





VOB Development, Sketch Plan No. 320190040 & Preliminary Plan No. 120190160

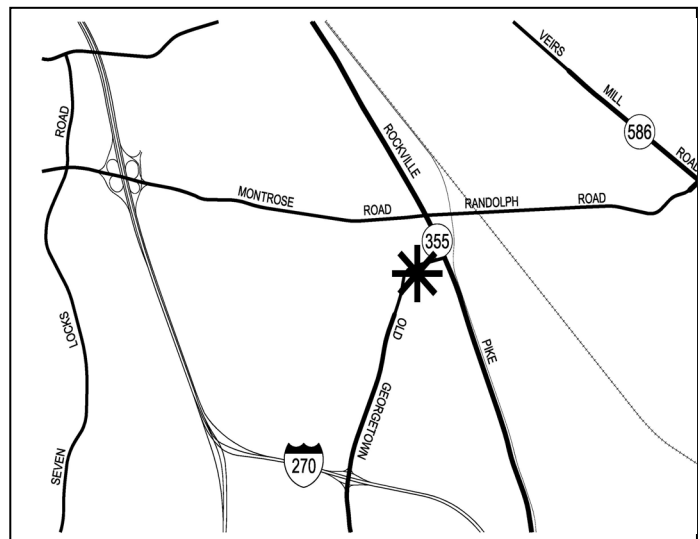
 Troy Leftwich, Planner Coordinator, Area 2 Division, troy.leftwich@montgomeryplanning.org, 301-495-4553
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Completed: 5/20/2019

Description

Sketch Plan: Request to transform the existing car dealership, bank, retail building and associated surface parking lots into mixed-use development with a maximum of 1,051,012 square feet of development, including up to 110,169 square feet of non-residential uses and up to 940,843 square feet of residential uses, with a minimum 13% MPDUs, including up to 4% bonus density.

Preliminary Plan: Request to consolidate Lots 5, 9, and 10, and Parcels 613 and 614, and the ROW referred to as S-21 and SHA-32 into two (2) lots, Lot 1 to be approximately 145,712 square feet in size and Lot No. 2 to be approximately 21,490 square feet in size with Lot 2 proposed to be dedicated to the Parks Department; for a maximum of 1,051,012 square feet of development, with up to 110,169 square feet of non-residential uses and up to 940,843 square feet of residential uses for up to 1,000 units, with a minimum 13% MPDUs, including up to 4% bonus density.



Location: 11565, 11575 and 11605 Old Georgetown Road and 5995 Executive Boulevard.

Sector Plan: 2010 *White Flint Sector Plan*.

Zone: CR-4.0, C-2.0, R-3.5, H-250.

Property Size: 5.9 acres.

Applicant: Grand Park Development.

Acceptance Date: Sketch Plan – December 26, 2018;

Preliminary Plan – January 15, 2019.

Review Basis: Chapter 59, Sketch Plan and Chapter 50, Preliminary Plan.

Summary

- Staff recommends approval with conditions.
- The Project completes a new street grid system as part of the White Flint Western Workaround CIP.
- The Project uses MPDU bonus density to achieve a maximum height of 262 feet.
- The proposed public benefits are in the following categories: Major Public Facilities, Transit Proximity, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Sketch Plan No. 320190040

Staff recommends approval of VOB Development, Sketch Plan No. 320190040, a mixed-use development on approximately 5.93 tract acres, zoned CR-4.0, C-2.0, R-3.5, H-250. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

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

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

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 1,051,012 square feet of total development on the Subject Property, which may include up to a maximum 940,843 square feet of residential uses and 110,169 square feet of non-residential uses. This includes a 4% Bonus Density on the residential uses for providing the 13% MPDUs. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Site Plan.

2. Height

The development is limited to a maximum height of 250 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 59-4.5.2. C. for exceeding 12.5% MPDUs).

3. Incentive Density

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

- a. Major Public Facility, achieved through dedication of a 21,490 square foot civic green.
- b. Transit Proximity, achieved through Property's location within ½ mile of the White Flint Metro Station (level 1).
- c. Advanced Dedication, achieved through dedication of land for the right-of-way related to the Western Workaround CIP.
- d. Minimum Parking, achieved through providing fewer than the maximum allowed number of parking spaces.
- e. Through-Block Connection, achieved by providing pathways for pedestrians only within the development.
- f. Diversity of Uses and Activities, achieved by providing 13% of the residential units as MPDUs.
- g. Quality Building and Site Design, achieved by providing Structured Parking.

- h. Protection and Enhancement of the Natural Environment, achieved through the purchase of two (2) building lot termination.
- 4. Open Space
The Applicant must provide the required minimum 10% of Public Open Space. The Public Open Space must not include any stormwater management facilities, unless approved by Planning Staff. The Public Open Space must be provided as illustrated in the Sketch Plan and finalized at Site Plan.
- 5. Park Dedication
The Applicant must dedicate Lot No. 2, for a total of 21,490 square feet, to the Department of Parks.
- 6. Transportation
The Applicant must provide any road improvements, or portions thereof, along the Subject Property frontage that are not constructed by MCDOT or SHA as part of the White Flint Western Workaround CIP 50116 with the timing to be determined at Site Plan(s).
- 7. Moderately Priced Dwelling Units (MPDUs)
The development must provide MPDUs in accordance with Chapter 25A with the distribution of MPDUs subject to review and approval by the Department of Housing and Community Affairs (DHCA) at Site Plan.
- 8. Future Coordination for 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 Site Plan:
 - a. Further details about architecture, loading, servicing, streetscaping and park design will be reviewed in detail at the time of Site Plan review.
 - b. The Applicant must line the parking garage along the western edge of the project, along Old Georgetown Road, partially with active uses above the ground floor retail.
 - c. Submit detail drawings for all garage faces that are proposed to be lined with architectural screens, faux architectural facades or public art installations. All garages should be mechanically ventilated and their facades architecturally indistinguishable from the rest of the building.
 - d. Further details for all tree pits and planter strips, which should be a minimum of 6 feet wide from back of curb to edge of planter to accommodate major street tree species per MCDOT standards.
 - e. Provide all street facing retail along Old Georgetown Road, Market Street and Grand Park Avenue located at the same level as the elevation of the adjacent sidewalk. All steps and ramps required to meet exterior grade must be located within the footprints of the buildings and not within the sidewalk zone.
 - f. Provide details for enhanced crosswalks to the park from the rest of the development on the north and south end of the property.
 - g. The Applicant must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities, per the Recreational Guidelines.
 - h. The Applicant may be required to amend the road cross sections to provide alternate pedestrian and bicycle facilities along all site frontages, based on further coordination with MCDOT and the Montgomery County Planning Department, including:
 - i. The width and grade of bicycle facilities;

- ii. The location of tree panels or striped buffers in relation to the required facility; and
- iii. The hardscape material or paving for any bicycle facilities.
- iv. The location of potential on-street parking on Grand Park Avenue.
- i. The internal pedestrian connections and drive aisles must be a minimum of 20 feet.
- j. Provide a more detailed program at site plan, which includes a provision to encourage flexibility to relocate trash and loading facilities.
- k. Consider opportunities to incorporate additional sustainability recommendations, such as features that promote energy conservation and use of renewable energy sources.

Preliminary Plan No. 120190160

Staff recommends approval of Preliminary Plan No. 120190160. All site development elements shown on the latest electronic version of Preliminary Plan No. 120190160 submitted via ePlans as of the date of this Staff Report are binding:

General Approval

1. This Preliminary Plan is limited to two (2) lots; Lot No. 1 (approximately 147,712 square feet) and Lot No. 2 (approximately 21,490 square feet), for a maximum of 1,051,012 square feet of development on the Subject Property, which includes up to 940,843 square feet of residential uses for up to 1,000 multi-family residential units, and up to 110,169 square feet of non-residential uses.

Adequate Public Facilities and Outside Agencies

2. The Adequate Public Facility ("APF") review for the Preliminary Plan will remain valid for sixty (60) months from the date of mailing of this Planning Board Resolution.

Outside Agencies

3. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated April 25, 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 MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
4. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT's requirements for access and improvements.
5. The Planning Board accepts the recommendations of the Maryland State Highway Administration ("SHA") in its letter dated March 15, 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.
6. Before the issuance of access permits, the Applicant must satisfy the Maryland State Highway Administration's requirements for access and improvements.
7. 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 April 5, 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.

8. 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 April 11, 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.
9. 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.

Future Site Plan Approval Required

10. Prior to any clearing, grading or recording of a plat for the Subject Property, the Applicant must obtain a Certified Site Plan. The final number and location of site elements, including but not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks, and bikepaths will be determined through Site Plan review and approval.
11. If an approved Site Plan or Site Plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities 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.
12. The Applicant must provide a minimum of 10% Public Open Space, with final location and size to be determined at Site Plan.

Forest Conservation

13. At the time of Site Plan submittal, the Applicant must submit a Final Forest Conservation Plan (FFCP). The Final Forest Conservation Plan must be substantially consistent with the approved Preliminary Forest Conservation Plan.
14. The Sediment and Erosion Control Plan and Storm Water Management Plan shall be consistent with the limits of disturbance of the FFCP.
15. Site inspections shall be performed by M-NCPPC inspectors as specified in Section 22A.00.01.10 of the Forest Conservation Regulations.

Noise

16. The Applicant must provide a noise analysis as part of the Site Plan submittal that includes the baseline noise and the 20-year projected noise levels for the property. The Applicant must attenuate any noise impacted units to comply with requirements to keep interior noise levels at or below 45 dBA Ldn, with details to be determined at subsequent Site Plans.

Transportation

17. The Applicant must dedicate all rights-of-way for Old Georgetown Road (MD 187), Grand Park Avenue and Market Street, consistent with the White Flint Western Workaround CIP 50116, as shown on the Preliminary Plan, to the design standards imposed by all applicable road codes.
18. The Applicant must provide any road improvements, or portions thereof, along the Subject Property frontage that are not constructed by MCDOT or SHA as part of the White Flint Western Workaround CIP 50116 with the timing to be determined at Site Plan(s).
19. Prior to the release of any building permit for a building or parking garage, the Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and the Montgomery County Department of Transportation to participate in the White Flint Transportation Management District (TMD).
20. Prior to the issuance of any building permit for a building or parking garage, the Applicant must provide all necessary improvements per the White Flint Western Workaround CIP 50116, along the property frontage, as determined by MCDOT and/or MCDPS.

Utilities

21. The Applicant must underground any utilities, both existing and/or new, that are not undergrounded by the White Flint Western Workaround CIP 50116.

Record Plats

22. There shall be no clearing or grading of the site prior to recordation of plat(s).

Easements

23. The record plat must show necessary easements.
24. The record plat must reflect common ingress/egress and utility easements over all internal driveways and pedestrian connections.

Notes and Labels

25. The record plat must reflect all areas under common ownership.

Parks

26. Prior to issuance of any building permit for a building or parking garage, the Applicant must dedicate to the Maryland-National Capital Park & Planning Commission ("M-NCPPC") the 21,490 square foot portion of the Subject Property identified as Lot No. 2 on the approved Preliminary Plan for use as a public park. The land must be dedicated to the M-NCPPC through notation on the plat and by conveyance at the time of record plat in a form of deed approved by the M-NCPPC's Office of General Counsel. At the time of the first Site Plan and prior to conveyance, the following must be determined:
 - a. Design of the park;
 - b. Size of the retail building;
 - c. Details of leaseback of retail space;
 - d. Timing for construction of the park and retail;
 - e. Maintenance responsibilities; and
 - f. Programming opportunities.

In the event the Applicant is to complete improvements on the land to be dedicated, the Applicant must enter into a Recreational Facilities Agreement (RFA) or a Park Permit with the Montgomery

County Department of Parks. Both the deed and the RFA/Park Permit must be in a form approved by the Department of Parks and the Office of General Counsel.

Certified Preliminary Plan

27. The Applicant must include all agency approval letters and the Preliminary Plan Resolution on the approval or cover sheet(s).

28. 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. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.

SECTION 2: SITE DESCRIPTION

Vicinity

The Subject Property ("Subject Property" or "Property"- outlined in red in Figure 1 below) is described as Lots 5, 9, and 10, and Parcels 613 and 614, and the right-of-way referred to as S-21 and SHA-32. The Subject Property is part of the Metro West district of White Flint and is less than a half-mile walk to the White Flint Metro Station.

The Subject Property is surrounded by commercial, high-density residential, and mixed-use development. To the northeast, diagonally across the intersection of Executive Boulevard and Old Georgetown Road, is the Willco Companies property, currently developed with three office buildings. To the north is the high-density mixed-use Pike & Rose development, which has a variety of building types and sizes, including multi-family residential, office, restaurant, retail and a hotel. To the south, the Gables White Flint project has been approved for a multi-family building with 476 dwelling units and an adjacent parking garage that will also serve the Kennedy Shriver Aquatic Center. To the east, is Rockville Pike (MD 355) and adjacent to the Property is the existing commercial building Steinway Piano Gallery. To the west, is the recently approved 6000 Executive Boulevard, Sketch Plan No. 320180140, which is a mixed-use development with up to 927,420 square feet of total development.

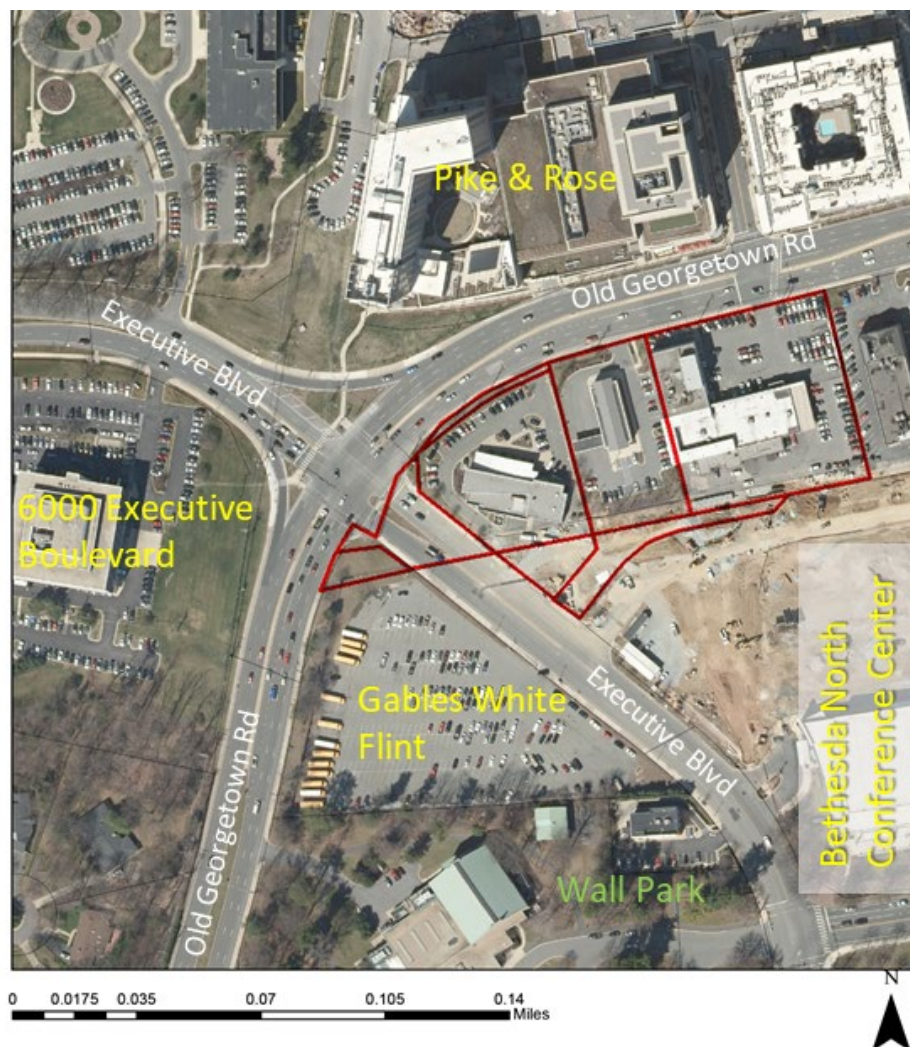


Figure 1: Vicinity Map (Property outlined in red)

Site Analysis

The Subject Property includes the following: (i) 11565 Old Georgetown Road (the former VOB Saab dealership) containing 44,508 square feet; (ii) 11575 Old Georgetown Road (the former Capital One Bank) containing 39,989 square feet; (iii) 11605 Old Georgetown Road (the former VOB dealership) containing 82,243 square feet; (iv) 5995 Executive Boulevard (P613) containing 6,618 square feet; (v) Parcel 614 containing 9,763 square feet; (vi) S-21 containing 14,787 square feet; and (vii) SHA 32 containing 22,430 square feet. The Property contains a total of 258,203 square feet of gross tract area, zoned CR-4.0, C-2.0, R-3.5, H-250.

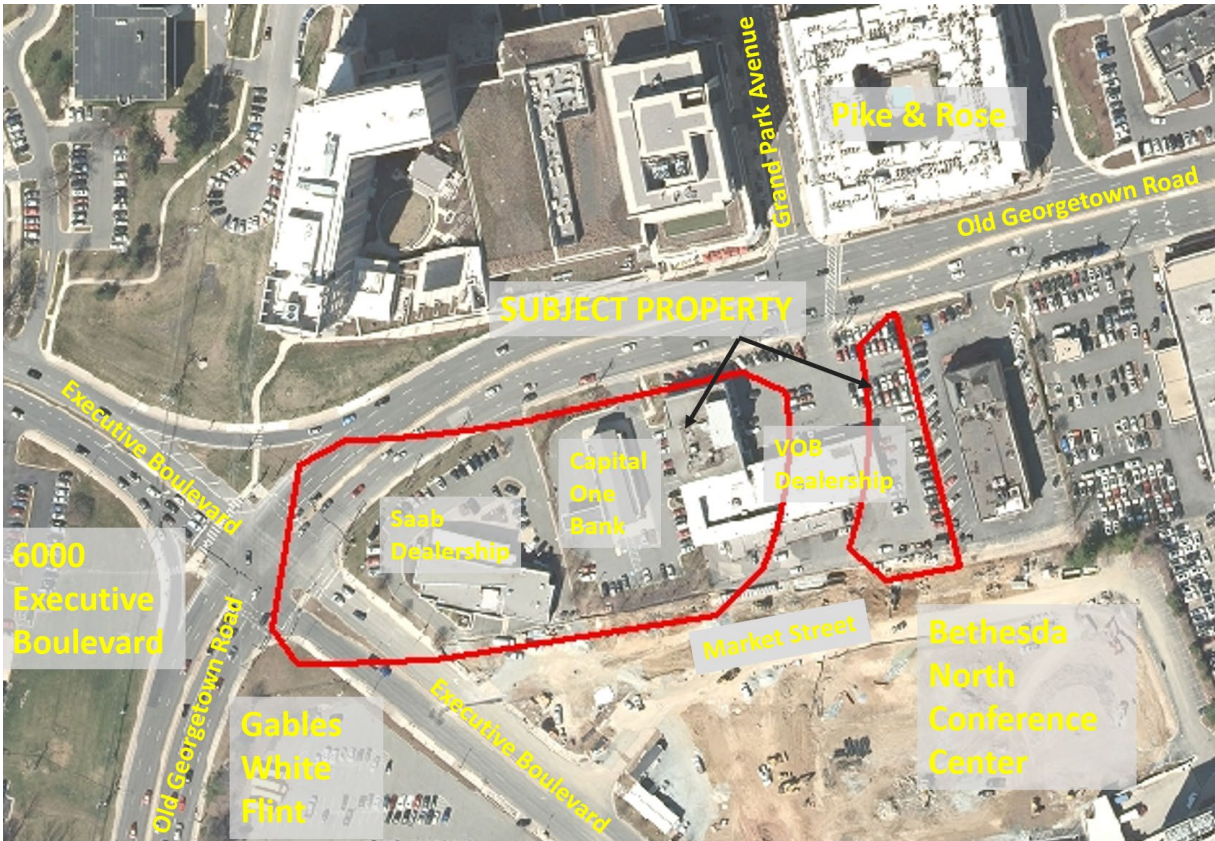


Figure 2: Subject Property (outlined in red)

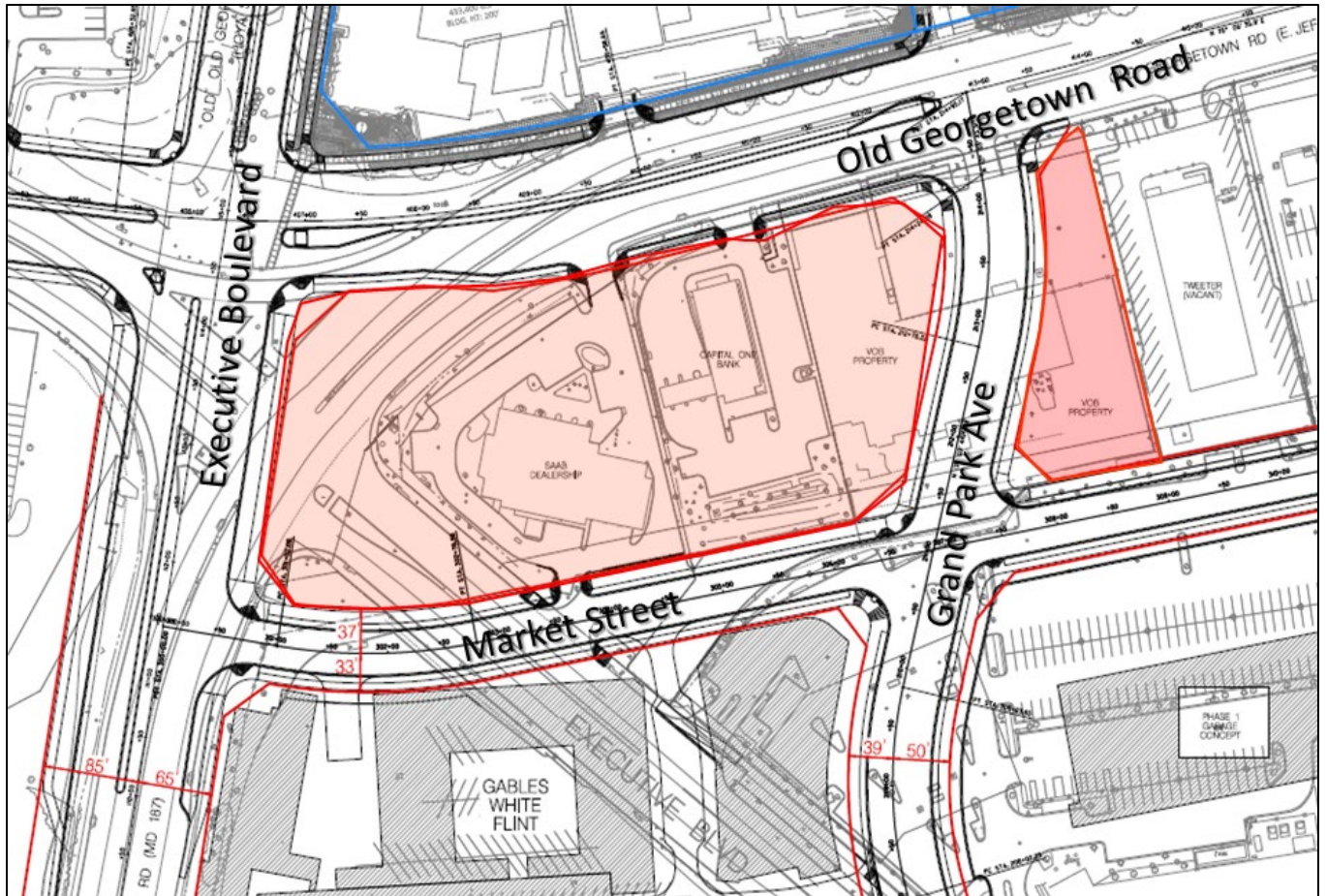


Figure 3: Subject Property (highlighted in red)

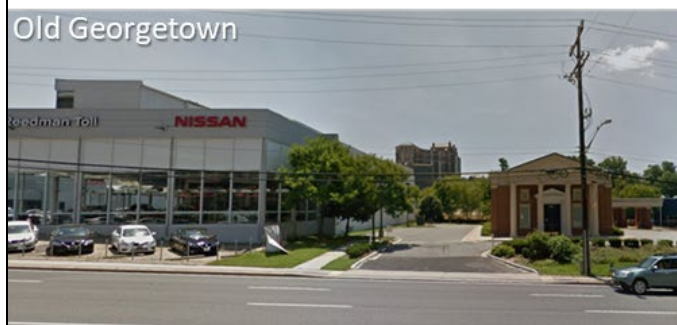
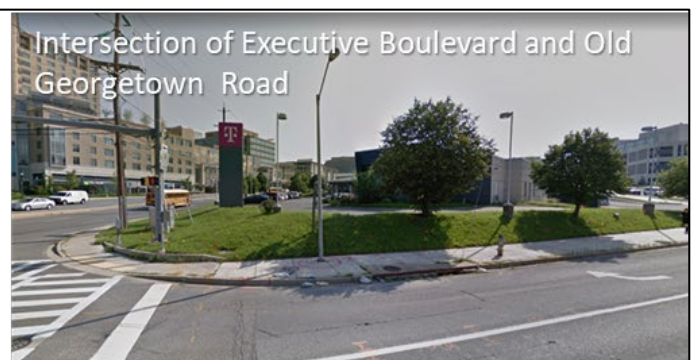
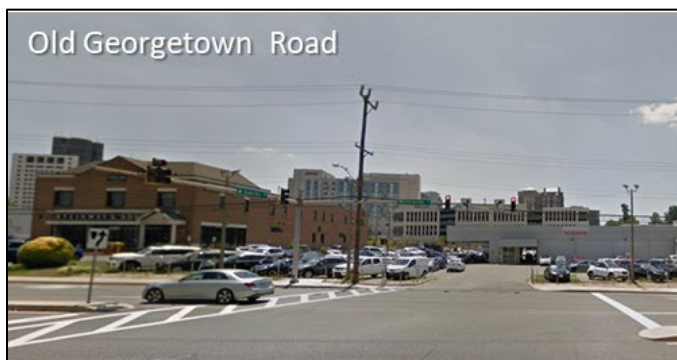


Figure 4: Photos of existing streets

SECTION 3: PROJECT DESCRIPTION

Proposal

The Proposed Development is a mixed-use project. The Project incorporates the realignment for the road improvement of the White Flint Western Workaround (WFWW). The Project is providing 13 percent Moderately Priced Dwelling Units, (MPDU)s, which exceeds the required 12.5%. This allows the utilization of the bonus density permitted by Zoning Ordinance Section 4.5.2.C.1., which allows the Applicant to increase the density by 4% and to increase the height to 262 feet. The Project will provide up to 1,000 residential units for a total of up to 940,843 square feet of residential uses and up to 110,169 square feet of non-residential uses, including retail and restaurant uses. The Project will provide less parking than the maximum parking permitted by the Zoning Ordinance, with the final number of spaces to be determined at Site Plan. This will be accommodated by one level of underground parking and five (5) levels of aboveground structured parking within each building. Per the Sector Plan recommendation, the Applicant proposes that the 21,490 square foot Lot No. 2 located east of Grand Park Avenue be dedicated to the Parks Department, to begin assembling the sector plan envisioned Civic Green.

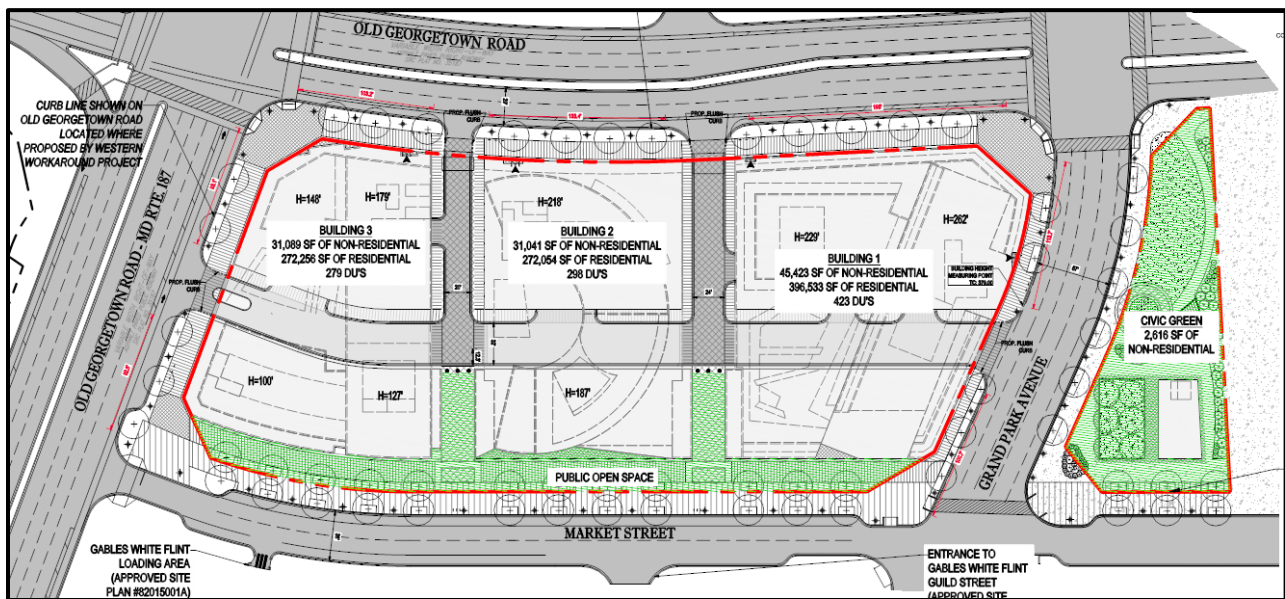


Figure 5: Sketch Plan

Property Land Distribution

In conjunction with the WFWW and the Preliminary Plan application, the Applicant will provide required dedication of land and reconfiguration of existing right-of-way to create Grand Park Avenue and Market Street, and to realign Old Georgetown Road. The project will dedicate a total of 51,504 square feet of land and receive 37,308 square feet from the State Highway Administration and MCDOT, through the portion abandoned from Executive Boulevard and Old Georgetown. This will result in the creation of two lots for a total of approximately 167,202 square feet of land (Lot 1 approximately 147,702 square feet and Lot 2 approximately 21,490 square feet). See Figure 4, which shows the reconfigured and dedicated areas.

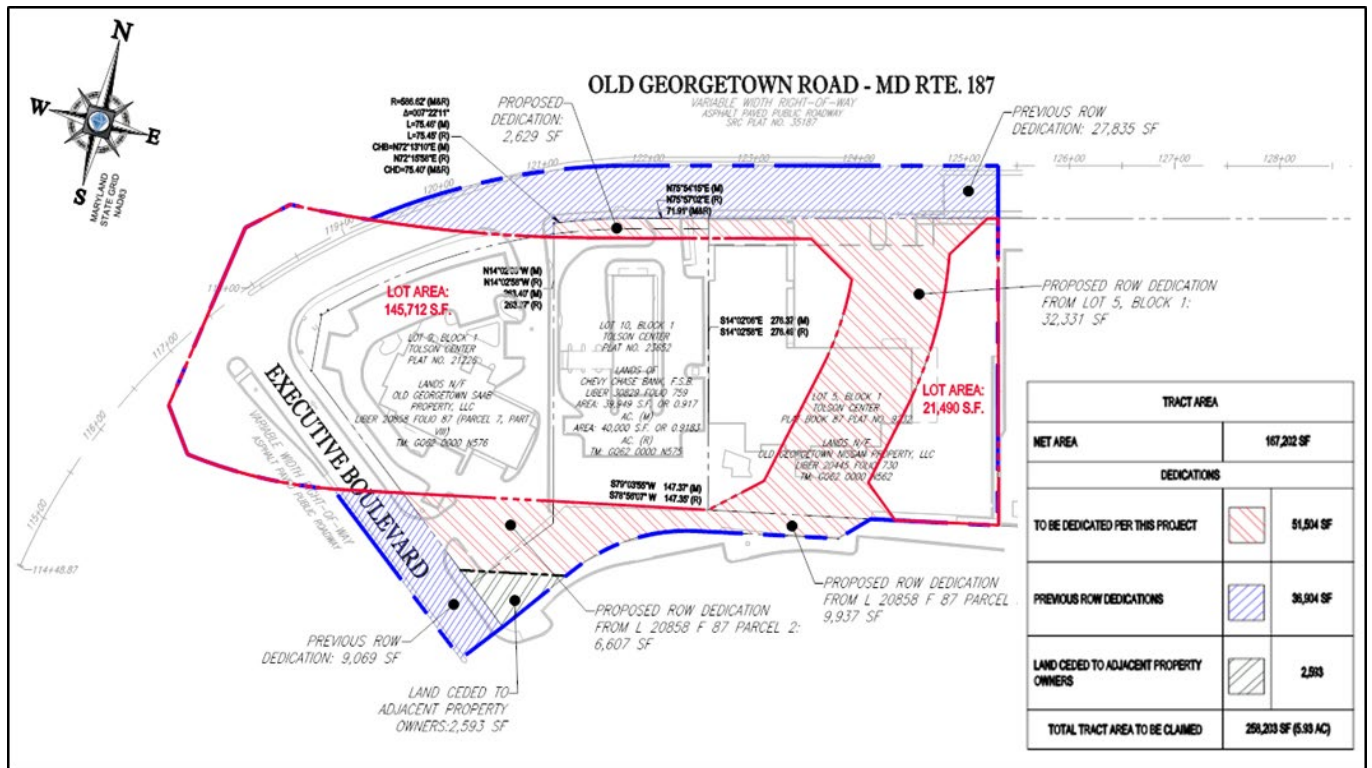


Figure 6: Lotting Plan

Buildings

The development will consist of three buildings between Old Georgetown Road on the west and Grand Park Avenue on the east. Building 1 is located furthest east and adjacent to Grand Park Avenue, Building 2 is in the middle, and Building 3 is the furthest west and adjacent to Old Georgetown Road.

Overall Design

All the buildings will provide ground floor commercial/retail use and access to residential lobbies. There will be one level of underground and five (5) levels of aboveground structured parking within each building. The aboveground parking structures will be screened with programmed active uses or approved screening elements, which will be determined at Site Plan. The project steps down the height from Grand Park Avenue to Old Georgetown Road consistent with the Sector Plan. The internal north-south connections will provide a minimum open-air width of 40 feet to ensure quality open space is achieved for public use and circulation.

Building 1 will include the following:

- 45,423 square feet of non-residential uses.
- 396,533 square feet of residential uses.
- 423 dwelling units.
- Height of 229' to 262'.

Building 2 will include the following:

- 31,041 square feet of non-residential uses.
- 272,054 square feet of residential uses.
- 298 dwelling units.
- Height 187' to 218'.

Building 3 will include the following:

- 31,089 square feet of non-residential uses.
- 272,256 square feet of residential uses.
- 279 dwelling units.
- Height 100' to 179'.

Lot No. 2 Civic Green includes the following:

- 2,616 square feet of non-residential uses.

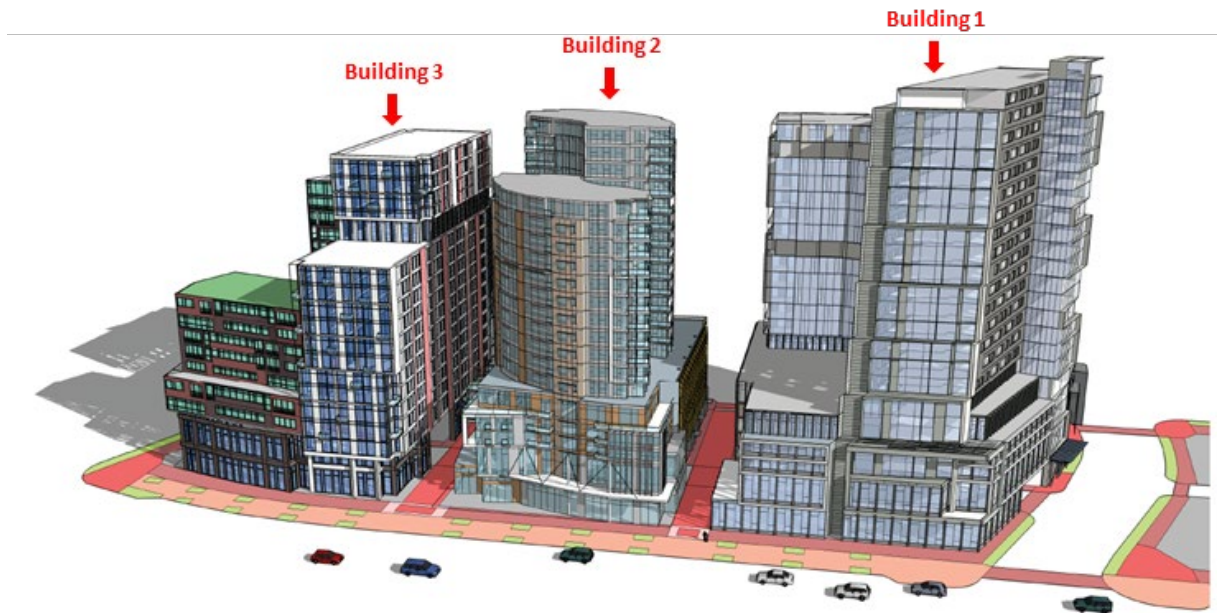


Figure 7: Illustrative Massing and Concept Perspectives (Facing North)

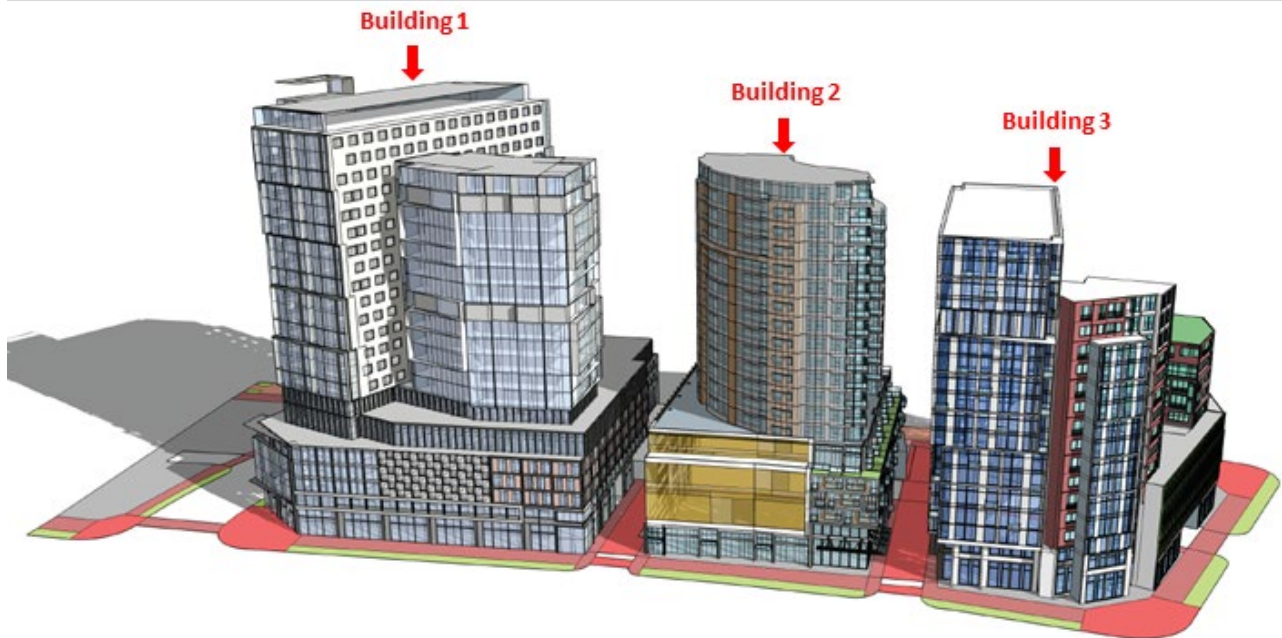


Figure 8: Illustrative Massing and Concept Perspectives (Facing South)



Figure 9: Illustrative Massing and Concept Perspectives (Facing East)

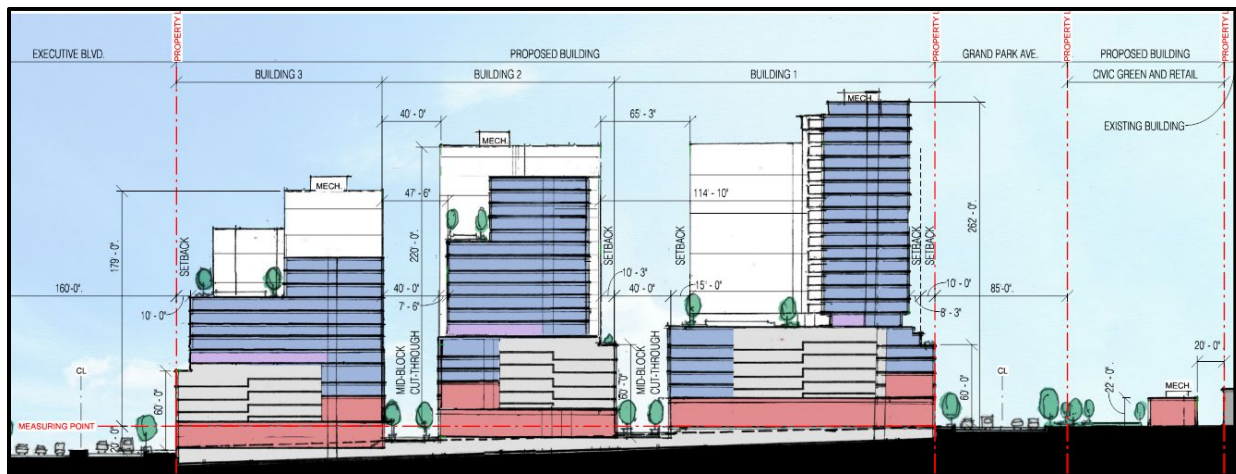


Figure 10: Illustrative Site Sections (Facing North)

Building Height

Although the Site's mapped zone limits building height to 250 feet, the Project proposes an additional 12 feet of height, to 262 feet for Building 1, as allowed for the provision of 13% MPDUs. This additional height is permissible because it includes more than 12.5% of the gross residential floor area as Moderately Priced Dwelling Units (MPDUs), qualified under Chapter 25A (Section 59.4.5.2.C).

The Project is proposed to include 5 additional MPDUs beyond the minimum required at 12.5%, which amounts to approximately 136,631 square feet total of gross floor area (13% MPDUs). Therefore, the Applicant is seeking approval to increase the allowable building height by 12 feet to 262 feet.

Open Space and Recreation

Section 6.3.9 of the Zoning Ordinance requires that 10 percent of the development be provided as Public Open Space (POS). This Project will provide 21 percent (approximately 36,529 square feet) of POS. This includes the 21,490 square foot Lot 2, located east of Grand Park Avenue and be dedicated to the Parks Department. The remaining approximately 15,039 square feet of POS will be provided on Lot 1, which satisfies the Sector Plan recommendation for a Promenade along Market Street.



Figure 11: Illustrative of Market Street Promenade

While the ultimate design of the dedicated park is subject to review with subsequent Site Plan applications, initial designs suggest the integration of both hardscape areas and a large lawn area for passive recreation, with landscaping and architectural elements. A retail pavilion is proposed on the southern portion of the civic green to create further opportunities for activation and connection to the Market Street Promenade.

As proposed, Market Street includes a wide sidewalk adjacent to active, commercial uses, special paving elements, and seating areas. The Promenade walk is lined with a double row of street trees, a tree allée, to reiterate the significance of the pedestrian along this east-west connection.

Park Dedication

As part of the Preliminary Plan, the Applicant will convey, in fee-simple to the Parks Department, the first portion of the proposed Civic Green. This area measures approximately 21,490 square feet and includes a 2,616 square foot retail building.

The Applicant will design and construct the building and the Parks Department will provide the Applicant with a leasehold interest in the retail building. The retail building shall be designed as an integral feature of the park, compatible in scale, and support its primary function as supporting public open space. The design and programming of the park and the ultimate size, location and design of the retail building will be determined at Site Plan in coordination with the Parks Department.

The Applicant will also be responsible for constructing the park. At the time of the first Site Plan, the details of the conveyance will be determined, including, but not limited to the following:

1. Design of the park;
2. Size of retail building;
3. Details of leaseback of retail space;
4. Timing for construction of the park and retail;
5. Maintenance responsibilities; and
6. Programming opportunities.



Figure 12: Illustrative of Civic Green/Dedicated Park

Sector Plan

The Subject Property is in the 2010 *White Flint Sector Plan*, which seeks to transform an auto-oriented suburban development pattern into an urban, mixed-use, transit-oriented community. The Subject Property is in the Conference Center Block of the Sector Plan's Metro West District, which together with the Metro East District, define the core of the White Flint Sector Plan area. These districts, located within a quarter-mile of the White Flint Metrorail Station, are envisioned as the urban core of the area, with high densities, tall buildings, active public spaces and a walkable street grid.

As stated on Page 16 of the White Flint Sector Plan, "the key to transforming White Flint into a great urban place is reconfiguring its mobility system. The existing street network will be reconstituted into a hierarchical grid system and the proposed new streets will form smaller grids that provide access into the new development."

The desired street hierarchy is achieved with the interconnected grid proposed with the Project. Old Georgetown Road and Grand Park Avenue, both being constructed through Montgomery County's WFWW, accommodate through traffic, while Market Street (also constructed with the WFWW) and the series of mid-block connections proposed with the Project accommodate local traffic, loading and service functions as well as introduce a pedestrian-oriented scale.

As proposed, Market Street includes a wide sidewalk adjacent to active, commercial uses, special paving elements, and seating areas. The Promenade walk is lined with a double row of street trees to reiterate the significance of the pedestrian along this east-west connection.

Civic Green

The White Flint Sector Plan envisioned a hierarchical public use space system connected by a recreation loop. The Plan recommends a centrally located one-to-two-acre civic green along Market Street in the

urban core of White Flint. The intent of the civic green is to *“function as the major outdoor civic space for public activities, ceremonies and gatherings.”* (Page 21)

The Applicant proposes to devote a portion of the Property to the initial development of the civic green. This portion of the property is approximately one-half acre (21,490 square-feet) and is located east of Grand Park Avenue. The Sector Plan describes the civic green as a public park for outdoor community-wide activities and events and describes obtaining the land required for the civic green through either dedication or acquisition.

Recreation Loop

The Sector Plan also recommends a Recreation Loop, a continuous, signed recreational pathway to connect the public use spaces as well as the new and existing neighborhoods. An extension of the Recreation Loop is recommended along Grand Park Avenue to provide a connection between the civic green, the Market Street Promenade and other public use spaces within the Sector Plan area. Consistent with this recommendation, the Applicant has identified an extension of the Recreation Loop along the western side of Grand Park Avenue, between Old Georgetown Road and Market Street.

Neighborhood Compatibility

On page 22 of the Sector Plan, *“new development at the edges must be compatible with these neighborhoods in building height and scale and should accommodate pedestrian and bicycle access from existing neighborhoods. Landscaped buffers, compatible uses, and buildings of appropriate bulk and height should be located adjacent to existing communities.”*

While the zoning of the Subject Property permits a maximum building height of 250 feet, the Sector Plan recommends a range of building heights from a maximum of 250 feet on the eastern portion of the property to 100 feet along the western portion of the property, near the realigned intersection of Old Georgetown Road and Executive Boulevard.

The Sketch Plan Application substantially conforms to the building height recommendations in the Sector Plan, with the tallest buildings heights proposed with Building 1 on the eastern portion of the property and the lowest building heights proposed with Building 3 at the southwest corner of the property. While the zoning and Sector Plan recommend a maximum of 250 feet for the Subject Property, the Applicant proposes to provide 13 percent Moderately-Priced Dwelling Units (MPDUs), a slight increase over the 12.5 percent MPDUs required. The provision of the additional MPDUs allows, pursuant to Zoning Ordinance Section 4.5.2.C.7, an increase in height of 12 feet. Therefore, the Applicant proposes a maximum building height of 262 feet at the northeastern corner of Building 3, with building heights stepping down from both east to west and north to south across the Subject Property. The transition in building heights, coupled with sculptural tower elements designed to maximize access to air flow and natural light, reduce the overall mass and scale, as perceived from the single-family communities southwest of the site. In addition, the proposed building heights are compatible with those proposed with the redevelopment of 6000 Executive Boulevard and Gables White Flint, both located immediately west of the Subject Property.

Community Serving Uses and Facilities

The White Flint Sector Plan encourages a mixture of uses, including child daycare with new office and residential development as well as grocery stores, restaurants, local retail and commercial services. While the ultimate uses are subject to review with subsequent Site Plan applications, the Sketch Plan identifies several uses as “potential” on the Subject Property, including a grocery store, retail and restaurants on the ground-floor as well as space on the second-floor for child daycare, office, gym, and health care providers.

“Community facilities, such as a library, recreation center and a satellite regional services center can help create an important civic presence and destination in the Sector Plan area. The best locations for the library and regional services center are in the two districts closes to Metro: Metro West and Metro East.” (Page 58)

The Sector Plan also encourages the co-location of community facilities to create an important civic presence in the plan area and indicates that the ideal locations for a library and a regional services center are within the Metro West and Metro East Districts.

Based on the proximity to the proposed civic green, the Applicant should explore opportunities for a public-private partnership to integrate an urban-format library into the development, in the space identified for the second-floor commercial space, with subsequent Site Plan applications.

Sustainability

The White Flint Sector Plan emphasizes sustainability and seeks to reduce vehicle miles traveled, maintain a consistent amount of pervious land cover, increase tree canopy and incorporate stormwater management into all newly developed and redeveloped properties. As stated on page 48 of the Sector Plan, *“redevelopment is an opportunity to improve environmental conditions and create a greener community, which conserves energy and uses roofs and green spaces to filter stormwater and purify the air.” Furthermore, “the plan’s recommendations are aimed at maintaining the same amount of pervious land cover, increasing tree canopy and incorporating stormwater management into all new and redeveloped properties.” (Page 48)*

The Project proposes several elements consistent with the sustainability recommendations of the White Flint Sector Plan. These elements include:

- A continuous network of sidewalks and bikeways to promote walkability and reduce vehicle miles traveled;
- Buildings designed with tower elements positioned to maximize natural light and ventilation.
- Integration of environmental site design features, including green roofs and stormwater management;
- LEED Certification; and
- Increased tree canopy through streetscape elements and plantings in public open space.

Furthermore, Staff will evaluate the Site Plan(s) for opportunities to incorporate additional sustainability recommendations, such as features that promote energy conservation and use of renewable energy sources.

Transportation

Local Area Transportation Review (LATR)

The Applicant’s property falls within the White Flint Special Taxing District. As such, the Applicant pays an annual ad valorem tax. It is not required to prepare a trip generation study to test whether further pedestrian, bicycle, transit, or vehicle adequacy reviews are required. With payment of the annual tax, the LATR test is satisfied.

Planned Public Road Improvements- Western Workaround

WFWW capital improvement project (CIP) 50116 will impact both Old Georgetown Road, Executive Boulevard, Market Street, and Grand Park Avenue. Design has been completed for the Western Workaround and construction of the project is underway, to be scheduled for completion in FY 2021, before this application is to begin construction.

Sector Planned Roadways

The Subject Property fronts the east-west segment of Old Georgetown Road (MD 187) between Rockville Pike (MD 355) and existing Executive Boulevard. Both Old Georgetown Road and Executive Boulevard will be realigned as part of the funded WFWW capital improvement project (CIP) 50116. The funded CIP will shift Executive Boulevard eastward to create a new four-legged intersection at the east-west segment of Old Georgetown Road (MD 187) and planned Grand Park Avenue (known as Mid-Pike Spine Street in the *Sector Plan of Highways and Transitways*). Additionally, Towne Road will extend southward to meet the east-west segment of Old Georgetown Road (MD 187), the north-south segment of Old Georgetown Road (MD 187), and Executive Boulevard creating a four-legged intersection. Figure 13 depicts the existing location of Executive Boulevard, which will be abandoned east of Old Georgetown Road. Figure 14 shows the WFWW project within the larger context of the White Flint Pike District.

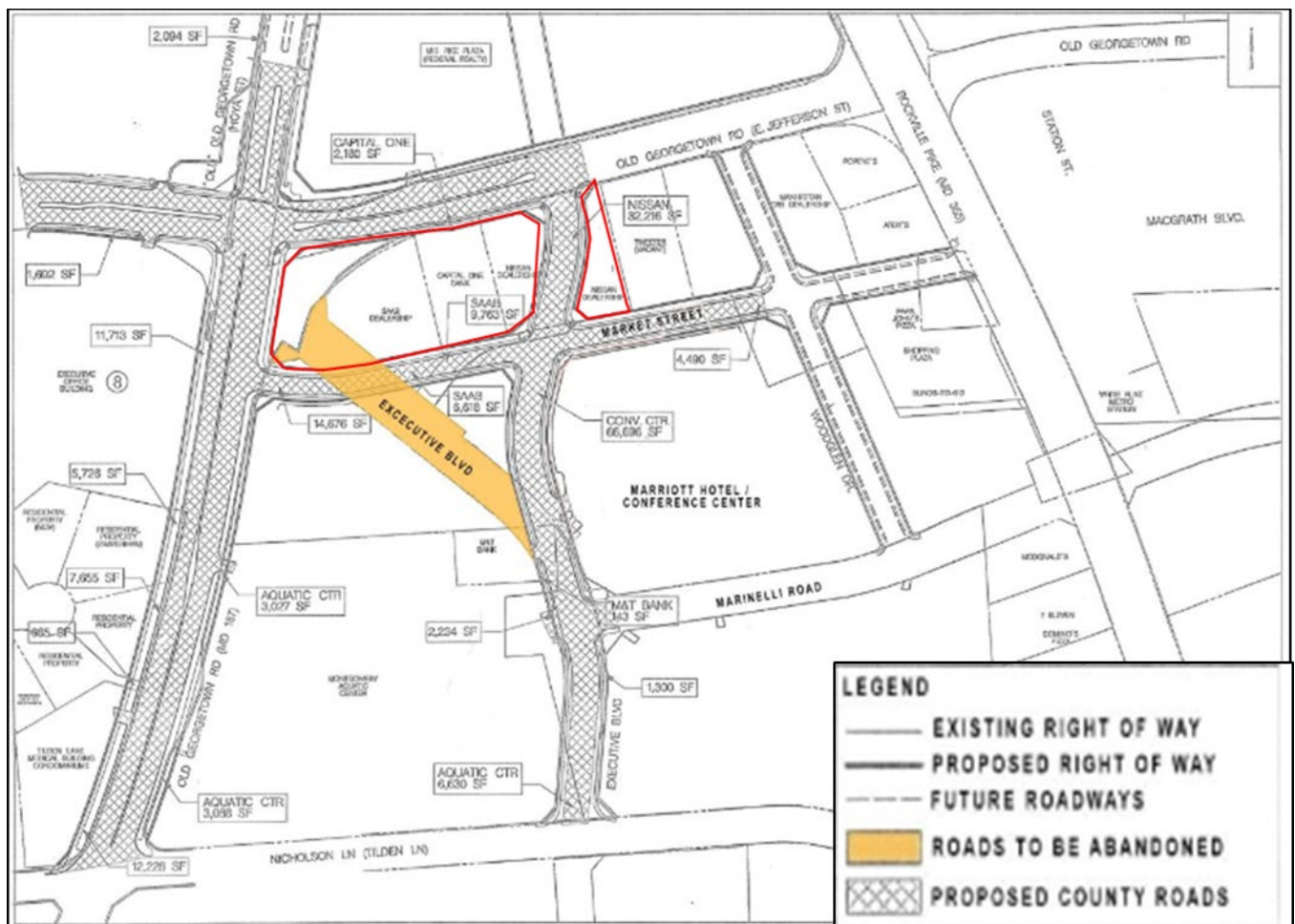


Figure 13: Existing location of Executive Boulevard

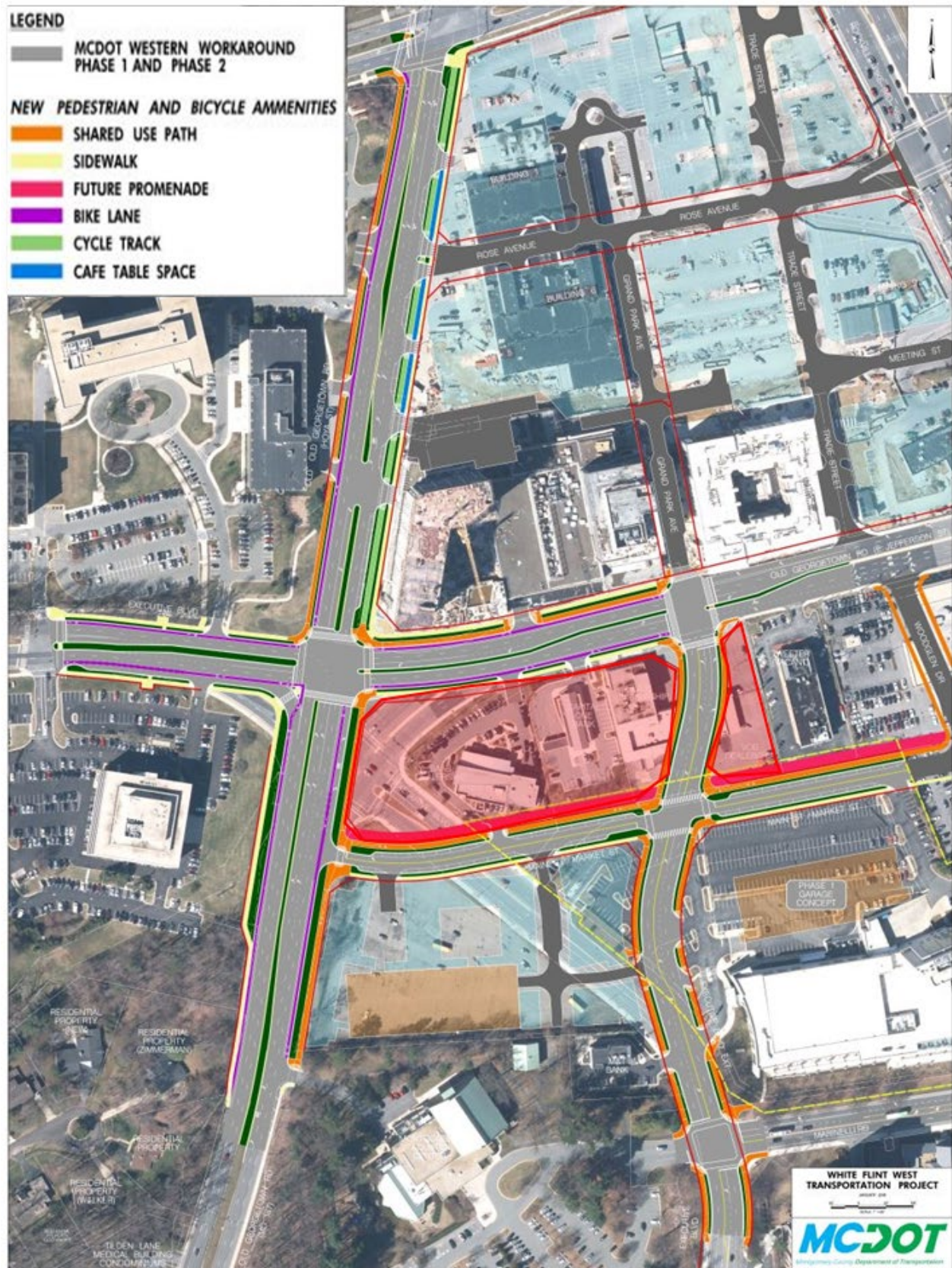


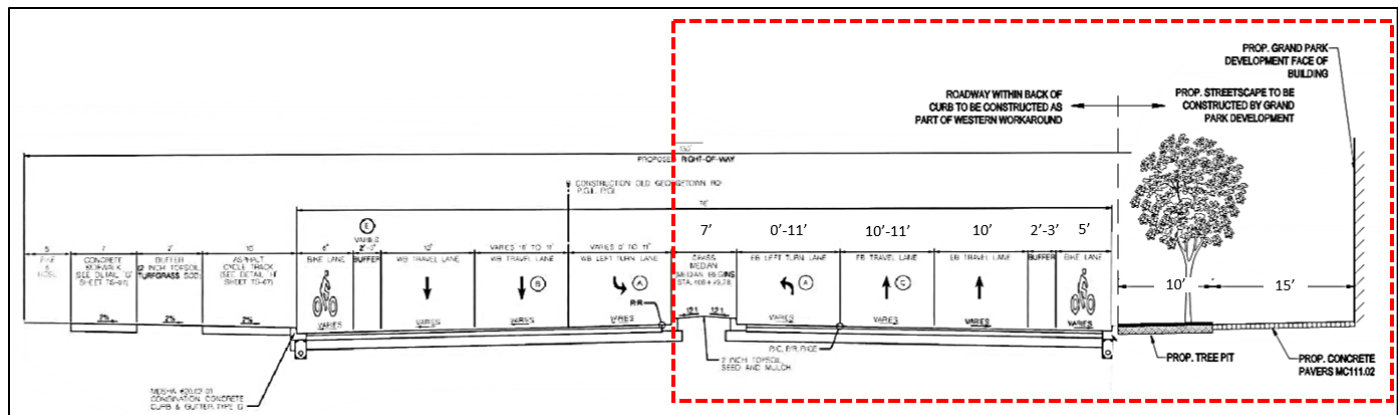
Figure 14: White Flint Western Workaround

Old Georgetown Road (MD 187) is classified as major highway M-4 and is planned to be 150 feet and 120 feet wide for the respective north-south and east-west segments. Future Bus Rapid Transit (BRT) service is planned to run within dedicated lanes on the north-south segment of Old Georgetown Road (MD 187) and will shift into mixed traffic on the east-west segment. Future Sector-planned streets, Market Street and Grand Park Avenue, additionally bound the site to the south and east respectively. Market Street, classified as B-10, is planned to be 70-feet-wide with two (2) travel lanes, and Grand Park Avenue, classified B-15, is planned to be 80-feet-wide with four (4) travel lanes.

Sector Planned Bicycle Facilities

The Applicant coordinated with the Montgomery County Department of Transportation's (MCDOT) WFWW CIP project team to show road sections that are consistent with the CIP design. Because the County's 2018 *Bicycle Master Plan* was adopted following the design of the WFWW CIP, the facilities recommended in the *Bicycle Master Plan* are not consistent with the facilities provided by the WFWW's design. To address these inconsistencies, the Applicant developed illustrative section alternatives that balance MCDOT's existing plans with the recommendations of the Planning Department's *Bicycle Master Plan*. These sections are consistent with the CIP design, but also demonstrate how the *Bicycle Master Plan*'s recommended facilities could be implemented in the future if funding for a bicycle capital improvement project were to become available. This potential future capital projects would be developed following the implementation of the subject application's project and are not assumed to be the responsibility of the Applicant at this time. The Subject property is located in the White Flint Taxing District and will continue to make contributions that fund future transportation projects in White Flint.

The *Bicycle Master Plan* recommends two-way separated bike lanes on the south side of the east-west portion of Old Georgetown Road (MD 187). Typically, separated bicycle lanes require at least two (2) to three (3) feet of raised separation from traffic and are located at an intermediary level between the curb and the street. The WFWW plans include a five (5) foot bicycle lane with a two (2) to three (3) foot-wide striped buffer at the elevation of the vehicular travel lanes. The Applicant proposes to maintain the WFWW's east-west Old Georgetown (MD 187) section as designed and proposes a 15-foot wide sidewalk adjacent to the site, which is separated from the vehicular travel lanes by a 10-foot wide tree panel. In coordination with Staff, the Applicant has modified the proposed streetscape to relocate the street trees from the center of the proposed tree panel south, approximately two (2) and a half feet from the sidewalk, to accommodate the *Bicycle Master Plan*'s recommended facilities in the event a future capital improvement project is pursued. If such a project were pursued, five (5) feet of the landscaped area would be converted to hardscaping or flexible paving to accommodate bicycle traffic, and the existing bicycle lane and associated buffer would be raised to the level of the curb. Figure 15 shows the project's proposed treatment.



The *Bicycle Master Plan* recommends a sidepath facility along the north-south segment of Old Georgetown Road (MD 187) fronting the site. This segment is a component of the Plan's recommended breezeway network. The WFWW design provides a five (5) to six (6)-foot-wide on-street bicycle lane, which is separated from traffic by a three (3)-foot-wide striped buffer. The Applicant proposes a seven (7)-foot-wide tree panel and 18-foot-wide paved sidewalk between the vehicular travel lanes and the building. The Applicant proposes to off-set trees to allow for future flexibility; however, an adjacent right-turn lane separates the WFWW's bicycle facilities from the curb at this location. If a future capital project were to implement the breezeway recommendation, 11 feet of the 18-foot-wide sidewalk could be repurposed for bicycle use, or by converting the right turn lane and a portion of the landscaped area into a bikeway. Staff will work with MCDOT and the Applicant at Site Plan to determine the final alignment of the section. Figure 16 shows the Applicant's current proposal for the north-south segment of Old Georgetown Road (MD 187).

The *Bicycle Master Plan* recommends separated bike lanes on the segment of Grand Park Avenue adjacent to the Property but has not yet designated a side for the facilities. The White Flint Recreation Loop, a signed or marked loop, also falls along this segment. The Applicant proposes to maintain recommendations for the vehicular travel lanes that are consistent with the WFWW plans. Beyond the vehicular travel lanes, the WFWW plans call for ten (10)-foot-wide shared-use paths on either side of the future street. The Applicant proposes a ten (10)-foot-wide paver-sidewalk on the west side of the property and a nine and a half (9.5)-foot-wide paver sidewalk on the east side of the property adjacent to the proposed civic green. Because pavers are not ideal for bicycle travel, Staff will coordinate a Site Plan with the Applicant on a design for the facility adjacent to the park, which improves bicycle

circulation and meets the intent of the *Bicycle Master Plan* and the planned White Flint Recreation Loop. Figure 17 shows the Applicant's proposed section for Grand Park Avenue.

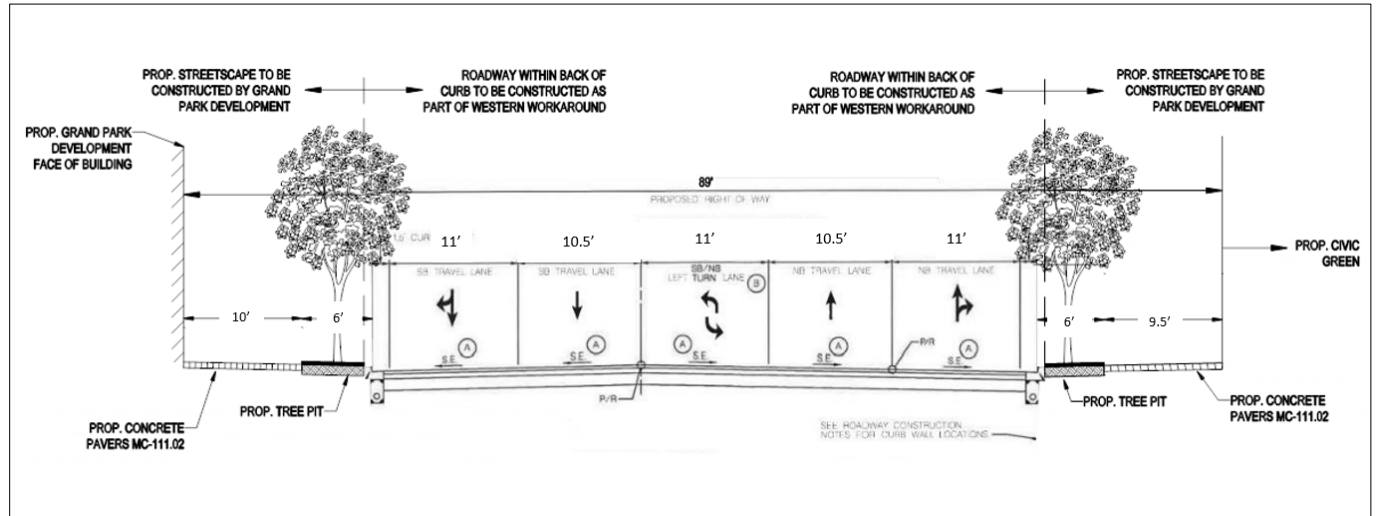


Figure 17 – Proposed Grand Park Avenue Section

The WFWW's sections were developed based on previous land use and capacity assumptions. Planning Staff suggests that the Grand Park Avenue streetscape and adjacent uses could be better served by reducing travel capacity and integrating vehicle parking. While changes to the WFWW plans would require an operational analysis—which cannot be accommodated by MCDOT at this time—the Applicant has provided a conceptual roadway section option for future consideration at subsequent Site Plan(s), which integrates parking adjacent to the proposed park. This alternative section adds additional separation between the future recreation loop and the vehicular travel lanes, as shown in Figure 18.

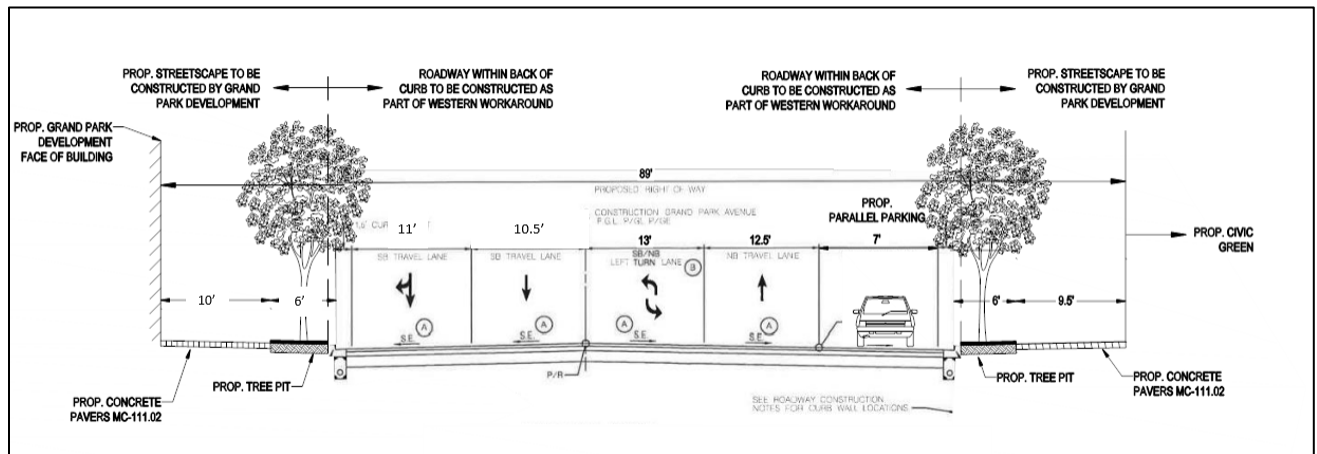


Figure 18 – Proposed Grand Park Avenue Section – Parking Option

Pedestrian Facilities and Streetscape

The Applicant proposes concrete pavers along all pedestrian facilities fronting the site, which will require a maintenance agreement with MCDOT. As some of the facilities are intended to serve bicycle circulation in addition to vehicular circulation per the WFWW Plans, Staff will work with the Applicant and MCDOT during Site Plan review to ensure the proposed facilities balance mobility and maintenance needs with aesthetics.

Market Street is intended to primarily serve pedestrian mobility. As such, the Applicant proposes active street frontages and a double row of six (6)-foot-wide tree panels separated by a 12-foot-wide concrete paver walkway. Additional space will be provided in the frontage zone to accommodate café seating and street furniture. Figure 19 depicts the Applicant’s proposed section for Market Street.

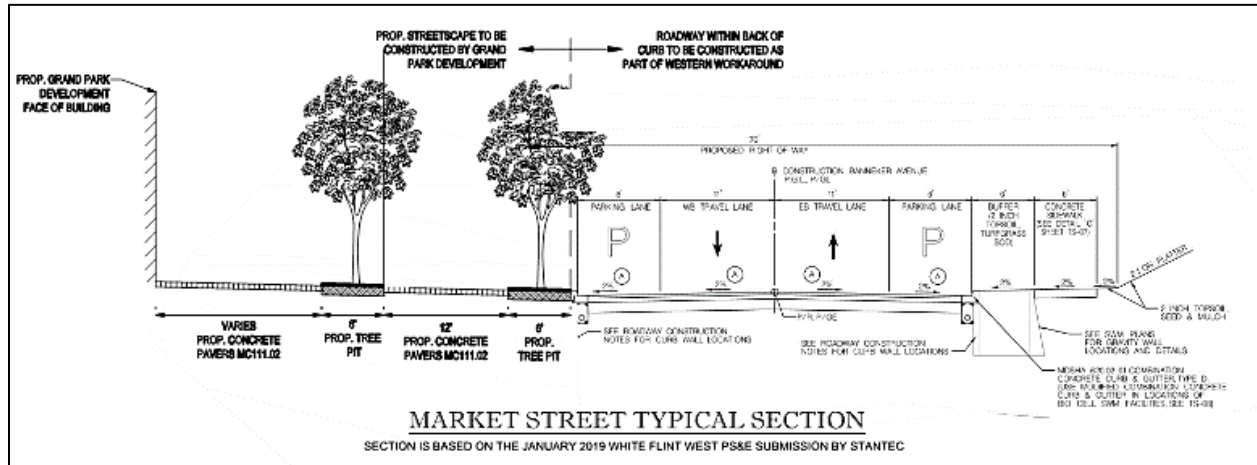


Figure 19 – Proposed Market Street Section

The location of building entrances impacts street aesthetics and activity. Staff prefers that building entrances be located at the grade of adjacent sidewalks and that any elevation change to meet floorplates be accommodated internally. While this preference may reduce the efficiency of the Applicant’s buildings, it conversely improves the public realm and experience of adjacent streets. Staff is particularly interested in building entrances along Market Street, a primary walking street, and the east-west segment of Old Georgetown Road, which has issues related to grade change. The Applicant and Planning Department Staff will continue to work toward acceptable designs when more detail is provided during Site Plan review. To facilitate the development of acceptable designs, Staff recommends that all building entrances on the east-west segment of Old Georgetown Road and Market Street to be provided at the elevation of the adjacent sidewalk. The proposed condition language prohibits sunken or elevated portions of sidewalk within public space.

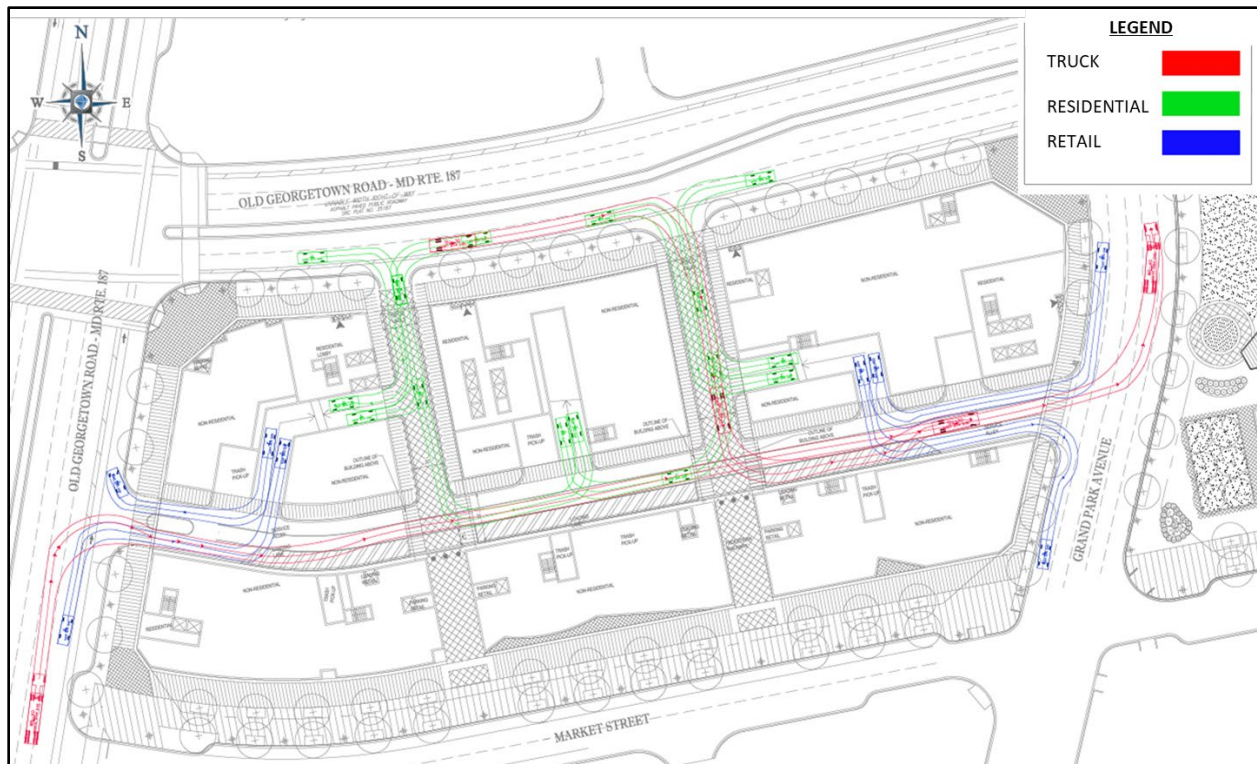


Figure 20 – Circulation Plan

Vehicular Site Access and Loading

The Applicant proposes vehicular site access by providing four (4) curb cuts that lead to an interior circulation network that link to two (2) garage entries and a main service corridor. The Applicant proposes to locate one (1) curb cut on the north-south segment of Old Georgetown Road (MD 187), one (1) curb cut on Grand Park Avenue, and two (2) curb cuts on the east-west segment of Old Georgetown Road (MD 187). The service corridor bisects the site lengthwise, roughly paralleling proposed Market Street and the east-west segment of Old Georgetown Road (MD 187). The 32-foot-wide service corridor contains three (3) lanes, one (1) of which is intended to accommodate truck loading, and two (2) of which provide internal movement. This segment provides access to some, but not all, levels of the Applicant's vehicle parking, and is accessible via one (1) proposed curb cut on the north-south segment of Old Georgetown Road (187) and one (1) proposed curb cut on Grand Park Avenue. The Applicant is also proposing two (2) north-south vehicle connections which link the east-west segment of Old Georgetown Road to the service corridor. These two (2) segments measure 20 feet and 24 feet, respectively, and include sidewalks for pedestrian mobility and terminate as pedestrian-only stubs that link further south through to proposed Market Street. The two (2) proposed north-south connections provide access to additional levels of vehicle parking. Neither the north-south links nor the service corridor will be lotted as private streets as they function as internal driveways and fail to provide significant network connectivity for vehicles.

While the Applicant's loading program appears to be generally acceptable, Staff requires more detail at site plan. Staff has concerns about truck movements in and out of the site based on the Applicant's phasing as currently depicted. As such, Staff recommends the Applicant to provide a more detailed program at site plan, which includes a provision to encourage flexibility to relocate trash and loading facilities, as warranted by further analysis.

Transit Service

A Ride On bus stop located adjacent to the site on the east-west segment of Old Georgetown Road (MD 187) provides service to Silver Spring, Twinbrook, Montgomery Mall, Glenmont, and Rockville via the 5, 26, and 81 lines. Additional Ride On and Washington Metropolitan Area Transportation Authority (WMATA) bus service lines are accessible within a half mile. These lines provide service to Montgomery Mall, Medical Center, Shady Grove, Montgomery College, Lakeforest Mall, and College Park via the 42, 46, and 101 Ride On lines and C8 WMATA Metrobus Line. In the long-term, the County is in the process of studying Bus Rapid Transit (BRT) investments along MD 355. The *Countywide Corridors Functional Sector Plan* also recommends additional BRT service in the North Bethesda area; however, the alignment for the North Bethesda Transitway, whose western terminus is the Montgomery Mall, has neither been fully determined nor studied. The planned BRT may service White Flint via Old Georgetown Road or Grosvenor via Tuckerman Lane.

The site is located within a half mile of the Washington Metropolitan Area Transportation Authority's (WMATA) White Flint Metrorail Station. WMATA is currently studying access improvements to the White Flint Station, including an additional station entrance on the northern side of the existing platform, which would further improve accessibility to the Metro.

Transportation Demand Management (TDM)

As the site is located within White Flint, the Applicant is required to execute a Transportation Mitigation Agreement (or TMAg) with MCDOT that includes monitoring provisions, which will assess the site's non-auto driver mode (NADMS) share in relation to the overall goal for the White Flint Planning Area.

Community Outreach

The Applicant has met all noticing requirements. As of the posting of this Staff Report, Staff has not received any correspondence about this Sketch or Preliminary Plan.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

Sketch Plan No. 320190040

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

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

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

Table 1- Development Standards and Parking Requirements

Table 1- Project Data Table			
Section 59	Development Standard	Permitted/ Required	Proposed
	CR-4.0, C-2.0, R 3.5, H 250	n/a	
	Gross Tract Area (sf)	n/a	258,203 sf
	Previous Dedications		36,904 sf
	land ceded to Gables White Flint		2,593 sf
	Dedications	n/a	51,504 sf
	Total Net Area	n/a	167,202 sf
	<i>total net area includes Park dedication</i>		<i>21,560sf</i>
4.5.4.B.2.b	Density		
	Combined FAR	4.0 FAR	1,051,012 sf
	Non-Residential	2.0 FAR	110,169 sf
	Residential	3.5 FAR	940,843 sf
	4% MPDU Bonus Density	12.50%	13.00%
4.5.4.B.2.b	Building Height (feet)	250 ft	262 ft
4.5.4.B.1	Minimum Public Open Space (%)	10%	21.8 %(36,529 SF)
	Park dedication		Park dedication 21,560sf
6.2.4.B	Minimum Parking		TBD Site Plan
	Units – Final number will be determined at Site Plan		1,000

The Sketch Plan meets the development standards of Section 59-4.5.4, as shown in the Table 1 above.

The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the square footage of non-residential uses, and number and type of residential dwelling units.

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

a) Implement the recommendations of applicable Sector Plan.

As stated in the “Sector Plan” section of this report, the Project substantially conforms to recommendations of the 2010 White Flint Sector Plan.

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

The Project removes two auto dealerships and a former bank pad site. It reconfigures the lot design to allow for better street connections and replaces the surface parking lots with a vibrant mixed-use development, with underground and above ground parking structures, public open spaces and a dedicated park, which is the first portion of the Sector Plan recommended civic green. The development includes ground floor retail and restaurant uses, access to residential lobbies, public open space and dedicated parkland to activate the adjacent streets.

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

The Project will provide a high-rise residential unit type with a number of private amenity areas within the residential complex. At street level there will be commercial services along Market Street and Old Georgetown Road. The dedication of the public park will set stage the for the larger public facilities envisioned for this area. Parking for this development will primarily be underground or structured. While some on-street parking is proposed along Market Street, on-street parking is not envisioned along Old Georgetown Road or Executive Boulevard. While parking is not currently envisioned along Grand Park Avenue, Staff will explore the possibility for on-street parking along Grand Park Avenue at subsequent Site Plan review.

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

As discussed in the Sector Plan section above, the Project achieves compatibility with surrounding development by stepping down the proposed densities and heights from the eastern portion of the Property to the western portion of the Property, nearest existing residential development. The heights and densities proposed by the Project are compatible and provide appropriate transitions to both the surrounding existing and proposed developments.

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

The Project integrates an appropriate balance of employment and housing opportunities. By providing new residential housing opportunities, including 13 percent MPDUs, in addition to retail and restaurant uses that will create both employment and housing opportunities close to the White Flint Metro Station and other residential communities.

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

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

2. *substantially conform with the recommendations of the applicable Sector Plan;*

As discussed in the Sector Plan section above, the Project substantially conforms to recommendations of the 2010 White Flint Sector Plan.

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

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

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

This Project was not the result of a Local Map Amendment.

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

The Project achieves compatible internal and external relationships between existing and pending nearby development. The Project will provide a mixed-use development with residential, retail, restaurant uses, and will provide Public Open Spaces and a dedicated Park. Additionally, as stated above, the Project achieves compatibility with surrounding development by stepping down the proposed densities and heights from the eastern portion of the Property to the western portion of the Property, nearest existing residential development. The heights and densities proposed by the Project are compatible and provide appropriate transitions to both the surrounding existing and proposed developments.

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

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The vehicle access will mainly be available from an internal drive that will provide connections to the parking garages, and the loading areas for each building. Bicycle infrastructure will be provided along Old Georgetown Road frontages as part of the WFWW project, and the Applicant will provide on-street parking on the north side of Market Street and will

explore the possibility of adding on-street parking along Grand Park Avenue at subsequent Site Plan(s).

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

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the 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, Staff finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

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

Table 2 – Proposed Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
59.4.7.3.A: Major Public Facility		
Civic Green	70	25.7
59.4.7.3.B: Transit Proximity		
Full Site within ½ mile of Level 1 Transit Station	50	16.85
59.4.7.3.C.1 and 5: Connectivity and Mobility Section		
Advanced Dedication	30	30
Minimum Parking	10	5
Through Block Connection	20	10
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 13% MPDUs	n/a	6
59.4.7.3.E: Quality of Building and Site Design		
Structured Parking	20	15
59.4.7.3.F: Protection and Enhancement of the Natural Environment		

Building Lot Termination	30	19.75
Total		128.3

Major Public Facility

Civic Green

The Applicant seeks to dedicate 21,490 square feet of land to the Parks Department. Staff supports the category based on the following calculation:

Formula: $\{(((L+F)/N)*2)+[(C/N)*4]\}*100$ Example

N (net lot area)

L (land area conveyed)

F (floor area conveyed)

C (constructed area of facility)

$\{(((21,490 \text{ (land area conveyed)} + 0 \text{ (floor area conveyed)})/167,202 \text{ (net lot area)}) * 2\} + \{((0 \text{ (constructed area of facility)})/167,202 \text{ (net lot area)}) * 4\} * 100 = \mathbf{25.7 \text{ points}}$

Transit Proximity

The entire Property is located between one-quarter and one-half mile from the White Flint Metrorail (level 1) Station. Staff supports the category based on the following calculation:

Formula: $[(t1/T)*P1]+[(t2/T)*P2]$ Example

T (total tract area)

t1 (tract area within proximity range 1)

t2 (tract area within proximity range 2)

P1 (points for range 1) 20 points

P2 (points for range 2)

$[(62,187 \text{ (tract area within } \frac{1}{4} \text{ mile)})/167,202 \text{ (net tract area)}) * 20 \text{ (points for range 1)}] + [(105,015 \text{ (tract area } \frac{1}{4} - \frac{1}{2} \text{ mile)})/167,202) * 15 \text{ (points for range 2)}] = \mathbf{16.85 \text{ points.}}$

Connectivity and Mobility Section

Advanced Dedication:

The Applicant is dedicating land for the right-of-way associated with the White Flint Western Workaround CIP 50116. Staff supports the category based on the following calculation:

Formula: $(D/N)*100$ Example

D (dedicated land area)

N (net lot after dedication)

$(51,504 \text{ (dedicated land area)})/167,202 \text{ (net lot area)} * 100 = \mathbf{30.8 \text{ points}}$; only 30 maximum points allowed.

Minimum Parking

The Project is planning to provide fewer than the maximum allowed number of parking spaces. Staff supports the category based on the following calculation:

Formula: $[(A-P)/(A-R)] * 10$

A (maximum allowed spaces)

R (minimum required spaces)

P (proposed spaces)

$[(1,500 \text{ (max allowed spaces)} - 1,000 \text{ (proposed spaces)}) / (1,500 \text{ (max allowed spaces)} - 500 \text{ (minimum required spaces)})] * 10 = \mathbf{5 \text{ points}}$

Through-Block Connection

The Project provides permanent and temporary pedestrian-only lanes within the development. The access areas connect directly to the Market Street “Promenade” and limit interaction with vehicular movements. Staff supports the category and the request for **10 points**.

Diversity of Uses and Activities

Moderately Priced Dwelling Units

The Applicant is requesting points for providing 13 percent MPDU's, one of the highest White Flint 2 Sector Plan goals. The project will provide 13 percent MPDUs, .5 percent above the minimum required. 12 points are allowed for every percentage point over the required 12.5 percent MPDUs. Staff supports the category based on the following calculation:

Formula: $(P-R)*12 + W*2 + T*5$

P (percentage MPDUs provided)

R (percentage MPDUs required)

W (percentage 2 bedroom MPDUs provided, not otherwise required)

T (percentage 3 bedroom MPDUs provided)

$(13 \text{ (percentage of MPDUs provided)} - 12.5 \text{ (percentage required)}) * 12 + 0 \text{ (percentage of 2 bedroom MPDUs not required)} * 2 + 0 \text{ (percentage of 3 bedroom MPDUs)} * 5 = \mathbf{6 \text{ points}}$

Quality of Building and Site Design

Structured Parking

The Applicant seeks 15 points out of a possible twenty for providing structured parking across the development. Staff supports the request based on the following preliminary calculation:

Formula: $[(A/T)*10] + [(B/T)*20]$

A (above-grade spaces)

B (below-grade spaces)

T (total spaces)

Structured Parking $[(500 \text{ (above grade spaces)} / 1,000 \text{ (total spaces)}) * 10] + [(500 \text{ below grade spaces} / 1,000 \text{ (total spaces)}) * 20 = \mathbf{15 \text{ points}}$

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT)

The Applicant requests points permitted for the purchase of approximately two (2) BLT. Staff supports the category based on the following calculation:

$(7.5\% \text{ of } 921,910 \text{ (incentive density gross floor area)})/31,500 * 9 = 19.75 \text{ points}$

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

The Project is proposed as a one phased development with three proposed buildings but may come in as multiple Site Plans. The WFWW will be implemented before the construction of this development begins. The Bikeway Master Plan facilities will be implemented as a future CIP. Park dedication will occur prior to the issuance of any building permit for a building or parking garage.

Preliminary Plan No. 120190160

Under Section 50.4.2.D, the Planning Board must make the following findings to approve a 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 White Flint Sector Plan and the type of development and use contemplated. The lots were reviewed for compliance with the dimensional requirements for the CR zone as specified in the Zoning Ordinance (See Sketch Plan Finding No 1. "Table 1 -Project Data Table"). The lots as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in the CR Zone.

- a. *The Preliminary Plan provides for required public sites and adequate open areas.*

The Preliminary Plan provides the recommended park dedication and the 10% Public Open Space development requirement. The open space design and site details will be further assessed at Site Plan to ensure the public areas will both relate and connect to the Market Street Promenade and adjacent properties.

- b. *The Lot(s) and Use comply with the basic requirements of Chapter 59.*

The lots were reviewed for compliance with the dimensional requirements for the CR zone as specified in the Zoning Ordinance. The lot[s] as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in Sketch Plan Finding No 1. "Table 1 -Project Data Table".

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

The Project substantially conforms to recommendations of the *White Flint 2 Sector Plan*, see "Sector Plan" and "Transportation" section of this report.

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

- a. Roads and Other Transportation Facilities

As discussed within the Transportation section of this report, the access is adequate to serve the proposed development.

- b. Local Area Transportation Review (LATR)

The Subject Property is the White Flint Special Taxing District and is not required to prepare a trip generation study to test whether further pedestrian, bicycle, transit, or vehicle adequacy reviews are required. With payment of the annual tax, the LATR test is satisfied.

c. Schools

This Project meets the adequate school capacity for the number of proposed seats, using the FY 2019 Annual School Test for the Walter Johnson Cluster. A detail assessment is provided below.

Overview and Applicable School Test

Preliminary Plan was accepted on January 15, 2019. The Applicant proposes 1,000 multifamily high-rise dwelling 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. 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 within 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 1,000 new multifamily high-rise dwelling units, the proposed project is estimated to generate the following number of students:

Table 4: Unit Type and 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	1,000	0.055	55.00	0.022	22.00	0.031	31.00
TOTAL	1,000		55		22		31

Cluster Service Area Status and Adequacy

The project is located within the Walter Johnson High School Cluster, which is conditionally open for new residential development in FY 2019. The student enrollment and capacity projections from the FY19 Annual School Test for the Cluster are noted in the following table:

Table 5: Projected Cluster Totals

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	4,641
Middle	2,333	2,429	96.0%	2,915	2,355
High	2,718 ¹	2,330	116.7%	2,797	2,749

¹ 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 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 this project.

Overview Service Area Status and Adequacy

The project is located within the Tilden MS and the Luxmanor ES service areas. For FY19, the Tilden MS service area as well as the Luxmanor 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 the following table:

Table 5: Projected School Totals

School	Projected School Totals, September 2023				Moratorium Thresholds		Projected Enrollment + Project Impact
	Enrollment	Program Capacity	% Utilization	Surplus/ Deficit	120% Utilization	Seat Deficit	
Luxmanor ES	569	758	75.1%	+189	910	868	624
Tilden MS	1,145	1,200	95.4%	+55	1,441	1,380	1,167

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 and 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, the projected enrollment plus the estimated impact of this project falls below both applicable moratorium thresholds for Tilden MS and Luxmanor ES. Therefore, the schools' service areas are open for residential development for FY19.

Analysis Conclusion

Based on the school cluster and individual school capacity analysis performed, using the FY2019 Annual School Test, there is adequate school capacity for the amount and type of development proposed by this application.

d. Other Public Facilities

The proposed development will be served by public water and sewer systems. Fire and Rescue has reviewed the application and has determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services including police stations, firehouses and health care will continue to be sufficient following the construction of the project. Electric, gas and telecommunications services will also be available.

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

Natural Resources Inventory

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for this Property was approved by Montgomery County Planning staff on November 20, 2018 (NRI/FSD No. 420190630). The Property contains no forests, 100-year floodplains, wetlands or their buffers, streams or stream buffers, hydraulically adjacent steep slopes, or known occurrences of rare, threatened and endangered species. The Property drains to the Cabin John Creek, which is a Maryland Use Class I-P watershed. The Property is not in a Special Protection Area. The Project, as submitted, is in conformance with the Montgomery County Planning Department's *Environmental Guidelines*.

Forest Conservation

A Preliminary Forest Conservation Plan (No. 120190160) was submitted with the Preliminary Plan application. No forest exists on the Property; therefore, only the afforestation requirement applies. The net tract area is 5.93 acres; therefore, the afforestation requirement is 0.89 acres of forest planting or 1.78 acres of forest preservation. There were no specimen trees on the site, so a Variance approval is not required. Staff finds that the Preliminary Forest Conservation Plan is in compliance with Chapter 22A, Forest Conservation.

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 April 5, 2019. The Application will meet stormwater management goals through a variety of techniques including ESD to the MEP with the use of green roof and micro-bioretenion planter boxes.

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

No other provisions apply to the Subdivision.

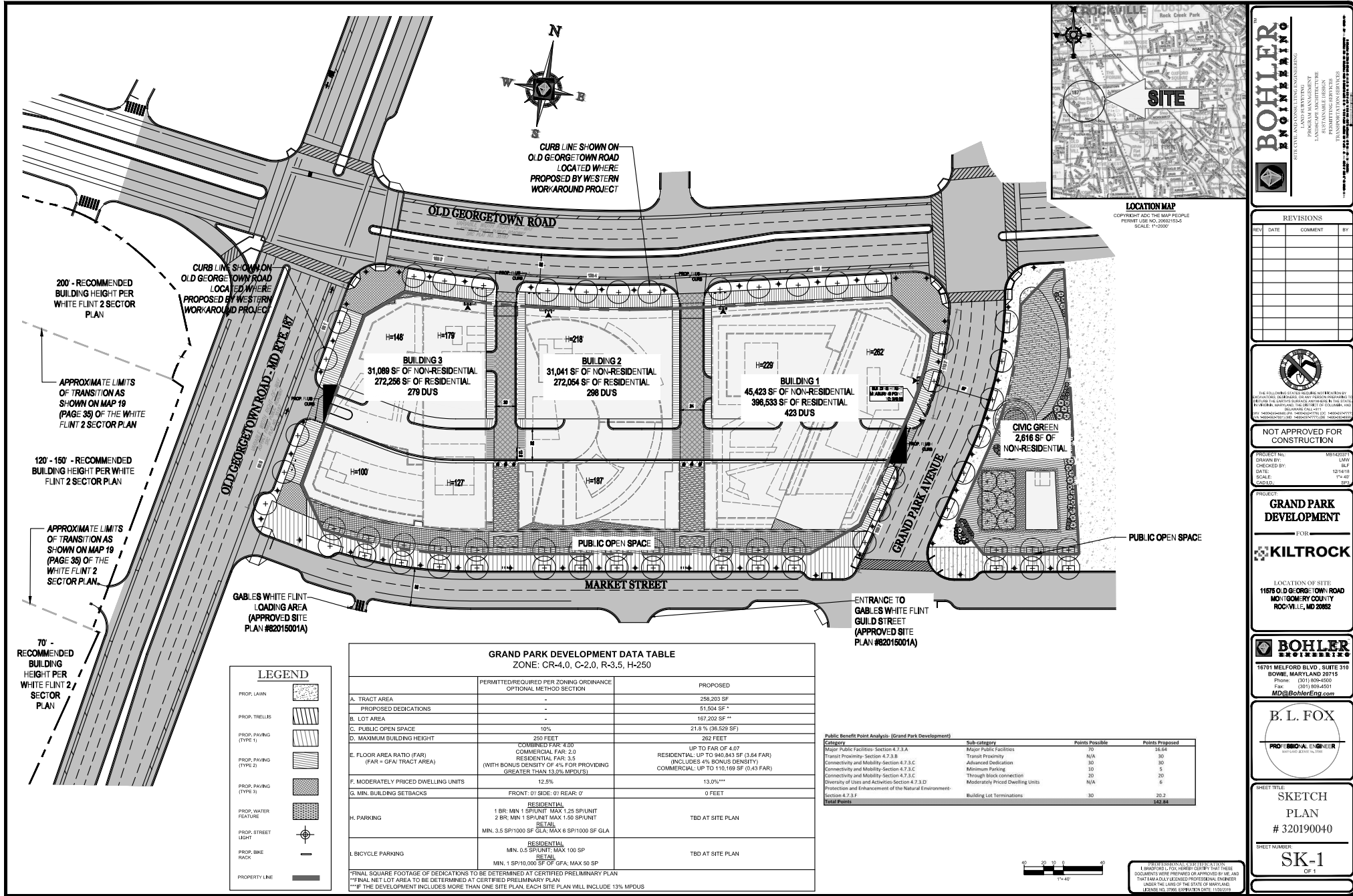
SECTION 5: CONCLUSION

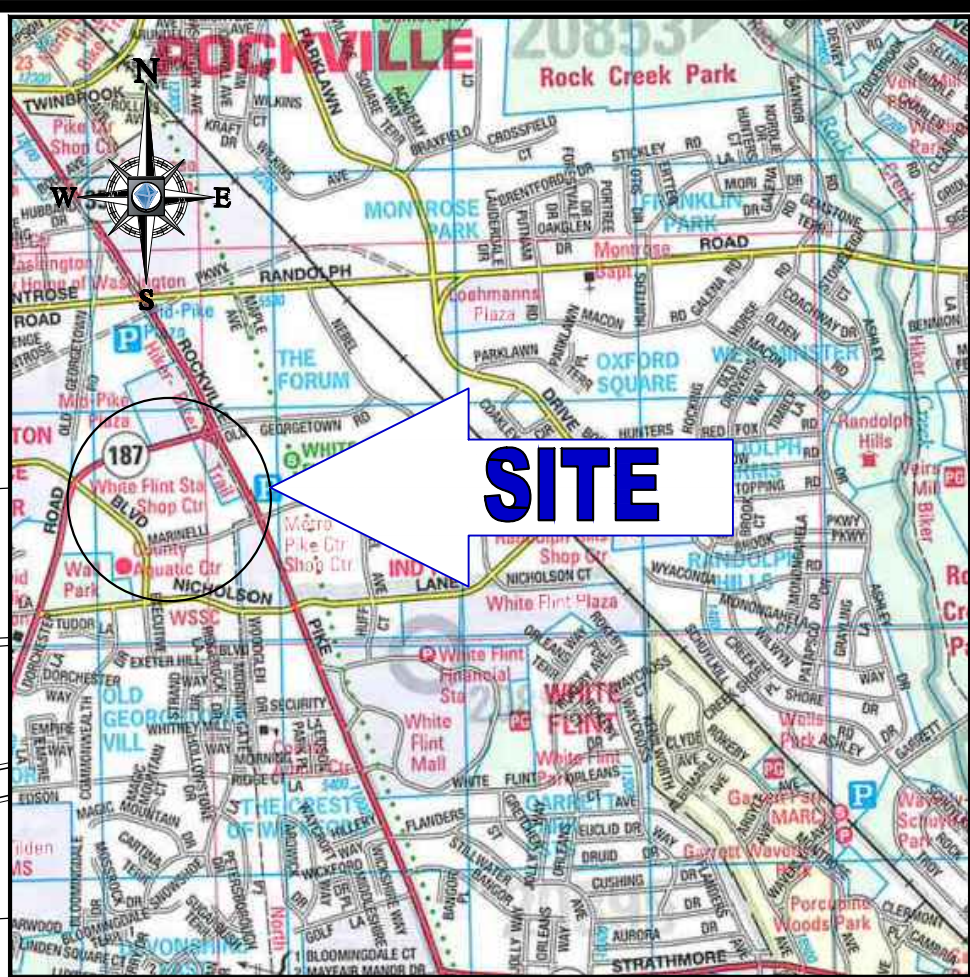
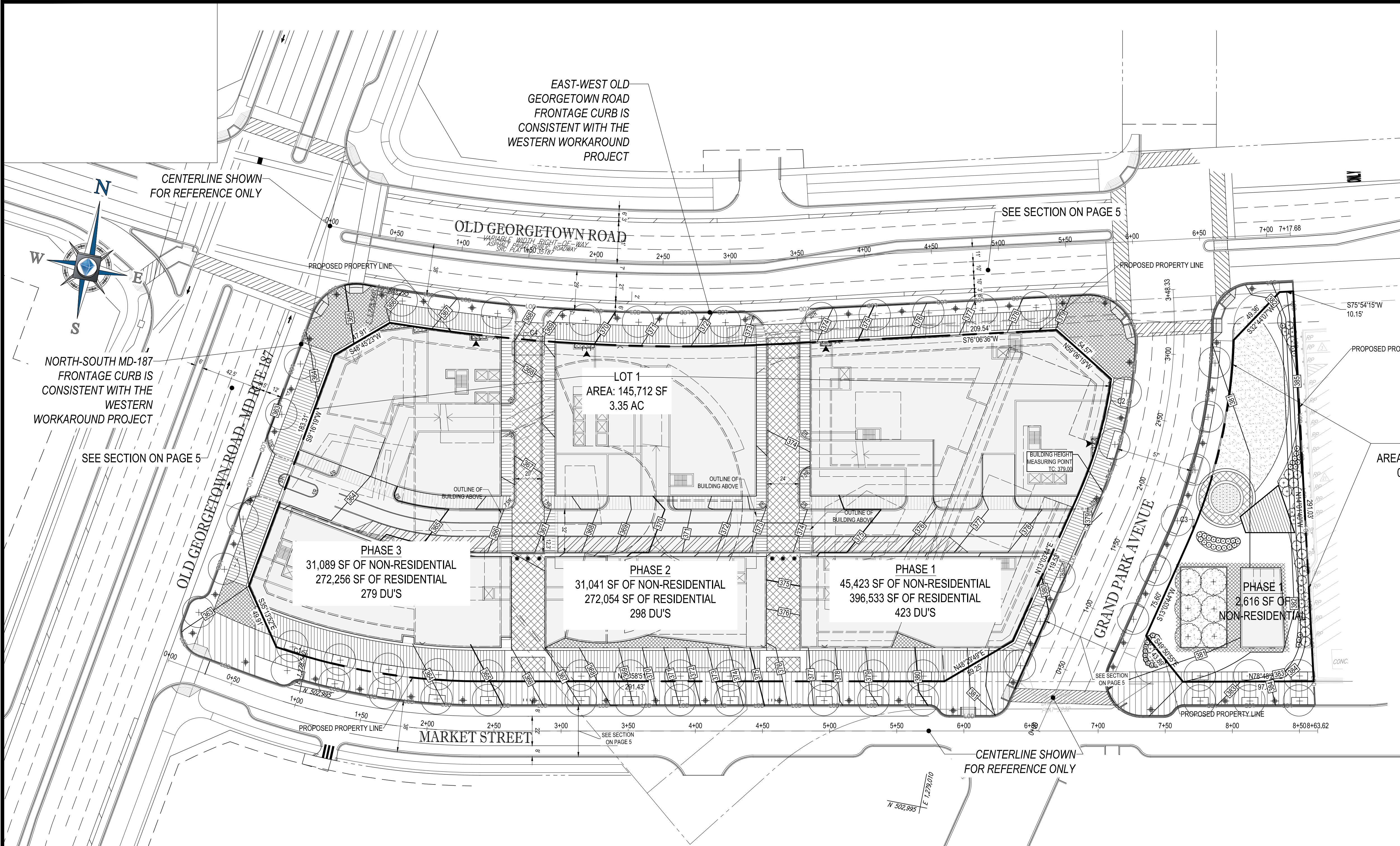
The Sketch Plan and the Preliminary Plan applications meet all required findings under the Zoning Ordinance and Subdivision Regulations, substantially conforms with the recommendations of the 2010 *White Flint Sector Plan* and complies with all applicable environmental requirements. Therefore, Staff recommends approval of the Sketch Plan and the Preliminary Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

1. Sketch Plan
2. Preliminary Plan
3. Agency Approval Letters

Attachment 1





LOCATION MAP
COPYRIGHT ADC THE MAP PEOPLE
PERMIT USE NO. 20602153-5
SCALE: 1"=200'

OWNERS:

LOT 9, BLOCK 1
OLD GEORGETOWN SAAB PROPERTY LLC.
11401 BIG PINEY WAY
POTOMAC MD 20854

LOT 10, BLOCK 1
OGRCAP LLC
11401 BIG PINEY WAY
POTOMAC MD 20854

LOT 5, BLOCK 1
OLD GEORGETOWN NISSAN PROPERTY LLC.
11401 BIG PINEY WAY
POTOMAC MD 20854

PARCEL 613
OLD GEORGETOWN SAAB PROPERTY LLC.
11401 BIG PINEY WAY
POTOMAC MD 20854

PARCEL 614
OLD GEORGETOWN SAAB PROPERTY LLC.
11401 BIG PINEY WAY
POTOMAC MD 20854

NOTES:

1. TOTAL TRACT AREA: 258,203 SF (5.93 AC.)
2. CURRENT ZONING: COMMERCIAL RESIDENTIAL (CR4.0, C-2.0, R-3.5, H-250)
3. WSSC 200 SCALE BASE MAP: 215NW06
4. TAX ID # (04-05659889): 04-0575473, 04-0552297
5. WATERSHED: CABIN JOHN CREEK USE CLASS: I-P
6. SPECIAL PROTECTION AREA: NO
7. SPECIAL PROTECTION OR PRIMARY MANAGEMENT AREA: NO
8. 100-YEAR FLOODPLAIN SOURCE: NONE
9. NON-TIDAL WETLANDS: NO
10. INTERMITTENT STREAM: NO
11. NO RARE, THREATENED, OR ENDANGERED SPECIES WERE OBSERVED ON THE SITE. IN ADDITION, A LETTER HAS BEEN SENT TO THE MD-DNR REQUESTING AN ENVIRONMENTAL REVIEW FOR THE PROPERTY.
12. THIS PROPERTY IS NOT LOCATED ON THE LOCATIONAL ATLAS AND INDEX OF HISTORIC SITES
13. NO SPECIMEN TREES OR SIGNIFICANT TREES WERE IDENTIFIED ON OR WITHIN 100 FEET OF THE PROPERTY.
14. NO TREES WERE IDENTIFIED ON SITE THAT ARE 75% OF THE STATE OR COUNTY CHAMPIONS.
15. A FORESTRY DIAMETER TAPE WAS USED TO MEASURE THE DIAMETER OF THE SPECIMEN TREES LOCATED ON THE SITE. THE DIAMETER, CONDITION, AND LOCATION OF ANY TREES 24-INCHES OR GREATER DIAMETER LOCATED OFF OF THE PROPERTY WAS ESTIMATED.

BOHLER ENGINEERING
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
TRANSPORTATION SERVICES

REVISIONS			
REV	DATE	COMMENT	BY

NOT APPROVED FOR CONSTRUCTION

PROJECT No.: MB1420371
DRAWN BY: IBG
CHECKED BY: BLF
DATE: 12/14/18
SCALE: 1"=40'
CAD I.D.: SSD

GRAND PARK DEVELOPMENT
FOR
KILTROCK

LOCATION OF SITE
11575 OLD GEORGETOWN ROAD
MONTGOMERY COUNTY
ROCKVILLE, MD 20852

BOHLER ENGINEERING
16701 MELFORD BLVD., SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

B. L. FOX
PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 37966

SHEET TITLE:
PRELIMINARY PLAN

SHEET NUMBER:
3
OF 6

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	TANGENT
C1	463.00'	154.39'	N88°32'03"E	153.68'	019°06'22"
C2	309.33'	89.78'	N04°44'53"E	89.46'	016°37'43"
C3	398.33'	156.40'	S01°48'51"W	155.40'	022°29'47"
C4	1370.00'	288.27'	S82°08'17"W	287.74'	012°03'22"

LEGEND

PROP. LAWN

PROP. TRELLIS

PROP. PAVING (TYPE 1)

PROP. PAVING (TYPE 2)

PROP. PAVING (TYPE 3)

PROP. WATER FEATURE

PROP. STREET LIGHT

PROP. BIKE RACK

GRAND PARK DEVELOPMENT DATA TABLE ZONE: CR-4.0, C-2.0, R-3.5, H-250		
	PERMITTED/REQUIRED PER ZONING ORDINANCE OPTIONAL METHOD SECTION	PROPOSED
A. TRACT AREA	-	258,203 SF
PROPOSED DEDICATIONS	-	51,504 SF *
B. LOT AREA	-	167,202 SF **
C. PUBLIC OPEN SPACE	10%	21.8 % (36,529 SF)
D. MAXIMUM BUILDING HEIGHT	250 FEET COMBINED FAR: 4.00 COMMERCIAL FAR: 2.0 RESIDENTIAL FAR: 3.5 (WITH BONUS DENSITY OF 4% FOR PROVIDING GREATER THAN 13.0% MPDUS)	262 FEET UP TO FAR OF 4.07 RESIDENTIAL: UP TO 940,843 SF (3.64 FAR) (INCLUDES 4% BONUS DENSITY) COMMERCIAL: UP TO 110,169 SF (0.43 FAR)
E. FLOOR AREA RATIO (FAR)	12.5%	13.0%**
F. MODERATELY PRICED DWELLING UNITS	FRONT: 0' SIDE: 0' REAR: 0'	0 FEET
G. MIN. BUILDING SETBACKS	FRONT: 0' SIDE: 0' REAR: 0'	0 FEET
H. PARKING	RESIDENTIAL 1 BR: MIN 1 SP/UNIT MAX 1.25 SP/UNIT 2 BR: MIN 1 SP/UNIT MAX 1.50 SP/UNIT RETAIL MIN. 3.5 SP/1000 SF GLA; MAX 6 SP/1000 SF GLA	TBD AT SITE PLAN
I. BICYCLE PARKING	RESIDENTIAL MIN. 0.5 SP/UNIT; MAX 100 SP RETAIL MIN. 1 SP/10,000 SF OF GFA; MAX 50 SP	TBD AT SITE PLAN
*FINAL SQUARE FOOTAGE OF DEDICATIONS TO BE DETERMINED AT CERTIFIED PRELIMINARY PLAN **FINAL NET LOT AREA TO BE DETERMINED AT CERTIFIED PRELIMINARY PLAN ***IF THE DEVELOPMENT INCLUDES MORE THAN ONE SITE PLAN, EACH SITE PLAN WILL INCLUDE 13% MPDUS		

40 20 10 0 40
1"= 40'

PROFESSIONAL CERTIFICATION
I, BRADFORD L. FOX, 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,
LICENSE NO. 37966, EXPIRATION DATE: 11/30/2019



Attachment 3

DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Diane R. Schwartz Jones
Director

April 5, 2019

Mr. Bradford Fox, P.E.
Bohler Engineering
16701 Melford Blvd., Suite 310
Bowie, MD 20715

Re: Stormwater Management **CONCEPT** Request
for VOB Development
Preliminary Plan #: 120190160
SM File #: 284390
Tract Size/Zone: 5.06 Ac./CR
Total Concept Area: 5.06 Ac.
Lots/Block: 5, 9, & 10 / 1
Parcel(s): 613 & 614
Watershed: Cabin John Creek

Dear Mr. Fox:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP with the use of green roof and micro-bioretenction planter boxes.

The following items will need to be addressed **prior to** Planning Board approval of the Site Plan:

1. **Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.**
2. Provide a soils report and address infiltration testing.
3. Verify and show that all stormwater micro-bioretenction planter boxes meet the "Safe Placement of Surface SWM (WRTP-8)."
4. 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.
5. Provide profiles and x-sections of each micro-bioretenction planter box. Include all incoming pipes and flow areas. Also show outfalls.
6. You will need to down size micro-bioretenction facilities in drainage areas where the ESD volume being treated is greater than 10% of the maximum ESDv.
7. Provide direct stormwater management for interior roads/alleys. When this is done you may down size the micro-bioretenction boxes, since they were designed to the max $Pe=2.6$.

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



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

Attachment 3

*Mr. Bradford Fox, P.E.
April 5, 2019
Page 2 of 2*

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 David Kuykendall at 240-777-6332.

Sincerely,



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

MCE: CN284390 VOB Development.DWK

cc: N. Braunstein
SM File # 284390

ESD: Required/Provided 24,941 cf / 25,268 cf
PE: Target/Achieved: 2.0"/2.03"
STRUCTURAL: 0.00 cf
WAIVED: 0.00 ac.



April 11, 2019

Montgomery County
Engineering Fire Code Enforcement
Office of Fire Marshal
255 Rockville Pike, 2nd Floor
Rockville, Maryland 20850

Attn: Marie LaBaw, PhD, PE

Re: Statement of Performance Based Design
Fire Department Access Plan
VOB Development
11575 Old Georgetown Road
Rockville, Montgomery County, MD
BEPC # MB1420371

Dear Dr. LaBaw:

On behalf of the applicant, Bohler Engineering has prepared this Statement of Performance Based Design for your review and approval. At this time the applicant has submitted a Sketch Plan and Preliminary Plan to develop the proposed site with approximately 1,000 residential units and 110,169 SF of non-residential uses. The enclosed Fire Department Access Plan demonstrates the proposed ground floor layout of the development.

The project will be bound on all four sides by the reconfiguration of Old Georgetown Road, Grand Park Avenue, and Market Street. The reconfiguration of the roadway network is proposed by Montgomery County Department of Transportation and is known as the "Western Workaround." Part of the Western Workaround project is the realignment and upgrading of utilities which includes a 25' wide easement along Market Street for a large storm drain conveyance system. Market Street also requires a 22' wide walking promenade as specified by the White Flint Sector Plan. The promenade and easement overlap along the Market Street frontage as shown on the enclosed Fire Department Access Plan.

The easement and promenade setbacks along Market Street prevent the main hinge side entrance from being located within 50' of the fire apparatus path. Through the use of performance based design, an extension is proposed to the 50' prescriptive code requirement because all points on the interior of the retail bays facing Market Street will be under 200' from the vehicular fire path. Therefore, the standard 200' pre-connected hose lines carried on MCFRS apparatus are capable of providing adequate access and water supply as intended by the regulation.

Please find enclosed the following material for your review:

- Two (2) copies of the one (1) Fire Department Access Plan
- Two (2) copies of the four (4) exhibits for interior retail distances

Attachment 3

Attn: Marie LaBaw
Office of Fire Marshal
April 11, 2019
BEPC # MB1420371
Page 2 of 2

Should you have any questions or require additional information, please do not hesitate to contact this office at (301) 809-4500. Thank you.

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

4/11/2019

BY: SML FM: 43 DATE: _____

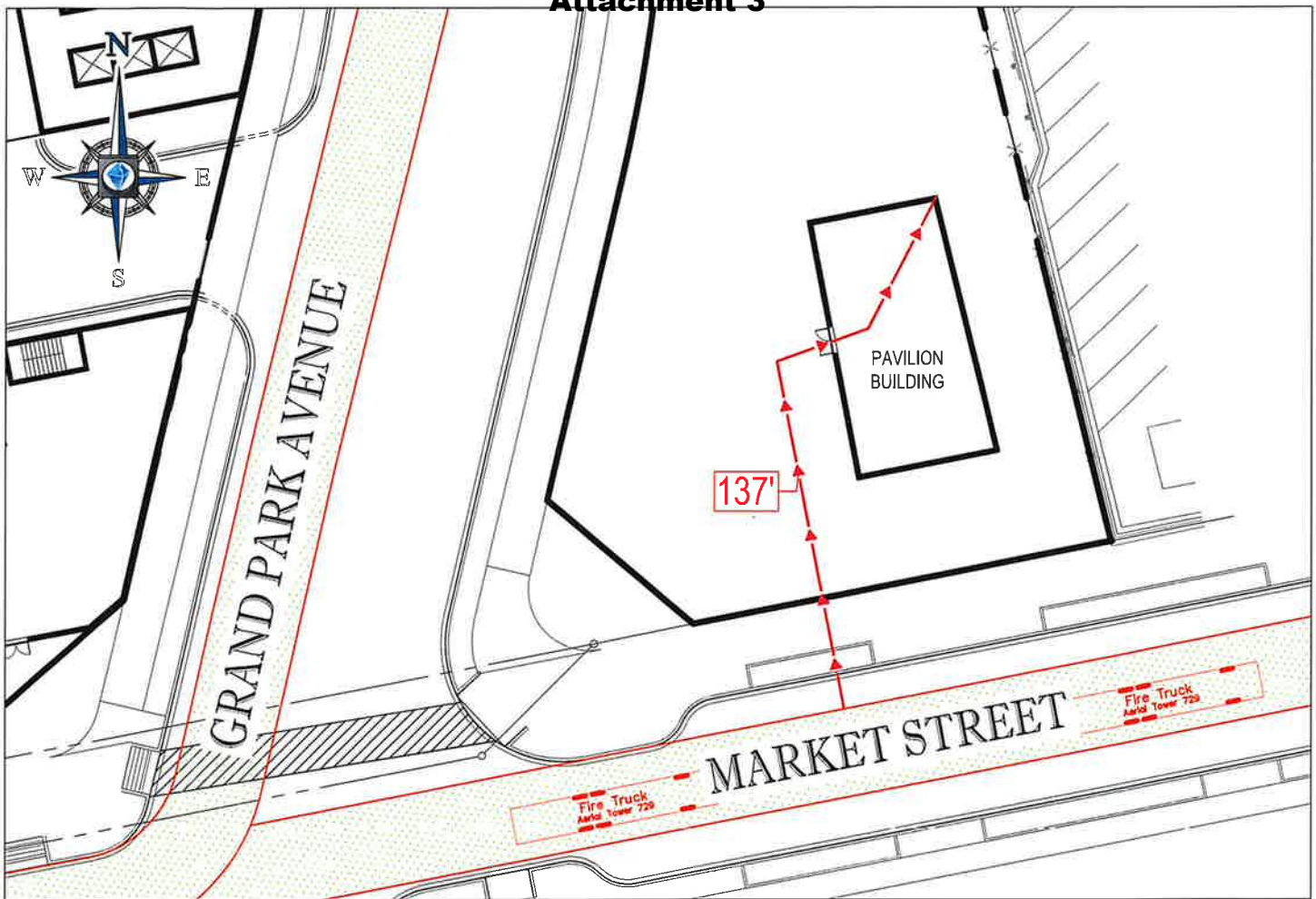
PROFESSIONAL CERTIFICATION

I, BRADFORD L. FOX, 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, LICENSE NO. 37966, EXPIRATION DATE: 11/30/2019

Sincerely,
Bohler Engineering VA, LLC



cc: Matthew Jones, P.E., Bohler Engineering (w/o Enc.)
File H:\14\MB1420371\Administrative\Letters\190411 DPS - MLaBaw - Fire Marshal - Statement of Performance - Copy.doc



A building must be single story

B. L. FOX
 STATE OF MARYLAND
 BRADFORD LEE FOX
 PROFESSIONAL ENGINEER
 I, BRADFORD L. FOX, 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, LICENSE NO. 37966, EXPIRATION DATE: 11/30/2019

4/11/19

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: *SMC* FM: *43* DATE: *4/11/2019*

0 20 40
 1" = 40'

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PROJECT NAME:

GRAND PARK DEVELOPMENT - RETAIL PAVILION

11575 OLD GEORGETOWN ROAD

ROCKVILLE, MD 20852

SHEET TITLE:

FIRE ACCESS EXHIBIT

SHEET 4 OF 4

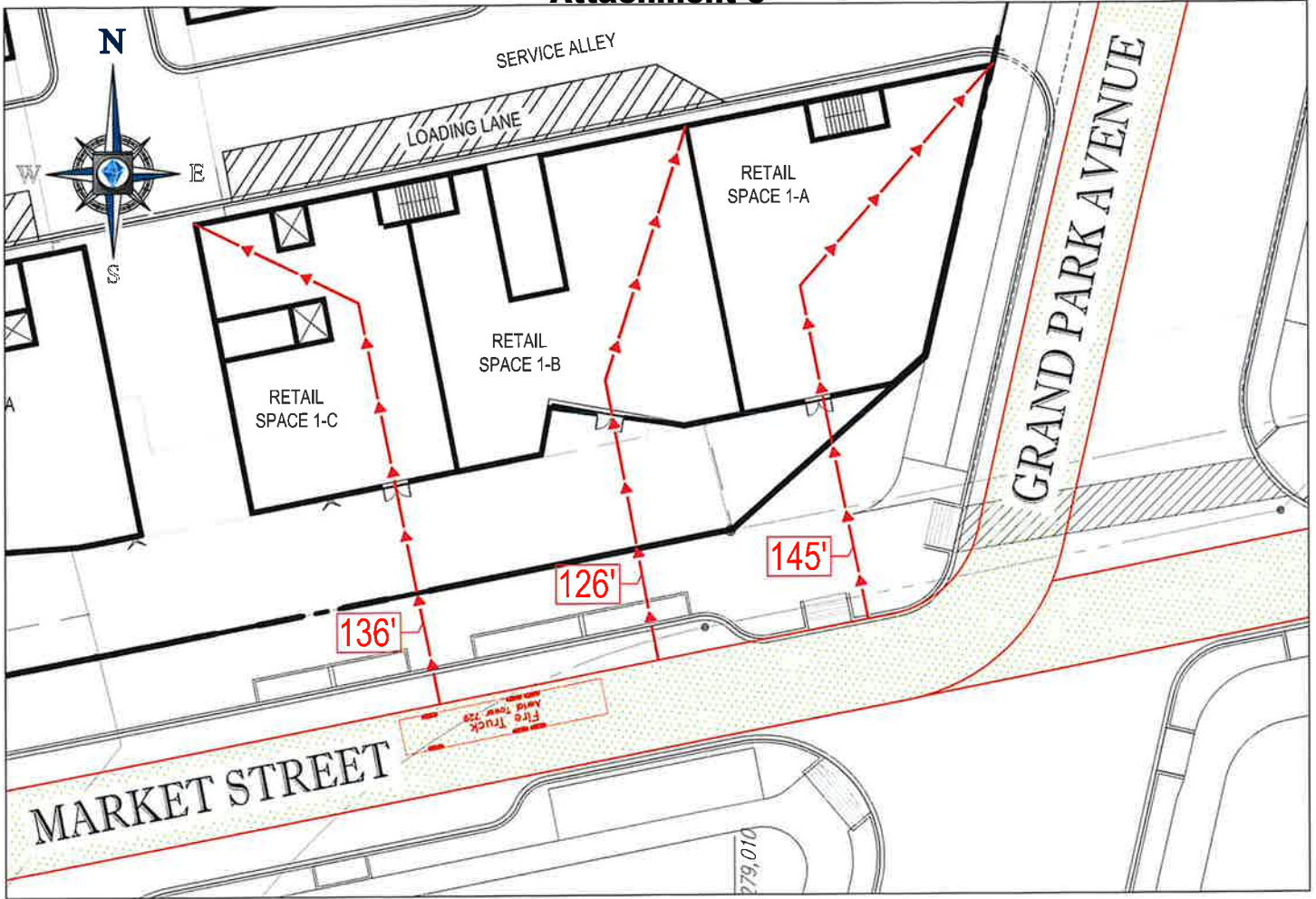
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BOHLER
 ENGINEERING

16701 MELFORD BLVD., SUITE 310 BOWIE, MD 20715
 PHONE: (301) 809-4500 FAX: (301) 809-4501

Attachment 3



** retail bays shall be single story only*

B. L. FOX

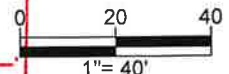


FIRE CODE ENFORCEMENT

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: SAC FM: 43 DATE: 4/11/2019



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PROJECT NAME:

GRAND PARK DEVELOPMENT - BUILDING 1

11575 OLD GEORGETOWN ROAD

ROCKVILLE, MD 20852

SHEET TITLE:

FIRE ACCESS EXHIBIT

SHEET 1 OF 4

SCALE: 1" = 40'

DATE: 04/11/19

CAD ID: EXO-3

PROJECT NUMBER: MB1420371



BOHLER
ENGINEERING

16701 MELFORD BLVD., SUITE 310 BOWIE, MD 20715
PHONE: (301) 809-4500 FAX: (301) 809-4501

Attachment 3



**retail bays shall be single story only*

B. L. FOX

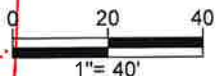


FIRE CODE ENFORCEMENT

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: SAC FM: 43 DATE: 4/11/2019



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PROJECT NAME:

GRAND PARK DEVELOPMENT - BUILDING 2
11575 OLD GEORGETOWN ROAD
ROCKVILLE, MD 20852

SHEET TITLE:

FIRE ACCESS EXHIBIT

SHEET 2 OF 4

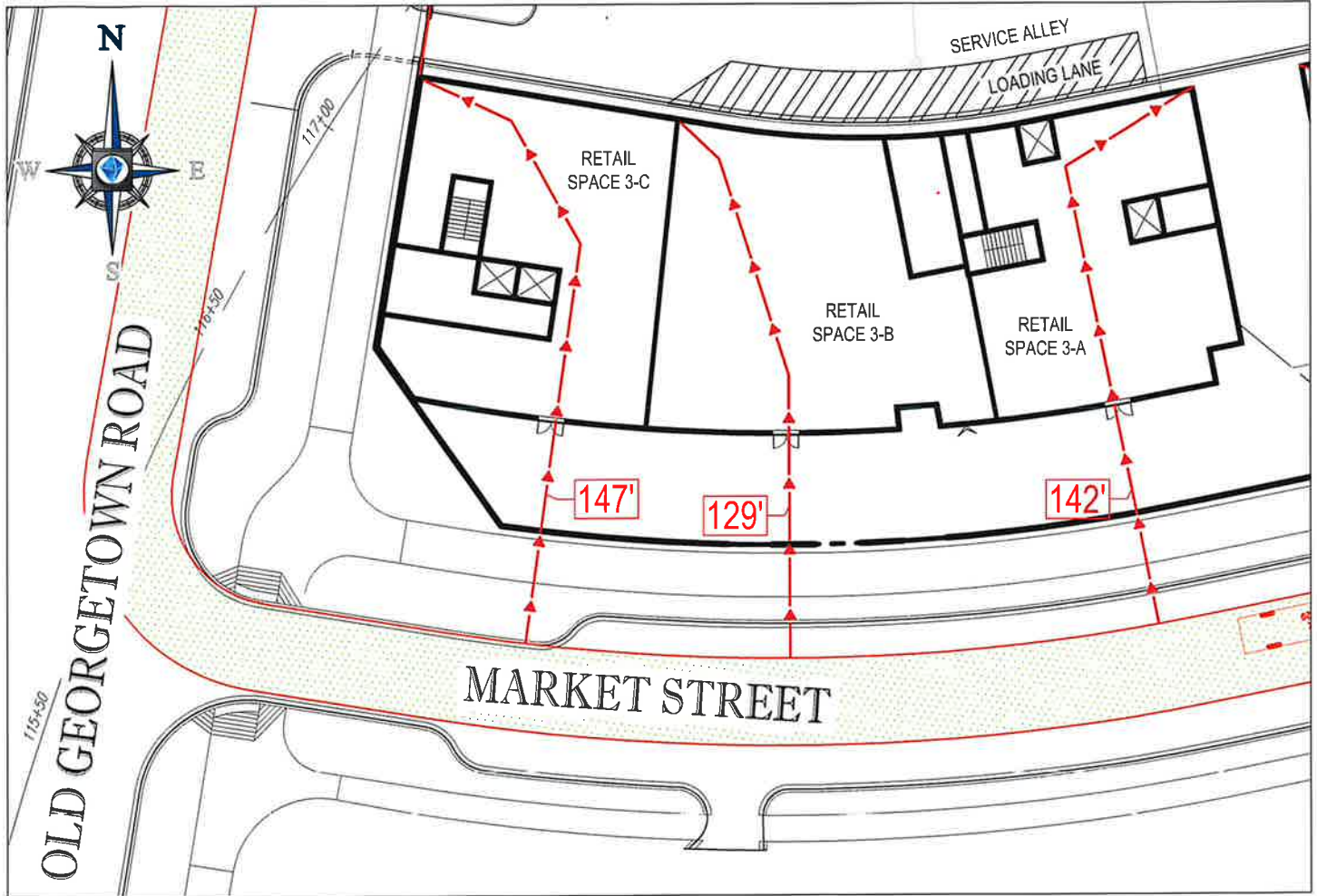
SCALE: 1" = 40' DATE: 04/11/19 CAD ID: EXO-3 PROJECT NUMBER: MB1420371



BOHLER
ENGINEERING

16701 MELFORD BLVD, SUITE 310 BOWIE, MD 20715
PHONE: (301) 809-4500 FAX: (301) 809-4501

Attachment 3



Retail bays shall be single story only

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: SMC FM: 43 DATE: 4/11/2019

1" = 40'

B. L. FOX
 PROFESSIONAL ENGINEER
 STATE OF MARYLAND
 LICENSE NO. 37966, EXPIRATION DATE: 11/30/2019
 I, BRADFORD LEE FOX, 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.
4/11/19

C:\USERS\EOGBE\APPDATA\LOCAL\TEMP\ACPUBLISH_3032\MB1420371EX0-3.DWG PRINTED BY: EOGBE 4.11.19 @ 9:13 PM LAST SAVED BY: EOGBE

PROJECT NAME:

GRAND PARK DEVELOPMENT - BUILDING 3

11575 OLD GEORGETOWN ROAD

ROCKVILLE, MD 20852

SHEET TITLE:

FIRE ACCESS EXHIBIT

SHEET 3 OF 4

SCALE: 1" = 40' DATE: 04/11/19 CAD ID: EXO-3 PROJECT NUMBER: MB1420371



BOHLER
 ENGINEERING

16701 MELFORD BLVD., SUITE 310 BOWIE, MD 20715
 PHONE: (301) 809-4500 FAX: (301) 809-4501

Attachment 3



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

April 23, 2019

Mr. Troy Leftwich
Area 2 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: VOB Development
Preliminary Plan No. 120190160

Dear Mr. Leftwich:

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

Sincerely,

Lisa S. Schwartz, Acting Manager
Affordable Housing Programs Section

cc: Brad Fox, Bohler Engineering

S:\Files\recurring\Housing\MPDU\Developments\VOB Development\VOB Development DHCA Letter_4-23-2019.docx

Division of Housing

Affordable Housing

Common Ownership Communities

Landlord-Tenant Affairs

Multifamily Housing

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montgomerycountymd.gov/311



240-773-3556 TTY

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DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdieh
Director

April 25, 2019

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

RE: Sketch Plan No. 320190040
Preliminary Plan No. 120190160
VOB Development

Dear Ms. Lindsey:

We have completed our review of the Sketch and Preliminary plans uploaded to eplans on April 15, 2019. A previous plan was reviewed by the Development Review Committee 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 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.

Significant Comments

1. Submit storm drain study and site plan to DPS prior to submission of the record plat. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
2. The sight distances for the access points have not been approved since the roads are not built. For all access points onto County roadways, the applicant will need to submit

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178
FAX

www.montgomerycountymd.gov
Located one block west of the Rockville Metro Station

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Preliminary Plan No. 120190160
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signed and sealed MCDOT sight distance certification forms to DPS for their review and approval based on the conditions at the time of submission.

The sight distance for the vehicular access point to Grand Park Avenue is a concern as it shows the line of sight through the sidewalk and very close to the proposed building. No permanent or non-permanent objects/structures will be allowed on the sidewalk. These objects/structures include, but not limited to, outdoor seating, signs, walls and fences. MCDOT has the right to restrict and/or modify vehicular access if the sight distance cannot be met.

3. Transportation Demand Management

This project is in the White Flint Sector Plan area, in the White Flint Metro Station Policy Area, and in the North Bethesda Transportation Management District (TMD). Ensuring that the overall area achieves the goals of the Sector Plan requires aggressive TDM efforts by each new project.

- a. Traffic Mitigation Agreement (TMAg). The current means of ensuring the incorporation of TDM at a development in the North Bethesda TMD and White Flint Sector Plan area is to execute a Traffic Mitigation Agreement prior to issuance of any building permits. The TMAg would apply to all phases of the project. In addition to the standard TDM provisions included in the draft TMAg submitted with the Preliminary Plan, the final TMAg must include provisions related to how the project will demonstrate achievement of the NADMS goals. The draft submitted with the Preliminary Plan did not utilize the template for projects in White Flint. Contact Commuter Services (Sande Brecher or Beth Dennard) at (240) 777-8380 for a copy of the White Flint Global TMAg template and re-submit the draft to Beth Dennard as an editable redlined document.
- b. Recommended TDM Elements. Based on the sketch and preliminary plan submitted, the following are TDM elements CSS recommends for this project:
Parking. Limiting auto parking will encourage greater use of the White Flint Metro and other non-auto options and will be key to improving the modal split and reducing the projected number of AM and PM peak hour trips:
 - Take advantage of Zoning Ordinance provisions to reduce the total amount of parking and ensure parking is at the minimum level possible.
 - Provide flexibility in parking design to allow mixed uses to share parking areas to maximize use of spaces. This also strengthens the incentive to reduce drive-alone commuting and parking among employees, since doing so frees up spaces for other uses including retail customers. That

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Ms. Amy Lindsey
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approach will only work if the unused parking areas for employees can be made available once a decrease in demand is realized.

The following parking elements are covered by the Zoning Ordinance, but Commuter Services notes them for their contribution in reducing the number trips by employees commuting by single-occupant vehicles (SOVs), and providing an alternative to employee SOV mid-day trips:

- Carpool/Vanpool Parking. At phase where office use is provided, provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
 - Car Sharing Parking. At Phase 2 and 3 where applicant intends to provide surface parking, provide adequate number of car sharing vehicle parking spaces in highly visible, preferentially-located spots available to the public.
- c. Pedestrian and Bicycle Facilities. To further enhance connectivity to transit, and given that the Project will provide a bicycle lane along Old Georgetown Road and Grand Park Avenue, provide excellent pedestrian and bicycle circulation, amenities and accommodations throughout the development:
- Circulation paths in locations with high activity to provide “eyes on the street” to enhance the experience of biking or walking and to enhance safety.
 - Bike racks in highly visible/active locations
 - Bike lockers and bicycle repair stations
- d. Bikeshare and Related Support for Non-Auto Mobility Options. Located in the White Flint bikeshare service area, at full build the project could potentially support 2 bikeshare stations. CSS recommends that the Applicant be required to provide 2 spaces in the Project suitable for bikesharing docking stations. The location of these spaces will be selected by the Applicant with approval of MCDOT, and suitable for bikeshare based upon the requirements of the bikesharing system and in a highly-visible, convenient and well-lit location on the Project. A typical bikeshare station requires a space that is 54’ by 7’ in size with four to six hours of solar exposure per day. Applicant must provide electrical conduit to the bikeshare stations. The Applicant will be required to pay the costs associated with the preparation of the 2 spaces.
- If on-site bikeshare stations are not to be provided as determined by the County, racks, repair stations, or other suitable facilities and equipment for the orderly storage of mobility devices must be provided by the Applicant. The County maintains full discretion to install, operate, move, relocate or discontinue service of a bikeshare station based on review and analysis of usage, performance,

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and/or budget. Applicant must pay costs associated with the alternative facilities.

Additionally:

- Applicant must allow MCDOT or its contractors access to the Project to install, service and maintain the bikeshare stations, if installed.
 - Applicant will be required to assist MCDOT in the promotion of bikeshare among residents, employees and visitors at the Project, to accomplish the objectives of the TMD.
- e. Displays and Communication of TDM Information – Alternative modes of transportation are more likely to be used if people have readily visible and accessible information about options. To enable outreach to Project tenants, residents, employees, visitors, etc.:
- Incorporate permanent display space for transportation information into residential lobbies (for brochures, schedules, etc.) and in non-residential high pedestrian activity areas. Provide opportunity for information on each level of parking facilities (e.g., small monitors or clear plastic flyer holders).
 - Provide monitors for the display of Real Time Transit Information in residential and office lobbies and elevators. At least one exterior monitor may be required.
- f. Design Guidelines
- Incorporate showers and changing rooms with lockers in convenient locations within the office component of the development. These enable larger numbers of employees to bike or walk to work or to and from transit in a variety of weather conditions.
 - Design building frontages and lobbies with two-way visibility for shuttles, transit vehicles, ride sharing, ride-hailing vehicles, etc.
 - Where covered entryways are used, ensure height is adequate to accommodate buses, commuter vans and paratransit vehicles, e.g., MetroAccess vehicles.

Standard Comments

4. Pay the White Flint Special Taxing per Montgomery County Code Chapter 68C.
5. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be

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approved by the Planning Board during their review of the preliminary plan.

6. Relocation of utilities, including but not limited to stormwater management facilities, along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
7. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
8. Access and improvements along Old Georgetown Road (MD 187) as required by the Maryland State Highway Administration.
9. If the proposed development will alter any existing street lights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
10. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
11. 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.
12. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - a. Paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, stormwater management facilities and street trees along Market Street, Grand Park Avenue and Old Georgetown Road (County-maintained portion).
 - 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-

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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) if deemed necessary by the DPS.

- d. 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 the sketch and preliminary plans. If you have any questions or comments regarding this letter, please contact me at rebecca.torma@montgomerycountymd.gov or (240) 777-2118.

Sincerely,



Rebecca Torma, Manager
Development Review Team
Office of Transportation Policy

Sharepoint/transportation/development review/Rebecca/developments/white flint/320190040 120190160 VOB.docx

cc: Letters notebook

cc-e: Brad Fox, Bohler Engineering
Patricia Harris, Lerch Early & Brewer
Patrick Reed, M-NCPPC Area 2
Atiq Panjshiri, MCDPS RWPR