

## 6000 Executive Boulevard, Sketch Plan No. 320180140

 Emily Tettelbaum, Senior Planner, Area 2 Division, [Emily.Tettelbaum@montgomeryplanning.org](mailto:Emily.Tettelbaum@montgomeryplanning.org), 301.495.4569

 Patrick Butler, Supervisor, Area 2 Division, [Patrick.Butler@montgomeryplanning.org](mailto:Patrick.Butler@montgomeryplanning.org), 301.495.4561

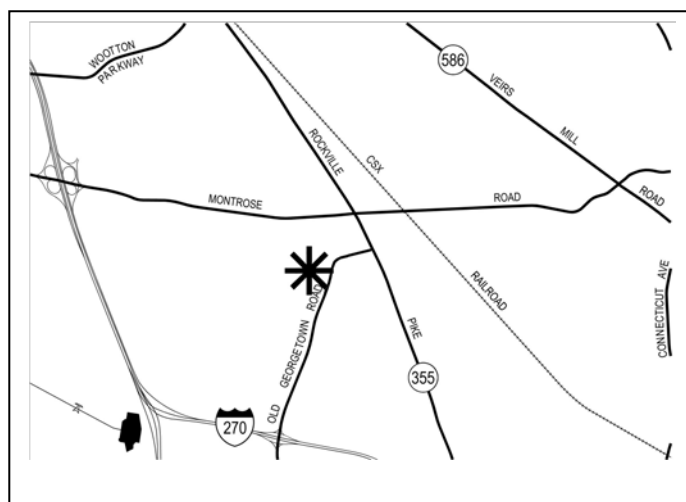
 Carrie Sanders, Chief, Area 2 Division, [Carrie.Sanders@montgomeryplanning.org](mailto:Carrie.Sanders@montgomeryplanning.org), 301.495.4653

Completed: 6/11/2018

### Description

Proposed mixed-use project with up to 927,420 square feet of total development, with up to 556,452 square feet of commercial uses and up to 741,936 square feet of residential uses.

Location: 6000 Executive Boulevard;  
Master Plan: *White Flint 2 Sector Plan*;  
Current use: Seven-story office building;  
Zone: CR-2.5, C-1.5, R 2.0, H 200;  
Size: 8.52-acre tract;  
Applicant: CPH 6000 LLC;  
Acceptance Date: March 19, 2018;  
Review Basis: Chapter 59, Sketch Plan.



### Summary

- Staff recommends approval with conditions.
- The Applicant proposes to transform the Property from a single office building surrounded by surface parking to an urban, mixed-use development with a variety of building types and open spaces.
- The existing office building will be retained and the surface parking lot will be redeveloped with two active-adult, age-restricted buildings including 15% moderately priced dwelling units (MPDUs); an iconic office/retail tower; a Sector-Planned pedestrian/bicycle path; urban plazas; and a neighborhood green.
- The development is proposed to be built in three phases.
- The proposed public benefits are in the following categories: Major Public Facilities, Transit Proximity, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment.

**TABLE OF CONTENTS**

**SECTION 1: RECOMMENDATION AND CONDITIONS ..... 3**

**SECTION 2: SITE DESCRIPTION ..... 5**

**SECTION 3: PROJECT DESCRIPTION ..... 7**

**SECTION 4: PROJECT ANALYSIS AND FINDINGS ..... 22**

**SECTION 5: CONCLUSION ..... 29**

## SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of 6000 Executive Boulevard, Sketch Plan No. 320180140, a mixed-use development on approximately 8.52 tract acres, zoned CR-2.5, C-1.5, R 2.0, H 200. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

1. Maximum density and height;
2. Approximate locations of lots and public dedications;
3. General type, location, and extent of open spaces;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Preliminary and Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 927,420 square feet of total development on the Subject Property, which may include up to a maximum 556,452 square feet of residential uses and 741,936 square feet of commercial uses. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Preliminary and Site Plan.

2. Height

The development is limited to a maximum height of 200 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Major Public Facility, achieved through delivering a portion of a trail envisioned in the *White Flint 2 Sector Plan* and a proportional financial contribution towards a school or park within the Sector Plan area, with the amount to be determined when the Phase 1 Site Plan is approved;
- b. Transit Proximity, achieved through Property's location within ½ mile of the White Flint metro station (level 1);
- c. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs;
- d. Quality of Building and Site Design, achieved through exceptional design, public open space, structured parking; and
- e. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

4. Public Spaces

The Applicant must provide the pedestrian/bicycle path within the landscaped buffer, the neighborhood green, plazas, and pocket greens as conceptually shown on the Sketch Plan that will be privately owned and maintained. While these spaces must be in the approximate location, size, and quantity as shown on the Sketch Plan, the exact size, location and design will be determined at the time of Site Plan(s).

5. Future Coordination for Preliminary Plan(s) and Site Plan(s)

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary Plan or Site Plan:

- a. The approximately 3,045-square foot area of land in the northeast corner of the proposed lot must be abandoned by Montgomery County prior to plat recordation.
- b. Design of the neighborhood green should minimize the appearance of the utility poles along Old Georgetown Road. The neighborhood green should be provided as early as possible in the second phase of the project.
- c. During Phase 1, a fence with a mural and a planted border must be installed to screen the temporary parking area.
- d. Energy efficiency in building design features.
- e. Appropriate architectural treatments to Building B's western façade.
- f. A prominent pedestrian connection between the existing office building and the proposed neighborhood green along Old Georgetown Road.
- g. Views to the service areas of the existing building from the proposed residential buildings.
- h. Dedication of right-of-way consistent with the *White Flint 2 Sector Plan* and the Western Workaround.
- i. Traffic Mitigation Agreement (TMag) with the Planning Board and MCDOT.
- j. Coordination with the Montgomery County Department of Transportation (MCDOT) and the Planning Department regarding the proposed Bus Rapid Transit (BRT) Corridor 6 and the station location.
- k. ADA compliance.
- l. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15).
- m. Bike sharing station(s).

## SECTION 2: SITE DESCRIPTION

### Vicinity

The Subject Property ("Subject Property" or "Property"- outlined in red in Figure 1 below) is described as Parcel N606, Part of Parcel D, Washington Science Center and located at 6000 Executive Boulevard in North Bethesda, at the southwest corner of the intersection of Executive Boulevard and Old Georgetown Road (MD 187). The Subject Property is part of the gateway to the White Flint district, and less than a half-mile walk to the White Flint Metro Station.

To the north, across the 120-foot right-of-way of Executive Boulevard, the Subject Property confronts property owned by Willco Companies that is currently developed with three office buildings. To the northeast, diagonally across the intersection of Executive Boulevard and Old Georgetown Road, is the high-density mixed-use Pike & Rose development, which has a variety of building types and sizes, including multi-family residential, office, restaurant, retail and a hotel. To the east, across the 150-foot right-of-way of Old Georgetown Road, the Gables White Flint project has been approved for a multi-family building with 476 dwelling units and an adjacent parking garage that will also serve the Kennedy Shriver Aquatic Center. To the south, the Property abuts detached homes in the R-200 zone. To the west, the Subject Property abuts property developed with a single office building.

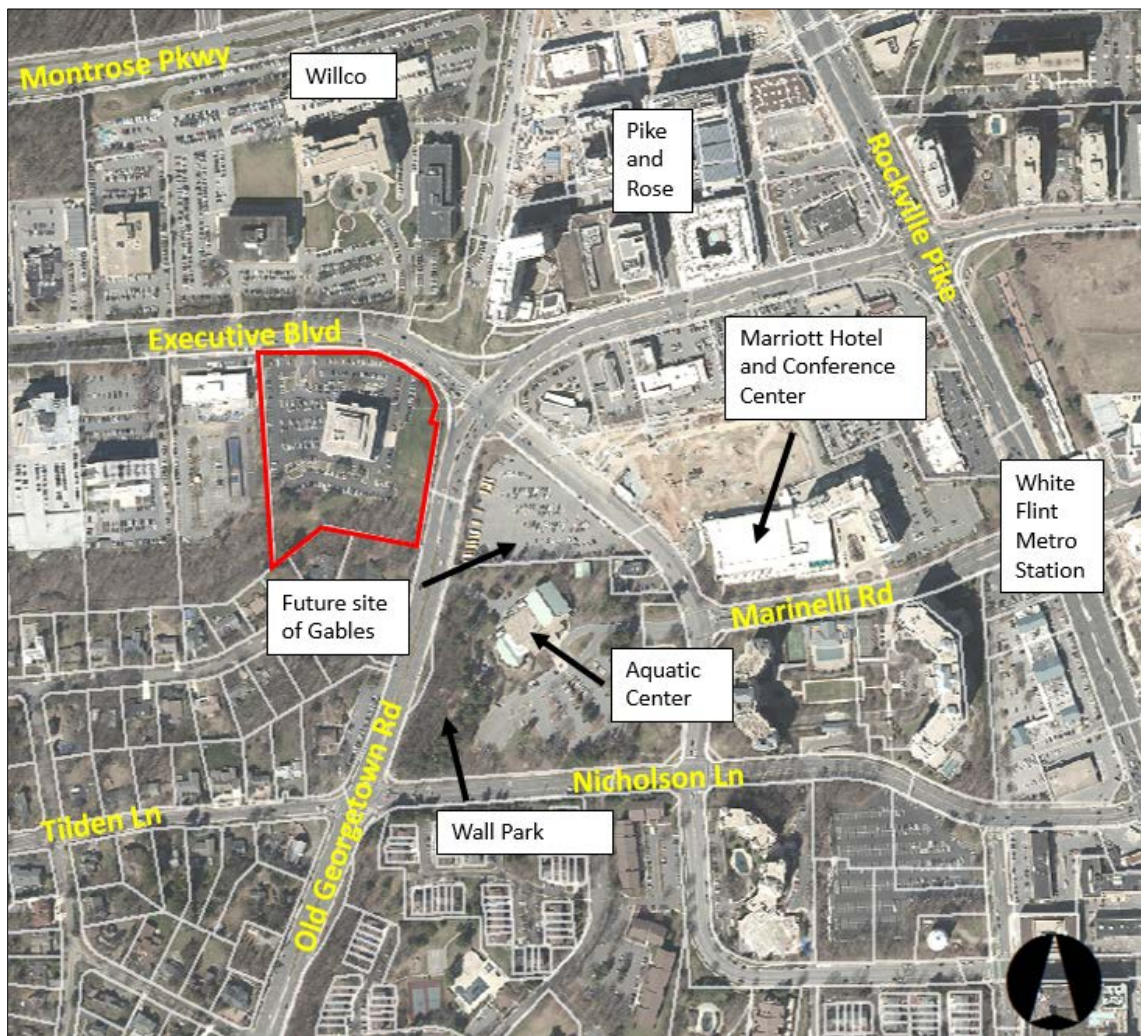


Figure 1: Vicinity Map (Property outlined in red)



### Site Analysis

The 6.78-acre Property is zoned CR 2.5, C-1.5, R-2.0, H-200 and has a tract area of 8.52 acres. It is currently developed with a seven-story office building containing the Applicant's corporate offices as well as medical and other offices with a total of 128,571 square feet, and 374 surface parking spaces. The Subject Property currently has two vehicular access points on Executive Boulevard. In the northwest corner of the site is a full-movement, signalized access drive directly opposite the entrance to the Willco property across the street. Closer to Old Georgetown Road is a one-way, right-out access point.

The southern end of the Property includes trees, a grassy area currently occupied by a utility easement, stormwater facilities, and a culvert that holds the headwaters of Old Farm-Neilwood Creek. The creek emerges from the culvert in the southwest corner of the Subject Property and runs west, behind the office buildings on the south side of Executive Boulevard. The Subject Property also contains a grassy lawn area between the existing office building and Old Georgetown Road to the east. A County Ride On bus stop is located along the Subject Property's Executive Boulevard frontage.



Figure 2: Subject Property (outlined in red)

## SECTION 3: PROJECT DESCRIPTION

### Prior Approvals

- Parcel C was created by the 1969 Record Plat No. 9201 within the overall Washington Science Center site.
- Site Plan 819730050 was approved in 1973 to permit the construction of the existing building on the Subject Property.
- Site Plan Amendment 81973005A was approved administratively in 2008 to permit minor amendments to parking and access and the construction of an ADA-compliant parking booth.
- Site Plan Amendment 81973005B was approved by the Planning Board in 2015 to permit enclosure of the seventh floor of the existing building, adding 12,857 square feet space (for a total of 141,429 square feet) of general office. The construction permitted by this amendment has not been started. Instead, the Applicant has chosen to include the addition as part of this Sketch Plan. The approval for the Adequate Public Facilities (APF) validity associated with the amendment expires on July 2, 2024.
- Site Plan Amendment 81973005C was filed concurrently with this Application to allow the relocation of existing utilities and to approve an associated forest conservation plan. The Amendment is recommended for approval in a separate Staff Report on the Planning Board's consent agenda, and will allow the utility relocation work to proceed on a timeframe that coordinates with (i) the planned installation of a new and required sewer line on the Subject Property by Gables Residential, a project that is located across the street at the corner of Executive Boulevard and Old Georgetown Road; and (ii) ongoing construction of the Western Workaround. The Applicant will request that the Planning Board vacate the existing site plan when a new site plan is approved. Until then, the Applicant desires to maintain the existing site plan in place to support completion of the utility relocation work.

### Proposal

The Applicant is proposing to redevelop the Property in three phases with a mixed-use project containing a maximum of 927,420 square feet of development, which may include up to a maximum 556,452 square feet of residential uses and 741,936 square feet of commercial uses. Subsequent to dedication along Executive Boulevard and Old Georgetown Road, and acquisition of abandoned right-of-way at the intersection, the Property's lot area will be 6.49 acres.

The proposed project includes an office and retail tower at the corner of Executive Boulevard and Old Georgetown Road, an active adult, age restricted residential building at a lower height farther west on the site, and an active adult, age-restricted low-to-mid-rise residential building on the southern portion of the Property. The age-restricted buildings will provide 15% Moderately Priced Dwelling Units (MPDUs). The existing seven-story office building in the center of the Property will remain, and the Applicant plans to extend the partial top floor and enclose space on the open ground floor and second floor to expand the usable area. Building height will transition from 200 feet at the corner of Executive Boulevard and Old Georgetown Road to 50 feet closest to the southern property line.

The Applicant proposes to remove the easternmost curb cut from Executive Boulevard. The Applicant will build an internal roadway out to a future right-in/right-out access point planned on Old Georgetown Road; the curb cut added to the east of the existing office building to replace the parking that will be removed as the new buildings are constructed. After the Western Workaround is complete, the Applicant plans to screen the temporary parking area with a fence. A temporary mural will be created on the fence by a local non-profit arts organization under the direction of a local artist, and a pollinator border with flowers and habitat for various insects and birds will be planted in front of the fence. The decorated fence and pollinator border will be maintained until the neighborhood green is built.

Public open space will exceed the 10% requirement and will include a pedestrian/bicycle path along the southern border of the Property, as well as urban plazas, pocket greens, and a neighborhood green along Old Georgetown Road.

The Applicant intends to file a subsequent Preliminary Plan and Site Plan application, to be reviewed concurrently, for Phase 1 of the development. The timing of Site Plan applications for Phase 2 and Phase 3 has not been determined.

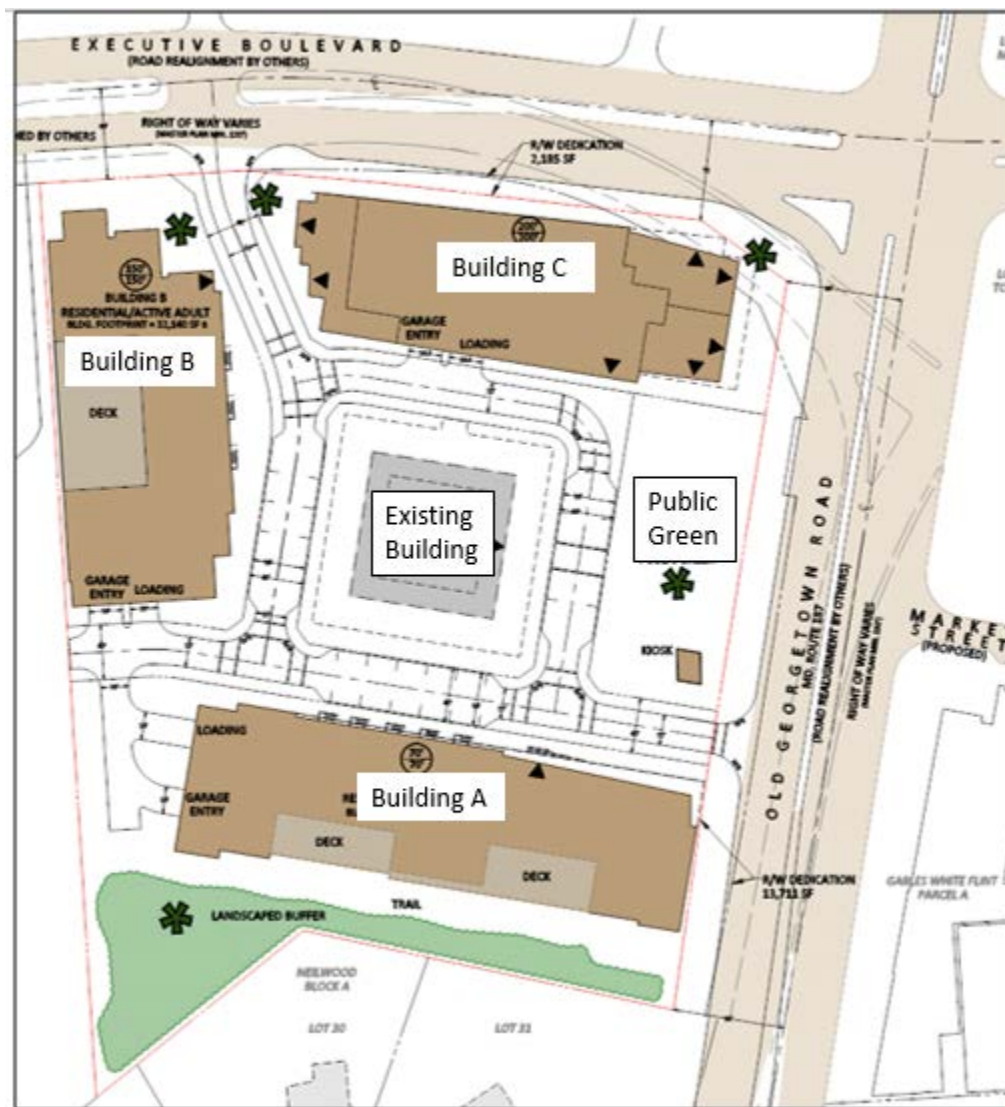


Figure 3: Sketch Plan

### Buildings

Proposed Building A will be an active-adult, age-restricted multi-family residential building for ages 62+ with approximately 131 dwelling units on six levels over four levels of underground parking. The height of Building A will be 50 feet closest to the southern property line, consistent with Zoning Code compatibility requirements, rising to a maximum of 70 feet. Garage entrance and loading will be on the west end of the building. The main entrance and residential amenities will be located at the east end of the building, facing the future neighborhood green.



Building A is designed to evoke the residential character of the neighboring single-family homes. The main building mass will be broken into three sections, with an overhang and the lobby entrance at the east end, a heavily articulated middle section with stoops, and a smaller, more vertically oriented skin at the west to terminate the visual axis from the north entry. On the south side, the building will be divided into three wings articulating from the main structure at a 50-foot height, with private open space sitting between the wings on top of the parking deck. Elements such as bays and balconies will reinforce the residential character of the building.



*Figure 4: Illustrative Massing and Concept Perspectives*

Proposed Building B will also be an active-adult, age-restricted residential building for ages 62+ with a maximum height of 150 feet, approximately 233 dwelling units, and both underground and above-grade structured parking. The ground floor will consist of a lobby entrance and residential amenities at the north end, closest to Executive Boulevard, with the garage entrance and loading dock at the south end, adjacent to garage and loading for Building A.

Proposed Building C will be an “iconic” office/retail tower at the prominent northeast corner of the site with a maximum height of 200 feet, retail occupying the east and west ends of the ground floor, office above, and underground and structured parking. Due to underground utilities and a resulting small building floorplate, a portion of the ground floor will be used for parking and building service. This section will receive landscaping, such as raised planters, evergreen screening, and pedestrian-scaled “green screens” to enhance the pedestrian experience along Executive Boulevard.

Preliminary design ideas for Building C emphasize glass and a dynamic interplay of shapes, with a 40-foot overhang creating a large open space on the ground level and inviting the public into the retail and open space. Folds and setbacks on the facade will provide outdoor spaces for occupants, reduce the perceived height of the building on streets internal to the neighborhood, and create scalar relationships between the adjacent buildings. Simple materials and facade articulation will highlight the resultant sculptural building forms.

The partial top floor of the existing office building will be extended to the previously approved building footprint. In addition, the open ground floor and second floor space will be enclosed to extend usable space.

Per Section 59.4.5.4.B.3 of the Zoning Ordinance, setbacks for principal buildings, accessory structures, and parking are established by the Site Plan approval process. Per Section 59.4.5.4.B.4 of the Zoning Ordinance, form standards are established by the Site Plan approval process and must address, at a minimum, transparency, blank walls, and active entrances. Therefore, building placement and form, including parking placement, as shown on the Sketch Plan drawings, are conceptual, and must demonstrate compliance with the Zoning Ordinance and the *White Flint 2 Sector Plan*.



Figure 5: Illustrative Site Sections

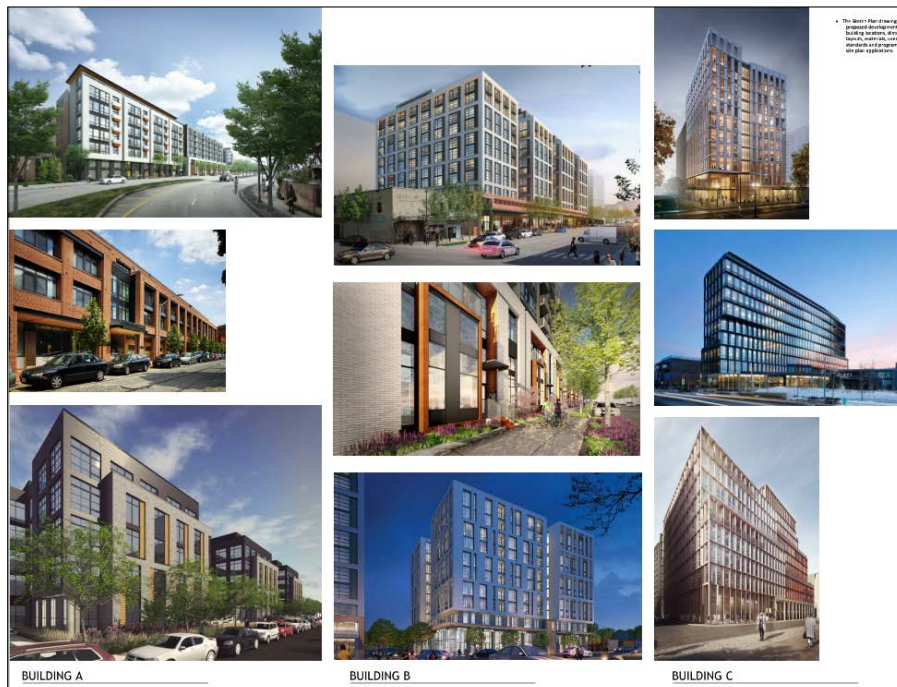


Figure 6: Precedent Building Images

### Open Space and Recreation

The Applicant is required to provide 10 % of the Site, or 28,289 square feet, as Public Open Space. The Applicant is proposing up to 100,000 square feet of open space at this time. The first public open space component that the Applicant anticipates delivering on the Subject Property will be the landscaped area and pedestrian/bicycle path along the southern property line, as called for in the Sector Plan. The pedestrian/bicycle path will be the first segment of a trail that the Sector Plan envisions traversing the area behind the existing office buildings along the south side of Executive Boulevard. The Applicant proposes an entry feature with elements such as a pergola and a bench. The path itself will be paved, with native plantings on both sides.

The Applicant also proposes a neighborhood green, approximately one half-acre in size, that will be located along Old Georgetown Road between Buildings A and C. The preliminary concept for the neighborhood green includes a structural component to anchor this space, which may take the form of a retail pavilion, a water feature, public art or some other element that will help make the space usable and appealing. Also planned for the neighborhood green are raised lawns, seat walls, and terraces to define spaces and uses within the park. The neighborhood green will also include a lawn area and seating.

The project will include additional open spaces in the form of plazas and pocket greens of varying sizes and configurations interspersed among the buildings.

Section 6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan(s).

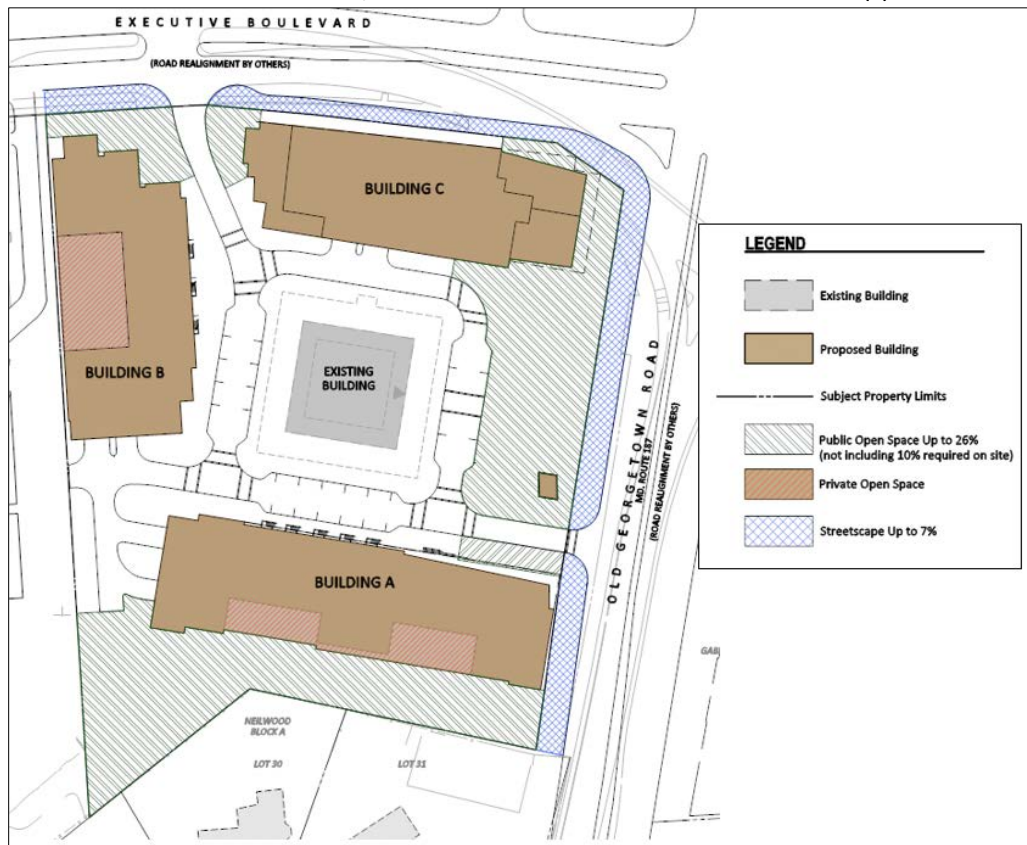


Figure 7: Proposed Open Space Plan





Figure 8: Precedent Open Space Concepts and Images

### Phasing

The Applicant intends to file a subsequent Preliminary Plan and Site Plan application for Phase 1 of the development. The timing of site plan applications for Phase 2 and Phase 3 has not been determined. Although identified presently as Phases 1, 2, and 3 based on current plans, phases may occur in any order or may be combined. The elements of the project that are proposed to be included in each phase are described below.

#### Phase 1

- Building A, with approximately 131 age restricted multi-family units.
- The 50-foot landscaped buffer area between Building A and the southern property line that will contain the pedestrian-bicycle path.
- The new curb cut on Old Georgetown Road.
- Internal streets and sidewalks connecting Executive Boulevard and Old Georgetown Road entrances.
- The temporary surface parking along Old Georgetown Road to replace the parking for the existing office building that will be displaced by Phase 1 and Phase 2 buildings.

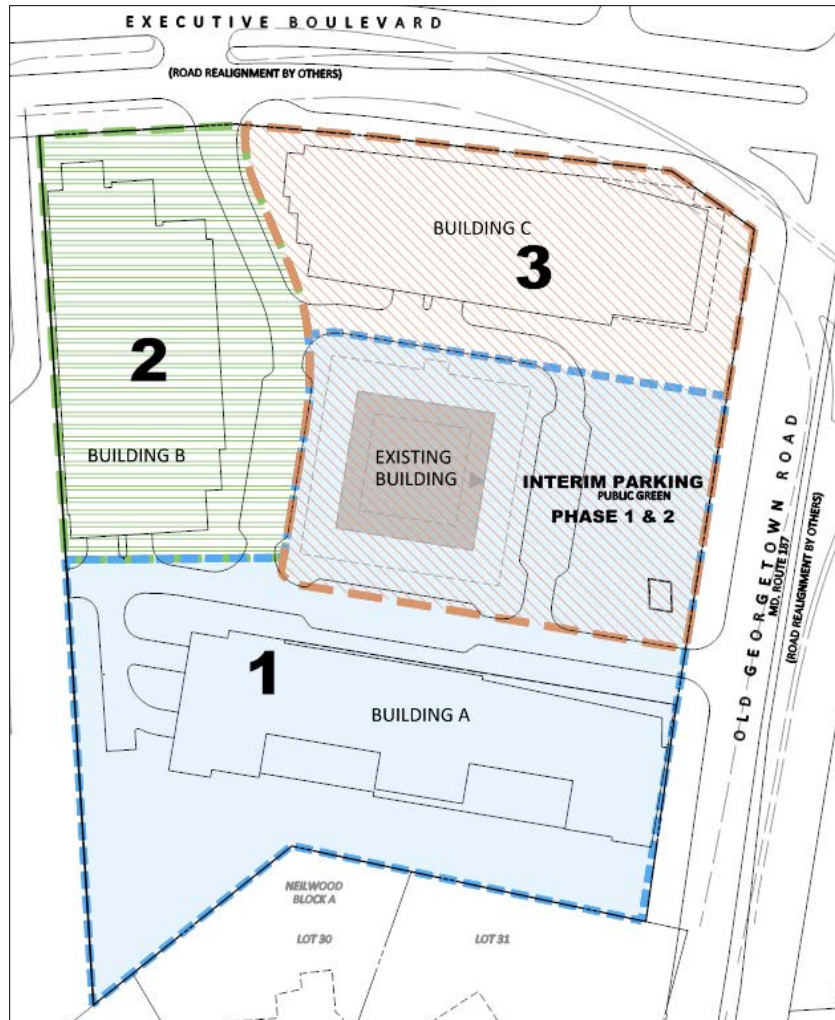


Figure 9: Proposed Phasing Plan

#### Phase 2

- Building B, with approximately 214 to 233 age-restricted multi-family dwelling units.
- An Urban plaza or pocket green between the north facade of Building B and Executive Boulevard.
- A paved sidewalk and streetscaping along internal north-south road.

#### Phase 3

- Building C, with retail occupying the east and west ends of the ground floor and office above.
- The 0.5-acre neighborhood green along Old Georgetown Road.
- The urban plaza at the northeast end of Building C.
- Sidewalks/paths connecting the urban plaza with neighborhood green and building entrance.
- Landscaped sidewalks along Executive Boulevard and Old Georgetown Road.
- The top floor of the existing office building will be extended to the building footprint approved under Site Plan Amendment 81973005B. The open ground floor and second floor space will be enclosed to extend usable space.



## Transportation

### Circulation

Parking for Building A will be below grade on the north side of the building. On the south side, where the topography slopes down, the parking will be mostly underground with the remainder concealed by a green screen, art feature or architectural treatment. The garage entrance and loading dock will be along the west facade of the building, adjacent to the garage entrance and loading dock for Building B and furthest away from Old Georgetown Road and Executive Boulevard.

Buildings B and C will each have three levels of parking underground with the remainder above-grade. Parking will occupy the ground level of Building B only along the south and west facades, away from Executive Boulevard and the public open spaces. The ground level at the north end of Building B will be occupied by lobby and amenity areas. Due to its narrow footprint, Building C will need to have a section of its garage at ground level, between the two retail areas at the east and west ends of the building. The ground level garage space will be given architectural treatments and/or plantings that will make it an attractive part of the Executive Boulevard streetscape. The garage entrance and loading area will be on the south side of the building.

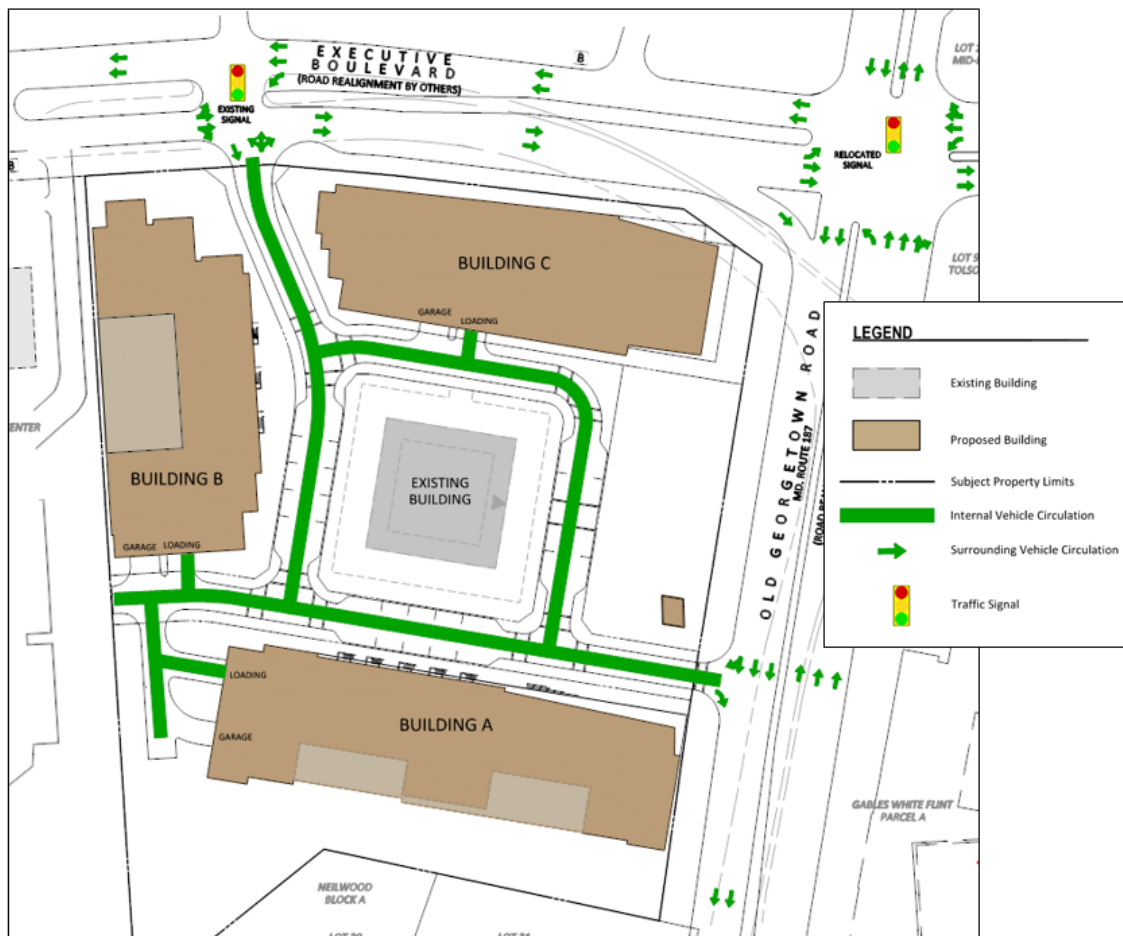


Figure 10: Vehicle Circulation Plan

The Subject Property will have two access points. In the northwest corner of the site is a full-movement, signalized access drive that will be retained directly opposite the entrance to the Willco property across the street. During Phase 1 of the project, the Applicant will build an internal roadway to connect to a future right-in/right-out access point planned on Old Georgetown Road; the curb cut is to be built by the County as part of the Western Workaround project.

The Applicant proposes internal circulation consisting of sidewalks and private roads. Private roads are preferred by the Applicant for the following reasons:

- Private roads will allow for numerous community-wide utility crossings which accommodate development in the area, including storm drain, water, sewer, fiber optic, telecommunications, and electric lines. Placing each of these within easements outside of a publicly dedicated right-of-way would render the site virtually undevelopable. The utility corridors will allow for significant open space and trail connections unencumbered by restrictive easements
- The stormwater management for public roads, and related easements, would unduly restrict development on the Property.
- The horizontal and vertical public road standards are not practical on a Property of this size. The roads must serve up to four buildings, while maintaining grade along two frontages and the rear property line shared with residential properties and containing a stream valley buffer.
- The Sector Plan does not propose any public roads on the Property.

The private road cross-sections will be built to County standards and the horizontal cross-section will accommodate fire and rescue access as well as all anticipated trucks and service vehicles. Bicycle access will be possible along internal roads, but the primary and more convenient bicycles routes will be in separate bike lanes that are planned as part of the Western Workaround, as well as on the pedestrian/bike path that will start on the Subject Property and continue to the west. The proposed private roads will be evaluated at the time of subsequent Preliminary Plan and Site Plans.

#### Planned Public Road Improvements- Western Workaround

MCDOT's Capital Improvements Program (CIP) includes the White Flint West Workaround (Western Workaround) that will impact both Old Georgetown Road and Executive Boulevard. Design has been completed for the Western Workaround and the project is planned for construction between FY18 and FY20 with the following improvements along the Property frontages:

- A free-right-turn at the corner of Executive Boulevard and Old Georgetown Road.<sup>1</sup>
- Sidewalks and green panels.
- An approximately six-foot wide bike lane with a 3.5-foot wide buffer along Old Georgetown Road.
- A five-foot wide bike lane on Executive Boulevard.

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<sup>1</sup> Under Mandatory Referral No. MR2015029, Staff requested that MCDOT eliminate the proposed free-right turn lane in the southwest quadrant of the Executive Boulevard and Old Georgetown Road intersection or modify it to improve pedestrian safety. However, the project is planned for construction with the free-right turn lane.

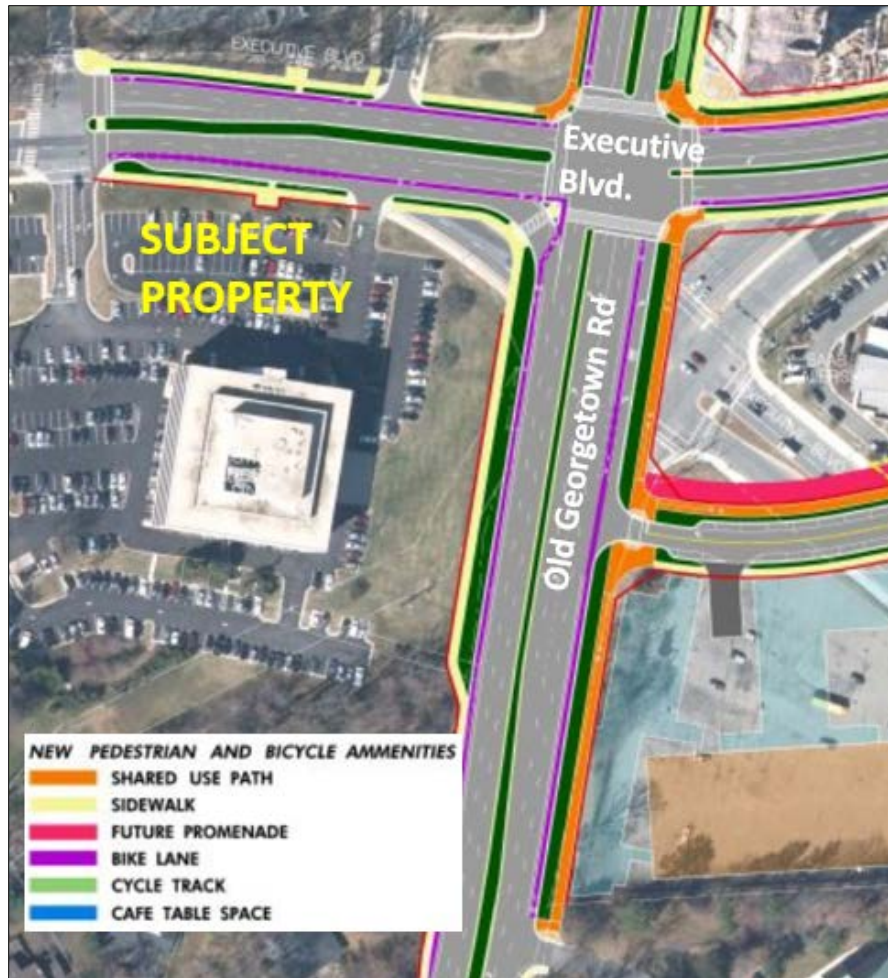


Figure 11: Western Workaround Pedestrian and Bicycle Improvements  
(from MCDOT Website)

#### Master-Planned Roadways, Bikeways, and Transitway

The *White Flint 2 Sector Plan*, 2013 *Countywide Transit Corridors Functional Master Plan*, and the draft *Bikeways Master Plan* include the following recommendations:

Old Georgetown Road (MD 187) is currently designated as a six-lane divided major highway, M-4, with a 150-foot right-of-way and a shared use path, LB-10. The Sketch Plan shows a right-of-way transfer resulting in 81 feet of right-of-way from the centerline of Old Georgetown Road.

Executive Boulevard is designated as a four-lane divided business road, B-7, with a 120-foot right-of-way and a shared use path, LB-3. The Sketch Plan shows a right-of-way transfer to MCDOT resulting in 66 feet of right-of-way from the centerline of Executive Boulevard.

The Sector Plan recommends a separated bike lane along Old Georgetown Road while the draft Bikeways Master Plan recommends a 10-foot-wide side path. The Sector Plan and the draft Bikeways Master Plan both recommend a 10-foot-wide separated bike lane on the south side of Executive Boulevard. As discussed in the section above, bike facilities along Old Georgetown Road and Executive Boulevard have been designed as part of the Western Workaround project which is scheduled to break ground in late summer or fall of this year.

The *Countywide Transit Corridors Functional Master Plan* recommends BRT Corridor 6, the North Bethesda Transitway, with a western terminus at Montgomery Mall. There are two alternative routes for the eastern portion of the corridor, with one alternative terminating at Grosvenor Metro Station and the other terminating at White Flint Metro Station. For the alternative terminating at the White Flint Metro Station, a station is proposed at the intersection of Old Georgetown Road and Executive Boulevard.

#### Existing Transit Service

The Property is located approximately one half-mile from the White Flint Metrorail Station.

There are several bus routes operating along Old Georgetown Road south of the Property at the intersection with Tilden Lane/Nicholson Lane, but no transit service operating along the Property frontage of Old Georgetown Road. There are three transit routes operating along Executive Boulevard as follows:

- Ride On route 5 operates between the Paul S. Sarbanes Transit Center/Silver Spring Metrorail Station and the Twinbrook Metrorail Station with 30-minute headways on weekdays and weekends.
- Ride On route 26 operates between Glenmont Metrorail Station and the Montgomery Mall Transit Center with 30-minute headways on weekdays and weekends.
- Ride On route 81 operates between the Rockville Metrorail Station and the White Flint Metrorail Station with 30-minute headways on weekdays only.

#### Pedestrian and Bicycle Facilities

The existing sidewalk along Old Georgetown Road is approximately 5.5 feet wide with no green panel, while the existing sidewalk along Executive Boulevard is six feet wide with a variable width green panel.

At the time of site plan review, the Applicant should:

- Provide streetscape details that enhance pedestrian safety and walkability for Old Georgetown Road and Executive Boulevard
- Ensure that all internal pedestrian connections are ADA compliant.
- Provide the required number and type of bicycle parking spaces.
- Provide MCDOT recommended bike sharing station(s).

#### Transportation Adequate Public Facilities Test

The Sector Plan recommended an amendment to the 2016-2020 Subdivision Staging Policy (SSP) permitting the extension of the White Flint Metro Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards for three properties, including the Subject Property. These properties will have the higher White Flint MSPA congestion standard for signalized intersections, which has a volume-to-capacity ratio of 1.13. This translates into an average vehicle delay equivalent to 120 seconds per vehicle.

The County Council adopted the Subdivision Staging Policy Amendment to the White Flint Policy Area in April 2018, and the boundary of the policy area expanded to the west to include the Subject Property. The White Flint Special Taxing District, which is an ad valorem tax, exempts this Property from the Local Area Transportation Review (LATR) test, and uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the *White Flint Sector Plan*. The Applicant will satisfy the transportation Adequate Public Facilities test by paying into the White Flint Policy area special taxing district.

### Transportation Management District

The Property is within the boundary of the North Bethesda Transportation Management District (TMD). As required for the Site Plan No. 81973005B approval in 2015, the Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT to participate in the North Bethesda Transportation Management District and assist in achieving and maintaining the 39% non-auto driver mode share goal for residents and the 30% non-auto driver mode share goal for employees within the TMD. The Agreement must include funding for a bike sharing station.

### **Environment**

NRI/FSD No. 420150370 was approved for this site on October 22, 2014. The site contains no streams, wetlands, 100-year floodplains, or known occurrences of Rare, Threatened, and Endangered species. There are 0.17 acres of stream buffer near the southwest corner of the property extending from the stream channel on the property immediately to the west of this site. The property contains approximately 0.75 acres of forest, including two specimen-size trees.

As submitted, the Sketch Plan is in conformance with the Planning Department's *Environmental Guidelines*. A Preliminary/Final Forest Conservation Plan (No. 81973005C) was submitted as part of a recent Site Plan Amendment application.

The Sector Plan includes a specific recommendation that "A minimum 50-foot wide landscape area must be retained on the southern portion of the property. This landscape includes preserved and new trees, the pedestrian-bike path called for in this Plan and required utility easements." The approximate area of the tree preservation area is shown on the submitted Sketch Plan and is also shown on Preliminary/Final Forest Conservation Plan No. 81973005C. Future Site Plans or Site Plan Amendments should show this area on the landscape plans.

### **Sector Plan**

The Property is located within the Executive Boulevard South District in the Approved and Adopted 2018 *White Flint 2 Sector Plan*. The Sector Plan recommended rezoning the property from the EOF 0.75 H100T Zone to the CR- 2.5, C-1.5, R-2.0, H-200 Zone. As a traditional suburban office park, the Sector Plan envisions that several existing Executive Boulevard "office buildings will be retained and complemented by new residential and non-residential development, especially properties that are near new infrastructure and development in the 2010 White Flint Sector Plan area" (p.31). Further, the "existing environmental resources can provide the framework for new infill development and some redevelopment to create a sustainable and innovative district" (p.31).

### Density and Building Height

Specifically, for 6000 Executive Boulevard, the Sector Plan recommends that development on this property "must transition from a maximum of 200 feet buildings at the northeastern corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot wide landscape area must be retained on the southern portion of the property that will include preserved and new trees, the pedestrian-bike path called for in this Plan, and required utility easements. Public open space on this property should consist of a combination of an urban greenway, plazas or pocket greens" (p.34).

The proposed development is consistent with the Sector Plan's recommendations for the Commercial Residential (CR 2.5 C1.5 R2.0 H200) Zone. Buildings A (70 feet), B (150 feet) and C (200 feet) are consistent with the Sector Plan height recommendations for this Property. The existing 7-story office building is also consistent with the Sector Plan's building height recommendation. The proposed 2.50 FAR is also consistent with the Plan's density recommendation for this Property.



### Design and Connectivity

The Sector Plan's design and connectivity recommendations for Executive Boulevard South are to:

- Create an architectural gateway into the greater White Flint area.
- Locate maximum building heights along Executive Boulevard and away from the adjacent single-family residential community.
- Establish a pattern of short blocks and internal streets to promote walkability (p.35).

The Sketch Plan achieves these recommendations since Building C, which is proposed at 200 feet, creates a gateway feature at the intersection and is the maximum height for the development. The proposed development plan layout creates internal streets with sidewalks that promote walkability.

### Affordable Housing

The Sector Plan's housing chapter requires "15 percent MPDUs as the highest priority public benefit for all new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park" (p.59). The development is proposing 15 percent MPDUs for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing.

### Public Facilities

The Sector Plan does not recommend any new public facilities since the adjacent 2010 *White Flint Sector Plan* recommends an array of new public facilities, including a fire station and recreation center. However, the Sector Plan requires that "each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan's direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans" (p.96).

The Subject Property is approximately 6.5 acres with the existing office building. An urban format elementary school site would require at least four to five acres of the Property. A middle or high school require would require much more land, a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size and the location of the existing building. Comparing the small size of the potential building footprints for infill development with the space needs for a public school at any level, a workable school site at this location would not be possible in conjunction with infill development. However, the Applicant is supporting the top priority Sector Plan benefit by including a financial contribution towards a school or park within the Sector Plan area.

### Public Open Space

The Sector Plan recommends that new public open spaces should "consolidate the areas designated for public use space as part of the development process into substantial, programmable, and accessible spaces" (p.26). And, in mixed-use settings, public open spaces should be created "for community use that are framed and activated by surrounding development and uses, where the public feels welcome to gather and linger" (p.26).

The public green, which is proposed between Buildings C and A, will implement a key public open space identified in the Executive Boulevard South District and especially for this Property.

### Environment/Sustainability

The Sector Plan provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. It also provides more specific goals within each of those categories as follows:

#### *Natural Resources*

- Preserve the existing forested stream area south and west of Executive Boulevard and adjacent to the Luxmanor residential community.
- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green spaces (p.62)

#### *Water Quality*

- Prioritize environmental public benefit points for tree canopy cover in the CR zone.
- Promote the use of environmental site design (ESD) techniques to reduce impervious areas (p.63).

#### *Air Quality*

- Incorporate building design features that keep roofs cool, such as green roofs or cool roofs.
- Prioritize environmental public benefit points for tree canopy cover and energy conservation.
- Promote site and building design for energy conservation (p.64).

The Sector Plan also recommends the development of a path/trail in the Executive Boulevard South area while minimizing any encroachment into the stream and environmental buffer.

The Application fulfills several of the Sector Plan's environmental goals. The proposed project is infill development on an existing surface parking lot. The project will also provide more than the required amount of public open space, retention of a portion of the existing forested/wooded area, and landscaping with native species. These features advance the Sector Plan's sustainability recommendations. At the Site Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as a higher than required LEED standard or energy conservation.

### Public Benefits

The Sector Plan's recommended public benefits are the following (in priority order):

- Dedication of land for needed school sites as the highest priority public benefit.
- Fifteen (15) percent MPDUs as the highest priority public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than a school site, including but not limited to: land for school athletic fields; new neighborhood parks and open spaces; public transportation (new Metro Station entrance); and undergrounding of utilities.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.
- Diversity of uses and activities, including but not limited to care centers, moderately priced dwelling units, dwelling unit mix, and enhanced accessibility for seniors or the disabled.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p.104).

This Application supports the top priority Sector Plan public benefit goals by including a proportional financial contribution towards a school or park, and providing neighborhood open spaces, 15% MPDUs, and a portion of the trail envisioned in the Sector Plan.

#### Transportation-SSP and Tax District

The Sector Plan recommended an amendment to the 2016-2020 Subdivision Staging Policy (SSP) to permit the extension of the White Flint Metro Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards for three properties, including the Subject Property. These properties will have the higher White Flint MSPA congestion standard for signalized intersections, which has a volume-to-capacity ratio of 1.13. This translates into an average vehicle delay equivalent of 120 seconds per vehicle.

Associated with this SSP amendment, the existing White Flint Special Taxing District was extended to the Subject Property. The tax district, which is an ad valorem tax, exempts these properties from LATR and uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the White Flint Sector Plan.

#### White Flint Staging

The Council's approval of the *White Flint 2 Sector Plan* increased the Phase 1 and Phase 2 staging limits in the 2010 *White Flint Sector Plan* to accommodate development from 6000, 6001, 6003 and 6011 Executive Boulevard and a portion of the Wilgus properties. Phase 1 has increased from 3,000 dwelling units and 2 million square feet of non-residential development to 4,800 dwelling units and 2.75 million square feet of non-residential development. Phase 2 has increased from 3,000 dwelling units and 2 million square feet of non-residential development to 3,700 dwelling units and 2.18 million square feet of non-residential development.

This Application will be subject to the updated White Flint staging limits and the implementation rules and procedures established in the Planning Board approved White Flint Implementation Guidelines, including Staging Allocation Request (SAR).

#### **Community Outreach**

On February 5, 2018, the Applicant held a pre-submittal public meeting at the Kennedy Shriver Aquatic Center in Rockville. The Applicant has complied with all submittal and noticing requirements. Staff received one letter requesting Staff to suspend review of the Application pending submission of a revised application form and supporting documents. The Applicant submitted the necessary documentation and the review of the Application is proceeding on schedule.

## SECTION 4: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59-7.3.3.E of the Zoning Ordinance states: "To approve a sketch plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The sketch plan must:"

1. *meet the objectives, general requirements, and standards of this Chapter;*

Section 4.5.4 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CR Zone. The proposed development will satisfy the applicable development standards for the Optional Method of Development in the CR Zone, with the exact figures to be determined at the time of Site Plan.

**Table 1- Development Standards and Parking Requirements**

Section	Description	Required/Permitted	Provided
<b>Density and Height</b>			
4.5.4.B.2.b	Maximum Density	Total 927,420 SF Commercial 556,452 Residential 741,936	Up to 927,420 SF total Up to 556,452 commercial Up to 741,936 SF residential
4.5.4.B.2.b	Maximum Height	200 ft.	200 ft.
4.5.4.A.4/ 4.1.8.B	Height Compatibility	No structure may protrude beyond a 45-degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the abutting or confronting Residential zone	Project complies with height compatibility requirements as measured from property lines with all abutting single-family lots.
<b>Placement and Form</b>			
4.5.4.B.3	Setbacks	Determined by site plan	To be set by site plan
4.5.4.A.4/ 4.1.8.B	Setback Compatibility	The minimum rear setback is equal to 1.5 times the minimum rear setback required for a detached house on the abutting property.	Project complies with setback compatibility requirements as measured from property lines with all abutting single-family lots.
4.5.4.B.4	Form	Determined by site plan.	To be addressed by site plan.
<b>Open Space and Parking</b>			
4.5.4.B.1	Minimum Open Space	10% Public Open Space or 28,289 SF	Minimum 28,289 SF to be provided; Sketch Plan anticipates approx. 100,000 SF
6.2.4.B	Minimum Parking Permitted/Maximum Allowed	Minimum 1,164 spaces Maximum 1,932 spaces	Sketch Plan anticipates 1,319 spaces.

The Sketch Plan meets the development standards of Section 59-4.5.4, as shown in the Table 1 above. The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the square footage of non-residential uses, and number and type of residential dwelling units.

The Sketch Plan conforms to the intent of the CR Zone as described below.

*a) Implement the recommendations of applicable master plans.*

As described in the Sector Plan section of this report, the proposed development implements the recommendations of the *White Flint 2 Sector Plan*.

*b) Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.*

This Application proposes redevelopment of an existing surface parking lot surrounding an existing commercial building with a mix of residential, office, and retail uses. The site is a compact and efficient use of space - all previously surface-parked areas will be transformed to structured parking, streets, or open spaces. The layout allows an existing building to be maintained and eventually refurbished while creating infill development around the perimeter and creating a series of different types of open space for the community to shop, live, and work.

*c) Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Project will provide age-restricted, multi-family housing that will enhance the housing choices in close proximity to the White Flint Metro Station. In addition to the creation of Metro accessible senior housing, other types of mobility options will be enhanced by this Project. The first segment of a sector planned trail connection will be provided on the western side of the Property that will eventually link the Luxmanor Elementary School and Park with the future protected bikeway on Executive Boulevard. Bike lanes will be included along both Property frontages as part of the Western Workaround. A private street network will provide internal circulation and vehicle links to the abutting roads.

Commercial services, including retail and office services will be provided on the Property. When the Project is complete, there will be no parking between the buildings and the abutting roads. The interim parking area will be screened by a fence with a mural and habitat plantings. The Project will provide a neighborhood green that is well situated to provide a visual termination to Market Street (a 2010 *White Flint Sector Plan* recommendation).

*d) Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Project will provide a mix of residential and commercial uses at a Metro-accessible location. Proposed Building C at the intersection of Old Georgetown Road and Executive Boulevard will be the tallest building at 200 feet tall. Height will transition down towards the southern end of the Property adjacent to the existing detached houses. Proposed Building A is located closest to the



residential community to the south of the Property. Building A will be 70 feet on the northern side of the building and will transition to 50' on the southern side closest to the existing detached houses. Further, Building A will be set back at least 50 feet from the southern Property line.

The Project achieves compatibility with surrounding development by stepping down the proposed densities and heights near the existing residential development. Thus, the heights and densities proposed by the Project are compatible and provide appropriate transitions to the surrounding development.

*e) Integrate an appropriate balance of employment and housing opportunities.*

The Project provides new residential housing opportunities for seniors, including 15% MPDUs, in addition to office and retail uses that will create many employment opportunities close to the White Flint Metro Station and other residential communities. Therefore, the Project integrates an appropriate balance of employment and housing opportunities.

*f) Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit.

*2. substantially conform with the recommendations of the applicable master plan;*

As discussed in the Sector Plan section of this report, the Project substantially conforms to recommendations of the *White Flint 2 Sector Plan*.

*3. satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

*4. under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;*

The Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

*5. achieve compatible internal and external relationships between existing and pending nearby development;*

The Sketch Plan successfully achieves compatibility with the varied uses in its immediate vicinity. At the south end of the Property, the first 50 feet of space will contain landscaping, trees, and a pedestrian/bike path open to the public. The Applicant will provide trail entrance features to make the path easy to find and recognize as a public amenity, and to provide directions to other nearby recreational and cultural sites. The adjacent Building A will be residential in use and character,

starting off at a height of 50 feet closest to the property line and rising to 70 feet. Architectural features will break up the mass into three sections and keep the building at a scale that is compatible with abutting detached homes. As a multi-family building for active adults ages 62 and over, Building A will be compatible with the adjoining residential neighborhood from a use perspective. The age restriction will likely result in lower levels of noise and activity than a typical multi-unit building might produce, and the lower scale building will serve as a transition from residential uses to a more urban, mixed-use environment.

From this residential building, the existing office building and Building B will start to transition the site from a lower-scale, residential focus to a higher-scale, mixed-use character, in keeping with the existing office use abutting to the west and the multi-unit development approved across Old Georgetown Road to the east. Building A and the existing building will be similar in height to the Gables Building planned to the east. At 150 feet in height, Building B will be appropriate next to two properties to the west that are recommended in the Sector Plan for a maximum height of 150 feet.

Building C will complete the transition to high-density mixed-use with office and retail in a 200-foot, “iconic” tower that will serve as a gateway building at a key White Flint intersection. The size, design and use of Building C will be compatible with the existing office buildings of varying sizes on the Willco property across Executive Boulevard, and with the mixed-use development the Sector Plan recommends on the Willco property. Building C will also be compatible with the high-density, mixed-use development diagonally across the intersection at Pike & Rose, which includes mid-rise and high-rise residential, shops, restaurants, entertainment venues, and offices.

The existing and proposed buildings will frame a neighborhood green that will be a highly visible amenity for residents, workers, and the surrounding area.

6. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

As described in the Transportation section of this report, the Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Vehicle and pedestrian access will be available from Executive Boulevard and Old Georgetown Road. Bicycle infrastructure will be provided along both Property frontages as part of the Western Workaround project, and the Applicant will build the first segment of a sector-planned trail in the southern portion of the Property, that will provide a connection with properties to the west. Private roads will create an internal circulation network to access the Property’s parking, primarily in garages, and the loading areas for each building.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Master Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, Staff finds that the following outline of public benefits supports the Applicant’s request for incentive density and is appropriate for the community surrounding the site, as described below.

For a development of this size in the CR Zone, the Zoning Ordinance requires 100 points in at least four categories. Although at the time of Sketch Plan review, only the categories need to be approved, the following table shows both the categories and points for public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient public benefits points. The final calculations and benefit points earned will be further refined and ultimately determined at subsequent Site Plan(s). Table 2 shows the Applicant's proposed public benefits in the following five categories: Major Public Facilities, Transit Proximity, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment. Staff supports the proposed public benefits at this time, with a more detailed review and the final number of points to be determined at site plan.

Table 2 – Proposed Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
59.4.7.3.A: Major Public Facility		
Trail Connection	70	5
Proportional Financial Contribution towards a School or Park		25
59.4.7.3.B: Transit Proximity		
Full Site within ½ mile of Level 1 Transit Station	50	30
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Exceptional Design	10	10
Public Open Space	20	16
Structured Parking	20	13
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)*	30	15
Total	-	144

\*Required for optional method CR projects

#### Major Public Facility

*Trail connection:* The Applicant requests five points for the construction of the first segment of a sector-planned trail along the southern and western edges of the Executive Boulevard South area. This is appropriate given the Sector Plan recommendation to link Luxmanor Elementary School and Park and the future protected bikeway on Executive Boulevard via an eight-foot wide trail. The Applicant's portion of the trail will be enhanced with a bike repair station, benches and lush plantings to help create a buffer between the proposed development and the existing single-family homes to the south. This trail is to be delivered with the first phase of development.

*Financial contribution towards a school or park:* The Applicant requests up to 25 points for making a proportional financial contribution towards a school or a park within the Sector Plan area. The highest priority public benefit for this Sector Plan area is dedication of land for needed school sites. Land for school athletic fields is another high priority public benefit. The Applicant's financial

contribution will help offset the cost to acquire land, or to construct or renovate a facility within the Sector Plan area. Details about the contribution amount and points awarded will be determined at Phase 1 site plan approval.

#### Transit Proximity

The entire Property is located between one-quarter and one-half mile from the White Flint Metrorail (level 1) Station and the Applicant requests 30 points as allowed in the Zoning Ordinance. The points for this category will be phased across the Sketch Plan development.

#### Diversity of Uses and Activities

*Moderately Priced Dwelling Units:* The Applicant seeks to gain approval for 30 points for providing 15% MPDU's, one of the highest White Flint 2 Sector Plan goals. The project will provide 15% MPDUs, 2.5% above the minimum required. 12 points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Staff supports the Applicant's request based on the following calculation:

$$[15\% (\text{percentage MPDUs provided}) - 12.5\% (\text{percentage MPDUs required})] * 12 = 30 \text{ points}$$

#### Quality of Building and Site Design

*Exceptional Design:* The Applicant requests 10 points for building or site design whose visual and functional impacts exceptionally enhance the character of a setting. Per the Incentive Density Guidelines, 10 points are appropriate for development that meets all six design criteria for building or site design. The Applicant explains that the Project will meet all of the design criteria listed below:

- Provide innovative solutions in response to the immediate context.
- Creating a sense of place and serves as a landmark.
- Enhancing the public realm in a distinct and original manner.
- Introducing materials, forms or building methods unique to the immediate vicinity or applied in a unique way.
- Designing compact infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site.
- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

*Public Open Space:* The Applicant seeks approval for 16 out of a possible 20 points for this category for providing public open space in excess of the Zoning Ordinance requirements. The required 10% - 28,289 square feet, is provided in Phase 1 with the trail connection/buffer & enhanced stream area. The neighborhood public green, which the Applicant will strive to phase in during Phase 2 will be completed during Phase 3. Points estimated in each phase are based on the amount of open space anticipated above the 10% requirement for the Site. The proposed 16 points are based on the following calculation:

$$[45,233 (\text{public open space provided in square feet}) / 202,704 (\text{net lot area in square feet})] \times 100 = 16 \text{ points}$$

*Structured Parking:* The Applicant seeks 13 points out of a possible twenty for providing structured parking across all three phases of the development. Staff supports the request based on the following preliminary calculation:

$[(784 \text{ above grade spaces} / 1,347 \text{ total spaces}) * 10] + [(535 \text{ below-grade spaces} / 1,347 \text{ total spaces}) * 20] = 13.8$

#### Protection and Enhancement of the Natural Environment

**Building Lot Termination (BLT):** The Applicant requests 12 points permitted for the purchase of approximately 1.35 BLTs. Staff supports the Applicant's request for 12 points at this time based on the following calculation:

$(927,420 \text{ (optional method density in square feet)} - 185,484 \text{ (standard method density in square feet)}) \times 7.5\% \text{ (percentage of incentive density floor area)} / 31,500 \text{ (square feet of gross floor area required per BLT)} \times 9 \text{ (points per BLT purchased)} = 1.76 \text{ BLTs \& 15.9 points}$

8. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The Applicant intends to follow this Sketch Plan application with a preliminary plan application and a site plan application for Phase 1 of the development. Although identified presently as Phases 1, 2, and 3 based on current plans, phases may occur in any order or may be combined and the timing of site plan applications for Phase 2 and Phase 3 has not been determined. The elements of the project that are proposed to be included in each phase are defined in the Project Description section of this report.

Public Benefits will be phased by percentage of density planned for each of the three projected phases for this development as follows:

<b>Table 3 – Proposed Phasing of Public Benefits</b>				
<b>Public Benefit</b>	<b>Incentive Density Points</b>			
	<b>Total Proposed</b>	<b>Phase 1</b> (312,789 GFA-34%)	<b>Phase 2</b> (299,688 GFA-32%)	<b>Phase 3</b> (314,941 GFA-34%)
<b>59.4.7.3.A: Major Public Facility</b>				
Trail Connection	5	5	-	-
Proportional Financial Contribution towards a School or Park	25	25	-	-
<b>59.4.7.3.B: Transit Proximity</b>				
Full Site within ½ mile of Level 1 Transit Station	30	10.1	9.7	10.2
<b>59.4.7.3.D: Diversity of Uses and Activities</b>				
Affordable housing- 15% MPDUs	30	10.8	19.2	-
<b>59.4.7.3.E: Quality of Building and Site Design</b>				
Exceptional Design	10	3.4	3.2	3.4
Public Open Space	16	3.0	5.0	12.0
Structured Parking	13	3.5	3.8	5.6
<b>59.4.7.3.F: Protection and Enhancement of the Natural Environment</b>				
Building Lot Termination (BLTs)	15	7	4.7	3.3
<b>Total Points (percentage of points)</b>	<b>144</b>	<b>65.9 (47%)</b>	<b>43.8 (31%)</b>	<b>31.3 (22%)</b>



## **SECTION 5: CONCLUSION**

The Sketch Plan application satisfies the findings under Section 59-4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the *White Flint 2 Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

### **ATTACHMENTS**

1. Sketch Plan
2. Correspondence
3. MCDOT Letter

**LEGEND**

- Subject Property Limits
- Existing Curb
- Existing Building
- Proposed Building
- Height Allowed
- Height Illustrated
- Proposed Primary Building Entry
- Public Open Space Locations

**Site Plan Details:**

- Building A:** Residential/Active Adult, 32,000 SF ±. Includes Garage, Entry, Loading, Deck, and Trail.
- Building B:** Residential/Active Adult, 24,400 SF ±. Includes Deck and Entry/Loading.
- Building C:** Office/Retail, 23,900 SF. Includes Garage, Entry, and Loading.
- Existing 7-Story Office Building:** Located between Building A and Building C.
- Landscaped Buffer:** Located between Building A and Neilwood Drive.
- Public Green:** Located between Building A and the Existing 7-Story Office Building.
- Kiosk:** Located near the Public Green.
- Highway:** MD. ROUTE 287 (Old Georgetown Road).
- Streets:** Executive Boulevard, Neilwood Drive, Market Street (Proposed).
- Other Features:** Right of Way Varies, Centerline Established by Others, Right of Way Varies, R/W Dedication (2,185 SF), R/W Dedication (13,711 SF), Gabi's White Flint Parcel A, Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## ATTACHMENT 2



THE LAW OFFICE OF  
Michele  
Rosenfeld LLC

May 3, 2018

Ms. Emily Tettlebaum, Senior Planner  
8787 Georgia Avenue  
Silver Spring MD 20910

RE: 6000 Executive Boulevard  
Sketch Plan No. 320180140

Dear Ms. Tettlebaum:

I am writing on behalf of my clients, Andrew and Cheryl New, regarding the tract area identified by the Applicant in the above-captioned Sketch Plan. Mr. and Mrs. New live at 6003 Neilwood Drive, abutting the land that is the subject of the pending Sketch Plan.

It appears to me that the area identified as the subject property does not comply with Montgomery County Code Chapter 59<sup>1</sup> Section 7.3.3.B.1 which says that "[a]n applicant must own the subject property or be authorized by the owner to file the application."

The Tract Area Exhibit included among the application materials (SK501, attached as Exhibit 1, "Tract Area Exhibit") includes an area of 3,045 square feet in the northeast corner of the site identified as "Montgomery County, Maryland," ("County Land"), and cites Liber 5595 folio 839 ("Deed"). The deed is enclosed for your convenience (Exhibit 2).

Although the Sketch Plan Application form ("Application") indicates that the applicant is the "sole owner" of the subject property (Exhibit 3 p. 5), it is clear from the Tract Area Exhibit and the Deed that this is not the case. As reflected in the Tract Area Exhibit, the red boundary indicating the "proposed net lot area" includes the 3,045 square feet owned by the County, and not by the applicant. Based on my reading of the Zoning Code and the Tract Area Exhibit it appears that this land should not be included in this application.

In addition, it appears that the land area included in the tract does not comply with the zoning definition of what is permissibly included in a tract. Zoning Code Section 4.1.7.A.1, which defines a "tract" as "a contiguous area of land, including all proposed and existing rights-of-way, lots, parcels, and other land dedicated by the owner or a predecessor in title. A tract does *not* include land conveyed to a government for more than nominal consideration." (Emphasis added.) As the Deed reflects, the County acquired the 3,045 square feet in question for \$60,600, *i.e.*, more than nominal consideration. On this basis, it appears that the County Land has been improperly included in this application.

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<sup>1</sup> Hereinafter "Zoning Code."



THE LAW OFFICE OF  
Michele  
Rosenfeld LLC

If my reading is correct, please suspend review of this Sketch Plan pending submission of an application form and supporting documents that conform with the requirements of the Zoning Code.

On a final note, please add me as a party of record in this case for purposes of future notifications.

Thank you in advance for your consideration of these issues.

Regards,

Michele Rosenfeld

Cc: Mr. Andrew and Mrs. Cheryl New  
Ms. Francoise Carrier, Esq.

Exhibit 1

6000 EXECUTIVE BOULEVARD

Owner/Applicant / Master Developer:

CPH 6000 LLC  
c/o Guardian Realty Management, Inc.

6000 Executive Boulevard  
Suite 400  
North Bethesda, MD 20852

Attorney:

Bregman, Berbert,  
Schwartz & Giday, LLC  
7315 Wisconsin Avenue  
Suite 800 West  
Bethesda, MD 20814  
301.656.2707  
Contact: Françoise Carrier

Architect:

Hord Coplan Macht , Inc.  
750 East Pratt Street  
Suite 1100  
Baltimore, MD 21202  
410.837.7311  
Contact: Miguel Iraola

Traffic Engineer:

Wells + Associates, INC  
8730 Georgia Avenue  
Suite 200  
Silver Spring, MD 20910  
301.446.1333  
Contact: Nancy Randall

Land Planners/Landscape Architects/Civil Engineers:

VIKA Maryland, LLC  
20251 Century Boulevard  
Suite 400  
Germantown, MD 20874  
301.916.4100  
Contact: Ian P. Duke

Δ	Date	Revision

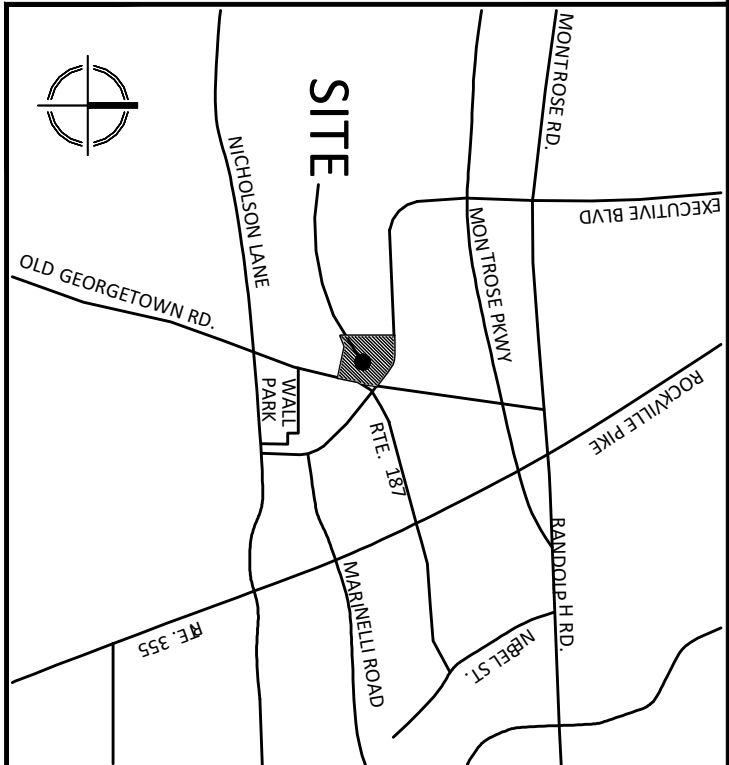
3/20/18	Initial Submission
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TRACT AREA EXHIBIT

SHEET NO.

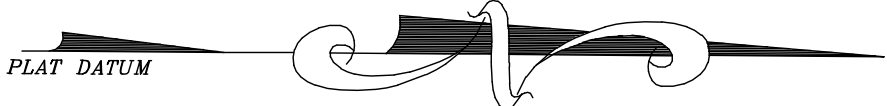
SK501

320180140



VICINITY MAP  
SCALE: 1" = 2,000'

• The Sketch Plan drawings are conceptual and represent proposed development in an illustrative manner. Final building locations, dimensions, heights, floor plans, layouts, materials, uses, phasing, density, development standards and programs shall be determined at time of site plan applications.



EXECUTIVE BOULEVARD  
(120' R/W)  
P.B.71 P.6758 & P.B.74 P.7240

2 PREVIOUS DEDICATION BY PLAT NO. 6758  
69,155 SQ. FT. OR 1.58758 ACRES

DEDICATE  
2,185 SF  
RIGHT OF WAY

ACQUIRE  
3,045 SF

STATE OF MARYLAND  
S.R.C.  
(FEE SIMPLE)  
L.3704 F.97  
(NOT INCLUDED)

MONTGOMERY COUNTY, MARYLAND  
(FEE SIMPLE)  
L.5595 F.839  
(NOT INCLUDED)

PART OF  
PARCEL D  
WASHINGTON SCIENCE CENTER  
PLAT NO. 9672

CPH 6000 LLC  
LIBER 31678 FOLIO 619

NET LOT AREA = 282,890 SQ.FT.  
OR 6.49 ACRES

1

2 PREVIOUS DEDICATION BY PLAT NO. 6758  
69,155 SQ. FT. OR 1.58758 ACRES

OLD GEORGETOWN ROAD  
MD RTE. 187  
(R/W WIDTH VARIES)  
S.R.C. PLAT NOS. 32723 & 32724

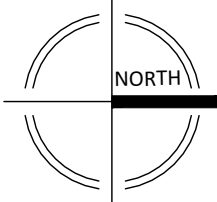
3 PORTION OF ORIGINAL  
OLD GEORGETOWN ROAD ROW  
(NO RECORD FOUND)  
6,072 S.F. OR 0.13939 ACRES

	SQ. FT.	AC.
1 PROPOSED NET LOT AREA	282,890	6.49
2 PLUS PREVIOUS DEDICATIONS PER PLAN 6758	69,155	1.59
3 PLUS ADDITIONAL DEDICATION (OLD GEORGETOWN RD.)	6,072	0.14
PLUS PROPOSED DEDICATION-EXECUTIVE BLVD.	2,185	0.05
PLUS PROPOSED DEDICATION-OLD GEORGETOWN RD.	13,711	0.31
SUBTOTAL	374,013	8.59
LESS ACQUISITION OF PREVIOUS RIGHT OF WAY	-3,045	0.07
TOTAL GROSS TRACT AREA	370,968	8.52
PROPOSED NET TRACT BOUNDARY		

NOTE: THIS EXHIBIT SHOWS THE AREA PROPOSED TO BE UTILIZED FOR GROSS TRACT AREA PURPOSES, AND HAS BEEN PREPARED BASED ON THE REFERENCED PLATS AND OR DEEDS, AND IS NOT BASED ON A FIELD SURVEY BY VIKA OR TITLE SEARCH.

0 25' 50' 100'

SCALE: 1" = 50'





MONTGOMERY COUNTY CIRCUIT COURT (Land Records) HMS 5595, p. 0839, MSA CE63 5553 Date available 07/01/2005. Printed 03/21/12

LIBER 5595 FOLIO 839

Exhibit 2

DEED

THIS DEED made this 22<sup>nd</sup> day of September, 1980,  
by and between EXECUTIVE ASSOCIATES LIMITED PARTNERSHIP  
hereinafter called GRANTORS, and the following, MONTGOMERY  
COUNTY, MARYLAND, GRANTEE, hereinafter called the "COUNTY".

W I T N E S S E T H:

That in consideration of the sum of SIXTY THOUSAND  
AND SIX HUNDRED DOLLARS (\$ 60,600.00) and other good and  
valuable consideration, the said GRANTOR does hereby grant, con-  
vey in fee simple and release unto the COUNTY, a body corporate,  
its successors and assigns, all those pieces or parcels of  
ground and other rights situate and lying in Montgomery County,  
Maryland, and more particularly described as follows:

FEE TAKING

Being part of a tract of land acquired by Executive  
Associates, Ltd., by deed dated August 8, 1968, and  
recorded among the Land Records of Montgomery County,  
Maryland in Liber 3777 at Folio 472, and also shown  
as part of "Parcel D" of a record plat known as  
"Washington Science Center" and recorded among the  
Land Records of Montgomery County at plat book 90,  
plat 9672, and beginning for the same at a point on  
the southerly right of way line of Executive Boulevard  
said point being at the end of the South 80°47'20"  
East 108.86 feet line of said plat, and thence along  
the lines of said plat the following three courses  
as now surveyed in the daum of the Washington Metro-  
politan Area Transit Authority.

NO FEE - MONTG. CO. MD.

1980 OCT 17 PM 2:02

CLERK'S OFFICE  
MONTGOMERY COUNTY, MD



Development Applications and Regulatory Coordination  
**Montgomery County Planning Department**  
 Maryland-National Capital Park and Planning Commission

**CLEAR FORM**

1 of 5

Effective: September 1, 2017

8787 Georgia Avenue  
 Silver Spring, Maryland 20910-3760

www.montgomeryplanning.org

Phone 301.495.4550  
 Fax 301.495.1306

## SKETCH PLAN APPLICATION

☒ Initial Application ☐ Final Application ☐ Revised Application ☐ Amendment

Date Application Filed \_\_\_\_\_

*An application will not be accepted for review unless all required information and fees are provided. If an item requires more space, attach a separate sheet.*

**Sketch Plan Name:** 6000 Executive Boulevard Acres 8.52 Sq.ft. 370,968

200 scale Base Map # 215NW06, Tax Map # GQ562, Special Protection Area Not within an SPA

Property Tax Account Number(s) associated with the plan (8 digits)

A. 48331 B. C. D. E.  
 F. G. H. I. J.

**Location:** (Complete either A or B)

A. On \_\_\_\_\_ feet \_\_\_\_\_ of \_\_\_\_\_  
 Street Name (N,S,E,W etc.) Nearest Intersecting Street

B. SW quadrant, intersection of Old Georgetown Road and Executive Boulevard  
 (N,S,E,W etc.) Street Name Street Name

**Subdivision Information:** (Complete either C, if located within a recorded subdivision, or D)

C. Lot \_\_\_\_\_ Block \_\_\_\_\_ Subdivision \_\_\_\_\_

D. Parcel N606 Liber 31678 Folio 619; Parcel \_\_\_\_\_ Liber \_\_\_\_\_ Folio \_\_\_\_\_; Parcel \_\_\_\_\_ Liber \_\_\_\_\_ Folio \_\_\_\_\_

**Applicant Team** (Enter all that apply and submit separate supporting documentation as necessary)

**Primary Contact** (Person who will be the primary contact and point person for future electronic review process.)

VIKA Maryland, LLC

Ian P. Duke

Company Name

Contact Person

20251 Century Blvd. Suite 400

Street Address

Germantown

MD

20874

City

State

Zip Code

(301) 916-4100

(301) 916-2262

duke@vika.com

Telephone Number ext.

Fax Number

E-mail

NOTE: This email will be used to create the ePlans project account.

**Owner**

CPH 6000 LLC c/o Guardian Realty Management, Inc.

Brian R. Lang

Company Name

Contact Person

6000 Executive Blvd. Suite 400

Street Address

North Bethesda

MD

20852

City

State

Zip Code

(301) 770-5933

(240) 290-9277

blang@guardianrealty.com

Telephone Number ext.

Fax Number

E-mail

**Owner's Representative or Contract Purchaser** (Authorization is required from the owner.)

Company Name

Contact Person

Street Address

City

State

Zip Code

Telephone Number ext.

Fax Number

E-mail



**Landscape Architect**

VIKA Maryland, LLC		Joshua Sloan, RLA	
<i>Company Name</i>		<i>Contact Person</i>	
20251 Century Boulevard Suite 400			
<i>Street Address</i>			
Germantown		MD	20874
<i>City</i>		<i>State</i>	<i>Zip Code</i>
(301) 916-4100	(301) 916-2262	sloan@vika.com	
<i>Telephone Number</i>	<i>Fax Number</i>	<i>E-mail</i>	

**Architect**

Hord Copland Macht, Inc.		Miguel Iraola	
<i>Company Name</i>		<i>Contact Person</i>	
750 E. Pratt Street Suite 1100			
<i>Street Address</i>			
Baltimore		MD	21202
<i>City</i>		<i>State</i>	<i>Zip Code</i>
(410) 837-7311		Miraola@HCM2.com	
<i>Telephone Number</i>	<i>Fax Number</i>	<i>E-mail</i>	

**Engineer**

VIKA Maryland, LLC		Jason Evans, PE	
<i>Company Name</i>		<i>Contact Person</i>	
20251 Century Blvd. Suite 400			
<i>Street Address</i>			
Germantown		MD	20874
<i>City</i>		<i>State</i>	<i>Zip Code</i>
(301) 916-4100	(301) 916-2262	evans@vika.com	
<i>Telephone Number</i>	<i>Fax Number</i>	<i>E-mail</i>	

**Attorney**

Bregman, Berbert, Schwartz and Gilday, LLC		Françoise Carrier	
<i>Company Name</i>		<i>Contact Person</i>	
7315 Wisconsin Avenue Suite 800 West			
<i>Street Address</i>			
Bethesda		MD	20814
<i>City</i>		<i>State</i>	<i>Zip Code</i>
(301) 656-2707		fcarrier@bregmanlaw.com	
<i>Telephone Number</i>	<i>Fax Number</i>	<i>E-mail</i>	

**Other:** \_\_\_\_\_

<i>Company Name</i>		<i>Contact Person</i>	
<i>Street Address</i>			
<i>City</i>		<i>State</i>	<i>Zip Code</i>
<i>Telephone Number</i>	<i>Fax Number</i>	<i>E-mail</i>	

**Data Summary Table**

<u>Data Summary Table</u>		<u>Acres</u>	<u>Square Feet</u>
<u>Tract Area</u>			
Gross Tract Area		8.52	370,968
Area Dedicated to Public Use		0.30	12,851
Area Previously Dedicated to Public Use		1.73	75,227
Total Net Area of Sketch Plan		6.79	295,741
<u>Gross Tract Area by Zone</u>	Zone 1: <u>CR 2.5 (C 1.5, R 2.0, H 200')</u>	8.52	370,968
(indicate full zone, e.g., CRT2.0 C1.0 R1.5 H60)	Zone 2: _____	_____	_____
	Zone 3: _____	_____	_____

**Density (Total)****Permitted (Sq.Ft.)****Proposed (Sq.Ft.)**

Non-Residential

556,452

Up to 556,452

Residential

741,936

Up to 741,936

Other \_\_\_\_\_

Up to \_\_\_\_\_

**Total** 927,420\***Total** Up to 927,420\*

\*total amount based on 2.5 x GTA

**Height****Permitted (Ft.)****Proposed (Ft.)**

Zone 1:

BLDG A

70

Up to 70

Zone 2:

BLDG B

150

Up to 150

Zone 3:

BLDG C

200

Up to 200

**Parking Spaces**

Non-Residential

312

(Min)

606

(Max)

Residential

341

(Min)

454

(Max)

Other \_\_\_\_\_

(Min)

(Max)

**Total** 653 (Min)**Total** 1,060 (Max)

Is the property located within a parking lot district?

☐ Yes☒ No

If yes, which one: \_\_\_\_\_

**Public Use Space****Required**

10 (%)

**Proposed**

Up to 35 (%)

**Supplementary Information:****Previous Plan Submittals:** (enter information, if applicable)

Type	Case No.	Resolution/Approval Date
Zoning Case		
Development Plan/Schematic DP		
Special Exception		
Variance		
NRI/FSD (if applicable)	420150370	10/22/14
SWM Concept (if applicable)		
Pre-Application		
Sketch Plan		
Project Plan		
Preliminary Plan		
Site Plan	81973005B	6/2/15

Pending Site Plan Amendment

81973005C

Pending

If Record Plat(s) recorded, enter M-NCPPC record plat book &amp; page:

Plat #9672 - \_\_\_\_\_

\_\_\_\_\_ - \_\_\_\_\_

Describe the nature of the amendment or revision, if applicable. (Note: This form applies only to full plan amendments.) ☐ Attached

Is the property in the Locational Atlas and Index of Historic Sites?

☐ Yes☒ No

Is the property in the Master Plan for Historic Preservation?

☐ Yes☒ NoIs the property in an incorporated municipality? ☐ Yes, \_\_\_\_\_☒ No

Is the property in a special taxing district?

☒ Yes, \_\_\_\_\_

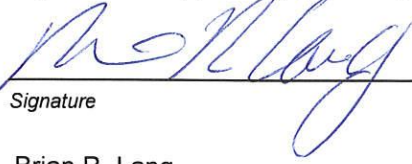
Property to be added to White Flint Special Tax District per White Flint 2 Sector Plan.

☐ NoLegal restrictions on property not shown on plan, if any\* (See *Submission Requirements*, section 4.17)

\*MNCPPC does not enforce private easements or any other private legal agreements.

Applicant hereby acknowledges that he/she ☒ is the sole owner of the subject property, ☐ is otherwise legally authorized to represent the owner(s) (written verification provided), or ☐ is a contract purchaser authorized to submit this application by the property owner (written verification provided).

**Signature of Applicant(s)** (Owner, Owner's Representative or Contract Purchaser)



Signature

2/27/2018

Date

Brian R. Lang

Name (Type or Print)

Signature

Date

Name (Type or Print)

# ATTACHMENT 3



## DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdieh  
Director

June 5, 2018

Ms. Emily Tettelbaum, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320180140  
6000 Executive Blvd

Dear Ms. Tettelbaum:

We have completed our review of the above-referenced, revised sketch plan dated April 24, 2018. The plan was reviewed by the Development Review Committee (DRC) at its meeting on April 10, 2018. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

1. We defer to MSHA for access and improvements to Old Georgetown Road (MD 187).
2. MCDOT does not object to the applicant submitting a preliminary plan for this site.
3. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
4. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.

**Office of the Director**

---

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov/dot](http://www.montgomerycountymd.gov/dot)

5. This project is located in the White Flint Sector Plan area; therefore, it is exempt from submitting a Traffic Impact Study (TIS).
6. *At the preliminary plan stage:*
  - A. Submit a private streets justification per Section 4.3.E.4 (b) of the County Code.
  - B. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
  - C. Submit storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
  - D. Provide a roadway cross section for Executive Boulevard.
  - E. Submit a truck circulation 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 a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
  - F. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
7. Coordinate with Ms. Nikkia Carver of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Carver may be contacted at [nikkia.carver@montgomerycountymd.gov](mailto:nikkia.carver@montgomerycountymd.gov) or 240-777-5800.
8. Coordinate with Dan Sheridan regarding the White Flint Western Workaround project. Mr. Sheridan may be contacted at [Daniel.sheridan@montgomerycountymd.gov](mailto:Daniel.sheridan@montgomerycountymd.gov) or 240-777-7283.

9. We recommend the applicant coordinate with Ms. Patricia Shepherd of our Transportation Engineering Section at [patricia.shepherd@montgomerycountymd.gov](mailto:patricia.shepherd@montgomerycountymd.gov) or at 240-777-7231 regarding the planned bicycle facilities along Executive Boulevard and Montgomery Avenue.
10. The applicant will need to coordinate with Rapid Transit System Developments Manager Ms. Joana Conklin of our Director's Office. Ms. Conklin may be contacted at 240-777-7195 or at [joana.conklin@montgomerycountymd.gov](mailto:joana.conklin@montgomerycountymd.gov).
11. Transportation Demand Management (TDM): To promote the use of non-auto modes of transportation, transit-oriented and sustainable development, given the fact that the NADMS goal expressed in the White Flint 2 Sector Plan (21.3 percent) is aggressive with recommended higher goals for properties in the Executive Boulevard and Rockville Pike-Montrose North districts nearby, the Project should incorporate the below listed TDM and TDM-supporting measures. Coordinate with Ms. Beth Dennard ([beth.dennard@montgomerycountymd.gov](mailto:beth.dennard@montgomerycountymd.gov) or 240-777-8384) of MCDOT – Commuter Services Section regarding the following TDM and BikeShare comments:
  - A. Parking:
    - i. No more than the minimum number of parking spaces required should be provided for this development as a whole.
    - ii. For Building C, the office and retail tower, implement shared parking provisions available in the Zoning Ordinance as a way to manage parking demand and promote parking efficiencies. If it is possible to provide shared parking across all uses on-site, including residential, do so.
    - iii. Provide flexibility in design of parking areas to enable mixed uses and efficient use of shared parking areas.
    - iv. For office and retail uses, provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots to promote reduced single occupant driving by employees.
    - v. At Building C, provide two car sharing vehicle parking spaces, or the number required by law, whichever is greatest, in highly visible, preferentially-located

- spots. Reduce parking demand at other project components (Buildings A & B) by providing car sharing parking convenient to those locations as well.
  - vi. Provide at least two electric vehicle (EV) charging stations, or the number required by law, whichever is greater, on site at each of the three buildings. Consider pre-wiring all structured parking for EV charging so that adding additional EV charging at a later point will be feasible at relatively low cost.
- B. Pedestrian/Bike: Provide excellent pedestrian & bike circulation, amenities & accommodations throughout the development, including:
- i. Circulation paths in locations w/ high activity to provide "eyes on the street" to enhance the experience of biking or walking and to enhance safety;
  - ii. Bike racks in weather-protected, highly visible/active locations;
  - iii. Secure bike cages or bike lockers in each building, with bike repair stations adjoining or elsewhere in the building;
  - iv. Showers and changing rooms/lockers in convenient locations within the office building, made available to employees in the office and retail components. These enable larger numbers of employees to bike or walk to work or to/from transit in a variety of weather conditions;
  - v. Paths, benches, trash and recycling containers, lighting, attention to landscaping that enhances safety.
- C. Bikesharing: At the completion of all three phases, it is anticipated that the project can support three bikeshare stations. The recently-installed White Flint bikeshare network currently consists of five bikeshare stations, including one at the White Flint Metro station and one along Executive Boulevard within one-half mile of the Project which was installed with financial assistance from several property owners along that portion of Executive Boulevard. However, the existing and planned future stations in this area will not be sufficient to meet the demand of the 6000 Executive Boulevard Project and other redevelopment that may occur in the area.
- D. Displays and Communication of TDM Information (Especially in Urban Plazas):



- i. Provide pavilions in busy outdoor settings to enable outreach events to be stage more readily. These should have electric and water connections.
- ii. Incorporate display space into lobbies and other high pedestrian activity areas.
- iii. Provide electronic (LCD) display screens and Real Time Transit Information Signs in lobbies, elevators, and parking facilities. This will enable outreach to building tenants, employees, visitors, etc.
- iv. In the residential buildings, provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.

E. Design Guidelines:

- i. Design building frontages/lobbies to provide two-way visibility for shuttles and transit vehicles, taxis, etc. To compete with the private auto, it is important that passengers can wait comfortably inside climate-controlled, well-lit lobbies and still readily access their bus, shuttle, taxi, etc.

F. Traffic Mitigation Agreement: With the Preliminary Plan, submit a draft Traffic Mitigation Agreement (TMAg) for review. Obtain a copy of the Global White Flint TMAg template from Commuter Services by contacting Sande Brecher at (240) 777-8383, or Beth Dennard at (240) 777-8383. Prior to the issuance of any building permits by MCDPS, Applicant must execute a TMAg with MCDOT and M-NCPPC. Trip reduction measures in this Agreement should include but not be limited to those consistent with the comments above and the following strategies:

- i. Bike Sharing. See above.
- ii. Bicycle Facilities - Provide bicycle racks for use by employees and the public. Provide a secure, weather-protected bike storage area with bike racks/lockers in highly visible/active locations either as a separate bike storage facility or within each parking garage for employee and resident use. Consider providing a small bicycle repair station in the same areas cyclists' use.

- iii. Carpool/Vanpool Parking. Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots for employees working at the Project.
- iv. Car Sharing Parking. Provide two (2) car sharing vehicle parking spaces, or the number required by law, whichever is greater, in highly visible, preferentially-located spots accessible to the public.
- v. Electric Car Charging. Provide at least two (2) electric car charging stations on site, or the number required by law, whichever is greater. Charging stations must be located in preferential, highly visible locations.
- vi. Real Time Transit Information - Incorporate a display screen (monitor) in residential and office lobbies, to enable information to be readily accessed by building residents, employees, visitors, etc. Display can be incorporated into planned lobby display monitors/software system for the Project or alternatively County can supply and Applicant can reimburse the County for that cost.
- vii. Static Information Displays - Incorporate display space in office and residential lobbies to provide opportunity for display of transit and other alternative transportation information.

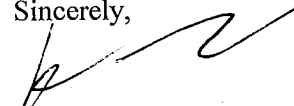
12. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat. The permit may include, but not necessarily be limited to the following improvements:

- A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
- B. Enclosed storm drainage and/or engineered channel in all drainage easements.
- C. Street lights.
- D. Street trees.
- E. Permanent monuments and property line markers.

Ms. Emily Tettelbaum  
Sketch Plan No. 320180140  
June 5, 2018  
Page 7

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact William Whelan, our Development Review Area Engineer for this project, at [william.whelan@montgomerycountymd.gov](mailto:william.whelan@montgomerycountymd.gov) or (240) 777-2173.

Sincerely,



Rebecca Torma, Acting Manager  
Development Review Team

cc: Brian Lang CPH 6000, LLC  
Ian Duke VIKa, Inc.  
Francoise Carrier Bregman, Brebert, Schwartz  
Kwesi Woodroffe MSHA District 3  
Sketch Plan folder  
Plan letters notebook

cc-c: Joana Conklin MCDOT DO  
Beth Dennard MCDOT CSS  
Nikkia Carver MCDOT DTS  
Sam Farhadi MCDPS RWPR  
Daniel Sheridan MCDOT DTE  
Patricia Shepherd MCDOT DTE

Ms. Emily Tettelbaum  
Sketch Plan No. 320180140  
June 5, 2018  
Page 8

MAILING LIST

Ms. Emily Tettelbaum, Senior Planner  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Brain Lang  
CPH 6000 LLC  
6000 Executive Blvd, Suite 400  
North Bethesda, MD 20852

Ian Duke  
VIKA, Inc.  
20251 Century Blvd., Suite 400  
Germantown, Maryland 20874

Francoise Carrier  
Bregman, Berbert, Schwartz & Gilday  
7315 Wisconsin Avenue, Suite 800  
Bethesda, MD 20814

Kwesi Woodroffe  
MDSHA District 3  
9300 Kenilworth Avenue  
Greenbelt, MD 20770