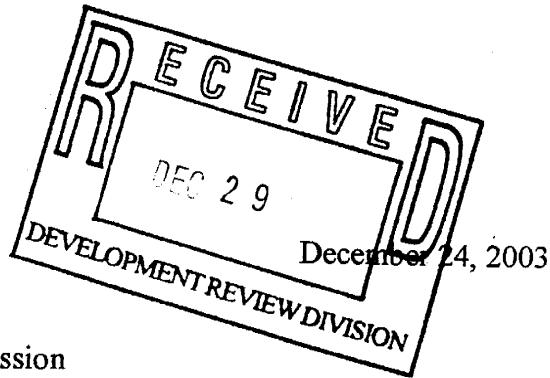




HISTORIC PRESERVATION LTD
FOUNDED 1974



Ms. Susan Velasquez, Chair
Historic Preservation Commission
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Development near Montrose School

Dear Sue:

On behalf of Peerless Rockville, I write to endorse the attached plan for a sidewalk proposed to connect the west end of the Montrose Crossing shopping center with the Montrose School property. Peerless Rockville has owned this 1909 schoolhouse for 24 years, although for the foreseeable future the State Highway Administration retains ownership of the land under the building.

I met with Peter Melmed this fall to review his client's plan for the sidewalk, after which he revised it to reflect my suggestions. The attached plan now identifies the outhouse foundations and the three red cedars planted by students on Arbor Day 1924 to the west of the school. Mr. Melmed relocated the path to respect and include those features and added a bench facing toward the school building. With the clearing and grubbing of trash and invasive plants and perhaps the addition of a small interpretive marker, this will make an attractive and informative addition to our Master Plan site.

It is my understanding from Mr. Melmed that should the location of the future road into the school property (also shown on the map attached) change as those plans develop, that Peerless Rockville and the HPC would again be consulted if the subject sidewalk might also require reconfiguration.

Thank you and the HPC staff for your interest in this matter. As my mother always said, "The devil is in the details."

Sincerely,

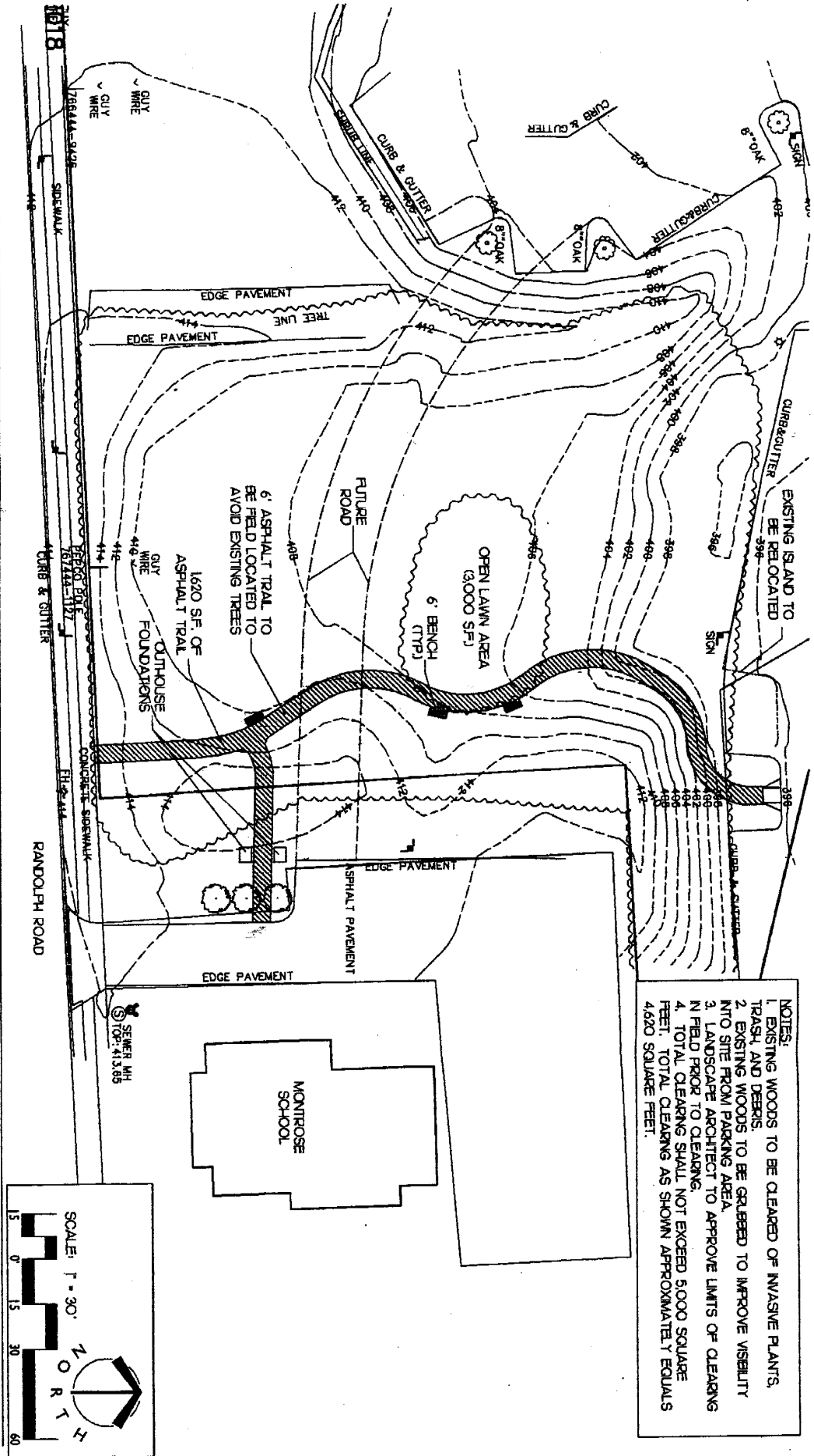

Eileen McGuckian
Executive Director

Enclosure

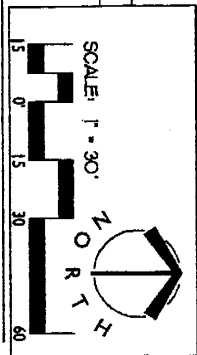
Cc: Michele Naru, Wynn Witthans, Peter Melmed, SHA

MONTROSE CROSSING

AMENITY LAYOUT PLAN, ROCKVILLE, MD



- NOTES:
1. EXISTING WOODS TO BE CLEARED OF INVASIVE PLANTS, TRASH, AND DEBRIS.
 2. EXISTING WOODS TO BE GRUBBED TO IMPROVE VISIBILITY INTO SITE FROM PARKING AREA.
 3. LANDSCAPE ARCHITECT TO APPROVE LIMITS OF CLEARING IN FIELD PRIOR TO CLEARING.
 4. TOTAL CLEARING SHALL NOT EXCEED 5,000 SQUARE FEET. TOTAL CLEARING AS SHOWN APPROXIMATELY EQUALS 4,620 SQUARE FEET.



DECEMBER 11, 2003 LDI# 2003137



From: EDWARD Stein III
To: DOUG MILLS
Date: 01/05/2004 1:49:13 PM
Subject: MD 355: Montrose Crossing Phase III

Doug,

Highway Design has review the submission from Milestone Communities for their Montrose Crossing Phase III development. After talking with Greg Cooke, Engineering Access Permits, we both agree with the asphalt pedestrian trail from the proposed complex to the Montrose School.

However, we do suggest that as part of the lease agreement that Milestone fully understand that modifications will have to be made, in the future, to this trail to accommodate an entrance to the Montrose School facility as part of SHA's MD 355 project.

Thanks,
Ed

Edward G. Stein III
Project Engineer
Highway Design Division
707 North Calvert Street
Baltimore, MD 21202
Phone: 410-545-8844
Fax: 410-209-5001
estein@sha.state.md.us

CC: DARRELL MOBLEY; ERIC MARABELLO; GREG COOKE; KEN BRIGGS; KEN MCDONALD; PAUL LEDNAK



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.ci.rockville.md.us

Community Planning and
Development Services
240-314-8200
TTY 240-314-8137
FAX 240-314-8210

Inspection Services
240-314-8240

Planning and Zoning Division
240-314-8220

Landlord Tenant
240-314-8219

January 8, 2004

Mr. Derick Berlage, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: **Montrose Crossing Amendment, Alexan Residential project.**

Dear Mr. Berlage:

Thank you for the opportunity to review the amendment to the Montrose Crossing plan. After evaluating the proposal, the City offers the following:

- The City is concerned about the height of the building, and the mass it presents, given the scale of the building and the view from southbound Chapman Avenue and Bou Avenue. This should be addressed through decreased height or width, or by increased articulation of the Bou Avenue façade. This façade does not appear to meet the urban design objectives of the approved and adopted North Bethesda/Garrett Park Master Plan. In particular, the Plan recommends, "greatly improve the pedestrian friendliness of new and existing streets, particularly within walking distance of transit nodes..." (page 109). A five-story parking garage topped by a building reaching 200 feet in height will decrease the pedestrian friendliness of Bou Avenue.
- The City is also concerned about student generation of the project. Two of the schools that serve this development will be over 100% of school capacity by 2007.
- The City has concerns about the traffic generated from the increase in residential units, and would like to discuss mitigation measures, given the anticipated traffic on Rockville streets.
- Consistency of the landscape plan between the various drawings should be reviewed.

Thank you for your attention. I can be reached at 240.314.8225 at your convenience to discuss this matter.

Sincerely,

Scott E. Parker, AICP
Planner III
City of Rockville
Community Planning and Development Services

cc: Mayor and Council, City of Rockville
Art Chambers, Director of Community Planning and Development Services
Bob Spalding, Chief of Planning

MAYOR
Larry Giammo

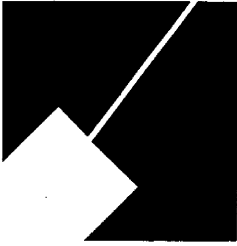
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W. Mark Pentz

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Claire F. Funkhouser

CITY ATTORNEY
Paul T. Glasgow

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

*8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org*

MONTGOMERY COUNTY PLANNING BOARD

DRAFT OPINION 1/7/04

Project Plan No. 9-94003A

MONTROSE CROSSING, RMX-3C Zone

Northeast Quadrant of the Intersection of Rockville Pike and Randolph Road

North Bethesda

Date Mailed:

Action: Motion was made by Commissioner ____, seconded by Commissioner ____, with a vote of, Commissioners _____ voting for the motion, Commissioner ____ was necessarily absent.

On October 24, 2003, Montrose Crossing Inc. submitted a project plan application seeking to develop pursuant to the optional method of development in a RMX-3C Zone. The application is for 467,807 gross square feet of retail space and 150 dwelling units. The subject property is recorded lot.

On January 22, 2004, Project Plan #9-94003A was brought before the Montgomery County Planning Board for a public hearing pursuant to Chapter 59 of the Montgomery County Code. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in record on the application. Based on the oral testimony, written evidence submitted for the record, and the staff report, the following findings and conditions are hereby adopted.

FINDINGS

1. Conforms with the Requirements and Intent of the RMX-3C Zone

The Planning Board finds that Project Plan #9-94003A, as conditioned, meets all of the purposes and requirements of the RMX-3C Zone. A summary follows that compares the development standards shown in the application with the development standards required in the RMX-3C Zone.

DATA SUMMARY: MONTROSE CROSSING

STANDARD	PERMITTED/REQUIRED	PROVIDED
Lot Area		31.68 acres 1,380,027 sf
Maximum Density		
<ul style="list-style-type: none"> • Commercial FAR • Residential du 	0.5 150 du minimum	0.34 150 230 du
Overall Floor Area		
<ul style="list-style-type: none"> • Commercial • Residential 		467,806 sf 150,000 — 200,000 sf 300,000 sf
Maximum GLA	1,300,000	467,806 462,599 sf
Minimum Build Setback From Street		
<ul style="list-style-type: none"> • Residential Building • Commercial Building 	30 ft / 15 ft with waiver 25 ft / 12.5 ft with waiver	15 ft with waiver 12.5 ft with waiver
Minimum Parking Setback	10 ft	10 ft
Parking spaces	Retail 1,929 Residential 226* Total 2,155 spaces	2,413 spaces (2,155 on site) 350 spaces-

* The final number of residential spaces would be determined at site plan, based on the final ~~distribution~~ number of dwelling units.

GREEN AREA AND PUBLIC AMENITIES CALCULATIONS

1. **Green Area**

Required: ~~151,940 sf~~ — 139,643 sf

10% of lot area for the commercial area – 132,501 sf

20% of lot area for the residential area - 7,142 sf

Provided: ~~152,000 sf (11%)~~ — 170,264 sf * Commercial Green area – 143,743 sf
Residential Green Area – 8,061 sf
170,264sf

- landscape in parking lots 22,000-sf
- setbacks 20,600-sf
- sidewalks and medians 23,500-sf
- residential open space 21,000-sf
- on-site streetscape 56,500-sf
- on-site open spaces 8,400-sf

2. **Public Facilities and Amenities**

Provided: 96,040 sf (7%)

(On Site

- paved crosswalks 18,500 sf)
- Provided in Commercial Green area # above

Off Site

- streetscape and open spaces 77,540 sf

3. **Total Green Area and Public Amenities**

~~248,040 sf (18%)~~

247,804 sf (18%)*

* The slight reduction of green space is a result of more exact calculation techniques using computer measurements and a difference in the footprint of the residential building.

FINDINGS

1. Conforms to the North Bethesda – Garrett Park Master Plan

The Planning Board finds that Project Plan #9-94003, as conditioned, is in conformance with the approved and Adopted North Bethesda – Garrett Park Master Plan. The land use, circulation, and urban design objectives described in the Master Plan have been met by the Montrose Crossing Project.

2. Compatibility with the Neighborhood

The Planning Board finds that the Project Plan, as conditioned, will be compatible with the existing and potential development in the general neighborhood because of its location, size, intensity, staging, and operational characteristics.

3. Will Not Overburden Existing or Proposed Public Services

The Planning Board finds that the proposed development, subject to its review and compliance by applicant of any requirements imposed by a timely adopted public facility review pursuant to the Loophole Closure Law, will not overburden existing public services nor those programmed for availability, concurrently with each state of development.

4. Is More Efficient and Desirable than the Standard Method of Development

The Planning Board finds that the proposed project, as conditioned, will be more efficient and desirable than the standard method of development. This optional method project would consist of a mix of uses which is recommended in the Master Plan and which would not be provided under the standard method of development. With approximately 150 230 dwelling units, the housing component will provide the 24-hour activity within the center and help to enliven it. Several amenities, both on site and off site, will be included in this project as part of the optional method. An enhanced pedestrian environment will be provided on site, consisting of attractive streetscaping along continuous sidewalks that provide direct linkage within the site and along the perimeter. Several open spaces will provide the public a focus and thus promote a sense of community for the area.

5. Includes Moderately-Priced Dwelling Units

The application includes moderately-priced dwelling units. This project shall provide Moderately Priced Dwelling Units for the project at the rate of 12.5% for 230 units, or 29 MPDUs. The developer's proposal for provision of MPDUs is attached. They intend to supply 15 MPDUs on site and make a payment to the Housing Initiative Fund for the remainder.

CONDITIONS

The Planning Board APPROVES Project Plan #9-94003 subject to the following conditions:

1. Development Ceiling

- a. Subject to site plan review, this development is limited to a maximum of a total of 230 high-rise plus the previously approved 426,048 square feet of general retail (with a supermarket) space, 20,377 square feet of restaurant, and 2,400 square feet of general office space. ~~76,160 square feet of additional retail use (for a total commercial development of 467,806 462, 599 sf) and 150 dwelling units.~~ The proposed project shall retain the other previously approved conditions of approval for Project Plan No. 9-94003 and Preliminary Plan No. 1-60252 (Attachment 1).
- b. Project to be built in accordance with the following phasing plan:
 - A. Phase I (Ia and Ib) – Construct 34,500 square feet of new retail use to replace 41,340 square feet of existing retail for a net decrease in retail area of 6,840 square feet.
 - B. Phase II – Construct 83,000 square feet of retail use and a parking structure.
 - C. Phase III – Construct approximately ~~150~~ 230 dwelling units and Open Space “B improvements.
- c. Enter into an agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to participate in the North Bethesda Transportation Management District (TMD) to assist in achieving and maintaining their Trip Reduction Goals.

2. Transportation Improvements

In addition to any requirements that may occur as a result of a timely adequate public facilities review pursuant to the Loophole Closure Law, the applicant must provide the following transportation improvements:

- a. Prior to building permits for Phase II, the applicant must have a third northbound approach lane on Parklawn Drive West at Randolph Road under construction, unless after further investigation and study by the applicant in conjunction with site plan approval for Phase II, an alternative road improvement designed to mitigate the traffic at this locations approved as Phase II site plan condition. This lane would be used as an exclusive left-turn lane;

- b. Prior to occupancy permits for Phase II, the applicant must complete the construction of Chapman Avenue Extended, from Randolph Road to Bou Avenue, to include two through travel lanes and two parking, parcel pick up, or turning lanes and ensure that the street is fully operational; and
- c. Prior to building permits for Phase II, the applicant must enter into a Public Improvement Agreement (PIA) with the Montgomery County Department of Transportation (MCDOT) to provide the following:
 - (i) Complete a before/after study of Rockville Pike and Chapman Avenue, not later than six months after occupancy permits, to confirm that there is sufficient diversion at the intersection of Randolph Road and Rockville Pike to mitigate the impact of the development; and
 - (ii) If such diversion cannot be demonstrated, the application must have an eastbound right-turn lane from Montrose Road to southbound Rockville Pike under construction within six months after completion of the study.

3. Traffic Impact Study

Prior to site plan approval for Phase II, the applicant must update the traffic impact study for the further Adequate Public Facilities (APF) review in accordance with all requirements of law, including Loophole Closure Law.

4. Dedication of Nebel Street

Nebel Street must be dedicated to a right-of-way of 70 – 80 feet at the time it is 100% funded in the CIP. If dedication occurs prior to the expiration of lease to Levitz, such dedication would be subject to Levitz's approval and may result in a temporary reduced right-of-way along a portion of the store.

5. Dedication of Bou Avenue

Bou Avenue, between Chapman Avenue and the lease line, must be dedicated to a 70-foot right-of-way ~~at the time that Nebel Street is 100% funded in the CIP~~ prior to issuance of building permit. An offset of approximately five feet off the center line may be permitted at the time of dedication.

6. Lease Agreement with SHA

Prior to ~~site plan~~ building permit approval, the application must provide a signed lease agreement with the State Highway Administration that reflects the improvements to Open Space 'B' and any improvements and maintenance of parking and amenities within the SHA right-of-way, which borders the property to the south.

7. Phasing of Amenities

The public facilities and amenities for this project plan must be provided at the initial occupancy permit for the respective phases as follows:

Phase II: Open Space A, Open Space C, Montrose Gateway, Chapman Avenue including streetscape, East West Street streetscape, Bou Avenue streetscape, and Rockville Pike streetscape; and

Phase III: Residential amenities and Open Space B.

8. Improvements to Chapman Avenue Extended

Prior to site plan approval for Phase II, the applicant must include the following in the design of Chapman Avenue, which would be a private street, from Randolph Road to Bou Avenue, subject to MCDOT's approval:

- a. The roadway must include two through travel lanes and two parking, parcel pick up, or turning lanes and consist of 36 feet. On street parking may be deleted if it interferes with pedestrian access to the stores;
- b. Continuous sidewalks, with a minimum undisturbed width of 6 feet, on both sides of the street;
- c. Specially paved crosswalks;
- d. Neck-downs at appropriate intersections;
- e. Street trees at the curb, three to three and one half – inch caliper, approximately 30 feet on center along parking areas and 60 feet on center along shops, designed to maintain visibility to primary tenants;
- f. Adequate depth of soil (i.e., 4'-0") to support the proposed street trees;
- g. Street lights approximately 60 feet on center; and
- h. Benches, trash receptacles, and other streetscape elements.

9. Improvements to the East-West Street

Prior to site plan approval for Phase II, the applicant must provide a final streetscape design for the East-West street, pursuant to the following guidelines:

- a. Minimize curb-cuts along the northern side to maintain a continuous sidewalk;

- b. Continuous sidewalks, with a minimum undisturbed width of 6 feet, on both sides of the street;
- c. Specially paved crosswalks;
- d. Street trees, three to three and one half – inch caliper, approximately 30 feet on center, designed to maintain visibility to primary tenants;
- e. Adequate depth of soil (i.e., 4'-0") to support the proposed street trees;
- f. Street lights approximately 60 feet on center; and
- g. A special continuous streetscape feature along the curb to separate pedestrians from cars.

10. Improvements to Rockville Pike Streetscape

Prior to site plan approval for Phase II, the applicant must include the following streetscape elements in the design of the east side of the Pike, from Randolph Road to Bou Avenue, in the area within the right-of-way and the setback, which would generally consist of 30 feet minimum, subject to SHA's approval:

- a. A ten foot wide hiker/biker trail, clearly demarcated by color, signs, and logo;
- b. Double row of street trees, 3 to 3.5 inch caliper, approximately 50 feet on center designed to maintain visibility to primary tenants; and
- c. Adequate depth of soil (i.e., 4'-0") to support the proposed street trees.

The narrower section along the existing Chevy Chase Bank must accommodate the hiker/biker trail only.

11. Improvements to Bou Avenue

Prior to site plan approval for Phase II, the applicant must provide the following setbacks, which reflect the recommended right-of-way and the required minimum setbacks, including applicable waivers: (i) 52.5 feet from the road center line for Building C and 50 feet for its driveway; (ii) 47.5 feet from the road center line for the parking structure; and (iii) 50 feet from the road center line for ~~the first four floors of the residential structure except for the corner of the building and the proposed right-of-way station 102+50 to the lease line.~~ The following streetscape elements must be included along the south side of Bou Avenue the area within the right-of-way and the setback, subject to MCDOT's approval:

- a. A continuous sidewalk with a minimum undisturbed width of six feet;

- b. Street trees at the curb, 3 to 3.5 inch caliper, approximately 30 feet on center;
- c. Adequate depth of soil (i.e., 4'-0") to support the proposed street trees;
- d. Attractive landscaping and screening of the loading areas; and
- e. Pedestrian oriented streetscape elements including lighting, benches, imaging lamppost features, and trash receptacles.

12. Improvements to Open Space A

Prior to site plan approval for Phase II, the applicant must provide the following in the design for Open Space A, which would be adjacent to Building A and consist of approximately 4,400 sf:

- a. Special paving within the surrounding roadway to significantly increase the perceived and usable area of this open space and improve connectivity to the adjacent sidewalks and activating users;
- b. A garden area with year-round interest and permanent plating including trees;
- c. Park chairs and benches; and
- d. A sculptural feature to create a focal point.

13. Improvement to Open Space B

Prior to site plan approval for Phase III, the applicant must provide the following in the design for Open Space B, which would be adjacent to the Montrose School. The details will be determined at site plan. The design must be coordinated with the schools' occupants and subject to SHA's approval:

- a. An east-west axis from the Montrose Gateway to the Montrose School consisting of a tree lined pedestrian link, unless there is an existing facility providing a pedestrian link;
- b. A direct north-south axis from Randolph Road to Open Space A consisting of a tree lined pedestrian link;
- c. A tree save area;
- d. Lighting;
- e. Seating; and
- f. A significant usable grassy area.

14. Improvements to Open Space C

Prior to site plan approval for Phase II, the applicant must provide the following in the design of Open Space C, which would be adjacent to Building C and consist of approximately 4,000 sf, excluding the Chapman Avenue sidewalk:

- a. A continuous typical Chapman Avenue sidewalk area 12 ft wide with 6-foot sidewalk, street trees at the curb, and lighting;
- b. A garden area with year-round interest and permanent planting including trees; and
- c. Park chairs and benches.

15. Improvements to the Montrose Gateway

Prior to site plan approval for Phase II, the applicant must provide the final design for Montrose Gateway, which would be located at the corner of Rockville Pike and Randolph Road and consist of approximately 4,400 sf, to include a festive place maker, landscaping, seating, and lighting. The design must address screening of the air quality station and is subject to SHA's approval.

16. Improvement to Building C

Prior to site plan approval for Phase II, the applicant must provide the following in the design of the area surrounding Building C:

- a. A direct, clear, shaded, and unobstructed pedestrian walk along the south side of the building; and
- b. Attractive screening of the loading areas along Bou Avenue.

17. Provision of Parking

Prior to site plan approval for Phase I, the applicant must revise the parking plan to provide the following:

- a. All required parking must be met with the site;
- b. Surplus parking may be located temporarily within the SHA leased right-of-way so long as a significant wooded area is provided in proximity to the Montrose School. New trees may replace the existing; and
- c. The site must meet the landscaping purposes and requirements in the Zoning Ordinance, Section 59-E-2.73;

18. Building Scale and Compatibility Features

Prior to site plan approval for Phase III, the applicant must address the following in the design of the residential building:

- a. Direct pedestrian linkages from the building entrance to the retail area; and
- b. Setbacks for the high rise portion to be consistent with condition No. 11 in order to achieve human scale on Bou Avenue.

The approval of this project plan includes a 50% waiver of the building setback requirements from Bou Avenue for the commercial buildings and the entirety of the residential building in finding that the proposed streetscape permits a lesser setback without adversely affecting development on adjacent properties.

Witthans, Wynn

From: Caldwell, Sean [scaldwell@tcresidential.com]
Sent: Thursday, January 08, 2004 3:17 PM
To: Larsen, Eric; Witthans, Wynn
Cc: peterm@milestonecorp.com
Subject: Montrose Crossing

Eric,

Thank you for the follow through email.

Wynn,

As a point of clarification, the below-referenced fee's are on a per unit basis for the 14 referenced units.

Furthermore, we have supplied Eric and Elizabeth with a significant amount of market analysis, budgets and proformas to support our ability to finance this project.

Thank you for everyone's efforts.

Sincerely,

Sean Caldwell

Managing Director, Trammell Crow Residential

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

From: Larsen, Eric [mailto:Eric.Larsen@montgomerycountymd.gov]
Sent: Wednesday, January 07, 2004 11:21 AM
To: wynn.whittans@mncppc-mc.org
Cc: Caldwell, Sean
Subject: Montrose Crossing

Wynn, Elizabeth Davison and I have been working with Sean Caldwell of Trammel Crow Residential on the mpdu requirement for the Montrose Crossing high rise development. What we have agreed to is providing fifteen (15) of the mpdus on site and a payment to the Housing Initiative Fund for the remaining fourteen (14) units of the requirement. This would be the general parameters of the agreement regardless of whether the project is a rental development or a condominium. If the project is a condominium, the reason for the alternative agreement is because the monthly fees for the larger units would exceed the affordability level for people on the mpdu waiting list. If the development is rental, providing all of the mpdus on site reduces the return to a level that financing the project is not possible. The amount of the payment to the HIF has not been determined at this time; however, it is expected to exceed \$30,000 if the project is rental and \$55,000 if it is a condominium. I will try to have a formal letter regarding this matter sent to the Chairman with in the next few days.