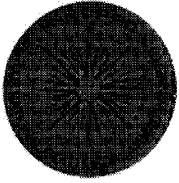


Item #6
PB 9/23/04



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning

September 17, 2004

MEMORANDUM

TO: Richard Weaver, Planner/Coordinator
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator EA
Transportation Planning

SUBJECT: Preliminary Plan No. 1-98092 Amendment
Rock Spring Centre
North Bethesda Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review under the *FY 2004 Annual Growth Policy (AGP)* of the subject preliminary plan.

RECOMMENDATIONS

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

1. To satisfy Policy Area Transportation Review based on the available staging ceiling capacity when the original preliminary plan was approved on May 27, 1999, limit the preliminary plan amendment to the following mixed-use development:
 - a. Permit the replacement of 97,300 square feet (from the previously approved total of 637,200 square feet) of general office space with a 200-room hotel, while retaining the remaining 537,900 square feet of general office space. Compared with 97,300 square feet of general office space, a 200-room hotel generates fewer peak-hour trips during the weekday the morning peak period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.) and equivalent number of jobs in the non-residential staging ceiling for the North Bethesda Policy Area.

- b. The same 310,000 square feet of general retail uses, 30,000 square feet of community center and 1,250 multi-family housing units.
2. Undergo further APF review, including an updated traffic study, for the remaining originally proposed but unapproved land uses for office, retail, and institution uses. The originally proposed future build-out was a total of 1,355,000 square feet of non-residential uses.
3. Prior to site plan approval; update the traffic mitigation agreement (TMA) with the Planning Board and DPWT to reflect the reduced office space and new hotel. The TMA is to require participation in the North Bethesda Transportation Management Organization (TMO) to assist the North Bethesda Transportation Management District (TMD) in achieving and maintaining it's the 39% non-driver traffic mitigation goal.
4. Satisfy Local Area Transportation Review (LATR) with the same original conditions of approval. Include the same conditions of approval regarding coordination with the Maryland State Highway Administration (SHA), the Montgomery County Department of Public Works and Transportation (DPWT), and the Montgomery County Public School (MCPS) on the site accesses and provisions for the North Bethesda Transitway. (Refer to Appendix 1 for more details.)

DISCUSSION

Site Location and Accesses

The site located on parcels 16, 17, 20, 75, and 440 is within Rock Spring Park between I-270 and Rock Spring Drive and between Old Georgetown Road and Rockledge Drive. As originally approved, the proposed site accesses are as follows:

1. Along Rock Spring Drive: One full-movement access and two partial-movement driveways.
2. Along Rockledge Drive: One full-movement access at the intersection with the Rockledge Connector and one access limited to rights-in and rights-out.
3. Along Old Georgetown Road: One access limited to rights-in and rights-out that may be changed to a rights-out only.

Pedestrian Facilities

The proposed preliminary plan amendment will not adversely affect the previously approved pedestrian access. The plan can be modified for any unique pedestrian facilities associated with a 200-room hotel at site plan review.

Prior Regulatory Actions

The prior regulatory actions were as follows:

1. The Planning Board first held a public hearing on Zoning Case No. G-713 on February 23, 1995 with a 2-to-1 vote recommending disapproval.
2. The Planning Board recommended approval of a revised proposal on April 27, 1995, by a 4-to-0 vote.
3. The Hearing Examiner recommended approval on February 24, 1997, with a revised phasing plan.
4. The District Council approved this zoning application with the April 14, 1997, revised phasing plan in April 17, 1997.
5. The Planning Board held a public hearing on June 30, 1998, for Development Plan Amendment No. 99-1 to clarify the phasing element of the development plan.
6. The Planning Board approved Preliminary Plan No. 1-98092 on May 27, 1999.
7. The Planning Board approved Site Plan No. 8-00034 for Phase I, Avalon Bay at Rock Spring Centre for 390 apartments on August 3, 2000.
8. The Planning Board approval of Site Plan No. 8-00035 for the Rock Spring Centre Infrastructure on June 1, 2000.
9. The Planning Board approved Site Plan No. 8-03036 for Phase IIa, Tower One's 351 apartments on November 20, 2003.
10. The Planning Board approved Site Plan No. 8-04017 for Phase IIb, Tower Two's 352 apartments on February 26, 2004.

The Need to Submit a Traffic Study

In the submitted traffic statement, the 200-room hotel and the reduced square footage of general office space would generate fewer peak-hour trips during the weekday morning (6:30 to 9:30 a.m.) and evening (4:00 to 7:00 p.m.) peak periods than the originally approved square footage of general office space:

Land Use	Amount of Development	Peak-Hour Trips	
		Morning	Evening
Original Approval			
General Office	637,200 Square Feet	1,075	938
Proposed Amendment			
Hotel	200 Rooms	134	140
General Office	539,900 Square Feet	910	797
Subtotal		1,044	937
Reduced No. of Trips		- 31	- 1

Since the change in land use results in fewer site-generated trips, the congestion levels at nearby intersections should be equal or less than the calculated critical lane volume (CLV) values analyzed for the original preliminary plan approval. The 16 intersections previously analyzed (based on the Rockledge Connector being in place) were as follows:

No. Intersection Name

1. Old Georgetown Road/Tuckerman Lane
2. Old Georgetown Road/I-270 (North) *
3. Old Georgetown Road/I-270 (South)
4. Old Georgetown Road/Rock Spring Drive
5. Old Georgetown Road/Democracy Boulevard
6. Democracy Boulevard/Rockledge Drive
7. Democracy Boulevard/Fernwood Road
8. Democracy Boulevard/I-270 West Spur Southbound Ramps
9. Democracy Boulevard/Westlake Drive – Crestberry Place
10. Westlake Drive/Westlake Terrace
11. Tuckerman Lane/Westlake Drive
12. Rock Spring Drive/Rockledge Drive *
13. Rock Spring Drive/Fernwood Road
14. Fernwood Road/Rockledge Drive
15. I-270 East Spur Eastern Ramps/Rockledge Drive
16. I-270 East Spur Western Ramps/Rockledge Drive

As indicated with one asterisk, the CLV values at two intersections exceeded their congestion standard. At Old Georgetown Road and I-270 (North), the required transportation improvements resulted in mitigating the impact of the site-generated traffic (i.e., a CLV value in the total improved traffic condition was lower than the background traffic condition). At Rock Spring Drive and Rockledge Drive, the required transportation improvements resulted in lowering the CLV value below the congestion standard.

Policy Area Transportation Review/Staging Ceiling Condition

The North Bethesda Policy Area has remaining capacities of six jobs and 1,037 housing units, as of June 30, 2004, under the FY 2004 AGP. Besides the jobs equivalent to the same 310,000 square feet of general retail use and 30,000 square feet of community center, the proposed change in land use results in 192 fewer jobs than the originally approved land uses as shown below:

Land Use	Amount of Development	Jobs per Equivalent Size	Number of Jobs
Original Approval			
Office	637,200 Square Feet	225 Jobs/1,000 Square Feet	2,832
Proposed Amendment			
Hotel	200 Rooms	1.2 Job/Room Square Feet	240
Office	539,900 Square Feet	225 Jobs/1,000 Square Feet	2,400
Subtotal			2,640
Difference			- 192

Transportation Demand Management

This site is within the boundary of the North Bethesda TMD. The applicant was required to participate in the North Bethesda TMD to assist them in achieving and maintaining their 39% non-driver traffic mitigation goal for Stage II of the Master Plan development.

Master Plan Roadways and Bikeways, Transitway Considerations, and On-Going Transportation Project

Refer to Appendix 2 for details from the original preliminary plan approval.

EA:gw
Attachments

cc: Sande Brecher
Mary Goodman
Chris Kabbat
Chuck Kines
Peggy Schwartz
Barbara Sears

mno to Weaver re Rock Spring Ctr - 98092.doc