, or construction:

1. The Montgomery County Capital Improvements Program (CIP) Project No. 509995, Conference Center Intersection Improvements:

To satisfy the conditions of Zoning Case No. G-745, County Council's Resolution No. 13-1411 on August 4, 1998, the intersection improvements are as follows:

- Montrose Road - Randolph Road and Rockville Pike (MD 355): Construct a right-turn lane and second left-turn lane on eastbound Montrose Road.
- Randolph Road and Parklawn Drive: Add a second southbound left-turn lane on Parklawn Drive at Randolph Road, and convert the two northbound approach lanes on Parklawn Drive from a left-turn/through lane and a through/right-turn lane to an exclusive left-turn lane and a through/right lane. DPWT's CIP Project for the Conference Center improvements at this intersection was put on hold until the Maryland State Highway Administration (SHA) and DPWT design plans for other projects along Randolph Road without construction funding are finalized.
- Randolph Road and Nebel Street: Construct an eastbound right-turn lane on Randolph Road.

The applicant for Site Plan No. 8-01002, Home Depot and now Target, is required to provide a second northbound left-turn lane from Nebel Street onto westbound Randolph Road in order to mitigate their site-generated traffic.

The Conference Center, and additional intersection improvement, will be subject to changes because alternative designs are being studied for SHA and DPWT design plans for other projects along Randolph Road without construction funding.

2. Montrose Parkway West:

Montrose Parkway West is an east-west arterial approximately parallel to Montrose Road. The Montgomery County CIP Project No. 500311, Montrose Parkway West, is now funded for construction for the four-lane divided section between Montrose Road near Tower Oaks Boulevard and Executive Boulevard.

3. Interchange at Rockville Pike and Montrose Road - Randolph Road and the CSX Railroad:

SHA is now designing the interchange and CSX grade-separation, which have been broken into two separate projects. The limits of the detailed design study are from "Old" Old Georgetown Road to Maple Avenue.

The applicant for Site Plan No. 8-01002, Home Depot and now Target, had coordinated with the SHA interchange project at Rockville Pike and Montrose Road - Randolph Road and the CSX Railroad.

4. DPWT's Congested Intersection Initiative Projects:

- Site No. 3a: Randolph Road and Nebel Street
- Site No. 3bw: Randolph Road and Parklawn Drive (West)

Alternative designs are under study to integrate both intersections with SHA's interchange study at MD 355, Montrose Road - Randolph Road, and the CSX Railroad and DPWT's Montrose Parkway East and Randolph Road Facility Planning Projects. For the intersection of Randolph Road and Nebel Street, DPWT's Nebel Street Extended Facility Planning Project is also being evaluated for integration into the roadway network design. DPWT's CIP Project for the Conference Center intersection improvements at the intersection of Randolph Road and Parklawn Drive was put on hold until the other design plans for SHA's and DPWT's projects are finalized.

5. Montrose Parkway East:

Montrose Parkway East is an east-west arterial parallel to Randolph Road. The Montgomery County CIP Facility Planning Project, Montrose Parkway East, is now under facility planning.

6. Nebel Street Extended:

Nebel Street Extended is a north-south business district street connecting Randolph Road with Bou Avenue. The Montgomery County CIP Facility Planning Project, Nebel Street Extended, was completed and design funding was added to the CIP on November 26, 2002, as part of the "Go Montgomery" package.

Only the first two projects are fully funded or have expenditures for construction within the next five years and can be considered in place for LATR (e.g., in a traffic study).

Site-Generated Traffic

The previously approved 150 and proposed 80 high-rise apartments generate 78 peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and 90 peak-hour trips during the evening peak period (4:00 to 7:00 p.m.). The total 230 apartments generate 50 or more peak-hour trips during the weekday morning and evening peak periods, and therefore, a traffic study is required to satisfy Local Area Transportation Review and to analyze the traffic impact at nearby intersections.

Congestion Levels at Nearby Intersections

Based on the results of the submitted traffic study prepared for the subject plans, the calculated critical lane volume (CLV) values at nearby intersections are as shown below. The background traffic condition includes the traffic generated by the previously approved 150 high-rise apartments besides other nearby approved, but unbuilt, developments.

Intersection	Peak Hour	Traffic Condition		
		Existing	Background	Total
Chapman Avenue and Twinbrook Parkway	Morning	762	875	875
	Evening	1,021	1,048	1,049
Bou Avenue and Chapman Avenue	Morning	623	664	676
	Evening	803	902	910
Rockville Pike and Bou Avenue	Morning	1,102	1,200	1,204
	Evening	1,153	1,243	1,249
Randolph Road and Montrose Crossing Access/Maple Avenue	Morning	1,260	1,354	1,363
	Evening	1,361	1,500	1,515
Bou Avenue and Apartment Site Access	Morning	N/A	93	107
	Evening	N/A	159	166

All calculated CLV values are less than the congestion standard of 1,600 CLV for the North Bethesda Policy Area.

Policy Area Transportation Review/Staging Ceiling Condition

In the North Bethesda Policy Area, the remaining capacity is a positive 115 housing units under the *FY 2004 Annual Growth Policy* transportation-staging ceiling, as of November 30, 2003.

Transportation Demand Management

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 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 of such multi-family residential development 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 annual employee survey.
2. Appointing a transportation coordinator.
3. Promoting alternative transportation modes to residents on the site.
4. Paying 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 residents in the planning area.

EA:RCW:gw

Attachments

cc: Larry Cole
Shahriar Etemadi
Mary Goodman
Greg Leck
Karl Moritz
Peggy Schwartz
Holger Serrano

mmo to shaneman re 994003A