

APPENDIX B



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

May 26, 2004

Robert C. Hubbard
Director

Mr. John Brundage
Loiederman Soltesz Associates, Inc.
1390 Piccard Drive, Suite 100
Rockville, MD. 20850

Re: Stormwater Management **CONCEPT** Request
for North Bethesda Town Center (White Flint
East)
Preliminary Plan #: 1-04049
SM File #: 203203
Tract Size/Zone: 32.41 Ac./TS-M
Total Concept Area: 32.02 Ac.
Liber/Folio: 5076/583, 5141/148, 5275/726 &
5355/132
Parcel(s): 13 & 14
Watershed: Lower Rock Creek

Dear Mr. Brundage:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site channel protection measures via under ground storage; on-site water quality control via StormFilters(7), separator sand filter, surface sand filters(2) and two BaySavers for pretreatment. Onsite recharge will not be required since this is considered redevelopment.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. Use MCDPS latest design standards and specifications to design all stormwater management structures.
5. You must provide safe access to stormwater management structures for maintenance.
6. The stormwater quality structures next to the buildings must have controlled structural back fill. Also the maintenance access road should be reinforced with a grass paver which can withstand H-20 loading.
7. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.



This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is not required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6332.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm CN203203North Bethesda Town Center.DWK

cc: R. Weaver
S. Federline
SM File # 203203

QN -Onsite; Acres: 32.02
QL - Onsite; Acres: 32.02
Recharge is not provided



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

Memorandum

July 15, 2005

To: Robert Kronenberg
Development Review Division

Via: John Carter, Chief *JSC*
Community-Based Planning Division

From: Margaret K. Rifkin and Nkosi Yearwood *MKR N.Y.*
Community-Based Planning Division

Re: Site Plan No. 8-05034, North Bethesda Town Center (Lot E)

Site Plan No. 8-05034, North Bethesda Town Center (Lot E) is in conformance with the 1992 North Bethesda Garrett Park Master Plan and community-based planning staff recommends approval of the site plan the following conditions.

Provide:

- Street trees 30 feet on center (4-inch caliper).
- Washington Globe Street lights 60 feet on center.
- 15-foot corner radii.
- Two ramps at each corner for the handicapped.
- Twelve foot crosswalks on all four corners.
- Fifteen-foot wide sidewalks minimum.

After the site plan is approved, staff recommends transmitting comments to DPWT concerning the use of these for consideration in their final review of the public streets.

Master Plan

The Approved and Adopted 1992 North Bethesda Garrett Park Master Plan envisions the North Bethesda's Urban Center with intense, mixed use developed around

the Metro Station. The Plan recommended the Transit Station-Mixed Use (TSM) Zone for this site to implement the Urban Center vision.

The proposed site plan is in conformance with the Master Plan. As recommended in the Plan it is a development with small blocks, which places intense development close to the Metro station. The Master Plan identifies several development guidelines for the property which are reflected in this site plan as follows:

- Provide a grid with small blocks and pedestrian-friendly streets within walking distance of Metro.
- 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.
- Intensify development around the Metro station, in a mixed-use pattern, with employment dominant east of the Pike and housing dominant west of the Pike. (p.127)
- Use equivalent streetscape treatments, blocks sizes, and building scale to visually link the east and west halves of the district. Apply these patterns throughout the area within walking distance of the Metro stop. (p.128)
(See attachment for additional Master Plan Urban Design Guidelines)

Height

The zoning ordinance (TS-M zone) provides for the heights of buildings to be established by the Planning Board at the time of Site Plan Review. The binding elements of the Development Plan state: The maximum building height will be 20 stories, as determined and defined by the Montgomery County Zoning Ordinance.”

The proposed height for the residential tower on Block E is approximately 186 feet. The North Bethesda Garrett/Park Master Plan (White Flint Sector Plan) states:

“Develop the image of a single node straddling the Pike by locating the tallest buildings along the Pike and stepping down in height to the east and west.” (Page 127)

“Place the tallest buildings next to the Pike, on “top of the hill” to serve as landmarks” (page 128)

The proposed height is acceptable for the following reasons:

Tall buildings are acceptable throughout the eight-block White Flint Town Center site due to the site’s proximity to the Metro Station and Rockville Pike. Property to the east, which is zoned I-1 (maximum height 3 stories or 42 feet, or 120 feet with site plan review) and I-4 (maximum height 42 feet). Therefore there is a stepping down in height away from the Pike as a result of the height limits in the adjacent industrial zoned land to the east.

The relationship of the proposed residential tower (approximately 186 feet) to the Pike itself is not unlike the height relationship on the west side of the Pike, that is created by two existing residential towers: The Grand (approximately 228 feet and 19 stories) and The Wisconsin (approximately 18 stories and 170 feet). They are located one and two blocks west of the Pike, respectively. Beyond them, to the west, heights step down to the approximately 3 story Montgomery Aquatic Center and then to single family residential beyond. Therefore, in the vicinity of the Metro Station, including this Block E, such tall buildings as they relate to the lower buildings further away from the Pike to the east and west, are consistent with the basic concept of the Master Plan.

In addition, the very tallest buildings, the Nuclear Regulatory Commission Building (at approximately 240 feet) and White Flint Place (at approximately 216 feet) are closer to the Pike and on the highest ground. ("on top of the hill") The difference in grade from the high point at Rockville Pike to the east nearest Nebel is approximately 5-6 stories (76 feet average). The proposed residential tower is consistent with the heights of other buildings in the vicinity of the Metro Station. It is lower than several, and due to the grade drop, will appear even lower when viewed from a distance.

Within the White Flint Town Center site, future phases will also require site plan review at which time heights will be established of any other residential and office towers. In all cases, the binding elements of the Development Plan limit the heights to 20 stories.

G-801

The North Bethesda Town Center development was rezoned to Transit Station, Mixed Use (TSM) from Single-family residential (R-90) in 2003 to implement the vision of the 1992 North Bethesda Master Plan (White Flint Sector Plan). The development was limited to 1350 dwelling units, 202,037 square feet of retail/restaurant use, 1,148,000 square feet of office use, and 80,000 square feet of indoor theater (in cellar space).

This site plan, 8-05035, is consistent with the approved Development Plan. The relevant binding elements for this site plan are the following:

- The maximum building height will be 20 stories, as determined and defined by the Montgomery County Zoning Ordinance. *The proposed building is 20 stories.*
- Development will be divided into eight separate Building Blocks, with four Blocks located along each side of Main Street. *The proposed site is one of the eight identified blocks.*
- Residential component of this development will be located within the four Building Blocks at the eastern end of the site and will be arranged around the Open Space. All residential buildings will be oriented toward the Open Space. *This residential development is within one of the four blocks specified and the building is oriented toward the future open space shown on the development plan.*

- If the retail component at site plan contains a grocery store/market, that use will be located east of Chapman Avenue within one of the Building Blocks. *Final location of any proposed grocery/market will be determined by the Planning Board at site plan. A grocery store is proposed on the street level of the building and is east of Chapman Avenue within one of the Building Blocks.*

Urban Design

White Flint is envisioned by the Master Plan as being “North Bethesda’s Urban Center” with “enhanced streetscape” and a “fine grained street grid.” An important part of creating such a pedestrian-friendly urban environment is appropriate urban street design. Moreover, transit-oriented locations, such as White Flint Metro, are important places that demand the same level of amenities and attention as a CBD. To do this in the Bethesda, Friendship Heights and Silver Spring CBD's, urban street standards were developed in coordination with DPWT. The result is attractive, urban pedestrian-friendly streets. To achieve an equally successful result in the new North Bethesda Town Center, comparable standards should be used throughout using the Bethesda streetscape standards as a guide as follows:

- a. Street trees 30 feet on center (4 inch caliper)- *this spacing provides for more trees and more canopy which is particularly important in an urban and mixed use environment where there are a high concentration of paved surfaces. This spacing also enhances the character of the street in such a compact urban setting.*
- b. Washington Globe street lights 60 feet on center-*for character and adequate lighting in a pattern coordinated with tree placement*
- c. 15-foot corner radii-*to shorten pedestrian crossing distance by tightening the radius at each corner.*
- d. Two ramps at each corner for the handicapped- *to direct users to the crosswalks rather than diagonally into the intersection /traffic and across areas where water collects.*
- e. Twelve foot crosswalks on all four corners – *for adequate space and convenience for pedestrians.*
- f. Fifteen-foot wide sidewalks minimum- *to ensure adequate space for street trees, urban street furnishings such as benches, while there is the desired heavy pedestrian use.*

After the site plan is approved, staff recommends transmitting comments to DPWT concerning the use of these standards for consideration in their final review of the public streets.

exists a rip-rapped embankment, sloping towards the WMATA property and flanked by fences along the top and toe of the slope.

This Plan recommends no change in zoning for this property.

Area 11

This area is bounded by Nicholson Lane, Nebel Street, Marinelli Road, the proposed extension to Chapman Avenue and the general commercial area described in 9 above.

The area includes the Metrobus facility, a door supplier, racquetball courts, and the Nebel Office Center in the I-1 (Light Industrial) Zone and a car dealership in the C-2 (General Commercial) Zone.

In order to preserve land for light industrial purposes, this Plan recommends retaining the existing I-1 zoning in this area.

The Plan also recommends retaining the existing C-2 zoning as a base zone on the 3.58-acre property in the northwest quadrant of the intersection of Nicholson Lane and Nebel Street, with a floating zone of C-3 (Highway Commercial). Currently the location of a car dealership, this property may be appropriate for the consolidation of automobile-related services—such as auto repair, new and used car sales, part sales and similar services combined with other automobile-related office and retail uses—for a full service urban automobile mall. The Plan recommends a Zoning Text Amendment to permit a height limit waiver for a specific use (auto mall) within the C-3 Zone.

Area 12

This area is bounded by Nebel Street, Nicholson Lane, the MARC railroad and the north boundary of the Sector Plan. The south portion of this area is zoned C-2 (General Commercial) and consists of a strip center including a 7-11 store, a bakery, hair salon, restaurant and fabric store.

To the north is property zoned I-1 (Light Industrial) in three parcels—the Montgomery County Pre-Release Center, a utility company, and a vacant parcel.

The Plan recommends that the existing C-2 zoning in this area be confirmed and that the I-1 (Light Industrial) Zone be rezoned to I-4 (Low Intensity, Light Industrial).

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.

Area 14

This area is bounded by Marinelli Road, Rockville Pike, Old Georgetown Road and the industrial area described in sub-area 13 above. The land is zoned R-90 and extends to 35 acres. The property includes the White Flint Metro Station and is otherwise vacant. It is



the largest and most significant parcel within the Sector Plan area. With the exception of a small parcel of 7,400 square feet in the extreme northeast, the entire property is owned by WMATA.

The 1978 Sector Plan recommended the floating TS-M (Transit Station-Mixed Use) Zone for this parcel. In 1981, a preliminary plan was filed for two office structures near Rockville Pike and Marinelli Road, a 350 room hotel at the northwest corner of the property, and a total of 732 condominium units on the eastern portion of the property, including 82 MPDU's. The proposed FAR was approximately 1.6. The project has been held in limbo for a decade because of traffic capacity constraints, highlighting an inconsistency with the purpose for which Metro was created, and an inconsistency with the purpose for which the TS-M Zone was designated.

This Plan recommends that the floating TS-M Zone be confirmed for this property. The Plan also recommends that Huff Court be extended to bisect the parcel and proposes a system of pedestrian-friendly local streets to subdivide the area. (See Urban Design Chapter.) The Plan recommends that an urban amenity open space be established within this parcel, using the existing "white flint" rock outcrops as a theme.

Area 15

This area is bounded by Rockville Pike, Old Georgetown Road, Nebel Street, and the north boundary of the Sector Plan area. The property is zoned R-90, and extends to 10.3 acres. It has not been subdivided.

With the exception of an outdoor nursery and sales located at the west end of the property under a temporary lease, and an abandoned barn, the property is undeveloped. The 1978 Sector Plan recommended the floating TS-M (Transit Station-Mixed Use) Zone for this significant parcel.

This Plan recommends that the floating TS-M Zone be confirmed for this property.

3.4 GROSVENOR SECTOR PLAN AREA

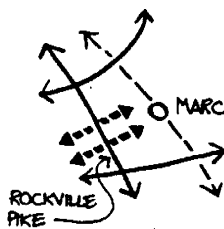
A. PLAN OBJECTIVES

- Develop Grosvenor as a transit serviceable residential district, ensuring compatibility with the adjacent Stoneybrook and Parkside communities.
- Support convenience retail at the shared Metro/transitway station to serve both local residents and commuters.
- Develop policies to protect green space on both sides of Rockville Pike.
- Provide for development of cultural facilities.



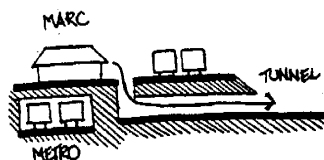
Districts:

- Develop the Fisher's Lane/Parklawn Drive corridor as an urban-density mixed-use district with a high quality, pedestrian streetscape to encourage transit use.
- Develop the Montrose Crossing property as a retail based mixed-use district, with employment and housing focused near the proposed MARC station.
- Provide the highest density and pedestrian quality in the northeast corner of Montrose Crossing for transit accessibility.



Edges:

- Create a strong east-west pedestrian connection to destinations on both sides of the Pike by providing crosswalks, and by providing landscaping that enhances, protects, and emphasizes the pedestrian routes. Develop a north-south pedestrian connection across Montrose Parkway/Randolph Road by similar treatment.
- Connect the proposed MARC station to the mixed-use activity center east of the MARC tracks via a pedestrian tunnel under the MARC tracks.



Landmarks:

- Develop landmark structures southeast of Twinbrook Metro to mark the center of the node.
- Preserve existing tree stands along Twinbrook Parkway to make the street more attractive and distinctive while providing needed open space.

4.4 WHITE FLINT

A. IMAGE

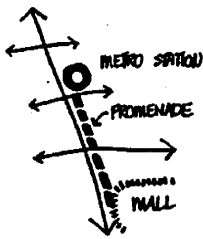
North Bethesda's Urban Center

B. DESCRIPTION

This area is topographically prominent and is therefore easy to see from many vantage points along the Pike. New buildings in the area have begun to establish a new vertical scale; however, the horizontal scale is vast. Blocks are too long and large for efficient pedestrian circulation. The volume of traffic inhibits comfortable pedestrian access to the

Metro. A new, more urban scale, with tamed vehicular movement, enhanced streetscape, a fine-grained street grid, urban parks and high intensity mixed-uses would improve the area for pedestrians, and thereby strongly support Metro. (Figures 42-44.)

C. GUIDELINES



Paths:

- Provide a grid with small blocks and pedestrian-friendly streets within walking distance of Metro.
- Continue the NRC promenade on the east side of the Pike from the Metro station southward to White Flint Mall, at ground level over the Metro tunnel.
- Establish a shuttle and a bicycle route connecting White Flint Mall to White Flint and Twinbrook Metro stations, utilizing the Metro tunnel easement wherever possible.
- Develop a shuttle bus hub at Metro.
- Establish 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. A signal to provide for pedestrian crossing of Rockville Pike would be desirable. This would require a detailed operational analysis.
- Provide on-street parking to buffer pedestrians, to slow traffic and to provide more human-scaled local streets.

Nodes:

- Intensify development around the Metro station, in a mixed-use pattern, with employment dominant east of the Pike and housing dominant west of the Pike.
- Develop the image of a single node straddling the Pike by locating the tallest buildings along the Pike and stepping down in height to the east and west.
- Redevelop the existing Metro parking lot as an air-rights joint development, converting the surface lot to garage parking.



- Develop a community facility and park north of the Aquatic Center, as the western end of the east-west avenue and open space system. This is one of two possible sites for a community recreation center. It could provide a community focus for the existing neighborhoods to the west and southwest as well as for the new TS-R Zone neighborhood.
- * 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.' Expand the public space east and west of the tree stand to form a series of linked green spaces along the east-west special street.

Districts:

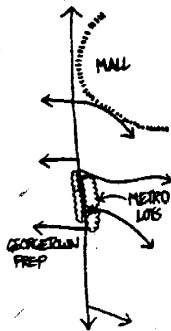
- * Use equivalent streetscape treatments, block sizes, and building scale to visually link the east and west halves of the district. Apply these patterns throughout the area within walking distance of the METRO stop.
- * Use the local white boulders in landscape plans to symbolize the 'white flint' image, as was done at White Flint Mall.
- Establish white stone as a theme element for all new architecture in the White Flint district, to provide a district identity.

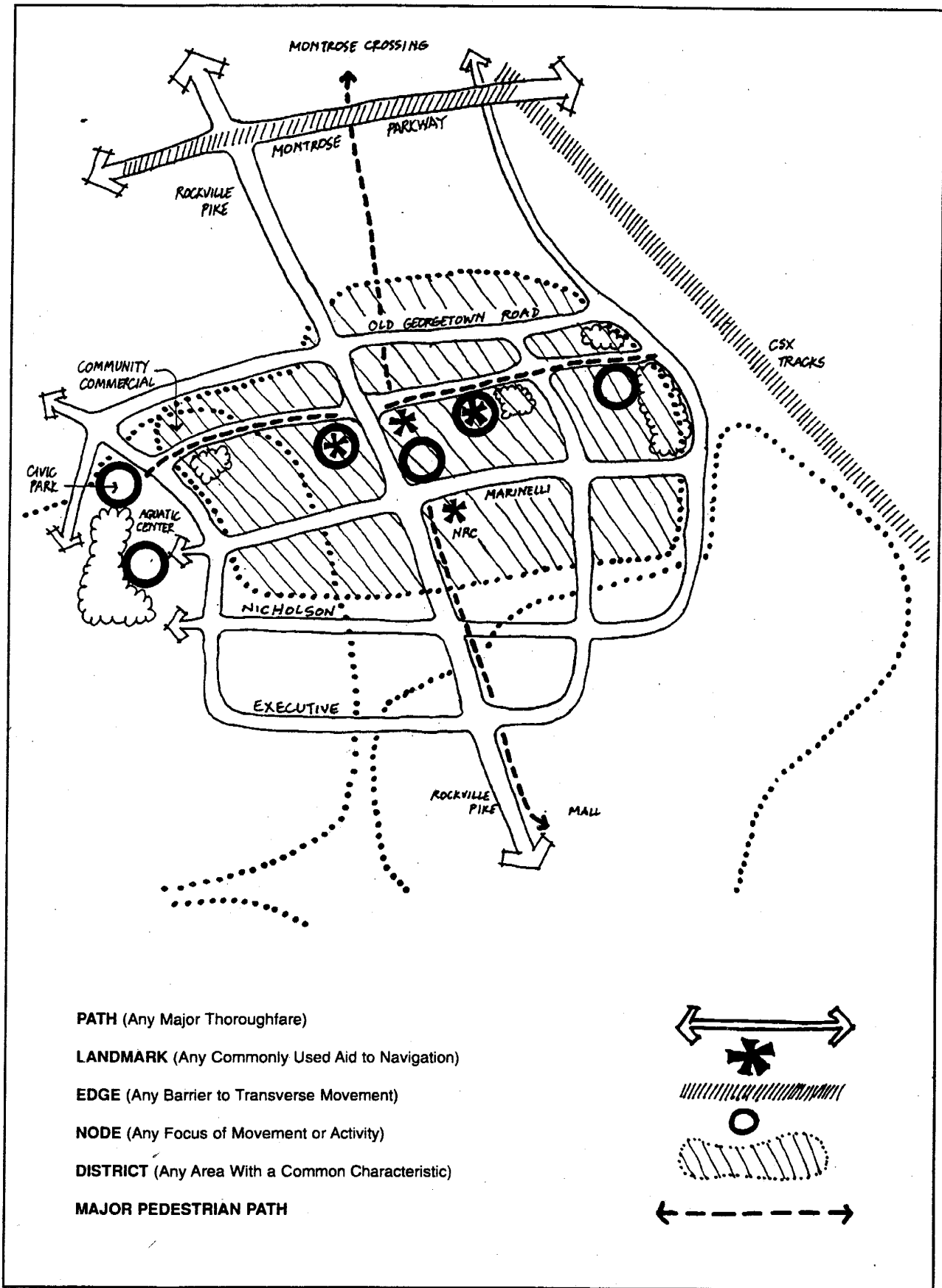
Edges:

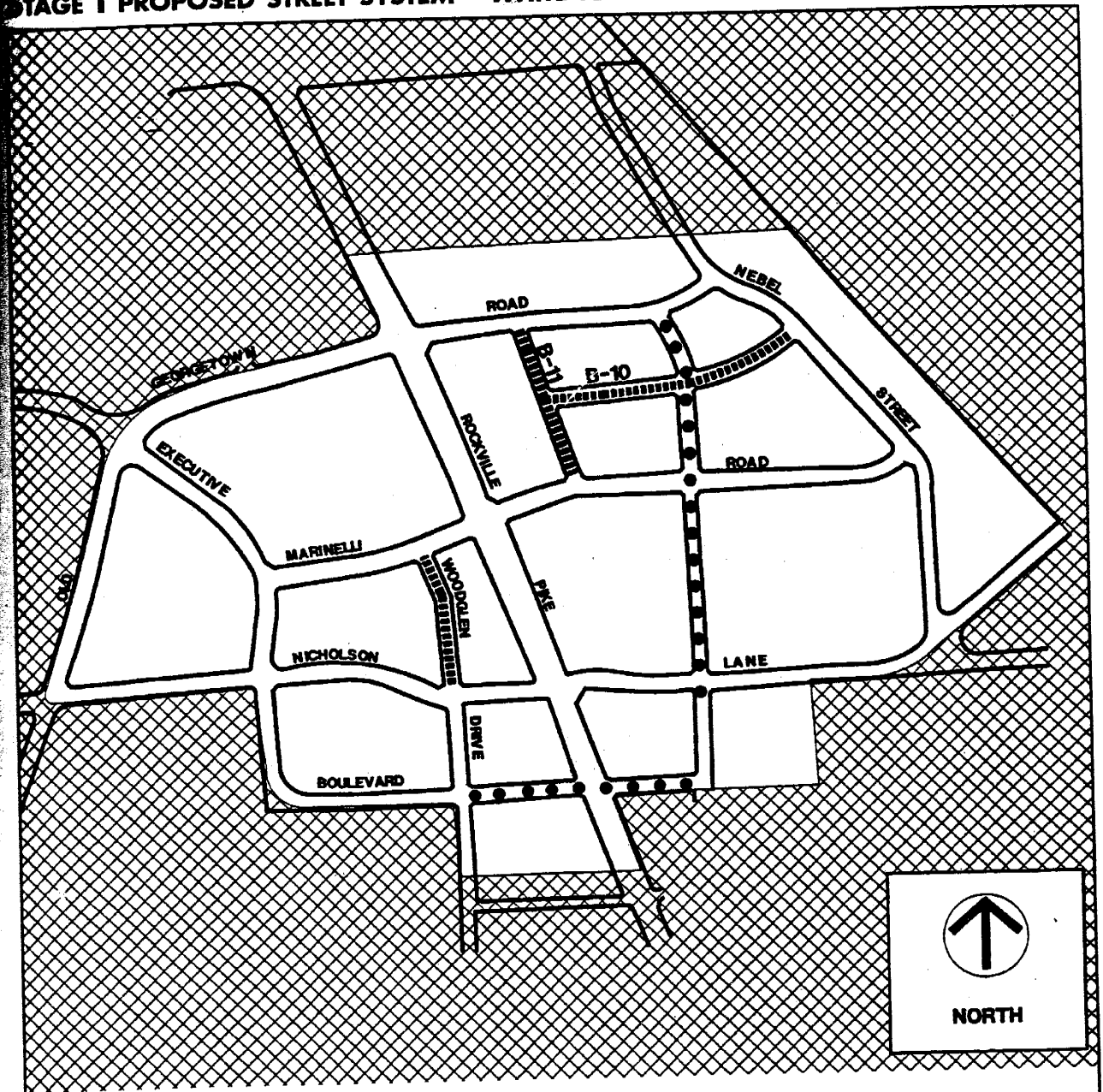
- Make every effort to overcome barriers to pedestrian movement across Rockville Pike, between Old Georgetown Road and Nicholson Lane, in order that the two halves of the node function efficiently as one.
- Develop the small WMATA-owned lots south of White Flint Mall on the Pike as a landscaped amenity open space which would, in conjunction with existing trees on the Pike's west side, clearly define the edge between the White Flint and Grosvenor districts.

Landmarks:




- Create a landmark of art and landscaping at the WMATA-owned lots south of White Flint Mall to help create a gateway between adjacent districts.
- * Place the tallest buildings next to the Pike, on "top of the hill" to serve as landmarks.
- Use grade separations at Nicholson Lane and Montrose Parkway to create gateways into the White Flint district.







WHITE FLINT SECTOR PLAN AREA

-  Existing
-  Master Planned
-  Proposed in Staging Amendment (Precise alignments of B-10 and B-11 to be determined at the time of development approval)