



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

MCPB
ITEM #
2/1/07



MEMORANDUM

DATE: January 21, 2007

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Development Review Division

FROM: Catherine Conlon, Subdivision Supervisor (301-495-4542)
Development Review Division *CC*

REVIEW TYPE: Preliminary Plan Amendment

APPLYING FOR: Modification of transportation-related conditions of the previous approval

PROJECT NAME: Montgomery County Conference Center

CASE NO. 12000087A

REVIEW BASIS: Pursuant to Chapter 50, the Subdivision Regulations

ZONE: TS-R

LOCATION: At the northwest corner of the intersection of Rockville Pike and Marinelli Road, east of Executive Boulevard

MASTER PLAN: North Bethesda-Garrett Park

APPLICANT: Montgomery County, MD and Quad Center, LLC

ATTORNEY: Miller, Miller and Canby

ENGINEER: Gorove/Slade Associates, Inc.

FILING DATE: April 26, 2006

HEARING DATE: February 1, 2007

Staff Recommendation: Approval of Preliminary Plan No. 12002033A, subject to the following conditions:

- 1) Previous condition 1.c., shall be amended as follows:

The applicant shall fund the twelve (12) intersection improvements identified in 1997, which were required as a condition of Zoning Case No. G-745, except that the following alternative improvements are acceptable at the intersections noted below:

- a) Rockville Pike and Montrose Road/Randolph Road: A Maryland State Highway Administration (SHA) project for an interchange at MD 355 and Montrose Road/Randolph with construction funding to begin construction in 2007.
 - b) Old Georgetown Road (MD 187) and Tuckerman Lane: SHA Consolidated Transportation Program (CTP) Project No. 151158 as a Congestion Relief Study that was funded and built.
 - c) Montrose Road and Farm Haven Drive: The Montgomery County Department of Public Works and Transportation's (DPWT) Capital Improvements Program (CIP) Project No. 500311, Montrose Parkway West that is under construction to widen Montrose Road from four to six lanes on the east-west intersection approaches.
 - d) Montrose Road and Tildenwood Drive: The DPWT CIP Project No. 500311, Montrose Parkway West that is under construction to widen Montrose Road from four to six lanes on the east-west intersection approaches.
- 2) 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 resolution for the preliminary plan amendment opinion and must be recorded prior to release of any use and occupancy permit for Phase II of the hotel building.
 - 3) 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. TMAg to be prepared, signed and submitted to the Planning Board staff by the applicants prior to the issuance of any building permit for the Phase II hotel building. This agreement shall be signed and fully executed prior to issuance of any use and occupancy permit for the Phase II hotel building.
 - 4) The applicants shall provide two more inverted-U bike racks (i.e., each storing two bicycles) and two more 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.
 - 5) All other previous conditions of approval as contained in the Planning Board Opinion dated October 31, 2000 remain in full force and effect.

SITE DESCRIPTION and SURROUNDING AREA:

The subject property consists of 11.81 acres of land located in the North Bethesda-Garrett Park Master Plan area at the northwest corner of the intersection of Rockville Pike and Marinelli Road, east of Executive Boulevard (Attachment A). The property is zoned TS-R and is currently developed with a conference center and a 225-room hotel. Surrounding uses include auto-oriented, low-intensity commercial uses to the north and east sides of the property, and hi-rise apartments and condominiums to the south.

PREVIOUS APPROVALS

The subject preliminary plan was originally submitted on May 9, 2000. The plan proposed to create a conference center and associated hotel. The original application was brought before the Planning Board for a public hearing on July 20, 2000 and was approved for 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 (Attachment B). The approval was granted subject to conditions as set forth in the Opinion of the Board mailed on October 31, 2000 (Attachment C).

Prior to this approval, the property was rezoned from the R-90 (Residential) zone to the TS-R zone. That zoning case was designated as Case No. G-745, and was reviewed by the Planning Board on July 3, 1997. The zoning case was approved by the District Council on June 23, 1998. The zoning decision included consideration of a transportation analysis of the proposed project, and specific conditions for intersection improvements.

PROPOSED PRELIMINARY PLAN AMENDMENT

The currently proposed preliminary plan amendment requests Planning Board approval of a modification to previous condition 1.c., which reads:

“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.”

The existing condition permits alternative improvements that reflect current circumstances, and the applicant is requesting a modification based on this language. The request is supported by the Montgomery County Department of Economic Development and Department of Public Works and Transportation as noted in the attached memoranda (Attachment D).

TRANSPORTATION PLANNING ANALYSIS AND FINDINGS

Transportation Planning staff have reviewed the requested alternatives to the required intersection improvements and find that modification to the previous condition of approval is appropriate. For analysis purposes, the twelve intersection improvements included in the previous approval were divided into three categories.

1. **The improvements required at the three intersections shown below have been constructed and opened to traffic:**
 - a. Rockville Pike and Old Georgetown Road
 - b. Montrose Road and East Jefferson Street
 - c. Rockville Pike and Rollins Avenue/Twinbrook Parkway

2. **The improvements required at the four intersections shown below shall be modified with alternative improvements that are completed, under construction or funded for construction. The status of the improvements at each intersection is given below.**

- a. Rockville Pike and Montrose Road/ Randolph Road

The improvements identified originally at this intersection included the following:

- i) Modify the existing signal phasing on the eastbound Randolph Road and the westbound Montrose Road approaches to a concurrent phasing. This improvement is complete.
- ii) Construct an exclusive right-turn lane on eastbound Montrose Road.
- iii) Construct a second left-turn lane on eastbound Montrose Road.
- iv) 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.

Improvements (ii) through (iv) are being deleted because an interchange project for grade separation of MD 355/Montrose Road/Randolph Road, currently planned by SHA, will supersede them. The interchange project is funded in part for FY 07 construction funding and is scheduled to be complete by November 2009.

- b. Old Georgetown Road and Tuckerman Lane

The improvements identified originally at this intersection included the following:

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

- During the evening peak period, one left-turn lane and a shared through and left-turn lane.
- iii) Modify the split-phased signal to allow east-west movements on Tuckerman Lane to make non-conflicting movements simultaneously during the morning peak period.

A better alternative improvement was funded and built via SHA CTP Project No. 151158 and their Congestion Relief Study, candidate intersection, M-29. The SHA improvements are recommended because they increase the intersection capacity more than the previously-identified improvements and include the following:

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

c. Montrose Road and Farm Haven Drive

The improvement identified for this intersection was the installation of center reversible left-turn lanes on Montrose Road.

A better alternative is to use the funds towards DPWT's CIP Project No. 500311, Montrose Parkway West that is under construction. The Montrose Parkway West project includes the following improvements:

- i) Widened Montrose Road from four lanes undivided to six lanes divided between Tower Oaks Boulevard and 200 feet east of Tildenwood Drive.
- ii) Construct a parallel four lane divided parkway to Montrose Road between a point east of I-270 and Old Georgetown Road.

d. Montrose Road and Tildenwood Drive

The improvement condition identified for this intersection was the installation of center reversible left-turn lanes on Montrose Road.

A better alternative is to use the funds towards DPWT's CIP Project No. 500311, Montrose Parkway West, that is under construction. The Montrose Parkway West project includes the following improvements:

- i) Widened Montrose Road from four lanes undivided to six lanes divided between Tower Oaks Boulevard and 200 feet east of Tilden wood Drive.
- ii) Construct a parallel four lane divided parkway to Montrose Road between a point east of I-270 and Old Old Georgetown Road.

3. The improvements at the five intersections shown below were not needed to satisfy the Local Area Transportation Review (LATR) as part of the previous approval, and no action is necessary at these locations.

- a. Rockville Pike and Nicholson Lane
- b. Randolph Road and Nebel Street
- c. Old Georgetown Road and Nicholson Lane/Tilden Lane
- d. Randolph Road and Parklawn Drive
- e. Rockville Pike and Tuckerman Lane

Transportation Demand Management

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 preliminary plan amendment, the TMAg must be updated to include JBG as a party to the existing TMAg.

Right of Way Dedication

As part of the transportation review of this preliminary plan amendment, it was determined that an inadequate amount of right of way dedication had been given for Rockville Pike (MD 355) along the property frontage. In order to meet master plan requirements for the ultimate right of way for Rockville Pike (MD 355), the applicant is being required to dedicate an additional 7 feet.

CONCLUSION

Based on the findings discussed above, staff recommends approval of the preliminary plan amendment to modify the previous transportation related conditions. All other conditions

of approval as contained in the Planning Board Opinion dated October 31, 2000 remain in full force and effect.

Attachments:

Attachment A – Site Vicinity Map

Attachment B – Approved Preliminary and Site Plan

Attachment C – Preliminary Plan Opinion dated 10/31/07

Attachment D – Montgomery County Agency Correspondence

MONTGOMERY COUNTY CONFERENCE CENTER (12000087A)



Map compiled on May 15, 2006 at 10:11 AM | Site located on base sheet no - 215NW06

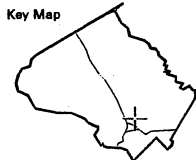
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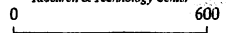
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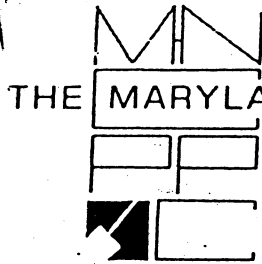
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Research & Technology Center



1 inch = 600 feet
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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

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.

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.

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. 8-00040¹ (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.

¹ 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 curblin 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.



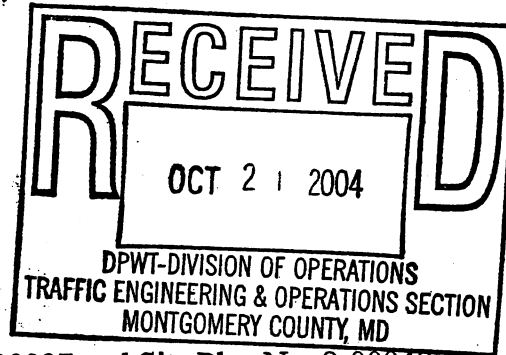
DEPARTMENT OF ECONOMIC DEVELOPMENT

Douglas M. Duncan
County Executive

David W. Edgerley
Director

October 11, 2004

Mr. Charles Loehr, Director
Montgomery County Department of
Park and Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910



Re: Preliminary Plan Review No. 1-00087 and Site Plan No. 8-00040

Dear Charlie:

Four years have passed since the Preliminary Plan and Site Plan for the Montgomery County Conference Center and Hotel were approved. Included in the Planning Board's opinion is a condition placed on the Applicant to:

"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."

The Applicant--Montgomery County, Maryland--provided funds for the improvements proffered at the 12 intersections, which is reflected in the County's Capital Improvements Projects Budget, Project Description Form 509995. At some intersections however, better improvements that will supersede the original improvements identified in 1998 have either been implemented or are in the planning stages. In addition, the County's Department of Public Works and Transportation has determined that some of the proposed improvements pose operational and/or pedestrian concerns.

Enclosed you will find an analysis conducted by the project's transportation engineers, Gorove-Slade Associates, of the proposed improvements, the constructed and planned improvements, the reduction in CLVs and current traffic conditions. A memorandum from John Bradley of the County's Department of Public Works and Transportation describing the status of the originally proposed improvements is also attached for your review.



(22)

Mr. Charles Loehr

October 11, 2004

Page 2

We would like to request a staff level modification to the conditions of Preliminary Plan No. 1-00087 and Site Plan No. 8-00040 to reflect the passage of time, the implementation of improvements with more impact, and current traffic conditions. We would be happy to meet with the appropriate members of the Planning Department staff at any time to review the attached information.

We appreciate your attention to this matter, and look forward to answering any questions you may have.

Sincerely,



Christine R. Benjamin
Manager, Public-Private Partnerships

Enclosures

cc: Robert Knopf, Quadrangle Development Corporation
Jody Kline, Miller, Miller & Canby
Emil Wolanin, Department of Public Works and Transportation
✓ John P. Bradley, Department of Public Works and Transportation
Richard Hawthorne, Montgomery County Department of Park and Planning



MEMORANDUM

TO: Tina Benjamin Office of Economic Development
Montgomery County

FROM: Steve Pinkus
Aaron M. Wenger, P.E.
Louis Slade, P.E.

DATE: October 8, 2004

SUBJECT: Montgomery County Conference Center – CIP Projects

For the twelve intersections included in the 1998 CIP (Capital Improvements Program) for the Montgomery County Conference Center, we have summarized the status of improvements and the most current CLV analysis. For some of the intersections, Montgomery County DPWT has substituted alternate improvements for those initially proffered. Table 1 shows the intersections, the original improvements initially proposed, and the current status of those improvements and improvements that were substituted with alternative improvements by DPWT. DPWT made the decision to revise the originally recommended improvements in order to more effectively address current and projected traffic conditions and operations at those intersections.

Table 2 shows the resulting CLV analysis for the most current roadway improvements as recommended or revised by DPWT. Eight of the intersections are projected to operate under the CLV levels as identified in Table 2. One other intersection has an interchange planned for completion in November 2009. For the remaining three intersections, Montgomery County DPWT has either implemented improvements or they are under construction.

The documents referenced in this memo are:

1. The original improvements proposed/proffered from the Montgomery County Conference Center Revised Phasing Plan (Revised as of April 24, 1998).
2. A memorandum from Edward Axler, MNCCCP dated July 14, 2000, titled: *Preliminary Plan No. 1-00087 and Site Plan No. 8-00040 Montgomery County Conference Center (and Hotel) White Flint Policy Area.*
3. A memorandum from John P. Bradley, Traffic Engineering and Operations Section, Montgomery County DPWT from August 2, 2004 titled: *Montgomery County Conference Center – CIP Projects*, which includes an attachment of a letter from Scott Wainwright, Division of Traffic and Parking Services, Montgomery County DPWT from July 14, 2000 titled: *Montgomery County Conference Center.*
4. Montgomery County Conference Center, Traffic Impact Analysis by Gorove/Slade Associates, Inc. dated May 5, 2000.

Attachments

P:\1312-011\MCCC Intersection Improvements-2004-09-27.doc

Table 1
Intersection Improvement Comparison

Key for abbreviations used:
 EB = Eastbound, NB = Northbound, etc.
 LT = left turn, TH = through, RT = right turn
 (B) comments from John Bradley, DPWT, Aug. 2, 2004

Int. #	Intersection	Intersection Improvements Identified in 1997, condition of Zoning Case No. G-745*	Improvement Notes or Alternative Improvements
1	Rockville Pike (MD 355) and Nicholson Lane	Restripe EB Nicholson Lane for a LT lane and a shared TH/RT lane. Restripe the EB Nicholson Lane approach: (1) The RT lane as a shared RT/TH lane (2) The shared TH/LT lane as a TH lane (the second LT lane stays an exclusive LT) Modify the existing signal phasing on EB/WB Nicholson Lane from split phasing to concurrent phasing.	(B) Improvement will produce a minimal benefit, and have a negative impact on overall operations, due to pedestrian demand. May 2000 analysis indicates acceptable CLV, therefore no improvement is necessary.
2	Rockville Pike (MD 355) and Old Georgetown Road (MD 187)	Restripe the EB Old Georgetown Road approach as three LT lanes and a shared TH/RT lane. Construction of a WB Old Georgetown Road RT lane. Modify the existing signal phasing on EB/WB Montrose/Randolph from split phasing to concurrent phasing.	(B) Project will be completed during the current fiscal year. Signal phasing change was implemented before July 2000.
3	Rockville Pike (MD 355) and Montrose Road / Randolph Road	Alternative mitigation improvements were identified at the preliminary plan review: (1) Construct an exclusive RT lane on EB Montrose Road (2) Construct a second LT lane on EB Montrose Road (3) Prohibit left turns from NB Rockville Pike and redirect them to Old Georgetown Road, Nebel Street, and Randolph Road to proceed west on Montrose Road	(B) Original improvement [signal phasing change] has been completed (B) DPWT is opposed to other improvements, because they will hurt the overall operation of the traffic signal. (B) An MSHA interchange project will supercede any near term improvements. The interchange is scheduled to be complete by November 2009.
4	Randolph Road and Nebel Street	Construct a RT lane on the EB approach of Randolph Road	(B) DPWT added a second NB LT lane in Summer of 2000. This improvement produced a reduction of CLV of 27 movements in the AM, and 105 movements during the PM peak hour.
5	Montrose Road and East Jefferson Street	Construct a second RT lane on the SB approach of East Jefferson Street Construct a new exclusive LT lane on the EB approach of Montrose Road and restripe the existing shared LT/TH lane on the EB approach of Montrose Road to an exclusive left lane (the other lanes, two TH, and a RT lane to remain). Modify the existing signal phasing on EB/WB Montrose Road from split phasing to concurrent phasing.	(B) Project under construction

Table 1
Intersection Improvement Comparison

Key for abbreviations used:
 EB = Eastbound, NB = Northbound, etc.
 LT = left turn, TH = through, RT = right turn
 (B) comments from John Bradley, DPWT, Aug. 2, 2004

Int. #	Intersection	Intersection Improvements Identified in 1997, condition of Zoning Case No. G-745*	Improvement Notes or Alternative Improvements
6	Old Georgetown Road (MD 187) and Nicholson Lane / Tilden Lane	Restripe EB Tilden Lane approach as a shared LT/TH lane and a RT lane. Modify the signal phasing on EB/WB Tilden Lane / Nicholson Lane from split to concurrent phasing.	(B) MNCPPC indicated improvement would have negative impact. May 2000 analysis indicates acceptable CLV, therefore no improvement is necessary.
7	Montrose Road and Farm Haven Drive	Install center reversible left-turn lanes on Montrose Road (to be used as an exclusive reversible through lane in the AM and PM peak hours.)	(B) Montrose Parkway West project in Montgomery County CIP will supersede the proposed improvements. This project will widen Montrose Road to a six-lane section at this intersection, providing greater or equal mitigation as the originally proposed reversible lane improvement. Analysis was revised to reflect six lanes on Montrose Road.
8	Montrose Road and Tildenwood Drive	Install center reversible left-turn lanes on Montrose Road (to be used as an exclusive reversible through lane in the AM and PM peak hours.)	(B) Montrose Parkway West project in Montgomery County CIP will supersede the proposed improvements. This project will widen Montrose Road to a six-lane section at this intersection, providing greater or equal mitigation as the originally proposed reversible lane improvement. Analysis was revised to reflect six lanes on Montrose Road.
9	Rockville Pike (MD 355) and Rollins Avenue / Twinbrook	Construct a new RT lane on the NB approach of Rockville Pike.	(B) Final design complete, nearing advertisement.
10	Randolph Road and Parklawn Drive	a. Restrict left turns from EB Randolph Road during the AM peak period. b. Provide an additional LT lane on the SB approach of Parklawn Drive. c. Modify the signal phasing on the NB/SB approaches of Parklawn Drive from split to concurrent phasing. The additional LT lane on SB Parklawn Drive can be provided as follows: (1) Delete one of two NB receiving lanes on the north leg of Parklawn Drive. (2) Use the Converted NB receiving lane for an additional SB approach lane. (3) Reconfigure the SB approach to a shared RT/TH lane, a TH lane, and two LT lanes. (4) Reconfigure the NB approach to an exclusive LT lane and a shared TH/RT lane.	(B) DPWT review indicated the proposed improvements may be infeasible. May 2000 analysis indicates acceptable CLV, therefore no improvement is necessary.

Table 1
Intersection Improvement Comparison

Key for abbreviations used:

EB = Eastbound, NB = Northbound, etc.

LT = left turn, TH = through, RT = right turn

(B) comments from John Bradley, DPWT, Aug. 2, 2004

Int. #	Intersection	Intersection Improvements Identified in 1997, condition of Zoning Case No. G-745*	Improvement Notes or Alternative Improvements
11	Old Georgetown Road (MD 187) and Tuckerman Lane	<p>Restripe the WB Tuckerman Lane approach as a shared TH/RT lane, a TH lane, and two LT lanes.</p> <p>Implement variable lane use with overhead signal control to allow the following on the EB approach of Tuckerman Lane: (1) AM Peak period: one LT lane and a TH lane (2) PM Peak period: one LT lane and a shared LT/TH lane.</p> <p>Modify the signal phasing during the AM peak period on the EB/WB approaches of Tuckerman Lane from split to concurrent phasing (i.e. at all other times Tuckerman Lane will operate with split phasing).</p>	<p>(B) Project superceded by MSHA CRS Project M29</p> <p>MSHA recommended improvements</p> <ul style="list-style-type: none"> Construct an additional (fourth) lane on the EB Tuckerman Lane approach for two LT lanes, a TH lane, and a shared TH/RT lane. Construct an additional (fourth) lane on the WB Tuckerman Lane approach for two LT lanes, a TH lane, and a RT lane. (as of 2004, 5 lanes were planned/constructed: two LT lanes, two TH lanes, and a RT lane) Modify the signal phasing on the EB/WB approaches of Tuckerman lane from split to concurrent phasing.
12	Rockville Pike (MD 355) and Tuckerman Lane	<p>Restripe the WB approach of Tuckerman lane to a RT lane, a TH lane and a shared LT/TH lane (and a LT lane). Split phase to remain.</p>	<p>(B) DPWT review revealed negative impact to pedestrians; DPWT opposes project. May 2000 analysis indicates acceptable CLV, therefore no improvement is necessary.</p>

* Improvements listed in two sources: (1) Attachment No. 1 from a July 14, 2000 letter from Ed Axler, Transportation Planning, MNCPPC; (2) Revised Phasing plan related to the Development Plan in Zoning Application No. G-745 (Revised as of April 24, 1998)
 Blue text is contained in the Revised Phasing plan Apr. 24, 1998 but not in Axler letter from July 14, 2000
 Red text is contained in Axler letter from July 14, 2000 but not the Revised Phasing plan from Apr. 24, 1998

Table 2
Intersection CLVs Comparison for AM and PM Peak Hours (from May 5, 2000 Traffic Impact Analysis except for revised analysis as noted)

Int. #	Intersection	2000 CLV Level		2004 CLV Level ¹		Phase 2 Future Build CLV				Change in CLV from Future Background to Phase 2 Build	
		AM	PM	AM	PM	without mitigation		with mitigation ²		AM	PM
						AM	PM	AM	PM		
1	Rockville Pike (MD 355) and Nicholson Lane	1800	1800	1800	1800	1378	1741	n/a	n/a	18	17
2	Rockville Pike (MD 355) and Old Georgetown Road (MD 187)	1800	1800	1751	1625	1794	1651	n/a	n/a	43	26
3	Rockville Pike (MD 355) and Montrose Road / Randolph Road ³	1600	1550	1731	1988	n/a	n/a	1701	1905	-30	-83
4	Randolph Road and Nebel Street ⁴	1600	1550	843	1226	845	1282	818	1258	-25	32
5	Montrose Road and East Jefferson Street	1600	1550	1628	1965	1640	1980	1447	1694	-181	-271
6	Old Georgetown Road (MD 187) and Nicholson Lane / Tilden Lane	1800	1800	1260	1193	1286	1218	n/a	n/a	26	25
7	Montrose Road and Farm Haven Drive ⁵	1600	1550	1563	1585	1600	1607	1124	1128	-439	-457
8	Montrose Road and Tildenwood Drive ⁵	1600	1550	1757	1620	1794	1642	1320	1184	-437	-436
9	Rockville Pike (MD 355) and Rollins Avenue / Twinbrook Parkway	1600	1550	1406	1737	1449	1762	1449	1688	43	-49
10	Randolph Road and Parklawn Drive	1600	1550	1476	1412	1508	1432	n/a	n/a	32	20
11	Old Georgetown Road (MD 187) and Tuckerman Lane ⁶	1600	1550	1580	1745	1589	1757	1576	1623	-4	-122
12	Rockville Pike (MD 355) and Tuckerman Lane	1800	1800	1419	1383	1451	1413	n/a	n/a	32	30

¹ In 2004, the County changed the North Bethesda CLV limits from 1600 to 1550.
² Analysis for current improvements or alternative proposed improvements agreed to and/or planned for by Montgomery County DPWT.
³ The signal was already changed from split phase to concurrent phasing prior to the May 5, 2000 study analysis. Montgomery County did not recommend the additional (originally proffered) lane improvements, but Scott Wainwright stated that the split phasing was eliminated "specifically in anticipation of Conference Center added traffic" and recommended that "that (the signal phasing) improvement should be validly qualified as a Conference Center mitigation measure." To quantify this mitigation, the Background CLV was reanalyzed WITH split phasing on Montrose Road / Randolph Road. The Phase 2 Future Build CLV represents the revised concurrent phasing.
⁴ Analysis was revised for Future Build to show a second NB LT lane on Nebel Street.
⁵ Montrose Road to be widened to 6-lanes at these intersections as part of the Montrose Parkway plan. This provides mitigation equal to the proffered mitigation.
⁶ MSHA implemented alternative improvements at the Tuckerman Lane and Old Georgetown Road intersection. This provided mitigation greater than the proffered mitigation.



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Michael C. Hoyt
Acting Director

MEMORANDUM

August 2, 2004

TO: Tina Benjamin, Manager
Public-Private Partnerships
Office of Economic Development

FROM: John P. Bradley, Traffic Engineering Services Specialist
Traffic Engineering and Operations Section
Division of Operations

SUBJECT: Montgomery County Conference Center - CIP Projects

Below is a list of the Montgomery County Intersection Improvement Projects.
Each location has a status update with background information where necessary.

Rockville Pike (MD 355) at Montrose Road/Randolph Road

- Original improvement has been completed.
- Additional improvements were identified, however, a July 2000 review indicated DPWT is opposed to improvements. That is, implementation of the improvement will hurt the overall operation of the traffic signal (see Attachment A). MSHA interchange will supercede any near term geometric improvements. MSHA project is tentatively scheduled to be advertised in April 2007, with completion in November 2009.

Rockville Pike (MD 355) at Old Georgetown Road (MD 187)

- This project has been advertised, and construction will be complete during the current fiscal year.



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Rockville Pike (MD 355) at Nicholson Lane

- Recent review of this location indicates that the proposed improvement will produce a minimal benefit, and a July 2000 review revealed a negative impact on the overall operations, due to pedestrian demand. In addition, latest traffic analysis (May 2000) indicates acceptable CLV; therefore, no improvement is necessary.

Randolph Road at Nebel Street

- DPWT implemented an alternative project in the Summer of 2000. The alternative improvement was implementation of a second northbound left turn lane on Nebel Street. This improvement produced a reduction in the CLV of 27 movements in the AM, and 105 movements during the PM peak hour.

Old Georgetown Road (MD 187) at Nicholson Lane/Tilden Lane

- Project can proceed however, MNCPPC indicated improvement would have negative impact. In addition, latest traffic analysis (May 2000) indicates acceptable CLV; therefore, no improvement is necessary.

Montrose Road at Farm Haven Drive
Montrose Road at Tildenwood Drive

- Project superceded by Montrose Parkway West (CIP #509337). This project is scheduled to be advertised in October 2004, with completion in January 2005.

Rockville Pike (MD 355) at Rollins Avenue/Twinbrook Parkway

- Final design complete, nearing advertisement

Randolph Road at Parklawn Drive

- July 2000 review indicated that proposal may be infeasible. In addition, latest traffic analysis (May 2000) indicates acceptable CLV; therefore, no improvement is necessary.

Old Georgetown Road (MD 187) at Tuckerman Lane

- Project superceded by MSHA CRS Project M 29

Tina Benjamin
August 2, 2004
Page 3

Rockville Pike (MD 355) at Tuckerman Lane

- July 2000 review revealed negative impact to pedestrians; therefore, DPWT opposes project. In addition, latest traffic analysis (May 2000) indicates acceptable CLV; therefore, no improvement is necessary.

East Jefferson Street at Montrose Road

- Project under construction

JPB/CFS/je:mccc3.doc

Attachment

cc/enc: Emil J. Wolanin, TEOS
Bruce E. Johnston, DCD
Holger O. Serrano, DCD



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

MEMORANDUM

July 14, 2000

TO: Greg Leck, Senior Engineer
Office of Project Development

FROM: W. Scott Wainwright, P.E., Chief
Division of Traffic and Parking Services

SUBJECT: Montgomery County Conference Center

We have completed an evaluation of the traffic analysis for the subject site. The analysis proposes numerous improvements for the intersections reviewed as part of the traffic analysis. Montgomery County currently has a CIP project to provide several of these improvements; however, we have questions regarding several other proposals contained in the consultant's analysis. Our concerns are discussed below.

Randolph Road/Montrose Road at Rockville Pike (MD355)

Our review of the consultant's proposal indicates that accommodation of the westbound double right turn movement would require a removal of the existing channelizing island in the northeast quadrant, and realignment of the pedestrian crossing. Additionally, the westbound double right turn movement would require signalization and implementation of a NO TURN ON RED restriction. DPWT will not approve such an operation, as it will cause operational problems for pedestrians and vehicles. It is important to note that the signal phasing modification to eliminate east-west split phasing was implemented specifically in anticipation of Conference Center-added traffic. Thus, we believe that improvement should be validly qualified as a Conference Center mitigation measure.

Montrose Road at Tildenwood Drive and at Farm Haven Drive

The proposed addition of a center reversible lane is not consistent with the recent changes in the Montrose Parkway Facility Planning Study. The current Montrose Parkway plan, endorsed by the County Council, is a six-lane divided cross-section in this section of Montrose Road. The analysis needs to be reconducted in light of the recent change in the Montrose Parkway studies. Thus, a reversible lane system is no longer valid in light of the modified concept.

Greg Leck
July 14, 2000
Page Two

Parklawn Drive at Randolph Road

The proposal presents a potential conflict with regard to concurrent operation of north and south left turn movements. Therefore, a demonstration of the feasibility of concurrent left turns is required. In addition, the improvement proposes to eliminate eastbound left turns during the morning peak hour; however, the analysis does not discuss what will happen to the left turn movements. Will they be required to turn elsewhere, e.g., at Rockville Pike? Additional data is required to accurately evaluate this proposal. Further, we have severe doubts as to the feasibility of the proposed left turn restriction, due to the impacts on adjacent businesses and residences and the circuitous alternate routing. Other mitigation measures involving construction of additional lanes may be more expensive, but more feasible in terms of community acceptance.

Nicholson Lane at Rockville Pike (MD355)

The proposed improvement results in a higher CLV. Although the resulting CLV is acceptable, the increase in the CLV also increases the required green time. Therefore, additional justification for this improvement is necessary.

Rockville Pike (MD355) at Tuckerman Lane

We question the need for two westbound left turn lanes, since the projected left turn volume does not exceed 35 vph. There does not appear to be a benefit to providing a double left turn for westbound movements. In addition, a double left turn will impact the pedestrian crossing on the south leg and will result in an overall disbenefit to intersection operations. Alternative mitigation measures, other than a westbound double left, should be investigated.

Old Georgetown Road (MD187) at Tuckerman Lane

The suggested improvement will not be necessary, given the planned improvement of the intersection by the MSHA. Thus, a mitigation proposal should not be necessary.

WSW:CFS:lak
001690.wp9

cc: Tina Benjamin

bcc: Tom Migrock



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

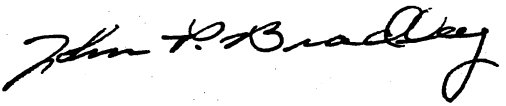
Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

MEMORANDUM

February 21, 2006

TO: Tina Benjamin, Manager
Public-Private Partnerships
Office of Economic Development

FROM: John P. Bradley, Traffic Engineering Services Specialist
Division of Operations 

SUBJECT: Montgomery County Conference Center – CIP Project #509995
Confirmation

As requested, we are providing confirmation of our August 2, 2004, memorandum in which we articulated status updates for the twelve (12) intersection improvements associated with the subject capital improvements program project. The status and recommendations for projects as stipulated in our August 2, 2004, memorandum was subsequently supported by Gorove/Slade Associates, Incorporated's memorandum of October 8, 2004.

Since our analysis there have been no noteworthy changes in the transportation network, therefore, we believe the August 2, and subsequent October 8, 2004, analysis/recommendations are still consistent as traffic patterns are similar (pending the construction of improvement projects identified as "superceding"). In fact, in a recent conversation with M-NCPPC staff it was conveyed that it was the position of Park and Planning staff to recommend to the Planning Board approval of the Department of Economic Development's request dated October 11, 2004, for modification to the conditions of Preliminary Plan No. 1-00087 and Site Plan No. 8-00040 in accordance with the recommendations articulated in our October 8, 2004 memorandum.

Please contact me if you should have any further questions at 240-777-2160.

JPB:

Attachments

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Division of Operations

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