

14. DEP –Public water and sewer service is consistent with the existing W-1 and S-1 service area categories. The preliminary plan, when submitted, will need to show the proposed sewer main to the point of connection with the existing public sewer system. The preliminary plan should also specify 1) whether the existing house is connected to public water and sewer or is using an on-site well and septic system, and 2) if currently using on-site systems, whether or not the existing house will connect to public service provided by the proposed subdivision project
15. MCFRS – Standard Requirements (hand-out)

1-04049 NORTH BETHESDA TOWN CENTER

Received 01/13/04

Zone: I-1/TS-M

1350 Units, 32.4189 Acres

LCOR WHITE FLINT, LLC

- Applicant

LOJEDERMAN SOLTESZ ASSOC.

- Engineer

COMMITTEE COMMENTS:

1. DRD – prior pre-preliminary plan application submitted; plan went to Planning Board under 50-33A with conditions of approval
2. EPD – prior issues regarding tree preservation in common openspace areas; off-site concern with WMATA construction and tree preservation
3. DPS – concept denied; no new resubmittal incomplete (9/04 letter)
4. MCDPW&T – if county maintained must be built to count standards on Bridge Street – should be private street; busses to stage from Station Street; extend medians at ends of Station Street; need taxi spaces; North Bethesda trail needs to be accommodated; narrowing of Chapman is an issue; Nebel Street needs additional median; stacking on Old Georgetown appears too short; streetscaping under maintenance covenants; investigate signal at Marinelli and station
5. WSSC – See attached letter of findings
6. MDSHA – grade establishment set on center line; access and decel lane needs to be reviewed
7. TPD – Coordinate with DPWT's CIP to improve the intersection of MD 355/Old Georgetown Road; Limit turns in and out of Station Street to right-turn-in and right-turn-out only at Marinelli Road and Old Georgetown Road given their close proximity to intersections with MD 355; Adequate Public Facilities test reviewed at the Planning Board's public hearing for the pre-preliminary plan with a traffic study to identify improvements under the "Metro DAP"; The segment along Old Georgetown Road is too short between Citadel Avenue and Nebel Street to permit left turn movements from Old Georgetown Road to Citadel Avenue; The segment of Nebel St. has 4 closely spaced curb cuts for NB left turns from Nebel St., the parking area to the retail next to Building "E", Building "F" garage, and Park Ave.- need to eliminate at least the left turn into the parking area for retail next to Building "E" and may be into Building "F" garage; Provide crosswalks at intersections with public streets along Old Georgetown Road and Marinelli Road; Clarify alignment of proposed shared use path (North Bethesda Trail) along MD 355. Precise alignment of trail and its relationship to proposed widening of MD 355 is unclear on plans; The plan indicates 160 bicycle spaces to be provided (20 per garage times 8 garages). Ensure a mix of bike lockers and bike racks. Coordinate with Transportation Planning staff on appropriate locations and types of bike parking facilities throughout the site. Provide an 8-foot bikeway along MD 355, not 5-foot; Is Station Street a private street or public street?

8. PEPCO/VERIZON/Washington Gas – cleared 10 foot PUE parallel and contiguous to all public right-of-ways; provide utility plans showing details of service for facilities in ROW; contact each utility to provide the information and obtain approval; note Jan. 21, 2004
9. Health Department (DPS) – no comments
10. DRD – (Site Plan Reviewer) – plan does not address tree save; PUE's an issue; need parking garage mandatory referral
11. CBP – coordinate with staff to meet on amenity package
12. Parks Department – No park issues
13. DEP – Public water and sewer service is consistent with the existing W-1 and S-1 service area categories
14. MCFRS – Standard Requirements (hand-out)
15. Planning Board Date will be assigned when #3, #7 are addressed
16. Complete for queue and application

1-04050 POTOMAC PRESERVE

Received 01/14/04

Zone: RE-2C

11 Lots, 28.55 Acres

PINEY MEETINGHOUSE INVESTMENTS - Applicant
MACRIS, HENDRICKS & GLASCOCK, PA - Engineer

COMMITTEE COMMENTS:

1. DRD – plan is consistent with what was described in Master Plan and pre-submission plan; plan is proposed under RE-2 cluster development option
2. EPD – water quality inventory; less than 15% imperviousness
3. DPS – SWM under preview; grade site access and to SWM maintenance facility along Piney Meetinghouse Road; note serpentine rock formation may have asbestos deposits
4. MCDPW&T – provide Env. that private street is justified; provide sidewalks along frontage; no other access to Piney Meetinghouse Road other than what's shown; improvements along Piney Meeting Road; standard centerline improvements; justification of private street (written); need site distance & storm drain; no improvements to Tanager Lane except to create hammer-head; no access to Piney Meetinghouse except at street; provide Env. that private street is justificate; provide sidewalks along frontage; no after access to Piney Meetinghouse Road other then whats shown; improvements along Piney Meetinghouse Road
5. WSSC – This project has been signed a project no. of DA3888Z04. A hydraulic planning analysis request was received on January 5, 2004. The assigned project manager is Ann Russell. Ann can be reached at 301-206-8823. Currently, the hydraulic planning analysis has *not been completed*
6. MDSHA – no comments
7. TPD – Provide on the plan (a) 5-foot sidewalks along Piney Meetinghouse Road frontage and extending to Boswell Lane if right-of-way is available,(c) lead-in sidewalks to the site from Piney Meetinghouse Road, and (c) 4-foot sidewalk on one side of the private street. Provide a trail connection to internal private street and Tanager Lane.
8. PEPCO/VERIZON/Washington Gas – cleared 10 foot PUE parallel and contiguous to all public right-of-ways
9. Health Department (DPS) – no comments
10. DRD – (Site Plan Reviewer) – no comments

**DEVELOPMENT REVIEW COMMITTEE
TRANSPORTATION PLANNING COMMENTS**

Item No. 7 Memo Required ? Yes No
 Meeting Date 02/09/04 Transportation Planner Ed Axler Ext 4536
 Date of Prior DRC 01/29/01, 08/26/02, & 09/08/03 Dev. Rev. Planner Ext

Plan Number(s) 1-04049 Zone TS-M & I-1 (was R-90 & I-1)
 Plan Name North Bethesda Town Center (LCOR)

Applicant Name, Representative, or Attorney
 Applicant=LCOR White Flint, LLC - Michael Smith (Owner=WMATA - Elisa Hill)

Engineer=Loiederman Soltesz Associates - John Brundage

Attorney=Linowes & Blocher - Stephen Elmendorf

Policy Area	White Flint (Metrorail Station)	Parcel or Lot Numbers	Parcel P605		
Development Type	Apartments	General Office	General Retail	Indoor Theater	Parking Garages
Size/Number of Units	1,350 units (was 1,413)	1,148,000 sf (was 1,200,167)	202,037 sf (was 212,000)	68,000 sf (was 80,000)	4Priv.=4,202+ WMATA,1,300

No. of Lots 1 Phasing 5, Ph.I=214,400 retail, 60ksf theater, 330 apts., WMATA garage

WSSC Map No(s) 215NW05 Tax Map No(s) HQ 122

I. ADEQUATE PUBLIC FACILITIES

Existing Land Use/Occupied Remove the golf driving range & relocate WMATA parking.

Prior approval for	as below	As	7-04001	On	PB Approved APF=10/16/03
For	R-90 & I-1 to TS-M	As	G-801	On	HE=1/24/03, Granted=4/19/03
For	R-90 & I-1 to TS-M	As	G-801	On	DRC=8/26/02, PB=11/7/02
For	White Flint East (LCOR)	As	Discussion	On	DRC=01/29/01
For	Golf Driving Range	As	S-2115	On	PB Hearing=11/94

a. Policy Area Review

Staging ceiling capacity (jobs/housing) available	Yes	<input checked="" type="checkbox"/> Both	No
Number of jobs remaining + 5,162	as of	01/31/04	
Number of housing units remaining + 1,468	as of	01/31/04	
If deficit: De Minimis Mitigation	Pay & Go	DAP	MetroStation

Proposed traffic mitigation program for policy area review:

Required/optional participation in TMO NB TMD& required by Metro DAP I-3 Zone

b. Local Area Review

Traffic study required	Yes	Traffic statement required	No	Submitted on	08/14/03
Traffic study/statement complete	yes	Letter sent		Submitted by	Wells

Key Transportation Issues

1. Coordinate with DPWT's CIP to improve the intersection of MD 355/Old Georgetown Road.
2. Limit turns in and out of Station Street to right-turn-in and right-turn-out only at Marinelli Road and Old Georgetown Road given their close proximity to intersections with MD 355.
3. Adequate Public Facilities test reviewed at the Planning Board's public hearing for the pre-preliminary plan with a traffic study to identify improvements under the "Metro DAP".
4. The segment along Old Georgetown Road is too short between Citadel Avenue and Nebel Street to permit left turn movements from Old Georgetown Road to Citadel Avenue.
5. The segment of Nebel St. has 4 closely spaced curb cuts for NB left turns from Nebel St., the parking area to the retail next to Building "E", Building "F" garage, and Park Ave.- need to eliminate at least the left turn into the parking area for retail next to Building "E" and may be into Building "F" garage.
6. Provide crosswalks at intersections with public streets along Old Georgetown Road and Marinelli Road.
7. Clarify alignment of proposed shared use path (North Bethesda Trail) along MD 355. Precise alignment of trail and its relationship to proposed widening of MD 355 is unclear on plans.
8. The plan indicates 160 bicycle spaces to be provided (20 per garage times 8 garages). Ensure a mix of bike lockers and bike racks. Coordinate with Transportation Planning staff on appropriate locations and types of bike parking facilities throughout the site. Provide an 8-foot bikeway along MD 355, not 5-foot.
9. Is Station Street a private street or public street?

II. RIGHT-OF-WAY DESIGNATION/USE

Roadway(s)	Rockville Pike - MD 355	Marinelli Road
Master Plan designation	Major (M-6)	Business Street (B-6)
Master Plan right-of-way	134 feet	80 feet
<input checked="" type="checkbox"/> Dedicated as shown on plan	Not shown	Not shown
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road	Class I - east side (North Bethesda Trail)	Class I
<input checked="" type="checkbox"/> Sidewalk	Not shown-Need min. 8-ft (5-ft in spots along MD 355)	Not shown- 5-ft required

Rustic Road

Roadway(s)	Old Georgetown Road	Nebel Street
Master Plan designation	Business Street (B-2)	Business Street (B-5)
Master Plan right-of-way	80 feet	80 feet
<input checked="" type="checkbox"/> Dedicated as shown on plan	Not shown	Not shown
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road	Class I, part of sidewalks	Class I
<input checked="" type="checkbox"/> Sidewalk	Not shown- 5-feet required	Not shown- 5-feet required

Rustic Road

<input type="checkbox"/> Provide roadway connection to	
<input checked="" type="checkbox"/> Provide sidewalk connection to	North Bethesda Trail along MD 355.
<input type="checkbox"/> Abandonment needed for	
<input type="checkbox"/> Place in reservation for	
<input type="checkbox"/> Place in easement (transit/roadway) for	

COMMENTS:

1. A bridge is proposed over WMATA's Metrorail tracts to provide an alternative access to the site -- as a right-turn-in/right-turn-out from MD 355 between Old Georgetown Road and Marinelli Road.
2. The existing parking next to the White Flint North property- high rise on the south side of Old Georgetown Road is aligned slightly offset with the proposed internal Chapman Avenue.
3. Revise the oval circle formed by Street A (in the residential area to the east) via site planners.
4. Show the intersection improvement associated with the Conference Center at Rockville Pike and Old Georgetown Road to provide a westbound through movements on Old Georgetown Road.
5. Coordinate with WMATA to relocate the kiss & ride, handicapped, and other parking facilities for the White Flint Metrorail Station.
6. Coordinate the alignment of internal Citadel Avenue with DPWT's CIP Project 500310 for Citadel Avenue Extended (to the south of Marinelli Road, segment extending North from Nicholson Lane.) Citadel project was put on hold as a lower priority project and deferred funding.
7. Adjacent to White Flint Metrorail Station. Excellent bus service is available along Rockville Pike, although no bus routes along Marinelli Road, Old Georgetown Road, and Nebel Street.
8. Sight distance checked is needed from Marinelli Road, Old Georgetown Road, MD 355, and Nebel Street.
9. Excellent bus service is available at the White Flint Metrorail Station served by Ride-On routes 5, 26, 38, 46, & 81 and Metrobus route C-8. Bus service along Nicholson Lane includes Ride-On route 38 and Metrobus routes C-8 & J-5.
10. Lighting along sidewalks and roadways should meet IES-NA standards.

II. RIGHT-OF-WAY DESIGNATION/USE

Roadway(s)	Citadel Avenue	Park Avenue
Master Plan designation	Public=Business District Street	(Private)
Master Plan right-of-way	70 feet	80 feet
<input checked="" type="checkbox"/> Dedicated as shown on plan	70 feet	70 feet
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road		
<input checked="" type="checkbox"/> Sidewalk	15 feet both sides	15 feet both sides

Roadway(s)	Chapman Avenue	Main Street Circle
Master Plan designation	Public=Business District Street (B-4)	(Private)
Master Plan right-of-way	70 feet	n/a

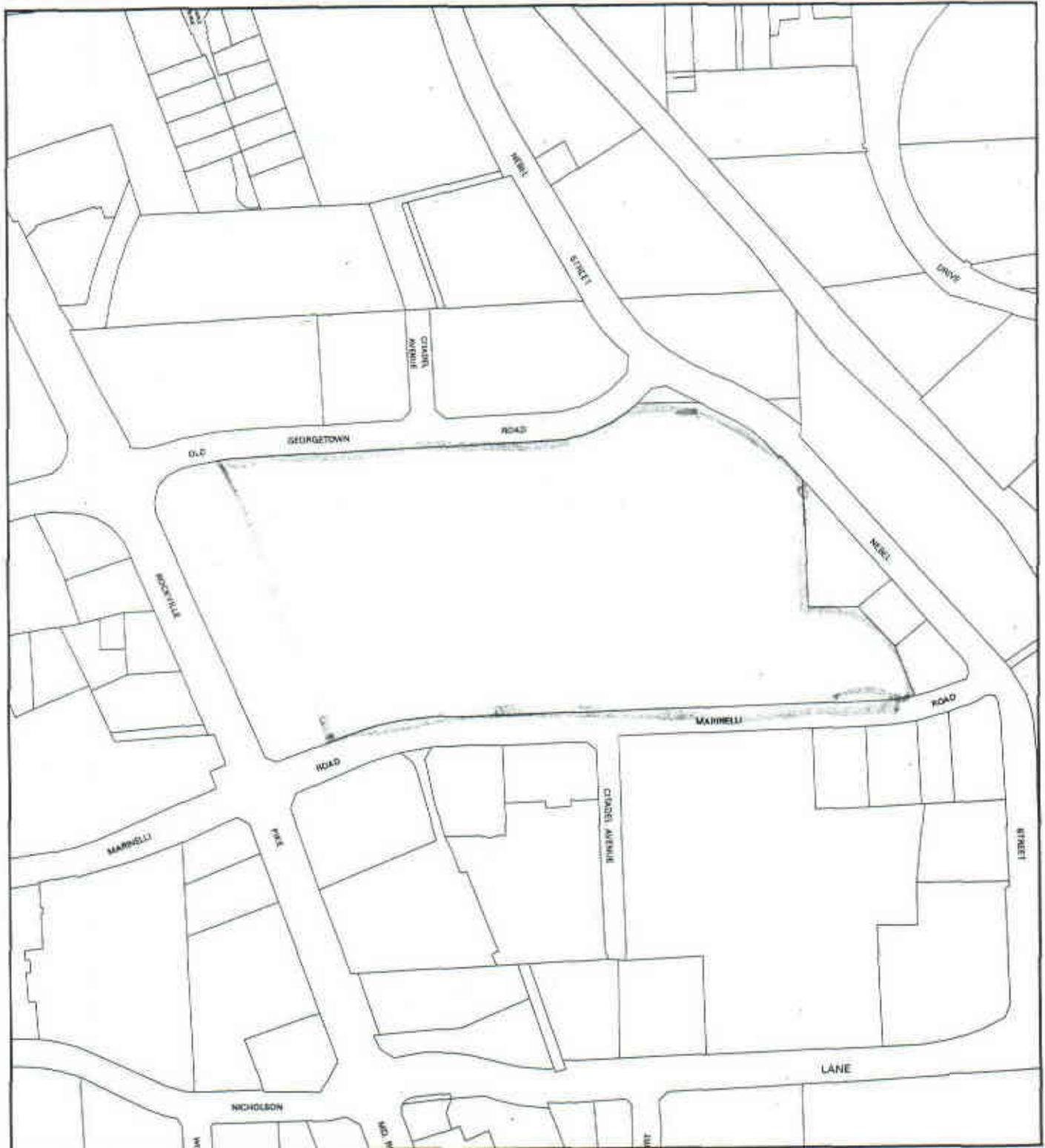
<input checked="" type="checkbox"/> Dedicated as shown on plan	70 feet	70 feet
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road		
<input checked="" type="checkbox"/> Sidewalk	15 feet both sides	15 feet both sides

Rustic Road

- Provide roadway connection to
- Provide sidewalk connection to
- Abandonment needed for
- Place in reservation for
- Place in easement (transit/roadway) for

COMMENTS:

NORTH BETHESDA TOWN CENTER (1-04049)



Map compiled on January 28, 2004 at 12:44 PM | Site located on base sheet no - 215NW05

NOTICE

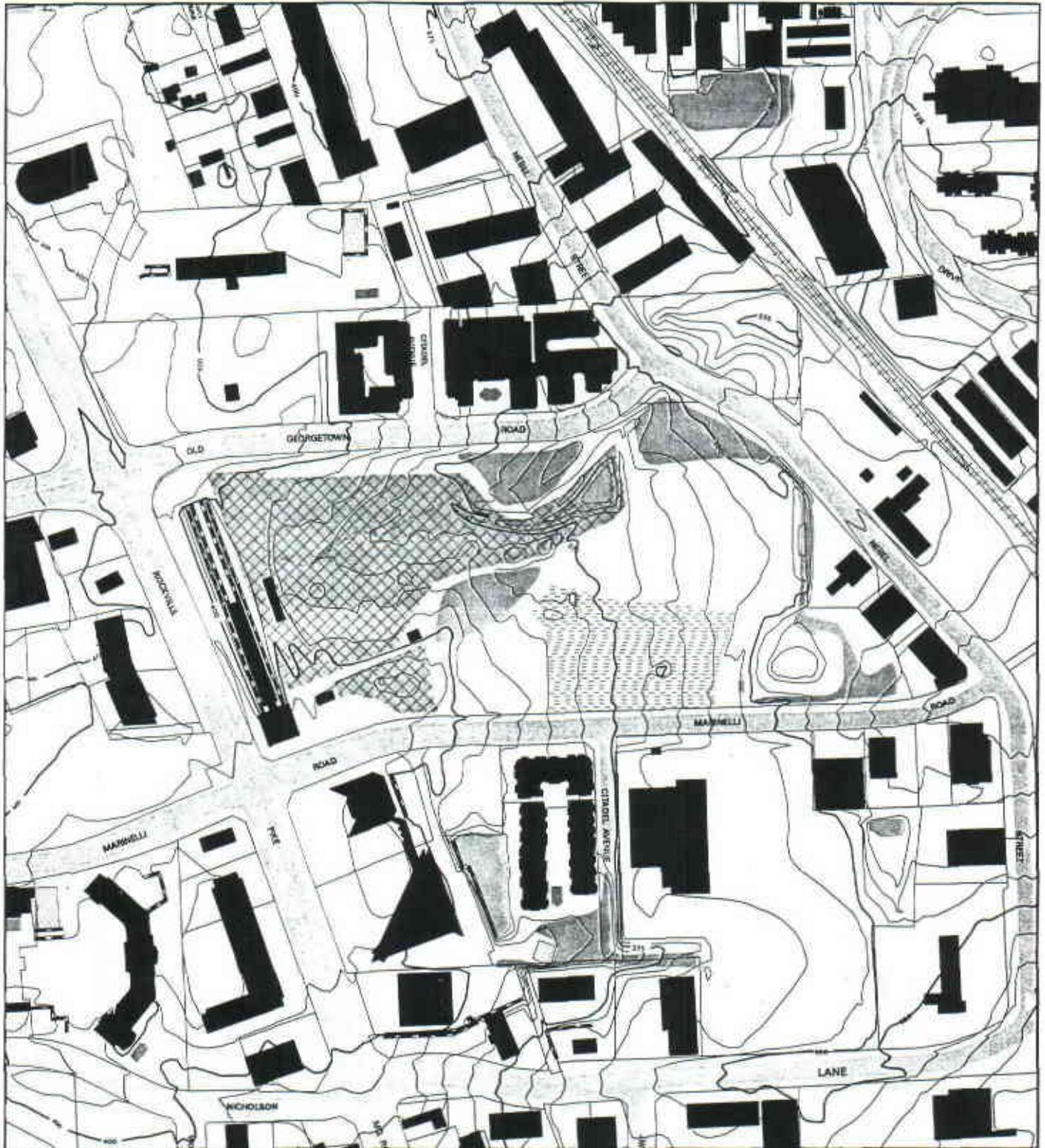
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NORTH BETHESDA TOWN CENTER (1-04049)



Map compiled on January 28, 2004 at 12:46 PM | Site located on base sheet no - 215NW05

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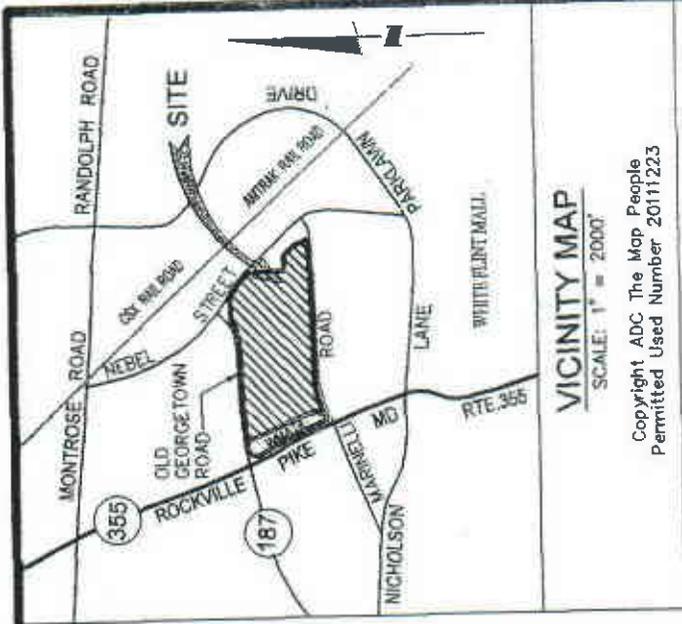
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Key Map



ATTN

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VICINITY MAP

SCALE: 1" = 2000'

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CSX RAIL ROAD

EXISTING STORM DRAIN

PROPOSED PROPERTY LINE

PARKING SPACE CALCULATIONS ^{1.}

USE	MINIMUM REQUIRED SPACES	SPACES PROVIDED
GENERAL OFFICE	2669 ^{2.}	3444 ^{3.}
MULTI-FAMILY RESIDENTIAL	1756 ^{4.}	1756 ^{4.}
RETAIL	865 ^{5.}	865 ^{5.}
RESTAURANT	375 ^{6.}	375 ^{6.}
TOTAL	5665 ^{7.}	6440 ^{7.}
WMATA PARKING	1300	1300

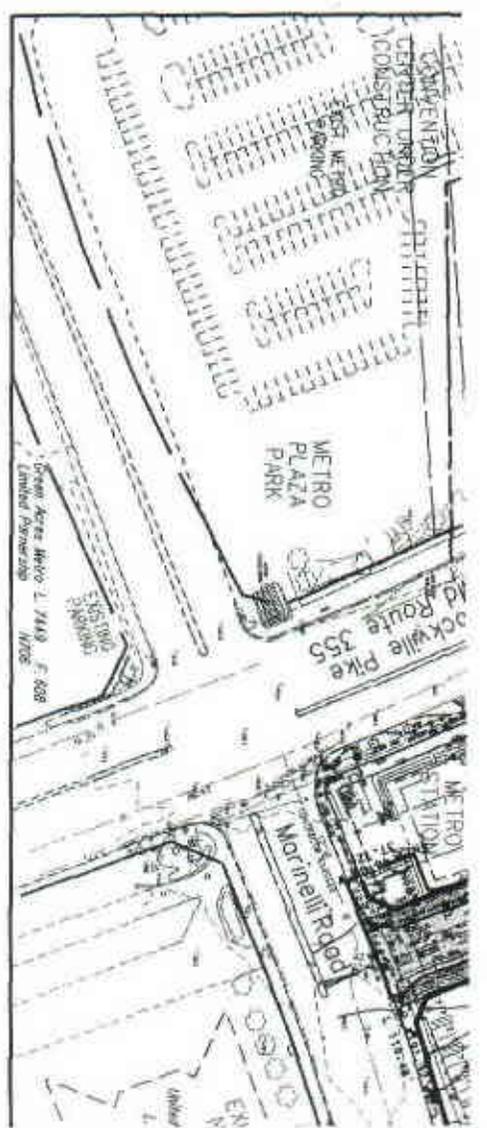
1. This development is eligible for and may seek, at the time of site plan approval, up to a 15% reduction in the number of required parking spaces, given its location within a transit station development area and its proximity to the metrorail station entrance.
2. Office - 2.3 spaces per 1,000 SF of floor area within 800' of Metro Station.
Office - 2.4 spaces per 1,000 SF of floor area within 800' to 1,600' of Metro Station.
3. Office - 3.0 spaces per 1,000 SF of floor area.
4. Multi-Family - Efficiency 1.0 space /unit, 1 bedroom 1.25 spaces /unit, 2 bedroom 1.5 spaces /unit.
5. Retail - 5 spaces per 1,000 SF for up to 172,037 SF total.
6. Restaurant - 25 spaces per 1,000 SF of patron space. Up to 30,000 SF total with 50% dedicated to patron space.
7. Parking for indoor Theater will be accommodated by non-residential parking spaces provided for uses listed above.
8. Parking space size:
 - Perpendicular Standard : 8.5' x 18'
 - Parallel Standard : 7' x 21'
 - Parallel Compact : 6' x 19.5' (up to 10% of total spaces)
 - Handicap Standard : 12' x 18'
 - Handicap Van : 16' x 18' (every 4th Handicap space)
9. Bicycle spaces : 20 per garage x 8 garages = 160 spaces.
10. Motorcycle spaces : 10 per garage x 8 garages = 80 spaces.



BUILDING PROGRAM

	Lot "A"	Lot "B"	Lot "C"	Lot "D"	Lot "E"
	Commercial	Commercial	Commercial		

4. Multi-Family - Efficiency (1.0 spaces /unit, 1 bedroom, 1.25 spaces /unit, 2 bedroom, 1.5 spaces /unit,
5. Retail - 5 spaces per 1,000 SF for up to 172,037 SF total.
6. Restaurant - 25 spaces per 1,000 SF of patron space. Up to 30,000 SF total with 50% dedicated to patron space
7. Parking for Indoor Theater will be accommodated by non-residential parking spaces provided for uses listed above.
8. Parking space size:
 - Perpendicular Standard - 8.5' x 18'
 - Parallel Standard - 7' x 21'
 - Parallel Compact 5' x 19.5' (up to 10% of total spaces)
 - Handicap Standard - 12' x 18'
 - Handicap Van - 16' x 18' (every 4th Handicap space)
9. Bicycle spaces : 20 per garage x 8 garages = 160 spaces
10. Motorcycle spaces : 10 per garage x 8 garages = 80 spaces



BUILDING PROGRAM

Use	Lot 'A'	Lot 'B'	Lot 'C'	Lot 'D'	Lot 'E'	Lot 'F'	Lot 'G'	Lot 'H'	Lot 'I'	Project Total
Gross Floor Area	Commercial, Office, Retail, Structured Parking	Commercial, Office, Retail, Structured Parking	Commercial, Office, Retail, Structured Parking	Commercial, Retail, Structured Parking	Residential, Commercial, Retail, Structured Parking	Residential, Retail, Structured Parking	Commercial, Retail, Residential, Structured Parking	Residential, Retail, Structured Parking	Commercial Retail	—
Non-Residential	800,000 S.F. Maximum	800,000 S.F. Maximum	800,000 S.F. Maximum	—	75,000 S.F. Maximum	—	10,000 S.F. Maximum	—	200,000 S.F. Maximum	1,150,037 S.F. Maximum
Residential	—	—	—	—	500 units Maximum	300 units Maximum	500 units Maximum	500 units Maximum	—	1,350 units Maximum
Building Height Maximum	20 stories	20 stories	20 stories	20 stories	20 stories	20 stories	20 stories	20 stories	20 stories	—
Preliminary Classification of Dwelling Units	—	—	—	—	—	—	—	—	—	—
Efficiency	—	—	—	—	—	—	—	—	—	135 Units
One Bedroom	—	—	—	—	—	—	—	—	—	810 Units
Two Bedroom	—	—	—	—	—	—	—	—	—	405 Units

1. Building height includes height of parking structures

Oct 8/15 Board Data

**DEVELOPMENT REVIEW COMMITTEE
TRANSPORTATION PLANNING COMMENTS**

2) provided firm enough to provide fallback

Item No. **8** Memo Required? Yes No

Meeting Date **09/8/03** Transportation Planner **Ed Axler** Ext **4536**
 Date of Prior DRC **01/29/01 & 08/26/02** Dev. Rev. Planner **Bill Landfair** Ext **4588**
 Plan Number(s) **7-04001** Zone **TS-M & I-1 (was R-90 & I-1)**
 Plan Name **North Bethesda Town Center (LCOR)**

Wynne Withers

Applicant Name, Representative, or Attorney
 Applicant=LCOR White Flint, LLC - Michael Smith (Owner=WMATA - Elisa Hill)
 Engineer=Loiederman Soltesz Associates - John Brundage
 Attorney=Linowes & Blocher - Stephen Elmendorf

1) Phasing residential non-residential

Policy Area	White Flint (Metrorail Station)		Parcel or Lot Numbers	Parcel P605	
Development Type	Apartments	General Office	General Retail	Indoor Theater	Parking Garages (was=)
Size/Number of Units	1,350 units (was 1,413)	1,148,000 sf (was 1,200,167)	202,037 sf (was 212,000)	68,000 sf (was 80,000)	4Priv.=4,202+ WMATA,1,300
No. of Lots	1	5, Ph.I.=214,400 retail, 60ksf theater, 330 apts., WMATA garage			
WSSC Map No(s)	215NW05		Tax Map No(s) HQ 122		

I. ADEQUATE PUBLIC FACILITIES

Existing Land Use/Occupied **Remove the golf driving range & relocate WMATA parking.**

Prior approval for	as below	As	G-801	On	Hearing Exam.=1/24/03
For	R-90 & I-1 to TS-M	As	G-801	on	DRC=8/26/02, PB=11/7/02
For	White Flint East (LCOR)	As	Discussion	on	DRC=01/29/01
For	Golf Driving Range	As	S-2115	on	PB Hearing=11/94

a. Policy Area Review

Staging ceiling capacity (jobs/housing) available	Yes	X-Both	No
Number of jobs remaining	+ 5,162		
Number of housing units remaining	+ 1,468		
If deficit:	De Minimis	Mitigation	Pay & Go

3) transit-buses on station st. (near Metro)

Proposed traffic mitigation program for policy area review:
 Required/optional participation in TMO **NB TMD& required by Metro DAP** I-3 Zone **DAP MetroStation**

b. Local Area Review

Traffic study required	Yes	Traffic statement required	No	Submitted on	08/14/03
Traffic study/statement complete	Review	Letter sent		Submitted by	Wells

handicap access taxis

Key Transportation Issues

1. Show the opposite right-of-way line and/or centerline along the four adjacent roadways!
2. Limit turns in and out of Station Street to right-turn-in and right-turn-out only at Marinelll Road and Old Georgetown Road given their close proximity to intersections with MD 355.
3. The submitted traffic study is under review to identify improvements to be funded by the "Metro DAP".
4. The segment along Old Georgetown Road is too short between Citadel Avenue and Nebel Street to permit left turn movements from Old Georgetown Road to Citadel Avenue.
5. The segment of Nebel Street has four closely spaced curb cuts for southbound left turns into Old Georgetown Road, the parking area to the retail next to Building "E", Building "F" garage, and Park Avenue - need to eliminate at least the left turn into the parking area for retail next to Building "E" and may be into Building "F" garage.

II. RIGHT-OF-WAY DESIGNATION/USE

Roadway(s)	Rockville Pike - MD 355	Marinelli Road
Master Plan designation	Major (M-6)	Business Street (B-6)
Master Plan right-of-way	134 feet	80 feet
<input checked="" type="checkbox"/> Dedicated as shown on plan	Not shown	Not shown
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road	Class I - east side (North Bethesda Trail)	Class I
<input checked="" type="checkbox"/> Sidewalk	Not shown-need min.10-ft	Not shown- 5-ft required

Rustic Road		
Roadway(s)	Old Georgetown Road	Nebel Street
Master Plan designation	Business Street (B-2)	Business Street (B-5)
Master Plan right-of-way	80 feet	80 feet
<input checked="" type="checkbox"/> Dedicated as shown on plan	Not shown	Not shown
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road	Class I, part of sidewalks	Class I
<input checked="" type="checkbox"/> Sidewalk	Not shown- 5-feet required	Not shown- 5-feet required

Rustic Road		
<input type="checkbox"/> Provide roadway connection to		
<input checked="" type="checkbox"/> Provide sidewalk connection to	North Bethesda Trail along MD 355.	
<input type="checkbox"/> Abandonment needed for		
<input type="checkbox"/> Place in reservation for		
<input type="checkbox"/> Place in easement (transit/roadway) for		

COMMENTS:

1. A bridge is proposed over WMATA's Metrorail tracts to provide an alternative access to the site -- as a right-turn-in/right-turn-out from MD 355 between Old Georgetown Road and Marinelli Road.
2. The existing parking next to the White Flint North property- high rise on the south side of Old Georgetown Road is aligned slightly offset with the proposed internal Chapman Avenue.
3. Revise the oval circle formed by Street A (in the residential area to the east) via site planners.
4. Show the intersection improvement associated with the Conference Center at Rockville Pike and Old Georgetown Road to provide a westbound through movements on Old Georgetown Road.
5. Coordinate with WMATA to relocate the kiss & ride, handicapped, and other parking facilities for the White Flint Metrorail Station.
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7. Adjacent to White Flint Metrorail Station. Excellent bus service is available along Rockville Pike, although no bus routes along Marinelli Road, Old Georgetown Road, and Nebel Street.
8. Sight distance checked is needed from Marinelli Road, Old Georgetown Road, MD 355, and Nebel Street.
9. Excellent bus service is available at the White Flint Metrorail Station served by Ride-On routes 5, 26, 38, 46, & 81 and Metrobus route C-8. Bus service along Nicholson Lane includes Ride-On route 38 and Metrobus routes C-8 & J-5.
10. Lighting along sidewalks and roadways should meet IES-NA standards.

BUILDING PROGRAM

Use	Building Block "A"	Building Block "B"	Building Block "C"	Building Block "D"	Building Block "E"	Building Block "F"	Building Block "G"	Building Block "H"	Project Total
Gross Floor Area	Commercial, Office, Retail, Structured Parking	Commercial, Office, Retail, Structured Parking	Commercial, Office, Retail, Structured Parking	Commercial, Retail, Structured Parking	Residential, Commercial, Retail, Structured Parking	Residential, Retail, Structured Parking	Commercial, Retail, Structured Parking	Residential, Retail, Structured Parking	—
Non-Residential	800,000 S.F. Maximum	800,000 S.F. Maximum	800,000 S.F. Maximum	200,000 S.F. Maximum	75,000 S.F. Maximum	—	10,000 S.F. Maximum	—	1,350,037 S.F. Maximum
Residential	20 stories 1.	20 stories 1.	20 stories 1.	20 stories 1.	20 stories 1.	20 stories 1.	20 stories 1.	20 stories 1.	1,350 units Maximum
Building Height Maximum Preliminary	—	—	—	—	—	—	—	—	—
Classification of Dwelling Units	—	—	—	—	—	—	—	—	—
Efficiency	—	—	—	—	—	—	—	—	—
One Bedroom	—	—	—	—	—	—	—	—	135 Units
Two Bedroom	—	—	—	—	—	—	—	—	810 Units
	—	—	—	—	—	—	—	—	405 Units

1. Building height includes height of parking structures.

**OFFICE OF ZONING AND ADMINISTRATIVE HEARINGS
CERTIFICATION**

This is a true copy of the Development Plan (Exhibit 88b) approved by the District Council on April 29, 2003 in Local Map Amendment No. G-801.

Hearing Examiner _____

Dated: _____, 2003

Green Acres Metro
Limited Partnership
L. 7449 F. 608
N706

EXISTING
PARKING

DEVELOPMENT PROGRAM

DEVELOPMENT PLAN SEQUENCE

	PHASE I	PHASE II	PHASE III	PHASE IV	PHASE V	PHASE VI	TOTAL
WMATA Garage	1,300 Cars Max.						
Streets	2.						1,300 Cars Max.
Parking		2.	2.	2.	2.	2.	100%
Pedestrian & Bicycle Circulation System		3.	3.	3.	3.	3.	100%
Open Space		4.	4.	4.	4.	4.	100%
Community Facilities		5.	5.	5.	5.	5.	100%
Retail / Restaurant		6.	6.	6.	6.	6.	100%
Residential		202,037 S.F.	7.	7.	7.	7.	202,037 S.F. Maximum
Office			500 Units	500 Units	500 Units	500 Units	1,350 Units Maximum
			600,000 S.F.	600,000 S.F.	600,000 S.F.	600,000 S.F.	1,148,000 S.F. Maximum

Footnotes:

1. Some or all of the proposed retail, residential and /or office development shown in Phases III, IV, V and VI may be consolidated into one or more Phases and constructed together.
2. Public streets will be built in each Phase to support uses associated with that Phase.
3. On-street, surface and structured parking will be built in each of Phases II, III, IV, V and VI to support uses associated with those Phases.
4. Bicycle trails and sidewalks will be built in Phases II, III, IV, V and VI to support uses associated with those Phases.
5. Open Space will be provided in Phases II, III, IV, V and VI to support uses associated with those Phases.
6. The Community Facilities will be provided in Phases II, III, IV, V and VI to support uses associated with those Phases.
7. Retail / Restaurant development not constructed in Phase II may be constructed in subsequent Phases, up to a maximum of 202,037 S.F. total.
8. Proposed development includes Indoor Theater (80,000 S.F. - maximum) in cellar space - not included in Retail S.F. total.
9. The phasing of the residential development is independent of the phasing of the office development. Residential and Office development not constructed in any particular Phase may be constructed in subsequent Phases, up to the maximums shown above.

EXISTING

BINDING ELEMENTS

1. The maximum building height will be 20 stories, as determined and defined by the Montgomery County Zoning Ordinance.
2. The application for preliminary plan approval will utilize the Alternative Review Procedures for Metro Station Policy Areas, as described in the FY 2002 Annual Growth Policy (November 2001).
3. Maximum development on this property will be as follows:
 - * Residential - 1350 dwelling units
 - * Retail/Restaurant - 202,037 sq.ft.
 - * Office /Non-Residential - 1,148,000 sq.ft.
 - * Indoor Theater (in cellar space) - 80,000 sq.ft.
4. Development will be divided into eight separate Building Blocks, with four Blocks located along each side of Main Street. Development of each Building Block will be pursuant to the Building Program, as shown on the certified Development Plan-Land Use Plan.
5. The phasing of the Building Program will proceed pursuant to the Development Program, as shown on the Certified Development Plan-Land Use Plan.
6. The street grid will provide public road connections aligned to Citadel Avenue on the south side of the property and aligned to Chapman Avenue on the north side of the property.
7. The Applicants will provide significant additional public amenities, such as augmented streetscape, public open space, interior public space, public plazas and other public amenities, as determined by the Planning Board at site plan review. As part of the amenities for the development, the Applicants will provide an on-site day care facility and on-site, indoor community activity space, whose size, phasing and site location will be determined by the Planning Board at site plan review.
8. Final approval of the proposed vehicular/pedestrian bridge crossing over the White Flint Metro Station will be determined by the Planning Board at site plan view.
9. The residential component of this development will be located within the four Building Blocks at the eastern end of the site and will be arranged around the Open Space. All residential buildings will be oriented toward the Open Space.
10. Building Block "D" will contain the Metro parking garage.
11. The Applicants will establish the Urban Amenity-Open Space, featuring the existing "White Flint" outcropping along Main Street and Chapman Avenue, adjacent to Building Block "D".
12. The retail component of this development may generally be located as street-front retail along Main Street, Station Street and the other street frontages. Final determination of the retail locations will be made by the Planning Board at site plan review.
13. If the retail component at site plan contains a grocery store /market, that use will be located east of Chapman Avenue within one of the Building Blocks. Final location of any proposed grocery store /market will be determined by the Planning Board at site plan.
14. The Development Plan /Land Use Plan permits, but does not required, the Applicants to construct an indoor theater in cellar space of approximately 80,000 sq. ft. in size. If the Planning Board approves an indoor theater at site plan review, the Applicants will construct it as cellar space with a street-level theater entrance kiosk. The theater and the kiosk will be located east of Chapman Avenue. The exact location of the theater and the kiosk will be determined by the Planning Board at site plan review.
15. The Applicants will execute and record among the Land Records of Montgomery County an agreement with the Planning Board requiring the Applicants to provide maintenance of all areas intended to be used for recreational or other common or quasi-public purposes and all public amenity space, including the Urban Amenity-Open Space adjacent to Building Block "D" and the Open Space at the eastern end of the site, as shown on the Development Plan /Land Use Plan. At site plan review, the Planning Board will determine the timing of the execution and recordation of this agreement.

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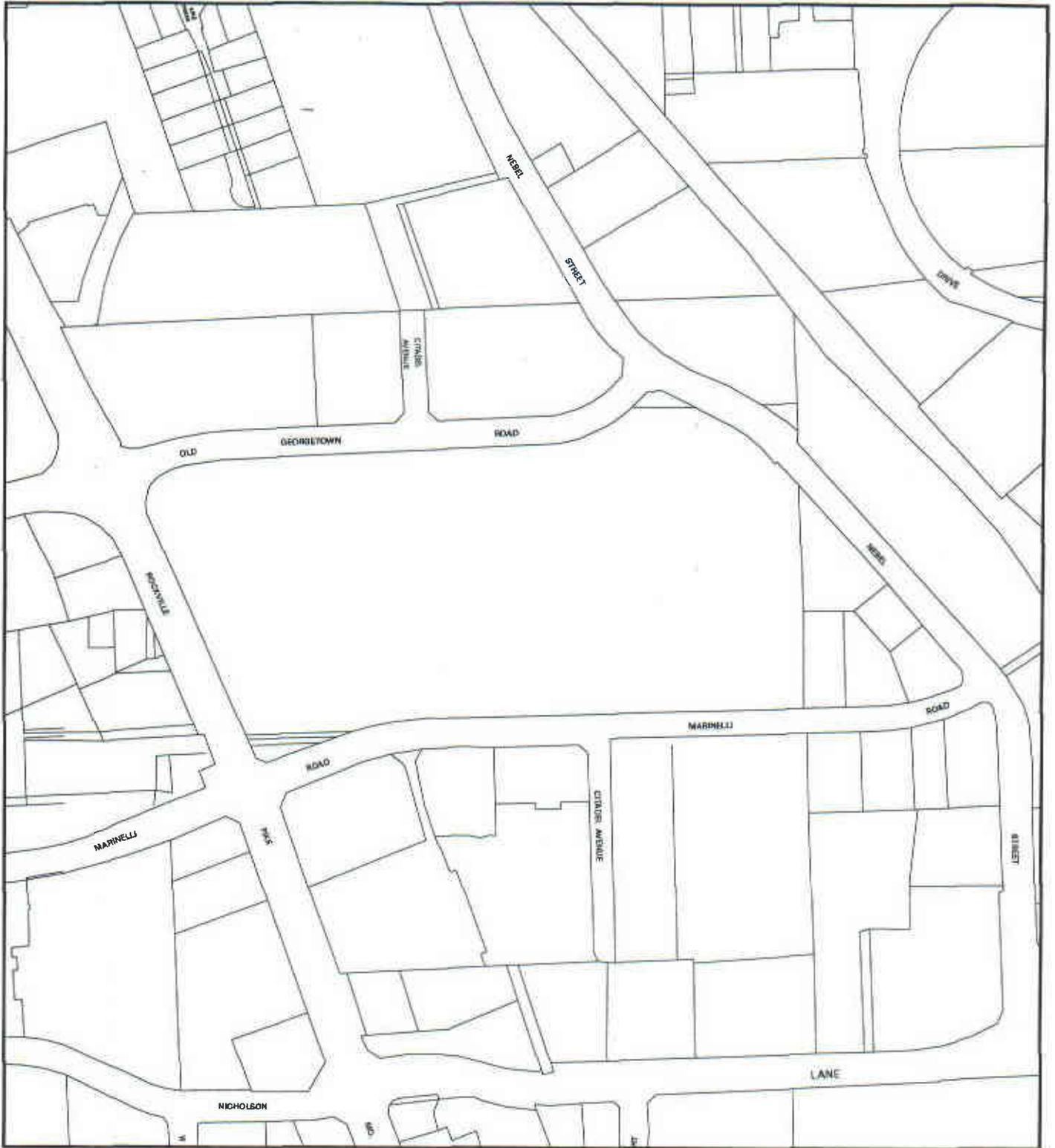
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PRE-APPLICATION CONCEPT PLAN



VICINITY MAP FOR

NORTH BETHESDA TOWN CENTER (7-04001)



Map compiled on August 10, 2000 at 7:19 PM | Site located on base sheet no - 215NW05

NOTICE

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Key Map:



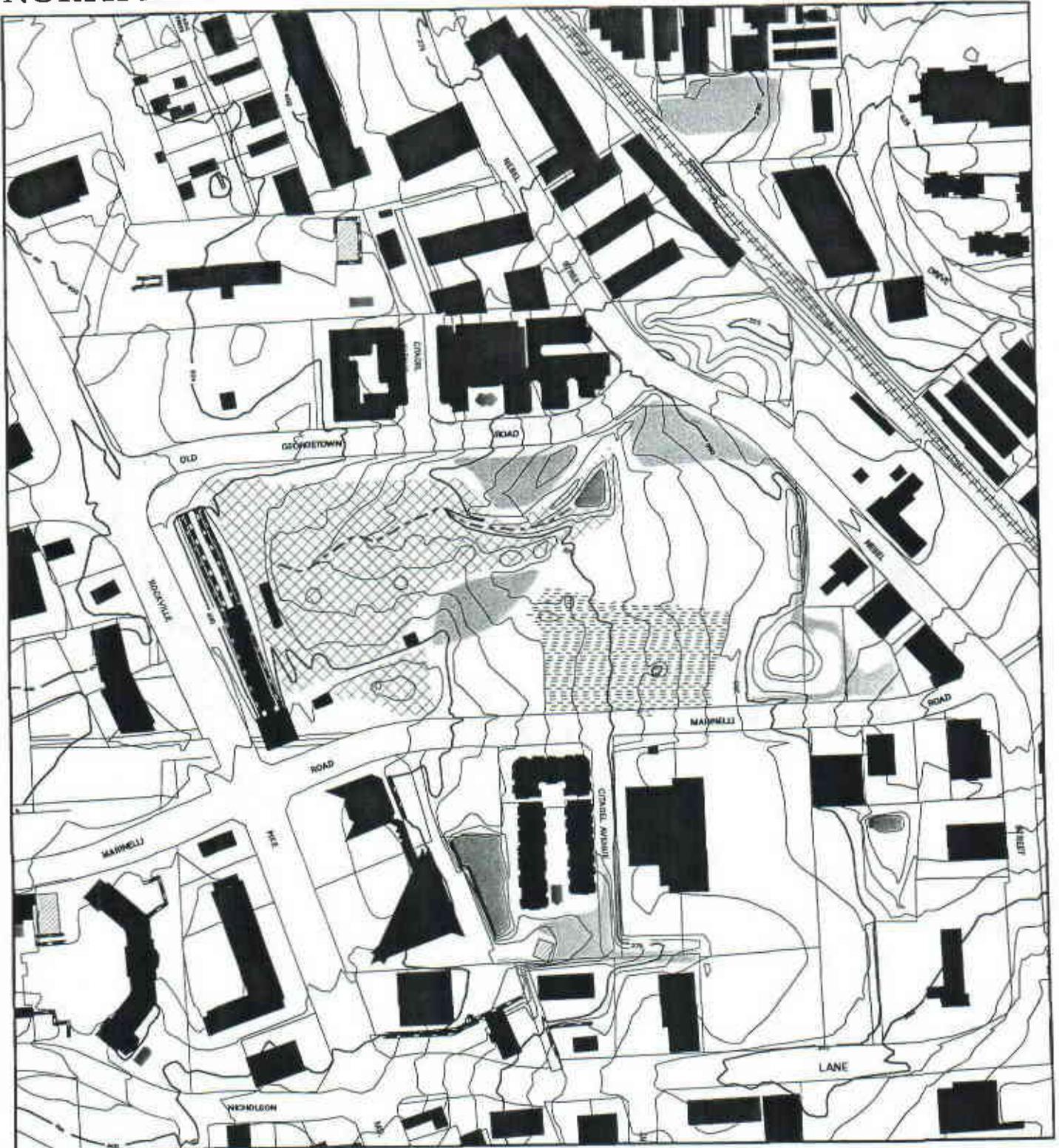
Kenneth & Technology Center



1 : 4800

VICINITY MAP FOR

NORTH BETHESDA TOWN CENTER (7-04001)



Map compiled on August 10, 2000 at 7:08 PM | Site located on base sheet no - 215NW05

NOTICE

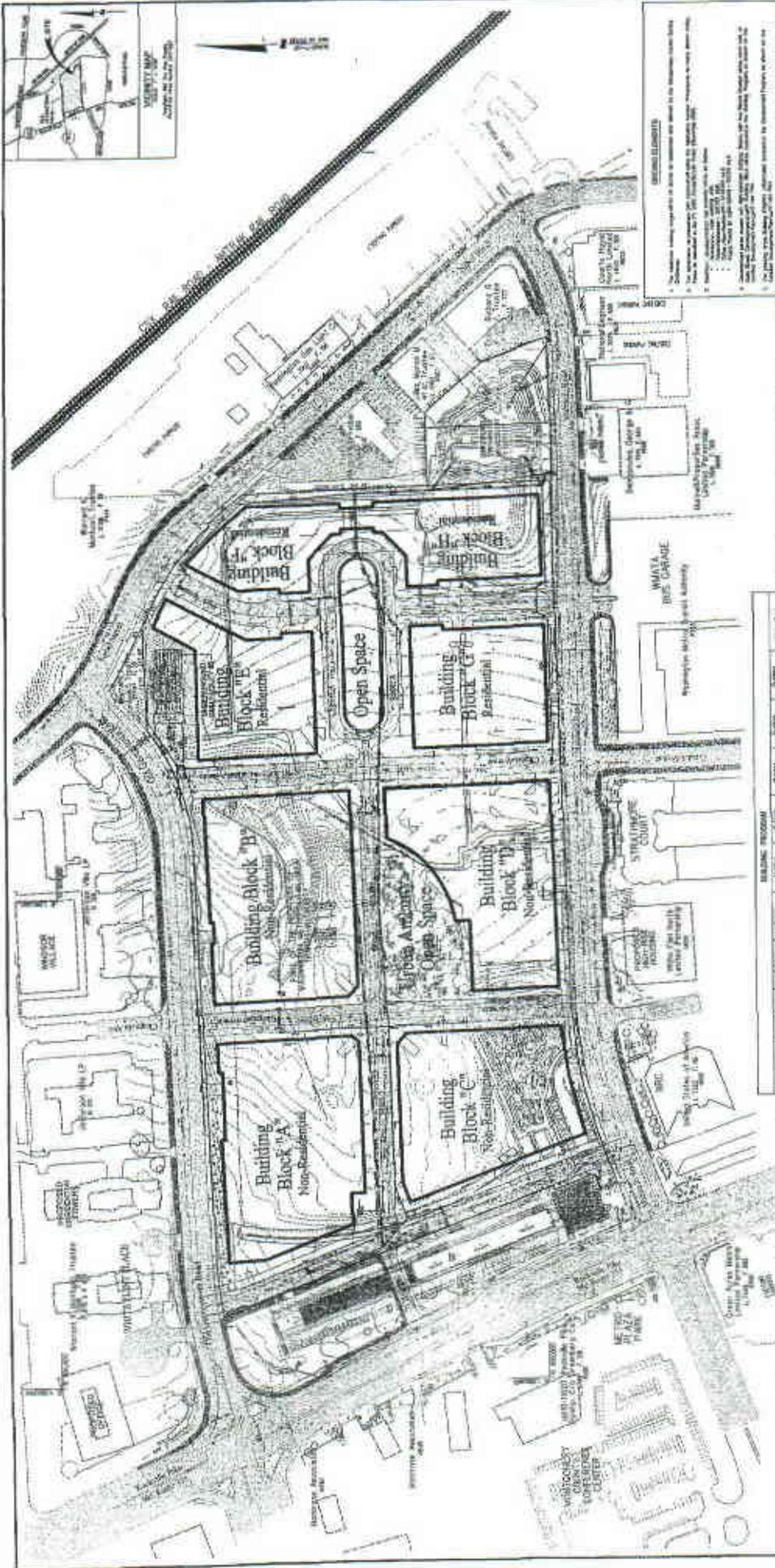
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Key Map





DEVELOPMENT PROGRAM

NO.	NAME	TYPE	AREA (SQ. FT.)	TYPE	AREA (SQ. FT.)
1	Building Block 'A'	Non-Residential	1,200,000	1	1,200,000
2	Building Block 'B'	Non-Residential	1,200,000	1	1,200,000
3	Building Block 'C'	Non-Residential	1,200,000	1	1,200,000
4	Building Block 'D'	Non-Residential	1,200,000	1	1,200,000
5	Building Block 'E'	Residential	1,200,000	1	1,200,000
6	Building Block 'F'	Residential	1,200,000	1	1,200,000
7	Open Space	Open Space	1,200,000	1	1,200,000
8	Tribos Atriums	Tribos Atriums	1,200,000	1	1,200,000
9	Metrolink Station	Metrolink Station	1,200,000	1	1,200,000
10	White Flint Station	White Flint Station	1,200,000	1	1,200,000

REMARKS: The above information is for informational purposes only and does not constitute a contract. The actual development program shall be determined by the City of Rockville and the Board of Public Works.

OFFICE OF RECORD AND ADMINISTRATIVE SERVICES
CLARENCE J. HANCOCK
 City of Rockville, Maryland
 1000 Clarendon Avenue, Suite 100, Rockville, MD 20850
 Phone: (301) 771-1000

RECORDS SECTION
 1000 Clarendon Avenue, Suite 100, Rockville, MD 20850
 Phone: (301) 771-1000

DATE: 10/1/2001

FILE NO.: 2001-001

REMARKS:

- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-101, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-102, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-103, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-104, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-105, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-106, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-107, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-108, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-109, which allows for the proposed development in the R-100 Residential Single-Family District.
- The proposed development is consistent with the Comprehensive Zoning Ordinance, Chapter 25, Section 25-110, which allows for the proposed development in the R-100 Residential Single-Family District.

PRE-APPLICATION CONCEPT PLAN

WHITE FLINT

ROCKVILLE ELECTRON DISTRICT
 MONTGOMERY COUNTY, MARYLAND

LOISIDERMAN SOFRETZ ASSOCIATES

1000 Clarendon Avenue, Suite 100, Rockville, MD 20850
 Phone: (301) 771-1000

LCOR

1000 Clarendon Avenue, Suite 100, Rockville, MD 20850
 Phone: (301) 771-1000

DATE: 10/1/2001

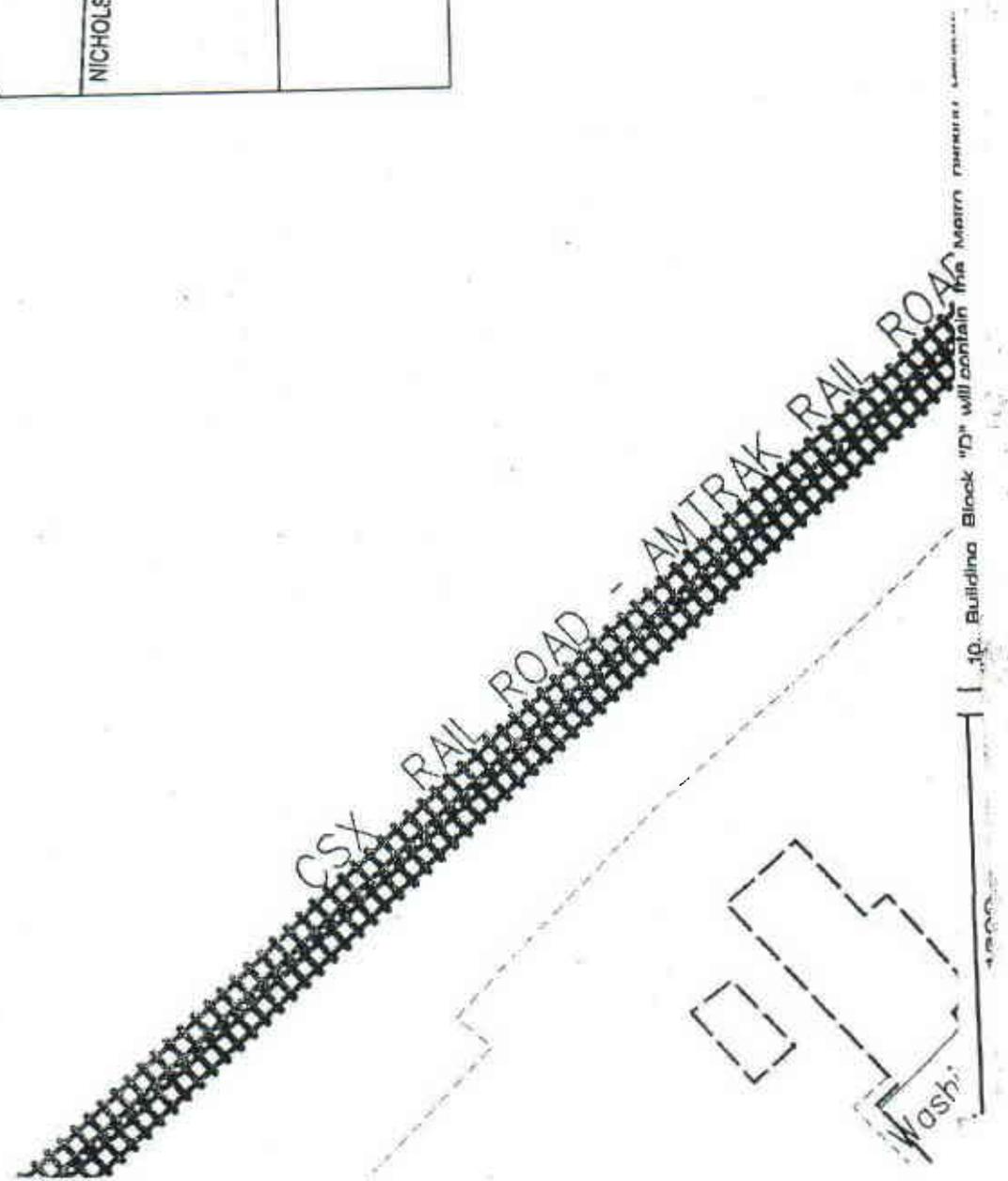
FILE NO.: 2001-001



VICINITY MAP

SCALE: 1" = 2000'

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10. Building Block "D" will contain the main structure.

**DEVELOPMENT REVIEW COMMITTEE
TRANSPORTATION PLANNING COMMENTS**

Item No. **10** Memo Required? Yes **X** No

Meeting Date **01/29/01** Transportation Planner **Ed Axler** Ext **4536**

Date of Prior DRC **none** Dev. Rev. Planner Ext

Plan Number(s) **Discussion Item (future rezoning case)** Zone **(future rezone to TSM)**

Plan Name **White Flint East. Phase I**

Applicant Name, Representative, or Attorney **Developer=LCOR
Architects=RTKL
Transportation Engineer= Wells & Associates**

Policy Area **White Flint (Metro Station)** Parcel or Lot Numbers

Development Type	Retail	Theater	Office	High-Rise Apts.	Parking Garage
Size/Number of Units	265 to 279.5 ksf	60 ksf	1,200 ksf	1,335 Units	4,202 sp.+ 1,070sp.Metro

No. of Lots **3** Phasing **Yes, Phase 1= 214,400 s.f. retail, 60,000 s.f. theater, 1,270-space garages.**

WSSC Map No(s) **215NW05** Tax Map No(s) **HQ122**

I. ADEQUATE PUBLIC FACILITIES

Existing Land Use/Occupied **White Flint Metrorail station and a golf driving range**

Prior approval **Golf driving range** as **S-2115** on **MCPB hearing on 11/94**

For as on

For as on

For as on

a. Policy Area Review

Staging ceiling capacity (jobs/housing) available Yes No **X***

Number of jobs remaining **2,106** as of **12/31/00**

Number of housing units remaining **688** as of **12/31/00**

If deficit: De Mitigation Pay & Go DAP

Proposed traffic mitigation program for policy area review

Required/optional participation in TMO **NBeth/GrPk** Master/Sector **I-3 Zone**

Traffic study required **No** Traffic statement required **No**

Traffic study/statement submitted on

Traffic study/statement acceptable Letter sent

II. RIGHT-OF-WAY DESIGNATION/USE

Roadway(s)	Rockville Pike (MD 355)	Old Georgetown Road
Master Plan designation	Major (M-6)	Business District (B-2)
Master Plan right-of-way	134 feet	80 feet

- Dedicated as shown on plan
- Additional dedication for
- Designated bikeway as Class/Side of Road
- Sidewalk

Class I (east side) Class I

Rustic Road

Roadway(s)	Nebel Street	Marinelli Road
Master Plan designation	Business District (B-5)	Business District (B-6)
Master Plan right-of-way	80 feet	80 feet

- Dedicated as shown on plan
- Additional dedication for
- Designated bikeway as Class/Side of Road
- Sidewalk

Class I Class I

Rustic Road

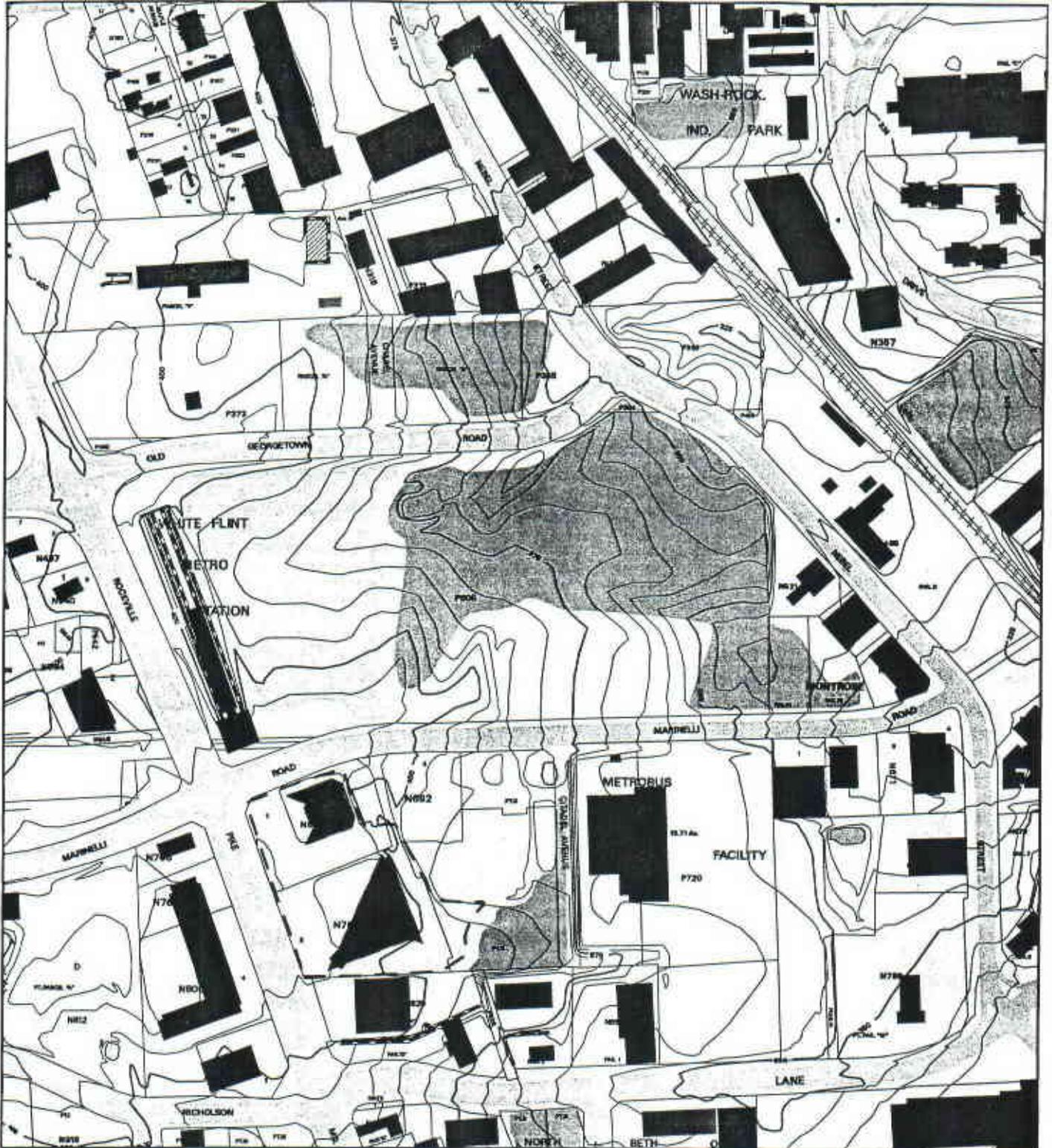
- Provide roadway connection to
- Provide sidewalk connection to
- Abandonment needed for
- Place in reservation for
- Place in easement (transit/roadway) for

COMMENTS:

*** Most staging ceiling capacity used up by White Flint Place, pending Preliminary Plan No. 1-01039- requiring 1,289 jobs and 525 housing units for a net remaining 817 jobs and 163 housing units! The proposed LCOR's full-build-out would need 6,116 jobs and 1,335 housing units.**

- 1. Show roadway ROW and/or centerlines.**
- 2. Show the intersection improvement at Rockville Pike and Old Georgetown Road to provide WB through movements on Old Georgetown Road associated with the Montgomery County Conference Center.**
- 3. Coordinate with DPWT regarding the project planning study for Citadel (or Chapman) Road.**

VICINITY MAP FOR
WHITE FLINT EAST



Map compiled on January 19, 2001 at 1:39 PM | Site located on base sheet no - 216NW05

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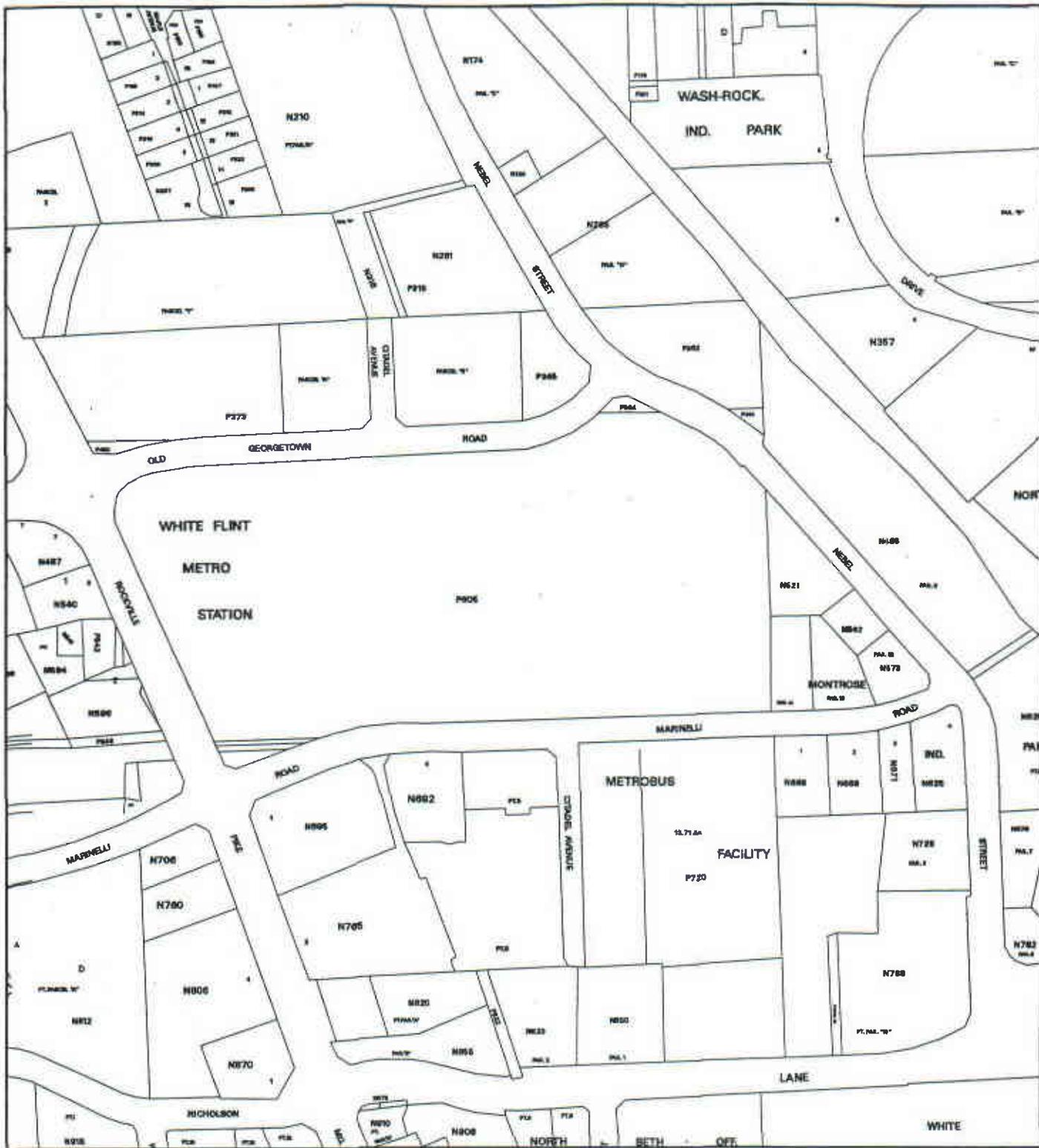
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1 : 4800

VICINITY MAP FOR
WHITE FLINT EAST



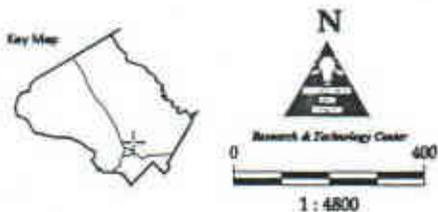
Map compiled on January 18, 2001 at 1:32 PM | Site located on base sheet no - 216NW06

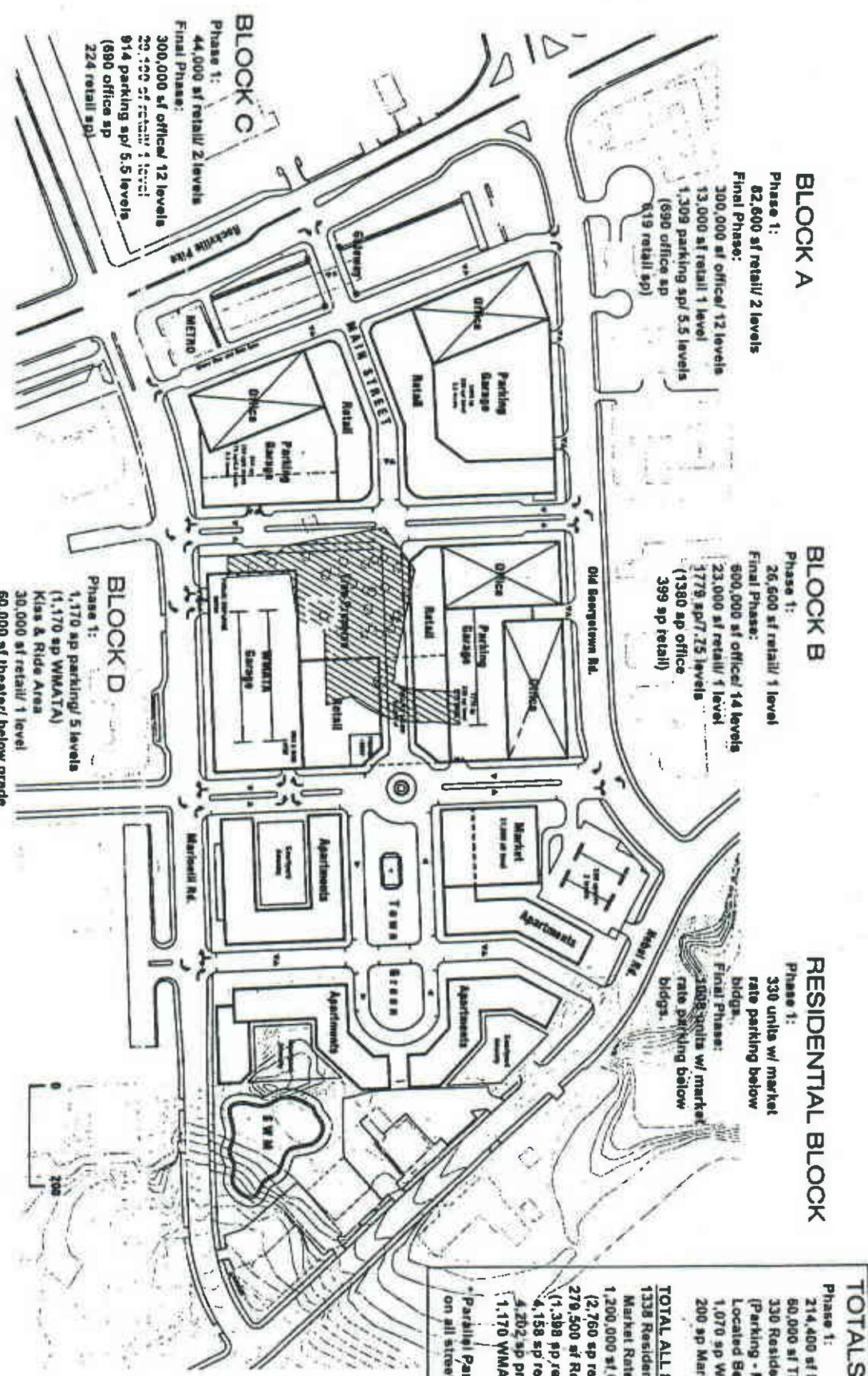
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BLOCK A
 Phase 1:
 82,600 sf retail/ 2 levels
 Final Phase:
 300,000 sf office/ 12 levels
 13,000 sf retail/ 1 level
 1,309 parking sp/ 5.5 levels
 (690 office sp
 619 retail sp)

BLOCK B
 Phase 1:
 26,600 sf retail/ 1 level
 Final Phase:
 600,000 sf office/ 14 levels
 23,000 sf retail/ 1 level
 3779 sp/ 7.25 levels
 (1380 sp office
 399 sp retail)

RESIDENTIAL BLOCK
 Phase 1:
 330 units w/ market
 rate parking below
 bldgs.
 Final Phase:
 3100 units w/ market
 rate parking below
 bldgs.

BLOCK C
 Phase 1:
 44,000 sf retail/ 2 levels
 Final Phase:
 300,000 sf office/ 12 levels
 20,400 sf retail/ 1 level
 914 parking sp/ 5.5 levels
 (680 office sp
 224 retail sp)

BLOCK D
 Phase 1:
 1,170 sp parking/ 5 levels
 (1,170 sp WMAATA)
 Klas & Ride Area
 30,000 sf retail/ 1 level
 60,000 sf theater/ below grade

TOTALS

Phase 1:
 214,400 sf Retail
 60,000 sf Theater
 330 Residential Units
 (Parking - Market Rate
 Located Below Building)
 1,070 sp WMAATA garage
 200 sp Market garage

TOTAL ALL PHASES
 1338 Residential Units w/
 Market Rate Parking
 1,200,000 sf Office
 (2,760 sp req'd @ 2.3sp/1000sf)
 1,200,000 sf Office
 276,500 sf Retail
 (1,388 sp req'd @ 5sp/1000sf)
 4,158 sp req'd total
 4,202 sp provided & garage
 1,170 WMAATA sp/ 1 garage

*Parallel Parking to be provided
 on all streets

Site Plan
 SCALE 1"=200'



Loiederman
Soltesz Associates, Inc.

July 8, 2003

Mr. Gregory M. Leck, P.E.
Department of Public Works and Transportation
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Re: White Flint (North Bethesda Town Center) – Preliminary Plan
LSA No: 812-06

Dear Mr. Leck:

Loiederman Soltesz Associate, Inc. (LSA), on behalf of our client LCOR Incorporated, hereby requests the following waivers from The County Standards for the White Flint (North Bethesda Town Center) project.

- As indicated in the North Bethesda/Garrett Park Master Plan, the proposed street B-10 (Main Street) to have 80' R-O-W. The 80' master plan R-O-W has a greater negative impact on the existing tree stand that has been identified to be saved and is located in the southeast quadrant of Main Street (B-10) and Chapman Avenue (B-11) intersection. In order to minimize the impact on this stand of trees, LSA recommends using a 70' R-O-W for Main Street (B-10) as opposed to 80' R-O-W designated in the Master Plan.
- The bridge on Main Street between Rockville Pike and Station Street (over the WMATA tracks) to have a right-of-way corresponding to the outer width of the bridge (50') with 26' paving section and 10' sidewalks on both sides.
- All public streets with 70' right-of-way to have a typical section in accordance with Montgomery County Department of Transportation (MCDOT) Standard 214-03. LSA requests a waiver from this typical section for the pavement width and sidewalk. We request that the narrow pavement widths be allowed on Main Street and Chapman Avenue in the vicinity of the tree save area to minimize impact on critical root zones of the trees identified to be saved as shown on the Preliminary Plan.
- Main Street Circle to have a 60' right-of-way for one way traffic with typical section as shown on the Preliminary Plan.
- Build retaining wall within the public right-of-way of Main Street and Chapman Avenue to minimize grading impacts on critical root zones of the trees identified to be saved.
- This is a smart growth transit oriented project with pedestrian friendly blocks abutting public rights-of-way, thus, we request that the area between the curb and right-of-way line on all public streets be used for streetscape (pavers, landscape and lighting) per the typical section on plan.
- Request that all public utilities be installed in the public rights-of-way because of the urban character of the proposed development with buildings abutting the right-of-way, eliminating the 10' customary PUE adjacent to the right-of-way. Where public right-of-

Mr. Gregory M. Leck
July 8, 2003
Page 2 of 2

way is not available public utility easements will be granted, if needed. Since this is a non-typical section, it is our understanding that our client will execute a maintenance and liability agreement for the streetscape area (behind the curb to public rights-of-way) on all public streets.

Waiver for vertical curves for landing grades

- Request secondary street classification for all public streets in this project. Since all proposed streets in this project are connected to existing streets and have constraints on landing and tie-in grades. Secondary Street classification provides the flexibility to design the street network with Montgomery County vertical curve design guidelines and minimize the grading impacts on critical root zones of the existing trees to be saved.
- Request that an 80,000 square feet theater and access tunnel be permitted in cellar space under the public rights-of-way between building blocks E and G as shown on the preliminary Plan.
- Stormwater quality control facilities to be permitted in the public rights-of-way streetscape areas since the streetscape area is maintained by our client.
- Canopy support columns and protrusion of building facades into the right of way above the first floor elevations also be permitted.
- Outside seating for restaurants is permitted within the streetscape areas.
- In order to enhance the character of the streetscape, we request flexibility in selecting the type and height of light poles and light pole fixtures for this project. We also request authorization to provide upscale pedestrian amenities including brick pavers, benches, fountains, trash receptacles, flag poles, planting areas and tree grades, informational signs and kiosk, retaining walls, fences, and bollards, within the streetscape area of all public streets.

Should you have any questions or need additional information, please give me a call at 301-948-2750.

Sincerely,

LOIEDERMAN SOLTESZ ASSOCIATES, INC.

Jagdish Mandavia

Jagdish Mandavia, P.E.
Project Manager

cc: Mr. Michael Smith
Mr. Steven Elmendorf
Mr. Gary Maule
Ms. Nancy Randall
Ms. Trini Rodriguez
Mr. John Brundage

**DEVELOPMENT REVIEW COMMITTEE
TRANSPORTATION PLANNING COMMENTS**

Item No. **6** Memo Required ? Yes X No
 Meeting Date **08/26/02** Transportation Planner **Ed Axler** Ext **4536**
 Date of Prior DRC **Discussion=1/29/01** Dev. Rev. Planner **Bill Landfair** Ext **4588**
 Plan Number(s) **G-801** Zone **From R-90 & I-1 To TS-M**

Plan Name **White Flint East (LCOR)**
 Applicant Name, Representative, or Attorney
 Applicant=LCOR White Flint, LLC - Michael Smith
 Engineer=Loiederman Soltesz Associates -
 Attorney=Linowes & Blocher - Stephen Elmendorf

*P.B. 11/7
A.E. 11/8*

Policy Area **White Flint (Metrorail Station)** Parcel or Lot Numbers **Parcel P605**
 Development Type **Apartments** **General Office** **General Retail** **Community (was Theater)** **Parking Garages**
 Size/Number of Units **1,413 units** **1,200,167 sf** **212,000 sf** **60,000 sf** **4Priv.=4,202+ WMATA,1,300**
 No. of Lots **1** Phasing **5, Ph.I=214,400 retail, 60ksf theater, 330 apts., WMATA garage**
 WSSC Map No(s) **215NW05** Tax Map No(s) **HQ 122**

I. ADEQUATE PUBLIC FACILITIES

Existing Land Use/Occupied **Remove the golf driving range & relocate WMATA parking.**
 Prior approval **Golf Driving Range** As **S-2115** On **PB Hearing=11/94**
 For As on
 For As on
 For As on

a. Policy Area Review

Staging ceiling capacity (jobs/housing) available Yes X No
 Number of jobs remaining **+ 1,203** as of **8/1/02**
 Number of housing units remaining **+ 208** as of **8/1/02**
 If deficit: De Minimis Mitigation Pay & Go DAP Mtro
 Proposed traffic mitigation program for policy area review:
 Required/optional participation in TMO **NB TMD & required by Metro DAP** I-3 Zone

b. Local Area Review

Traffic study required Yes No Traffic statement required No Submitted on
 Traffic study/statement complete Letter sent Submitted by **Wells**

Key Transportation Issues

- Not enough jobs and housing units are remaining to satisfy Policy Area Review – using the FY 03 AGP's Alternative Review Procedure for Metro Station Policy Areas (pay Metro DAP).
- Show the opposite right-of-way line and/or centerline along the four adjacent roadways.
- Limit turns in and out of Station Street to right-turn-in and right-turn-out only at Marinelli Road and Old Georgetown Road.
- Waiting for needed a traffic study to show the traffic impact for G-801.
- The segment of Old Georgetown Road is too short between Citadel Avenue and Nebel Street particularly for left turn movements.
- The segment of Nebel Street has four closely spaced curb cuts for southbound left turns into Building "F" garage, Park Avenue, parking area to the retail next to Building "E", & Old Georgetown Road - eliminate at least the left turn into the parking area for retail next to Building "E".

II. RIGHT-OF-WAY DESIGNATION/USE

Roadway(s)	Rockville Pike - MD 355	Marinelli Road
Master Plan designation	Major (M-6)	Business Street (B-6)
Master Plan right-of-way	134 feet	80 feet
<input checked="" type="checkbox"/> Dedicated as shown on plan	Not shown	Not shown
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road	Class I - east side	Class I/II
<input checked="" type="checkbox"/> Sidewalk	Not shown-need min.10-ft	Not shown- 5-ft required

Rustic Road

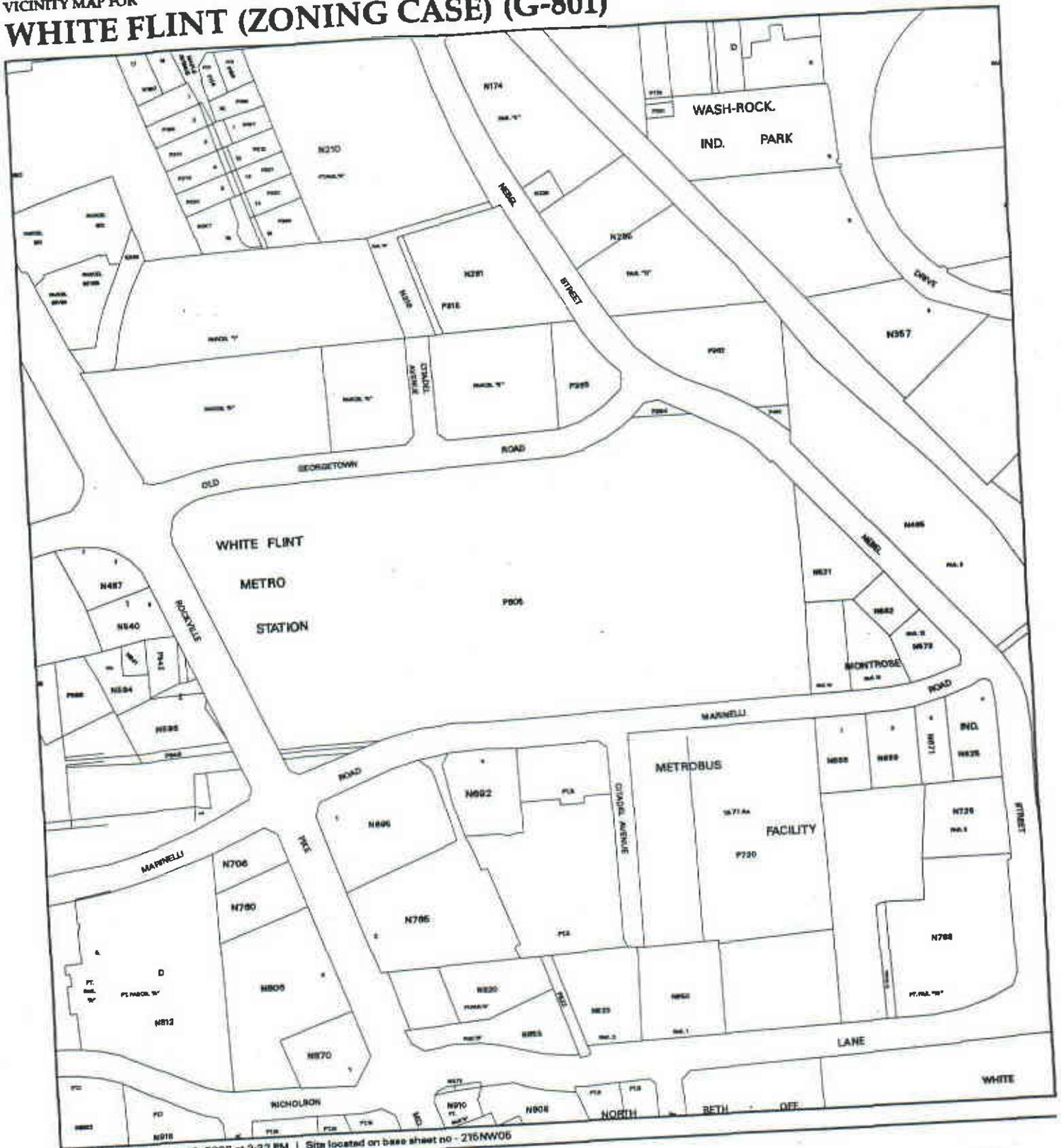
Roadway(s)	Old Georgetown Road	Nebel Street
Master Plan designation	Business Street (B-2)	Business Street (B-5)
Master Plan right-of-way	80 feet	80 feet
<input checked="" type="checkbox"/> Dedicated as shown on plan	Not shown	Not shown
<input type="checkbox"/> Additional dedication for		
<input checked="" type="checkbox"/> Designated bikeway as Class/Side of Road	Class I, part of s/w	Class I
<input checked="" type="checkbox"/> Sidewalk	Not shown- 5-ft required	Not shown- 5-ft required

Rustic Road

- Provide roadway connection to
- Provide sidewalk connection to
- Abandonment needed for
- Place in reservation for
- Place in easement (transit/roadway) for

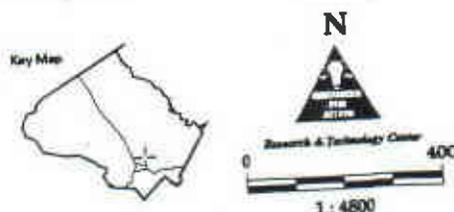
COMMENTS: 1. A bridge is proposed over WMATA's Metrorail tracts to provide an alternative access to the site -- as a right-turn-in/right-turn-out from MD 355 between Old Georgetown Road and Marinelli Road.
 2. The existing parking next to the White Flint North property- high rise on the south side of Old Georgetown Road is aligned slightly offset with the proposed internal Chapman Avenue.
 3. Revise the oval circle formed by Street A (in the residential area to the east) via site planner.
 4. Show the intersection improvement associated with the Conference Center at Roackville Pike and Old Georgetown Road to provide a WB through movements on Old Geoergetown Road.
 5. Coordinate with WMATA to relocate the kiss & ride, handicapped, and other parking facilities for the White Flint Metrorail Station.
 6. Coordinate the alignment of internal Citadel Avenue with DPWT's CIP Project 500310 for Citadel Avenue Extended (to the south of Marinelli Road, segment extending North from Nicholson Lane.) Citadel project was put on hold as a lower priority project and deferred funding.
 7. Adjacent to White Flint Metrorail Station. Excellent bus service is available along Rockville Pike, although no bus routes along Marinelli Road, Old Georgetown Road, and Nebel Street.

VICINITY MAP FOR WHITE FLINT (ZONING CASE) (G-801)



Map compiled on August 13, 2002 at 3:32 PM | Site located on base sheet no - 216NW06

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VICINITY MAP FOR
WHITE FLINT (ZONING CASE) (G-801)



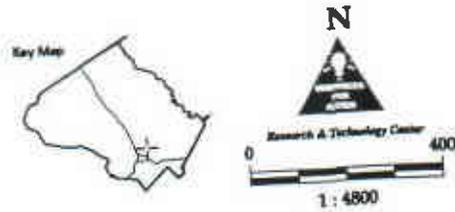
Map compiled on August 13, 2002 at 2:50 PM | Site located on base sheet no - 215NW05

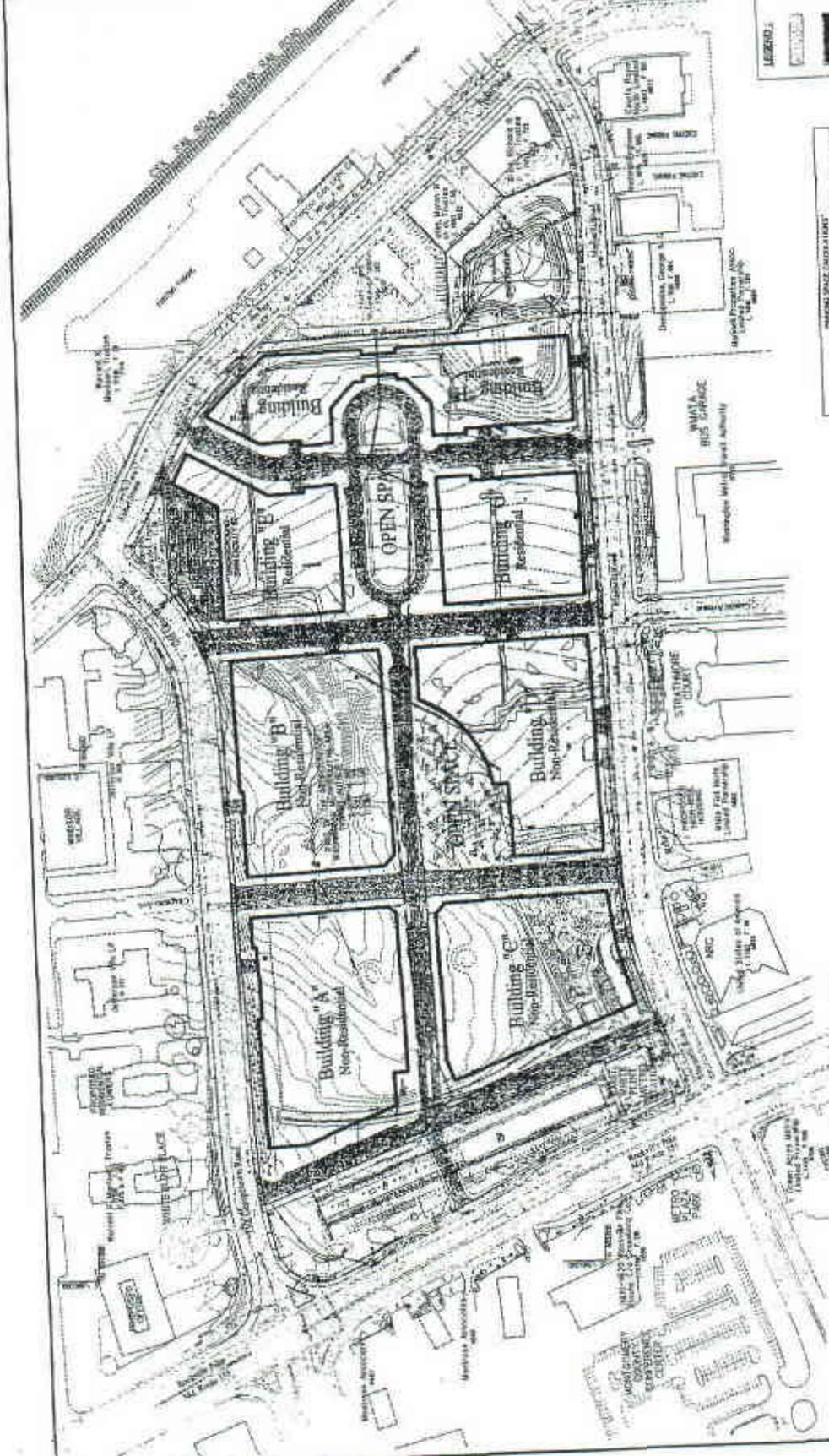
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LEGEND

EXISTING STREETS, PARKING AREAS AND POINTS OF ACCESS

PROPOSED EXISTING, PARKING AREAS AND POINTS OF ACCESS

TEAM DEVELOPMENT FOOTPRINTS

TEAM DEVELOPMENT	FOOTPRINT	AREA
Building A	10,000 SF	10,000 SF
Building B	10,000 SF	10,000 SF
Building C	10,000 SF	10,000 SF
Building D	10,000 SF	10,000 SF
Building E	10,000 SF	10,000 SF

PARKING SPACE CALCULATION

TYPE	NUMBER	REQUIRED SPACES
Garage	100	100
Surface	100	100
Other	100	100
Total	300	300

1. All parking spaces are to be provided on-site.
2. All parking spaces are to be provided on-site.
3. All parking spaces are to be provided on-site.
4. All parking spaces are to be provided on-site.
5. All parking spaces are to be provided on-site.
6. All parking spaces are to be provided on-site.
7. All parking spaces are to be provided on-site.
8. All parking spaces are to be provided on-site.
9. All parking spaces are to be provided on-site.
10. All parking spaces are to be provided on-site.

MAILED RECORDS

DATE	DESCRIPTION	BY
10/15/2024	Final Review	J. Smith
10/10/2024	Plan Check	M. Jones
10/05/2024	Public Hearing	K. Brown
09/30/2024	Final Approval	L. Green

DEVELOPMENT RECORD

DATE	DESCRIPTION	BY
10/15/2024	Final Review	J. Smith
10/10/2024	Plan Check	M. Jones
10/05/2024	Public Hearing	K. Brown
09/30/2024	Final Approval	L. Green

**DEVELOPMENT PLAN
LAND USE PLAN**

WHITE FLINT

ROCKWELL ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

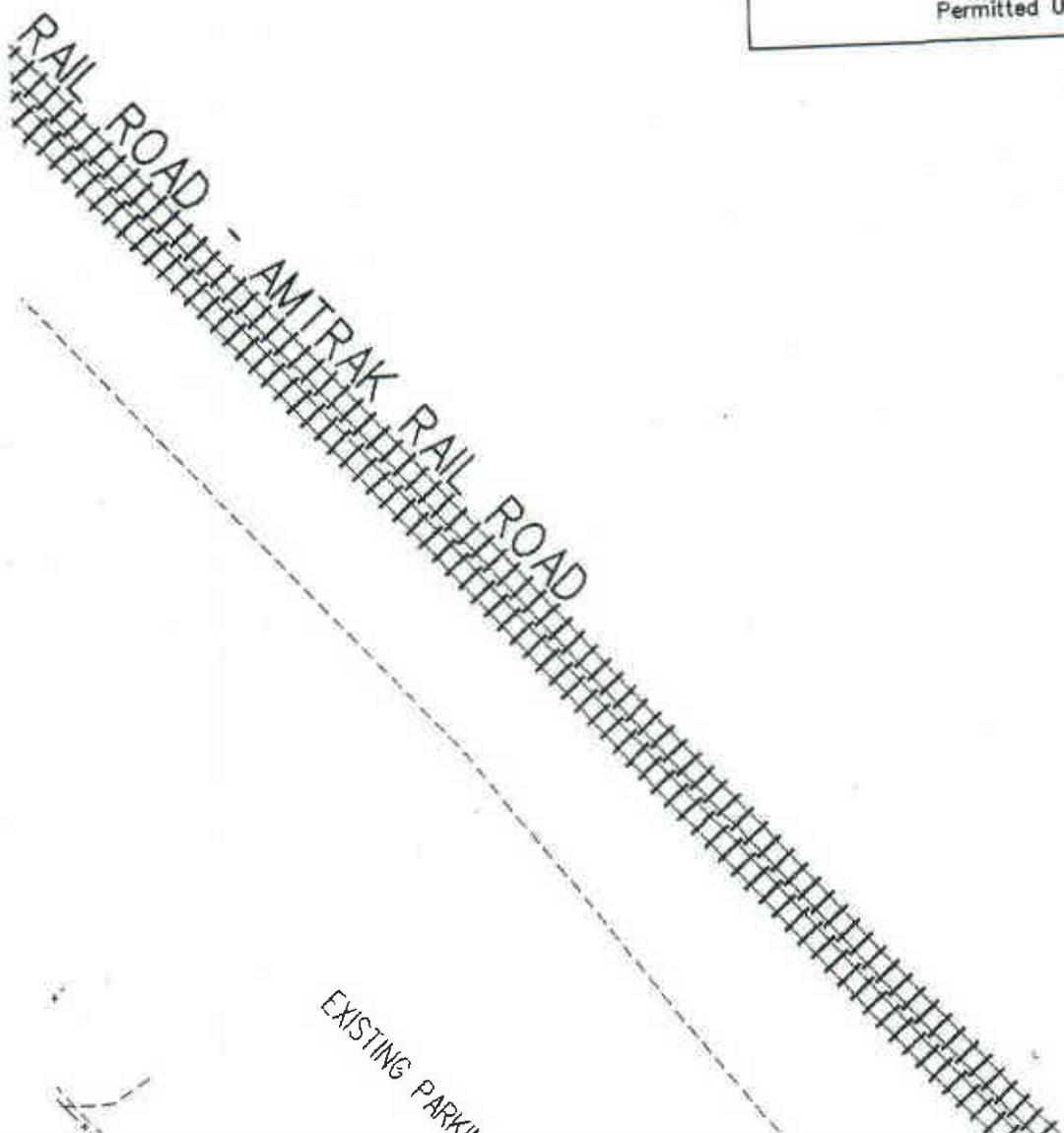
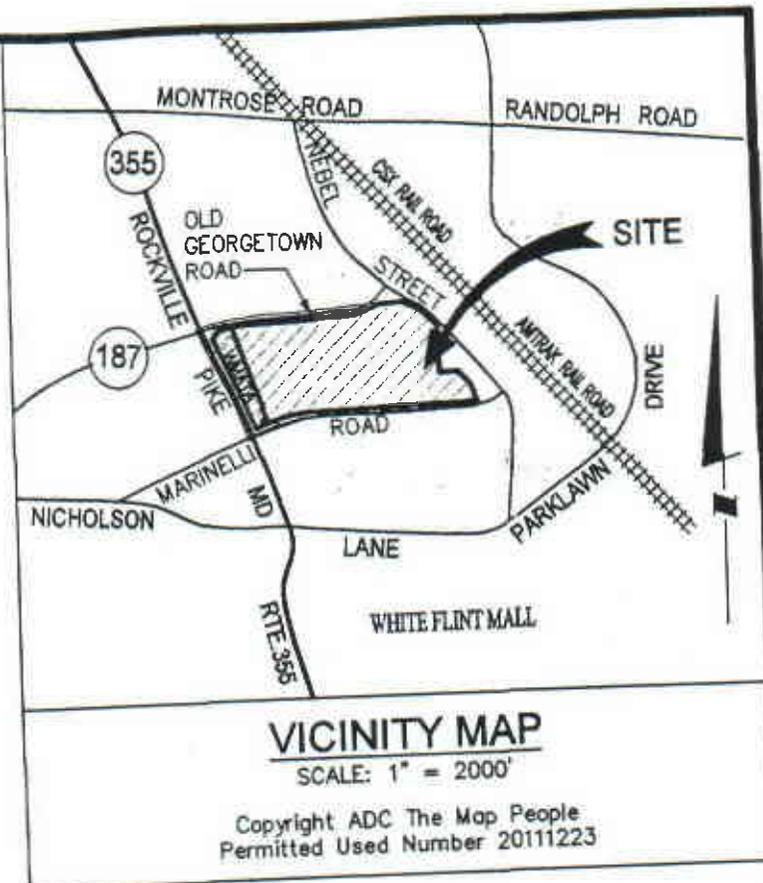
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LOCAL WHITE FLINT, LLC
10000 WOODBURN ROAD, SUITE 100
ROCKWELL, MD 20850
PHONE: 301.781.1000



OLEDEAN SOTEFAZ ASSOCIATES, INC.
10000 WOODBURN ROAD, SUITE 100
ROCKWELL, MD 20850
PHONE: 301.781.1000



SCALE: 1" = 80'
 NAD 83 DATUM



**MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION
WATERSHED MANAGEMENT DIVISION**

Rockville Center - 255 Rockville Pike, Suite 120 - Rockville, Maryland 20850-4166
Telephone No. 240-777-7780 - FAX No. 240-777-7715

**SUBDIVISION PLAN REVIEW: MNCPPC Development Review Committee (DRC)
Comprehensive Water Supply and Sewerage Systems Plan Issues**

MNCPPC File Number: **1-04049**

DRC Meeting Date: **02/09/2004** **09/08/2003**

Subdivision Plan Name: **North Bethesda Town Center**

Proposed Development: **1350-unit highrise apartments; 106,800 sq.ft. offices, 282,037 sq.ft. retail and theatre**

Watershed: **Lower Rock Creek**

Zoning: **I-1 & TS-M**

Planning Area: **North Bethesda-Garrett Park**

Site Area: **32.42 acres**

Location: **Marinelli Road**

Engineer: **Loiederman Soltesz Associates, Inc. 301-948-2750**

Water Supply and Sewerage Systems (as specified on the subject subdivision plan or plan application)

Proposed Water Supply:
Community (public) WATER system

Proposed Wastewater Disposal:
Community (public) SEWER system

Existing Service Area Categories: Water: **W - 1**

Sewer: **S - 1**

Water/Sewer Plan Map Amendment:

Water Supply Comments:

Yes; the water supply system is consistent with the existing water service area category

Sewerage System Comments:

Yes; the sewerage system is consistent with the existing sewer service area category

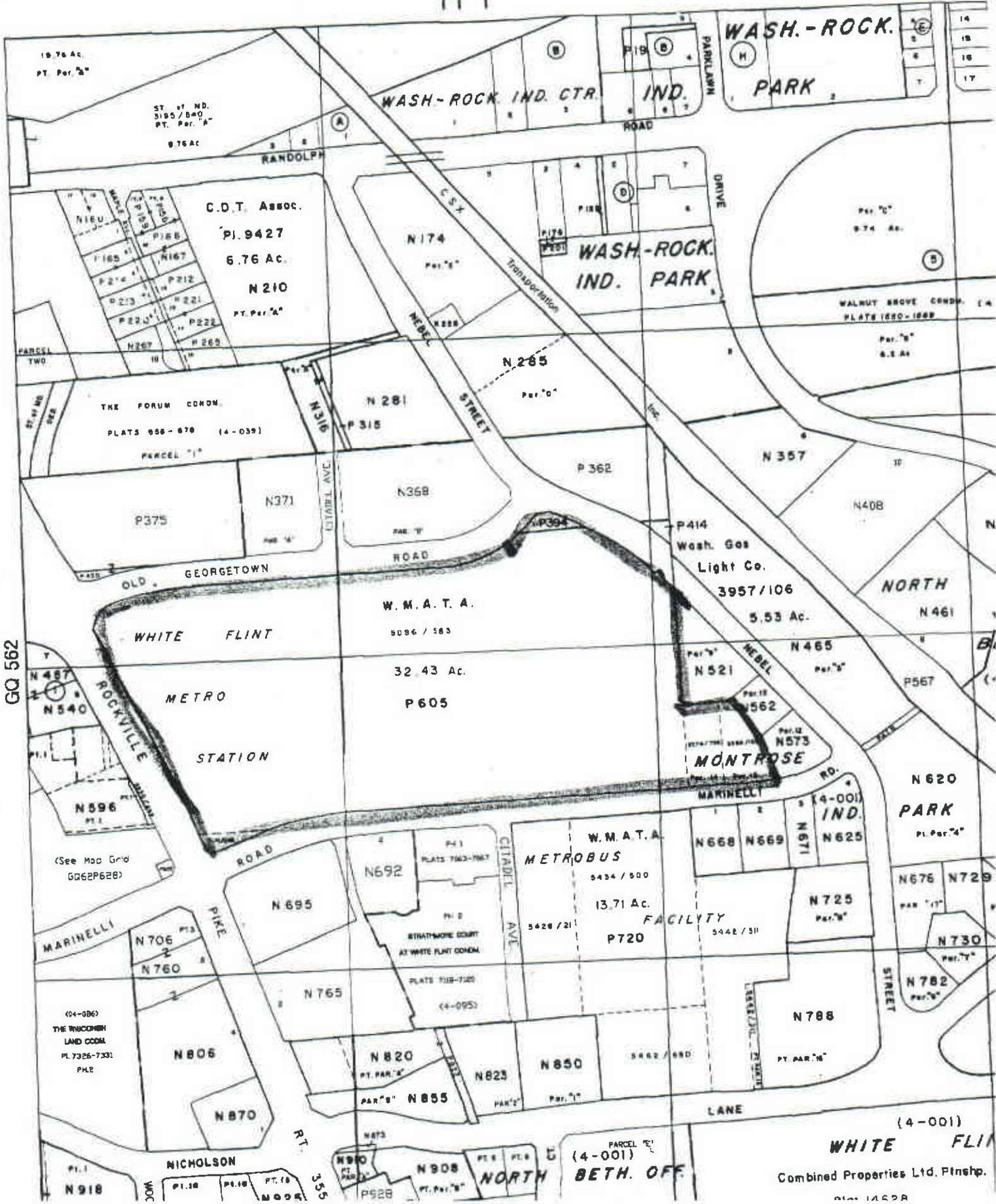
***Additional Comments:**

Prior pre-application plan 7-04001.

When the record plat is submitted to MCDEP, the engineer should note the information on any existing development which is to be removed, along with the new development information, which will include the number of seats for the proposed theatre.

H1

HQ 123



N
GQ 562

WASH.-ROCK.
PARK

WASH-ROCK. IND. CTR.

IND.

WASH-ROCK.
IND. PARK

C.D.T. Assoc.
Pl. 9427
6.76 Ac.
N 210
PT. Par. "A"

THE FORUM CONDM.
PLATS 658-678 (4-039)
PARCEL "1"

WHITE FLINT
METRO
STATION

W.M.A.T.A.
5086 / 583
32.43 Ac.
P 605

Wash. Gas
Light Co.
3957/106
5.53 Ac.

MONTROSE

W.M.A.T.A.
METROBUS
5434 / 500
13.71 Ac.
P 720

FACILITY

NORTH
PARK
Pl. Par. "A"

WHITE FLINT

NORTH
BETH. OFF.

Combined Properties Ltd. Finshp.

LINOWES AND BLOCHER LLP
ATTORNEYS AT LAW

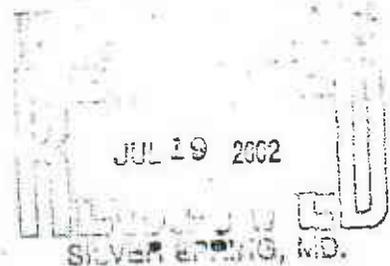
1010 Wayne Avenue, Tenth Floor
Silver Spring, MD 20910-5600
301.588.8580
Fax 301.495.9044
Website: www.linowes-law.com

June 24, 2002

Stephen P. Elmendorf
301.650.7010
spe@linowes-law.com

Nathan J. Greenbaum
301.650.7096
njg@linowes-law.com

Ms. Francoise M. Carrier
Director
Office of Zoning and Administrative Hearings
100 Maryland Avenue
Room 200
Rockville, MD 20850



Re: Local Map Amendment Application Requesting the TS-M Zone for 32.42 Acres;
Property Bounded By Rockville Pike, Old Georgetown Road, Nebel Street and
Marinelli Road in North Bethesda; Applicant - LCOR White Flint LLC and The
Washington Metropolitan Area Transit Authority ("WMATA")

Dear Ms. Carrier:

This law firm represents LCOR White Flint LLC ("LCOR"). On behalf of LCOR and The Washington Metropolitan Area Transit Authority ("WMATA") (collectively, the "Applicant"), we are submitting a local map amendment application under the standard method provisions of Section 59-H-2.4 of the Zoning Ordinance to rezone approximately 32.42 acres of land from the R-90 and I-1 Zones to the TS-M Zone. The subject property is bounded by Rockville Pike, Old Georgetown Road, Nebel Street and Marinelli Road in North Bethesda (the "Property"). LCOR has executed a joint development agreement with WMATA to develop the Property.

Please find enclosed the following items: (1) Four complete sets of the Zoning Application and all required plans and exhibits; (2) A check in the amount of \$20,300 to cover the filing fee (\$19,900) and sign deposit (\$400.00); (3) An executed copy of the disclosure statement; and (4) Two sets of mailing labels for the adjoining and confronting property owners.

■ LINOWES AND BLOCHER LLP

Ms. Francoise M. Carrier

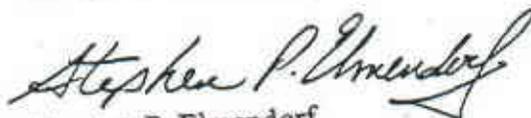
June 24, 2002

Page 2

Should you have any questions, please feel free to contact us.

Very truly yours,

LINOWES AND BLOCHER LLP



Stephen P. Elmendorf



Nathan J. Greenbaum

Enclosures

cc: Mr. William Hard
Mr. Timothy Smith
Mr. Michael Smith
Mr. Denton Kent

OFFICE OF ZONING AND ADMINISTRATIVE HEARINGS
Stella B. Werner Council Office Building
Rockville, Maryland 20850
(240) 777-6660

MEMORANDUM

TO: Parties to Proceedings on Applications for Local Map Amendments

FROM: The Office of Zoning and Administrative Hearings

SUBJECT: Transmittal of Report and Recommendation and Procedures that Govern the District Council Review.

Enclosed herewith is a copy of the Report and Recommendation in Application No. G-801. In order that you are informed about the right to request oral argument before the District Council, we call your attention to Section 59-H-6.5 of the Zoning Ordinance and Rule 5.0 of the District Council's Rules of Procedures, both of which pertain to oral argument.

If you are considering a request for oral argument, please consider the following points:

- (1) The request should be in writing and directed to the Council President. The request must be received in the Council office no later than ten (10) days after the date of the hearing examiner's report.
- (2) The person or association submitting the request should be a party of record or a person aggrieved. A person aggrieved is generally considered the one whose personal or property rights are affected by the proposed zoning in a way different from that suffered by the public generally.
- (3) The request should include concise and specific reasons why the Council should grant oral argument. It is not the function of the request itself to present detailed argument on merits of the case. The detailed arguments on the merits would be made during oral argument if the Council grants the request.
- (4) A copy of the request should be mailed to representatives of the other side or their attorneys.
- (5) The other side may respond in writing to the request for oral argument although this response should be made promptly because the Council may take up the oral argument request at any time following its timely receipt.
- (6) A copy of the response should be mailed to those persons who requested oral argument.
- (7) Oral argument need not be requested to preserve a right of appeal of the Council's decision to the Circuit Court.

- (8) Oral argument must be confined to the evidence of record before the hearing examiner and no additional evidence can be considered by the Council during oral argument. The Council can be advised, however, that evidence does exist which would justify a remand to the examiner. Also, no attempt should be made to discuss the merits of this case with any councilmember since ex parte communications are prohibited by law.

You will be notified by the District Council if your request for oral argument is granted and at what time and place it will occur. At the conclusion of the oral argument the Council will normally take the matter under advisement and consider the matter at a later time, usually at least a week later. You should contact the Council office (240-777-7900) to determine the agenda date and time for Council action.

Final action to approve, deny, or dismiss an application is governed by the provisions of the Zoning Ordinance and Regional District Act. The following elements are involved in the process:

1. The decision of the District Council must be rendered within sixty days of the hearing examiner's report unless the time is extended by the District Council.
2. The affirmative vote of five members of the District Council is normally required to adopt a resolution granting a reclassification. However, six votes are required when the zoning is contrary to a master plan adopted after the zone was established and the planning board does not recommend approval of the rezoning; or the rezoning request involves the P-D Zones containing a density category higher than the master plan recommendation.
3. All resolutions will be accompanied by an opinion of the District Council containing its conclusions and reasons. A copy of the resolution and opinion will be mailed to all persons entering their appearance at the hearing.
4. The time for appeal from a final decision of the District Council, including a denial for want of the necessary total of affirmative votes, runs from the date of the resolution or from the date the application was denied for want of the necessary total of affirmative votes.
5. The District Council on its own motion may, within thirty days, reconsider its decision on any application.

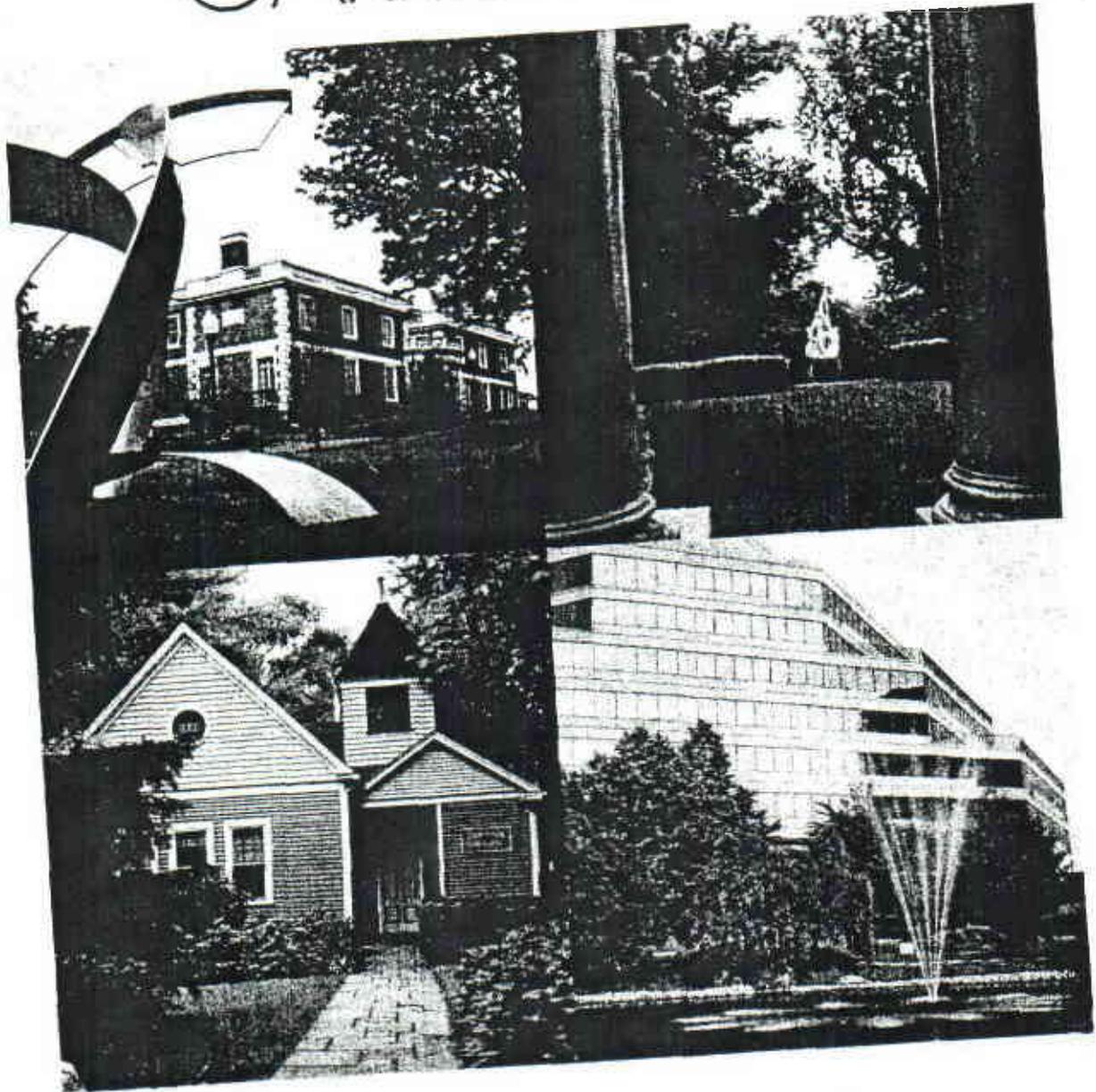
If you have any questions regarding this procedure, please contact this office.

Dated: January 24, 2003

Enclosure

approved
& adopted
1992

NORTH BETHESDA GARRETT PARK



INCORPORATING STAGING
AND
CONFERENCE CENTER AMENDMENTS

TABLE 11

HIGHWAY AND STREET CLASSIFICATIONS
North Bethesda - Garrett Park Planning Area

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES**	MINIMUM RIGHT-OF-WAY
FREEWAYS				
F-8	Capital Beltway (I-495)	I-270 Spur Rockville Pike	6, divided	300 feet
F-1	I-270	Rockville Pike to Rockville City Limits	12, divided	300 feet
F-1a	I-270 Spur	Capital Beltway to I-270	6, divided	300 feet
MAJOR HIGHWAYS				
M-6	Rockville Pike (MD 355)	Capital Beltway to Grosvenor Lane Grosvenor Lane to Nicholson Lane Nicholson Lane to Rockville City Limits	6, divided 6, divided 6, divided	200 feet 150 feet 134 feet
M-4	Old Georgetown Road (MD 187)	Capital Beltway to Rockville Pike	6, divided	120 feet
M-5	Democracy Boulevard	I-270 Spur to Bells Mill Road Bells Mill Road to Old Georgetown Road	6, divided 6, divided	150 feet 120 feet
ARTERIALS				
A-37	Twinbrook Parkway	Rockville City Limits to Ardennes Avenue Ardennes Avenue to Veers Mill Road	6 4	104 feet 80 feet
A-64	Parklawn Drive	Randolph Road to cul-de-sac 600' west of Twinbrook Parkway	4	80 feet
A-69	Nicholson Lane Parklawn Drive Randolph Road	Old Georgetown Road to Nebel Street Nebel Street to Randolph Road Parklawn Drive to Rock Creek	4 4 4	80 feet 80 feet 100 feet
A-71	Tuckerman Lane	I-270 to Old Georgetown Road Old Georgetown to Rockville Pike	2 4, divided	80 feet 80 feet
A-81	Rock Spring Drive	Fernwood Road to Old Georgetown Road	4	80 feet

TABLE 11 (Cont'd)

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES**	MINIMUM RIGHT-OF-WAY
A-85	Fernwood Road	Democracy Boulevard to I-270 Spur	4	80 feet
A-90	Montrose Road	I-270 to Old Bridge Road	4	300 feet
	Randolph Road	Old Bridge Road to Rockville Pike	4	80 feet
	Montrose Parkway	Rockville Pike to Parklawn Drive	4	100 feet
A-270		Montrose Road to Parklawn Drive	4, divided	300 feet
		Parklawn Drive to Rock Creek Park	3 or 4, div	300 feet
		Rock Creek Park to Veirs Mill Road	3 or 4, div	80 feet
A-271	East Jefferson Street	Executive Boulevard to Rockville City Limits	4	80 feet
A-272	Strathmore Avenue (MD 547)	Rockville Pike to Beach Drive	2	80 feet
INDUSTRIAL & BUSINESS STREETS				
B-1	Fisher's Lane	Twinbrook Metrorail Station to Parklawn Cemetery	4	80 feet
B-2	Old Georgetown Road	Rockville Pike to Nebel Street	4	80 feet
B-3	Woodglen Drive Extended	Nicholson Lane to Marinelli Road	2	80 feet
B-4	Chapman Avenue	Rockville City Limit to Marinelli Road	4	70 feet
	Huff Court	Marinelli Road to Nicholson Lane	4	60 feet
B-5	Nebel Street	Nicholson Lane to Executive Boulevard	4	80 feet
B-6	Marinelli Road	Nicholson Lane to Chapman Avenue	4	80 feet
B-7	Executive Boulevard	Executive Boulevard to Nebel Street	4, divided	120 feet
	Boiling Brook Parkway	East Jefferson Street to Old Georgetown Road	4	80 feet
B-8	Wicomico Avenue Connector	Old Georgetown Road to Huff Court	4	80 feet
B-9	White Flint Avenue	Schuykill Road to Nicholson Lane	4	80 feet
B-10*	New Street	Parklawn Drive to Wicomico Avenue	4	80 feet
B-11*		Nebel Street to B-11	2	80 feet
		Marinelli Road to Old Georgetown Road	2	70 feet

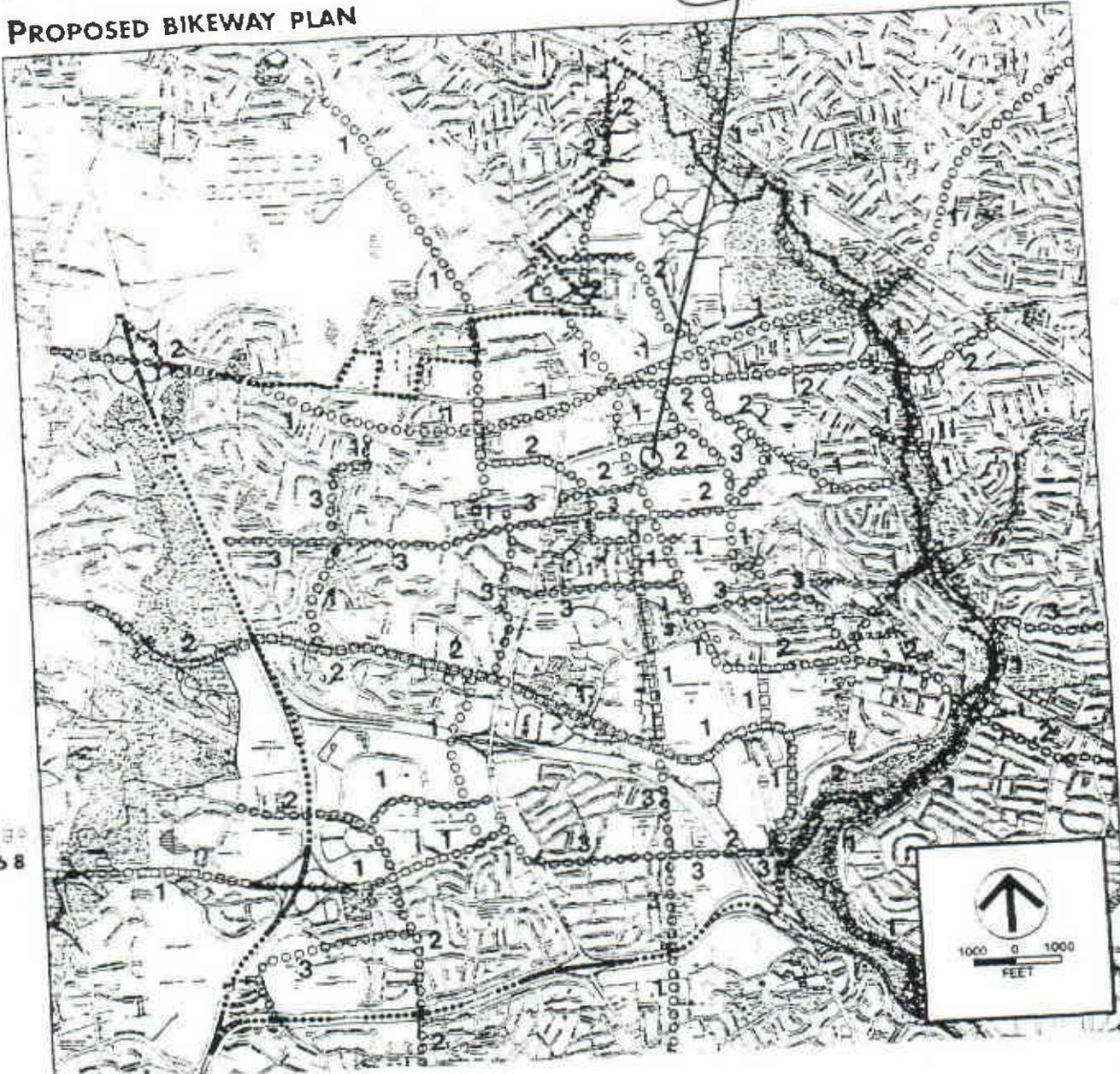
NOTE: BETTESA GARRETT PARK APPROVED & ADOPTED

PROPOSED BIKEWAY PLAN

FIGURE 59

Site

168



- Existing Bikeway
- Planned Bikeway
- 1 Class I An Independent Bikeway on a Separate Right-of-Way or Easement
- 2 Class II A Bike Lane on a Roadway Designated by Striped Pavement or a Physical Barrier
- 3 Class III A Bike Route on a Roadway Designated by Signing Only

TABLE 12

BIKEWAYS PLAN

Name	Location	Classification	Name	Location	Classification
EXISTING BIKEWAYS					
Rock Creek Park	Franklin Street - Velva Mill Road	I	Aspen Hill Connector	Rock Creek Trail - Fishers Lane	I
Tuckerman - White Flint	Tuckerman Lane - Gulf Lane	I	Bolling Brook Parkway	Rock Creek Trail - Parklawn Drive	I
East Jefferson Street	Edson Lane - Nicholson Lane	I SW	Parklawn Drive	Bolling Brook Parkway - Nicholson Lane	II
Old Georgetown Road	Montrose Road - Executive Boulevard	I SW	White Flint Connector	Nicholson Lane - Flanders Avenue via Orleans Way	I
Schuykill Road	Rockville Pike - Nebel Street	I SW	PROPOSED DELETIONS		
Tuckerman Lane	Schuykill Road - MARC Station	II	Old Georgetown Road	Montrose Road - Democracy Blvd	Undesignated
Randolph Hills Connector	Cabin John Park - Old Georgetown Road	I SW	Montrose Road	Cheahire Drive - Capital Beltway	I/II
Strathmore Connector	Old Georgetown Road - Montrose Avenue	I	Rockville Pike	Montrose Parkway - Rockville Pike	I
PLANNED BIKEWAYS					
Tuckerman - White Flint	Macon Road - Dahill Road	I	Rock Creek Connector	Capital Beltway - Montrose Road	I
Tuckerman - White Flint	Strathmore Avenue to Tuckerman Lane	I	Tuckerman Lane - Rock Creek Trail		
Beech Drive	Golf Lane - Edson Lane	I	BIKEWAYS RECOMMENDED IN THIS PLAN		
Strathmore	Nicholson Lane - Martelli Road	I	Old Georgetown Road	Democracy Boulevard - Cheahire Drive	III
Rockville Pike Alternate	Kawales Avenue - Kennington	II	Grosvenor - Twinbrook	Grosvenor - Twinbrook	II
Montrose Parkway	Rockville Pike - Weymouth Avenue	I	Tilden Lane	Hounds Way - Nicholson Lane	III
Montrose Road	via Strathmore Avenue	I	Luxmanor Road	Tilden Lane - Tuckerman Lane	I
Randolph Road	Tilden Lane - Executive Boulevard	I	Nebel Street	Parklawn Drive - Randolph Road	I
Tildenwood	Montgomery Road - Rollins Avenue	I	Executive Boulevard	Huff Court - Woodglen Drive	III
Fernwood	via East Jefferson Street	I	Nicholson Lane	Old Georgetown Road - Nebel Street	II
Rock Spring West Access	Montrose Road - Rock Creek Park	II	Twinbrook Parkway	City of Rockville - Velva Mill Road	II
Martelli	Montrose Parkway - I-270	II	Parklawn Drive	Twinbrook Parkway - Bolling Brook Pky.	II
Executive Boulevard	Rockville Pike - Rock Creek Park	I/III	Fishers Lane	Aspen Hill Connector - Cabell Avenue	I
Flanders Avenue	Montrose Parkway - Tuckerman Lane	II/III	Edson Lane	Luxmanor Road - Rockville Pike	III
North Bethesda - Bethesda	Montrose Parkway - I-270	I	Rock Spring Park	via Pointeater Lane and Edson Lane	I
	Capital Beltway - I-270	I	Grosvenor Transitway	Democracy Boulevard - Lux Lane	I
	Old Georgetown Road - Nebel Street	I/II	Centretre	Montgomery Mall - Old Georgetown Road	III
	via Wall Local Park	I/II		Greenlee Road - Fernwood Drive via Garrywood Road	III
	East Jefferson St. - Nicholson Lane	I/II			
	Rockville Pike - Strathmore Avenue	III			
	Tuckerman Lane - Capital Beltway	I/III			
	via Fleming Avenue	I/III			

SW - Sidewalk designed for bicycle and pedestrian use.

ITEM #6 – REVISED CONDITIONS

**NORTH BETHESDA TOWN CENTER (LCOR White Flint)
PRELIMINARY PLAN NUMBER 1-04049**

STAFF RECOMMENDATION: Approval, including a waiver of Section 50-26(a)(4) pursuant to Section 50-38, to permit business district streets with a right of way of 70 feet, and Subject to the Following Conditions:

- 1) Approval under this Preliminary Plan is limited to 9 lots, 2 parcels with 1,350 Multi-Family Residential Units including 169 MPDUs, 1,148,000 square feet of Commercial Office, 202,037 square feet of General Retail with a possible supermarket, and an 80,000 square foot Theater with matinees and a 3,500-seating capacity.
- 2) Compliance with the specifications and requirements of the approved development plan for Zoning Application No. G-801, County Resolution No. 15-151.
- 3) No clearing, grading or recording of plats prior to Site Plan signature set.
- 4) Final approval of the number and location of buildings, dwelling units, on-site parking, site circulation, sidewalks, and bikepaths will be determined at Site Plan.
- 5) A landscape and lighting plan must be submitted as part of the Site Plan application for review and approval by technical staff.
- 6) Compliance with the conditions of approval for the preliminary forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits.
- 7) Record plat to reflect a Category II easement over the tree save area which is part of the Urban Amenity Open Space.
- 8) Record plat to reflect all areas under Homeowners Association ownership and stormwater management areas.
- 9) Compliance with the conditions of approval of the MCDPS stormwater management approval dated May 26, 2004.
- 10) Final access and improvements, as required to be approved by MDSHA prior to issuance of building permit.
- 11) All road right-of-way shown on the approved Preliminary Plan shall be dedicated by the applicant, to the full width mandated by the North Bethesda/Garrett Park Master Plan, unless otherwise designated on the Preliminary Plan.

12) All road right-of ways shown on the approved Preliminary Plan shall be constructed, by the applicant, to the full width mandated by the Bethesda/Garrett Park Master Plan, and to the design standards imposed by all applicable road codes, unless otherwise amended. Only those roads (or portions thereof) expressly designated on the Preliminary Plan, "To Be Constructed By _____" are excluded from this condition.

13) Compliance with the following transportation-related conditions:

Per the Planning Board's approval of Pre-Preliminary Plan No. 7-04001:

A. The Applicant to enter into an agreement with the Planning Board and the County Department of Public Works and Transportation to:

1. meet trip reduction goals established by the Planning Board as a conditions of approving the LCOR Subdivision, which require the Applicant to reduce 50% of the number of weekly peak hour trips attributable to the LCOR Subdivision, either by reducing trips from the subdivision itself or from other occupants of the White Flint Metro Policy Area;
2. participate in programs operated by, and take actions specified by the North Bethesda Transportation Management District ("TMD") established by County law for the White Flint Metro Policy Area (or a group of policy areas including that policy area) in order to meet the TMD's mode share goals;
3. pay an ongoing annual contribution or tax to fund the TMD's operation expenses, including minor capital items such as buses, as established by County law; and
4. pay the applicable transportation development impact tax without claiming any credits for transportation improvements.
5. Conduct a Local Area Transportation Review ("LATR") traffic study and specify for inclusion in the County's Capital Improvements Program ("CIP") any transportation improvements needed to support the subdivision.

B. Preliminary Plan application shall conform to all other requirements set forth in Chapter 59, Zoning Ordinance, Chapter 50, Subdivision Regulations and other applicable codes.

C. Planning Board approval of the Pre-Preliminary Plan including the alternative review procedures under Section TA1 of the FY024 Annual Growth Policy does not preclude further consideration by the Board of other trip reduction measures associated with Preliminary Plan or Site Plan review, as appropriate, e.g. location of transit stops, provision/location of Kiss-and-Ride and bus circulation areas; on-site and off-site pedestrian and vehicular circulation; on-site parking requirements; phase-in of day care facilities, and other trip reduction measures as appropriate.

Per Transportation Planning review of the Preliminary Plan:

D. Designate the following internal streets as public commercial/industrial roads with modified cross-sections:

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

- E. Dedicate 70 feet of right-of-way for the five public commercial/industrial roads business district streets with modified cross-sections. Locate with PUEs outside the public right-of-way, unless DPWT agrees to relocation of PUEs at Site Plan.
- F. 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.
- G. At the Site Plan review 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:
 1. Obtain 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, including right-turn-in and right-turn-out traffic control measures and associated deceleration/acceleration lanes;
 2. Obtain WMATA approval for deceleration/bus activity lane between Marinelli Road and proposed Bridge Street;

3. 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; and
 4. 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.
- H. 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.
- I. Prior Site Plan review coordinate with WMATA and DPWT to relocate the surface kiss & ride, handicapped parking, bus bays, taxi stands, and other parking facilities for the White Flint Metrorail Station on the subject site.
- J. At Site Plan review, provide the specific details regarding pedestrian and bicycle connections to all residential and non-residential development including the following amenities:
1. 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.
 2. Provide an 8-foot bikeway along Rockville Pike (MD 355).
- 14) Compliance with the conditions of the MCDPWT letter dated July 15, 2004 as amended September 21, 2004, and as may be further amended.
- 15) This Preliminary Plan will remain valid for thirty-seven (37) months from the date of mailing of the Planning Board opinion. Prior to that date a final record plat must be recorded for all the property delineated on the approved Preliminary Plan, or a request for an extension must be filed.
- 16) Other necessary easements.

PB Item #6 on 09/30/04
1st Revision Sept. 30, 2004
2nd Revised Nov. 8, 2004

MEMORANDUM

TO: Michael Ma, Supervisor
Development Review Division

FROM: Ed Axler, Planner/Coordinator
Transportation Planning

SUBJECT: Future Site Plan associated with
Preliminary Plan No. 1-04049, North Bethesda Town Center (or LCOR)
White Flint Policy Area

For the Planning Board hearing on September 30, 2004, this memorandum is the second revision of the table that was on top of Circle 27 of Park and Planning Staff's memorandum. For this second revision, the underlined changes reflect the on-going and updated plans for the future site plan review as discussed at the meeting with John Brundage and Jagdish Mandavia of Loiederman Soltesz Associates and Nancy Randall of Wells & Associates on November 5, 2004. For the first revision, the **bolded changes** reflected corrections on the original table on page 8 in Transportation Planning memorandum dated September 24, 2004.

For the internal roads, the right-of-way, sidewalk width, and on-street parking are shown on the attached table.

EA:gw
Attachment

cc: Cathy Conlon
Kristin O'Connor

104049-2nd-revision.doc

Proposed Street	Proposed Street Limits	Right-of-Way	Pavement Width	No. of Travel Lanes In Peak-Hours ***	Sidewalk Width		Proposed On-Street Parking***	
					*East/North/Outside	*West/South/Inside	*East/North/Outside	*West/South/Inside
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 Street	Citadel Ave To Tree Save Area	70 ft	40 ft	2	15 ft	15 ft	Yes	Yes
Main Street	Thru Tree Save Area to LCOR's Chapman Ave	70 ft	32 ft	2	15 ft	12 ft	Yes	No
Main Street	LCOR's Chapman Ave to Station St	70 ft	40 ft	2	15 ft	15 ft	Yes	Yes
Bridge Street	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 Street	Old Georgetown Rd to Marinelli Rd	70 ft	40 ft	2	15 ft	15 ft	Yes	Yes
Chapman Avenue	Old Georgetown Rd to Main St	70 ft	42 ft	2	15 ft	13 ft	Yes	Yes
Chapman Avenue	Main St Through the Tree Save Area	70 ft	32 ft	3	12 ft	15 ft	No	No
Chapman Avenue	Tree Save Area to Marinelli Rd	70 ft	42 ft	3	15 ft	13 ft	Yes	No
Citadel Avenue	Old Georgetown Rd to Lot E Access	70 ft	40 ft	3	15 ft	15 ft	No	Yes
Citadel Avenue	Lot E Access to Marinelli Rd	70 ft	40 ft	2	15 ft	15 ft	Yes	Yes
** Park Avenue	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

***=Parking is assumed to be permitted during non-peak hours (i.e., 9:30 a.m. to 4:00 p.m.), while during the peak hours, the parking lanes will be used as travel lanes.

MEMORANDUM

TO: Cathy Conlon, Acting Supervisor
 Development Review Division

FROM: Ed Axler, Planner/Coordinator
 Transportation Planning

SUBJECT: Preliminary Plan No. 1-04049, North Bethesda Town Center or LCOR

This memorandum revises the table on top of Staff's memorandum Circle 27 and Transportation Planning memorandum dated September 24, 2004 page 8:

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	32 ft / 3	13 ft	15 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	Yes	Yes
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

***=Parking is assumed to be permitted during non-peak hours (i.e., 9:30 a.m. to 4:00 p.m.), while during the peak hours, the parking lanes will be used as travel lanes.

LINOWES |
AND BLOCHER LLP
ATTORNEYS AT LAW

September 30, 2004

Stephen P. Elmendorf
301.961.5110
selmendorf@linowes-law.com

BY HAND DELIVERY

Ms. Catherine Conlon
Development Review Division
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Preliminary Plan No. 1-04049; Waiver Request

Dear Ms. Conlon:

The above-referenced plan proposes five business district streets, each with a right-of-way width of 70 feet. This proposed right-of-way width has the support of Planning Board and DPWT Staffs.

My purpose in writing is to request, pursuant to Section 50-38(a)(1) that the Planning Board grant a waiver from the requirement contained in Section 50-26(a)(4) that these business district streets have a right-of-way width of 80 feet. There are unusual circumstances that exist to support this waiver. Most importantly, the *County Road Code* conflicts with Section 50-26(a)(4), calling for business district streets to have a 70-foot right-of-way.

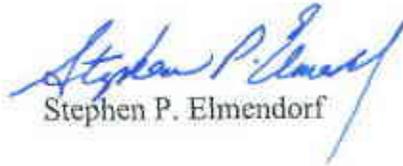
This waiver request is the minimum necessary to provide relief from these conflicting provisions. The waiver request is not inconsistent with the purposes and objectives of the General Plan and is not adverse to the public interest. In fact, this 70-foot right-of-way width will foster the pedestrian-oriented nature of this transit station development and will help preserve trees located within the tree-save area on the Preliminary Plan.

Ms. Catherine Conlon
September 30, 2004
Page 2

Thank you for your anticipated consideration of this request.

Very truly yours,

LINOWES AND BLOCHER LLP


Stephen P. Elmendorf



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

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

July 15, 2004

Ms. Catherine Conlon, Acting Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-04049
North Bethesda Town Center

Cathy
Dear Ms. Conlon:

We have completed our review of the preliminary plan dated January 2004. Incorporated in our review and comments are a list of waiver requests dated January 2004 (to MNCPPC, but should have been directly to MCDPWT), September 2003 internal traffic volumes and a June 7, 2004 memo from the MCDPWT Division of Transit Services (prepared after consultation with WMATA). We have also attended several meetings with MNCPPC staff and the applicant in which new disclosures have been made, requiring a reevaluation of the entire plan more than once. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to MCDPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show and clearly label/delineate all existing planimetric and topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, bus stops, utilities, etc.) as well as existing rights of way and easements on the preliminary plan.
2. Necessary dedication for future widening of Old Georgetown Road, Marinelli Road, Nebel Street and The Rockville Pike (MD 355) in accordance with the master plan.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.

Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

Ms. Catherine Conlon
Preliminary Plan No. 1-04049
July 15, 2004
page two

4. Full width dedication and construction of all interior public streets.
5. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat.
6. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
7. Chapman Avenue, between Marinelli Road and Main Street, will be built to a modified section in order to protect the tree save area required of this development. We suggest that the pavement section be consistently thirty-three feet wide except where turn lanes are needed at the intersections with Main Street and Marinelli Road. We suggest that the parking garage driveway be moved south (no closer than two hundred feet (200) from Marinelli Road to allow necessary pavement width and transition back to the narrower section. Along the tree save area, utilities may be placed in the right of way in conduit in a concrete duct bank per utility company instructions. The remainder of the public road system must have standard ten (10) foot wide public utility easements outside of the public right of way. While we support the efforts to save the trees adjacent to Main Street and Chapman Avenue, we understand that the extraordinary efforts being taken do not guarantee their survival. If the trees in this area become unviable, DPWT reserves the right to have the applicant return the road to a standard section, if operational requirements show the need.
8. Chapman Avenue from Main Street to Old Georgetown Road and Citadel Avenue from Marinelli Road to Old Georgetown Road shall be built as standard business district streets with seventy (70) foot right of way and forty (40) feet of pavement.
9. As proposed by the applicant, all streets east of Citadel Avenue shall be privately owned and maintained.
10. Montgomery County DPWT disagrees with the proposal to make Bridge Street, Main Street and Station Street public streets. Bridge Street has inadequate intersection spacing which may cause queuing problems and presents issues of maintenance, liability and permitting with WMATA. These are issues DPWT does not care to take on as its responsibility. Station Street has major WMATA electrical facilities buried under it which cannot be moved. DPWT does not wish to have to risk closing of this street for maintenance by WMATA or to be liable for this equipment if damage occurs. In addition, the necessary placement of bus operations, taxis, handicap parking and potentially kiss and ride on this street can lead to operational issues that should not be on a public street. Main Street is an extension of Bridge Street and the Main Street Circle and would present much less confusion for maintenance and liability if it were completely in private hands. Additionally, Main Street has the tree save area to contend with and the Planning Board may set the configuration there if it is private.

11. Per recommendation of the DPWT Transit Services Division, the following should be accommodated on the private Station and Bridge Streets:

Station Street is to accommodate four (4) bus bays in the southbound direction, next to Metro entrance, on the west side of the street. Bus bays can be of the parallel or saw tooth design. Planned bridge over Metro tracks from Rockville Pike to Main Street is to be open to general traffic, including transit buses.

Egress from Station Street onto Marinelli Rd must allow for transit buses to turn left and right onto Marinelli Rd. If needed, the median must be shortened. Additionally, this intersection must be controlled in a way that through-vehicles on Marinelli Rd would not conflict with vehicles turning off Station St (stop sign or traffic signal). (This is an operational issue to be decided by DPWT).

Remainder of west side of Station St (north of bus bays), and all of east side of Station St, can be used for Kiss and Ride and/ or handicapped parking. All vehicles would drive only in southbound direction on Station St between Main St and Marinelli Rd., making Station Street between the Bridge and Marinelli one-way southbound. Through traffic on that section should be restricted against general public.

Bus bay on Rockville Pike: length of existing bus pullout should be maintained, in order assure level of service for existing and future bus volumes.

12. Station Street will have right in right out only movements at Marinelli Road and Old Georgetown Road (the applicant will be required to extend the concrete median on Marinelli Road), unless this Department finds it is advisable to provide additional movements to serve transit buses. These will be individual operational decisions which will impact comment 11 above.
13. Along with MSHA required improvements along MD. 355, the applicant should dedicate right of way and build the North Bethesda Bicycle Trail per direction from Ms. Rebecca Park of the DPWT Capital Development Division.
14. Bethesda streetscape will be permitted on the public streets (outside of the curbs), and the applicant will be responsible for recording maintenance and liability covenants in the land records of Montgomery County. The citation for these documents shall be noted on record plats and/or approved site plans. Adequate permanent bond shall be provided by the applicant to cover the potential cost of repair or replacement of the non-standard streetscape elements.
15. The applicant must arrange for proper approval, including license or franchise agreement(s) and permits to construct and maintain a pedestrian tunnel under Citadel Avenue. Parties to be contacted by the applicant should include, the County Attorney, DPWT Office of Real Estate and Permitting Services.

Ms. Catherine Conlon
Preliminary Plan No. 1-04049
July 15, 2004
page four

16. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification forms are enclosed for your information and reference. Prior to opening any of the new streets to traffic, the applicant should coordinate with Mr. Greg Leck of this office to assure proper corner clearances for parked vehicles which might obstruct sight distance. Although the numbers meet minimums, we are concerned with the spacing along Nebel Street, between Old Georgetown Road, the Grocery store driveway and Park Avenue. In the same matter, left turns to and from Old Georgetown Road and both Nebel Street and Citadel Avenue will be monitored due to the proximity of the intersections of the latter two streets. We must assure adequacy of the length of the center left turn lane to accommodate these movements or they will need to be restricted. We will allow a decision on movements at these locations to be made at the plan review stage in coordination with Permitting Services.
17. Coordinate with Mrs. Jean Gries of this office, regarding pedestrian enhancements on Marinelli Road and the placement of crosswalks.
18. If any new traffic signals are recommended by the Planning Board and found to be warranted by DPWT, the applicant shall design and construct such.
19. Waiver from the Montgomery County Planning Board for lot(s) on a private right of way.
20. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
21. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6298 to discuss the parking lot design.
22. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
23. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.

24. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
25. Truck loading space requirements to be determined in accordance with the MCDPWT "Off-Street Loading Space" policy.
26. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
27. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
28. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
29. Access and improvements along The Rockville Pike (MD 355) as required by the Maryland State Highway Administration. We recommend that precautions be taken to prevent mid block pedestrian crossing at Bridge Street.
30. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
31. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact ~~Mr. Tony Ricchiuti~~ of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
32. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Robert ~~Gonsales~~ of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.

Ms. Catherine Conlon
Preliminary Plan No. 1-04049
July 15, 2004
page six

33. A public utilities easement should be provided along the frontage of the WMATA garage on Marinelli Road.
34. Trees in the County rights of way - species and spacing to be in accordance with the applicable MCDPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
35. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
 - A. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Chapman and Citadel Avenues as discussed above.
 - B. Extend the concrete median along Marinelli Road as necessary.
 - * **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
 - C. Enclosed storm drainage and/or engineered channel (in accordance with the MCDPWT Storm Drain Design Criteria) within all drainage easements.
 - D. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - E. Erosion and sediment control measures as required by Section 50-35(i) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Montgomery County Department of Permitting Services (MCDPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the MCDPS.
 - F. Developer shall ensure final and proper completion and installation of all utility lines underground for new road construction.

Ms. Catherine Conlon
Preliminary Plan No. 1-04049
July 15, 2004
page seven

- G. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDPWT Division of Traffic and Parking Services.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please call Mr. Jeffrey Riese on (240) 777-2190.

Sincerely,


Jeffrey L. Riese, Senior Planning Specialist.
Traffic Safety, Investigation and Planning

M:/subd/jir/

Enclosures (3)

cc: Michael Smith; LCOR
John Brundage; Loiederman Soltesz Associates
Ronald Welke; MNCPPC, TPD
Wynn Witthans; MNCPPC, DRD
Stephen Elmendorf; Linowes and Blocher
Howard Benn; MCDPWT, Transit Services
Greg Cooke; MSHA, Engineering Access Permits
Rebecca Park; MCDPWT, DCD
WMATA
Joseph Y. Cheung; MCDPS Land Development Services
Christina Contreras; MCDPS Land Development Services
Gregory M. Leck; MCDPWT, TEOS
Al Roshdieh; MCDPWT, Operations
Emil Wolanin; MCDPWT, TEOS
Jean Gries; MCDPWT, TEOS
Nancy Randall; Wells Associates

MEMORANDUM

TO: Angela Brown
Development Review
Montgomery County Planning Board

FROM: Stephen P. Elmendorf 

DATE: January 20, 2004

RE: Preliminary Plan 1-04049

I am writing to certify that a copy of the enclosed Notice of Application for Preliminary Plan 1-04049, along with a copy of the enclosed Preliminary Plan and a copy of the enclosed pamphlet, "How to Participate Effectively in the Subdivision Process in Montgomery County, Maryland", were mailed, via first class mail, on January 16, 2004, to those persons and organizations shown on the attached List of Adjoining and Confronting Property Owners.

Attachments

IMANAGE:339792 v.2 02395 0017 Curr: 01/16/04 02:41pm
Orig: 1/16/04 2:40:30 PM Ed: 1/16/04



Loiederman
Soltesz Associates, Inc.

January 13, 2004

Mr. Malcolm Shaneman.
MNCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: White Flint (North Bethesda Town Center) – Preliminary Plan
LSA No: 812-06

Dear Mr. Shaneman:

Loiederman Soltesz Associate, Inc. (LSA), on behalf of our client LCOR Incorporated, hereby requests the following waivers from The County Standards for the White Flint (North Bethesda Town Center) project.

- As indicated in the North Bethesda/Garrett Park Master Plan, the proposed street B-10 (Main Street) to have 80' R-O-W. The 80' master plan R-O-W has a greater negative impact on the existing tree stand that has been identified to be saved and is located in the southeast quadrant of Main Street (B-10) and Chapman Avenue (B-11) intersection. In order to minimize the impact on this stand of trees, LSA recommends using a 70' R-O-W for Main Street (B-10) as opposed to 80' R-O-W designated in the Master Plan.
- The bridge on Main Street between Rockville Pike and Station Street (over the WMATA tracks) to have a right-of-way corresponding to the outer width of the bridge (50') with 26' paving section and 10' sidewalks on both sides.
- All public streets with 70' right-of-way to have a typical section in accordance with Montgomery County Department of Transportation (MCDOT) Standard 214-03. LSA requests a waiver from this typical section for the pavement width and sidewalk. We request that the narrow pavement widths be allowed on Main Street and Chapman Avenue in the vicinity of the tree save area to minimize impact on critical root zones of the trees identified to be saved as shown on the Preliminary Plan.
- Main Street Circle to have a 60' right-of-way for one way traffic with typical section as shown on the Preliminary Plan.
- Build retaining wall within the public right-of-way of Main Street and Chapman Avenue to minimize grading impacts on critical root zones of the trees identified to be saved.
- This is a smart growth transit oriented project with pedestrian friendly blocks abutting public rights-of-way, thus, we request that the area between the curb and right-of-way line on all public streets be used for streetscape (pavers, landscape and lighting) per the typical section on plan.
- Request that all public utilities be installed in the public rights-of-way because of the urban character of the proposed development with buildings abutting the right-of-way, eliminating the 10' customary PUE adjacent to the right-of-way. Where public right-of-way is not available

Mr. Malcolm Shaneman

January 13, 2003

Page 2 of 2

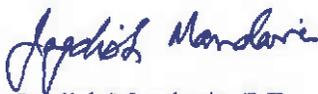
public utility easements will be granted, if needed. Since this is a non-typical section, it is our understanding that our client will execute a maintenance and liability agreement for the streetscape area (behind the curb to public rights-of-way) on all public streets.

- Request secondary street classification for all public streets in this project. Since all proposed streets in this project are connected to existing streets and have constraints on landing and tie-in grades. Secondary Street classification provides the flexibility to design the street network with Montgomery County vertical curve design guidelines and minimize the grading impacts on critical root zones of the existing trees to be saved.
- Request that an 80,000 square feet theater and access tunnel be permitted in cellar space under the public rights-of-way between building blocks E and G as shown on the preliminary Plan.
- Stormwater quality control facilities to be permitted in the public rights-of-way streetscape areas since the streetscape area is maintained by our client.
- Canopy support columns and protrusion of building facades into the right of way above the first floor elevations also be permitted.
- Outside seating for restaurants to be permitted within the streetscape areas.
- In order to enhance the character of the streetscape, we request flexibility in selecting the type and height of light poles and light pole fixtures for this project. We also request authorization to provide upscale pedestrian amenities including brick pavers, benches, fountains, trash receptacles, flag poles, planting areas and tree grades, informational signs and kiosk, retaining walls, fences, and bollards, within the streetscape area of all public streets.

Should you have any questions or need additional information, please give me a call at 301-948-2750.

Sincerely,

LOIEDERMAN SOLTESZ ASSOCIATES, INC.



Jagdish Mandavia, P.E.

Project Manager

cc: Mr. Michael Smith
Mr. Steven Elmendorf
Mr. Gary Maule
Ms. Nancy Randall
Ms. Trini Rodriguez
Mr. John Brundage

Conlon, Catherine

From: Elmendorf, Stephen P. - SPE [SElmendorf@linowes-law.com]
Sent: Thursday, July 15, 2004 10:42 AM
To: Riese, Jeffrey
Cc: Weaver, Richard; Conlon, Catherine; Welke, Ron; Witthans, Wynn; Ma, Michael; Michael Smith (E-mail); Timothy Smith (E-mail); R. William Hard (E-mail)
Subject: RE: LCOR - White Flint - Preliminary Plan 1-04049
Importance: High

Jeff, thank you for responding. I find Greg's position difficult to accept. The grid pattern of roads approved by the County Council with its rezoning of this site last year is consistent with the North Bethesda/Garrett Park Sector Plan's conceptual plan for this site. It is difficult for me to understand how DPWT, the County agency charged by law with maintaining our streets and public rights-of-way, now wants to minimize the number of public streets on this vital, smart-growth site. I don't think that is what the County Council envisioned when it adopted the Sector Plan or when it approved the development plan for this site, including the bridge, as part of its rezoning approval. The County Council has been adamant in its strong support for this development, even to the extend of amending the Annual Growth Policy to make this development possible. DPWT's position of limiting the number of public streets is making this development much more difficult to accomplish and is directly frustrating the Council's expressed support for it. I ask that DPWT please consider these points before it finalizes its long-awaited preliminary plan letter.

Steve.

-----Original Message-----

From: Riese, Jeffrey [mailto:Jeff.Riese@montgomerycountymd.gov]
Sent: Thursday, July 15, 2004 10:19 AM
To: Elmendorf, Stephen P. - SPE
Cc: Weaver, Richard; Conlon, Catherine; Welke, Ron; wynn.witthans@mncppc-mc.org; michael.ma@mncppc-mc.org
Subject: RE: LCOR - White Flint - Preliminary Plan 1-04049

Steve: I have a 2:00 meeting today with Emil to discuss public and private streets once again. I was not happy with the way our meeting went at Park and Planning, but talked with Greg in a constructive manner about it. He still wants a minimal number of public streets, but is letting me talk with Emil knowing this. I will hopefully be able to finalize a letter tomorrow (at home) or over the weekend. Please be prepared for our letter to still be adamant about station street ("South") and the bridge being private. I am working on Main Street and Station Street "North" with Emil later today. I also understand LCOR or WMATA want PUE waived on Marinelli for the Garage, this doesn't sit well either. Jeff

JEFFREY I. RIESE
SENIOR PLANNING SPECLIST.
SUBDIVISION REVIEW
MONTG. COUNTY DPWT
TRAFFIC OPERATIONS
jeff.riese@montgomerycountymd.gov

-----Original Message-----

From: Elmendorf, Stephen P. - SPE [mailto:SElmendorf@linowes-law.com]
Sent: Wednesday, July 14, 2004 11:16 AM
To: Riese, Jeffrey
Cc: Michael Smith (E-mail)
Subject: LCOR - White Flint - Preliminary Plan 1-04049
Importance: High

7/29/2004

Jeff, has the DPWT letter been sent to Planning Board staff yet? We have a Planning Board hearing on the Preliminary Plan set for 7/22/04. We will lose that date unless Planning Board staff receives the DPWT letter. Can you call or email me asap regarding the letter's status? Thanks.

Steve.

Stephen P. Elmendorf

Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, MD 20814
301.961.5110 (direct line - office)
301.452.0980 (mobile)
301.654.2801 (fax)
<http://www.linowes-law.com>
selmendorf@linowes-law.com

For a complete firm directory, go to: <http://www.linowes-law.com/bethesda>

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Shaneman, Malcolm

From: Riese, Jeffrey [Jeff.Riese@montgomerycountymd.gov]
Sent: Thursday, March 25, 2004 2:11 PM
To: Shaneman, Malcolm; Weaver, Richard
Subject: FW: North Bethesda Town Center, shared use path along MD 355

Malcolm and Rich, this is in regard to getting LCOR to show the N. Bethesda Trail on their prel. Plan and building it as well. Thanks, Jeff

Another month ends. All targets met. All systems working. All customers satisfied. All staff eagerly enthusiastic. All pigs fed and ready to fly.

JEFFREY I. RIESE
SENIOR PLANNING SPECIALIST
SUBDIVISION REVIEW
MONTG. COUNTY DPWT
TRAFFIC OPERATIONS
jeff.riese@montgomerycountymd.gov

-----Original Message-----

From: Tait-Nouri, Gail
Sent: Thursday, March 25, 2004 2:05 PM
To: Riese, Jeffrey; Seirafi, Sogand; Park, Rebecca; Fuss, Barry
Subject: RE: North Bethesda Town Center, shared use path along MD 355

Thanks Jeff! Would you do me a favor and forward this to Malcolm Shanneman? Gail

Gail Tait-Nouri

Bikeways Coordinator, Planning Section
Division of Capital Development
Montgomery County
Department of Public Works and Transportation
Executive Office Building
101 Monroe Street, 9th Floor
Rockville, MD 20850
(240) 777-7243

Gail.Nouri@MontgomeryCountyMD.gov

<http://www.montgomerycountymd.gov/pedtmpl.asp?url=/content/dpwt/capital/pedbike/index.asp>

-----Original Message-----

From: Riese, Jeffrey
Sent: Thursday, March 25, 2004 2:03 PM
To: Seirafi, Sogand; Park, Rebecca; Fuss, Barry; Tait-Nouri, Gail
Subject: FW: North Bethesda Town Center, shared use path along MD 355

Please see Ron Welke's (Transp. Coord. At MNCPPC) response to your question (Gail I guess you've seen this through Chuck Hines). Both responsible agencies are together on this. We will get the bikepath and necessary ground from the developer. Jeff

JEFFREY I. RIESE

SENIOR PLANNING SPECIALIST
SUBDIVISION REVIEW
MONTG. COUNTY DPWT
TRAFFIC OPERATIONS
jeff.riese@montgomerycountymd.gov

-----Original Message-----

From: Welke, Ron [mailto:Ron.Welke@mncppc-mc.org]
Sent: Thursday, March 25, 2004 11:19 AM
To: Kines, Charles
Cc: Oconnor, Kristin; Axler, Ed; Riese, Jeffrey
Subject: RE: North Bethesda Town Center, shared use path along MD 355

We intend to keep the bikepath adjacent to MD 355.

-----Original Message-----

From: Kines, Charles
Sent: Thursday, March 25, 2004 10:44 AM
To: Welke, Ron
Cc: Oconnor, Kristin; Axler, Ed
Subject: North Bethesda Town Center, shared use path along MD 355

Gail Tait Nouri is concerned that LCOR may try to wiggle out of providing the shared use path along MD 355 (part of the North Bethesda Trail) because LCOR apparently may need to acquire some ROW from WMATA to make the path fit. She is concerned that LCOR may propose putting the path along Station Street instead as a parallel alternative. This is the first I've heard of this. Is this proposal on the table? I also would be concerned. We need the path along MD355.

MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES
255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4153

Date: February 8, 2004

MEMO TO: Malcolm Shaneman, Chairman/Coordinator
Development Review Committee, MNCPPC

FROM: Blair Lough
Division of Land Development Services, MCDPS

SUBJECT: Stormwater Management Concept Plan/Floodplain Review
Preliminary Plan 1-04049 ; North Bethesda Town Center
Subdivision Review Meeting February 9, 2004 SWM File # 203203

The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 7-02AM for stormwater management and Executive Regulation 108-92 AM for Floodplain. The following summarizes our findings:

SM CONCEPT PLAN PROPOSED:

- On-site: CPv WQv Both
 CPv < 2cfs, not required
 Waiver: CPv WQv Both
 On-site/Joint Use Central (Regional): waived to
 Existing Concept Approved Date,
 Other

Type Proposed:

- Infiltration Retention Surface Detention Wetland Sand Filter
 Separator Sand Filter Underground Detention Non Structural Practices Other

FLOODPLAIN STATUS: 100-Year Floodplain On-Site Yes No Possibly

- Provide the source of the 100-Year Floodplain Delineation for approval:
 Source of the 100 Year Floodplain is acceptable.
 Submit drainage area map to determine if a floodplain study (>or equal to 30 acres) is required.
 Dam Breach Analysis Approved Under Review
 100 yr. floodplain study Approved Under Review

SUBMISSION ADEQUACY COMMENTS:

- Downstream notification is required.
 The following additional information is required for review: _____

RECOMMENDATIONS:

- Approve as submitted with conditions (see approval letter).
 Incomplete; recommend not scheduling for Planning Board at this time.
 Hold for outcome of the SWM Concept review.
 Comments/Recommendations: Stormwater management concept denied September 11, 2003: Please address all issues on the letter and resubmit a SWM concept for review; Do not locate swm facilities within the Public Utility easement;

cc: Steve Federline, Environmental Planning Division, MNCPPC

bill:DRC.3/03

Conlon, Catherine

From: Riese, Jeffrey [Jeff.Riese@montgomerycountymd.gov]
Sent: Wednesday, September 22, 2004 8:58 AM
To: Welke, Ron; Axler, Ed
Cc: Conlon, Catherine
Subject: FW: LCOR - North Bethesda Town Center PPlan 1-04049
Importance: High

Hello gents, here's Edgar's final word on this. I spoke with Cathy, and we will only do a formal addenda letter if someone there feels that this email is not sufficient. We also discussed whether Edgar's wording on the config. of Station street being put off is a problem. If you word your recommendation that it must be a standard business district street with spaces for bus pull off, then we should be OK. If we leave it to site plan, there is too much space for wiggle and Cathy is rightly worried that we may have to ammend the prel. plan. Thanks, Jeff

JEFFREY I. RIESE
SENIOR PLANNING SPECLIST.
SUBDIVISION REVIEW
MONTG. COUNTY DPWT
TRAFFIC OPERATIONS
jeff.riese@montgomerycountymd.gov

-----Original Message-----

From: Gonzalez, Edgar
Sent: Tuesday, September 21, 2004 5:07 PM
To: 'catherine.conlon@mncppc-mc.org'; Riese, Jeffrey
Cc: Hoyt, Michael; Roshdieh, Al; Wolanin, Emil; Leck, Gregory; Benn, Howard; 'Michael Smith'; 'Elmendorf, Stephen P. - SPE'
Subject: LCOR - North Bethesda Town Center PPlan 1-04049
Importance: High

Catherine and Jeff,

As a result of the DPWT Director's Office review this is to request the following formal Departmental changes to the current comments on the above development, Preliminary Plan Number 1-04049, as transmitted to you on July 15, 2004:

10. Montgomery County DPWT agrees with the applicant's proposal to make Bridge Street, Main Street (west of Citadel Avenue) and Station Street public streets. In the case of the segment of Station Street, between Marinelli Road and Main Street, the applicant has agreed to relocate the steel doors for the Metro Shaft Access to the west side of the street and outside of the Public ROW. The relocated access shaft will eliminate intrusion and disruption to the public right of way during routine maintenance to the underground vault. The large vent shaft will remain in place, but its material changed to provide for traffic bearing capacity, in accordance with State standards. The specific cross section for the same segment of road will be approved during the next development phase.

Please contact me by phone (240-777-7185) or e-mail if you have any questions on this matter.

Edgar Gonzalez, P.E.
Deputy Director for Transportation Policy

Conlon, Catherine

From: Gonzalez, Edgar [Edgar.Gonzalez@montgomerycountymd.gov]
Sent: Tuesday, September 21, 2004 5:07 PM
To: Conlon, Catherine; Riese, Jeffrey
Cc: Hoyt, Michael; Roshdieh, Al; Wolanin, Emil; Leck, Gregory; Benn, Howard; Michael Smith; Elmendorf, Stephen P. - SPE
Subject: LCOR - North Bethesda Town Center PPlan 1-04049
Importance: High

Catherine and Jeff,

As a result of the DPWT Director's Office review this is to request the following formal Departmental changes to the current comments on the above development, Preliminary Plan Number 1-04049, as transmitted to you on July 15, 2004:

10. Montgomery County DPWT agrees with the applicant's proposal to make Bridge Street, Main Street (west of Citadel Avenue) and Station Street public streets. In the case of the segment of Station Street, between Marinelli Road and Main Street, the applicant has agreed to relocate the steel doors for the Metro Shaft Access to the west side of the street and outside of the Public ROW. The relocated access shaft will eliminate intrusion and disruption to the public right of way during routine maintenance to the underground vault. The large vent shaft will remain in place, but its material changed to provide for traffic bearing capacity, in accordance with State standards. The specific cross section for the same segment of road will be approved during the next development phase.

Please contact me by phone (240-777-7185) or e-mail if you have any questions on this matter.

Edgar Gonzalez, P.E.
Deputy Director for Transportation Policy

GARRETT PARK ESTATES~WHITE FLINT PARK CITIZENS' ASSOCIATION

August 22, 2003

Mr. Malcolm Shaneman
Development Review Division
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring Maryland 20910-3760

Re: Pre-Preliminary Plan, North Bethesda Town Center, 7-04001

Dear Mr. Shaneman:

Garrett Park Estates-White Flint Park is pleased to have the opportunity to comment on the pre-preliminary plan for the North Bethesda Town Center. Our primary concern is the traffic impact from this development, especially on Rockville Pike, and especially during mid-week and weekend non-rush hours.

We believe that the Preliminary Plan needs to emphasize transit oriented design, pedestrian access, and use of alternative routes to Rockville Pike for the vehicular traffic. With this in mind, we offer the following recommendations:

1. Removal of the new vehicular access from Rockville Pike

- **Vehicular access across the WMATA property is inconsistent with the Master Plan.** Removal of new vehicular access from Rockville Pike is supported by the Master Plan, which as part of the Conference Center Amendment, removed B-10 (now Main Street) from continuing past B-11 (now Station Street) and supported the pedestrian friendly B-10 only from Station Street to Nebel Street (Page 354).
- **Keeping the vehicular access to Main Street encourages use of Rockville Pike.** This project should attempt to minimize the impact on Rockville Pike by encouraging non-transit access via Marinelli, Old Georgetown, and Nebel Street. If this is transit oriented design, transit should provide the most convenient access, not automobiles.
- **There is a safety issue with the bus loading and unloading areas just south of the proposed new vehicular access.** Having citizens make right turns in and out at this point, directly north of the many busses that load and unload on Rockville Pike, creates a serious safety issue. The visibility available on exiting from Main Street onto Rockville Pike is limited by the bus activity. Citizens attempting to turn right into Main Street will either need to cut in front of the bus queue, or wait until the bus lanes are empty, creating additional backups of Rockville Pike. It was suggested during the rezoning hearing that some of these buses could be moved to Station Street. But, we point out that maintaining convenient access to bus service needs to remain a priority from the new Conference Center and Hotel as well as the housing on the east and west side of Rockville Pike.

- **Implementation of the continuous median between Marinelli and Old Georgetown Road provides negative side effects.** Removal of the existing median break, shown in the pre-preliminary plan, would limit existing access to the retail on the west side of Rockville Pike and increase the turning movement at Old Georgetown Road. Additionally, it would require state effort. There is nothing in the Master Plan supporting this. Rather, the Master Plan supports improvements at the intersection of Marinelli and Rockville Pike.

We have been told that the purpose of this vehicular access (bridge across the tracks) is to provide a Rockville Pike address for the North Bethesda Town Centre project. We fail to understand why this address cannot be achieved without a Rockville Pike access road. There must be another way to obtain the address without the need for a direct entrance on Rockville Pike and cutting that block into two small pieces.

2. Encourage vehicular access to the new grocery store via Nebel Street.

We recognize that the grocery store is primarily designed for residents and office workers, but we urge that Nebel Street provide access to the parking for this store. We would suggest putting the grocery store in building block E, and the parking just north, which is the only spot showing direct access to Nebel Street.

3. Implement the significant public amenities including the on-site day care facility early in the phased development.

We are concerned that this development is spread over six phases and that the community facilities may be implemented anywhere from Phase II to Phase VI. We believe the day-care facility will provide additional incentives for Metro usage within the broader community and for that reason would like to see it implemented soon after the WMATA garage is complete.

In summary, the Garrett Park Estates-White Flint Park Citizens' Association recognizes that this development contains many Smart Growth benefits. However, there are serious negative traffic impacts that need to be minimized. We look forward to continuing discussion of our concerns as the plan evolves.

Thank you for your consideration.

Cordially,

Suzanne Hudson, President
Garrett Park Estates-White Flint Park Citizens' Association
11111 Waycross Way, North Bethesda, Maryland 20895

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

10
10-16-03

August 6, 2003

Stephen P. Elmendorf
301.961.5110
selmendorf@linowes-law.com

Derick Berlage, Esq.
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: LCOR - North Bethesda Town Center: Alternative Procedure for Preapplication Submission

Dear Chairman Berlage:

This law firm represents LCOR White Flint LLC, the ground lessee of a certain 30.99-acre tract of land, located at the southeast corner of Maryland Route 355 (Rockville Pike) and Old Georgetown Road in North Bethesda, Montgomery County, Maryland (the "LCOR Property"). On behalf of our client, we are submitting the enclosed Preapplication Submission application and are requesting the alternative procedure for review of this Submission, as provided in Section 50-33A, Chapter 50 (the "Subdivision Regulations"), Montgomery County Code 1994 (as amended).

Pursuant to the provisions of Section 50-33A(a)(1), we are requesting a decision by the Planning Board on the following matters:

1. Pursuant to the provisions of Section 50-35(k) of the Subdivision Regulations, the adequacy of school facilities for the proposed LCOR subdivision under the Ceiling Element for the FY 2004 Annual Growth Policy (July 2003); and
2. Pursuant to the provisions of Section 50-35(k) of the Subdivision Regulations, the adequacy of roads and public transportation facilities of the proposed LCOR subdivision under the Alternative Review Procedures For Metro Station Policy Areas in the FY 2002 Annual Growth Policy – Policy Element (November, 2001).

Adequacy of School Facilities

On July 8, 2003, the Montgomery County Council approved the Ceiling Element for the FY 2004 Annual Growth Policy. With its adoption of the Ceiling Element, which went into effect

Derick Berlage, Esq.

August 6, 2003

Page 2

on July 15, 2003, the County Council found that “[a]ll high school clusters passed the AGP’s current School Test, which means that, for the purposes of reviewing subdivisions, the AGP requires the Planning Board to find public schools to be adequate countywide.” See, Memorandum from Karl Moritz, Research and Technology Center, dated July 10, 2003, attached to this cover letter as Exhibit “A”. With this Preapplication Submission, we request that the Planning Board find the public school facilities to be adequate for the LCOR subdivision.

Adequacy of Roads and Public Transportation Facilities

On April 29, 2003, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, approved LCOR’s rezoning request, Zoning Application No. G-801, to rezone the LCOR Property to the TS-M Zone, pursuant to the revised Development Plan [88(b) in G-801]. A copy of the Development Plan approved by the County Council and certified by the Hearing Examiner is included as part of this Preapplication Submission.

The certified Development Plan includes fifteen (15) Binding Elements. Binding Element No. 2 provides as follows:

2. The application for preliminary plan approval will utilize the Alternative Review Procedures for Metro Station Policy Areas, as described in the FY 2002 Annual Growth Policy (November, 2001).

Utilizing Section 50-33A’s Alternative Procedure for Preapplication Submissions, we request that the Planning Board, for purposes of roads and public transportation facilities under Section 50-35(k), approve the LCOR subdivision pursuant to the AGP’s provisions for Alternative Review Procedures for Metro Station Policy Areas. Those Alternative Review Procedures provide as follows:

An applicant for a subdivision which will be built completely within a Metro station policy area need not submit any application or take any action under Policy Area Transportation Review or Local Area Transportation Review if the applicant agrees in a contract with the Planning Board and the County Department of Public Works and Transportation to:

Derick Berlage, Esq.

August 6, 2003

Page 3

- meet trip reduction goals established by the Planning Board as a condition of approving that subdivision, which must require the applicant to reduce at least 50% of the number of trips attributable to the subdivision, either by reducing trips from the subdivision itself or from other occupants of that policy area;
- participate in programs operated by, and take actions specified by, a transportation management organization (TMO) to be established by County law for that policy area (or a group of policy areas including that policy area) in order to meet the mode share goals established under the preceding paragraph;
- pay an ongoing annual contribution or tax to fund the TMO's operating expenses, including minor capital items such as buses, as established by County law; and
- pay the applicable development impact tax without claiming any credits for transportation improvements.

The Planning Board must conduct a comprehensive Local Area Transportation Review for each policy area in which it approves a subdivision under this procedure and should specify for inclusion in the Capital Improvements Program any transportation improvements needed to support that subdivision.

In support of this Section 50-33A request that the Planning Board approve LCOR's subdivision pursuant to the Alternative Review Procedures for Metro Station Policy Areas, we have enclosed with this cover letter the appropriate number of copies of the following:

- Preapplication Submission Application
- Preapplication Submission Checklist
- Certified Development Plan for the LCOR Property
- List of Adjoining and Confronting Property Owners (labels and printed copy of list)
- Concept Plan Drawing

Derick Berlage, Esq.

August 6, 2003

Page 4

- Proposed Contract (Trip Reduction Agreement) with the Planning Board and the County Department of Public Works and Transportation to establish the North Bethesda Town Center Trip Reduction Program for the LCOR Property
- Fee Schedule and Work Sheet, along with Preapplication Submission Fee

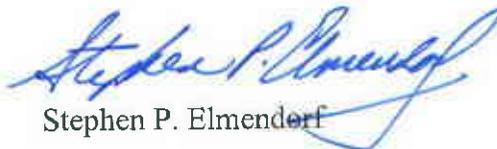
The enclosed Trip Reduction Agreement includes a detailed description of the Trip Reduction Program for the LCOR Property. This program is designed to exceed the 50% trip reduction goal identified in the AGP's Alternative Review Procedures for Metro Station Policy Areas. We have also enclosed a step-by-step summary of the Trip Reduction Program that describes how it will achieve the 50% trip reduction goal. The North Bethesda Town Center Trip Reduction Program is basically the same program that was favorably reviewed by the Planning Board, its Technical Staff and the Hearing Examiner as part of the District Council-approved rezoning of the LCOR Property.

Pursuant to the provisions of Section 50-33A(b), it is our intent to file a preliminary plan application for the LCOR Property to address all remaining preliminary plan issues within 90 days of Planning Board approval of this Preapplication Submission.

Thank you for your anticipated consideration of this Preapplication Submission. For reference purposes, I have also enclosed a copy of Section 50-33A of the Subdivision Regulations with this letter.

Very truly yours,

LINOWES AND BLOCHER LLP



Stephen P. Elmendorf

Enclosures



Memorandum To: Angela Brown, Planning Technician, M-NCPPC
From: Mike Smith, Vice President, LCOR Inc.
Re: North Bethesda Town Center MPDU Allocation
Date: January 15, 2003

The following information responds to your request with regard to LCOR's Preliminary Plan Application for the North Bethesda Town Center project .

The North Bethesda Town Center project will include approximately 1,350 apartment units. Twelve and one-half percent of these units or 169 units will be MPDU's.

We are planning to construct four high-rise apartment towers in the project. Each tower will contain approximately 338 units, of which 42 units will be moderately priced. The distribution of MPDU units by unit type is anticipated as follows:

Quantity of MPDU's By Unit Type Per Building

Unit Type	Number of Units
Studio	5
One Bedroom	26
Two Bedroom	11
Total Units	42

Total MPDU's by Unit Type

Unit Type	Number of Units
Studio	21
One Bedroom	104
Two Bedroom	44
Total Units	169

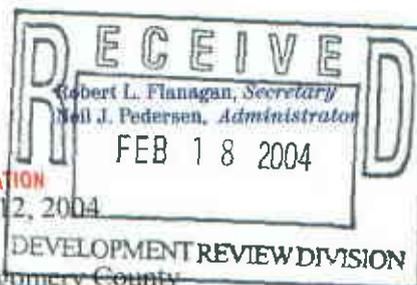
Please contact me with any further questions regarding the MPDU component of the project.

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



MARYLAND DEPARTMENT OF TRANSPORTATION

February 12, 2004



Mr. Malcolm Shaneman
Supervisor Development Review
Subdivision Division
Maryland National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Montgomery County
MD 355
North Bethesda Town Center
File No. 1-04049

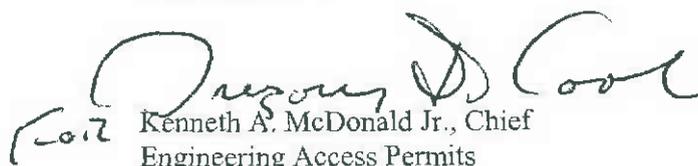
Dear Mr. Shaneman:

This office reviewed the submitted plan and offer the following:

- Truncation and right-of-way dedication needs to be in accordance with the Master Plan of Highways.
- Access to this property is subject to the "Rules and Regulations" of this Administration with a permit issued by this office for one commercial entrance, a 16' auxiliary lane from the existing bus lane to Old Georgetown Road and a 8' bike path.
- The entrance profile is acceptable.
- The term "denied access" is to be placed on the final record plat along the property that abuts MD 355, except at the approved entrance.
- Four (4) copies of the traffic study need to be submitted so the appropriate divisions within the State Highway Administration (SHA) can make the necessary review.
- Storm water drainage plans and computations are to be submitted for review.

If you have any questions, please contact Greg Cooke at 410-545-5595 or out toll free number in Maryland only 1-800-876-4742 (x5595). You may also email him at (gcooke@sha.state.md.us).

Very truly yours,


Kenneth A. McDonald Jr., Chief
Engineering Access Permits
Division

cc: Mr. Darrell Mobley (Via E-mail)
Mr. John Brundage-Loiederman Soltesz Associates

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street Baltimore, Maryland 21202 Phone: 410.545.0300 www.marylandroads.com





**MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
DEVELOPMENT REVIEW COMMITTEE RECOMMENDATIONS**

TO: Development Review Division
SUBJECT: Plan # 1-04049, Name North Bethesda Town Center (32.41 acres)
DRC date: February 9, 2004

The above-referenced plan has been reviewed to determine if it meets requirements of the Guidelines for Environmental Management of Development in Montgomery County, and other county regulations that may apply. The following recommendations are made for the DRC:

SUBMITTAL ADEQUACY

Plan is complete. (see recommendations below)

EPD RECOMMENDATIONS:

Approval with conditions as specified below. (see comments)

Forest conservation plan must indicate how applicant will meet significant off-site planting requirements of 7.15 acres.

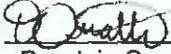
Other (see comments)

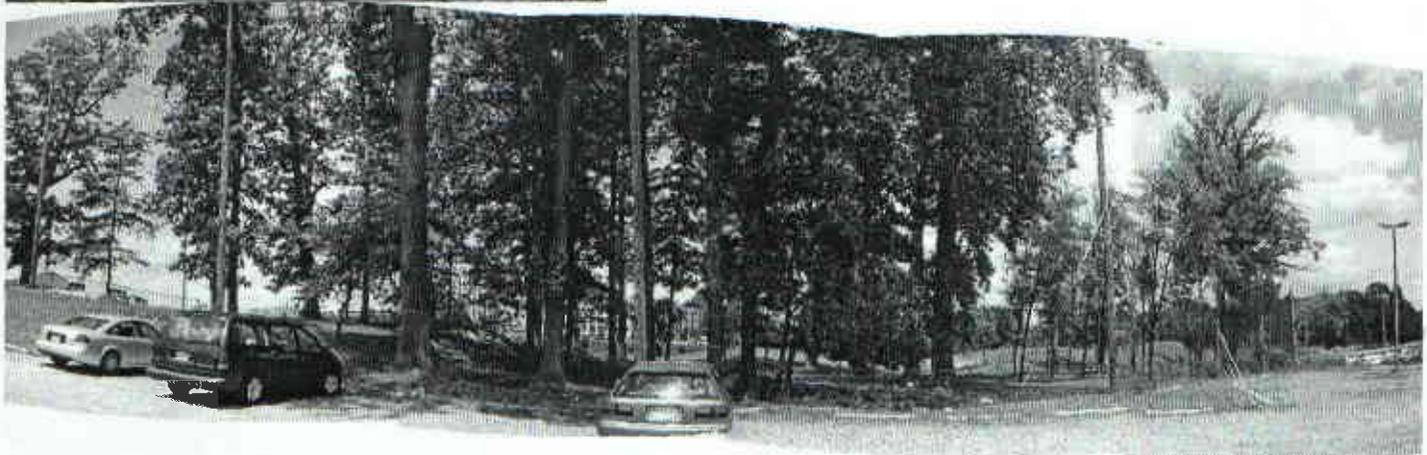
Comments:

Area of Specimen Trees on property (approximately 0.90 acre area) as been the subject of considerable scrutiny and evaluation by M-NCPPC staff and applicants. Area is proposed for retention as an "Urban Amenity" covering 91,608 square feet and will be incorporated into a modified Category II Conservation Easement. Though conceptual layout as shown on preliminary plan is acceptable, additional engineering and refinement must be incorporated into Final Site Plan and Final Forest Conservation Plan to minimize impact to the critical root zones of specimen trees proposed for retention.

Forest conservation plan must indicate how applicant will meet significant off-site planting requirements of 7.15 acres.

Delete 5 note under General Notes Section on Preliminary Forest Conservation Plan.

SIGNATURE:  DATE: 09FEB2004
Dominic Quattrocchi, Environmental Planning Division 301 495 1323



cc: LCOR, Mike Smith
LSA, John Brundage
Care of Trees, Chris Cowles
M-NCPPC, Cathy Conlon

January 21, 2004

Mr. Mike Smith
LCOR White Flint, LLC
6701 Democracy Boulevard, Suite 711
Bethesda, MD 20817

Re: Phase I Letter of Findings, WSSC Project No. DA3079A01, White Flint East

Dear Mr. Smith:

A hydraulic planning analysis has been completed on the White Flint East project, and the project has been conceptually approved. Please refer to the enclosed 200'-scale sketch along with the summary table and list of conditions included in this letter, which provide the results of our analysis.

HYDRAULIC SUMMARY TABLE	
Proposed Development: 1350 APTS; 1,148,000 SQ FT OFFICE; 202,037 SQ FT RETAIL; 2400 SEAT THEATER	
200-ft Sheet(s): 215NW05	
SEWER	WATER
WWTP Service Area: Blue Plains	Hydraulic Zone Group: Montgomery Main
Sanitary Sewer Service Status: Adequate	Pressure Zone: 495A
Mini-Basin Number: 05-089	High Grade: 555 feet
	Low Grade: 477 feet
	Water Storage Status: Adequate
	Water Supply/Transmission Status: Adequate

The following is a list of conditions that apply to this project and must be met before a systems extension permit will be issued:

ASSESSMENT PAYOFF REQUIRED

The property to be developed has an existing benefit assessment. This project will not be granted a System Extension Permit until the existing assessment balance is paid. If paid by May 2004, the amount required is \$43,973.49.

Mr. Mike Smith
LCOR White Flint, LLC
Re: Phase I Letter of Findings, WSSC Project No. DA3079A01, White Flint East
January 21, 2004
Page 2

SANITARY SEWER CONDITIONS

REQUIRED SANITARY SEWER MAIN SIZES

All sewer is to be gravity and 8-inch in diameter unless otherwise shown on sketch.

10" or larger diameter sewers are required. The table below shows the design flow and maximum diameter for the segments indicated on the sketch.

Segment	Design Flow (mgd)	Assumed Minimum Slope (%)	Maximum Diameter (inches)
A-B	0.76	.4	10
C-D	0.78	.4	10
D-E	1.75	Sizes will be determined at the design stage based upon available slopes.	
E-F	2.2		
F-G	3.25		
G-H	4.48		

CIP PROJECT REQUIRED

This project will entail Capital Improvement Program (CIP) construction since up to 3500 feet of CIP-sized sanitary sewer main is required. Therefore, County funding approval will be required. CIP Project No. S-103.15 should be added to the CIP DSP List during the next update. The attached memo has been sent to the Budget Group. Costs paid by the Applicant to construct an approved CIP project may entitle the Applicant to a credit or reimbursement of the System Development Charge (SDC) imposed by WSSC. The amount of the credit will be subject to an SDC Credit Agreement.

REVISE SEWER MAIN ALIGNMENT

Revise the sewer main alignment as shown on the enclosed sketch.

Mr. Mike Smith

LCOR White Flint, LLC

Re: Phase I Letter of Findings, WSSC Project No. DA3079A01, White Flint East

January 21, 2004

Page 3

REPLACEMENT/RELIEF OF SEWER MAIN REQUIRED

As shown on the attached sketch, relief or replacement of a downstream sewer between manhole # 05-089-104-M and manhole # 05-090-027-M is necessary in order to provide sanitary sewer service to your property. Design flow for the replacement sewer ranges from 2.2 to 4.48 mgd.

WATER MAIN EXTENSION CONDITIONS

REQUIRED WATER MAIN SIZES

All water mains are 8-inches in diameter.

REVISE WATER MAIN ALIGNMENT(S)

Revise the water main alignment(s) as shown on the enclosed sketch.

PRESSURE REDUCING VALVES REQUIRED

Due to high water pressure conditions (greater than 80 psi), the on-site plumbing system requires pressure reducing valves for buildings with first floors below 370 feet.

INSTALL BOOSTER PUMPS

Due to low water pressure conditions (less than 40 psi), the on-site plumbing system may require booster pump installation. Booster pumps may be required for buildings with first floor levels above elevation 385 feet, depending on the length of the water connection, height of building, and number of fixtures.

RIGHT-OF-WAY CONDITIONS

PROVIDE FREE RIGHT-OF-WAY TO WSSC

Rights-of-way across your property for water/sewer line placement must be provided at no cost to the WSSC. The Applicant shall execute and deliver on-property rights-of-way prior to the Certificate of Substantial Completion, which shall constitute an irrevocable offer by the Applicant to convey all on-property rights-of-way to WSSC.

Mr. Mike Smith

LCOR White Flint, LLC

Re: Phase I Letter of Findings, WSSC Project No. DA3079A01, White Flint East

January 21, 2004

Page 4

OFF-PROPERTY RIGHTS-OF-WAY MUST BE OBTAINED

The proposed water/sewer main extension will require the acquisition of rights-of-way from other property owners. It is the Applicant's responsibility to obtain these rights-of-way for the WSSC.

ADHERE TO MINIMUM RIGHT-OF-WAY WIDTHS

Please note that the minimum right-of-way width for water and sewer lines is 30 feet. The minimum clearance between a building and a WSSC pipeline is 15 feet. Based on WSSC requirements, the absolute minimum spacing between adjacent buildings with both water and sewer lines between them is 40 feet with a preference of 45 to 50 feet. Balconies and other building appurtenances are not to be within the right-of-way.

CONNECTION AND ON-SITE CONDITIONS

MINIMIZE CONNECTION LENGTHS

The length of all connections should be minimized.

ON-SITE PROCESS REQUIRED

The On-site Process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Please submit on-site information to the WSSC Permit Services Unit at the One-Stop-Shop. Contact Permit Services at 301-206-4003 or at www.wsscwater.com for more information on submitting on-site plans.

The next step in the process is Phase 2, Review for System Integrity. Your submission package should include the Review for System Integrity Checklist and all checklist items, including the review fee. Should you want to schedule a pre-design meeting, please contact Ross Beschner at 301-206-8396.

At least 30 days prior to submitting a System Integrity Package, you must complete and submit the enclosed Environmental Questionnaire and request that WSSC conduct a contamination database search. A Database Search Fee, currently \$100.00, must accompany your request. A Database Search Request Form is also enclosed for your convenience. In lieu of the database search, you may submit a Phase I Environmental Site Assessment (ESA) report conducted in accordance with ASTM Standard E-1527 by a professional in good standing. WSSC reserves the right to require additional investigations.

Mr. Mike Smith

LCOR White Flint, LLC

Re: Phase I Letter of Findings, WSSC Project No. DA3079A01, White Flint East

January 21, 2004

Page 5

If you have any questions, feel free to contact me at 301-206-8823 or
arussel@wsscwater.com.

Sincerely,

Ann M. Russell
Development Project Manager
Development Services Group

AMR:jtn

Enclosures

cc: Loiederman Soltesz Associates – Mr. George Fink
Montgomery County Government – Department of Environmental Protection –
Mr. Alan Soukup

bcc: Accounting Group
Revenue Group – Ms. Pearl Walker

LINOWES
AND **BLOCHER LLP**
ATTORNEYS AT LAW

September 30, 2004

Stephen P. Elmendorf
301.961.5110
selmendorf@linowes-law.com

BY HAND DELIVERY

Ms. Catherine Conlon
Development Review Division
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Preliminary Plan No. 1-04049; Waiver Request

Dear Ms. Conlon:

The Revised Opinion of the Board on the Preapplication Submission for this project erroneously refers to the FY 04 Annual Growth Policy in paragraph 3 on the last page of the Opinion. The correct reference should be the FY 02 Annual Growth Policy. Pursuant to the provisions of Section 50-33A(b)(2), on behalf of the applicant, I am asking that the Revised Opinion be corrected to contain the correct reference to the Annual Growth Policy.

Very truly yours,

LINOWES AND BLOCHER LLP


Stephen P. Elmendorf

L&B 384802v1/02395.0017

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

Site-Generated Traffic

As shown in the table below, 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.) and evening (4:00 p.m. to 7:00 p.m.) peak periods. Total vehicular trips include new, diverted, and pass-by trips.

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	1,944	1,673
General Retail	202,037	416	1,998
Movie Theater	3,500 Seats	0	490
Total Trips		2,763	4,632

Congestion Levels at Nearby External Intersections

A Comprehensive LATR was prepared because the proposed land uses generate 50 or more peak-hour trips during the weekday morning and evening peak periods. Based on the Comprehensive LATR, six nearby intersections have resultant calculated critical lane volume (CLV) values exceeding their CLV/congestion standard. The following intersection improvements were identified for possible funding with the required development impact tax

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.
3. Rockville Pike and Montrose Road - Randolph Road: If Montrose Parkway improvements are not funded for construction east of Rockville Pike, 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: If Montrose Parkway improvements are not funded for construction east of Rockville Pike, 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: If Montrose Parkway improvements are not funded for construction east of Rockville Pike, add a second northbound left-turn lane on East Jefferson Street.

The site-generated traffic is mitigated at the first two intersections below because the CLV values with the site-generated traffic and improvement were less than the CLV values with the existing traffic and that from the background developments.

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

Under the Alternative Review Procedures for Metro Station Policy Areas, the needed intersection improvements that were identified to be funded with the required development impact tax are as follows:

1. Improvements identified if DPWT CIP Project 509337, Montrose Parkway East, is not funded for construction between Randolph Road and Veirs Mill Road:
 - a. Rockville Pike (MD 355) and Montrose Road - Randolph Road
 - b. Randolph Road and Parklawn Drive
 - c. Montrose Road and East Jefferson Street
2. Improvements identified not related to the Montrose Parkway East project:
 - a. Rockville Pike and Twinbrook Parkway - Rollins Avenue
 - b. Rockville Pike and Bou Avenue
 - c. Rockville Pike and Old Georgetown Road

Internal Intersection Congestion Levels

The table below shows the CLV values for the internal intersections with the future internal North Bethesda Town Center roadways. 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 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 Annual Growth Policy* transportation staging ceilings, the most-recent remaining capacities are for 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 Alternative Review Procedures for Metro Station Policy Areas.

Land Use	Units/Gross Square Feet	Housing Units/Jobs
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

This site is within the boundary of the North Bethesda TMD. The North Bethesda TMD is operated by a private nonprofit organization, the North Bethesda Transportation Action Partnership. The TMD is not an entity to join per se but instead an organization in which to participate by cooperating in:

1. Submit 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 if the County Council adopts the reestablishment of the annual Transportation Management Fee for applicants of new multi-family residential and non-residential development. The pending legislation would re-implement the

recommendation in the *North Bethesda-Garrett Park Master Plan* and the requirements under County Code 42A-25, Ridesharing.

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.

Conlon, Catherine

From: Gonzalez, Edgar [Edgar.Gonzalez@montgomerycountymd.gov]
Sent: Tuesday, September 21, 2004 5:07 PM
To: Conlon, Catherine; Riese, Jeffrey
Cc: Hoyt, Michael; Roshdieh, Al; Wolanin, Emil; Leck, Gregory; Benn, Howard; Michael Smith; Elmendorf, Stephen P. - SPE
Subject: LCOR - North Bethesda Town Center PPlan 1-04049
Importance: High

Catherine and Jeff,

As a result of the DPWT Director's Office review this is to request the following formal Departmental changes to the current comments on the above development, Preliminary Plan Number 1-04049, as transmitted to you on July 15, 2004:

10. Montgomery County DPWT agrees with the applicant's proposal to make Bridge Street, Main Street (west of Citadel Avenue) and Station Street public streets. In the case of the segment of Station Street, between Marinelli Road and Main Street, the applicant has agreed to relocate the steel doors for the Metro Shaft Access to the west side of the street and outside of the Public ROW. The relocated access shaft will eliminate intrusion and disruption to the public right of way during routine maintenance to the underground vault. The large vent shaft will remain in place, but its material changed to provide for traffic bearing capacity, in accordance with State standards. The specific cross section for the same segment of road will be approved during the next development phase.

Please contact me by phone (240-777-7185) or e-mail if you have any questions on this matter.

Edgar Gonzalez, P.E.
Deputy Director for Transportation Policy

MEMORANDUM

TO: Cathy Conlon, Acting Supervisor
 Development Review Division

FROM: Ed Axler, Planner/Coordinator
 Transportation Planning

SUBJECT: Preliminary Plan No. 1-04049, North Bethesda Town Center or LCOR

This memorandum revises the table on top of Staff's memorandum Circle 27 and Transportation Planning memorandum dated September 24, 2004 page 8:

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	32 ft / 3	13 ft	15 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	Yes	Yes
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

***=Parking is assumed to be permitted during non-peak hours (i.e., 9:30 a.m. to 4:00 p.m.), while during the peak hours, the parking lanes will be used as travel lanes.



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

September 12, 2006

Robert C. Hubbard

SEP 18 2006 Director

RECEIVED
DEVELOPMENT REVIEW

Mr. Jason Evans
Loiederman Soltesz Associates, Inc.
2 Research Place, Suite 100
Rockville, MD 20850

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

Dear Mr. Evans:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site channel protection measures via under ground storage (2) and on-site water quality control via StormFilters (8), separator sand filters (2), surface sand filters (2) and two BaySavers for pretreatment. Onsite recharge will not be required since this is considered redevelopment.

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

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



Conlon, Catherine

From: Honeczy, Marian [MHONECZY@dnr.state.md.us]
Sent: Thursday, June 17, 2004 2:48 PM
To: Conlon, Catherine
Subject: FCA - Metro LCOR site

Cathy,

I am sending you this email to ensure that my information about this project is correct and also to clarify the review authority for the FCA component for this project.

Metro LCOR site is currently owned by WMATA and will be sold to a developer. WMATA will keep approx. 10% of the site. The Developer has currently submitted plans to Montgomery County M-NCPPC for review. These plans were submitted by the private developer and include a parking garage and stormwater management pond in addition to development. The future WMATA portion is not forested. Currently the County is reviewing the entire project.

If the above is current and 1) the developer has submitted the plans for review; 2) the property has not been subdivided; 3) sediment and erosion for the entire project will be reviewed by the County office versus MDE, then the County has the review authority.

Marian R. Honeczy, AICP
State Forest Conservation Program Coordinator
Maryland Department of Natural Resources-Forest Service
580 Taylor Ave. E-1
Annapolis, MD 21401
(410) 260-8511
mhoneczy@dnr.state.md.us



Nebel Street/Park Avenue - Left



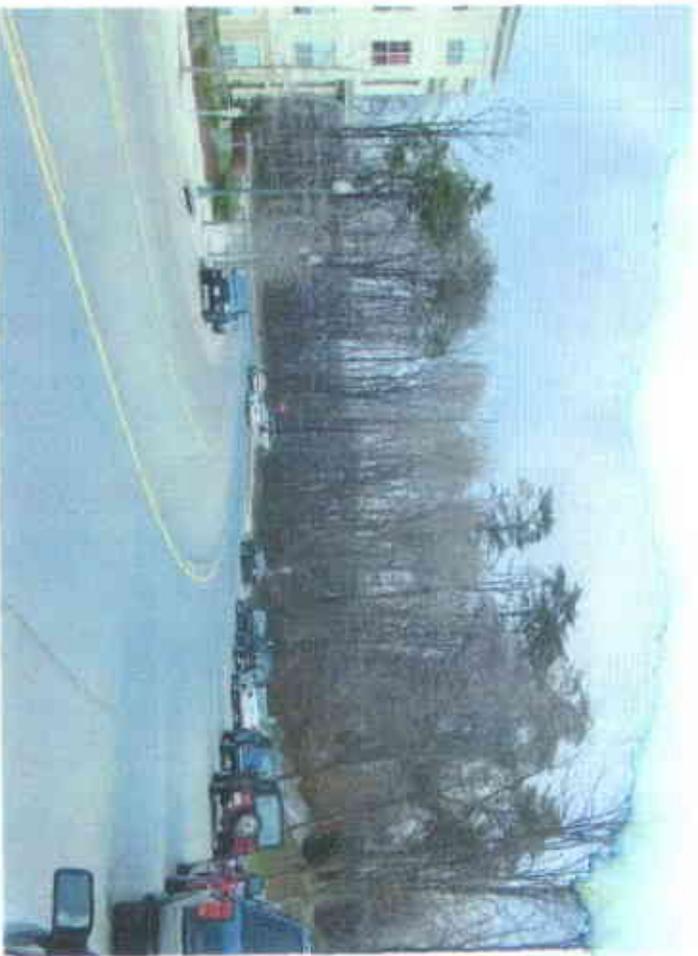
Nebel St.-Looking Toward Old Georgetown Rd.



Nebel Street/Grocery Parking Lot - Right



Nebel Street/Park Avenue - Right



Old Georgetown Rd./Citadel Ave. - Right



Old Georgetown Rd./Chapman Ave. - Left



Nebel Street/Grocery Parking Lot - Left



Old Georgetown Rd./Citadel Ave. - Left

MONTGOMERY COUNTY
SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: NORTH BETHESDA TOWN CENTER Preliminary Plan #:

Street Name: ROCKVILLE PIKE - MD RTE 355 Master Plan Classification: M-6
MAJOR HIGHWAY

Posted Speed Limit: 40 MPH

Street/Drwy. 1 (BRIDGE ROAD) Street/Drwy. 2 ()

Sight Distance (feet) OK?
Right N/A N/A
Left 550 FT X

Sight Distance (feet) OK?
Right
Left

Comments: INTERSECTION WITH A
RIGHT TURN ONLY - CONCRETE MEDIAN
ON MD RTE 355 - NO PARKING ON MD
RTE 355, ACCEL. AND DECEL. LANES
PROVIDED.

Comments:

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
<u>Major</u> - 50	475
(55)	<u>550</u>

Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side-street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information is true and was collected in accordance with these guidelines.

Jagdish Mandavani
Signature



Accepted By:

Date:

PLS/P.E. MD Registration No.

Facility/Subdivision Name: NORTH BETHESDA TOWN CENTER Preliminary Plan #:

Street Name: OLD GEORGETOWN ROAD Master Plan Classification: INDUSTRIAL BUSINESS

Posted Speed Limit: 30 MPH

Street/Drwy. 1 (STATION STREET)

Street/Drwy. 2 (MARINELLI ROAD)

Sight Distance (feet)	OK?
Right <u>500 FT +/-</u>	<u>X</u>
Left <u>210 FT</u>	<u>X</u>

Sight Distance (feet)	OK?
Right <u> </u>	<u> </u>
Left <u> </u>	<u> </u>

Comments: SIGHT DISTANCE TO
THE RIGHT MAY BE
OBSTRUCTED BY PARKED
AUTOMOBILES

Comments:

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

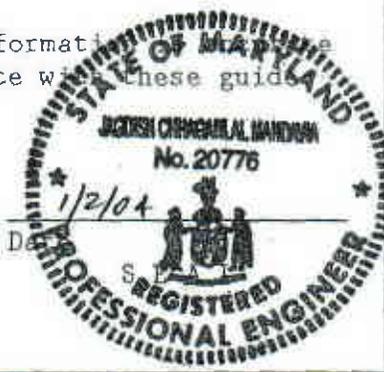
Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side-street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information was collected in accordance with these guidelines.

Jagdish Mandan
Signature



Accepted By:

Date:

PLS/P.E. MD Registration No.

MONTGOMERY COUNTY
SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: NORTH BETHESDA TOWN CENTER

Preliminary Plan #:

Street Name: OLD GEORGETOWN ROAD

Master Plan INDUSTRIAL &
Classification: BUSINESS

Posted Speed Limit: 30 MPH

Street/Drwy. 1 (CHAPMAN AVENUE)

Street/Drwy. 2 ()

Sight Distance (feet)	OK?
Right <u>510 FT</u>	<u>X</u>
Left <u>510 FT</u>	<u>X</u>

Sight Distance (feet)	OK?
Right <u> </u>	<u> </u>
Left <u> </u>	<u> </u>

Comments: BOTH SIGHT DISTANCES
MAY OBSTRUCTED BY PARKED
AUTOMOBILES

Comments:

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side-street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with the guidelines.

Jagdish Mandavira
Signature



Accepted By:

Date:

PLS/P.E. MD Registration No.

MONTGOMERY COUNTY
SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: NORTH BETHESDA TOWN CENTER

Preliminary Plan #:

Street Name: OLD GEDRGETOWN ROAD

Master Plan Classification: INDUSTRIAL & BUSINESS

Posted Speed Limit: 30 MPH

Street/Drwy. 1 (CITADEL AVENUE)

Street/Drwy. 2 ()

Sight Distance (feet)	OK?
Right <u>280 FT</u>	<u>X</u>
Left <u>600 FT +/-</u>	<u>X</u>

Sight Distance (feet)	OK?
Right <u> </u>	<u> </u>
Left <u> </u>	<u> </u>

Comments: EIGHT SIGHT DISTANCE
IS GOOD TO THE INTERSECTION
WITH NEBEL STREET

Comments:

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side-street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with the following lines.

Joseph Mendicino
Signature



Accepted By:

Date:

PLS/P.E. MD Registration No.

MONTGOMERY COUNTY
SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: NORTH BETHESDA TOWN CENTER Preliminary Plan #:

Street Name: NEBEL STREET Master Plan Classification: INDUSTRIAL & BUSINESS

Posted Speed Limit: 30 MPH

Street/Drwy. 1 (GROCERY PARKING LOT) Street/Drwy. 2 (PARK AVENUE N.)

Sight Distance (feet) OK?
Right 275 FT +/- X
Left 600 FT +/- X

Sight Distance (feet) OK?
Right 300 X
Left 700 FT X

Comments: SIGHT DISTANCE LEFT TO INTERSECTION WITH OLD GEORGETOWN ROAD IS 200 FT

Comments: SIGHT DISTANCE RIGHT MAY BE OBSTRUCTED BY PARKED AUTOMOBILES.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side-street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with the lines.

Jagdish Mandwani
Signature

01/02/04
Date



PLS/P.E. MD Registration No. _____

Accepted By: _____

Date: _____

MONTGOMERY COUNTY
SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: NORTH BETHESDA TOWN CENTER Preliminary Plan #:

Street Name: MARIVELLI ROAD Master Plan Classification: INDUSTRIAL & BUSINESS

Posted Speed Limit: 30 MPH

Street/Drwy. 1 (CITADEL AVENUE) Street/Drwy. 2 ()

Sight Distance (feet) OK?
Right 400 FT X
Left 400 FT X

Sight Distance (feet) OK?
Right
Left

Comments: BOTH DISTANCES WILL
BE PARTIALLY OBSTRUCTED BY
PARKED VEHICLES

Comments:

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side-street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

Source AASHTO

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information was collected in accordance with these guidelines.

Jagdish Mandar
Signature



Accepted By:
Date:

PLS/P.E. MD Registration No.

Facility/Subdivision Name: NORTH BETHESDA TOWN CENTER Preliminary Plan #:

Street Name: MARINELLI ROAD Master Plan Classification: INDUSTRIAL & BUSINESS

Posted Speed Limit: 30 MPH

Street/Drwy. 1 (STATION STREET)

Street/Drwy. 2 ()

Sight Distance (feet)	OK?
Right <u>N/A</u>	<u>X</u>
Left <u>600 FT +/-</u>	<u>X</u>

Sight Distance (feet)	OK?
Right <u> </u>	<u> </u>
Left <u> </u>	<u> </u>

Comments:

Comments:

INTERSECTION WILL HAVE A
RIGHT TURN ONLY (CONCRETE
MEDIUM ON MARINELLI)

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side-street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

Source AASHTO

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information was collected in accordance with these guidelines.

Jagdish Mandalic
Signature



PLS/P.E. MD Registration No.

Accepted By:

Date: