



September 24, 2004

MEMORANDUM

TO: Cathy Conlon, Acting Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator
Transportation Planning

SUBJECT: Preliminary Plan No. 1-04049
North Bethesda Town Center or LCOR
White Flint Policy Area

This memorandum is for the preliminary plan approval concerning the internal street layout issues. The Adequate Public Facilities (APF) test for transportation and schools was approved at the public hearing for Pre-Preliminary Plan No. 7-04001, North Bethesda Town Center, on October 16, 2003.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions related to the transportation infrastructure design concept for the subject preliminary plan given the previously required conditions of approval for Pre-Preliminary Plan No. 7-04001 and Zoning Application No. G-801.

1. Limit the preliminary plan to a maximum of 1,350 high-rise apartments, 1,148,000 gross square feet of general office use, 202,037 gross square feet of general retail uses with a possible supermarket, and 80,000 gross square feet of a movie theater with matinees and a 3,500-seating capacity.

Instead of the 65,000-gross-square-foot theater reviewed at pre-preliminary plan, the 80,000 gross square feet reflects the theater's maximum size that was reviewed in the prior Zoning Case No. G-801. The number of peak-hour trips generated by the theater will not change because site-generated trips were determined based on the seating capacity.

2. Retain all transportation-related conditions of approval for Pre-Preliminary Plan No. 7-04001 associated with its APF review under the *Annual Growth Policy's (AGP) Alternative Review Procedure (ARP)* for Metro Station Policy Areas. The conditions are summarized as the third item in the **DISCUSSION's** Prior Regulatory Actions section. Also, attached are the Planning Board's opinion for Pre-Preliminary No. 7-4001 and the appropriate page from the *AGP* for Section TA1.

3. Designate the following internal streets as public commercial/industrial roads with modified cross-sections:
 - a. The entire length of the north-south streets between Marinelli Road and Old Georgetown Road:
 - 1) Station Street
 - a) To be the main bus loading/unloading area, in lieu on Rockville Pike (MD 355) and the current on-site location.
 - b) To possibly be one-way southward between Main Street/Bridge Street and Marinelli Road, to be determined at site plan.
 - 2) LCOR's (not the master-planned business district street) Chapman Avenue
 - 3) Citadel Avenue
 - b. Bridge Street that is an east-west street between Rockville Pike and Station Street.
 - c. Main Street that is an east-west street between Station Street and Citadel Avenue.

The remaining internal streets east of Citadel Avenue within the residential area of the proposed development would be designated as private streets -- Main Street Circle and Park Avenue.

4. Dedicate 70 feet of right-of-way for the five public commercial/industrial roads with modified cross-sections with PUEs outside the public right-of-way.

5. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) regarding the unique cross-section design details of the five public streets and the other private streets (i.e., Main Street Circle and Park Avenue) to optimize the vehicular circulation while providing for pedestrians, bicycles, and environmental considerations.

6. At site plan, for safe and efficient traffic circulation to, on, and from Bridge Street between Rockville Pike (MD 355) and Station Street and as an alternative access point via the intersections with Marinelli Road and Old Georgetown Road, coordinate the design and resolve the following:
 - a. Coordinate with the Maryland State Highway Administration (SHA) regarding their review and approval of the proposed (i.e., right-turn-in and right-turn-out only) with the appropriate traffic control measures) access point from Rockville Pike to Bridge Street.
 - b. Prohibit lefts-in and lefts-out at the intersections of Station Street with Marinelli Road and with Old Georgetown Road and only permit rights-in and rights-out.
 - c. Coordinate with DPWT regarding the installation of adequate traffic control at the intersection of Bridge Street/Main Street and Station Street to prevent excessive queuing along Bridge Street, between Rockville Pike and Station Street.
7. Coordinate with DPWT regarding their Capital Improvements Program (CIP) project for the extension of Citadel Avenue, south of Marinelli Road, and their Facility Planning Study for Chapman Avenue north of Old Georgetown Road.
8. Coordinate with WMATA and DPWT to relocate the surface kiss & ride, handicapped, bus bays, taxi stands, and other parking facilities for the White Flint Metrorail Station on the subject site.
9. At site plan review, provide the specific details regarding pedestrian and bicycle connections to all residential and non-residential development including the following amenities:
 - a. Provide 160 bicycle spaces based on 20 spaces per garage for 8 garages with a mixture of bike lockers and bike racks. Coordinate with Transportation Planning staff on appropriate locations and types of bike parking facilities throughout the site.
 - b. Provide an eight-foot bikeway across the property frontage along Rockville Pike (MD 55).

DISCUSSION

Site Location

The North Bethesda Town Center site is located on the east side of Rockville Pike (MD 355) extending eastward toward Nebel Street between Old Georgetown Road and Marinelli Road. Currently the White Flint Metrorail Station and its surface kiss & ride, handicapped, bus bays, taxi stands, and other parking facilities are located on the site. Previously, a golf driving range was an interim land use on the site.

Master Plan Roadways and Bikeways

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

1. Rockville Pike (MD 355) is designated as a north-south major highway, M-6, with a 134-foot right-of-way with a Class I bikeway on the east side. MD 355 (known by different names) is a roadway extending from the District of Columbia to Frederick County. The segment of Rockville Pike adjacent to the site has six-to-seven through travel lanes with separate turning lanes at intersections.
2. Old Georgetown Road is designated as an east-west business district street, B-2, between Rockville Pike (MD 355) and Nebel Street with an 80-foot right-of-way with a Class I bikeway on the southwest side. This segment of Old Georgetown Road is a four-lane roadway. West of Rockville Pike, Old Georgetown Road has a different master plan designation as a major highway. Old Georgetown Road cross Rockville Pike, turns southwards west of Executive Boulevard, crosses I-270 and the Beltway, I-495, and then connects into Wisconsin Avenue in the Bethesda Central Business District.
3. Nebel Street is designated as a north-south, two-lane, 50-foot business district street, B-5, with an 80-foot right-of-way with a Class I bikeway.
4. Marinelli Road is designated as an east-west, two-to-four-lane, 50-foot business district street, B-6, with an 80-foot right-of-way with a Class I/II bikeway.
5. Master-planned Chapman (also Citadel) Avenue is designated as a north-south four-lane business district street, B-4, with an 80-foot right-of-way. The master-planned limits extend from Rockville City corporate limits to Nicholson Lane and include the segment between Marinelli Road and Old Georgetown Road through the site shown. Although shown in the *Master Plan* as a straight line through the site, the line represents the desired connection between Marinelli Road and Old Georgetown Road that is proposed as follows:

- a. Citadel Avenue between Marinelli Road and Main Street
- b. Main Street between Citadel Avenue and Chapmen Avenue
- c. LCOR's Chapman Avenue between Main Street and Old Georgetown Road

The east-west streets are aligned with LCOR's Chapman Avenue to the north and Citadel Avenue to the south, which are currently offset.

6. Master-planned "New Street" is designated as a north-south two-lane business district street, B-11, between Marinelli Road and Old Georgetown Road with a 70-foot right-of-way. B-11 functionally was split into two proposed parallel commercial/industrial roads -- Station Street and LCOR's Chapman Avenue.
7. Master-planned "White Flint Avenue" is designated as an east-west two-lane business district street, B-10, with an 80-foot right-of-way. B-10 is functionally the proposed segment of Main Street from B-11 to its terminus west of Nebel Street.

External Vehicular Traffic Circulation

The internal vehicular access points are proposed from the following adjacent roadways onto the internal streets:

1. One access point from Rockville Pike (MD 355) to Bridge Street as a right-turn-in and right-turn-out only:

The proposed access point from Rockville Pike is subject to review and approval by SHA and DPWT per Recommendation No. 6. The following are unique design and traffic circulation concerns:

- a. The design of the segment between Rockville Pike and Station Street functions as a bridge that must satisfy SHA's vertical grade requirements over WMATA tracks.
- b. The right-turn-in/right-turn-out only access could use the existing northbound bus pull-off as a deceleration lane and an acceleration lane when the on-site location along Station Street becomes the Metrorail-to-bus transfer area. With more buses diverting to the new transfer area, fewer buses would need the existing bus pull-off.
- c. The distance along Rockville Pike is sufficient with the right-turn-only restriction between the proposed Rockville Pike access and the intersection with Old Georgetown Road to the north and the intersection with Marinelli Road to the south.

- d. At site plan review, adequate traffic control shall be provided at the intersection of Bridge Street/Main Street and Station Street to prevent excessive queuing along Bridge Street between Rockville Pike and Station Street.
2. One access point from Nebel Street - Park Avenue.
3. Four access points from Marinelli Road: Station Street, LCOR's Chapman Avenue, Citadel Avenue, and Park Avenue.
4. Three access points from Old Georgetown Road: Station Street, LCOR's Chapman Avenue, and Citadel Avenue.

The intersections of Station Street with Marinelli Road and Old Georgetown Road are too close to the intersection with Rockville Pike such that the turning movements at the Station Street intersections would conflict with motorists queuing on the westbound approach of the intersections with Rockville Pike. Therefore, lefts-in and lefts-out at the intersections of Station Street with Marinelli Road and Old Georgetown Road will be prohibited and only right-turns-in and right-turns-out will be permitted.

Internal Vehicular Traffic Circulation

The internal street network is proposed to consist of the following roads:

1. North-South Internal Roads

- a. Station Street: A public commercial/industrial road between Marinelli Road and Old Georgetown Road serving as access to the commercial development, bus bays, taxi stands, and other Metrorail Station parking.
- b. LCOR's Chapman Avenue: A public commercial/industrial road between Marinelli Road and Old Georgetown Road serving as access to the commercial development.
- c. Citadel Avenue: A public commercial/industrial road between Marinelli Road and Old Georgetown Road serving as access to the commercial development.
- d. Park Avenue: A private street from Marinelli Road to Nebel Street serving as access to the high-rise apartments.

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2. East-West Internal Roads

a. Bridge Street

Bridge Street connects Station Street to Rockville Pike (MD 355) over WMATA's railroad tracks that cause unique long-term liability and maintenance needs. This east-west roadway segment is not currently designated in the Master Plan as a vehicular or pedestrian connection to Rockville Pike. Before a 1996 *Master Plan* amendment, a pedestrian connection only was recommended along B-10 or "White Flint Avenue" from B-11, across Rockville Pike, and westward to Woodglen Road.

Bridge Street is highly desirable as a third alternative access point from Rockville Pike and would be the most direct route to and from the commercial development proposed along Main Street.

At Rockville Pike, SHA would permit right-turns-in and right-turns-out only given the existing median, spacing between Marinelli Road and Old Georgetown Road, and large traffic volumes on Rockville Pike. Deceleration and acceleration lanes are proposed along Rockville Pike to safely enter and exit Bridge Street. Many of the existing bus stops along Rockville Pike now serving the White Flint Metrorail Station would be relocated to Station Street.

Adequate traffic control measures can be provided at the future intersection of Station Street and Bridge/Main Street to prevent excessive queuing on Bridge Street by buses traveling to and from Station Street and passenger vehicles to and from Main Street.

b. Main Street: A commercial/industrial road between Station Street and Citadel Avenue serving as access to the commercial development. The segment of Main Street from LCOR's Chapman Avenue to Citadel Avenue follows a segment of the east-west business district street, "White Flint Avenue", B10.

c. Main Street Circle: A road east of Citadel Avenue that serves as access to residential high-rise apartments. The segment of Main Street Circle from Citadel Avenue to Nebel Street follows a segment of the east-west business district street, "White Flint Avenue" and B10, but it is not serving as an access to commercial development.

For the internal roads, the right-of-way, sidewalk width, and on-street parking are as follows:

Proposed Street	Proposed Street Limits	Right -of- Way	Pavement Width / Travel Lanes	Sidewalk Width		Proposed On-Street Parking	
				*East/ North	*West/ South	*East/ North	*West/ South
East - West Internal Streets - Modified Cross-Section for Commercial / Industrial Roads							
Main St Circle*+ **	Eastern End to Citadel Ave	60 ft	23 ft / 1	21 ft*	16 ft*	Yes*	No*
Main St	Citadel Ave to Tree Save Area	70 ft	40 ft / 2	15 ft	15 ft	Yes	Yes
Main St	Thru Tree Save Area to LCOR's Chapman Ave	70 ft	32 ft / 2	15 ft	12 ft	Yes	No
Main St	LCOR's Chapman Ave to Station St	70 ft	40 ft / 2	15 ft	15 ft	Yes	Yes
Bridge St	Station St to Rockville Pike	70 ft	25 ft / 2	10 ft	10 ft	No	No
North - South Internal Streets - Modified Cross-Section for Commercial / Industrial Roads							
Station St	Old Georgetown Rd to Marinelli Rd	70 ft	40 ft / 2	15 ft	15 ft	Yes	Yes
Chapman Ave	Old Georgetown Rd to Main St	70 ft	42 ft / 2	15 ft	13 ft	Yes	Yes
Chapman Ave	Main St Thru Tree Save Area	70 ft	20 ft / 2	15 ft	12 ft	No	No
Chapman Ave	Tree Save Area to Marinelli Rd	70 ft	42 ft / 3	15 ft	13 ft	Yes	No
Citadel Ave	Old Georgetown Rd to Lot E Access	70 ft	40 ft / 3	15 ft	15 ft	No	Yes
Citadel Ave	Lot E Access to Marinelli Rd	70 ft	40 ft / 2	15 ft	15 ft	No	No
Park Ave**	Old Georgetown Rd to Nebel St	70 ft	36 ft / 2	17 ft	17 ft	No	No

* = For Main Street Circle, East/North is "outside" the circle and West/South is "inside" the circle

**=Denoting a private, rather than a public, street

Proposed Internal Vehicular Parking

Parking garages are proposed for off-street parking serving all of the on-site buildings. On-street parking is proposed along many segments of internal streets except where DPWT determines on-street parking restrictions are needed.

Public versus Private Internal Streets

As discussed in Recommendation No. 3, the following five roads shall be public streets:

1. Bridge Street between Rockville Pike and Station Street
2. Main Street between Station Street and Citadel Avenue

3. Station Street between Marinelli Road and Old Georgetown Road
4. LCOR's Chapman Avenue between Marinelli Road and Old Georgetown Road
5. Citadel Avenue between Marinelli Road and Old Georgetown Road.

The following two roads shall be private streets:

1. Main Street Circle east of Citadel Avenue
2. Park Avenue between Marinelli Road and Nebel Street

The benefits of being public streets (as dedicated on a record plat) serving the commercial areas are as follows:

1. To guarantee unrestricted long-term public access and internal circulation with interconnectivity among the five commercial/industrial roads serving the proposed and future commercial land uses.
2. To maintain pedestrian and transit friendly streetscaping/amenities, public streets are in the public's as well as the developer's best interest for the following reasons:
 - a. The streetscaping/amenities are one necessary element to attract customers to the commercial businesses along Main Street, Station Street, LCOR's Chapman Avenue, and Citadel Avenue.
 - b. The streetscaping/amenities provide essential features needed to encourage use of alternative transportation modes instead of driving single-occupant-vehicles. With such features, alternative transportation modes are more likely to successful operate. Hence, the vehicular traffic generated by the proposed development would be reduced and assist in achieving and maintaining the traffic mitigation goals under AGP's ARP for Metro Station Policy Areas (i.e., besides being "smart growth" near major transit facilities).
 - c. Long-term public maintenance is assured. Some non-standard streetscaping features may be recommended by staff to encourage pedestrian circulation and transit friendly-environment that are not found in the current typical cross-sections of DPWT's road code.



Pedestrian Facilities

The proposed preliminary plan provides a sidewalk network along the external and internal streets for pedestrian access for the proposed internal residential and non-residential development and for existing and approved, but unbuilt development adjacent to the site. The sidewalks on the internal streets are proposed to be from 10 feet to 21 feet wide. The external roads already have existing sidewalks. At site plan review, provide pedestrian and bicycle amenities as described in Recommendation No. 9.

Nearby Transportation Projects

The nearby transportation projects are as follows:

1. SHA's Consolidated Transportation Program (CTP) Project No. MO830A11, MD 355/Montrose Road/Randolph Road/CSX Railroad Grade Separation Study at Rockville Pike and Randolph Road/Montrose Road and at Randolph Road and the CSX railroad tracks. SHA project is in design.
2. DPWT's CIP Project 509337, Facility Planning Study, Phase I, for Montrose Parkway East (Go Montgomery) is to study the planned connection between Randolph Road and Veirs Mill Road. DPWT study was completed in August 2004, and is now starting design.
3. DPWT's CIP Project No. 500310, Citadel Avenue Extended (Go Montgomery) to construct a 650-foot-long business district street between the existing terminuses south of Marinelli Road to Nicholson Lane. The Planning Board held a public meeting for the Mandatory Referral on April 24, 2003. Final plans are expected at the end of September 2004, with advertisement of bids projected to be in January 2005.
4. DPWT's CIP Project 509337 No. 500310, Facility Planning Study, Phase I, for Chapman Avenue (Go Montgomery) to study for the planned connection between Randolph Road and Old Georgetown Road. The study started in July 2004.
5. DPWT's CIP Project No. 507017, Rockville Pike at Old Georgetown Road was associated with the Montgomery County Conference Center and provided for westbound through movements from Old Georgetown Road. The project was completed in September 2004.

Prior Regulatory Actions

The prior regulatory actions are as follows:

1. Special Exception Case No. S-2115 was granted for a golf driving range as an interim land use on a portion of the property. The Planning Board hearing was held a public hearing on November 1994, to make their recommendation to the Board of Appeals
2. The Planning Board held a public hearing on November 7, 2002, and made a recommendation to the Hearing Examiner for Zoning Application No. G-801, LCOR's White Flint. The Hearing Examiner transmitted his report and recommendations to the District Council on January 24, 2003. The District Council approved Zoning Application No. G-801 on April 29, 2003.
3. The Planning Board approved Pre-Preliminary Plan No. 7-04001 at its public hearing on October 16, 2003. Pursuant to Section 50-33A(b)(4) of the Subdivision Regulations, "alternative procedures for pre-application submission", states that when the Planning Board considers the full preliminary plan, the Planning Board:

"Shall consider only those features of the plan which are not in conformity with the conditions it imposed in the pre-application review, plus any features not considered or acted upon in that review."

Thus at that hearing, the conditions of approval for Pre-Preliminary Plan 7-04001 included satisfying the APF transportation-related test under Section 50-35(k) and the *FY 2004 AGP's* Alternative Review Procedure (ARP) for Metro Station Policy Areas. (Refer to the attached page for Section TA1 of the *FY 2004 AGP*.) The applicant need take any actions under Policy Area Transportation Review or Local area Transportation Review (i.e., typically to submit a traffic study and improve any local area intersection exceeding its congestion standard) if the applicant agrees with the Planning Board and DPWT to the following:

- a. Entering into a traffic mitigation agreement to meet a trip reduction goal of reducing at least 50% of the number of vehicular trips attributable to the subdivision, either by reducing trips from the subdivision itself or from other occupants of the policy area.

Monitoring the achievement and maintenance of the trip reduction goal would begins when the proposed development is approximately 60% built and includes the following mixed land uses: one 350-unit apartment tower, two 330,000-square-foot office buildings, approximately 200,00 square feet of general retail uses, and the internal road connections.

- b. Participating in the programs operated by, and take actions specified by, the North Bethesda Transportation Management District (TMD) in order to assist them in achieving and maintaining the mode share goals established in the *North Bethesda/Garrett Park Master Plan*.
- c. Paying an on-going annual Transportation Management Fee to fund the North Bethesda TMD's operating expenses, when it is reestablished.
- d. Paying the applicable development impact tax without claiming any credits for transportation improvements.

Policy Area Transportation Review was satisfied under this Alternative Review Procedure even though the proposed non-residential development used more than the available remaining staging ceiling capacity when Pre-Preliminary Plan No. 7-04001 was approved.

- 3. The Planning Board held a public hearing on July 22, 2004, for Mandatory Referral No. 04202-WMATA-1, White Flint Metro Parking Garage. The current WMATA's surface parking is to be relocated into the proposed parking garage as part of the first phase of LCOR's North Bethesda Town Center mixed-use development. The WMATA garage is proposed to be located on the north side of Marinelli Road between Citadel Avenue and LCOR's Chapman Avenue. The vehicular access to and from the proposed WMATA garage is from Citadel Avenue approximately 240 feet north of Marinelli Road.

Transportation Planning staff recommended that besides the proposed 20 bike lockers and 32 bike racks, 20 additional bike lockers and 20 additional bike racks be provided for bicycle parking in or next to the proposed parking garage given the proximity of the North Bethesda Trail along Rockville Pike.

Other Transportation-Related Topics

Refer to Appendix A for a summary of transportation-related pre-preliminary plan topics as follows:

- Site-Generated Traffic
- Congestion Levels at Nearby External Intersections
- Internal Intersection Congestion Levels
- Policy Area Transportation Review/Staging Ceiling Condition
- North Bethesda Transportation Management District

EA:gw
Attachments

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Appendix A: Summary of Transportation-Related Pre-Preliminary Plan Topics

Site-Generated Traffic

Under *FY 2004 Annual Growth Policy*, a Comprehensive Local Area Transportation Review (LATR) was prepared because the proposed land uses generate 50 or more total peak-hour vehicular trips during the weekday morning (6:30 a.m. to 9:30 a.m.) peak period and evening (4:00 p.m. to 7:00 p.m.) peak period. Total vehicular trips including new, diverted, and pass-by trips are as follows.

Land Use	Units or Square Feet or Seats	Weekday Total Peak-Hour Vehicular Trips	
		Morning	Evening
High-Rise Apartments	1,350 units	403	471
General Office	1,148,000 sq. ft.	1,944	1,673
General Retail	202,037 sq. ft.	416	1,998
Movie Theater	3,500 Seats	0	490
Total Trips		2,763	4,632

Congestion Levels at Nearby External Intersections

Based on the results on the traffic study, six nearby intersections have resultant calculated critical lane volume (CLV) values exceeding their CLV/congestion standard. Under the *FY 2004 Annual Growth Policy's (AGP) Alternative Review Procedures (ARP)* for Metro Station Policy Areas, the intersection improvements identified for possible funding with the required development impact tax were as follows:

1. Rockville Pike (MD 355) and Twinbrook Parkway - Rollins Avenue: Add a westbound exclusive right-turn lane on Twinbrook Parkway.
2. Rockville Pike and Bou Avenue: Add an eastbound exclusive left-turn lane on Bou Avenue and second southbound left-turn lane on Rockville Pike, plus change the signal phasing for the east-west approaches from split to concurrent phasing.
3. Rockville Pike and Montrose Road - Randolph Road: Add a fourth northbound through lane on Rockville Pike.
4. Rockville Pike and Old Georgetown Road: Add an exclusive northbound right-turn lane on Rockville Pike and an eastbound through lane on Old Georgetown Road.
5. Randolph Road and Parklawn Drive: Either (a) add a second northbound through lane and a second exclusive southbound through lane on Parklawn Lane or (b) add a third eastbound through lane on Randolph Road.

6. Montrose Road and East Jefferson Street: Add a second northbound left-turn lane on East Jefferson Street.

The resultant calculated CLV values at ten other nearby analyzed intersections did not exceed their appropriate CLV/congestion standard:

1. Randolph Road and Nebel Street
2. Nebel Street and Old Georgetown Road
3. Nebel Street and Marinelli Road
4. Nebel Street and Nicholson Lane
5. Rockville Pike and Marinelli Road
6. Rockville Pike and Nicholson Lane
7. Rockville Pike and Security Lane
8. Rockville Pike and Edson Lane
9. Old Georgetown Road and Executive Boulevard
10. Old Georgetown Road and Nicholson Lane

Internal Intersection Congestion Levels

The table below shows the CLV values for the internal intersections with the future internal North Bethesda Town Center road network in place. All of the CLV values are less than the 1,800 CLV/congestion standard.

Intersection	Total Traffic Condition	
	Morning	Evening
Old Georgetown Road and Station Street	988	1,013
Old Georgetown Road and Chapman Avenue	941	1,078
Old Georgetown Road and Citadel Avenue	770	1,064
Nebel Street and Park Avenue	368	489
Rockville Pike (MD 355) and Main Street	967	1,189
Marinelli Road and Metro Road	675	672
Marinelli Road and Chapman Avenue	988	811
Marinelli and Citadel Avenue	557	735
Marinelli Road and Park Avenue	320	461

Policy Area Transportation Review/Staging Ceiling Condition

Based on the *FY 2004 AGP* transportation staging ceilings, the most-recent remaining capacities are 1,233 housing units and 5,584 jobs as of June 30, 2004, in the White Flint Policy Area. At Pre-Preliminary Plan review, Policy Area Transportation Review was satisfied for the additional residential (i.e., housing units) and non-residential (i.e., jobs) development proposed in the pre-preliminary plan under the *AGP's* ARP for Metro Station Policy Areas. The table below shows the equivalent number of housing units and jobs to the proposed development:

Land Use	Units/Gross Square Feet	Housing Units/Jobs
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High-Rise Apartments	1,350 apartments	1,413 Housing Units
General Office Use	1,148,000 gross square feet	5,102 Jobs
General Retail Uses	202,037 gross square feet	505 Jobs
Movie Theater with Matinees	68,000 gross square feet	136 Jobs
Non-Residential Land Uses	1,492,000 gross square feet	5,743 Jobs

North Bethesda Transportation Management District

Because this site being within the boundary of the North Bethesda Transportation Management District (TMD), participate with the North Bethesda TMD as follows:

1. Enter into a Traffic Mitigation Agreement to implement a traffic mitigation plan.
2. Conducting the employee surveys.
3. Appointing a transportation coordinator.
4. Promoting alternative transportation modes to residents on the site.
5. Pay the annual Transportation Management Fee to the North Bethesda when the County Council reestablishes the annual Transportation Management Fee. Applicants of new multi-family residential and non-residential development would pay the Fee.

The Stage II goal is to achieve and maintain the 30% non-driver traffic mitigation goal for multi-family residents and a 39% non-auto-driver mode share for employees in the North Bethesda/Garrett Park Planning Area.