



**MONTGOMERY COUNTY PLANNING BOARD**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Item #**  
**MCPB 02-01-07**

**MEMORANDUM**

**DATE:** January 19, 2007  
**TO:** Montgomery County Planning Board  
**VIA:** Rose Krasnow, Chief *RK*  
 Michael Ma, Supervisor *Ma*  
 Development Review Division  
**FROM:** Robert Kronenberg *RK*  
 Planner/Coordinator  
 Development Review Division  
 (301) 495-2187



**REVIEW TYPE:** **Site Plan Review**  
**CASE #:** **82000040C**  
**PROJECT NAME:** Montgomery County Conference Center  
 (Bethesda North Marriott-Phase II)  
**APPLYING FOR:** Approval of a 113,510-square-foot hotel expansion for 225 hotel rooms  
 and 30 spaces of underground parking  
**REVIEW BASIS:** Div. 59-D-3 of Montgomery County Zoning Ordinance  
**ZONE:** TS-R (Transit Station-Residential)  
**LOCATION:** Located in the northeast quadrant of the intersection with Marinelli Road  
 and Executive Boulevard  
**MASTER PLAN:** North Bethesda/Garrett Park Master Plan  
**APPLICANT:** JBG  
**FILING DATE:** December 20, 2005  
**HEARING DATE:** February 1, 2007

**STAFF RECOMMENDATION:** Approval of a 113,510-square-foot hotel expansion for 225 hotel rooms and 30 spaces of underground parking. All site development elements as shown on the Montgomery County Conference Center, Bethesda North Marriott-Phase II plans stamped by the M-NCPPC on November 3, 2006, shall be required except as modified by the following conditions:

1. Development Plan  
 All prior approvals, including the conditions of approval, shall remain in full force and effect unless expressly modified through this amendment.
2. Preliminary Plan Conformance  
 The proposed development shall comply with the conditions of approval for Preliminary Plan 12000087A as listed in the Planning Board resolution.

3. Site Design

The proposed plan shall be revised to graphically designate the valet parking spaces on the plan and provide a sign in front of the spaces.

4. Lighting

- a. Provide a lighting distribution and photometric plan with summary report and tabulations to conform to IESNA standards for commercial development.
- b. All light fixtures, including the building-mounted fixtures, shall be full cut-off fixtures or able to be equipped with shields, refractors or reflectors.
- c. Deflectors shall be installed on all fixtures causing potential glare or excess illumination, especially on the perimeter fixtures near the adjacent residential properties.
- d. The height of the on-site light poles shall not exceed 18 feet including the mounting base.

5. Transportation

The applicant shall comply with the following conditions of approval from M-NCPPC-Transportation Planning in the memorandum dated January 3, 2007:

- a. The preliminary plan and site plan shall be limited to a conference center of 96,645 gross square feet of building area with 36,120 square feet of walled meeting area and Phases I and II hotel buildings with a total of 450 rooms.
- b. The applicants shall record a new plat for dedication of seven more feet of right-of-way from the centerline of Rockville Pike (MD 355). This record plat application shall be submitted within three months after the Planning Board approval of the preliminary plan amendment resolution and shall be recorded prior to issuance of any use and occupancy permit for the subject phase II hotel building.
- c. The applicants shall enter into an updated Traffic Mitigation Agreement (TMAg) with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to include all the applicants as parties to this Agreement. The applicants shall provide two additional inverted-U bike racks (i.e., each storing two bicycles) and two additional bike lockers. The bike racks shall be located in a public, well-lit and weather-protected area within 100 feet of the entrance for hotel patrons. The bike lockers also should be located in a well-lit and weather-protected area within 100 feet of the main entrance for employees.

6. Stormwater Management

The proposed development is subject to Stormwater Management Concept approval conditions dated November 29, 2005, unless amended by the Montgomery County Department of Permitting Services.

7. Development Program

Applicant shall construct the proposed development in accordance with a Development Program. The Development Program shall be reviewed and approved by M-NCPPC staff prior to approval of the certified site plan. The Development Program shall include a phasing schedule as follows:

- a. Landscaping associated with parking lot revisions and hotel building shall be completed as construction of hotel is completed, but no later than six months from the initial occupancy of the hotel.
- b. Pedestrian pathways associated with the proposed hotel shall be completed as construction of the hotel is completed.

- c. The updated Traffic Mitigation Agreement under Condition 5.c. shall be prepared, signed, and submitted to the Planning Board staff by the applicants prior to issuance of any building permit for the subject phase II hotel building. This Agreement shall be signed and fully executed prior to issuance of any use and occupancy permit for the subject hotel building.
- d. Clearing and grading shall correspond to the construction phasing, to minimize soil erosion.

8. Clearing and Grading

No clearing or grading prior to M-NCPPC approval of Certified Site Plans.

9. Certified Site Plan

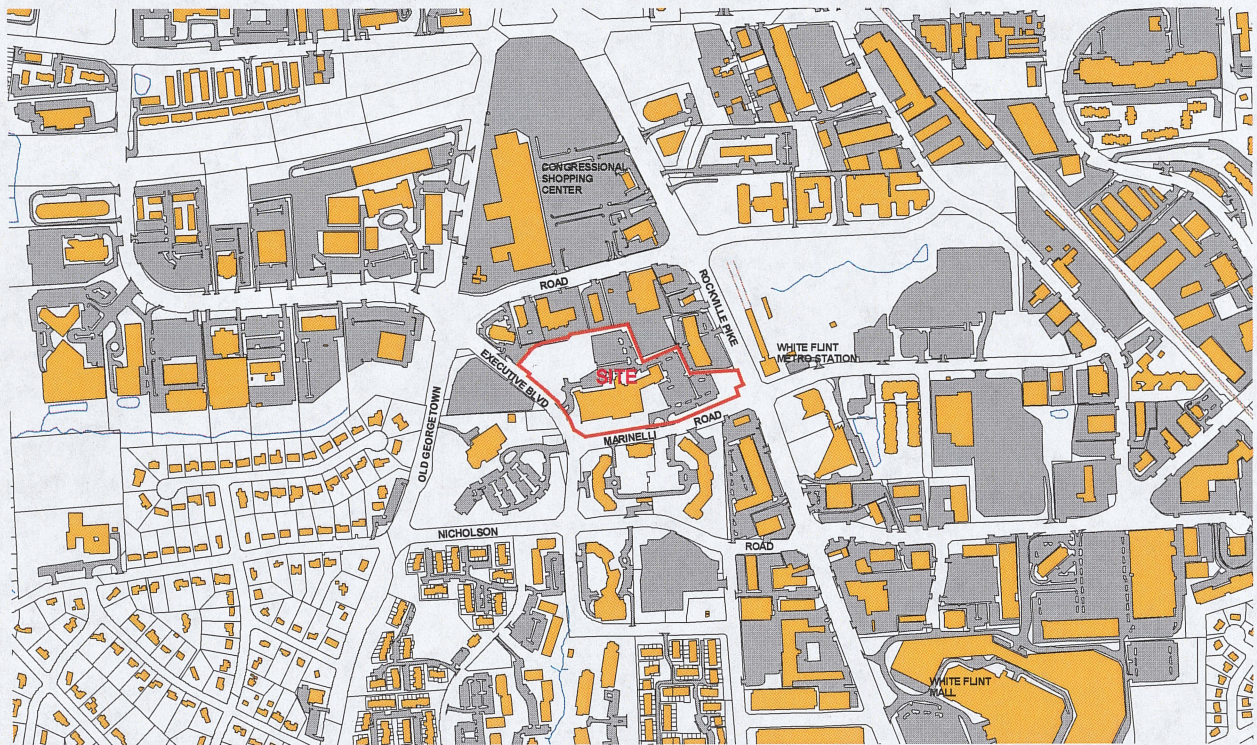
Prior to approval of the Certified Site Plans the following revisions shall be included and/or information provided, subject to staff review and approval:

- a. Development program, inspection schedule, revised data table and development standards, and Site Plan Resolution.
- b. Limits of disturbance.
- c. Detail of the sign to be installed in front of valet parking spaces.
- d. Provision of two additional inverted-U bike racks and two additional bike lockers.
- e. Revised Public Use Space exhibit showing correct public use space areas.
- f. A note indicating the measuring point for the height of the building.

**PROJECT DESCRIPTION:** Site Vicinity

The subject property is located between two main arterial roads, Rockville Pike and Old Georgetown Road, in the White Flint Sector Plan area within the North Bethesda/Garrett Park planning area. These road systems provide access to I-270 to the west and I-495 to the south, both approximately two miles away. The site is located approximately 300 feet directly west of the White Flint Metro Station and is connected to it by a pedestrian tunnel under Rockville Pike.

The surrounding area is developed with a mix of high-rise residential developments directly to the south, low-intensity commercial uses to the north and northeast, the Montgomery County Swim Center to the west across Executive Boulevard, and commercial, institutional and office uses throughout the area. The surrounding zoning is TS-R and TS-M.



**PROJECT DESCRIPTION:** Site Description

The 11.81-acre site is bounded by Rockville Pike to the east, Marinelli Road to the south and Executive Boulevard to the west. The site is currently improved with a 2-story conference center situated at the intersection of Executive Boulevard and Marinelli Road, a 10-story hotel tower attached to the northeast corner of the center and ancillary surface parking that wraps the perimeter of the site.

The primary access point to the hotel is mid-point along Marinelli Road, which serves as a vehicular drop-off and pedestrian entrance. The primary access to the Conference Center is from Executive Boulevard, which is located at the lower level of the building. An additional access to the Center is located in the northwestern corner of the site from Executive Boulevard.

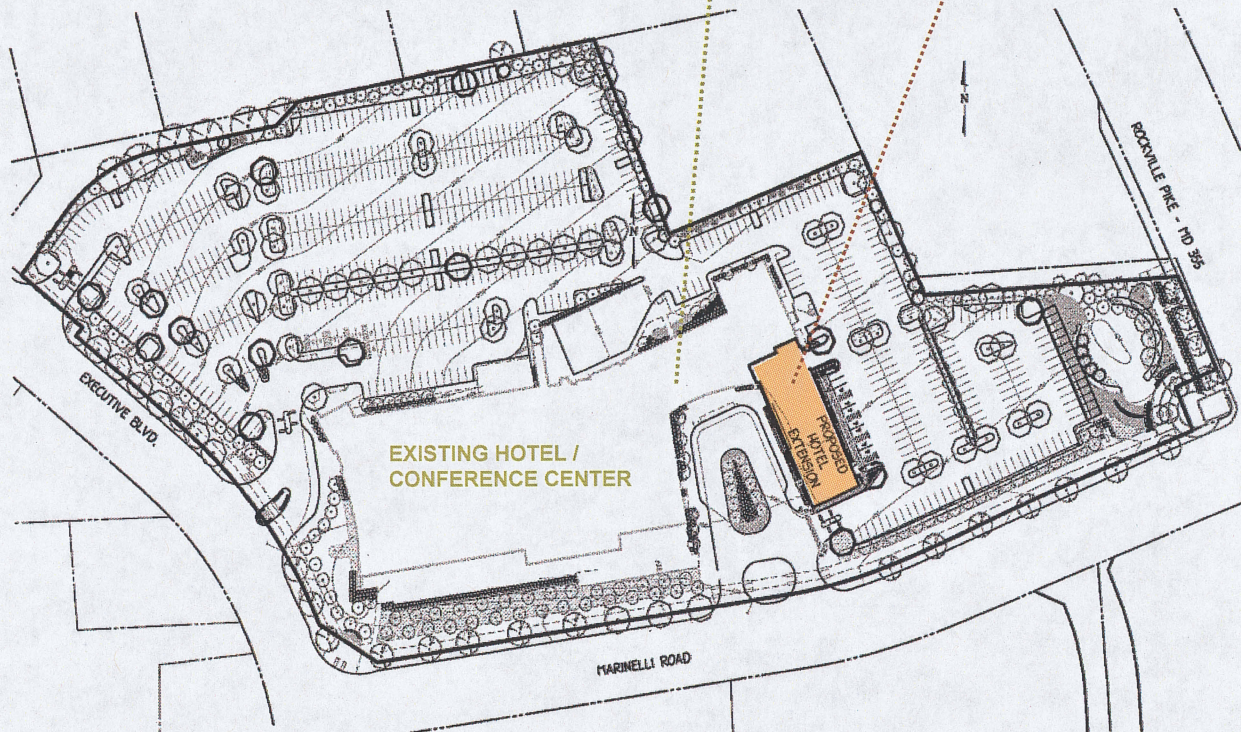


**PROJECT DESCRIPTION:** Proposal

The proposed 10-story hotel is an extension of the existing 10-story hotel and 2-story conference center located on the eastern end of the existing buildings. The original submittal for this amendment included a stand alone parking structure in the middle of the surface parking on the north side of the conference center. The development changed hands and the parking structure was removed to be replaced with underground parking beneath the proposed hotel.

The proposal includes one level of parking beneath the hotel accommodating 30 parking spaces with access on the northeastern corner of the building. The hotel functions as a wing to the existing structure with primary access for both buildings from the existing hotel lobby. The Applicant is proposing to supply valet parking spaces on the eastern and northern perimeters of the surface parking lot for larger conference events.

The proposal satisfies the open space requirements by providing over 31 percent of the lot area for public use space. The public use space represents the landscaped areas in front of the buildings and along the public roads, as well as the amenity planting area near the intersection with Rockville Pike and planting islands in the surface parking lot.





**PROJECT DESCRIPTION:** Prior Approvals

Development Plan

The subject property was reclassified from the R-90 Zone to the TS-R Zone by Sectional Map Amendment G-745 on June 23, 1998 [Resolution No. 1332]. The Development Plan was approved for a maximum density of 0.64 floor area ratio, minimum open space of 17 percent for Phases I and II, 768 parking spaces and between 7 and 8 percent of parking lot landscaping.

Mandatory Referral

The Planning Board reviewed the Mandatory Referral (No. 00203-DED-1) and the original Site Plan (82000040) for the Conference Center, including Phases I and II, on July 12, 2000. The Mandatory Referral required the Applicant to revise the parking layout during the Phase II development to include at least 768 spaces on the site.

Preliminary Plan

Preliminary Plan 120000870 was approved on July 20, 2000 (Opinion mailed October 31, 2000) for a Conference Center of 96,645 square feet of building area with 36,120 square feet of walled meeting area and a hotel with 225 guest rooms in Phase I and an additional 225 guest rooms (450 total) in Phase II. The Preliminary Plan is being amended concurrently with this subject site plan amendment to address APF test and intersection improvements previously conditioned by the original plan of subdivision.

Site Plan

Site Plan 82000040 was approved by the Planning Board on July 20, 2000 (Opinion mailed October 31, 2000) for a 214,020 square foot Hotel and Conference Center including 225 rooms. A copy of the Planning Board opinion is attached [[Appendix A](#)].

Site Plan Amendments

Site Plan Amendment 82000040A was approved administratively by the Planning Board staff in August 2004 to add three parking ticket stations, one off of Marinelli Road and two facing Executive Boulevard.

Site Plan Amendment 82000040B was approved administratively by the Planning Board staff on May 10, 2005, to revise the location of accessible spaces near the building entrance closest to Executive Boulevard.

**ANALYSIS:** Conformance to Development Standards

Existing Zone: TS-R (Transit Station, Residential)  
 Total Acreage: 11.8148 acres  
 Method of Development: Optional

<b>Development Standards TS-R Zone</b>
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Development Standard	Required/ Permitted	Approved with G-745	Approved with Site Plan 820000040	Approved with Site Plan 820000040 A	Approved with Site Plan 820000040B	Proposed for Approval Site Plan 820000040C
Min. Tract Area (sf.):	18,000	514,652.69	514,652.6	514,652.69	514,652.69	514,652.69
<b>Max. Density</b>						
a. Dwelling Units	827	Not approved for dwelling units	0	0	0	0
b. Conference Center	100-190,000 sf.	96,645 sf.	96,645 sf.	96,645 sf.	96,645 sf.	96,645 sf.
c. Hotel						
Phase I		117,375 sf. (225 rooms)	117,375 sf. (225 rooms)	117,375 sf. (225 rooms)	117,375 sf. (225 rooms)	
Phase II		235,100 sf. (450 rooms)				230,885 sf. (450 rooms)
Total GSF						
Phase I		214,020	214,020	214,020	214,020	
Phase II		331,745				327,530
<b>Floor Area Ratio (FAR)</b>	2.5					
Phase I		0.42	0.42	0.42	0.42	
Phase II		0.64				0.64



Development Standard	Required/ Permitted	Approved with G-745	Approved with Site Plan 820000040	Approved with Site Plan 820000040 A	Approved with Site Plan 820000040 B	Proposed for Approval Site Plan 820000040C
<b>Open Space (%)</b>						
a. Min. Public Use Space	10					
b. Min. Active and Passive Rec. Space	0					
Total Open Space	10	17	23.29	23.29	23.29	27.59
<b>Max. Building Height (ft.):</b>						
Hotel	determined at Site Plan	120 feet (12 stories)	120 feet (12 stories)	120 feet (12 stories)	120 feet (12 stories)	120 feet <sup>1</sup> (12 stories)
Conference Center	determined at Site Plan	35 feet (2 stories)	35 feet (2 stories)	35 feet (2 stories)	35 feet (2 stories)	35 feet (2 stories)
<b>Parking Spaces</b>						
Phase I	625	737	749	749	743	
Phase II	737	768				777 <sup>2</sup>
<b>Parking Lot Landscaping (%):</b>						
Phase I	5	8	8	8	8	
Phase II	5	7				9.55

- 1 The height of the new hotel building is 107.77 feet (10 stories) measured from the average elevation of finished ground surface along the front end of the building at elevation 406'.
- 2 Including 747 surface parking spaces and 30 garage parking spaces.
- 3 Phase II information represents the cumulative numbers.

## ANALYSIS:

### Conformance to Master Plan

The Approved and Adopted 1992 North Bethesda/Garrett Park Master Plan envisions the North Bethesda's Urban Center with intense, mixed use development 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 amendment complies with the intent of the White Flint Sector Plan area of the 1992 North Bethesda/Garrett Park Master Plan (as amended in 1997). The Master Plan recommends a hotel with expansion potential, and further specifically recommends a conference center/hotel complex, noting that the hotel will be privately owned and will consist of 225 rooms with a possibility of expansion of the hotel to 450 rooms.

The White Flint Sector Plan Update is currently being prepared and is scheduled to be presented in draft form to the Planning Board in 2007. This proposal requires less buildable area on the site, permitting exploration of future development options during the preparation of the new Sector Plan.

### Local Area Transportation Review

As a condition of approval for the original preliminary plan, the applicants were required to enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and DPWT to participate in the North Bethesda Transportation Management District (TMD). The existing and executed TMAg includes data collection, compliance monitoring, information dissemination, designating a Transportation Coordinator, charging prevailing parking rates, transit fare subsidies, emergency rides home, taxi, and shuttle services. The applicants participate in the TMD to assist in achieving a traffic mitigation goal of at least 39% non-single-occupancy-vehicular work-trips in Stage II of the North Bethesda/Garrett Park Master Plan for the employees. As part of this amendment, the TMAg must be updated to include all the applicants as parties to this existing TMAg.

### **FINDINGS:** For Site Plan Review

1. *The Site Plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development if required, unless the Planning Board expressly modifies any element of the project plan;*

If amended in accordance with recommended conditions, the proposed development is consistent with the approved Development Plan (G-745) in land use, density, location, building height and development guidelines.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

The Site Plan meets all of the requirements of the TS-R Zone as demonstrated in the project Data Table on pages 8 and 9 of this report.

3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

- a. Buildings and Structures

The location of the buildings and structures are adequate, safe and efficient. The proposed hotel expansion provides an enclosure of the entrance court to the hotel with a prominent wing that will be visible from Rockville Pike. The function of

the two facilities (Conference Center and Hotel) provides a relational element for a positive internal connection. The proposed hotel also provides a greater presence on Marinelli Drive, creating a prominent entry for the hotel and a separate entrance for the Conference Center, allowing the two uses to function effectively together.

The height of the new hotel wing is consistent with the existing hotel building at 10 stories and approximately 108 feet. The building height is also consistent with the surrounding existing and proposed development, which contains a mix of residential and commercial uses.

b. Open Spaces

The proposal satisfies the open space requirements by providing over 27 percent of the site area for public use space. The TS-R Zone requires 10 percent of the site be devoted to open space with no requirement applicable to active and passive recreation facilities for hotels. The site plan proposes 27 percent of the site as open space area, which is comprised of green area and landscaping located primarily along Marinelli Road and in the amenity planting area at the intersection with Rockville Pike that frames the entrance to the Conference Center from the Metro station.

c. Landscaping and Lighting

The existing landscaping on the site consists of a mix of shade, evergreen and flowering trees along the frontage of the conference center on Marinelli Road and Executive Boulevard. The amenity planting area at the intersection of Rockville Pike and Marinelli Road is adorned with a mix of evergreens and flowering trees and shrubs.

The surface parking contains shade trees in the parking islands and a treatment of shade and flowering trees as well as shrubs to buffer the parking spaces from all three public roads. The interior parking spaces and planting islands have been modified to maximize the total number of parking spaces. The interior green space requirements have been exceeded by 1.55 percent with this proposal. The DPA required 8 percent interior green space and the proposed interior green space is 9.55 percent.

The existing streetscape for the public streets is modeled after the Bethesda streetscape standards in order to effectively create an urban environment. The existing street trees are within tree pits in amended soil panels. The landscaped walkway also provides a major connection from the White Flint metro to the hotel and conference center.

The existing and proposed lighting plan is consistent with the Bethesda streetscape standards and include Washington Globe fixtures for the public and private roads.

d. Recreation

Recreation facilities are not required for hotel uses in the TS-R Zone or as a requirement of the M-NCPPC Recreation Guidelines.

e. Vehicular and Pedestrian Circulation

Existing and proposed vehicular and pedestrian circulation is safe, adequate and efficient.

The existing access points to the site remain from Marinelli Road and Executive Boulevard, both of which are 80-foot-wide rights-of-way and classified as commercial business district streets. Rockville Pike is classified as a major roadway, M-6, with a 134-foot right-of-way and a Class I bikeway on the east side. The original preliminary plan was approved and Lot 1 was recorded without dedicating seven more feet of right-of-way for 67 feet from the centerline. An approval condition of the concurrent preliminary plan amendment requires dedication of additional right-of-way along the Rockville Pike frontage prior to issuance of any use and occupancy permit for the subject phase II hotel building.

An existing ten-foot-wide bike path (Class II bikeway) is located within the rights-of-way for Executive Boulevard and Marinelli Road, which is consistent with the *Countywide Bikeways Functional Master Plan*.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The proposed 10-story building and the subsurface parking is compatible with adjacent residential and commercial buildings and uses and with planned development for the White Flint planning area.

The building wing frames the existing 10-story hotel and conference center and is not detrimental to the adjacent high-rise residential uses opposite Marinelli Road. High-rise uses such as the hotel are permitted in the TS-R Zone and are consistent with the existing uses in the surrounding vicinity. The style and materials associated with the architecture of the building are consistent with nearby structures and will be further reinforced in style and design for the overall development.

The intensity of the use, location and height of the building and the massing is compatible with the surrounding existing development and is in context with the overall Bethesda Center North site.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

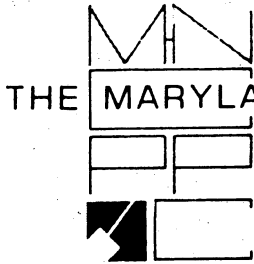
There is no forest on this property and this site is exempt from forest conservation requirements per NRI/FSD #4-05265E, as a modification to an existing use. A Tree Save Plan is not required for this property. There are no environmental features on the property. The property is within the Cabin John Creek watershed. The site does not include any streams, wetlands, or floodplains and there are no environmental buffers on the property.

The proposed stormwater management concept consists of on-site channel protection measures via an existing underground vault and on-site water quality control via an additional Stormfilter. On site recharge is not provided for redevelopment projects.

#### ATTACHMENTS

- A. Planning Board opinion for Preliminary Plan 1-00087 and Site Plan 8-00040.
- B. Memoranda from agencies

# **APPENDIX A**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring Maryland 20910-3760

**MONTGOMERY COUNTY PLANNING BOARD  
OPINION**

Preliminary Plan Review No. 1-00087 and Site Plan No. 8-00040  
Project: Montgomery County Conference Center (and Hotel).  
Date of Hearing: July 20, 2000

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Action: **PRELIMINARY PLAN: APPROVAL, SUBJECT TO CONDITIONS.** Motion was made by Commissioner Bryant, seconded by Commissioner Wellington, with a vote of 3-0, Commissioners Bryant, Holmes, and Wellington voting in favor; Commissioners Hussmann and Perdue were absent.

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Action: **SITE PLAN: APPROVAL, SUBJECT TO CONDITIONS.** Motion was made by Commissioner Bryant, seconded by Commissioner Wellington, with a vote of 3-0, Commissioners Bryant, Holmes, and Wellington voting in favor; Commissioners Hussmann and Perdue were absent.

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**I. INTRODUCTION**

On May 9, 2000, Montgomery County, Maryland and Quad Center LLC (collectively referred to as "Applicant") submitted applications for approval of a preliminary plan of subdivision, and a site plan, for 11.81 acres of land in the TS-R Zone. The applications were designated as Preliminary Plan No. 1-00087 and Site Plan No. 8-00040<sup>1</sup> (collectively referred to as "Applications"). The Applicant seeks to subdivide the property into one (1) lot for use as a two-phased conference facility and a 225-room hotel.

After due notice, the Planning Board held a public hearing on both Applications on July 20, 2000, in accordance with the requirements of the Md. Code Ann., Art. 28 ("Regional District Act"), Montgomery County Code, Chapter 50 ("Subdivision Regulations"), Montgomery County Code, Chapter 59 ("Zoning Ordinance"), and the Planning Board's Rules of Procedure.

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<sup>1</sup> Also under consideration before the Board was Mandatory Referral Number 00203DED-1, Montgomery County Conference Center. However, Mandatory Referral Number 00203DED-1 is not a subject of this Opinion.

At the public hearing, the Planning Board considered both Applications concurrently, listening to testimony, and receiving evidence into the record, from its expert technical staff ("Staff"), the Applicant, and from property owners in the surrounding neighborhood. In presenting the Applications to the Planning Board, Staff prepared packets of information including a Staff Report, which contained Staff's expert analysis of the proposal.

## **II. THE SUBJECT PROPERTY**

The Property is located at the northwest corner of the intersection of Rockville Pike and Marinelli Road, east of Executive Boulevard, Rockville, Maryland. Auto-oriented, low-intensity commercial uses abut the property to the immediate north and east sides of the property. These properties are zoned TS-M (Transit Station Mixed Use) and are expected to redevelop more intensively over time. To the south, across Marinelli Road, are the Wisconsin Condominiums and The Grand apartment complex, both hi-rise buildings on an intensively developed site. At the east edge of the Grand site, Woodglen Drive is shown in the master plan to be extended to Marinelli Road in the future. The WMATA property, located to the east of the Metrorail station contains approximately 35 acres and is recommended for TS-M (Transit Station Mixed Use) Zoning.

The Conference Center is proposed for construction on the site of the existing WMATA park-and-ride lot for the White Flint Metro Station. The existing WMATA park-and-ride lot will be relocated to the east of Rockville Pike, between Marinelli Road and Old Georgetown Road. The access points to the Conference Center will be along Marinelli Road and Executive Boulevard. Plans will be coordinated with the Department of Public Works and Transportation ("DPWT") to adequately accommodate site access and circulation of pedestrians, bicycles, automobiles, taxis, buses, and trucks of various sizes.

The Conference Center was first reviewed by the Planning Board at a public hearing held October 17, 1996, to amend the North Bethesda/Garrett Park Master Plan to delete business roadways B-10 and B-12 within the site. An application was filed in April 1997, to reclassify the site from an R-90 (Residential) Zone to a TS-R Zone. That case was designated as Zoning Case No. G-745. Zoning Case No. G-745 was reviewed by the Planning Board on July 3, 1997. The Hearing Examiner commenced public hearings for G-745 beginning in July, 1997 and the District Council commenced public hearings in December, 1997. As a result of the public hearings, the applicant filed a final booking policy and revised traffic analysis. The Planning Board reviewed these subsequent modifications on March 12, 1998. The Hearing Examiner held further hearings from March to May 8, 1998, during which time the phasing plan was revised.

On June 23, 1998, the District Council approved Zoning Case No. G-745. As part of the findings of the zoning case, the District Council determined that the proposed zoning complies with the master plan, which explicitly authorizes a conference center and hotel at this location and within the density levels proposed.



### **III. PRELIMINARY PLAN DISCUSSION**

At the public hearing, the Planning Board considered evidence and heard testimony concurrently on Preliminary Plan No. 1-00087 and Site Plan No. 8-00040. The Board heard testimony from its technical staff, the Applicant, and neighboring property owners. Staff recommended approval of both the Preliminary Plan and the Site Plan, subject to several conditions.

At the outset, the Chair commented that issues associated with roads were outside of the Board's purview for this hearing and that such issues were considered during the hearings for the zoning decision in G-745.

Staff advised the Planning Board that a transportation analysis of the proposed project was submitted to, and considered by, [the Hearing Examiner] during the proceedings for G-745. Staff also commented that the above-referenced transportation analysis had been updated, and submitted to the Board as part of the Adequate Public Facilities test at Preliminary Plan Review. Moreover, the Board was advised that a Staff analysis was also submitted to the Board in conjunction with the Site Plan Review package.

Staff described for the Board its efforts, and those of the Applicant, in upgrading the streetscape around the Metro stop, and gave the Board a description of new projects, including an apartment complex, office buildings, and a housing tower, currently under construction in the surrounding neighborhood. Moreover, Staff described the features of the proposed site itself, including intended entranceways to the hotel and conference center, planned parking accommodations for the site, truck loading/unloading configurations, pedestrian circulation, and issues related to bikeways and sidewalks.

As to the Preliminary Plan, Staff emphasized to the Board that the conditions recommended by Staff, and agreed upon by the Applicant, mirror the conditions of the updated Transportation Planning Division Memorandum, dated July 14, 2000. Staff briefly explained that other conditions associated with Preliminary Plan No. 1-00087 govern stormwater management, road dedications, road improvements, and forest conservation issues, respectively.

With regard to the issue of traffic, Transportation Planning Division Staff presented to the Board, via a Staff Memorandum, its findings associated with the adequate public facilities (APF) review of the subject Preliminary Plan and Site Plan. In particular, Transportation Planning Division Staff recommended that to ensure that the Board could make findings with respect to adequate public facilities, that it limit the size of Phase I of the Conference Center to 214,020 gross square feet, inclusive of the square footage of a 225-room hotel (with an additional 225 rooms to be built in Phase II). Staff also recommended that the Applicant enter into an agreement with the Montgomery County Department of Public Works and

Transportation and the Montgomery County Planning Board to limit the maximum number of persons arriving in one hour to 2,675, and the maximum number departing to 375 per hour.

Staff advised the Board through its Memorandum that the Applicant, in order to comply with local area transportation review (LATR), would satisfy the APF test under the Alternative Review Procedure for Metro Station Policy Areas of the FY 01 Annual Growth Policy. In addition, the Planning Board was advised that the Applicant was required, as a condition of the approval for Zoning Case G-745, to fund specific intersection improvements.

In addition, the Applicant commented to the Board that various issues associated with traffic flows, traffic congestion, and traffic volume were considered by the Hearing Examiner during the zoning application hearings. The Applicant testified as to its obligation under the zoning approvals to produce a Transportation Management Plan, which would address those issues associated with traffic mitigation and control.

During the hearing, individuals and a representative of a citizens' organization testified as to several concerns regarding the Preliminary Plan, including comments related to traffic congestion and volume surrounding the site. The Board also questioned the Applicant about the number of attendees arriving at events, and asked how would the Applicant limit traffic to restrict the maximum number of attendees to 2,675 people in any given hour during the day. The Applicant explained that the Traffic Management Plan details that they would hire attendants to assist with managing the traffic.

#### **IV. PRELIMINARY PLAN REQUIREMENTS**

An application for subdivision requires the Planning Board to undertake its legislatively delegated authority under the Regional District Act and the Subdivision Regulations. In order to gain approval, the application must meet the requirements of the Subdivision Regulations and the Zoning Ordinance, which are applicable to the Application.

Section 50-35 of the Subdivision Regulations provides the approval procedure for preliminary subdivision plans. Section 50-35 provides that after presentation to the Planning Board, the Board must act to approve the plan, disapprove the plan, or approve the plan subject to conditions and/or modifications necessary to bring the plan into accordance with the Montgomery County Code and all other applicable regulations.

The general provisions related to lot design for a subdivision are set forth in Section 50-29 of the Subdivision Regulations. Lot size, width, shape and orientation must be appropriate for the location of the subdivision and for the type of use contemplated in order to be approved by the Planning Board. Lots must also abut a dedicated street or public road. Additionally, Section 50-35(k) of the Subdivision Regulations ("Adequate Public Facilities Ordinance" or "APFO") directs the Board to approve preliminary plans of subdivision only after finding that public facilities, including the transportation system, will be adequate to serve the subdivision.

Finally, in accordance with Section 50-35(l) of the Subdivision Regulations, a preliminary plan must substantially conform to the applicable master plan, unless the Planning Board finds that events have occurred to render the relevant master plan recommendation no longer appropriate.

#### **V. PRELIMINARY PLAN FINDINGS**

Based upon the testimony and evidence submitted in the record, as well as the contents of the preliminary plan file, the Planning Board finds Preliminary Plan No. 1-00087 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended), and that the preliminary plan meets the requirements for Adequate Public Facilities.

In particular, the Board finds that the amount of traffic generated by the site will be limited by both the square footage restrictions in condition one, below, and traffic will be further restricted and monitored through the agreement between Montgomery County DPWT and the Planning Board required by condition number 1, below. Traffic impacts will further be mitigated by the intersection improvements imposed in condition one and as more specifically detailed in condition 1(d), below. As a result, based on the Transportation Division staff memorandum, testimony presented by the Staff and Applicant detailing the application's conformance with the APFO requirements, and the conditions imposed below limiting the square footage of the facilities and the number of attendee arrival and departures, the Board finds that the application will be served by adequate roads and public transportation facilities.

In addition, based upon the uncontroverted evidence of the record, the Board finds that the project will be served by adequate public facilities in the form of water and sewerage service, schools, police stations, firehouses and health clinics. The Board further finds that the conditions properly provide for erosion and sediment control. In addition, the Planning Board expressly finds that the preliminary plan conforms to the applicable master plan, and that the Application meets the requirements of Chapter 22A of the Montgomery County Code, the Forest Conservation law, through Condition No. 2, below.

#### **VI. PRELIMINARY PLAN APPROVAL WITH CONDITIONS**

After a review and consideration of the evidence of record, including testimony given at the public hearing and on the Staff report, which is made a part hereof, the Montgomery County Planning Board approves Preliminary Plan No. 1-00087, subject to the following conditions:

- 1) Limit approval under this Preliminary Plan application to a Conference Center of 96,645 gross square feet of building area with 36,120 square feet of walled meeting area and a hotel with 225 guest rooms in Phase I and an additional 225 guest rooms (450 total) in Phase II. The Applicant is also subject to:

a) As a condition of the zoning case, enter into an agreement with the Montgomery County Department of Public Works and Transportation (DPW&T) and the Planning Board to provide that the reservation practices for the Conference Center/Hotel will not permit the simultaneous scheduling of activities or events that would generate more traffic than equivalent to 2,675 persons arriving and 375 departing the facility during any hour of the day.

b) Make the Development Approval Payment (DAP) to the Montgomery County Department of Finance before receipt of any building permits.

c) Fund the twelve (12) intersection improvements identified in 1997, which were required as a condition of Zoning Case No. G-745, or alternative improvements to reflect current circumstances. Refer to Attachment No. 1 for the specific improvements conditioned at zoning or proposed alternative improvements.

d) Enter into a traffic mitigation agreement with the Planning Board and DPW&T with the following elements:

1) Implement a traffic mitigation program to include charging prevailing parking rates, transit fare subsidies, emergency rides home, taxi, and shuttle services.

2) Participate in the North Bethesda Transportation Management District (TMD), which includes data collection, compliance monitoring, and information dissemination. The Applicant should designate a person to be the Transportation Coordinator for this purpose.

3) Achieve a traffic mitigation goal of at least 39% non-SOV work-trips in Stage II of the North Bethesda/Garrett Park Master Plan for employees.

e) Schedule employees to *not* arrive and leave during the weekday morning peak period (7:00 to 9:00 a.m.) and the weekday evening peak period (4:00 to 6:00 p.m.) as proffered by the Applicant.

f) Provide adequate traffic calming for the Georgetown Village Condominium development to discourage Commonwealth Drive as a cut through between Nicholson Lane and Edson Lane. Georgetown Village Condominium has tentatively agreed to install mechanical devices with arms across the travel lanes at each end of Commonwealth Drive. No special card or code will be required to activate the gate and raise the arm. The arms are to automatically rise and allow entry when a vehicle is detected in front of the device.

g) Coordinate with DPW&T regarding the following:

- 1) Adequate access to the site on the north side of Marinelli Road without adversely impeding the safety of the accesses to the Wisconsin Condominiums on the south side of Marinelli Road.
- 2) Safe and adequate access and circulation for automobiles, taxis, buses, trucks, and pedestrians.
- 3) On-site loading of trucks of various sizes
- h) Assure adequate on-site parking for Phase I while the parking garage for Phase II is under construction.
- i) Participate in the Share-A-Ride district for employees in accordance with the Approved and Adopted North Bethesda - Garrett Park Master Plan, dated December, 1992.
- j) Before release of any building permits, coordinate with WMATA to relocate and have in operation a replacement Metro park-and-lot including the bus bays and kiss-and-ride drop-off area on the east side of Rockville Pike (MD 355).
- 2) Compliance with Chapter 22A of the Montgomery County Zoning Ordinance (Forest Conservation). The applicant must satisfy all requirements prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permit(s), as appropriate.
- 3) Compliance with conditions of MCDPS stormwater management approval, dated 7/24/00.
- 4) All road right of way shown on the approved preliminary plan shall be dedicated by the Applicant, unless otherwise designated on the preliminary plan.
- 5) All roads shown on the approved preliminary plan shall be constructed by the applicant to the full width mandated by the North Bethesda/Garrett Park Master Plan and North Bethesda Sector Plan, and to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the preliminary plan "To be Constructed by (others)" are excluded from this condition.
- 6) Access and improvements, as required, to be approved by MCDPW&T prior to recording of plat.
- 7) No clearing, grading, or recording of plats prior to site plan approval.
- 8) Final location of buildings, on-site parking, vehicular and pedestrian site circulation will be reviewed and approved with site plan.

9) A lighting and landscaping plan must be submitted as part of the record plat application for review and approval by Staff prior to recording of plat.

10) The validity of the Preliminary Plan is also dependent upon the Applicant abiding by all the terms and conditions of approval under District Council Resolution No. 13-1332 for Zoning Application G-745.

11) Necessary easements.

12) This Preliminary Plan will remain valid for thirty-seven (37) months from the date of mailing of the Planning Board opinion. Prior to expiration of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded or a request for an extension must be filed.

13) The Adequate Public Facilities review for this Preliminary Plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.

## **VII. SITE PLAN DISCUSSION**

### **A. ROOFTOP SCREENING**

Testimony from neighbors raised concerns about screening of rooftop equipment, to ensure limited views of rooftop mechanical equipment from adjacent high-rise residential buildings. In response to these concerns, the Applicant testified that the mechanical units were not located in the front of the project, but rather are sited in an enclosed mezzanine in the back of the facility that houses almost all of the mechanical units for the Conference Center. With respect to the hotel portion of the project, the Applicant further testified that the mechanical equipment is located within an enclosed penthouse located along the top tower of the hotel building.

### **B. SITE SCREENING**

The Planning Board also questioned the Applicant about site perimeter and parking lot landscape screening. The Applicant testified as to the mix of evergreen and deciduous trees on the ground that would serve to buffer the site along the frontage on Marinelli Road, and detailed that along Marinelli Road and Executive Boulevard that smaller trees such as cherry trees are mixed in with some evergreen landscaping. The Applicant also testified that particularly toward the northern boundary of the site that it will retain certain existing trees, and then will supplement with additional landscaping, and further stated that the landscape plan contemplates annual green landscaping and flowers, in addition to the deciduous trees. Staff also, in response to the same questions, testified that the landscaping is adequate for the site, further detailing the elements of the landscaping plan which include street trees, ornamental

trees, ornamental plantings. The Applicant also testified that the building, with a brick façade, is inherently compatible with the surrounding urban neighborhood.

### **C. SIGNAGE**

Opposition testimony also questioned the appropriateness of the entrance pylon, and whether it is a sign. The Planning Board has limited jurisdiction to review this element of the project, as signage is subject to review by Montgomery County's Sign Review Board and Department of Permitting Services. The Zoning Ordinance does require the Board to determine if the site plan structures are compatible, and a sign is defined as a structure, and as such Staff recommended that the pylon was a structure, minimal in size and bulk when compared with the balance of the project and surrounding densities, and compatible with the site plan's overall configuration and the surrounding, off-site uses.

### **D. CIRCULATION**

There were concerns raised at the hearing with respect to traffic circulation internal to the site, in particular raising concerns about traffic flow from such users as taxis, delivery trucks, buses, event attendees and emergency vehicles. The Planning Board extensively questioned the Applicant about the circulation patterns for specific types of vehicles. In response, the Applicant detailed that there is a bus and taxi stand internal to the site where these vehicles can idle. The Applicant presented a detailed explanation of the circulation pattern, specifically that taxi and attendee vehicles will enter off Executive Boulevard, and then can exit again off Executive Boulevard or remain internal to the site to queue if they wish to pick up additional passengers. In response to further Board questioning, the Applicant testified that delivery trucks also would use the northern entrance off Executive Boulevard, follow the northern boundary of the property, enter the loading dock, and exit through the reverse pattern.

Upon Board questioning, the Applicant also explained that the access gates, which are an element of the Traffic Management Plan, will be set far enough into the site to avoid vehicular backup onto the major streets surrounding the site. The Applicant further testified that during large events when many people would arrive at the same time, the gates would be opened to allow ungated entry into the site, with traffic managed by additional personnel hired to direct traffic flow. Staff also testified on this issue after further Board questioning, and stated that the Applicant would need, and has committed to provide, additional staffing to assist with traffic flow when large events are scheduled, to minimize spillover traffic onto Executive Boulevard or Marinelli Road.

### **E. NOISE - TRUCK DELIVERY**

Again in response to citizen concerns and questions from the Board, mostly concerning noise around the site due to truck deliveries, the Applicant testified that truck deliveries would

be made utilizing the northern entrance to the site, away from the residential units to the south. The Applicant also explained that the site's loading dock, located to the north of the site adjacent to commercial uses, to minimize impact on residential neighborhoods, will be covered with a roof so as to contain the noise associated with the loading and unloading of trucks. The Applicant also testified that this location of the loading dock places the mass of the conference center building between the loading dock and the residential neighborhoods located to the south of the site, and would significantly block truck noise from those communities.

### **VIII. SITE PLAN REQUIREMENTS**

In order to approve a site plan, the Planning Board must make the following findings:

1. The Site Plan is consistent with an approved development plan or a project plan for the optional method of development, if required.
2. The Site Plan meets all of the requirements of the zone in which it is located.
3. The locations of buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation uses are adequate safe, and efficient.
4. Each structure and use is compatible with other uses and other site plans and existing and proposed adjacent development.
5. The Site Plan meets all applicable requirements of Chapter 22A regarding Forest Conservation.

### **IX. SITE PLAN FINDINGS**

After a review and consideration of the evidence of record, including testimony given at the public hearing and on the Staff report, which is made a part hereof, the Montgomery County Planning Board finds:

1. The Site Plan is consistent with the approved development plan or project plan except for the percentage of the parking lot area in landscaping. As a result, the Board finds that the Applicant must provide eight percent of the site in landscaping, as required by the development plan, and this obligation is required by Condition No. 5, below.
2. The Site Plan meets all of the requirements of the TS-R Zone, in accordance with the Project Data Table and Finding #1 above (specifically requiring 8% landscaping):



**PROJECT DATA TABLE**

<u>Development Standard Required</u>	<u>Permitted/ Approval</u>	<u>Per Zoning</u>	<u>Proposed</u>
Lot Area sq. ft.:	18,000		614,652.69
Floor Area	1,286,110	214,020	214,020
Fl. Area Ratio (FAR)	2.5	0.42	0.42
Public Use Space %	10	17	23.29
Building Height (ft.):			
Hotel	NA	120 ft/12 flr	120 ft/12 flr
Conference Cntr.	NA	35 ft/ 2 flr	35 ft/ 2 flr
Parking:	643	737	737
Parking Lot Landscaping(%)	5	8	5
Loading/Service	5	5	5

3. The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe, and efficient.

a) Location of Buildings: The interconnected nature of the functions in the two facilities required their being connected as one. The separate parking access and proximity requirements of each facility mandated that the building be located on the western end of the site. Even though this results in the building effectively not being located on Rockville Pike, the design recovers well by very successfully fronting on Marinelli Road and by creating an effective entrance for the Conference Center on the southwest corner.

b) Open Spaces: The Marinelli frontage maximizes the site's development of its open space requirement, especially by providing the plaza at the southeast corner, a particularly strategic confluence of future pedestrian and bicyclist movement and employee concentration. In addition, the preservation of existing street trees and utilization of existing stormwater structures are significant benefits. The trees serve to satisfy the forest conservation requirement for the site.

c) Landscaping and Lighting: The small irregularities in the lighting plan can be resolved at signature set to achieve a maximum of safety in all pedestrian areas and still prevent excessive light spill to adjacent areas. Also, the percentage of the parking lot devoted to landscaping needs to be raised from 5 to 8 percent. The parking lot is adequately screened from the surrounding streets by the proposed hedges. The plaza will be not only a gateway to surrounding future development but also a welcome refuge at the confluence of a myriad of pedestrian paths. The Board expressly finds that based on the testimony of staff and the Applicant, that the location and mix of the landscaping is adequate, once increased to the eight percent required by the development plan.

d) Vehicular and Pedestrian Circulation: While the loss of the Master Planned internal streets may have some negative effect on ultimate traffic patterns, the possible loss is offset by a much-improved pedestrian environment. Traffic mitigation at several intersections is required by condition of the zoning approval; this condition is carried forward to the Preliminary Plan being heard concurrently with this case. Master Planned bikeways will be provided along both the Marinelli Road and Rockville Pike frontage, and bus stops will have been relocated to Rockville Pike adjacent to the plaza. In addition, the Board specifically finds that the vehicular circulation patterns detailed by the Applicant and staff provide for adequate, safe and efficient circulation. The Board finds that all manner of vehicular use within the site, (e.g., taxicabs, delivery trucks, attendee vehicles) can safely and efficiently enter, maneuver through and exit the site based on the traffic patterns established on the site. In addition, the Board finds that the access gates provide an effective mechanism to control access to the site, and based on the Applicant's testimony regarding free access and additional traffic control staffing during large events, will not create significant backups onto adjacent roadways. The Board finally notes that there is no Zoning Ordinance does not require findings with respect to emergency vehicular impact on internal or external congestion.

4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development. Parking is adequately screened by hedges. The Conference Center is lower in height than the Master Planned apartments would have been, and the peak hour traffic is less than what would have been produced by the apartments. The hotel is in the same scale range as the existing apartment buildings. The uses are allowed by the zone and are compatible with the adjacent mixed-use zoned sites and uses. The building setback from Marinelli Road is entirely adequate for compatibility with existing, confronting high-density residential uses in this emerging activity node.

In addition, the Board finds that the screening provided on the perimeter of the site, as well as the brick façade of the buildings themselves, are compatible with the surrounding uses and with proposed and adjacent development. The Board further finds that the location of the truck loading dock, sited away from the residential communities, enhances the compatibility of the project. This location both screens

the view, as well as significantly blocks noise. In addition, the Board expressly finds that the location and enclosure of the rooftop mechanical equipment further enhances the compatibility of the project with adjacent development.

Finally, the Board finds that the pylon, falling within the definition of a structure under the Zoning Ordinance, is compatible with the adjacent uses in that its size, scale and bulk is minimal in comparison with the rest of the development, and fully in keeping with the scope of the project and surrounding densities.

5. The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation as forest conservation requirements have been met by the preservation of existing street trees.

#### **X. SITE PLAN APPROVAL WITH CONDITIONS**

The Montgomery County Planning Board APPROVES Site Plan Review #8-00040 which consists of a 214,020 square foot Hotel and Conference Center including 225 hotel rooms subject to the following conditions:

1. Provide brick-paved driveway aprons per Bethesda Streetscape Standards
2. Adjust light levels in parking lot to reduce over- and under-lighted area
3. Provide light level plan for street sidewalks, building entrances and plaza
4. If WMATA declines to pay for the repaving of its portion of the plaza, obtain permission to assume this and the maintenance obligation in the Conference Center budget
5. Provide 8% parking lot landscaping per zoning approval
6. Enter into an agreement with MCDPWT for streetscape maintenance in the ROW
7. Bus stop relocations, subject to MCDPWT approval, shall be shown on Signature Set
8. Signature Set for Site Plan for Phase I shall conform to Phasing Plan set forth in the Binding Elements of Zoning Case G-745
9. Standard Conditions dated October 10, 1995:
  - A. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to approval of the signature set as follows:
    1. Development Program to include a phasing schedule as follows:

(a) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.

(b) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.

(c) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;

(d) Phasing of stormwater management, sediment/erosion control, trip mitigation.

2. Site Plan Enforcement Agreement to delineate transportation management program, streetscape maintenance agreement or other requirement of a condition of approval.

B. Signature Set of site, landscape/lighting, forest conservation and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):

1. Limits of disturbance;
2. Methods and location of existing street tree protection;
3. Forest Conservation areas;
4. Conditions of DPS Stormwater Management Concept approval letter;
5. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to demolition, clearing and grading;
6. The development program inspection schedule.

C. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.

D. No demolition, clearing or grading prior to M-NCPPC approval of signature set of plans.

E. If no administrative appeal is timely filed, this Site Plan shall remain valid for as long as Preliminary Plan No. 1-00087 is valid, as provided in Section 59-D-3.8. Once the property is recorded, this Site Plan shall remain valid until the expiration of the project's APFO approval, as provided in Section 59-D-3.8.

Attachment

## Attachment No. 1: Transportation Improvements Required as a Condition of the Zoning Case

As recommended in the traffic study for the zoning case, the transportation improvements are listed below (required to satisfy LATR besides making the DAP). Funds were appropriated for the required improvements by County Council in their Resolution No. 13-1411 on August 4, 1998, for Capital Improvements Program Project No. 509995, Conference Center Intersection Improvements (Refer to Attachment No. 2, CIP's PDF).

1. Rockville Pike and Nicholson Lane (for the zoning case's evening peak period only, but not needed for the preliminary plan)
  - a. Restripe the eastbound (Nicholson Lane) lanes:
    - 1) The right-turn lane as a shared right-turn/through lane.
    - 2) The shared through/left-turn lane as a through lane.
    - 3) Retain the second left-turn lane as an exclusive left-turn lane.
  - b. Modify the existing signal phasing from split phasing on the Nicholson Lane approaches to concurrent phasing

Using updated counts and congestion analysis standards, this improvement identified at the time of the zoning case increases the intersection capacity during the critical evening peak period, and slightly reduces the capacity during the non-critical morning peak period.

2. Rockville Pike and Old Georgetown Road (for the zoning case's morning and evening peak periods, for the preliminary plan's evening peak period only)

Restripe the eastbound Old Georgetown Road approach as three left-turn lanes and a shared through/right-turn lane. With updated counts and congestion analysis standards, however, the intersection would operate at a higher capacity without the improvement above.

3. Rockville Pike and Montrose/Randolph Road (for the zoning case's and preliminary plan's morning and evening peak periods)

The improvement identified and required in reviewing Zoning Case No. G-745 was as follows:

Modify the existing signal phasing. Specifically, change from split phasing (i.e., when one approach moves while the other is stopped) on the Montrose Road and Randolph Road approaches to concurrent phasing (i.e., when both through movements can move concurrently after each of the left turns have stopped).

This signal phasing change has been implemented and, thus, alternative improvements were identified to mitigate the site-generated traffic at preliminary plan review. The alternative improvements are as follows:

- a. Construct an exclusive right-turn lane on the eastbound Montrose Road approach to mitigate site-generated traffic during the morning peak period.
- b. Construct a second left-turn lane on the eastbound Montrose Road approach to mitigate site-generated traffic during the evening peak period.
- c. Prohibit left turns from northbound Rockville Pike and redirect them to Old Georgetown Road, Nebel Street and Randolph Road to proceed west on Montrose Road.

The eastbound right-turn lane was identified as an improvement to mitigate site-generated traffic by two other preliminary plans. The two plans are Preliminary Plan No. 1-99043, Spring Lake Park, and Preliminary Plan No. 1-99029, Wilgus East. Wilgus East was approved under the Expedited Development Approval Excise Tax (i.e., "Pay & Go") provision of the *Annual Growth Policy*.

4. Randolph Road and Nebel Street (for the zoning case's evening peak period only, but not needed for the preliminary plan)

Construct a right-turn lane on the eastbound approach of Randolph Road.

5. Montrose Road and East Jefferson Street (for the zoning case's and preliminary plan's morning and evening peak periods)

- a. Construct a second right-turn lane on the southbound approach of East Jefferson Street.
- b. Provide a second exclusive left-turn lane on the eastbound approach of Montrose Road by reconstructing the curbline on the intersection's west quadrant to provide the extra eastbound approach lane. The second exclusive left-turn lane would replace the existing shared (second) left-turn/(second) through lane, exclusive through lane, and an exclusive right-turn lane.
- c. Modify the existing signal phasing from split phasing on the Montrose Road approaches to concurrent phasing.

The two additional turning lanes could be built by dedication or acquisition of property owned by the Charles E. Smith Jewish Day School.

The Conference Center is one of the developers contributing to DPWT's Capital Improvements Program (CIP) Project 507017, Intersection and Spot Improvements (CIP's PDF is attached). This CIP Project is funded to construct the Congestion Improvement Initiative project at this intersection. The design plans were reviewed by the Planning Board as a Mandatory Referral No. 98810-DPWT-1 on March 4, 1999. The project is scheduled to start construction in April 2001.

Applicants of other preliminary plans have identified the improvements above to mitigate their site-generated traffic. The two plans were Preliminary Plan No. 1-99029, Wilgus East, and Preliminary Plan No. 1-00037, Washington Science Center or Kaiser Permanente

Medical, both of which were approved under the Expedited Development Approval Excise Tax provision of the *Annual Growth Policy*.

6. Old Georgetown Road and Nicholson/Tilden Lane (for the zoning case's evening peak period only, but not needed for the preliminary plan)

The improvement identified at the time of the zoning case was as follows:

- a. Restripe eastbound Tilden Lane approach as a shared left-turn/through lane and a right-turn lane.
- b. Modify the signal phasing on the east-west approaches of Tilden Lane/Nicholson Lane from split to concurrent phasing.

However with updated counts and congestion analysis standards, the intersection would operate at a higher capacity without the improvements above during the evening peak period.

7. Montrose Road and Farm Haven Drive (for the zoning case's and preliminary plan's morning and evening peak periods)

Install center reversible left-turn lanes on Montrose Road unless plans being developed for the Montrose Parkway provide a better alternative improvement.

8. Montrose Road and Tildenwood Drive (for the zoning case's and preliminary plan's morning and evening peak periods)

Install center reversible left-turn lanes on Montrose Road unless plans being developed for the Montrose Parkway provide a better alternative improvement.

9. Rockville Pike and Rollins Avenue/Twinbrook Parkway (for the zoning case's and preliminary plan's evening peak period only)

The improvement identified at the time of the zoning case was as follows:

Install a right-turn lane on the northbound approach of Rockville Pike.

However using updated counts and congestion analysis standards, the improvement increases the intersection capacity during the critical evening peak period, but has no impact during the non-critical morning peak period.

10. Randolph Road and Parklawn Drive (for the zoning case's morning and evening peak periods, but not needed for the preliminary plan)

The improvement identified and required in reviewing Zoning Case No. G-745 was as follows:

- a. Restrict left-turns from eastbound Randolph Road during the weekday morning peak period.
- b. Provide an additional left-turn lane on the southbound approach of Parklawn Drive.
- c. Modify the signal phasing on the north-south approaches of Parklawn Drive from split to concurrent phasing.

Applicants of other preliminary plans have identified the second and third improvements above to mitigate their site-generated traffic. The two plans are Preliminary Plan No. 1-99043, Spring Lake Park, and Preliminary Plan No. 1-00007, Washington-Rockville Industrial Park. Preliminary Plan No. 1-00007 was approved under the Expedited Development Approval Excise Tax provision of the *Annual Growth Policy*.

The additional left-turn lane on southbound Parklawn Drive can be provided as follows:

- a. Delete one of two northbound receiving lanes on the north leg of Parklawn Drive.
- b. Use the converted *northbound* receiving lane for an additional southbound approach lane.
- c. Reconfigure the *southbound* approach to a shared right-turn/through lane, through lane, and two left-turn lanes.
- d. Reconfigure the northbound approach (on the south leg) to an exclusive left-turn lane and a shared through/right-turn lane.
- e. Modify the signal phasing on the north-south approaches of Parklawn Drive from split to concurrent phasing.

However, using updated counts and congestion analysis standards, the improvement increases the intersection capacity during the critical evening peak period, but has no impact during the non-critical morning peak period.

11. Old Georgetown Road and Tuckerman Lane (for the zoning case's morning and evening peak periods, but for the preliminary plan's evening peak period only)

The improvements identified and required in reviewing Zoning Case No. G-745 were as follows:

- a. Restripe the westbound Tuckerman Lane approach as a shared through and right-turn lane, through lane, and two left-turn lanes.
- b. Implement variable lane use with overhead signal control to allow the following on the eastbound approach of Tuckerman Lane:
  - 1) During the morning peak period, one left-turn lane and an exclusive through lane .
  - 2) During the evening peak period, one left-turn lane and a shared through and left-turn lane.



- c. Modify the split-phased signal to allow east-west movements on Tuckerman Lane to make non-conflicting movements simultaneously during the morning peak period.

Since then the Maryland State Highway Administration (SHA) has designed and fully within five years funded a Congestion Relief Study Project at this candidate intersection, M-29, with different improvements as follows:

- a. Construct an additional (fourth) lane on the eastbound Tuckerman Lane approach for two left-turn lanes, a through lane, and a shared through-right-turn lane.
- b. Construct an additional (fourth) lane on the westbound Tuckerman Lane approach for two left-turn lanes, a through lane, and a right-turn lane.
- c. Modify the signal phasing on the east-west approaches of Tuckerman Lane from split to concurrent phasing.

The SHA improvements are recommended because they increase the intersection capacity more than the improvements identified for the zoning case.

12. Rockville Pike and Tuckerman Lane (for the zoning case's evening peak period only, but not needed for the preliminary plan)

Restripe the westbound approach of Tuckerman Lane to a right-turn lane, a through lane, and a shared through/left-turn lane. The signal phasing on the east-west approaches of Tuckerman Lane is already split phased.

# **APPENDIX B**



**Development Review Division  
Montgomery County Department of Park and Planning**

**CHECKLIST Site Plan / Project Plan Review**

Plan # B200040C Name: MONTGOMERY COUNTY CONFERENCE CENTER - BETHESDA CENTER NORTH  
 Zone: TS Tract Area: 11.81 Proposed Use: HOTEL  
 Number of Units: N/A Square Footage: \_\_\_\_\_  
 Development Method: OPTIONAL Other: \_\_\_\_\_

**Referral Comments:**

**M-NCPPC**

	Staff	Date
Transportation	<u>ED</u>	<u>1/3/07</u>
Environmental	<u>AL</u>	<u>1/3/07</u>
Community Planning	<u>KO</u>	<u>1/2/07</u>
Historic Planning	<u>N/A</u>	_____
Park Planning	<u>N/A</u>	_____
Research/Housing	<u>N/A</u>	_____

**Other Agencies**

	Staff	Date
SHA	<u>N/A</u>	_____
DPS (SWM)	<u>RB</u>	<u>11/25/05</u>
DPS (Traffic)	<u>SN</u>	<u>1/23/06</u>
Public School	<u>N/A</u>	_____
Utility	<u>TER</u>	<u>1/23/06</u>
Fire & Rescue	<u>JF</u>	<u>1/23/06</u>
DPW & T	<u>N/A</u>	_____

**Development Standards / Requirements**

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Zoning Requirements    | <input checked="" type="checkbox"/> MPDU Calculation          | <input checked="" type="checkbox"/> Building Restriction Lines |
| <input checked="" type="checkbox"/> Development Data Table | <input checked="" type="checkbox"/> TDR Calculation           | <input checked="" type="checkbox"/> Building Height            |
| <input type="checkbox"/> Recreation Calculation            | <input checked="" type="checkbox"/> Timing/Phasing Conditions | <input checked="" type="checkbox"/> Master Plan Conformance    |

**Prior Approvals**

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Development Plan | <input type="checkbox"/> Preliminary Plan | <input checked="" type="checkbox"/> Prior Site Plan Approvals |
| <input type="checkbox"/> Record Plat                 |   |   |

**Community Input**

- Civic Association \_\_\_\_\_
- Individuals \_\_\_\_\_

Supervisor Review \_\_\_\_\_

Chief Review \_\_\_\_\_



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

Date: January 2, 2006

To: Robert Kronenberg, Development Review Division

From: Kristin O'Connor, Planner, B-CC/North Bethesda Team, CBI<sup>KO</sup>  
Margaret Rifkin, Urban Designer, White Flint Sector Plan Update<sup>MRK</sup>

Via: Judy Daniel, Team Leader, Bethesda Team

Subject: Comments for Site Plan Amendment for Bethesda North Marriott-Montgomery County Conference Center, Site Plan No. 82000040C

Master Plan: 1992 North Bethesda-Garrett Park Master Plan

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The Community-Based Planning staff has reviewed the above referenced Plan for conformance with the *North Bethesda/Garrett Park Master Plan* (1992). The subject property is located at 5701 Marinelli Road, North Bethesda, in the northwest corner of the intersection of Rockville Pike (MD-355) and Marinelli Road. The site is currently used for the Montgomery County Conference Center and Bethesda North Marriott Hotel.

A Plan objective for the White Flint Sector Plan area within the North Bethesda/Garrett Park Master Plan is to "develop White Flint as the main urban center of North Bethesda" (p 51). The conference center/hotel complex provides a central location for meetings and lodging in North Bethesda. In addition, the hotel and conference center is located in close proximity to the White Flint Metro station. The Master Plan envisioned placing the tallest buildings next to Rockville Pike and stepping down in height toward the east and west. The Plan further envisions that as redevelopment occurs to the north and along Rockville Pike, the property at the corner of Rockville Pike and Marinelli Road should be incorporated into a project that will reinforce the concept of Rockville Pike as the Main Street of North Bethesda. The staff believes that the added activities associated with the hotel expansion, combined with the conference center, wide sidewalks and landscaping, will add to the creation of the "lively pedestrian environment"-- another objective of the 1992 Plan.

The proposed amendment complies with the intent of the White Flint Sector Plan area of the 1992 North Bethesda-Garrett Park Master Plan (as amended in 1997). The Plan

recommends this site for a hotel with expansion potential. Further, the 1997 Approved and Adopted Conference Center Amendment to the North Bethesda-Garrett Park Master Plan recommends this site specifically for a conference center/hotel complex, confirming that the hotel associated with the conference center "will be privately-owned and will consists of approximately 225 rooms with possibility of expansion to around 450" (p. 353).

The Planning Board reviewed the Mandatory Referral (No. 00203-DED-1) and Site Plan (No. 8-00040) for the Conference Center, Phase I and II on July 12, 2000. The Mandatory Referral required that when the application came in for Phase II, that the applicant should revise the parking layout to provide at least 768 parking spaces on the development site. The proposal under review for Phase II has 777 spaces, 747 surface and 30 parking spaces in the garage under the new hotel wing, rather than in a separate parking structure. This will allow greater design flexibility on the rest of the site.

The White Flint Sector Plan Update is being prepared and is scheduled to come to the Planning Board as a staff draft in 2007. This proposal uses less buildable area on the site and allows more options to be explored during the preparation of the new Sector Plan. Community-Based Planning recommends approval of this site plan amendment for Phase II, with the following recommendations:


- 1 Provide brick paving for the new pedestrian sidewalk connection along the southeast corner of the new hotel wing to enhance the visibility of pedestrian crossings as vehicles enter and exit the parking booth at the Marinelli Road entrance.
- 2 Provide the required amount of parking lot landscaping (8% per the zoning approval) for Phase II.
- 3 Provide cut-off light fixtures along the new hotel wing.




**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

TO: Robert Kronenberg, Development Review

VIA: Stephen Federline, Supervisor, Environmental Planning 

FROM: Amy Lindsey, Environmental Planning 

DATE: January 3, 2007

SUBJECT: Site Plan 120000040A  
Bethesda North Marriott – Montgomery Conference Center

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**RECOMMENDATION:**

**Environmental Planning staff recommends approval of the site plan amendment with no conditions.**

**BACKGROUND**

The 11.81-acre property is located in Montgomery County at the corner of Executive Boulevard and Marinelli Road in the North Bethesda/Garrett Park Master Plan area. There are no environmental features on the property. The property is within the Cabin John Creek watershed.

**Forest Conservation**

There is no forest on this property and this site is exempt from Forest Conservation Law as per 4-97081E, as a Modification to Existing Use.

**Environmental Buffers**

The site does not include any streams, wetlands, or floodplains and there are no environmental buffers on the property.