



Strathmore Square, Preliminary Plan No. 120190180



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Completed: 05/24/19

Description

Request for seven lots and three parcels for a mixed-use development with up to 317,537 square feet of nonresidential uses and up to 1,746,451 square feet of residential uses (total base density not to exceed 1,905,219 square feet) and 384,219 square feet of bonus density based on 15% MPDUs.

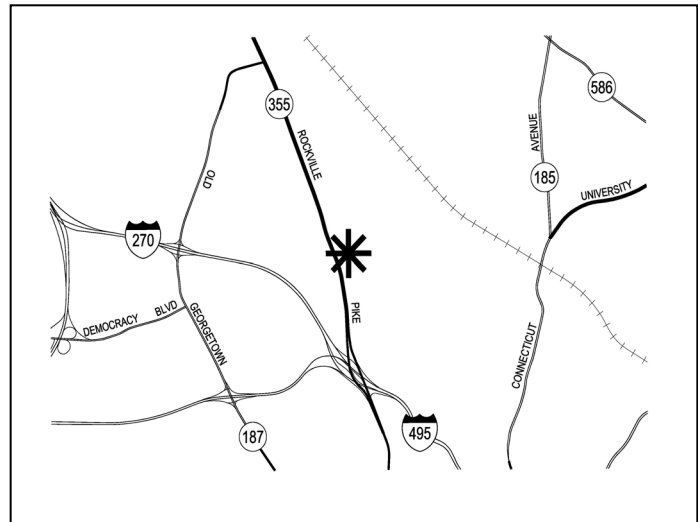
Location: Grosvenor-Strathmore Metro Station,
10300 Rockville Pike, North Bethesda, MD.
Master Plan: 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan*.

Zone: CR-3.0 C-0.5 R-2.75 H-300, and R-60.
Property Size: 14.72 acres.

Applicant: Fivesquares Development, LLC.

Application Accepted: January 11, 2019.

Review Basis: Chapter 50, Subdivision Ordinance.



Summary

- Staff recommends approval with conditions.
- Based on the FY 2019 Schools Test, only 1,309 units (909 dwelling units and 400 age-restricted units) out of the requested 2,218 units may be approved at this time, but the Applicant will request approval of the additional units once school capacity becomes available. Other than the Schools Test, the full Preliminary Plan build-out (2,218 units) satisfies the Adequate Public Facilities review.
- The Planning Board reviewed Mandatory Referral Application No. MR2018026 on July 19, 2018 for improvements to the public infrastructure on the Property and the adjacent Grosvenor-Strathmore Metro Station.
- The Planning Board approved Sketch Plan No. 320190010 on December 5, 2018 for a maximum of 1,905,219 square feet of total development on the Property (excluding 15% MPDUs).
- The Applicant requests a Subdivision Waiver for a 15-year Adequate Public Facilities (APF) and Preliminary Plan validity period, but Staff recommends a 10-year APF validity period and nine-year Preliminary Plan validity period due to school and traffic concerns.

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ATTACHMENTS

1. Sketch Plan No. 320190010 Resolution
2. Preliminary Plan
3. Applicant's Subdivision Waiver Request
4. WMATA Letter
5. Correspondence
6. Amended Final Forest Conservation Plan
7. Variance Request
8. SHA Letter
9. MCDOT Letter
10. DHCA Letter
11. DPS- SWM Letter
12. Fire Access Letter

SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Preliminary Plan No. 120190180 subject to the following conditions:

General Approval

1. This Preliminary Plan is limited to seven (7) lots and three (3) parcels for a mixed-use development with up to 317,537 square feet of non-residential uses and up to 1,746,451 square feet of residential uses (total base density not to exceed 1,905,219 square feet) and 384,219 square feet of bonus density based on 15% MPDUs. Based on the FY19 Schools Test, this approval is limited to 909 dwelling units and 400 age-restricted units.
2. Parcel C, located on the north side of Tuckerman Lane, is limited to structures associated with WMATA or other publicly owned or operated entity.

APF and Plan Validity Periods

3. The APF review for the Preliminary Plan will remain valid for one hundred twenty (120) months from the date of mailing of this Planning Board Resolution. The Applicant must obtain building permits for a minimum of 300 dwelling units within five years of the resolution mailing date. The remaining building permits must be issued prior to the expiration of the 10-year APF Validity Period or the Applicant must apply for an APF extension.
 - a. Schools – The Schools portion of the APF test is limited to 909 dwelling units and 400 age-restricted units. The Applicant must amend the Preliminary Plan to allow up to 2,218 total dwelling units (inclusive of age-restricted units) on the Property when school capacity is available, as determined by the applicable Schools test. Provided this occurs within the APF validity period, no other APF tests are required.
 - b. Transportation and Other Public Facilities – The Transportation and Other Public Facilities portion of the APF test covers the full density permitted on the Property, up to 2,218 dwelling units, up to 317,537 square feet of non-residential uses and up to 1,746,451 square feet of residential uses (total base density not to exceed 1,905,219 square feet) and 384,21 square feet of bonus density based on 15% MPDUs.
4. The Preliminary Plan is valid for nine (9) years with the following phasing of plat recordation:
 - a. Phase I: Plats for at least two lots and Parcel C must be recorded within 36 months of the Resolution mailing date.
 - b. Phase 2: Plats for at least four lots (two lots in Phase I plus an additional two lots) must be recorded within 72 months of the Resolution mailing date.
 - c. Phase 3: All remaining lots and parcels must be recorded within nine years of the Resolution mailing date unless the Applicant applies for an extension of the Preliminary Plan validity period.
5. Prior to site plan approval for more than 1,600,000 square feet of total development on the Property, the Applicant must submit a traffic study, for review and approval by Planning Staff to retest the Transportation portion of the APF review.

Occupancy Provisions Age-Restricted Housing

6. Any Age-Restricted residential unit must be restricted to persons who are fifty-five (55) years of age or older, as defined by Section 59.1.4.2. of the Zoning Ordinance.
7. Prior to Certification of any Site Plan that includes age-restricted units:
 - a. The Applicant must enter into a covenant with the Planning Board reflecting the age restriction in a form approved by the M-NCPPC Office of General Counsel.
 - b. The covenant must be recorded in and among the Montgomery County Land Records.

- c. The Book and Page reference must be included on the Certified Site Plan.

Outside Agencies

8. Except comment no.11, the Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated May 17, 2019 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, except comment no. 11, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
9. Before issuance of a building permit on the Subject Property, the Applicant must satisfy MCDOT's design requirements for access and improvements.
10. Before the issuance of a building permit, the Applicant must satisfy the Maryland State Highway Administration's requirements for improvements.
11. The Planning Board accepts the recommendations of the Maryland State Highway Administration ("MDSHA") in its letter dated April 11, 2019 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MDSHA if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
12. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS") – Water Resources Section in its stormwater management concept letter dated May 2, 2019 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
13. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Fire Department Access and Water Supply Section in its letter dated March 26, 2019 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
14. The Planning Board accepts the recommendations of the Montgomery County Department of Housing and Community Affairs ("DHCA"), in its letter dated April 23, 2019 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

Site Plan Approval

15. With the exception of the WMATA garage expansion and associated improvements under Mandatory Referral Application No. MR2018026, the Applicant must receive Staff certification of a Planning Board-approved site plan (that may include an infrastructure site plan), before clearing, grading or issuance of any building permit. The number and location of site elements, including but not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks, and bike paths will be determined through site plan review and approval.
16. If an approved site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the Site Plan or Site Plan Amendment.
17. To satisfy the Sketch Plan condition to provide a major public facility as a public benefit, the Applicant must provide:

- a. A minimum of 5,000 square feet of cultural/art space that is available for use by The Music Center at Strathmore or other cultural/arts focused public or non-profit organization, with details to be determined prior to approval of a Site Plan that contains a building with the cultural/art space; and
- b. Interim placemaking improvements, which must be completed prior to issuance of the final Use and Occupancy Certificate for the first residential building. The interim placemaking improvements must be consistent with the scale and programmatic elements shown on the Phasing Exhibit, with final location and details to be determined at the time of the first Site Plan.

Forest Conservation

- 18. The Applicant must comply with all of the conditions of the Final Forest Conservation Plan as amended.
- 19. Before demolition, clearing or grading on the Subject Property, the Applicant must fulfill half of the Forest Conservation mitigation requirement to obtain 3.71 acres of forest mitigation bank credit by recording a Certificate of Compliance in the Montgomery County Land Records for 1.855 acres of forest mitigation bank credit in a Montgomery County Planning Department-approved forest mitigation bank. The remaining 1.855 acres of forest mitigation bank credits must be provided within 1 year of the issuance of the first sediment and erosion control permit associated with the second Site Plan approved for the site. The Certificates of Compliance must be in a form approved by the M-NCPPC Office of the General Counsel.
- 20. Prior to the release of the first Use and Occupancy permit for development on Lot 6 that involves the two (2) trees subject to the variance provision (Trees 930 and 931), mitigation must be provided for the removal of the two (2) trees that are not included in the forest clearing calculations. Mitigation must be provided in the form of planting native canopy trees totaling at least 19.25 caliper inches, with a minimum planting stock size of three (3) caliper inches. Adjustments to the planting locations of these trees is permitted with the approval of the M-NCPPC forest conservation inspector.
- 21. Limits of disturbance shown on the Sediment Control Plan must match the limits of disturbance shown on the Amended Final Forest Conservation Plan.
- 22. Site inspections must be performed by M-NCPPC inspectors as specified in the Section 22A-00.01.10 of the Forest Conservation Regulations.

Noise Attenuation

- 23. At Site Plan, the Applicant must demonstrate that the building shell and materials used for residential units to be constructed within areas subjected to noise levels greater than 65 dBA Ldn, based on the results of the Phase I Noise Analysis dated Dec. 21, 2018, will be designed to attenuate projected noise levels to an interior level not to exceed 45 dBA Ldn, and that the recommendations of the Phase I Noise Analysis are implemented.

Transportation/Access

- 24. The Applicant must dedicate, and show on the record plat, all land necessary to accommodate eighty (80) feet from the opposite right-of-way along Tuckerman Lane.
- 25. The Applicant must construct/install the following transportation improvements consistent with the Phasing Exhibit, with final details and timing to be determined at Site Plan:
 - a. Sidewalks, bikeways, crosswalks, intersection improvements, and related transportation infrastructure along Tuckerman Lane (from MD 355 to Strathmore Park Court) as shown on the Preliminary Plan;

- b. Sidewalks, bikeways, crosswalks, intersection improvements, and related transportation infrastructure along the WMATA busway as shown on the Preliminary Plan;
 - c. Leading pedestrian intervals at all signalized intersections;
 - d. Subject to WMATA approval, improvement of the pedestrian connection from the Metro station to the central park, including colored/textured pavement and additional pedestrian safety elements, such as flush curbs, tactile warning strips, flashing beacons, pedestrian activated signal, and signage. Final details will be determined at subsequent Site Plan; and
 - e. Where bike lanes or shared-use paths are proposed, provide bicycle crossing markings adjacent to pedestrian crossing markings.
- 26. Prior to issuance of any building permit, the Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and the Montgomery County Department of Transportation to participate in the North Bethesda Transportation Management District (TMD).
- 27. Prior to the issuance of a Use and Occupancy Certificate for the first residential building, the Applicant must construct a bicycle parking facility for a minimum of 100 long-term bicycle parking spaces for use by WMATA passengers per Mandatory Referral Application No. MR2018026.
- 28. Prior to the issuance of a Building Permit for more than 1,300,000 square feet of total development on the Property, the Applicant must provide a bicycle connection between the Property and the shared use path system north of The Music Center at the Strathmore, with the alignment and details to be determined at site plan.
- 29. Prior to issuance of a Use and Occupancy Certificate for the 1,500th residential unit, the Applicant must remove the channelized right turn movement from westbound Tuckerman Lane (north) onto northbound MD355, subject to MDSHA and MCDOT review and approval.
- 30. Prior to the issuance of a Building Permit for more than 1,000,000 square feet of total development on the Property, the Applicant must expand the WMATA bicycle parking facility to accommodate a total of at least 200 long-term bicycle parking spaces, or provide an appropriate alternative as determined by Planning Staff and WMATA based on the need at that time.
- 31. Prior to the issuance of a Use and Occupancy Certificate for the last building on the Property, the Applicant must construct at least 110 additional long-term bicycle parking spaces and at least 50 additional short-term bicycle parking spaces intended for use by WMATA passengers, for a total of 350 long-term spaces and 100 short-term spaces, or provide an appropriate alternative as determined by Planning Staff and WMATA based on the need at that time.
- 32. The Applicant must provide Private Road "Parcel A" including any sidewalks, bikeways, storm drainage facilities, street trees, street lights, private utility systems and other necessary improvements as required by either the Preliminary Plan or the subsequent Site Plan within the delineated private road area (collectively, the "Private Road"), subject to the following conditions:
 - a. The record plat must show the Private Road in a separate parcel. If there are no structures above or below the Private Road, the record plat must show the Private Road in a separate parcel. If there are structures above or below the Private Road, the record plat must clearly delineate the Private Road and include a metes and bounds description of the boundaries of the Private Road.
 - b. The Private Road must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338, and the terms and conditions as required by the Montgomery County Code with regard to private roads set forth at § 50-4.3.E et seq.
 - c. Before issuance of a building permit, the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the Private Road has been designed and the applicable building permits will provide for construction in accordance with the paving detail and cross-section

specifications required by the Montgomery County Road Code, as may be modified on this Preliminary Plan or a subsequent Site Plan, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.

Record Plats

33. Record Plats may be recorded prior to Site Plan approval; however:
 - a. Replatting will be required if a subsequent Site Plan modifies a lot line; and
 - b. Prior to issuance of any building permit, the Applicant must obtain approval of a Certified Site Plan.
34. Plat recordation is required prior to any clearing, grading or issuance of any building permit, except for work related to the interim placemaking park.
35. The record plat must show necessary easements.
36. Prior to plat recordation for Lot 6, the Applicant must receive approval of a minor subdivision of existing Parcel C per Plat No. 21568 to adjust the lot line as shown on the Preliminary Plan.
37. The record plat must reflect up to a four-foot wide public infrastructure area within or adjacent to all Private Streets, with final details and location to be determined at Certified Site Plan.
38. Parking is permitted to be located underneath the Central Park located on Lots 4, 5 and Parcel B. Any portion of the Central Park that contains underground parking must be recorded together with the adjoining parcel in which the parking is serving. Locating parking beneath the Central Park must not result in a material change in the size, general shape, configuration and programming of the Central Park.

Certified Preliminary Plan

39. The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval(s).
40. Prior to submittal of the Certified Preliminary Plan, the Applicant must make the following changes:
 - a. Show resolutions and Agency approval letters on the approval sheet(s).
 - b. Show interim streetscape improvements along the Property's Tuckerman Lane frontage.
 - c. On Sheet PP-1:
 - i. Revise footnote 2 under Density Calculation to, "Additional density allowed per Zoning Ordinance, Section 4.5.2." Delete the rest of the footnote;
 - ii. Remove note in Public Open Space table;
 - iii. In Building height note, replace "Additional 12 feet permitted" with "An additional 12 feet may be allowed under Section 59-4.5.2.C.7; and
 - iv. In Parking Calculation Summary table, delete the second sentence of Note 7.
 - d. On Sheet PP1A, change the cross section for Tuckerman Lane between MD 355 North and the building on Lot 6 to show an eight (8)-foot-wide shared-use path with a five (5)-foot-wide buffer.
 - e. On all applicable sheets:
 - i. Clearly identify the WMATA busway as the preferred access option for the building on Lot 6. Right-in, right-out egress onto Tuckerman Lane from Building 6 will only be allowed if WMATA denies access from the busway.

- ii. Show that the right turn lane from westbound Tuckerman Drive onto MD 355 will remain and only the channelized right-turn movement will be removed.
 - iii. Show the alternatives for a bicycle connection between the Property and the shared use path system north of The Music Center at the Strathmore and add the following note: "Final location of shared use path north of the Property to be determined at subsequent Site Plan"
- f. Work with Staff to clarify the phasing for transportation improvements not currently shown on the Phasing Exhibit, including but not limited to:
 - i. The full extent of the shared-use path, widened sidewalks, two-way separated bike lanes, crosswalks, and all intersection improvements along Tuckerman Lane;
 - ii. Improvements to the WMATA busway; and
 - iii. The intersection of Rockville Pike and Tuckerman Lane.

SECTION 2: SITE DESCRIPTION

Vicinity

The Property subject to this Preliminary Plan application (Property or Subject Property) is part of the Washington Metropolitan Area Transit Authority ("WMATA") Grosvenor-Strathmore Metro Station located to the east of the intersection of Rockville Pike (MD 355) and Tuckerman Lane (Figure 1). To the north of the WMATA property is the Music Center at Strathmore; to the east are Holy Cross Academy, townhouses and low-rise condominiums; to the south are low- and high-rise apartment buildings; and to the west is Rockville Pike (MD 355).



Figure 1: Vicinity Map (WMATA property outlined in red)

Site Analysis

The Property is also known as Parcel 428 in the "Grosvenor Metro Station" subdivision (Figure 2). Parcel 428 is 14.88 acres and bisected by Tuckerman Lane. The portion of Parcel 428 south of Tuckerman Lane is 14.58 acres zoned CR-3.0, C-0.5, R-2.75, H-300'. It is improved with a six-story WMATA garage, a surface

parking lot, bus facilities, a Kiss & Ride, a covered Arts Walk, and a stormwater management pond. Approximately 2.47 acres of forest is located along its eastern side. The portion of Parcel 428 located on the north side of Tuckerman Lane is approximately 0.3 acres zoned R-60 and improved with a WMATA traction power substation (TPSS) that provides power to the rail system. Parcel C is not part of this Application but will be the subject of an associated minor subdivision application in the future, as discussed in the project description section of this report.



Figure 2: Aerial view of Subject Property (Parcel C is not part of this Application)

SECTION 3: PROJECT DESCRIPTION

Background

WMATA has selected the Applicant, Fivesquares Development, as its Joint Development partner to redevelop the Property with a mixed-use project. WMATA, through Fivesquares, submitted Mandatory Referral No. MR2018026 for improvements to the public infrastructure on the Property and adjacent Metro Station site, which are necessary to accommodate the proposed redevelopment. On July 19, 2018, the Planning Board voted to approve the transmission of comments to WMATA on the Mandatory Referral. The Mandatory Referral includes an expansion of the existing parking garage to accommodate the parking spaces that will be displaced by the removal of the surface parking lot over time, in connection with this Project. This garage expansion will ensure adequate commuter parking remains available on-site both during and after construction. The Mandatory Referral also includes improvements to on-site circulation; reconfiguration of the Kiss & Ride spaces; enhancements to the existing public Arts Walk; construction of a covered bike station; and associated improvements to the existing storm drain and stormwater management facilities.

The Planning Board approved Sketch Plan No. 320190010 on December 5, 2018 for a maximum of 1,905,219 square feet of total development on the Property (excluding 15% MPDUs) (Attachment 1).

Proposal

The Applicant proposes to subdivide the Property into seven lots and three parcels for a phased, mixed-use project consisting of up to 317,537 square feet of nonresidential uses and up to 1,746,451 square feet of residential uses (base density not to exceed 1,905,219 square feet) and an additional 384,219 square feet of residential bonus density based on 15% MPDUs (Figure 3, Attachment 2). The Applicant is proposing a maximum of 2,218 total dwelling units on the Property, including up to 400 age-restricted units. The allocation of residential and non-residential density will be determined with subsequent Site Plan approvals. The proposed subdivision reserves one parcel for the existing WMATA facilities including the WMATA 6-story parking garage and another parcel for the WMATA substation on the north side of Tuckerman Lane.

The Applicant requests flexibility with the Preliminary Plan approval to respond to changes in market demands that will shape the character and quality of the residential and commercial opportunities on-site. The proposal accommodates three different development scenarios that potentially include a hotel, an office building, or a residential mixed-use building on Lot 6. The Project is designed to be context sensitive, with proposed building heights transitioning from a maximum of 300 feet close to Rockville Pike down to four stories where the Property confronts the existing four-story Strathmore Park at Grosvenor development across Tuckerman Lane.

Proposed Lots 1, 2, and 3 will contain primarily residential uses, with opportunities for ground floor commercial. Lot 3 may contain senior housing. The proposed buildings on these lots will have pedestrian entrances on the Private Road and vehicular access from new driveways on Tuckerman Lane. Lot 3 also has one proposed driveway from the Metro Bus/Kiss & Ride lane. A pedestrian stairway will be provided between Lots 1 and 2 to connect Tuckerman Lane with the Private Road.

Lots 4 and 5 will also contain primarily residential uses with opportunities for ground floor commercial space. The proposed density and height on Lot 4 vary based on the density and height of Lot 6. Lots 4 and 5 both front on the proposed Central Park with vehicular access from the Private Road. Buildings on these lots will accommodate front in/front out loading access.

Lot 6 is adjacent to the Metro tracks, with frontage on Tuckerman Lane and the WMATA busway. The Applicant requests flexibility for the future use of Lot 6 as a potential office, hotel, or a mixed-use residential building. The Preliminary Plan shows vehicular ingress into Lot 6 from the WMATA bus lane, and right-out egress from the building onto Tuckerman Lane. This is the Applicant's preferred configuration for Building 6 access, but Staff recommends that all vehicular ingress and egress occur from the WMATA bus lane unless WMATA prohibits access from the busway in the future. At this stage, WMATA has agreed to allow ingress and egress from the bus lane (Attachment 4).

The Preliminary Plan shows that a 13,306-square foot portion of proposed Lot 6 is located within Parcel C, which contains the WMATA tracks, and is not part of this Application. Approval of a Minor Subdivision for a lot line adjustment will be required prior to platting Lot 6.

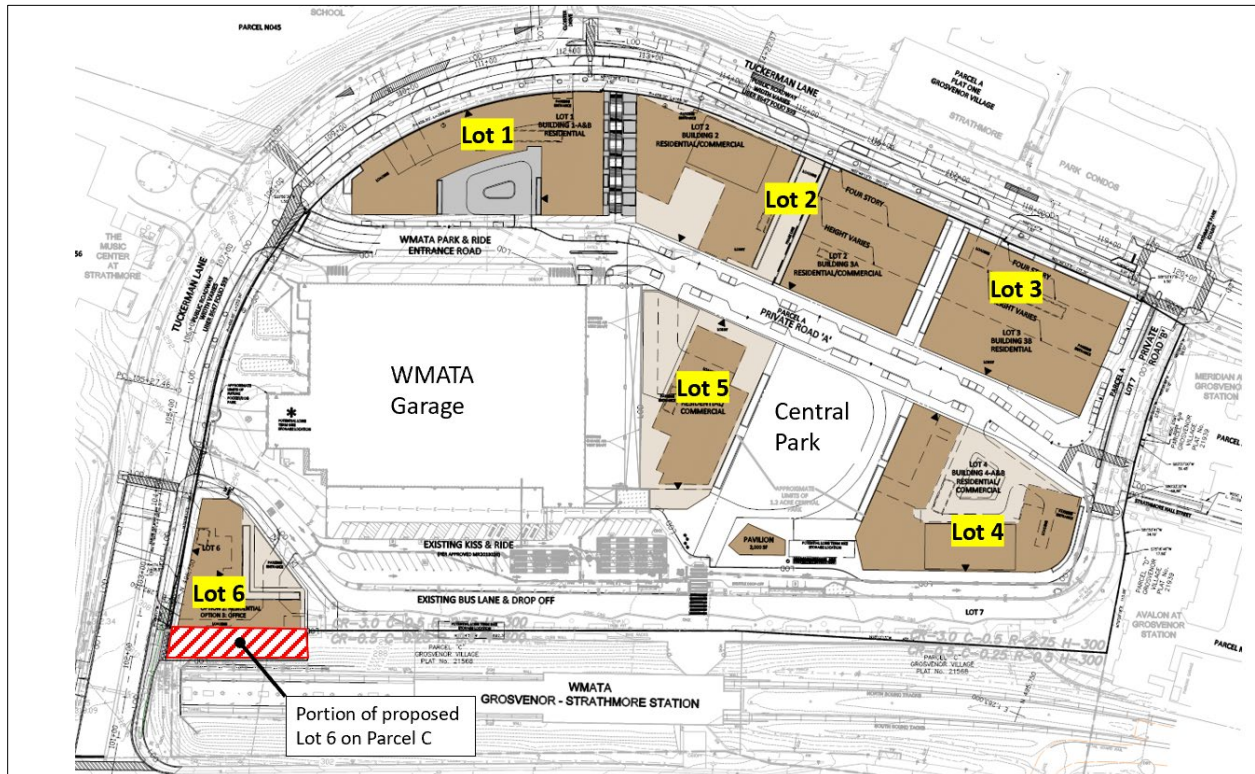


Figure 3: Preliminary Plan

Table 1 below shows a summary of the proposed uses on each lot, with final distribution to be determined at the time of Site Plan(s).

Table 1: Proposed Uses on Each Lot

Lot	Contents	Residential Units	Non-Residential Uses
1	Building 1	507	n/a
2	Building 2	556	9,000 sf (educational/arts)
	Building 3A	144	12,000 sf (retail)
3	Building 3B	155 (potentially senior housing)	n/a
4	Building 4 and pavilion	368-516	5,000 sf (restaurant)
5	Building 5	484	5,000 sf (restaurant)
6	Building 6	0-130	2,500-127,500 sf (restaurant/office/hotel)
7	WMATA Garage, Kiss and Ride, Busway	n/a	n/a

The Preliminary Plan includes enhanced pedestrian, bicycle, and vehicular connections in addition to streetscape improvements. A proposed private road (Private Road) traverses the proposed development, connecting the entrance of the WMATA garage with Strathmore Hall Street. Most of the Private Road will be designed as a curb-less shared street that promotes all modes of travel.

Phasing/Plan Validity

This Preliminary Plan applies to the entire Property, except for the portion of proposed Lot 6 located on Parcel C, and subsequent Site Plan applications will be submitted when the respective development is ready to proceed. The first step in the redevelopment process will be the “Infrastructure Phase” to expand the existing WMATA garage per Mandatory Referral No. MR2018026. The Applicant expects to complete the Project in a minimum of seven phases but does not know the order of the phases at this time. A Phasing Exhibit shows the elements of the development that will be provided with the construction of buildings on each Lot (Figure 4).¹ The Applicant has committed to improving a portion of the existing surface parking lot with significant placemaking amenities within the first phase of the Project subsequent to the Infrastructure phase (Figure 5).

Portions of the Private Road will be constructed with Lots 1, 2, and 3. The Central Park will be constructed in its ultimate location and configuration in conjunction with the buildings on Lots 4 and 5.

The Applicant requests that the Planning Board allow the option for the entire Property to be platted prior to the approval of site plans for each of the respective lots. Given the scope and complexity of this project, allowing this flexibility will assist the Applicant in being able to market the various parcels for development.

The Applicant also requests a Subdivision Waiver to allow an APFO validity period for 15 years, or in the alternative, 10 years with the validity period commencing upon the completion of the WMATA Garage expansion (Attachment 3). However, as discussed in the findings section of the report, Staff recommends an APFO validity period of 10 years commencing at the resolution mailing date.

¹ The Lot and Building numbers do not correspond to the order of phases.

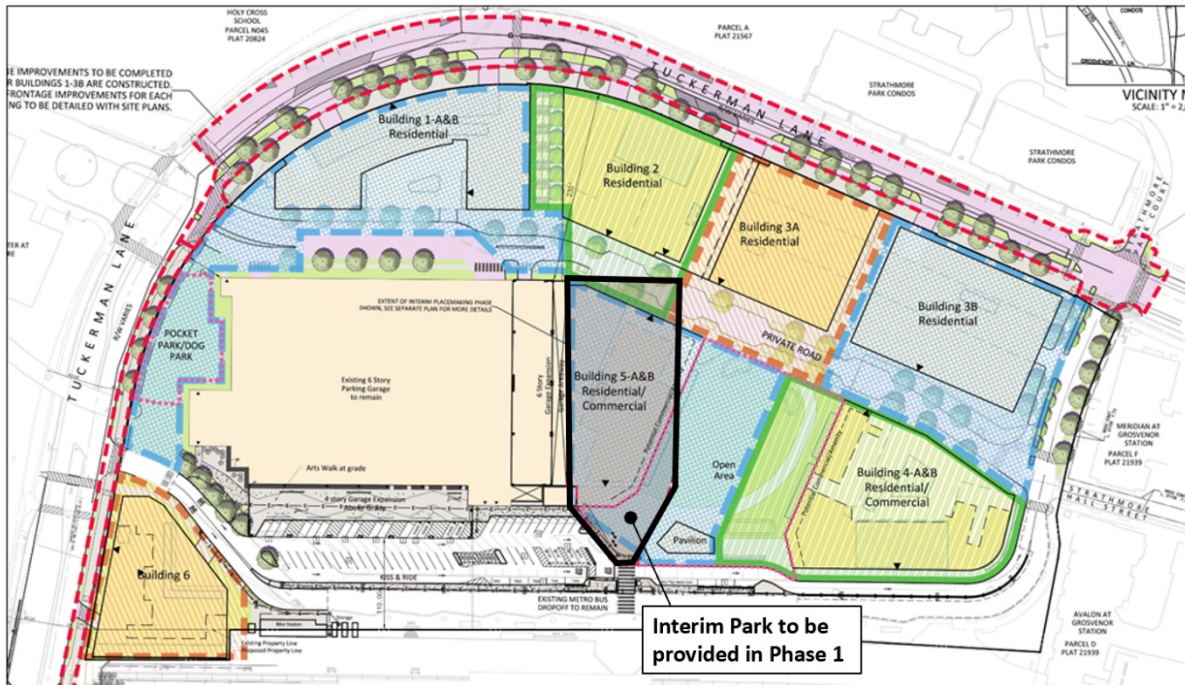


Figure 4: Phasing Plan

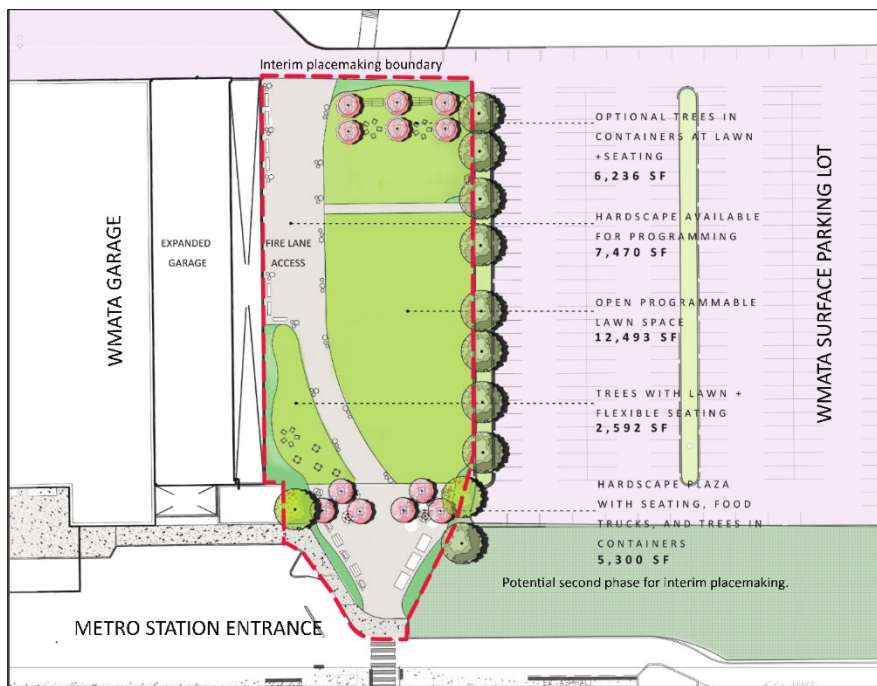


Figure 5: Interim Placemaking Improvements

Community Outreach

The Applicant has met all proper signage, noticing, and submittal requirements. The required pre-submittal public meeting was held on December 19, 2018. Staff has received a number of letters of support for the proposed development (Attachment 5) and two inquiries about the timing of the Project, particularly the expansion of the WMATA garage.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, Subdivision Regulations. The Application meets all applicable sections. The size, width, shape, and orientation of the proposed lots are appropriate for the location of the subdivision taking into account the recommendations included in the applicable Master Plan, and for the type of development or use contemplated. The Application has been reviewed by other applicable County agencies, all of which have recommended approval of the Preliminary Plan.

1. *The layout of the subdivision, including size, width, shape, orientation and diversity of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*

Staff finds the proposed lot size, width, shape and orientation are appropriate for the location of the subdivision considering the recommendations in the *Grosvenor-Strathmore Metro Area Minor Master Plan* for a walkable, transit accessible, mixed-use development. The lots comply with the dimensional requirements for the CR zone as specified in the Zoning Ordinance (Table 2).

Block Design

The length, width, and shape of all residential blocks are compatible with existing development patterns and land use goals for the Property. There are four primarily residential blocks that stretch along the eastern portion of the Property that abuts the Tuckerman Lane right-of-way. A stairway will provide through block access between Tuckerman Lane and the internal Private Road. The blocks are compatible with the character and scale of the Project and are a suitable length and width for pedestrian and vehicular circulation.

Lot Design

The lot size, width, shape, and orientation is appropriate for the location of the subdivision and the type of predominantly residential development provided by the Project. All lots will either abut Tuckerman Lane, the WMATA garage entry/exit road, or the Spine Road, will be accessible to the public and will improve internal circulation and promote connectivity within the larger Grosvenor-Strathmore community. The lots are also divided in a way that reserves a WMATA lot that is improved with the existing 6-story parking garage (and proposed garage expansion), and existing bus drop-off/pickup area.

Public Sites and Adequate Open Spaces

The Applicant plans to exceed the Project's 10% Public Open Space requirement. An approximately 1.2-acre space central park will serve as the heart of the Project, functioning as a central gathering space for the broader neighborhood. The central park will be designed to provide space for informal community gathering, programmed events and activities, such as pop-up markets, performances, special events and community art. The central park will incorporate movable and fixed seating, shaded and sunny spaces, open lawn and colorful plantings, and other amenities. The adjacent buildings that frame the facade will provide an opportunity for ground floor commercial uses, and other community spaces such as arts/cultural space for Strathmore Music Center or other public or non-profit entity. Public sites and open spaces will be evaluated in detail at the time of Site Plan(s).

Roads

The Project will enhance connections to the neighborhood, Metro Station, and open spaces by establishing a street grid that ensures easy access for all the neighboring communities. An important component of the Project is the construction of a shared Private Road that will bisect the Property, running north-south. The Private Road will improve internal circulation and promote connectivity within the larger Grosvenor-Strathmore community. South of the WMATA garage entrance and north of the convergence with the WMATA bus/Kiss & Ride egress road, the Spine Road will be designed as a private shared street, incorporating on-street parking to provide a buffer for pedestrians and calm traffic, while introducing a raised roadway section flush with sidewalk grade and treated with specialty paving, lighting, and plantings to maintain safe and efficient circulation.

The Applicant is also proposing to widen the southern-most access point along Tuckerman Lane, located across from Strathmore Park Court. Currently, the access point is restricted to egress only. Widening the access drive will allow for two-way movement and will provide a direct vehicular and pedestrian connection between Strathmore Park Court and the Private Road to further promote connectivity.

Table 2- Development Standards for the CR-3.0 C-0.5 R-2.75 H-300 Zone¹

Section	Description	Required/Permitted	Provided
	Tract Area	n/a	635,073 sf/14.58 ac ²
59-4.5.4.B.2.b	Maximum Density		
	Total	1,905,219 sf/3.0 FAR	1,905,219 sf/3.0 FAR
	Commercial	317,537 sf/0.5 FAR	Up to 317,537 sf/0.5 FAR
	Residential	1,746,451 sf/2.75 FAR	Up to 1,746,451 sf/2.75 FAR <i>*This approval is limited to 909 dwelling units and 400 age-restricted units</i>
59-4.5.2.C	Bonus density for 15% MPDUs	n/a	384,219 sf
	Total residential density (including bonus density)	n/a	2,130,670 sf
4.5.4.B.2.b	Maximum Height	300 ft.	300 ft. ³
4.5.4.B.1	Minimum Public Open Space	10%/64,084 sf	Minimum 10% (64, 142 sf) to be provided; Preliminary Plan anticipates up to 15% (96,000 sf)
6.2.4.B	Vehicle Parking Spaces	2,124 (min)/ 3,346 (max)	Estimated 2,065 ⁴

¹This Preliminary Plan does not propose any development on proposed Parcel C, which is zoned R-60.

²Does not include 6,346 sf part of existing Parcel C that is being used for land area only, or the 13,360 square foot part of Parcel 428 that contains the WMATA substation; no density is generated from Parcel C or the Part of Parcel 428 located on the opposite side of Tuckerman Lane. The total project area is 641,149 sf/14.71 ac.

³Additional height may be allowed to the extent required to provide the MPDUs under Section 59-4.5.2.C.7.

⁴Includes adjustments to vehicle parking requirement under Section 59-6.2.3.I.

2. *The Preliminary Plan substantially conforms to the Master Plan or Urban Renewal Plan.*

The Property is located within the Approved and Adopted 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* (“Master Plan”) area. The Master Plan envisions transforming the Property from a surface parking lot adjacent to Metro into a transit-oriented development with neighborhood retail for current and future residents.

Density

The proposed development is consistent with the Master Plan’s recommendations for the Commercial Residential CR-3.0, C-0.5, R-2.75, H-300’ Zone. The total allowable density for the Property is 3.0 FAR (1,905,219 square feet).

The Applicant requests approval for the full allocation of both 0.5 FAR of commercial density and 2.75 FAR of residential density to allow flexibility to respond to market conditions, with the understanding that total base density on the Property is limited to 3.0 FAR. The proposed commercial density includes retail, restaurant, classroom/gallery space, and a hotel (with meeting space) or an office building.

The Applicant is proposing to build 15% MPDUs, and per Section 59-4.5.2.C, the Project is entitled to a density bonus of an additional 384,219 sf of residential development. Due to the FY19 Schools Test discussed in detail in finding #3, this approval must be limited to 1309 units (909 units and 400 age restricted units). The Applicant will amend the Preliminary Plan to request the remaining units once school capacity becomes available.

Urban Design

The Master Plan’s design recommendations for the Property are to:

- Place maximum building heights towards Rockville Pike and away from adjacent neighborhoods.
- Locate buildings to frame streets and open space.
- Provide a safe and attractive environment for pedestrians through building and open space placement and design.
- Create human-scale architecture.
- Create building massing that limits shadows on the public realm and allows sky views.
- Complement public open space with private open spaces.

The Preliminary Plan achieves these recommendations. The tallest of the proposed buildings, on Lots 4, 5 and 6, are located towards Rockville Pike, away from existing neighborhoods across Tuckerman Lane. The buildings frame the proposed open spaces, the private road, and sidewalks. Building massing, architecture, and design of the open spaces will be further evaluated at the time of Site Plan(s).

Mobility

The Master Plan’s mobility recommendations for the Property are to:

- Improve pedestrian and bicycle connections.
- Enhance bicycle amenities at the Metro site.
- Improve stairway connection from Tuckerman Lane to the Property.
- Create two-way separated bike lanes along Tuckerman Lane.

- Install wayfinding signs.
- Create a new shared street that extends from Strathmore Park Court to Tuckerman Lane.
- Create shared parking facilities.
- Provide a full-movement, raised intersection with special paving, or comparable intersection improvements at the intersection of Tuckerman Lane and the access road to the WMATA garage to improve pedestrian and bicycle accessibility to the site and to the Music Center at Strathmore across the street.
- Enhance at-grade mid-block crossing to ramp leading to Strathmore Hall.
- Provide adequate crosswalks.

The Preliminary Plan includes various improvements for pedestrians and bicyclists. The proposed two-way separated bike lanes on Tuckerman Lane and access through the Private Road provide improved connections for bicyclists. The addition of a bikeshare station and bicycle parking enhance access to Metro. The Preliminary Plan retains a staircase from Tuckerman Lane to continue to provide and encourage pedestrian connections from existing neighborhoods to the Metro station. The shared street and central park will provide safer, more pleasant pedestrian experiences to and from Metro.

Environmental

The Master Plan's environmental recommendations for the Property are to:

- Incorporate native vegetation into landscaping.
- Minimize impervious cover.
- Encourage trees, plants, and other green features in open space and the public realm.
- Maintain tree cover.
- Encourage green roofs or solar panels.

The Application fulfills several of the Master 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 and buildings have been oriented for solar exposure. At the Site Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as landscaping with native species, green roofs, and minimizing impervious cover.

Parks and Open Space

The Master Plan's parks and open space recommendations for the Property are to:

- Expand the Arts Walk.
- Include public art in public realm.
- Develop a 1.25-acre civic green.
- Locate a dog park or active recreation amenity at the northern edge of the Property.
- Create a plaza at the Metro station entrance.

The Preliminary Plan shows a robust network of public and private open space. The Mandatory Referral for the WMATA garage on the Property sought improvements to the Arts Walk. The Applicant plans to incorporate the Arts into the development to capitalize on its proximity to the Music Center at Strathmore. As recommended by the Master Plan, the Applicant proposes to create a vibrant 1.25-acre central park that will function as the heart of the development. Proposed public art and the civic green will be further evaluated at the time of Site Plan(s).

The Master Plan proposes to “locate a dog park or other active recreation amenity for the community at the open space between the northern edge of the existing Metro garage and Tuckerman Lane” (page 69). The Preliminary Plan application shows a pocket/dog park in this area in addition to stormwater management. As stated during review of the Mandatory Referral and Sketch Plan, Staff will closely evaluate the design of the proposed neighborhood green and pocket/dog park and the proportion of space dedicated to stormwater management through future phases of the development. The Applicant should ensure that the layout of the stormwater management areas will not hinder the access and usability of the open spaces as recommended within the Master Plan.

Community Facilities

The Master Plan does not recommend any new public facilities on the Property. However, as discussed in further detail later in this report, Garrett Park Elementary school does not currently have capacity to absorb the number of elementary students that the Project would generate per full build out of the Preliminary Plan. Therefore, this approval must be limited to 909 dwelling units and 400 age-restricted units at this time.

The Master 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.” The Master Plan does acknowledge, however, that “it is highly unlikely that a school site will be found on the limited area likely to develop/redevelop in the Grosvenor-Strathmore Metro Area Minor Master Plan area” (p.76).

The Subject Property is approximately 14.6 acres with an existing WMATA parking garage, Kiss & Ride and bus facilities. An urban format elementary school site would require at least four to five acres of the Property and a middle or high school would require 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 WMATA facilities, and the potential to provide a significant amount of housing with direct access to a Metro station.

Public Benefits

The Master Plan indicates that the following public benefit categories are priorities for the Plan area:

- Dedication of land for needed school sites is the highest priority public benefit for development in North Bethesda. The Master Plan recognizes, however, that land dedication may not be feasible within the Plan area.
- Fifteen (15) % MPDUs is 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 parks and school athletic fields, a library, recreation center, County service center, public transportation or utility upgrade.

Other public benefits categories recommended in the Master Plan include:

- Quality open space.
- 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.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p. 81).

This Application supports the top priority Master Plan public benefit goals by providing 15% MPDUs and major public facilities. Sketch Plan condition 3a states that the Applicant will provide a bikeshare facility and “other major public facility/facilities to be determined prior to the approval of the first Site Plan.” To satisfy this condition, the Applicant proposes large-scale interim placemaking improvements (Figure 5) to be provided with the first building. In addition, the Applicant will provide a minimum of 5,000 square feet of cultural/arts space that is available for use by The Music Center at Strathmore or other cultural/arts related public agency or non-profit. Further details will be determined at the time of Site Plan (s). The approved Sketch Plan includes other recommended public benefits including additional and high quality public open space, streetscape improvements and minimum parking.

Staging

The Master Plan states that the full buildout of the Property is likely to occur in phases over time. The Master Plan requires that an additional traffic study to assess capacity must be submitted for any development in excess of 1.6 million square feet; this is a condition of approval of this Preliminary Plan.

3. *Public Facilities will be adequate to support and service the area of the subdivision.*

Schools

Overview and Applicable School Test

The Applicant proposes 2,218 multifamily high-rise dwelling units, including 400 age-restricted units. However, the Planning Board can only approve 909 unrestricted units and 400 age-restricted units at this time. Any additional non-age-restricted units would exceed the moratorium threshold for Garrett Park Elementary School, and age-restricted units do not generate any students. Therefore, this analysis is based on a maximum of 909 non-age-restricted high-rise multifamily units. The application is scheduled for Planning Board review on May 30, 2019. Therefore, the applicable annual school test is the FY19 Annual School Test, approved by the Planning Board on June 21, 2018 and effective July 1, 2018.

Calculation of Student Generation

To calculate the number of students generated by the proposed development, the number of dwelling units is multiplied by the applicable regional student generation rate for each school level (Table 3). Dwelling units are categorized by structure type: single-family detached, single-family attached (townhouse), low- to mid-rise multifamily unit, or high-rise multifamily unit. The Subject Property is located in the southwest region of the County.

Table 3: Per Unit Student Generation Rates – Southwest Region

	Elementary School	Middle School	High School
SF Detached	0.193	0.111	0.147
SF Attached	0.191	0.094	0.124
MF Low- to Mid-Rise	0.146	0.063	0.083
MF High-Rise	0.055	0.022	0.031

With a net of 909 new multifamily high-rise dwelling units, the proposed project is estimated to generate the following number of students, which would be the maximum allowed under the FY19 Annual School Test:

Table 4: Student Generation

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
MF High-Rise	909	0.055	49	0.022	19	0.031	28
TOTAL	909		49		19		28

Cluster Service Area Status and Adequacy

The Property is located in the Walter Johnson High School Cluster, which is conditionally open for new residential development in FY19. The student enrollment and capacity projections from the FY19 Annual School Test for the Cluster are noted in Table 5 below:

Table 5: Cluster Area Adequacy

School Level	Projected Cluster Totals, September 2023			Moratorium Enrollment Threshold	Projected Enrollment + Project Impact
	Enrollment	Program Capacity	% Utilization		
Elementary	4,586	4,541	101.0%	5,450	4,635
Middle	2,333	2,429	96.0%	2,915	2,352
High	2,718*	2,330	116.7%	2,797	2,746

*The projected cluster high school enrollment of 3,118 has been modified to reflect the estimated impact of a future boundary change that will reassign students from Walter Johnson HS to a reopened Charles W. Woodward HS prior to September 2023.

The Moratorium Enrollment Threshold identified in the table above is the enrollment at which the 120% utilization threshold is exceeded, resulting in a cluster-wide residential development moratorium. As indicated in the last column, the projected enrollment plus the estimated impact of this project fall below the moratorium thresholds at all three school levels. Therefore, there is sufficient capacity at the elementary, middle and high school cluster levels to accommodate the estimated number of students generated by 909 units.

School Service Area Status and Adequacy

The project is located within the Tilden MS and the Garrett Park ES service areas. For FY19, the Tilden MS service area as well as the Garrett Park ES service area are open for new residential development.

Based on the FY19 Annual School Test, the student enrollment and capacity projections for these schools are noted in Table 6, with the addition of the Project's proposed 909 units shown in the last column.

Table 6: School Service Area Adequacy

School	Projected School Totals, September 2023				Moratorium Thresholds		Projected Enrollment + Project Impact
	Enrollment	Program Capacity	% Utilization	Surplus/ Deficit	120% Utilization	Seat Deficit	
Garrett Park ES	883	776	113.8%	-107	932	886	932
Tilden MS	1,145	1,200	95.4%	+55	1,441	1,380	1,164

Under the individual school adequacy test, a school is deemed inadequate if the projected school utilization rate exceeds 120%, and if the school seat deficit meets or exceeds 110 seats for the elementary school or 180 seats for the middle school. If a school's projected enrollment exceeds *both* thresholds, then the school service area is placed in a residential development moratorium.

The Moratorium Enrollment Thresholds identified in the table above are the enrollments at which the 120% utilization threshold and the seat deficit threshold are exceeded. As indicated in the last column, with 909 multi-family high rise units, the projected enrollment plus the estimated impact of this project falls below the moratorium thresholds for Tilden MS, and just reaches but does not exceed the moratorium threshold for Garrett Park ES. Any additional (non-age-restricted) units would push the projected enrollment beyond the moratorium threshold for Garrett Park Elementary School.

Conclusion

Based on the school cluster and individual school capacity analysis performed using the FY19 Annual School Test, there is adequate school capacity for a maximum of 909 non-age-restricted, high-rise units.

Transportation

Strathmore Square will greatly improve access to the Metro station and the adjacent neighborhood. Planned transportation improvements include upgraded pedestrian facilities, such as wider sidewalks, protected intersections and crossings, and an new staircase from Tuckerman Lane to the site; additional bicycle facilities, including expanded short- and long-term bicycle parking, a Capital Bikeshare station, protected bike lanes, protected crossings, and bike signals; and the creation of an internal shared street that will establish a street grid through the site to facilitate better vehicular connectivity.

Vehicular Access and Circulation

Vehicular access to the site is provided from three existing access points on Tuckerman Lane: Metro's Kiss & Ride entrance, a planned internal shared street (which provides access to the existing Metro garage), and at the intersection of Tuckerman Lane and Strathmore Park Court (Figures 6 and 7).

The lane configuration for the street entrance to the Metro garage will remain unchanged, featuring one entry lane and three exit lanes. South of the Metro garage the street width will decrease to 60 feet and transition to an internal shared street/Private Road, forming a through connection to Strathmore Hall Street. The design of the shared street/Private Road promotes greater integration of all modes and slows vehicle speeds. The street grade is curbless and will accommodate on-street parking, landscaping, and storm water management. The Private Road is further discussed in finding no. 7. Metro's existing bus exit onto Tuckerman Lane will be converted to support two-way access for both buses and private vehicles, with one 12' entry lane and two 11' exit lanes.

To conform with the County's Vision Zero Action Plan, the Planning Department recommends the removal of the channelized right-turn lane from Tuckerman Lane to MD 355, north of the site. Channelized turn lanes prioritize vehicle throughput and enable vehicles to turn at faster speeds, endangering pedestrians and bicyclists. Removing the channelized right-turn lane from Tuckerman Lane to MD 355 will slow vehicle turning movements, improve pedestrian visibility at the intersection, and reduce the crossing distance and number of stages for people walking and biking to and from Strathmore Square. As proposed, right turns will be permitted, but the free movement onto MD 355 would be removed.

Loading and parking to all buildings will be handled internally. To prioritize the character and flow of the internal shared street, loading and parking is accessed from Tuckerman Lane for Lot 1, Lot 2, and Lot 3; loading for Lot 4 and Lot 5 is accessed from the shared internal street but will be served by single-unit trucks. Loading for Lot 6 is proposed from the Metro access road but will be refined at a later date. Lot 1 and Lot 4 contain off-street driveways that will facilitate pick-ups, drop-offs, and package deliveries. The Applicant has proposed using a WB-67 sized truck for a grocery store in building 3A. MCDOT is concerned about the use of this vehicle along Tuckerman Lane and trying to back into the loading area. The loading dock should be designed to allow the largest truck using the site.

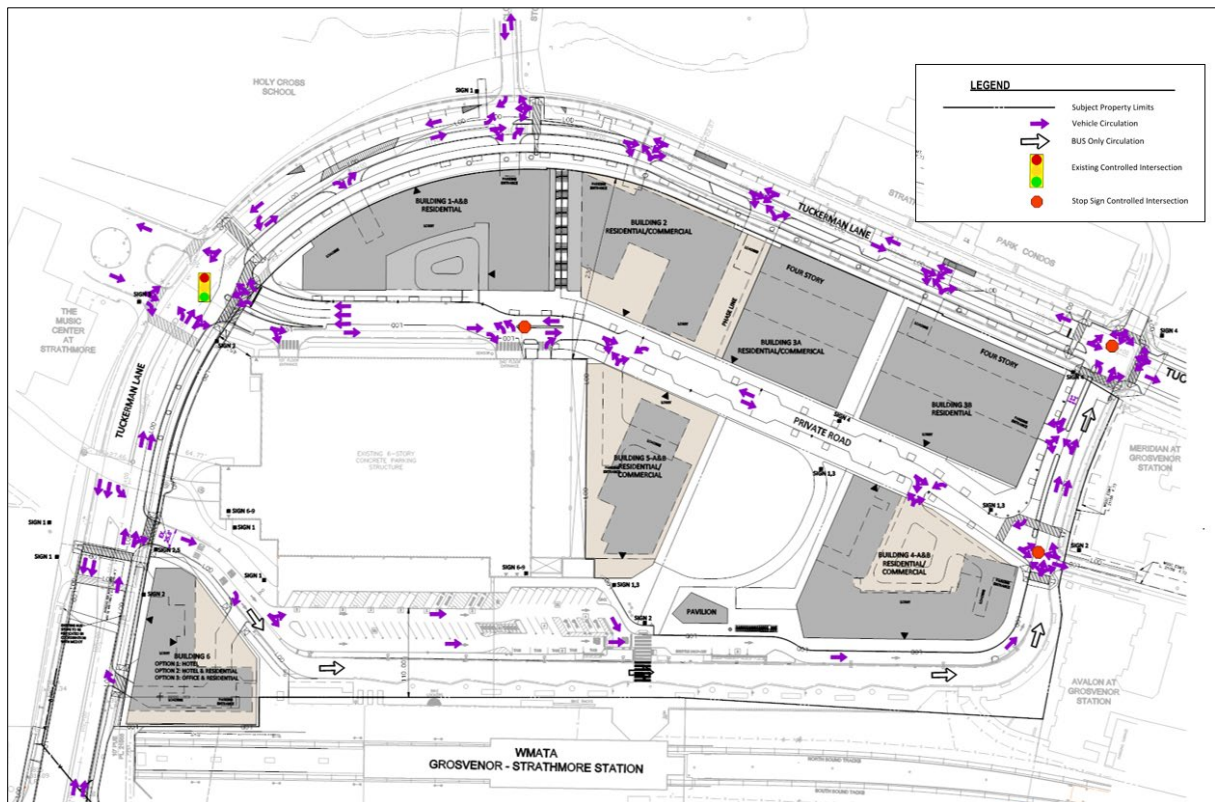


Figure 6: Access/Circulation

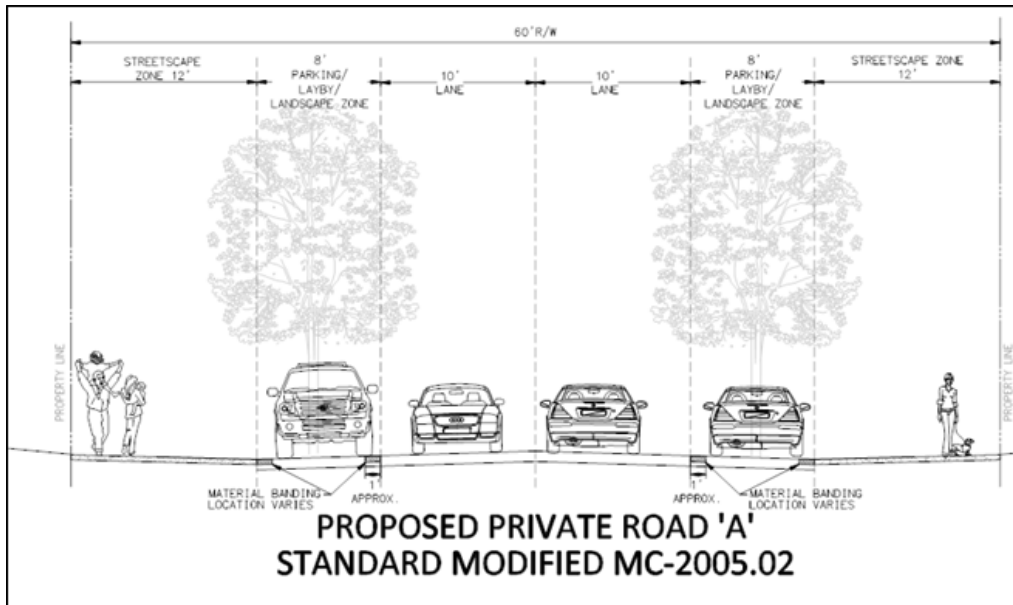


Figure 7: Private Road Cross-Section

Master Plan Roadways and Bikeways

In accordance with the 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* and the 2018 *Bicycle Master Plan*, sector-planned roadways and bikeways are listed below:

- Tuckerman Lane is classified as a Business District street (B-1), with an 80' right-of-way and two travel lanes.
- An internal shared street will connect Tuckerman Lane and the existing Metro garage to the existing Metro busway. Two-way vehicular access will be established from the site onto Tuckerman Lane at the intersection with Strathmore Park Court.
- Two-way separated bike lanes on the west side of Tuckerman Lane.
- The existing staircase from Tuckerman Lane to the Metro station will be reconstructed and will include a tunnel to facilitate bike access.
- Pedestrian and bicycle improvements are planned on Tuckerman Lane at the following intersections: Metro Kiss & Ride entrance, Strathmore Hall entrance, Metro garage entrance, Strathmore Park Court, Strathmore Hall Street, and the intersection with MD-355.
- A Capital Bikeshare station at the site, adjacent to the Metro Station.
- Four hundred and fifty bicycle parking spaces are recommended at the Metro station—350 long-term and 100 short-term. The final location of the long-term bicycle facilities will be determined in coordination with WMATA at Site Plan.

The 2013 Countywide Transit Corridors Functional Master Plan proposes bus rapid transit (BRT) on MD-355 (Corridor 4), with a stop at Grosvenor-Strathmore. Additionally, the North Bethesda Transitway (Corridor 6), providing service to Montgomery Mall and Rock Spring, may also terminate at Grosvenor-Strathmore.

Public Transit Service

The site is located at the Grosvenor-Strathmore Metro Station and is served by Metrorail's Red Line. The Red Line provides inbound service to NIH, Bethesda, downtown Washington, D.C., Union Station, and Silver Spring, and to Rockville and Shady Grove in the outbound direction. Metrorail service

operates from 5 a.m. to 11:30 p.m. Monday-Thursday, from 5 a.m. to 1 a.m. on Friday, from 7 a.m. to 1 a.m. on Saturday, and from 8 a.m. to 11 p.m. on Sunday.

Metrobus J5 Twinbrook-Silver Spring previously served the Grosvenor-Strathmore Metro but was discontinued in June 2017. The following Ride On bus routes serve the station or operate along the site's adjacent roadways:

1. **Route 6:** Operates service from Parkside to the Montgomery Mall Transit Center, with a stop at Grosvenor-Strathmore. On weekdays, Route 6 operates service from 6:01 a.m. to 8:36 p.m., with approximately 30-minute frequencies. Service does not operate on Saturday or Sunday.
2. **Route 37:** Operates service from Potomac Community Center to Wheaton, with a stop at Grosvenor-Strathmore. On weekdays, Route 37 operates service from 6:17 a.m. to 7:55 p.m., with approximately 30-minute frequencies. Service does not operate on Saturday or Sunday.
3. **Route 46:** operates service from Montgomery College to Medical Center, with a stop at Grosvenor-Strathmore. On weekdays, Route 46 operates service from 4:59 a.m. to 1:41 a.m. On Saturday, Route 46 operates service from 5:15 a.m. to 1:08 a.m. On Sunday, Route 46 operates services from 5:11 a.m. to 12:42 a.m.
4. **Route 96:** Operates circulator service from Grosvenor-Strathmore to Rock Spring during the morning and evening peak periods (5:50-9:07 a.m. and 3:51-8:55 p.m.) and operates service from Grosvenor-Strathmore to the Montgomery Mall Transit Center during non-peak periods (9:00 a.m. to 3:40 p.m.). Service does not operate on Saturday or Sunday.
5. **Route 101 (extRa):** Operates limited stop service from Lakeforest Transit Center in Gaithersburg to Medical Center, with a stop at Grosvenor-Strathmore (located on MD-355). On weekdays, Route 101 operates service only during the morning and evening peak periods (5:30-9:30 a.m. and 3:30-7:30 p.m.), with 10-minute frequency. Service does not operate on Saturday or Sunday.

Pedestrian and Bicycle Facilities

The site is designed to maximize pedestrian and bicycle access both into and within the development, with dedicated sidewalks, bicycle lanes, and protected intersections. The frontage zone from MD-355 to proposed Building 6 is constrained due to the location of the Metro tunnel but will feature an 8' shared use path with a buffer. South of the Metro Kiss & Ride entrance the sidewalk and bicycle facilities are segregated, with wider sidewalks, landscaping, and a two-way separated bike lane (8-10') and buffer provided. The separated bike lanes will be raised 3-6 inches above the street pavement, and bike lanes will be flat across all driveways and intersections (no grade drop-off).

The following intersection upgrades will improve safety and access at the site's three intersections with Tuckerman Lane:

- Curbs are extended and radii tightened where feasible to slow the speed of turning vehicles and increase pedestrian visibility;
- Bicycle crossings are marked adjacent to pedestrian crossings;
- Leading pedestrian intervals are planned for all crosswalks.

A Capital Bikeshare station with 19 docks will be located near the central green. The pedestrian crossing from the Metro station to the site will be enhanced with colored/texturized pavement and potentially rapid flashing pedestrian beacons; the Applicant is encouraged to integrate local designs/themes to improve the aesthetics of this crossing. Sidewalks at the Kiss & Ride entrance and Metro busway exit will also be widened and improved to facilitate greater pedestrian access to the

site. The existing staircase from Tuckerman Lane to the Metro site will be widened and include a runnel to facilitate access.

Local Area Transportation Review (LATR) Adequate Public Facilities

A transportation study, dated May 3, 2019, was submitted to analyze the full density permitted on the Property, up to 2,218 dwelling units, up to 317,537 square feet of non-residential uses and up to 1,746,451 square feet of residential uses (total base density not to exceed 1,905,219 square feet) and 384,21 square feet of bonus density based on 15% MPDUs. In the transportation study, Lot 6 is assumed to be office space, as office use generates a higher number of vehicle trips than the other proposed development options. The proposed development is estimated to generate 1,419 net new morning peak-hour person trips (727 vehicle trips) and 1,768 net new evening peak-hour person trips (905 vehicle trips). As the estimated transportation impact of the project exceeds 50 net new trips for the vehicular, pedestrian, and bicycle modes, the project evaluated the adequacy of each of these modes to satisfy the Local Area Transportation Review requirement. The project site is within 1,000 feet of a Metrorail station and is exempt from the transit system adequacy evaluation.

Vehicle Adequacy

As the project generates more than 250 net new peak hour vehicle trips, the Applicant was required to evaluate two tiers of intersections, resulting in a total of 11 intersections, including the site access points. In accordance with the 2016-2020 Subdivision Staging Policy, the study locations are presented in Figure 8.

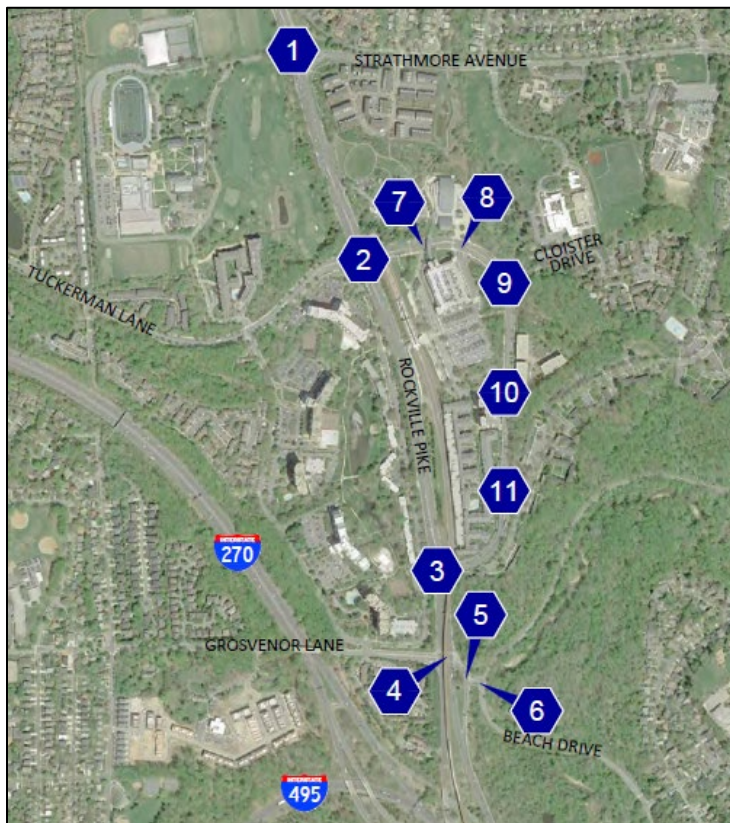


Figure 8: Study Intersections

The Institute of Transportation Engineers' (ITE) Trip Generation rates are used to calculate the peak-hour trips generated by new development. A mix of land uses are proposed at Strathmore Square: multifamily housing (high-rise), commercial office space or a hotel, grocery/supermarket, restaurant space, and multipurpose space designated Strathmore Music Center programming.

In accordance with the Planning Department's Local Area Transportation Review (LATR) Guidelines, the ITE trip generation projections for each use were adjusted based on policy-area vehicle-trip generation rates. Additional reduction factors were applied to residential trip projections based on the expectation that transit, walking, and biking mode share will increase.

The 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* established a goal of 45% non-auto driver mode share (NADMS) by 2040 for the plan area. However, based on the 2016 American Community Survey the Grosvenor Policy area has already achieved a 52% NADMS. As such, this reduction factor was applied to the residential trips generated by this development. Standard LATR mode splits were applied for office², grocery, restaurant, and retail space. The tables below shows the number of vehicle trips generated by the proposed development in the weekday morning and evening peak hours, as well as trips distributed by mode. Non-motorized trips include pedestrian and bicyclists.

Table 7: Peak Hour Trip Generation Rates

Proposed Land Use	Vehicle Rates		Adjusted Vehicle Rates		Person Trips	
	AM	PM	AM	PM	AM	PM
2,218 High-Rise Apartments	634	763	472	567	983	1,182
134,000 SF Office	152	150	128	126	202	199
12,500 SF Restaurant	124	122	93	92	170	168
12,000 SF Grocery	46	160	35	120	64	219
New Trips	956	1,195	727	905	1,419	1,768
<i>Vehicle rates adjusted by Policy Area Adjustment Factors and non-auto driver mode share (for residential use)</i>						

Table 8: Trip Distribution by Mode

Peak Period	Auto Driver	Auto Passenger	Pedestrian*	Transit	Bicycle	Person Trips
AM	727	374	318	174	144	1,419
PM	905	472	391	212	179	1,768

*Pedestrian trips are the sum of all transit and bicycle trips generated by the project

Intersection Capacity Analysis

Under the 2016-2020 Subdivision Staging Policy, a traffic study is required if the proposed use generates more than 50-person trips within the weekday peak hours. Eleven nearby intersections were analyzed and found to be within the applicable congestion standards (Table 9).

² An office used for Lot 6 in the Transportation Impact Study, as office use generates a higher number of vehicle trips than a hotel or residential use.

The Grosvenor Policy Area is a red policy area and the North Bethesda Policy Area is an orange policy area. As such, the Highway Capacity Manual (HCM) delay-based level of service standards was used to analyze impacts on signalized intersections. The HCM average vehicle delay standard varies by policy area. The HCM congestion standard for intersections within the Grosvenor Policy Area is 120 seconds; three intersections are located in the North Bethesda Policy Area, which has a congestion standard of 71 seconds. Based on the results of the HCM analysis, each of the study area intersections are projected to operate at satisfactory levels of service based on the total traffic conditions. The intersection of MD-355 and Strathmore Avenue, north of the site, approaches but does not exceed the congestion standard of 71 seconds.

Table 9: HCM Analysis

Intersection	Congestion Standard	Future Conditions	
		AM	PM
MD-355/Strathmore Avenue	71	41.6	68.4
MD 355)/Tuckerman Lane (north)	120	48.3	64.1
MD 355)/Tuckerman Lane (south)	120	15.0	21.0
Rockville Pike (MD 355)/Grosvenor Lane	120	50.9	54.6
Grosvenor Lane/MD 355 Northbound Ramp	71	12.8	4.0
Grosvenor Lane/Beach Drive	71	11.3	20.6
Tuckerman Lane/Kiss & Ride Entrance	120	0.6	0.5
Tuckerman Lane/Park & Ride Entrance	120	47.5	30.7
Tuckerman Lane/Cloister Drive	120	2.3	2.0
Tuckerman Lane/Strathmore Park Court/Kiss & Ride Exit	120	15.9	52
Tuckerman Lane/Strathmore Hall Street	120	12.6	37.7
Tuckerman Lane/Building 6 Right-in/Right-out	120	0.2	0.7
Spine Road/Building 5 Entrance	120	5.0	4.1
Spine Road/Building 4 Entrance	120	4.6	3.9
Tuckerman Lane/Buildings 2 and 3A Driveway	120	2.3	4.9
Metro Kiss & Ride Exit/Building 3B Driveway	120	0.6	0.5

Pedestrian Adequacy

As the project generates more than 50 peak hour pedestrian trips, the Applicant evaluated the level of service for each pedestrian crosswalk at study intersections within 500 feet of the site and determined that each of the pedestrian crossings would operate at a level of service “C” or better in the future condition.

The Applicant must fix or fund improvements to deficient and non-compliant ADA infrastructure pedestrian infrastructure within 500 feet of the site, in accordance with the 2016-2020 Subdivision Staging Policy and supplemental guidance issued by MCDOT. Final determination of the required improvements must be made by MCDOT and/or MDSHA at the time of Site Plan(s). The pedestrian analysis area is depicted in Figure 9.

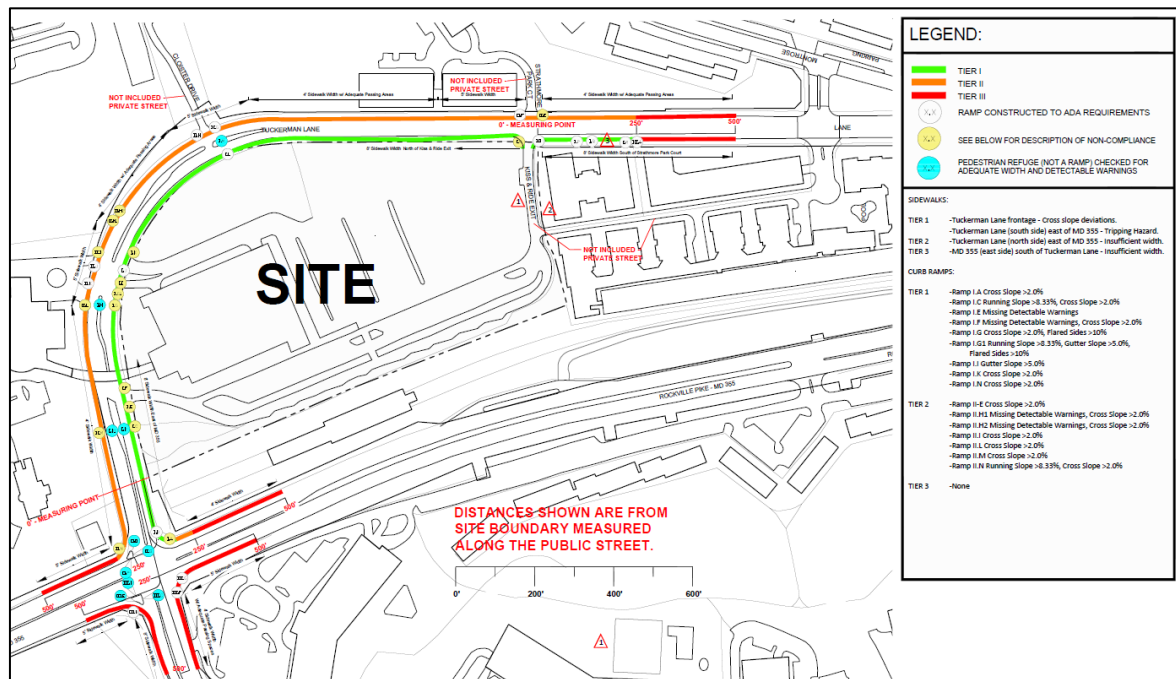


Figure 9: Pedestrian Facilities and ADA Compliance Evaluation

Bicycle Adequacy

The Applicant evaluated bicycle travel in accordance with the Planning Department's "Level of Traffic Stress" (LTS) analysis, which recognizes the effect different roadways have on bicyclists' comfort. That analysis determined that upon project completion bicycle facilities within 750 feet of the site will achieve LTS "2" or better. Planned bicycle improvements, including separated bike lanes, sidepaths on Rockville Pike and Tuckerman Lane (west of Rockville Pike), and a bicycle connection from the site through Strathmore, will significantly improve the level of comfort for bicyclists.

Other Public Facilities and Services

Other public facilities and services are available and will be adequate to serve the full density of the proposed development. The Property is served by public water and sewer service. This Application has been reviewed by the Montgomery County Department of Permitting Services Fire Department Access and Water Supply Group, which has determined that the Property will have appropriate access for fire and rescue vehicles. Other public facilities and services, such as police stations, firehouses and health services are currently operating within the standards set by the SSP resolution currently in effect and will be adequate to serve the Property. Electrical, telecommunications, and gas services are also available to serve the Property.

4. All Forest Conservation Law, Chapter 22A requirements are satisfied.

Environmental Guidelines

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for this site was approved by M-NCPPC staff on November 20, 1998 (NRI/FSD No. 419990610). The site contains no streams or stream buffers, wetlands or wetland buffers, 100-year floodplains, hydraulically adjacent steep slopes, or

known occurrences of rare, threatened, or endangered species. The proposed plan is in conformance with the Montgomery County Planning Department's *Environmental Guidelines*.

Noise

The Preliminary Plan submission included a Phase I Noise Analysis report, dated December 7, 2018. This report shows that many of the buildings will be subjected to exterior noise levels above 65 dbA Ldn. The proposed park will be shielded from transportation noise impacts by topography and buildings and will not be impacted by noise levels above 65 dbA Ldn. The noise study makes recommendations for further analysis at Site Plan to ensure that architecture and site design ensure that the site and structures are in compliance with the Planning Board's Noise Guidelines.

Forest Conservation

This site has several previously approved Final Forest Conservation Plans (FFCP No. MR2000201, MR2018026, and MR2019015) that covered construction and expansion of the WMATA parking garage and related infrastructure improvements. These FFCPs cover most of the site now included in the Preliminary Plan application. The forest mitigation for these previously approved FFCPs has already been fulfilled. The new Preliminary Plan adds an additional 1.88 acres of off-site disturbance for infrastructure improvements required to serve the new development, plus 0.31 acres for the inclusion of proposed Parcel C with the Preliminary Plan application. The new additional net tract area is 2.19 acres not previously accounted for in the prior FFCP approvals, and results in an additional 0.33 acres of reforestation required.

Forest Conservation Easement

The original Final Forest Conservation Plan for this site, No. MR2000201, designated the 1.74 acres of retained forest lying east of the parking garage and west of Tuckerman Lane as a Category I Conservation Easement. Even though the Category I Easement was never recorded in the County land records, it is still treated as a Category I Easement in the regulatory review. Subsequent to the original approval, 0.10 acres of the retained forest was removed to construct a concrete stairway up to the Metro parking lot, leaving 1.64 acres of retained forest. The Planning Board Resolution approving the amended FFCP for Mandatory Referral No. MR2018026 (Resolution MCPB No. 18-063) included a condition requiring that any future plan submission showing removal of this area must replace this forest at a 2:1 ratio, resulting in a requirement for 3.28 acres of off-site forest planting, plus an additional 0.10 acres for the forest previously removed in the designated as easement, for a total of 3.38 acres of off-site forest planting, or 6.76 acres of existing forest preserved.

Adding the forest mitigation planting requirement for the new net tract area to the mitigation requirement for Category I Easement removal yields a combined requirement for 3.71 acres of forest planting (or 7.42 acres of forest preservation) in an approved off-site forest conservation bank.

Forest Conservation Variance

Section 22A-12(b) (3) of County code identifies certain individual trees as high priority for retention and protection. Any impact to these trees, including removal of the subject tree or disturbance within the tree's critical root zone (CRZ) requires a variance. An applicant for a variance must provide certain written information in support of the required findings in accordance with Section 22A-21 of the Forest Conservation Law. The law requires a variance to impact trees that: measure 30 inches or greater, dbh; are part of an historic site or designated with an historic structure; are designated as a national, State, or County champion tree; are at least 75 percent of the diameter of the current State

champion tree of that species; or trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species.

Variance Request

The Applicant submitted a variance request on December 21, 2018, because the plan would create an impact to the CRZ of nine trees that are considered high priority for retention under Section 22A-12(b) of the County code. All nine of these trees are to be removed. A copy of the variance request letter, specifying the amount of critical root zone disturbance for each impacted tree, is appended to this letter (Attachment 7).

Unwarranted Hardship for Variance Tree Impacts

Per Section 22A-21, a variance may only be granted if the Planning Board finds that leaving the requested trees in an undisturbed state will result in an unwarranted hardship. The Strathmore Square site is the focus of the Grosvenor-Strathmore Metro Area Minor Master Plan (approved and adopted January 2018). This Master Plan recommends increasing the residential density on the site directly adjacent to the Metro station, enabling significant numbers of people to take transit rather than driving a car. This will result in numerous benefits, including reducing carbon emissions and improving air quality. The zoning for the property reflects the intention to create this type of development implementing the mixed-use, pedestrian friendly, transit-oriented development recommended in the Master Plan, simply cannot be accommodated if the Subject Trees could not be removed. Staff agrees that not permitting impacts to the CRZ of the variance trees would create an unwarranted hardship for redevelopment of the Property.

Variance Findings

Per Section 22A-21 and based on review of the variance request and the proposed FFCP, Staff finds the requested variance:

- 1) *Will not confer on the applicant a special privilege that would be denied to other applicants.*

The Property is already developed with a large parking garage, surface parking lot, and stormwater pond. The trees being impacted are in or along the edges of the existing development, by sidewalks, access roads, and in traffic islands in the parking lot. The site constraints are numerous and substantial. Staff has determined that the impacts to the trees subject to the variance requirement cannot be avoided if the development envisioned by the Master Plan and zoning is to be constructed. Therefore, staff finds that the granting of this variance is not a special privilege that would be denied to other applicants.

- 2) *Is not based on conditions or circumstances which are the result of the actions by the applicant.*

The requested variance is not based on conditions or circumstances which are the result of actions by the Applicant, but on engineering and site constraints, and on the compact, transit-oriented development recommended by the Master Plan.

- 3) *Is not based on a condition relating to land or building use, either permitted or non-conforming, on a neighboring property.*

The requested variance is not a result of land or building use on a neighboring property.

- 4) *Will not violate State water quality standards or cause measurable degradation in water quality.*

Seven of the nine Variance trees being removed are within the forest that is being removed. The forest is already being replaced off-site at a 2:1 ratio, providing water quality protection for water in the Potomac River and Chesapeake Bay watersheds, including replacing the water quality function of the Variance trees within the forest. The two trees that are being removed outside of the forest are being replaced according to a formula that requires one caliper-inch of replacement trees planted for every four inches diameter removed, using planting stock of no less than 3 inches caliper. This project will remove 77 diameter inches of specimen trees, which will be mitigated by planting a minimum of 19.25 caliper-inches of native shade trees, using planting stock no smaller than 3 inches caliper, each. In this case, the FFCP proposes planting 7 shade trees of 3 inches caliper, each, for a total replacement of 21 caliper inches. These mitigation trees are shown on the FFCP. It is assumed that the canopy produced by these trees will replace the canopy from the removed trees with a few years, thereby restoring the water quality functions formerly performed by the trees removed. Therefore, the project will not violate State water quality standards or cause a measurable degradation in water quality.

County Arborist's Recommendation on the Variance

In accordance with Montgomery County Code Section 22A-21(c), on December 20, 2018 the Planning Department referred a copy of the variance request to the County Arborist in the Montgomery County Department of Environmental Protection for a recommendation prior to acting on the request.

Variance Recommendation

Staff recommends that the variance be granted.

Staff concludes that the proposed FFCP meets the requirements of Chapter 22A Forest Conservation Law. Staff, therefore, recommends that the Planning Board approve the FFCP and associated variance, with the conditions above.

5. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied*

The Preliminary Plan Application meets the stormwater management requirements of Chapter 19 of the County Code. The Applicant received a stormwater concept approval from MCDPS water resources division on May 2, 2019. The Application will meet stormwater management goals through a variety of techniques including micro bioretention planter boxes and underground structural treatment facilities.

6. *Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.*

Not applicable; the Applicant is not aware of any burial sites and the Property is not included in the Montgomery County Inventory.

7. *Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.*

Justification for the Private Road

The Applicant is proposing to provide the master-planned shared street as a private road, under Section 50-4.3.E.4, from the terminus of the existing WMATA garage entrance road, connecting directly into the existing Strathmore Hall Street, a private road constructed by the prior developer of Grosvenor Village (Figure 7). The Master Plan specifically anticipates this connection to be private (page 60). The Applicant is coordinating with WMATA, Strathmore Music Center, and the Grosvenor Village community to the south for the design and construction of the Private Road. The Private Road will be maintained by the Applicant up to the existing WMATA garage entrance and directly connect to the existing portion of the road which will remain under WMATA control and operation. All portions of the Private Road will be fully accessible to the public.

The proposed Private Road will promote safe and efficient internal circulation that is focused on all modes of transportation but promotes pedestrian circulation specifically. The Private Road will provide a vehicular connection to accommodate local traffic circulation for the lobbies of the buildings located adjacent to it and loading and service entrances will be minimized. The intersection of the Private Road and Tuckerman Lane will also be improved in accordance with the Master Plan, including pedestrian and bicycle facilities that will enhance safety and access. The design of the Private Road is intended to create a curbless, urban, pleasant, and safe pedestrian space that is buffered from vehicular and bus traffic.

The proposed Private Road is a modification of MCDOT design standard MC-2005.02, a Business District Street with a 60-foot-wide private right-of-way with 10-foot-wide travel lanes in each direction, an 8-foot-wide "lane" on either side that will serve various uses (drop-off/layby zones at building lobbies, parallel parking spaces, landscape/stormwater management, or sidewalk), street trees, and continuing adjacent sidewalk on both sides.

The designation of the road as private is important for multiple infrastructure design reasons and to create the shared-street, pedestrian first experience envisioned by the Master Plan, including integration of stormwater management facilities, utility layout, non-standard elements such as special paving materials and non-standard road sections, entrance monuments, and greater flexibility for grading and vertical and horizontal road curves. Also, a private road maintains flexibility for the Applicant to consider constructing parking underneath.

Design Exceptions

The Applicant has requested two design exceptions. One design exception request is for special paving materials or paint within the right-of-way at the intersection of the Private Road and Tuckerman Lane to frame the proposed development and tie it to the Music Center at Strathmore. MCDOT does not approve the request exception at this time because the Application did not include sufficient detail and MCDOT is concerned that non-standard materials will need additional maintenance and may not hold up to the amount of buses using the roads. The Applicant will need to submit a more specific Design Exception package to DOT at the time of site plan submission for evaluation by MCDOT and MCDPS.

The Applicant also requests a design exception to modify the MCDOT Standard Business District street section MC-2005.02 for Tuckerman Lane. MCDOT approves this design exception request because it is consistent with recommendations in the *Grosvenor-Strathmore Metro Area Minor Master Plan*.

Subdivision Waiver, APF and Plan Validity

Section 50-4.3.J.5.a.iv allows for the Planning Board to make a determination of adequate public facilities for no less than 5 and no more than 10 years after the preliminary plan is approved. However, the Applicant requests a Subdivision Waiver under Section 50-9.1. for an APF and Preliminary Plan validity period of 15 years, or in the alternative, 10 years with the validity period commencing upon the completion of the WMATA Garage expansion (Attachment 3). To grant a Subdivision Request, the Planning Board must make the following findings:

- a. Due to practical difficulty or unusual circumstances of a plan, the application of a specific requirement of the Chapter is not needed to ensure the public health, safety, and general welfare;*
- b. The intent of the requirement is still met; and*
- c. The waiver is: (i) the minimum necessary to provide relief from the requirements; and (ii) consistent with the purposes and objectives of the General Plan.*

Staff does not support the Applicant's Subdivision Waiver request and recommends a maximum APF validity period of 10 years. At this time, local school capacity is inadequate to accommodate all of the Applicant's proposed units, and the Minor Master Plan recognizes that school enrollment and capacity in the area may change over the long-term time frame of the Master Plan and the large scale of this Project (page 75). The Master Plan recognizes that all three public schools in the cluster are projected to have enrollment exceeding the 80-100% utilization rate and Staff finds that further analysis is appropriate within 10 years to access the capacity at the public schools. The Applicant intends to amend the plan for approval of the remaining residential units once school capacity becomes available. Staff believes it is most appropriate if the Planning Board reassess school capacity and the APF Validity Period at that time.

Staff recommends approval of a 10-year APF Validity Period, which is the maximum allowed under Section 50-4.3.J.5.a.iv. To approve a 10-year APF validity period under Section 50-4.3.J.5.b, the Planning Board must (i) approve a development schedule or phasing plan for completion of the project that shows the minimum percentage of the Project that the Applicant expects to complete in the first five years; and (ii) find that the size or complexity of the subdivision warrant the extended validity period and would not be adverse to the public interest.

Given the size and complexity of the proposal, and the potential to provide over 2,000 dwelling units at a Metro station, Staff finds that a 10-year validity period is well within the public interest.

A proposed phasing schedule submitted with the Application shows 455 units completed within the first five years (Table 10). To allow for some flexibility, Staff recommends conditioning the approval on the Applicant obtaining building permits for 300 units (approximately 13.5% of the total units proposed on the Property). With an amendment to the Preliminary Plan anticipated in the near future for the remaining residential units, Staff believes the APF Validity Period, phasing and school capacity can be evaluated again at that time.

Table 10: Applicant's Development Schedule for a 15-year APF Validity Period³

Phase	Residential	Non-Residential	Completion
1	155 units	0	3 years
2	300 units	5,000 s.f.	2 Additional Years
3	300 units	5,000 s.f.	2 Additional Years
4	300 units	5,000 s.f.	2 Additional Years
5	300 units	5,000 s.f.	2 Additional Years
6	300 units	5,000 s.f.	2 Additional Years
7	494 units	8,000 s.f.	2 Additional Years

Preliminary Plan Validity

Staff recommends a Preliminary Plan validity period of nine years with the following phasing of plat recordation:

- Phase 1: Plats for at least two lots must be recorded within 36 months of the Resolution mailing date.
- Phase 2: Plats for at least four lots (two lots in Phase 1 plus an additional two lots) must be recorded within 72 months of the Resolution mailing date.
- Phase 3: All remaining lots and parcels must be recorded within nine years of the Resolution mailing date.

SECTION 5: CONCLUSION

With the conditions of approval specified at the beginning of this report, this Preliminary Plan application satisfies the findings of Chapter 50, the Subdivision Code and substantially conforms to the recommendations of the *Grosvenor-Strathmore Metro Area Minor Master Plan*. Therefore, Staff recommends approval of the Preliminary Plan with conditions.

³ Table shows 2,149 total units instead of the requested 2,218.

ATTACHMENT 1



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

MCPB No. 18-121
Sketch Plan No. 320190010
Strathmore Square
Date of Hearing: November 8, 2018

DEC 05 2018

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on August 3, 2018, Five Squares Development, LLC ("Applicant") filed an application for approval of a sketch plan for construction of up to a maximum of 1,905,219 square feet of total development, with up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses (excluding 15% or greater MPDUs) on 14.72 acres of CR-3.0, C-0.5, R-2.75, H-300 and CR-0.5, C-0.25, R-0.5, H-300 zoned land, located at the southeast corner of the intersection of Rockville Pike (MD 355) and Tuckerman Lane ("Subject Property") in the 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* ("Master Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320190010, Strathmore Square ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated October 29, 2018 setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on November 8, 2018, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, on November 8, 2018 the Planning Board voted to approve the Application subject to conditions, on the motion of Commissioner Cichy, seconded by Commissioner Patterson, with a vote of 4-0; Commissioners Anderson, Fani-Gonzalez, Cichy and Patterson voting in favor and Commissioner Dreyfuss absent.

Approved as to
Legal Sufficiency:

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320190010, Strathmore Square for construction of up to 1,905,219 square feet of mixed use development on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

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

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 1,905,219 square feet of total development on the Subject Property, for up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses (excluding 15% or greater MPDUs). 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 300 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan (not including additional height that may be allowed under Section 59-4.7.3.D.6.c.i for exceeding 12.5% MPDUs). Building height and step-backs within the "Transition Zone" along Tuckerman Lane must conform with the section on page 41 (Figure 20) of the *Grosvenor-Strathmore Metro Area Minor Master 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*

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

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 a bike share station and other major public facility/facilities to be determined prior to the approval of the first Site Plan;
- b. Transit Proximity achieved through Property's location adjacent to the Grosvenor-Strathmore metro station (level 1);
- c. Connectivity and mobility, achieved by providing less than the maximum number of parking spaces and wayfinding;
- d. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs;
- e. Quality of Building and Site Design, achieved through public open space, public art and structured parking; and
- f. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

4. Building and Site Design

- a. All above-ground parking, except for the façade abutting the WMATA garage, must be lined with uses and mechanically ventilated, or screened to be artistically significant or indistinguishable from the remainder of the building.
- b. On Tuckerman Lane, buildings should be located a sufficient distance from the street curb to accommodate adequate Curb Zone, Planting/Furnishing Zone, Pedestrian Zone and Frontage Zone as shown in Figures 26 and 27 (on pages 53 and 54) of the *Grosvenor-Strathmore Metro Area Minor Master Plan*. Around Building 4 and Building 6 (where the building faces the WMATA Kiss and Ride), there should be a minimum of 16-20 feet between the face of the building and the curb. The design of the shared street along the Private Road might be unique and may require a different approach.
- c. At the time of the first Site Plan, the Applicant must develop an interim placemaking plan and refine the overall placemaking plan with Staff's approval as the project continues to develop.

5. Transportation

Subsequent Preliminary Plans and/or Site Plans must address the following, subject to MCDOT, MSHA, and/or WMATA approval as appropriate:

- a. Improve the access to Building 6.
- b. Design a protected pedestrian intersection at the intersection of the private spine road and Tuckerman Lane that may include the following elements: striped crosswalks, pedestrian timing signals, curb extensions, ADA compliant curb ramps, reduced curb radii, clearly marked bike lane transitions through the intersection, and textured or colored pavement within the intersection.

- c. Improve the pedestrian crossing from the central park to the Metro station, potentially including a wider striped crosswalk, flashing beacons/signal, and/or textural pavement.
- d. A plan for removal of the channelized right-turn lane at the northeast corner of the intersection of Tuckerman Lane and MD-355.
- e. Vehicular access points from Tuckerman Lane are consolidated to the greatest degree possible (e.g. colocate loading docks and parking entrances).
- f. Where adjacent to travel lanes, the bike buffer on Tuckerman Lane should be at least four feet wide but may be reduced to three feet wide in constrained areas.
- g. The two-way separated bike lanes on Tuckerman Lane between Cloister Drive and Strathmore Park Court should be between 8 and 10 feet wide.
- h. The bike lanes and buffers should be grade separated from travel lanes and parking.
- i. Provide a protected bicycle transition across Strathmore Park Court, including a motorist yield zone, pedestrian/bicycle refuge island, and painted pavement demarcating bicycle lanes crossing the intersection.
- j. Ensure that where the separated bike lane cross driveways, the bike lanes will bend back toward the sidewalk to provide a protected corner island that is a minimum of six-feet wide where feasible. Driveways should ramp up to and ramp down from the separated bike lane. The separated bike lane should not be ramped down to driveway-level.
- k. Provide a phasing plan for the full implementation of the 350-space secure bicycle parking station recommended in the Bicycle Master Plan, including identification of occupancy levels or other factors that will trigger facility expansion.
- l. The treatment of the shared street must be extended to the south, up to the edge of the drive lane for WMATA buses. The crosswalks should be redesigned so pedestrians are not forced to cross the Private Street via the median. In coordination with Planning and Department of Permitting Services staff, reduce the 30-foot turning radius since the curbs will be mountable in the Shared Street for fire trucks and emergency vehicles.

6. Sketch Plan Validity

The Sketch Plan is valid for seven years from the Planning Board resolution mailing date within which the initial Site Plan for a portion of the multi-phase Project must be submitted.

7. 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. Fire and Rescue access and facility details;

- b. Streetscape details;
- c. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- d. Draft Traffic Mitigation Agreement (TMAg);
- e. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15);
- f. Location of bike sharing station(s);
- g. Phasing and ultimate heights of signature building(s);
- h. Sustainability elements recommended in the Master Plan, including block and building orientation to maximize passive solar heating, cooling, and lighting, and to offer optimal siting for solar energy generation;
- i. Assess the potential for recreation on top of the WMATA garage; and
- j. Prior to approval of a Site Plan, the Applicant must come to an agreement with Staff about a major public facility (or facilities) that will be provided pursuant to page 81 of the *Grosvenor-Strathmore Metro Area Minor Master Plan*.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

1. Development Standards

The Subject Property includes approximately 14.72 acres zoned CR-3.0, C-0.5, R-2.75, H-300 and CR-0.5, C-0.25, R-0.5, H-300. The data table below demonstrates the Application's conformance to the applicable development standards of the zones.

Data Table

Section	Description	Required/Permitted	Approved
	Tract Area	n/a	635,073 sf/14.56 ac ¹
4.5.4.B.2.b	Maximum Density		
	Total	1,905,219 sf/3.0 FAR	1,905,219 sf/3.0 FAR
	Commercial	317,537 sf/0.5 FAR	Up to 317,537 sf/0.5 FAR
	Residential (excluding MPDUs)	1,746,451 sf/2.75 FAR	Up to 1,746,451 sf/2.75 FAR
4.7.3.D.6.c.iii	15% MPDU Density²	n/a	261,967 sf/0.41 FAR
	Total residential density (including MPDUs)	n/a	2,008,418 sf/3.16 FAR
4.5.4.B.2.b	Maximum Height	300 ft.	300 ft.
4.5.4.B.1	Minimum Public Open Space	10%/64,142 sf	Minimum 10%/64,142 sf to be provided; Sketch Plan anticipates up to 15%/96,000 sf
6.2.4.B	Vehicle Parking Spaces	Varies based on different development scenarios	Estimated 2,008

¹ Does not include 6,346 sf part of Parcel C that is being used for land area only; no density is generated from this parcel. The total project area is 641,149 sf/14.72 ac.

² Under Section 4.7.3.D.6.c.iii, when providing at least 15% MPDUs, the gross floor area of all MPDUs are exempt from the calculation of FAR.

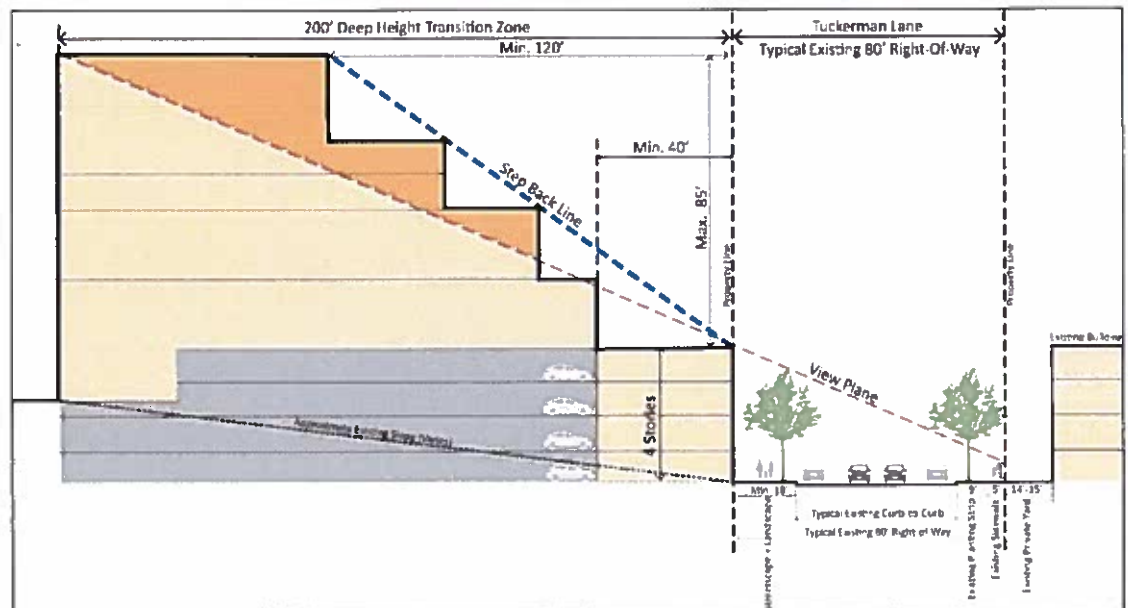
The Sketch Plan conforms to the intent of the CR Zone as described below.

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

The Property is located within the Approved and Adopted 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* ("Master Plan") area. The Master Plan envisions transforming the Property from a surface parking lot adjacent to Metro into a transit-oriented development with neighborhood retail for current and future residents.

Density and Building Height

The Master Plan allows building heights up to 300 feet and includes specifications about how building height should be distributed around the Property. The Master Plan allows two signature buildings with heights of 300 feet, one building at 220 feet, and limits other buildings on the site to 160 feet (p. 22). Additionally, the Master Plan calls for a 200-foot-wide transition zone on Tuckerman Lane, across from the Strathmore Park Condominiums (p. 41). Within the transition zone, the building height along Tuckerman Lane across from the Strathmore Park Condominiums is limited to four stories within 40 feet of the property line, with a gradual step back to 85 feet (Figure 13). Buildings 3A (100 feet) and 3B (100 feet) are in the Transition Zone. The Planning Board has conditioned approval on conformance with the Transition Zone Diagram from page 41 of the Master Plan (Figure 13 in the Staff Report and copied below).



Transition Zone Diagram from Master Plan (pg. 41)

The Project is consistent with the Master Plan's recommendations for the Commercial Residential (CR-3.0, C-0.5, R-2.75, H-300' and CR-0.5, C-0.25, R-0.5, H-300') Zones. Buildings 1-A&B (220 feet) and 2 (160 feet) are consistent with the Master Plan height recommendations for this Property. Building 5-A&B (300 feet) will be one of the signature buildings. Buildings 4-A&B (160 feet or 300 feet) or Building 6 (160 feet or 300 feet) will be the second signature building. The Applicant has requested to maintain flexibility and designate the signature building at a later review

stage. However, the proposed heights are consistent with the Master Plan's height recommendations.

The total allowable density for the Property is 3.0 FAR (1,905,219 square feet). The Project will provide 15% MPDUs, and per Section 59.4.7.3.D.6.c.iii., the MPDUs will not count towards the maximum FAR allowed. The Applicant plans to maximize the allowable residential density and build an additional .41 FAR (261,967 GFA), as allowed by the Zoning Ordinance. The Application is considered in substantial conformance with the Master Plan's density recommendation.

Urban Design

The Master Plan's design recommendations for the Property are to:

- Place maximum building heights towards Rockville Pike and away from adjacent neighborhoods.
- Locate buildings to frame streets and open space.
- Provide a safe and attractive environment for pedestrians through building and open space placement and design.
- Create human-scale architecture.
- Create building massing that limits shadows on the public realm and allows sky views.
- Complement public open space with private open spaces.

The Sketch Plan achieves these recommendations. Buildings 4-A&B, 5-A&B, and 6, the potential contenders for the highest heights, are located towards Rockville Pike, away from existing neighborhoods across Tuckerman Lane. The buildings frame the open spaces and sidewalks, and individual entrances have been placed along Tuckerman Lane to help activate the street and create an urban residential character. The step backs on the building and shorter bases with thinner towers support a human scale and provide access to air and light. The Sketch Plan shows numerous private pocket and linear parks to complement the larger central open space.

Mobility

The Master Plan's mobility recommendations for the Property are to:

- Improve pedestrian and bicycle connections.
- Enhance bicycle amenities at the Metro site.
- Improve stairway connection from Tuckerman Lane to the Property.
- Create two-way separated bike lane along Tuckerman Lane.
- Install wayfinding signs.
- Create a new shared street that extends from Strathmore Park Court to Tuckerman Lane.

- Create shared parking facilities.
- Provide a full-movement, raised intersection with special paving, or comparable intersection improvements, at the intersection of Tuckerman Lane and the access road to the WMATA garage to improve pedestrian and bicycle accessibility to the site and to the Music Center at Strathmore across the street.
- Enhance at-grade mid-block crossing to ramp leading to Strathmore Hall.
- Provide adequate crosswalks.

The Sketch Plan includes various improvements for walkers and bicyclists. The proposed two-way separated bike lanes on Tuckerman Lane and access through the shared street provide improved connections for bicyclists. The addition of a bikeshare station and bicycle parking enhance access to Metro. The Sketch Plan adds a new staircase from Tuckerman Lane to continue to provide and encourage pedestrian connections from existing neighborhoods to Metro. The shared street and central park will provide safer, more pleasant pedestrian experiences to and from Metro.

The project provides more than the required amount of parking, but well under the maximum allowed. The Sketch Plan does not show shared parking facilities.

In future regulatory reviews, additional detail is needed to demonstrate consistency with the Master Plan for the intersection improvements on Tuckerman Lane and the crossing between the central park and the Metro station.

Environmental

The Master Plan's environmental recommendations for the Property are to:

- Incorporate native vegetation into landscaping.
- Minimize impervious cover.
- Encourage trees, plants, and other green features in open space and the public realm.
- Maintain tree cover.
- Encourage green roofs or solar panels.

The Application fulfills several of the Master Plan's environmental goals. The Project is infill development on an existing surface parking lot. The project will also provide more than the required amount of public open space, and buildings have been oriented for solar exposure. At the Site

Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as landscaping with native species, green roofs, and minimizing impervious cover.

Parks and Open Space

The Master Plan's parks and open space recommendations for the Property are to:

- Expand the Arts Walk.
- Include public art in public realm.
- Develop a 1.25-acre civic green.
- Locate a dog park or active recreation amenity at the northern edge of the Property.
- Create a plaza at the Metro station entrance.

The Sketch Plan shows a robust network of public and private open space. The Mandatory Referral for the WMATA garage on the Property sought improvements to the Arts Walk. The Applicant has agreed to provide additional art pieces and artistic elements throughout the Property to help emphasize art as an important component of the new development and the larger Grosvenor-Strathmore area. As recommended by the Master Plan, the Applicant proposes to create a vibrant 1.25-acre central park that the development will be centered around.

The Master Plan proposes to “locate a dog park or other active recreation amenity for the community at the open space between the northern edge of the existing Metro garage and Tuckerman Lane” (page 69). The Sketch Plan application shows two large stormwater facilities (MBF-3 and MBF-4) in this area. As a result, the majority of the usable space will be reserved for stormwater management. Additional concept drawings show a potential dog park, sidewalks, and seating area on a third of the proposed neighborhood green; a bioretention area with a bridge across it to an embankment on the middle third of the area; and a fenced-off bioretention pond on the final third of the neighborhood green area. As stated during review of the Mandatory Referral, the Planning Board requires further review of the design of the proposed neighborhood green and the proportion of space dedicated to stormwater management through future phases of the development. Since this neighborhood green will likely factor into the minimum open space requirements for the Property, the Applicant must ensure that the layout of the stormwater management areas will not hinder the access and usability of the space as recommended within the Master Plan.

Community Facilities

The Master Plan does not recommend any new public facilities on the Property. However, the Garrett Park Elementary school does not currently have capacity to absorb all 110 students that the project would generate per the anticipated number of units. Further analysis will be required at the time of APF review with the subsequent Preliminary Plan to determine school capacity.

The Master 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.” The Master Plan does acknowledge, however, that “it is highly unlikely that a school site will be found on the limited area likely to develop/redevelop in the Grosvenor-Strathmore Metro Area Minor Master Plan area” (p.76).

The Subject Property is approximately 14.72 acres with an existing WMATA parking garage, kiss & ride and bus facilities. An urban format elementary school site would require at least four to five acres of the Property and a middle or high school require would require 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 WMATA facilities, and the potential to provide a significant amount of housing with direct access to a Metro station.

Affordable Housing

The Master Plan requires “15% Moderately Priced Dwelling Units (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. 81). The Project is providing 15% MPDUs; therefore, it is consistent with the Master Plan recommendations for affordable housing.

Public Benefits

The Master Plan indicates that the following public benefit categories are priorities for the Plan area:

- Dedication of land for needed school sites is the highest priority public benefit for development in North Bethesda. The Master Plan recognizes, however, that land dedication may not be feasible within the Plan area.
- Fifteen (15) % MPDUs is 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 parks and school athletic fields, a library, recreation center, County service center, public transportation or utility upgrade.

Other public benefits categories recommended in the Master Plan include:

- Quality open space.
- 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.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p.81).

This Application supports one of the top priority Master Plan public benefit goals by providing 15% MPDUs, and a bike share station as one major public facility. However, because the Applicant is not able to dedicate land for a school site or athletic fields, the Planning Board expects the Applicant will provide at least one more major public facility commensurate with the scale of the project in this Sketch Plan.

The Application includes other recommended public benefits including additional and high quality public open space, streetscape improvements and minimum parking.

Staging

The Master Plan states that the full buildout of the Property is likely to occur in phases over time. The Master Plan requires that an additional traffic study to assess capacity must be submitted for any development in excess of 1.6 million square feet. A traffic study will be required at the time of Preliminary Plan.

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

This Project includes redevelopment of a large existing surface parking lot with a significant transit-oriented development that will include a mix of residential, commercial, and retail uses.

- 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's residential component includes 15% MPDUs (potentially up to 300 units), and will facilitate economic diversity at a location with many mobility options, including Metro, bus, and improved bicycle and pedestrian opportunities. Additionally, the Project includes commercial services and public amenities for future residents and users, and for existing residents who live within walking distance of the proposed development. The 1.2-acre central park will serve as an identifiable feature in the Master Plan area and will provide various opportunities for community gatherings and interaction. All new on-site parking (except for the on-street parking along the Spine Road) will be located below-grade or in architecturally-screened parking structures.

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

The Project capitalizes on the Property's prime location at a Metro station by providing opportunities for future residents, employees, and visitors to take advantage of many mobility options. The Project design proposes an adequate transition between the proposed development and low-density residential condominiums confronting the Property by locating the taller buildings on the western end of the site, closest to Rockville Pike, and stepping down to lower building heights along Tuckerman Lane.

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

The Project, although predominately residential, incorporates ground floor commercial to support the needs of existing and future residents and Metro commuters, and the potential for a hotel or office building. The residential development will also support the existing institutional uses located in close proximity to the site, including the National Institutes of Health, National Navy Medical Center, and Uniformed Services Universities of the Health Sciences.

- 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. The Sketch Plan substantially conforms to the recommendations of the Master Plan.*

As discussed in the previous finding, the Project substantially conforms to recommendations of the Grosvenor-Strathmore Metro Area Minor Master Plan.

- 3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of 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. The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The Project has been designed to provide an appropriate transition to the residential condominiums confronting the Property on Tuckerman Lane. The lower-scale buildings are located along Tuckerman Lane, across from the Strathmore Park Condominiums, to respond to the height of the existing buildings. The taller, signature buildings are located on the western side of the Property closest to Rockville Pike. The Project design incorporates gradual transitions from the signature buildings through building step-backs and massing to achieve compatibility with the lower-scale existing buildings on the opposite side of Tuckerman Lane.

- 5. The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.*

The Project includes a number of improvements to pedestrian/cyclist and vehicular circulation on-site, including the construction of the internal Private Road which will improve internal circulation and promote connectivity within

the larger Grosvenor-Strathmore community. A substantial amount of long-term and short-term bicycle storage will be provided on-site to facilitate bicyclist access to the site. Given the Property's proximity to transit and nearby public parking garages, adequate parking will be provided on-site to accommodate all users of the Property. Access to parking and loading will be located internal to the site and will be safe, adequate and efficient.

6. *The Sketch Plan proposes 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 Sector 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, the Planning Board 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. Final determination of public benefit point values will be determined at Site Plan(s).

Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Approved in Concept
59.4.7.3.A: Major Public Facility		
Bike Share	70	5
59.4.7.3.B: Transit Proximity		
Full Site adjacent to Level 1 Transit Station	50	50
59.4.7.3.C: Connectivity and Mobility		
Minimum Parking	10	9
Wayfinding	10	5
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		
Public Open Space	20	8
Public Art	15	7
Structured Parking	20	10
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)	30	30
Total		154

Major Public Facility

Bike Share: The Applicant plans to provide a 15-dock Bikeshare station near the entrance to the Metro Station. Based on prior established precedent, the provision of a bike-share station is not subject to the standard formula and instead, is awarded 5 points.

Transit Proximity

The entire Property is located adjacent to the Grosvenor-Strathmore Metrorail (level 1) Station and the Application can earn 50 points as allowed in the Zoning Ordinance. The points for this category will be phased across the Sketch Plan development.

Connectivity and Mobility

Minimum Parking: 9 points for minimum parking.

Wayfinding: 5 points for providing a series of signs and maps that indicate the locations of nearby amenities, such as the Arts Walk, the Mansion and Music Center at Strathmore, transit facilities, Rock Creek Park, and the locally-provided open spaces and services.

Diversity of Uses and Activities

Moderately Priced Dwelling Units: 30 points for providing 15% MPDU's, one of the highest priority Master Plan goals.

Quality of Building and Site Design

Public Open Space: 8 points for providing high-quality, actively-programmed public open space in excess of the Zoning Ordinance requirements.

Public Art: 7 points for public art approved by the Art Review Panel.

Structured Parking: 10 points for providing the majority of on-site parking in structured garages.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 30 points for the purchase of approximately 3.78 BLTs.

7. *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, likely covering the entire Property. The development will occur in phases, however, phases may occur in any order or may be combined. Public Benefits will be phased by percentage of density planned for each phase of the development. A conceptual plan for phasing of public benefit points is shown below:

	I & II	III	IV	V	VI & VII	VIII & IX	X
	456,000	370,000	190,000	175,000	392,000	415,000	148,768
<i>Proposed GFA percentages</i>							
Phased Public Benefits Summary	21%	17%	9%	8%	17%	20%	8%
59-4.7.3.A: Major Public Facility	5						
(1) Bike Share	5	5.0	-	-	-	-	-
59-4.7.3.B: Transit Proximity	50						
(1b) Full Site within 1/2 mile of Metro Entrance	50	11.0	9.0	4.0	4.0	8.0	10.0
59-4.7.3.C: Connectivity & Mobility	14						
(2) Minimum Parking	9	1.0	1.0	1.0	1.0	2.0	2.0
(9) Wayfinding	5	1.0	1.0	0.5	0.5	0.5	1.0
59-4.7.3.D: Diversity of Uses & Activities	30						
(6) Moderately Priced Dwelling Units	30	6.0	5.0	3.0	3.0	5.0	5.0
59-4.7.3.E: Quality Building & Site Design	25						
(4) Public Open Space	8	1.3	1.3	1.3	1.3	1.3	1.3
(5) Public Art	7	1.0	1.0	1.0	1.0	1.0	1.0
(6) Structured Parking	10	2.0	2.0	1.0	1.0	2.0	1.0
59-4.7.3.F: Protection & Enhancement of the Natural Environment	30						
(1) Building Lot Termination (BLT)	30	5.0	5.0	3.0	3.0	5.0	6.0
Total Public Benefit Points Requested	154	33.3	25.3	14.8	14.8	24.8	27.3
	22%	16%	10%	10%	16%	18%	9% % by phase

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Master Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of 320190010, Strathmore Square received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is DEC 05 2018 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such and appeal within thirty days of the date of this

Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Fani-González, seconded by Commissioner Patterson, with Chair Anderson and Commissioners Fani-González, Cichy, and Patterson voting in favor, and Vice Chair Dreyfuss absent at its regular meeting held on Thursday, November 29, 2018, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board

LAYOUT #1-3, Initiated by driver



DESIGN CONSULTANTS
ARCHITECT
PERKINS+TAMM AND

JAMES P. COUGHLIN, LAURENCE M. COUGHLIN, P. J.

PROFESSIONAL SEAL

SQUARE

PLAN

SHEET NO. PP-

ATTACHMENT 3

II. Proposed Preliminary Plan and APFO Validity Period

A. Preliminary Plan Validity Period.

The Applicant proposes to subdivide the Property to establish 10 record lots or parcels. The Preliminary Plan proposes no changes in use from the approved Sketch Plan and as shown in the Sketch Plan involves the modest expansion of an existing property lot line dividing Fivesquares' development parcel from WMATA's retained property adjacent to the Metro tracks to allow for the construction of Building 6, which will be built on the northwestern edge of the Property at the southeast corner of the intersection of Tuckerman Lane and Rockville Pike. The proposed Preliminary Plan creates one parcel for the construction of a private road ("Spine Road") from the terminus of the existing WMATA garage entrance-exit road to the intersection of the WMATA bus and Kiss & Ride exit lanes and the existing private street, Strathmore Hall Street, developed with the first phase of the original larger WMATA-owned site. The justification for the Spine Road is discussed in Section IV.D.2 below.

The Property will be subdivided in a manner that emphasizes walkability, sustainability, and efficient circulation. Parcels are organized and positioned sensibly; the Project's residential lots will line the eastern periphery of the Property, and the Project's signature, mixed-use buildings (Building 4-A&B and Building 5-A&B) will be located on two separate lots that surround the 1.2 acre public space in the approximate center of the Property (the "Central Park"). Additionally, the proposed subdivision reserves a parcel for all existing WMATA facilities including the WMATA 6-story parking garage (and associated expansion).

The Applicant intends to construct the Project in a minimum of seven phases (plus the infrastructure phase) but given the preliminary nature of the construction phasing at this point, there may be sub-phases within the phases noted. Fivesquares is requesting that the Planning Board allow the option for the entire Property to be platted prior to the approval of site plans for each of the respective lots. Section 50.8.2.C.2 of the Subdivision Regulations provides authority for this request. This will assist the Applicant in being able to market the various parcels for development. The Applicant understands that if the Planning Board is amenable to this approach, Staff and Applicant have agreed to a condition of approval that requires the Applicant to obtain site plan approval before building permit(s) are issued for development on the respective lots. All lots will be recorded prior to the expiration of the APFO validity period.

As an alternative, Fivesquares is requesting that the Planning Board allow recordation of various lots in phases during the life of the APFO validity period if it is determined that phasing the recordation is needed. The proposed recording schedule would require the first plat to be recorded 36 months after the APFO validity period starts to run (i.e., 30 days after the mailing date of the Preliminary Plan Resolution if the APFO validity period is 15 years or upon completion of the WMATA parking garage if the APFO validity period is 10 years), with subsequent plats to be recorded no later than the end of the 7th, 10th and 13th year of the validity period (again, assuming

a 15 year APFO validity period or at the end of the 6th and 9th year if the APFO validity period is 10 years with all dates running from the completion of the WMATA garage, which would track that APFO validity period initiation date under this particular scenario).

B. APFO Validity Period

A balancing of the amount and timing of development with infrastructure capacity is an integral part of the approval process for any phased project. In this case, Strathmore Square will be supported by adequate public facilities, including schools, traffic, water, sewer storm water management, gas, and civic services. Nevertheless, while public facilities will be more than adequate to accommodate the proposed development (*see* Section VIII.J of this Statement), the Applicant is requesting the Planning Board to grant an APFO validity period for 15 years, or in the alternative, 10 years with the validity period commencing upon the completion of the WMATA Garage expansion. Section 50.4.3.J.5.a.iv allows for the Planning Board to make a determination of adequate public facilities for no less than 5 and no more than 10 years after the preliminary plan is approved. However, Section 50.9.1 of the Subdivision Regulations permits the Planning Board to grant a waiver from the requirements of the Regulations.

The following discussion addresses the findings the Planning Board must make to grant the waiver and how they are met:

1. *Due to practical difficulty or unusual circumstances of a plan, the application of a specific requirement of the Chapter is not needed to ensure the public health, safety, and general welfare;*

Development of the Property involves a complex arrangement between WMATA and the Applicant that will require a thoughtfully crafted and long-term construction schedule to address market conditions and site-specific conditions associated with operating an existing public transit operation. In order to implement development on the Property, the Applicant must first construct an extension to the existing WMATA parking garage, upgrade WMATA facilities, obtain WMATA approvals for all phases of development and deliver infrastructure improvements to prepare the Property for redevelopment. It also requires a minimum of 7 separate phases, and potentially 10 phases. Accordingly, the Applicant anticipates that it will take approximately 2 years or so to complete each building on the Property. As a result, the overall development could take 14 + years if the buildings are constructed expeditiously. It is unrealistic to assume this can be built in only 10 years, with a validity period starting at Preliminary Plan approval. Application of the 10 year APFO validity period is not needed to ensure the public health, safety and general welfare are protected – increasing the validity period will not negatively impact the public.

A waiver to allow for a 15 year APFO validity period, or if the Planning Board opts for the 10 year APFO validity period, running from the completion of construction of the

WMATA garage expansion, both are in the general public interest and increasing the time period of the validity period or when the validity period commences will not negatively impact the public.

2. *The intent of the requirement is still met; and*

Increasing the APFO validity period or modifying the commencement period will not impact the intent of the adequate public facilities validity period requirements. The intent of the requirement – providing a realistic and manageable time frame in which to develop a project – can only be met with this waiver request.

3. *The waiver is: a. the minimum necessary to provide relief from the requirements; and b. consistent with the purposes and objectives of the General Plan.*

Both of these requirements are met with the granting of the waiver. The Applicant is requesting the minimum time necessary to complete the Project. This is five years more than otherwise would be permitted under the Subdivision Regulations. There are other large projects in the area, like Pike & Rose, that have been mentioned by Technical Staff to suggest that a shorter APFO validity period may be sufficient. However, Pike & Rose also received a 12 year APFO approval and benefitted from several automatic two year extensions that were granted by the County Council during the downturn in the economy. The Applicant's request essentially is similar in nature. Public/ private projects of this size, particularly due to this being a joint development with WMATA which requires unique WMATA infrastructure facilities to be initially constructed and additional WMATA approvals for all improvements and phases, entail a large number of phases and require a longer validity period. The request also is consistent with the purposes and objectives of the General Plan. The longer APFO validity period will further the General Plan's objectives of concentrating density around Metro Stations and developing in areas like Grosvenor.

If the Planning Board determines that an APFO validity period of 15 years is not appropriate or the entire Project is not approved because of school capacity, a cumulative APFO validity period of at least 10 years commencing from the date of the WMATA Garage expansion completion is still needed in order to provide sufficient time to complete the County's required post-entitlement processes, address any requisite preconditions for Project implementation, and phase the construction of the buildings and related amenities although it is unlikely the Project will be entirely finished within this time frame.

In accordance with Section 50.4.3.J.5.b.i of the Subdivision ordinance, a preliminary development schedule is proposed to show the completion of the Project as follows:

Phase	Residential	Non-Residential	Completion
1	155 units	0	3 years
2	300 units	5,000 s.f.	2 Additional Years
3	300 units	5,000 s.f.	2 Additional Years
4	300 units	5,000 s.f.	2 Additional Years
5	300 units	5,000 s.f.	2 Additional Years
6	300 units	5,000 s.f.	2 Additional Years
7	494 units	8,000 s.f.	2 Additional Years

ATTACHMENT 4



March 18, 2019

Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910
Attn: Ms. Emily Tettelbaum

Re: Grosvenor-Strathmore "Strathmore Square Preliminary Plan" – Access to "Building 6"

Dear Ms. Tettelbaum:

The Washington Metropolitan Area Transit Authority (WMATA) is the owner of approximately 14.58 acres of land adjacent to the Grosvenor-Strathmore Metro Station. In that capacity, but subject to the caveats in this letter, WMATA hereby approves, in concept and for the purposes of advancing the Strathmore Square Preliminary Plan, ingress to and egress from proposed Building 6 in the northwest corner of the site as follows:

- Ingress in the location shown on the attached drawing of proposed Building 6 off the shared Kiss & Ride/bus loop lanes operated by WMATA.
- Egress in either of the following two ways:
 - Clockwise circular egress within Building 6 itself, with the exit into Tuckerman Lane on the north side of the building.
 - A right-turn-only exit, in the same location as the ingress point noted above, into WMATA's shared Kiss & Ride/bus loop lanes.

To the extent the foregoing is inconsistent with WMATA's December 24, 2018 letter to you regarding access, this supersedes that earlier letter.

WMATA's foregoing approval should not be misconstrued as WMATA's approval of Building 6 itself, nor does the foregoing mean that WMATA has approved all of the more technical issues that arise in providing the foregoing access. Assuming that WMATA does hereafter approve of Building 6 itself, we can already identify the following conditions of approval:

- Any traffic exiting Building 6 in the location shown on the attachment must turn *right* into the Kiss & Ride/bus loop lanes. We do not agree to any *left* turn into the Kiss & Ride/bus loop lane(s) or to make this currently one-way inbound-only route a two-way area, even if the area is widened.
- WMATA has not approved the use of our *bus loop* for private vehicular traffic. Any traffic exiting Building 6 into the shared Kiss & Ride/bus loop lanes must, once the Kiss & Ride and the bus loop lanes split, *use only the Kiss & Ride lane(s)*.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

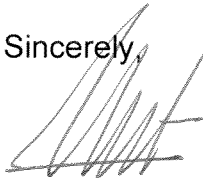
A District of Columbia
Maryland and Virginia
Transit Partnership

- Even if the route to be followed by traffic is acceptable to WMATA, the volume of traffic expected to be generated on WMATA's property by proposed Building 6 must be reviewed and approved by WMATA.

The foregoing issues will presumably be addressed by Fivesquares Development when Building 6 is more formally proposed to and approved by WMATA and more formally proposed to your office, e.g. via a site plan application.

As you know, the development project is led by Fivesquares Development. WMATA issues this letter only in its capacity as the owner of the land on which the project shown in the Preliminary Plan is to be built.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nina M. Albert', written over the word 'Sincerely,'.

Nina M. Albert
Managing Director, Office of Real Estate and Parking

cc: Mr. Andrew Altman (Fivesquares)
Ms. Sylke Knuppel (VIKA Maryland, LLC)

BASELINE PER MCDOT PLANS
MSA CE 189-1462- (2-3 AND 25-31)

16'
MIN

PARCEL 10

LOBBY

BUILDING 6

OPTION 1: HOTEL

OPTION 2: RESIDENTIAL

OPTION 3: OFFICE

LOADING

PARKING
ENTRANCE

ATTACHMENT 5

Dear Chairman Anderson and Planning Board Members,

I'm contacting you today to reiterate my full support of Fivesquares vision for Strathmore Square. I was in contact with you back in October of last year during the Sketch Plan phase and understand that the Preliminary Plan for the project is now under your consideration.

As a native and resident of Montgomery County, I'm excited about the potential Strathmore Square has to be a fantastic hub for our region. I currently live in Potomac but like many young professionals, would love to move to an area like Strathmore Square in the future – because it is an ideal site conveniently located on top of public transit. I'm also looking forward to its neighborhood amenities, including the possibility of a grocer at the site. Having this close by would be a great benefit to local residents.

Montgomery County needs new development and I would like to see Strathmore Square materialize because Rockville Pike really needs some modernization. The entire Pike is just so old and unchanged, but seeing it start to get revitalized with Strathmore Square following Pike and Rose will hopefully entice development to start going north, as well as east with Nicholson and going down Veirs Mill Road into Wheaton.

I urge you to approve the Preliminary Plan Application for Strathmore Square so that we can begin to implement this vision in the coming years. Thank you for your consideration of my comments.

Sincerely,

Christian Funicelli

10109 Iron Gate Road

Potomac, MD 20854

Chairman Casey Anderson
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Chairman Anderson:

Friends of White Flint, the preeminent nonprofit organization in the White Flint/Pike District area, is writing today to express our enthusiastic support for the preliminary plan developed by Five Squares for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square epitomizes transit-oriented development, and it will be a lively, vibrant addition to our community. Friends of White Flint appreciates the attention the property owners have given to placemaking, green space, and community-building. We love the civic green space, the pop-up retail, pedestrian improvements, and the focus on making arts a central part of this development.

Friends of White Flint urges the Planning Board to approve Fivesquare's Preliminary Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration

Amy Ginsburg

Amy Ginsburg, Executive Director
Friends of White Flint
amy.ginsburg@whiteflint.org
cell: 301-919-1609
www.whiteflint.org

Dear Chairman Anderson,

I am writing to you today to show my support for the Strathmore Square project at GrosvenorStrathmore Metro that was proposed by Fivesquares Development. This project will be extremely beneficial for millennials, future generations and the county as a whole.

I am 25 years old and currently living in a shared space in Bethesda. I am very concerned about people my age finding desirable and affordable living space in the County. In fact, many of the younger people I talk to feel that the system is rigged against them as there is a lack of housing in Montgomery County that meets their needs.

That's why it's essential to create innovative highdensity communities like Strathmore Square near public transportation. It's the only way to keep up with the demand for housing in Montgomery County and give millennials like myself an opportunity to live near transit and enjoy community amenities such as retail, the arts and gathering open spaces.

The proposed development creates desirable, vibrant, and multiage community living. Fivesquares Development has been proactive in designing the project around these ideas from the start and not just as an afterthought.

Most importantly, Fivesquares is working with Strathmore to incorporate the arts in the community by creating spaces for artists and musicians to showcase their talent. In a world that seems full of chaos with people rushing from one thing to another, the arts focus of Strathmore Square will make it a welcome and calming oasis.

All in all, millennials need everything that Fivesquares Development is proposing.

Strathmore Square would represent the best implementation of transitoriented development by putting residents right on top of the Metro Station, providing relaxing open spaces and connecting us to the arts. That's exactly what we need.

This is the future and a development like Strathmore Square will push the County in the right direction. I kindly ask that you support Fivesquares' proposal for the GrosvenorStrathmore Metro station. Thank you for your time and consideration.

Lee Gochman

[4800 Auburn Ave. #213](#)

Support for Strathmore Square

Michael Kay <mrk858@gmail.com>

Wed, Oct 24, 2018 at 3:52 PM

To: mcp-chair@mncppc-mc.org

Cc: maren.hill@montgomeryplanning.org, gwen.wright@montgomeryplanning.org, khalid.afzal@montgomeryplanning.org, stephanie.dickel@montgomeryplanning.org

Dear Mr. Anderson,

I'm writing to you in my capacity as President of the Symphony Park Homeowners Association.

We support the Sketch Plan Application for the Strathmore Square development and believe that it will add significant appeal to both current and prospective residents.

Fivesquares was involved in the development of Symphony Park. I've worked with them to make it the success it is today. With Symphony Park they've demonstrated their commitment to a level of excellence, and I have no doubt they'll do the same with the implementation of Strathmore Square.

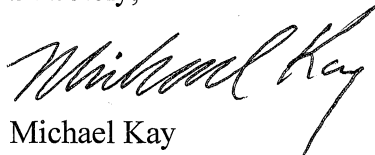
The current Sketch Plan for Strathmore Square shows Fivesquares' commitment to bringing arts into our community. It proposes numerous art spaces for both artists and students.

Putting in greater density around the Grosvenor-Strathmore Metro Station also makes sense. There is so little undeveloped land in this area that it is important to increase density on underutilized land surrounding a public transit hub. Our community believes that the plans for Strathmore Square, with its focus on greater density, will be developed with great sensitivity and respect for the surrounding neighborhoods like ours.

On behalf of the Symphony Park Board of Directors, we'd like you to support the Sketch Plan Application for Strathmore Square.

Thank you.

Sincerely,



Michael Kay

Tettelbaum, Emily

From: Lynn Parsons MS <lynn.parsons@outlook.com>

Sent: Sunday, May 19, 2019 8:10 AM

To: MCP-Chair <mcp-chair@mncppc-mc.org>; Hill, Maren <Maren.Hill@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Afzal, Khalid <Khalid.Afzal@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>

Subject: Strathmore Square Preliminary Plan

Dear Planning Board Members,

I had intended to submit this Friday but life events don't always cooperate with deadlines and I spent the better part of my day in Dr's offices diagnosing and infection in my hand. I intend to once again join you at the meeting on the 30th but wanted to submit my thoughts just in case. . .

You've heard from me before, a 30+ year resident of Parkside Condominium who campaigned to be allowed to install the 1st electric vehicle charger in my 50+ year old community. I've seen and lived the transformation of our area and given the choice I'd love to go back to the days when we were completely surrounded by woodlands. With our growing population that is clearly not going to happen! My greatest concern is what Strathmore Square will NOT do to the area. Five Squares Development has earned my confidence that their plan will allay my concerns and has the promise to provide the model for future smart growth development .

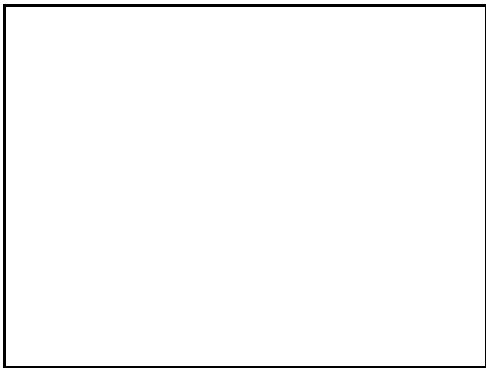
1. By placing density close to public transportation, remove pressure on county transportation routes.
2. Replace the tangle of non-native invasive species plants and trees with native plants and trees (hopefully LOCAL ECOTYPE) to support the local wildlife that supports our community. (The invasives on the site include a large stand of Tree of Heaven, larval host for Spotted Lanternfly - see link below). So many communities plant easy maintenance exotic (and invasive) species that have little wildlife value and add to the degradation of our struggling parks. (I'm a certified Weed Warrior w/ Montgomery Parks working to restore the adjacent park and see the impacts of plantings in Parkside!)
3. Five Squares Development indicates it is too early in planning to provide specifics but they are aware of the importance of placing electrical infrastructure (conduit) before concrete is poured to allow for wiring for the growing demand for EV charging. I see that many new communities are installing centralized charging which is a positive thing for today's small number of cars but as the population of EV's continues to grow, sharing chargers among a community will likely lead to contention.

4. Proper storm water and sewage management techniques, refined by experience, to relieve and hopefully even improve the condition of the adjacent Rock Creek.

Unlike many of my neighbors, this development (if it needs to happen somewhere) cannot happen fast enough. I understand that in many previous development efforts, the environmental impact mitigation is the first place to cut corners and most often fails successful execution. I'm so hopeful that this project will be different and the promises of the developers along with the oversight and enforcement of your Board will provide the standard solution that others can model! Thank you for the opportunity to have my voice heard.

Best Regards,
Lynn Parsons

<https://spottedlanternfly.com/>



Spotted Lanternfly Information - Get The Facts

This site is being provided as a non-commercial service to provide information to the public about the invasive spotted lanternfly insect (*Lycorma delicatula*). If you would like to reach our commercial site, please follow the link below.

spottedlanternfly.com

Tettelbaum, Emily

From: O'Konski, Al <al.okonski@aecom.com>
Sent: Tuesday, May 21, 2019 7:15 PM
To: MCP-Chair; Tettelbaum, Emily
Subject: Strathmore Square - Preliminary Plan

Categories: Tracked To Dynamics 365

May 21, 2019

Mr. Casey Anderson
Ms. Emily Tettelbaum
Montgomery County Planning Board

Dear Mr. Anderson,
Dear Ms. Tettelbaum:

Our names are Al and Roseanne O'Konski, and we are writing this letter in support of Fivesquares' preliminary plan for Strathmore Square.

We are especially interested in this particular zoning adjustment and development because we own and live directly across Rockville Pike in Grosvenor Park. We have taken time to attend meetings and presentations, review available materials, ask questions, and get answers. We understand the emerging project development program and frequently discuss it with our neighbors. We previously registered our support for the project sketch plan.

We believe the current preliminary plan depicts a project that will help fulfill much of the promise of our neighborhood and our Metro station. We believe it establishes a better sense of place than we have now, including a community focal point, currently lacking. We appreciate that Strathmore Square is concentrated at a station along our transit corridor.

The project preliminary plan leverages our community's Strathmore Arts Center asset by offering us a locally focused, scaled, and accessible version, providing ground floor space for Strathmore classes, and providing potential for a local amphitheater-like space. All this will enliven our community atmosphere, especially around the station. Also, Fivesquares' plans for incorporating small local incubator retail around the village square enables needed business activity in a local, suitably scaled, economically sustainable way.

These and other attributes make community development sense to us and to residents like us, and they make economic sense too. It is the kind of creative approach we need and want, our Grosvenor Park neighbors need and want, and our other community neighbors need and want. It improves upon the ongoing utility of the Metro station in a tangible, practical way that benefits local residents. We believe the preliminary plan works well within the zoning envelope, including proposed street alignments, building massing, building height, and setbacks from the street – all of which show thought, sensitivity and care to neighboring properties, especially ones that are immediately adjacent.

We support the current preliminary plan for Strathmore Square. It establishes a focal point for the community along a transit corridor, and will provide many new and exciting amenities and conveniences for our neighborhood. Please approve the current preliminary plan for Strathmore Square, as proposed by Fivesquares.

Yours truly,
Al & Roseanne O'Konski

10500 Rockville Pike #802
Rockville, MD 20852
D 1-301-897-3169 C 1-202-491-0122
al.okonski@aecom.com

Tettelbaum, Emily

From: Dickel, Stephanie
Sent: Monday, May 20, 2019 10:19 AM
To: Tettelbaum, Emily
Subject: FW: Please Support The Plans for Strathmore Square

From: Meagan Mines <sexton.meagan.m@gmail.com>
Sent: Friday, May 17, 2019 3:09 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: Hill, Maren <Maren.Hill@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Afzal, Khalid <Khalid.Afzal@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>

Subject: Please Support The Plans for Strathmore Square

Dear Planning Board Members,

I live in Bethesda and am a lifelong Montgomery County resident, and would love to see the plans for Strathmore Square come to fruition. Having this versatile development nearby, which incorporates green space, convenient shopping options, and a place to gather, would be extremely convenient for local residents like myself.

Strathmore Square came to my attention a couple of years ago, and I was immediately impressed by Fivesquares' thoughtful vision for the project. There are few places like the area around Grosvenor-Strathmore where we can build close to Metro and by doing so, create a sustainable community. I understand that Fivesquares is hoping to locate a grocery store here and am in total support of this idea because it will add to the neighborhood's self-sustainability.

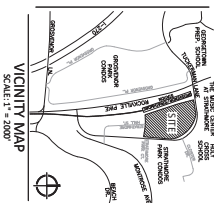
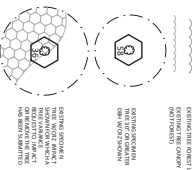
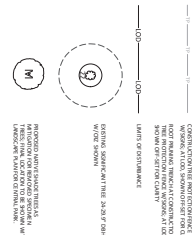
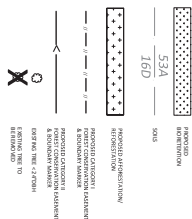
From conversations with many of my friends and colleagues, I know that proximity to Metro is a very important factor for those that are in the market to move. So I'm thrilled that the space will be renovated in this smart manner. The project blends the convenience of public transit with the feel of a close-knit community, and because it's near transit, I believe that higher density is warranted here.

For all of the reasons mentioned above, I would like to lend my support to the project as you deliberate the Preliminary Plan for Strathmore Square.

Best,

Meagan Sexton

FILE STAMP

[illegible]



December 20, 2018

Area 2 Division
Montgomery County Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910

**Re: Forest Conservation Tree Variance Request
 Strathmore Square
 Preliminary Forest Conservation Plan #120192018
 VIKA # VM50226C**

Dear Mr. Findley:

On behalf of the Fivesquares JDA @ Grosvenor Metro, LLC (the "Applicant"), we are submitting this Tree Variance Request in compliance with Natural Resources, Title 5, Section 5-1607 of the Maryland Code, which requires the Applicant to file for a variance to remove or impact any tree greater than 30" in diameter-at-breast-height (dbh); any tree with a dbh equal to or greater than 75% of the current state champion; trees that are part of a historic site or associated with a historic structure; any tree designated as the County champion tree; and any tree, shrub, or plant identified on the rare, threatened or endangered list of the U.S. Fish and Wildlife Service or the Maryland Department of Natural Resources, if a project did not receive Preliminary Forest Conservation Plan Approval prior to October 1, 2009.

This Tree Variance Request is accompanying the submission of the Preliminary Forest Conservation Plan with Preliminary Plan 120190180.

The 14.58-acre Property is located in North Bethesda, Montgomery County, Maryland along Tuckerman Lane in the North Bethesda area, 200 feet east of Rockville Pike. The property is owned by the Washington Metropolitan Area Transit Authority and is currently developed with the Grosvenor-Strathmore Metro station garage, bus loop and facilities, Kiss & Ride parking facilities, and a 412-space surface parking lot. It is generally bounded by Tuckerman Lane to the east and north, residential uses to the east/south, and the Metro station and rail tracks to the west. This Tree Variance Request is being submitted as part of the Preliminary Plan application for Strathmore Square, a mixed-use, predominantly residential development, consistent with the recently approved and adopted 2017 Grosvenor-Strathmore Metro Area Minor Master Plan. The Applicant is submitting this request for the removal of nine (9) specimen trees (collectively, the "Subject Trees").

Table 1 on the following page lists the Subject Trees as they are identified on the Preliminary Forest Conservation Plan and provides their respective proposed impacts.



TREE #	BOTANICAL NAME	COMMON NAME	DBH (in.)*	COND.	CRZ (SF)	CRZ IMPACT (SF)	CRZ IMPACT %	DISPOSITION
ON-SITE TREES (TAGGED)								
901	Platanus occidentalis	American Sycamore	40	Fair/Poor	11,310	11,310	100.00	REMOVE
908	Nyssa sylvatica	Black Gum	30	Poor	6,362	6,362	100.00	REMOVE
909	Liriodendron tulipifera	Tulip Poplar	30	Good	6,362	6,362	100.00	REMOVE
913	Robinia pseudoacacia	Black Locust	33	Very Poor	7,698	7,698	100.00	REMOVE
916	Liriodendron tulipifera	Tulip Poplar	38	Fair	10,207	10,207	100.00	REMOVE
917	Liriodendron tulipifera	Tulip Poplar	32	Good	7,238	7,238	100.00	REMOVE
921	Liriodendron tulipifera	Tulip Poplar	33	Fair	7,698	7,698	100.00	REMOVE
930	Quercus rubra	Northern Red Oak	39	Good	10,751	10,751	100.00	REMOVE
931	Quercus phellos	Willow Oak	38	Good	10,207	10,207	100.00	REMOVE

*Diameter at breast height in inches

The assessment was performed by Douglas Koeser, RLA, ISA during a site visit in November of 2018. A visual at-grade-level inspection with no invasive, below grade, or aerial inspections was performed for each tree. Decay or weakness may be hidden out of sight for large trees.

- Tree # 901: 40" American Sycamore (Platanus occidentalis):** Tree #901 is within the forest at the northern part of the property.
 - Field Condition:** Fair/Poor
 - Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - Disposition:** Tree #901 is specified to be removed.
- Tree # 908: 30" Black Gum (Nyssa sylvatica):** Tree #908 is within the forest at the northern part of the property
 - Field Condition:** Poor
 - Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - Disposition:** Tree #908 is specified to be removed.
- Tree # 909: 30" Tulip Poplar (Liriodendron tulipifera):** Tree #909 is within the forest at the northern part of the property.
 - Field Condition:** Good
 - Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - Disposition:** Tree #909 is specified to be removed.



4. **Tree # 913: 33" Black Locust (*Robinia pseudoacacia*):** Tree #913 is within the forest at the northern part of the property
 - **Field Condition:** Very Poor
 - **Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - **Disposition:** Tree #913 is specified to be removed.
5. **Tree # 916: 38" Tulip Poplar (*Liriodendron tulipifera*):** Tree #916 is within the forest at the northern part of the property
 - **Field Condition:** Fair
 - **Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - **Disposition:** Tree #916 is specified to be removed.
6. **Tree # 917: 32" Tulip Poplar (*Liriodendron tulipifera*):** Tree #917 is within the forest at the northern part of the property
 - **Field Condition:** Good
 - **Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - **Disposition:** Tree #917 is specified to be removed.
7. **Tree # 921: 33" Tulip Poplar (*Liriodendron tulipifera*):** Tree #921 is within the forest at the northern part of the property
 - **Field Condition:** Fair
 - **Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - **Disposition:** Tree #921 is specified to be removed.
8. **Tree # 930: 39" Northern Red Oak (*Quercus rubra*):** Tree #930 is west of the Grosvenor Metro Kiss & Ride and Bus Lane entrance road.
 - **Field Condition:** Good
 - **Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - **Disposition:** Tree #930 is specified to be removed.
9. **Tree # 931: 38" Willow Oak (*Quercus phellos*):** Tree #931 is west of the Grosvenor Metro Kiss & Ride and Bus Lane entrance road, approximately twenty (20) feet from the curb.
 - **Field Condition:** Good
 - **Proposed CRZ Impact:** 100%, as the tree is within the limits of disturbance.
 - **Disposition:** Tree #931 is specified to be removed.



Justification Narrative for Tree Disturbance

We submit the following rationale in support of the request for a Forest Conservation Tree Variance:

The 14.58-acre property is located along Tuckerman Lane in North Bethesda, Montgomery County, Maryland and across Tuckerman Lane from the Music Center at Strathmore. As stated in the introduction of this correspondence, the proposed project will consist of a mixed-use predominantly residential development directly adjacent to the Grosvenor-Strathmore Metro station.

The proposed improvements are necessary to implement the larger-scale, future redevelopment recommended for the Property in the *2017 Approved and Adopted Grosvenor Strathmore Metro Area Minor Master Plan* (the "Master Plan"). M-NCPPC and thereafter, the County Council, approved the Master Plan, specifically for the purpose of ensuring that the Grosvenor-Strathmore Metro site would be redeveloped in a manner acceptable to M-NCPPC in accordance with a concept proposed by Fivesquares. The proposal fully complies with the recommendations contained in the Master Plan.



The site is currently developed with the Grosvenor Metro Station, garage, surface parking and existing forest.

Under Section 5-1611, variances may be granted

- (a) ... where owing to special features of a site or other circumstances, implementation of this subtitle would result in unwarranted hardship to an Applicant.
- (b) Variance procedures adopted under this section shall:
 - (1) Be designed in a manner consistent with the spirit and intent of this subtitle; and
 - (2) Assure that the granting of a variance will not adversely affect water quality.

The variance is in conformance with Section 22A-21(d) of the Montgomery County Code because the granting of the variance (i) will not confer a special privilege on the Applicant that would be denied to others; (ii) is not based on conditions or circumstances which result from the action of the Applicant; (iii) is not based on a condition related to land or building use, either permitted or non-conforming, on a neighboring property; and (iv) will not violate State water quality standards or cause measurable degradation in water quality. Each of these is described in detail below.

1. Describe the special conditions peculiar to the property which would cause the unwarranted hardship.

The Property is located within an urbanized area of Montgomery County, directly adjacent to the Grosvenor-Strathmore Metro Station. Given its transit-oriented location, the Property is currently significantly underutilized. As a result, and given the age of the Metro Station improvements, a large number of trees currently exist on the Property.

The Property provides an excellent opportunity for infill re-development at a density reflective of its location adjacent to the Grosvenor-Strathmore Metro Station. The Property has been re-zoned to CR 3.0, C-0.5, R-2.75, H-300', which reflects the appropriateness of the Property for high-density mixed-use development.

In conformance with the goals and objectives of the recently adopted Master Plan, the Applicant is proposing to develop a transit-orient community on the Property that will create a walkable and vibrant new center for the local community and Metro commuters, integrating the arts (given its proximity to the Music Center at Strathmore), residences, affordable housing, beautiful open spaces and vibrant places with neighborhood amenities ("Strathmore Square"). Given the urban and transit-oriented nature of the Property, the mixed-use, pedestrian friendly, transit-oriented development recommended in the Master Plan, simply cannot be accommodated if the Subject Trees could not be removed.

2. Describe how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas.



Because of the location and dispersal of the trees throughout the Property, and the extent of their critical root zones, the inability to remove the Subject Trees would prevent the Applicant from making any significant changes to the site or developing the Property in a manner that is consistent with the Master Plan. It would also deprive the Applicant of opportunities enjoyed by others with similarly situated properties in the CR Zone, near transit. Any redevelopment of the Property, consistent with the approved CR zoning, the County's goals as expressed through the Master Plan, and WMATA's Metro Station redevelopment policies would require similar levels of disturbance and tree loss.

3. Verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance.

The variance will not violate state water quality standards or cause measurable degradation in water quality. The Subject Trees are not located within a stream buffer, wetland or special protection area.

In connection with the infrastructure improvements described above, Fivesquares is proposing improvements to the existing storm drain system and to provide stormwater management per current regulations. The existing conditions on the Property include a parking garage and a surface parking lot serving the Metro Station. There is an existing stormwater management pond on-site and stormwater is currently conveyed via a closed system (storm drain pipe) to the pond, which ultimately discharges to the Rock Creek. The concept stormwater management plan incorporates the State's / County's Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP), according to the latest revision to Chapter 5 of the MDE Stormwater Management Design Manual.

The current Maryland Department of the Environment (MDE) Stormwater Management regulations that Montgomery County has adopted require the use of environmental site design (ESD) techniques to treat the runoff from 1 inch of rainfall on all new developments, where stormwater management is required. Per MDE's 2000 Maryland Stormwater Design Manual, "[t]he criteria for sizing ESD practices are based on capturing and retaining enough rainfall so that the runoff leaving the site is reduced to a level equivalent to a wooded site in good condition[.]" Therefore, the variance will not affect water quantity standards and no measurable degradation in water quality will be experienced because effective mitigation measures are being provided.

4. Provide any other information appropriate to support the request.

The subject property is located on a corner lot in a highly visible and desirable location in North Bethesda across from Strathmore Music Center and adjacent to the Grosvenor-Strathmore Metro Station. As mentioned above, the proposed improvements take a necessary and important first step toward realizing the County's goals for the Property as expressed in the Master Plan.

The development of the Property, in a manner consistent with the County's goals, is not feasible while retaining all the specimen trees that surround it. To mitigate the loss of the Subject Trees, the Applicant is proposing on-site plantings. The Project will accommodate all mitigation on-site,



at a ratio of 4:1 (4" removed DBH inches to 1" replaced DBH inches). The on-site plantings will provide various environmental benefits and tree canopy that will compensate for the loss of the Subject Trees.

In conformance with Section 22A-21(d) of the Code, the variance will not confer a special privilege on the Applicant that would be denied to others. Rather, as discussed above, the variance will prevent a significant hardship to be incurred by the Applicant as well as the deprivation of rights to the Applicant that have been enjoyed by others similarly situated. The requested variance is based on plans being developed under 1) the approved zoning, 2) the County's goals as expressed through the recently approved Master Plan; and 3) WMATA's Metro Station redevelopment policies, not conditions or circumstances resulting from actions by the Applicant. There are no conditions relating to land or building use, either permitted or non-conforming, on a neighboring property that have played a role in the need for this variance.

Thank you for your consideration of this Tree Variance Request. We believe that the supporting information provided with this letter clearly demonstrate that the grant of the Variance pursuant to Section 22A-21(b) of the Code is appropriate in this case. If you have any questions or need more information, please do not hesitate to contact us so that we may discuss this matter further. We appreciate your consideration of this request.

Sincerely,

VIKA Maryland, LLC.

Douglas Koeser, RLA, ISA
Senior Landscape Architect



April 11, 2019

Mr. John Andrus
Wells + Associates
1420 Spring Hill Road, Suite 610
Tysons, VA 22102

Dear Mr. John Andrus,

Thank you for the opportunity to review the **Traffic Impact Study (TIS)** prepared by **Wells + Associates**, dated **December 21, 2018 (Revised: March 15, 2019)** for the proposed **Strathmore Square** development – **19APMO009XX** in located on **MD 355 – Rockville Pike** (Mile Point: **4.97**) in **Montgomery County**, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Located east of MD 355 (Rockville Pike), south and west of Tuckerman Lane and north of Strathmore Hall Street, North Bethesda.
- Proposed land use is a transit-oriented, mixed-use development containing 2,218 residential units, a 12,000 SF grocery store, up to 12,500 SF of restaurant space, 9,000 SF of institutional space, and 125,000 SF of office space.
- A total of 727 trips are projected during the AM peak and 905 during the PM peak.
- Site access is proposed via Tuckerman Lane and a new internal private road that would extend from the existing Metro Park and Ride Driveway to the Strathmore Hall Street/Metro Kiss and Ride Exit Drive intersection.
- Building 1 will have full-movement access opposite Cloister Drive at the intersection with Tuckerman Lane.
- Buildings 2 and 3A will have full-movement access from the west side of Tuckerman Lane south of Cloister Drive.
- Building 3B will have full-movement access from the north side of the Metro Kiss and Ride Exit west of Tuckerman Lane.

- Buildings 4 and 5 will have full-movement access from the west side of the new internal road.
- Building 6 will have right in/right out access from the south side of Tuckerman Lane west of the Metro Kiss and Ride Entrance or a right in from the Kiss and Ride loop/Right out to Tuckerman Lane.
- The following key intersections were analyzed:
 - Rockville Pike (MD 355)/Strathmore Road/Strathmore Avenue
 - Rockville Pike (MD 355)/Tuckerman Lane (north)
 - Rockville Pike (MD 355)/Tuckerman Lane (south)
 - Rockville Pike (MD 355)/Grosvenor Lane
 - MD 355 Ramp/Grosvenor Lane/Grosvenor Place
 - Beach Drive/Grosvenor Place
 - Tuckerman Lane/Metro Kiss and Ride Entrance Driveway
 - Tuckerman Lane/Metro Park and Ride Driveway/Music Center at Strathmore
 - Tuckerman Lane/Cloister Drive/Future Building 1 Driveway
 - Tuckerman Lane/Metro Kiss and Ride Exit Driveway/Strathmore Park Court
 - Tuckerman Lane/Strathmore Hall Court

Based on the information provided, please address the following comments in a point-by-point response:

Regional and Intermodal Planning Division (RIPD) Comments (Ms. Kandese Holford):

1. Please note the State's fiscally constrained FY 2019-2024 Consolidated Transportation Program (CTP) includes projects under construction and/or development and evaluation. While the Draft FY 2019-2024 Draft CTP includes no projects affecting MDOT SHA facilities analyzed in this TIS, the Montgomery County Department of Transportation (MCDOT), with support from the MDOT Maryland Transit Administration and the MDOT SHA, continues to pursue bus rapid transit (BRT) development in the MD 355 corridor between Bethesda and Clarksburg. Alternatives that remain under consideration range from no dedicated BRT lanes in this segment to adding two dedicated median or two curb BRT lanes. At this time, MCDOT continues to advance planning activities. Funding for design, right-of-way acquisition, and construction remains to be identified.
2. Please note the State's fiscally unconstrained Highway Needs Inventory (HNI), the State's long-range plan, includes projects that are critical to Maryland's transportation needs. The HNI includes the following projects affecting MDOT SHA facilities analyzed in this TIS:

- a. MD 355 (Wisconsin Ave) – Multi-lane reconstruct (includes interchanges and transit) from DC line to Montrose Parkway.
 - b. MD 355 (Rockville/Frederick Road) – Multi-lane reconstruct (includes interchanges and transit) from Montrose Parkway to MD 124.
3. Please note transit providers WMATA Metrorail and Montgomery County Ride On serves the development site. All roadway improvements to MDOT SHA roadway facilities should provide for and maintain full ADA-compliant access to existing and future transit facilities.
4. Please note the May 2018 M-NCPPC Countywide Bikeways Functional Master Plan, as amended, includes the following projects.
 - a. A proposed shared roadway along MD 355 from Tuckerman Lane to Strathmore Hall Street
 - b. A proposed separated bikeway travelling along MD 355 (Rockville Pike) and Tuckerman Lane.
5. All roadway improvements to MDOT SHA roadway facilities should provide for and maintain bicycle facilities as well as full ADA-compliant pedestrian facilities.

Travel Forecasting and Analysis Division (TFAD) Comments (Mr. Scott Holcomb):

1. The following minor adjustments should be made to the Synchro models for existing conditions in order to match the volumes in Figure 2-2 should additional modeling be needed for this study:
 - a. The AM westbound right turn volume at the Tuckerman Lane at Metro Park & Ride/Strathmore Music intersection should be 1 and not 114;
 - b. The MD 355 northbound ramp at Grosvenor Lane intersection AM northbound thru volume should be 277 and not 281; and;
 - c. The MD 355 northbound ramp at Grosvenor Lane intersection PM northbound thru volume should be 248 not 230. These changes by themselves do not require additional analysis/modeling.
2. The trips for the Background Development Trip Generation in Table 3-2 were taken from their respective TIS reports. We defer to Montgomery County planning staff regarding the current appropriateness of the development size, trip rates, and calculations used for those sites.

Mr. John Andrus
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3. We noted that the Spine Road at Metro Kiss and Ride Exit intersection in Synchro has no volumes in the Future AM & PM models. However, these are non-State maintained roads and we defer to the County regarding the adequacy of not including analyses of this intersection.

Traffic Development & Support Division (TDSD) Comments (Mr. Errol Stoute):

1. The study found that all study intersections are forecast to operate acceptably under Total Traffic conditions.
2. TDSD concurs with the findings/methodology of the report and offers no critical comments at this time.

District 3 Traffic Comments (Mr. Alvin Powell):

1. The developer has proposed reconstruction of the westbound approach of Tuckerman Lane at its intersection with MD 355 to eliminate the existing free right turn lane/bay. SHA does not support removal of this lane due to the noted operational impacts of this measure. SHA does support the proposed ADA traffic signal upgrades at the intersection. A traffic signal plan will need to be developed and approved by the SHA for construction of these improvements.

If you have any questions or concerns, please contact me at 410-654-3790 or apowell@primeeng.com.

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions.

Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>.

Mr. John Andrus
SHA Tracking No.: 19APMO009XX
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If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@sha.state.md.us or shaamdpermits@sha.state.md.us.

Sincerely,



Andre Futrell,
District Engineer, District 3, SHA

AF/jrg

cc: Mr. Matt Baker, SHA – RIPD
Mr. Darren Bean, SHA – RIPD
Ms. Samantha Biddle, SHA – RIPD
Ms. Rola Daher, SHA – TFAD
Mr. Matt Folden, Montgomery County Planning Board
Mr. Derek Gunn, SHA District #3 Traffic
Mr. Scott Holcomb, SHA – TFAD
Ms. Kandese Holford, SHA – RIPD
Ms. Sylke Knuppel, VIKa
Ms. Shadija Maddox, SHA District #3 Traffic
Mr. Alvin Powell, SHA District #3 Traffic
Ms. Thomasina Saxon, SHA – RIPD
Mr. Errol Stoute, SHA – TDSD
Mr. William Stroud, SHA – TDSD
Ms. Rebecca Torma, Montgomery County
Mr. Kwesi Woodroffe, SHA District #3 Regional Engineer

ATTACHMENT 9



DEPARTMENT OF TRANSPORTATION

Mark Elrich
County Executive

Al R. Roshdieh
Director

May 17, 2019

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

RE: **REVISED**
Preliminary Plan No. 120190180
Strathmore Square

Dear Ms. Tettelbaum:

We have completed our review of the revised preliminary plan uploaded to eplans on April 9, 2019. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on February 5, 2019. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to 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.

Design Exceptions Requested by Applicant

The applicant submitted a Design Exception request dated April 8, 2019 for the Strathmore project.

1. A – 1: Special Paving Materials (or paint) in the Public Right-of-Way: The applicant requests to use "special paving materials or paint at the crosswalks of intersections between the proposed private road and Tuckerman Lane. The non-standard materials will be used to frame the proposed development and tie it to the Music Center at Strathmore." More specific details will be identified at the site plan stage. However, according to the applicant, "standard paving materials ...that are acceptable to WMATA are colored or stamped concrete. The applicant would like more flexibility in the allowed materials for this project and has agreed to assume the maintenance liability for the streetscape to offset any impact to the County." Therefore, all non-standard improvements will be installed and maintained by the applicant under the County's standard License and Maintenance Agreement.

MCDOT Response: The Design Exception package did not include a plan showing location or details

Office of the Director

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Located one block west of the Rockville Metro Station

of the proposed special paving materials. Instead, the applicant proposes to address the details at site plan stage. As a result, MCDOT **does not approve** the Design Exception at this time. MCDOT is concerned that non-standard materials will need additional maintenance and not hold up to the amount of buses using these roads. The applicant will need to submit a more specific Design Exception package to DOT at the time of site plan submission. The Department of Permitting Services (DPS) who reviews site plans and will coordinate the review of non-standard materials within in the right-of-way with MCDOT.

2. B – 1: Modification of Context Sensitive Road Section: The applicant is proposing (on sheet PP-1A) to modify the MCDOT Standard Business District street section MC-2005.02 for Tuckerman Lane. The applicant proposes a street cross section that includes two (2) 11- or 12-foot-wide travel lanes, seven- or eight-foot parking lanes, sidewalk with landscape buffer and either a shared use path or separated bike lanes. Additionally, the cross section includes a stormwater management facility or an additional buffer, median and left turn lanes.

MCDOT Response: The 2018 Grosvenor-Strathmore Metro Area Minor Master Plan suggests two 11-foot (12-foot as shown on plans) travel lanes in each direction, parking on either side, a two-way, minimum 8-foot separated bike lane, and a minimum 16-foot combined landscape & sidewalk. The applicant's street sections are consistent with the Minor Master Plan; therefore, MCDOT **approves** this Design Exception as shown on sheet PP-1A.

Significant Plan Review Comments

3. MCDOT reviewed the revised TIS dated May 3, 2019. The site will generate more than 50 peak hour vehicular, pedestrian and bicycle trips; therefore, the applicant is required to evaluate these modes in their TIS. This letter incorporates all recommendations from the MCDOT letter is dated May 17, 2019, including the following:
 - a. Vehicular Adequacy – The applicant was required to study 11 existing intersections and five future intersections, which are site access points. They completed the analysis and found that the development will not exceed the congestion standard delay of 120 seconds for the Grosvenor or North Bethesda policy areas. The applicant is proposing to modify the traffic signal at MD 355 and Tuckerman Lane (north). They propose to add 1 second of green time to the northbound through phrase and subtracting this 1 second from the southbound protected left turn. MCDOT will evaluate this modification to the traffic signal at the time of permit stage.
 - b. Pedestrian Adequacy – The applicant is required to evaluate sidewalks and ramps within 500 feet of the site. They completed the evaluation; however, MCDOT has not had enough time to evaluate the proposed improvements along with the cost estimates. The applicant is required to fix the tier 1 items. For the tier 2 and 3 items, the applicant has the choice to fix the items or provide a contribution of \$100,000 for tier 2 and \$50,000 for tier 3. At this time, the applicant is choosing to fix the items in tier 2 and does not propose any items in tier 3. MCDOT recommends that the applicant work with us at the site plan stage to finalize the Pedestrian Adequacy. DPS who is the primary reviewer will need to coordinate with DOT to provide any additional comments in their letter.
 - c. Bicycle Adequacy – The applicant is required to evaluate the level of traffic stress (LTS) for cyclists traveling 750 feet from the development. The applicant completed the evaluation and MCDOT recommends the following conditions:

- i. The applicant will construct the two-way bike lane along their Tuckerman Lane site frontage, a length of approximately 1/3 mile that will improve the level of service to LTS-4. The timing of this improvement will be determined at site plan stage, in coordination with DOT, Planning and DPS staff.
 - ii. The applicant will improve the bike trail from Tuckerman Lane through the Strathmore Music Center property to provide an LTS-2 or better route to points 750 feet north of the site. The timing of this improvement will be determined at site plan stage, in coordination with DOT, Planning and DPS staff.
4. The applicant proposes to (on sheet PP-6) remove the (1) right turn lane along Tuckerman Lane, (2) the channelized island and (3) the acceleration lane along MD 355. MCDOT does not approve the elimination of the right-turn lane on Tuckerman Lane at the northern intersection with MD 355. Prior to certified preliminary plan, the applicant will keep the right turn lane on the preliminary plan.
5. The Grosvenor-Strathmore Metro Area Minor Master Plan amendment recommends a sidepath along MD 355 from Tuckerman Lane to the Strathmore Mansion entrance. There are potentially three or more options for this sidepath.
 - a. The first option is to remove the acceleration lane on MD 355 and construct the sidepath along the curb, as the applicant has shown on sheet PP-6.
 - b. The second option is to construct the sidepath along MD 355 and keep the acceleration lane. This option could allow for the applicant to contribute towards the cost of the sidepath, as a retaining wall and other potential issues make it more costly.
 - c. The third alternative is for the applicant to construct a sidepath on the Strathmore property.

All of the options need additional information before the location and design of the sidepath can be determined. The applicant must work with MCDOT, DPS, SHA and Planning staff to determine the best location for the sidepath during the site plan stage. At that time, the timing and/or contribution will be determined by MCDOT with coordination from Planning staff, SHA and DPS.
6. MCDOT will not allow left turns from Cloister Drive onto Tuckerman Lane. In addition, the applicant's vehicular access point across from Cloister Drive will be right-in, right-out only. Tuckerman Lane at this intersection shall be designed to restrict these movements. The applicant shall submit a design for the intersection to MCDOT during the permit stage. DPS and MCDOT shall coordinate the review. This comment shall not preclude further review by MCDOT.
7. No steps, stoops, retaining walls or other permanent structures for use by a private facility are allowed in the County right-of-way.
8. The applicant has submitted truck turning templates for all six buildings. The applicant proposes the following vehicular access and loading for each building:
 - a. Building 1A & B – Vehicular access is directly across from Cloister Drive and is right-in, right-out. Loading is 24 feet wide and head-in, head-out only from Tuckerman Lane.
 - b. Building 2 and 3A – Vehicular access is 24 feet wide and along Tuckerman Lane. Loading is located between building 2 and building 3A and proposed as back-in, head-out. The applicant has proposed using a WB-67 sized truck for a grocery store in building 3A. MCDOT is concerned about the use of this vehicle along Tuckerman Lane and trying to back into the loading area. The loading dock should be designed to allow the largest truck using the site.

- c. Building 3B – Vehicular access is from private road “B”. Loading is from Tuckerman Lane and is 24 feet wide. Loading for this building is also back-in, head-out movement.
 - d. Building 4 & 5 – These buildings front on the private street and will have vehicular access and loading from these streets.
 - e. Building 6 – Vehicular and loading ingress will be from the Metro Kiss and Ride entrance drive and egress from Tuckerman Lane with a right out only. No backing into the loading entrance will be allowed for this building.
9. The stormwater management facility detail for the public street is acceptable; however, further review will be completed at the permit stage.
10. Private Streets Justification per County Code Chapter 50.4.3.E.4 - The applicant provided a justification for the private roads running through the property in their statement of justification; however, they did not provide a list of design elements that do not meet the public road standards. The Grosvenor-Strathmore Metro Area Minor Master Plan recommends that the private street “A” become a “shared street,” which the applicant is proposing. This shared street will be designed to minimize the segregation of pedestrians, bicyclists and vehicles, and slow traffic speeds.
- MCDOT Response: The County Code requires the “private road be built to the construction specifications of the corresponding public road concerning paving detail and design data, including surface depth and structural design. The road must be designed in accordance with sound engineering principles for safe use, including horizontal and vertical alignments for the intended target speed; adequate typical sections for vehicle, pedestrians and bicyclists; compliance with Americans with Disabilities Act; drainage and stormwater management facilities; intersection spacing and driveway locations; parking; lighting; and utilities. The width and cross section of a private road must meet the right-of-way specified in the master plan or be equal to the corresponding public road standard unless modified by the Board.” MCDOT recommends that the road be private, located in its own parcel, as recommended in the Grosvenor-Strathmore Metro Area Minor Master Plan.
11. The applicant will need to provide a four (4)-foot wide infrastructure easement that is dedicated to the County as per County Code Chapter 50.
12. Coordinate with Ms. Beth Dennard of MCDOT Commuter Services Section (240-777-8384 or beth.dennard@montgomerycountymd.gov) regarding the following TDM comments:

A. Traffic Mitigation Agreement:

Prior to issuance of any building permit by MCDPS, the Applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT. Trip reduction measures in this Agreement should include:

- i. Carpool/Vanpool Parking: Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
- ii. Car Sharing Parking: Provide two (2) in each parking facility building or the number required by law, whichever is greater, in highly visible, preferentially-located spots.
- iii. Electric Car Charging. Provide two (2) or the number required by law in each parking facility, whichever is greater.

B. Bikesharing/Storage of Mobility Devices:

The Preliminary Plan shows the location for one (1) 19-dock bikeshare station near the entrance to the Metro Station. Identify one (1) additional location suitable for a 19-dock station (53' by 7' in size with four to six hours of solar exposure per day). The second location will be coordinated between the Applicant and MCDOT in a highly-visible, convenient and well-lit location on the Project. The Applicant will be required to pay the costs for the preparation of the spaces. Payments must be made to the County or its designee.

MCDOT maintains full discretion to install, operate, move, relocate or discontinue service of a bikeshare station based on review and analysis of usage, performance, or budget. Should MCDOT decide not to install bikeshare stations in the set-aside spaces, the Applicant will be required to install bike racks, repair stations or other suitable facilities and equipment for the orderly storage of mobility devices, as determined by MCDOT

The applicant will be required to assist MCDOT in the promotion of bikeshare among employees and visitors at the Project in order to accomplish the objectives of the TMD.

C. Displays and Communication of TDM Information (Especially in Urban Plazas):

- i. Provide pavilions or similar provisions in busy outdoor settings – and particularly in the Central Park – to enable commuter outreach events to be staged more readily. Electric and water connections are recommended.
- ii. Provide a kiosk in the Central Park to provide opportunity for information displays, periodic staffing and assistance at events.
- iii. Incorporate display space for Transportation Demand Management information into lobbies of each major building and other high pedestrian activity areas, and provide opportunity for information on each level of parking facilities.
- iv. Provide monitors with Real Time Transit Information in the lobby of each major building. This will enable communication to building residents, employees, and visitors with information on transportation options.

D. Parking:

- i. Minimize Parking. The Traffic Statement submitted with the Sketch Plan notes "since this development will be situated at the Metro Station, it is likely that a higher transit mode share will be realized" than the mode split assumptions in the Grosvenor-Strathmore Policy Area LATR Guidelines. It is noted that the Project proposes to provide a maximum of 2,065 parking spaces, which is above the minimum required.

As occupancy and use occurs over build-out of the Project, opportunity should be retained to reduce the amount of parking provided in total on-site. This may best be done by reducing the amount of parking provided in future buildings,

ATTACHMENT 10



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

April 23, 2019

Ms. Emily Tettelbaum
Area 2 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Strathmore Square
Preliminary Plan No. 120190180

Dear Ms. Tettelbaum:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa S. Schwartz".

Lisa S. Schwartz, Acting Manager
Affordable Housing Programs Section

cc: Ian Duke, VIKA Maryland LLC

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Division of Housing

Affordable Housing

Common Ownership Communities

Landlord-Tenant Affairs

Multifamily Housing

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consistent with demand. Creation of shared parking structures would probably enable such reductions to be made more readily than if each building has its own individual, dedicated parking structure.

- ii. No Bundling of Parking. No bundling of parking should be permitted – i.e., no requirement that those renting or purchasing in a building in the Project likewise rent or purchase a certain number of parking spaces as part of the rental or purchase agreement.
- iii. Flexibility in design of parking critical. Provide flexibility in design of parking areas to enable mixed uses to share parking areas so as to make the most efficient use of them. This also strengthens the incentive to reduce drive-alone commuting and parking among on-site employees. Doing this can free up spaces for other uses including retail customers. That approach will only work if the unused parking areas for employees can be made available once a decrease in demand is realized.

As noted above, over build-out of the Project, opportunity should be retained to reduce the amount of parking provided in total on-site, by reducing the amount provided in future buildings, consistent with demand. Creation of shared parking structures may enable such reductions to be made more readily than if each building has its own individual, dedicated parking structure.

- iv. Carpool/Vanpool Parking for On-Site Employees. Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots to encourage employees on-site to car/vanpool.
- v. Car Sharing Parking. Provide two or the number required by law, whichever is greater, in highly visible, preferentially-located spots available to the public. Given the large number of residential units planned for this project, the developer should pursue an arrangement with a car sharing company for dedicated car share vehicles to serve the complex. Availability of this type of service can reduce the demand from residents for personal vehicle parking.
- vi. Electric Car Charging. Provide two electric car charging stations, or the number required by law, whichever is greater, for each residential building on site.

Standard Plan Review Comments

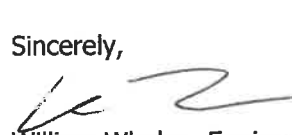
- 13. We defer to MSHA for access and improvements to Rockville Pike (MD 355).
- 14. The storm drain analysis was reviewed and deemed acceptable to MCDOT. No improvements are needed to the downstream public storm drain system.
- 15. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.

16. The sight distance study has been accepted. A copy of the accepted Sight Distance Evaluation certifications form is enclosed for your information and reference.
17. Relocation of utilities along existing roads necessary to accommodate the required roadway improvements shall be the responsibility of the applicant.
18. Provide a minimum five-foot wide continuous clear path (no grates) along all public streets.
19. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
20. This project falls within the Bicycle Pedestrian Priority Area (BPPA). Therefore, all driveways should be at-grade with the sidewalk and then drop down to meet the street elevation.
21. Contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures regarding the existing and proposed street lights, signing, and/or pavement markings along Tuckerman Lane. All costs associated with such relocations or new installations shall be the responsibility of the applicant.
22. Contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures regarding all existing and proposed County maintained transportation system management components (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication components (i.e., traffic signal interconnect, fiber optic lines, etc.). All costs associated with such relocations or new installations shall be the responsibility of the applicant.
23. Coordinate with Mr. John Thomas of our Transportation Engineering Section at 240-777-7240 or john.thomas@montgomerycountymd.gov regarding the separated bikeway and shared use path along Tuckerman Lane.
24. Coordinate with Mr. Wayne Miller of our Division of Transit Services for any disruption and improvements to the existing bus stop locations and facilities along the WMATA/Metro Station service loop and Tuckerman Lane in the vicinity of this project. Mr. Miller can be contacted at wayne.miller2@montgomerycountymd.gov or 240-777-5800.
25. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
26. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit may include, but not necessarily be limited to the following improvements:
 - A. Curbs, gutters, storm drain and appurtenances, sidewalks, separated bike lanes, shared use path, handicap ramps and street trees along Tuckerman Lane.
 - B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.

- C. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- D. The developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact me at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,


William Whelan, Engineer III
Development Review Team
Office of Transportation Policy

Enclosures (5)

Sharepoint/transportation/director's office/development review/WhelanW/120190180 Strathmore Square/120190180 Strathmore Square.docx

cc: Plan letters notebook

cc-e:	Andrew Altman	Fivesquares
	Ian Duke	VIKA
	Sylke Knuppel	VIKA
	Steve Robins	Lerch, Early & Brewer
	Kwesi Woodroffe	MSHA District 3
	Sandra Brecher	MCDOT CSS
	Beth Dennard	MCDOT CSS
	Sam Farhadi	MCDPS RWPR
	Marie LaBaw	MCFRS
	Mark Terry	MCDOT DTEO
	Vince Subramaniam	MCDOT DTEO
	Wayne Miller	MCDOT DTS
	Rebecca Torma	MCDOT OTP

ATTACHMENT 11



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

May 2, 2019

Mr. Laurent Mounaud
VIKA Maryland, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874

Re: Revision to **STORMWATER MANAGEMENT CONCEPT** for the Grosvenor Metro Station Property to add Private Development and Tuckerman Lane Improvements - North Bethesda, MD
PP# 120190180
SM File #: 283907
Tract Size/Zone: 14.5 ac/CR3.0/C0.5/R2.75/H-300
Total Concept Area: 14.5 ac (excluding ROW)
Legal Description: Tax Map HP123 to be subdivided into seven lots and two parcels.
Watershed: Lower Rock Creek

Dear Mr. Mounaud:

Based on a review by the Department of Permitting Services (DPS) Review Staff, the combined stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet full stormwater management requirements via in-ground and planter box micro-bioretenention facilities, green roof and underground structural treatment facilities for the volume not treated in ESD measures. Treatment for the Tuckerman Lane improvements is proposed to be met in a combination of microbioretenention planter boxes and underground structural treatment facilities.

The development covered by this concept is for the creation of 7 lots and 2 parcels. Subdivision includes incorporating a portion of an adjacent WMATA property (Parcel C/Plat 21568) into one of the proposed lots. The existing WMATA garage and its required access will be expanded and will occupy one lot. The other 6 lots will be developed as a mixed-use development under a public-private partnership. One parcel will contain a private road providing internal access to the development and the other parcel will encompass a central park.

The concept also proposes the removal of an existing stormwater management pond. The pond currently provides treatment for the existing WMATA garage building in the form of water quality and 2 year and 10-year control. In order to account for the future loss of water quality volume for the existing



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garage to remain, this concept also proposes additional treatment, beyond what is required for the proposed work, to accommodate and replace that loss of treatment volume.

The WMATA garage expansion has received Mandatory Referral approval from the Planning Board and a Site Development Stormwater Plan approval from Water Resources. **Prior to Planning Board approval of the Site Plans for the private development lots and parcels, the following items will need to be addressed:**

1. **Prior to Planning Board approval of any Site Plans, this Stormwater Management Concept must be formally revised to incorporate a Site Development Stormwater Plan for approval by DPS. If the project is broken into sections, the area covered in each revision must be consistent with any Site Plan or Mandatory Referral submitted to Maryland-National Capital Park & Planning for review.**
2. At a minimum green roof must be provided on 20% of the proposed private buildings with the exception of the low rise, wood frame buildings on Lot 3 and the southern portion of Lot 2. Demonstrate at Site Development Stormwater Plan stage that coverage with green roof has been maximized.
3. Provide a narrative on how each green roof and micro-bioretenction planter box is accessed for inspection and maintenance. Access may only be from a common area or community space. Access through a condo/apartment is not acceptable.
4. Provide to scale, conceptual profiles and x-sections of each micro-bioretenction planter box.
5. Demonstrate that the volume being treated in each structure can be conveyed into the facility, especially for the planter boxes located in the private road parcel and on Tuckerman Lane.
6. Full management for each Lot or Parcel must be achieved within its limits. Water Resources will consider allowing the placement of a structural facility to treat lot five to be located within the private road parcel if it can be adequately demonstrated that all required agreements and easements for inspection and maintenance by affected private entities and Montgomery County will be able to be obtained and recorded prior to final engineering plan approval.
7. In cases where the underground facilities are located at vehicular entrances to parking or to the building, the applicant must demonstrate that code compliant ingress and egress can be provided during periods of facility maintenance and inspection. This may require a review by the Fire Marshal's office.
8. Provide conceptual, to scale structural details of any SWM measures that require walls or underground on in-ground boxes. The information must illustrate the horizontal and vertical relationships between the all surfaces of the proposed facilities and the adjacent structures. All underground facilities will be required to comply with DPS WRTP-4 regarding access into the facility.
9. The submission must demonstrate how conveyance into, through and out of each facility can be achieved by gravity. Pumping will not be permitted.

Mr. Laurent Mounaud, PE
May 2, 2019
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10. Access by personnel and vehicles to facilities for inspection and maintenance as applicable must be demonstrated.
11. Provide conceptual information about the sizing and specific method of provided underground, structural treatment with pretreatment as applicable. Underground facilities can be utilized for drainage areas of 1 acre or less.
12. Verify and show that all stormwater micro-bioretenion planter boxes meet the "Safe Placement of Surface SWM (WRTP-8)."

This list may not be all-inclusive and may change based on available information at the time.

This concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mary Fertig at 240-777-6202.

This letter must appear at the initial submissions of revisions to incorporate Site Development Stormwater Plans and sediment control/stormwater management plans. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mary Fertig at 240-777-6202 or at mary.fertig@montgomerycountymd.gov.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: mmf

cc: N. Braunstein
SM File # 283907

Mr. Laurent Mounaud, PE
May 2, 2019
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WMATA Garage Lot

ESD: Required/Provided: 22,012 cf* / 9,132 cf

PE: Target/Achieved: 2.0"/0.44"

STRUCTURAL Required/Provided: 12,888cf*/12,971 cf, *Includes 7,483 cf of existing garage's replacement volume for future pond removal

WAIVED: n/a

Lots 1 -6 and Parcels A and B

ESD: Required/Provided: varies per lot

PE: Target/Achieved: 2.2"/varies per lot

STRUCTURAL Required/Provided: varies per lot

WAIVED: n/a

Tuckerman Lane

ESD: Required/Provided: 12,018 cf/4,563 cf.

PE: Target/Achieved: 2.0"/0.8"

STRUCTURAL Required/Provided: varies per lot

WAIVED: n/a

ATTACHMENT 12



Department of Permitting Services Fire Department Access and Water Supply Comments

DATE: 26-Mar-19
TO: Laurent Mounaud
VIKA, Inc
FROM: Marie LaBaw
RE: Strathmore Square
120190180

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **26-Mar-19**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

***** See Statement of Performance Based Design *****



ENGINEERS ♻ PLANNERS ♻ LANDSCAPE ARCHITECTS ♻ SURVEYORS ♻ GEOMATICS

March 26, 2019

S Marie LaBaw, PhD, PE
Fire Department Access and Water Supply
Department of Permitting Services
255 Rockville Pike
2nd Floor
Rockville, MD 20850

RE: Strathmore Square Preliminary Plan, North Bethesda, Maryland

Dear Ms. LaBaw,

This letter is written to request a performance-based design for select elements of the fire access for the Strathmore Square Preliminary Plan that do not meet the requirements of MCER 8-16 Section 18.2.3.4.1.1.1 as outlined below.

The new community access entry at private road 'B', adjacent to the southern side of Building 3B, is designed with a 12' wide travel way from existing Tuckerman Lane to internal private road 'A'. Although turning radii at both intersections meet the minimum requirements, the proposed road width does not meet the minimum 20' width for fire access travel path. To provide a suitable operational area along this section of roadway, a 20' wide by 50' long Operational Bay will be provided for Fire Department Use, and the median within this Operational Bay area will be mountable rolled curb, Type C, installed per detail MC-101.01. The curb and concrete median within the fire access path and operational bay will be designed to be traffic load bearing.

To meet the minimum turning radius travelling from private road 'A' turning left onto private road 'B', the portion of concrete median within the travel path will be mountable rolled curb, Type C, installed per detail MC-101.01. The curb and concrete median within the fire access travel path will be designed to be traffic load bearing.

In the existing WMATA Park & Ride entrance road, from Tuckerman Lane, there is an existing center concrete median, proposed to be replaced, which narrows the fire access to 12.3' feet over approximately 50' along the existing parking garage. Although this section does not meet the minimum 20' width, the remaining building frontage along this road widens to a 45' foot wide travel path for approximately 220' providing suitable operational area along this section.

Between the existing WMATA Park & Ride entrance road and the new private road 'A' there is a center concrete median at the WMATA garage exit which narrows the fire access to 12' and 14' wide sections in opposing directions over a length of 60'. Although this section does not meet the minimum 20' width, to improve fire accessibility, this median is designed with mountable rolled curb, Type C, installed per detail MC-101.01, in the event it is required for Fire Department Use. The curb and concrete median within the fire access path and operational bay will be designed to be traffic load bearing.

VIKA Maryland, LLC

20251 Century Boulevard, Suite 400 ♻ Germantown, Maryland 20874 ♻ 301.916.4100 Fax 301.916.2262
Tysons, VA ♻ Germantown, MD ♻ Washington, DC

www.vika.com

March 26, 2019
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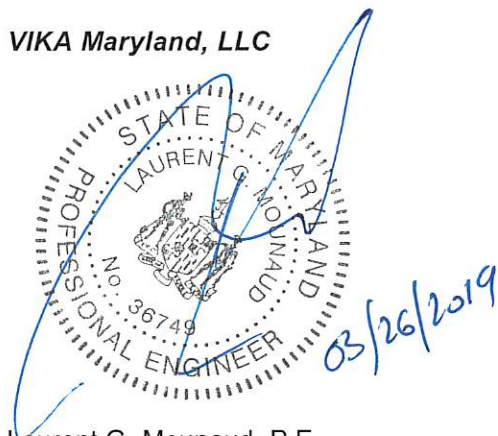
In conformance with the prior Fire Access road approval for the WMATA parking garage expansion and reconfigured Kiss and Ride, the exit lane, beyond the building limits is 15' wide. Although this section does not meet the minimum 20' width, a portion of the 15' wide fire access lane there is a proposed 20' by 50' Operational Bay that overlaps the adjacent concrete curb and gutter and sidewalk. To improve fire accessibility and supplement the 15' wide lane, the concrete curb and gutter will be a mountable rolled curb, Type C, installed per detail MC-101.01, and the sidewalk will be designed to be traffic load bearing for MCFRS apparatus operations.

In existing Tuckerman Lane, access along the eastern side of the property, near the intersection with Cloister Drive, the travel way is routed through a narrow 12' wide section of roadway, over a length of 70' where the pedestrian crosswalk and median refuge are located. Although this section does not meet the minimum 20' width, this curb will be designed as mountable rolled curb, Type C, installed per detail MC-101.01, in the event it is required for Fire Department Use. The curb and concrete median within the fire access path will be designed to be traffic load bearing.

Please contact us with any questions regarding this submission.

Sincerely,

VIKA Maryland, LLC



Laurent G. Mounaud, P.E.
Senior Project Manager
License No: 36749, expires January 21, 2021

FIRE CODE ENFORCEMENT		
Fire Department Access Review		
Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation		
BY: <u>SMC</u>	FM: <u>43</u>	DATE: <u>3/26/2019</u>

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland.

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