



Wilgus, Sketch Plan No. 320190070

 Tamika Graham, Senior Planner, Area 2 Division, Tamika.Graham@montgomeryplanning.org, 301.495.4551

 Patrick Butler, Supervisor, Area 2 Division, Patrick.Butler@montgomeryplanning.org, 301.495.4561

 Carrie Sanders, Chief, Area 2 Division, Carrie.Sanders@montgomeryplanning.org, 301.495.4653

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Description

Proposed mixed-use development with up to 1,274,498 square feet of total development, with up to 1,025,789 square feet of multi-family and townhouse residential uses and up to 248,709 square feet of commercial uses, with associated public benefits to support incentive density.

Location: Montrose Road to the north, Towne Road to the east, Montrose Parkway to the south, and East Jefferson Street to the west.

Master Plan: 2018 *White Flint 2 Sector Plan*.

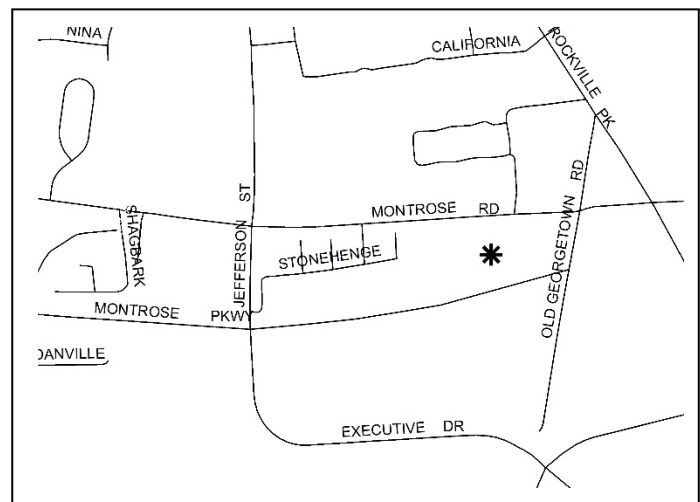
Zone: CR-2.0, C-1.0, R-1.5, H-200; CR-2.0, C-0.25, R-1.75, H-75; and CRN-0.75, C-0.0, R-0.75, H-50.

Size: 16.64-acre tract.

Applicant: Wilgus-Montrose Associates LLC.

Application Acceptance: March 25, 2019.

Review Basis: Chapter 59, Sketch Plan.



Summary

- Staff recommends approval with conditions.
- Proposal to transform the Property from a gas station surrounded by wooded areas, into an infill development project with several housing types, including 15% moderately priced dwelling units (MPDUs), retail, and open spaces.
- Proposal includes the previously approved office uses on a portion of the Property, known as Wilgus East (Parcel N174 and Parcel N231), to be redeveloped as a mixed-use development.
- The plan proposes the Stonehenge Place roadway extension between Montrose Parkway and Montrose Road.
- The plan proposes to construct segments of separated bicycle facilities on E. Jefferson and Montrose Roads, and a portion of the master-planned bike breezeway along Montrose Parkway and Towne Road.
- The overall development is proposed to be built in four phases.
- The proposed public benefits are in the following categories: Major Public Facilities, Transit Proximity, Connections and Mobility, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment.
- On May 3, 2019, the Applicant was granted a one-month extension of the regulatory review period in order to address and resolve remaining staff comments.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Wilgus Development Project, Sketch Plan No. 320190070, a mixed-use development on approximately 16.64 acres, zoned: CR-2.0, C-1.0, R-1.5, H-200; CR-2.0, C-0.25, R-1.75, H-75; and CRN-0.75, C-0.0, R-0.75, H-50. 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 Plan and Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum 1,274,498 square feet of total development on the Subject Property, which may include up to a maximum 1,025,789 square feet of multi-unit and townhouse residential uses and up to a maximum 248,709 square feet of commercial uses.

2. Height

The development is limited to a maximum height of 200 feet where parcels are zoned CR-2.0, C-1.0, R-1.5, H-200, 75 feet where parcels are zoned CR-2.0, C-0.25, R-1.75, H-75, and 50 feet where parcels are zoned CRN-0.75, C-0.0, R-0.75, H-50, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

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

a. Major Public Facility achieved through:

- i. Proportional financial contribution towards a school or a park with athletic fields within the Sector Plan area, with details to be determined when the Phase 1 site plan is approved.
- ii. Dedication and construction of a public park identified on the Sketch Plan as the Central Public Park, subject to Parks Department review and approval of the proposed dedication.
- iii. Provision of a bike share station.
- iv. Undergrounding utilities within all public rights-of-way, unless there is a Capital Improvement Program (CIP) project that is already undergrounding the utilities.

- v. Transit Proximity achieved through the Property's location within 1/4 and 1/2 mile, and 1/2 and 1 mile of the proposed north entrance to the White Flint Metrorail Station on Rockville Pike (Level 2).
- vi. Connectivity and Mobility achieved by providing advance dedication and through-block connection.
- vii. Diversity of Uses and Activities achieved by providing 15% of the residential units as Moderately Priced Dwelling Units (MPDUs).
- viii. Quality of Building and Site Design achieved through below-grade structured parking.
- ix. Protection and Enhancement of the Natural Environment achieved through building lot terminations (BLTs), energy conservation and generation, and green roof and cool roof on high-rise buildings.

4. Public Spaces

The Applicant must provide the two parks and an urban plaza as conceptually shown on the Sketch Plan. While these spaces must be in the approximate location, size, and quantity as shown on the Sketch Plan, the exact size, location and design will be determined at subsequent Preliminary Plan(s) and Site Plan(s).

5. Buffer Area

The Applicant must provide a minimum 20-foot-wide vegetated buffer adjacent to the Cherington townhouse community with landscape screening and any possible retained trees.

6. Master-Planned Breezeway

The Applicant must provide the bicycle master-planned breezeway network segment along the Subject Property's Montrose Parkway frontage, with final location, details and timing to be determined at subsequent Preliminary Plan(s) and Site Plan(s).

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

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

- a. Provision of appropriate architectural treatments to all building façades facing the public right-of-way.
- b. Dedication of right-of-way along the Subject Property's frontage to the centerline consistent with the *White Flint 2 Sector Plan* and *County Bicycle Master Plan*.
- c. Execution of Traffic Mitigation Agreement (TMAg) with the Planning Board and MCDOT.
- d. Conducting an analysis of total roof area in the multi-family portion of the development and the percentage of roof covered by green roof and by cool roof treatments.
- e. Provision of landscape plan(s) to address incorporating substantial plantings of street trees and trees in open spaces to the extent feasible.
- f. Incorporation of street design features that support Vision Zero objectives for safe, pedestrian-oriented streets.
- g. Provision of additional pedestrian connections to other proposed open space areas through design including formal pathways, materials and lighting.
- h. Evaluation of a small dog park or dog run within the park identified on the Sketch Plan as the Central Public Park as a community amenity.
- i. Provision of façade treatments for exposed multi-level garage fronts.

- j. Provision of street activation, particularly with the proposed multi-family dwellings. Widen pedestrian areas along proposed multi-family developments to accommodate greater pedestrian volumes associated with street activation and locate closer to the building façade.
- k. Minimization of parking to the extent feasible.
- l. Continuation of coordination on the design and layout of townhouses and proposed private road through the western portion of the Property.
- m. Continuation of discussion and coordination with MCDOT and Planning Staff on the proposed private road between the two north/south running public roads.
- n. Provision of flush pedestrian and bicycle facilities over the Montrose Road driveway crossing. Additionally, show protected intersections on areas abutting the Subject Property per the *2018 Bicycle Master Plan*, as well as hold the Montrose Parkway breezeway along the Subject Property's frontage flush over all intersections unless if an intersection requires signalization, subject to necessary approvals by MCDOT, MCDPS, and SHA, as appropriate. Staff has requested the Applicant to provide a warrant analysis assuming future volumes at Montrose Parkway and Stonehenge Place.
- o. Provision of streetscape details that enhance pedestrian safety and walkability for major roads along the Subject Property's frontage.
- p. Provision of ADA compliant internal pedestrian connections.
- q. Provision of the required number and type of bicycle parking spaces.
- r. Explore preservation of specimen trees within the buffer separating Cherington townhouses and the proposed development.

SECTION 2: SITE DESCRIPTION

Vicinity

The Subject Property ("Subject Property" or "Property"), outlined in red in Figure 1 below, consists of a tract area of 725,023 square feet (or approximately 16.64 acres) and is known as Part of Parcel N (N273, N279, and N231), Parcel Q (N208), and Parcel R (N174), in the Washington Science Center Subdivision. Located within the White Flint district, the Subject Property is generally bounded by Montrose Road to the north, Towne Road to the east, Montrose Parkway to the south, and East Jefferson Street to the west.



Figure 1: Vicinity Map (Subject Property outlined in red)

The Subject Property is within close proximity to a range of residential, office, retail, commercial, and institutional uses. Located across Towne Road to the southeast is the Pike and Rose mixed-use neighborhood with restaurants, retail, entertainment, hotels, and multi-family homes. Located across Montrose Road to the north is the Jewish Community Center and Hebrew Home campuses, multi-family apartments, and office condominiums. The Property confronts the United States Postal Service annex and low-rise professional offices to the east along East Jefferson Street. Nearby are numerous retail shopping centers along Rockville Pike, including Montrose Crossing, the Pike Center, and Federal Plaza.

Additionally, the Property is within a mile of the White Flint Metrorail station, and has easy access to Ride On bus service along the Property's frontage, and the Montrose Road/Rockville Pike Park and Ride facility. The Subject Property is located close to major highways and arterial streets, including access to Interstate 270 to the west via Montrose Parkway and Rockville Pike (MD 355) and Randolph Road to the east.

To the north and west of the Subject Property is the Cherington townhouse community which is located at the corner of Montrose Road and East Jefferson Street, and accessed from surrounding arterials via Stonehenge Place and Kings Bridge Way. To the south of the Subject Property, between Montrose Parkway and Executive Boulevard, is a swath of commercial buildings containing approximately 2.3 million square feet of office uses.

Site Analysis

As shown in Figure 2, the Subject Property's tract area comprises three recorded parcels (Parcel Q (N208), Parcel R (N174), and Part of Parcel N (N231, N279, and N273)) in the Washington Science Center Subdivision, as well as an area dedicated to public use for Montrose Parkway as depicted on Plat Nos. 13977, 20343, and 23187, which were recorded in the Land Records of Montgomery County on August 12, 1982, February 25, 1997, and July 1, 2005, respectively. The Subject Property contains a tract area of 725,023 square feet, with a site area of 561,128 square feet and 163,895 square feet of prior dedications for Montrose Parkway, Montrose Road, Stonehenge Place, and East Jefferson Street. Except for the 3,120

square foot automobile service station (Parcel Q (N208)) with access onto Montrose Road, the Subject Property is unimproved and has two distinctive tree stands, one which primarily consists of Black Walnuts and the other Tulip Poplars. There is one existing main access point onto Montrose Parkway via Stonehenge Place, which will be utilized for the proposed project. There is an existing 10-foot wide shared use path along Montrose Parkway.

The Property is split zoned: CRN-0.75, C-0.0, R-0.75, H-50, adjacent to the Cherington townhouses; CR-2.0, C-0.25, R-1.75, H-75, for the middle portion of the property, including the gas station; and CR-2.0, C-1.0, R-1.5, H-200, for the area immediately west of Towne Road.

The Subject Property also includes “Wilgus East”, which is in the southwest quadrant of Montrose Road and Towne Road, and is approximately 6.6 acres and consists of Parcel N174 and Parcel N231. Located east of East Jefferson Street and west of Towne Road, Wilgus East is a part of an original 40-acre tract which the Applicant purchased in 1967. Roughly 20 acres of this original tract was reserved for the right-of-way for Montrose Parkway (formerly known as the Rockville Freeway). At the time that Wilgus East preliminary plan was approved, it was zoned Employment Office (EOF) 1.5, H-75 and EOF-3.0, H-100. Wilgus East is also situated within the White Flint Special Taxing District, whereas the western portion of the site (west of Stonehenge Place) is not.



SECTION 3: PROJECT DESCRIPTION

Previous Regulatory Approvals (Wilgus East)

119990290

The Applicant submitted a preliminary plan application in 1998 for two office buildings (522,700 square feet) on a portion of the Subject Property, known as Wilgus East, which included a section of the proposed Montrose Parkway. This application was withdrawn.

11999029A

The Applicant filed a Preliminary Plan (No. 11999029A) for Wilgus East which proposed two (2) office buildings consisting of 308,400 square feet on the Subject Property (offices on one lot and associated parking on the adjacent lot). The Planning Board issued an Opinion until August 30, 2002 (Attachment A). The Applicant reached a Settlement Agreement with the County, which included 2.3 acres of land dedicated for the construction of Montrose Parkway and the Applicant's monetary contribution to the Parkway's construction. The 2.3-acre land dedication was recorded in May 2005 under Plat No. 23187.

The Preliminary Plan was amended in 2004 and approved with conditions by the Planning Board. The Planning Board Resolution dated October 27, 2004 (Attachment B) included a 61-month validity period for the APFO and a 49-month validity period for the Preliminary Plan.

On July 10, 2008, the Planning Board approved Application No. 11999029A for extension of the Preliminary Plan validity period to November 27, 2009 to be coterminous with the APF validity period. In accordance with County Council action, the Preliminary Plan and the APF validity periods received automatic two-year extensions, extended for a total of 8 years. Accordingly, the Preliminary Plan and APF validity periods for Wilgus East were valid prior to March 31, 2009 and extended to November 27, 2017. A site plan was never filed in order to fully vest the preliminary plan. An application was filed on November 22, 2017 to request extension the Preliminary Plan and APF validity periods but has not appeared before the Planning Board.

As part of the District Map Amendment to implement the updated zoning code, the property was rezoned from R-200/O-M/CO to Employment Office (EOF) 1.5, H-75 and EOF 3.0, H-100. In 2016, in accordance with a recommendation for rezoning within the 2018 *White Flint 2 Sector Plan*, a Sectional Map Amendment was approved which rezoned the property to the CR Zone.

Proposal

The Applicant filed Sketch Plan No. 320190070 on March 25, 2019. The Applicant is proposing to demolish the existing gas station and redevelop the Subject Property with up to 1,025,789 square feet of residential uses in townhouses up to 50 feet in height, apartment buildings up to 50 feet in height on the central and eastern portions of the Property, an apartment building up to 85 feet in height on the eastern portion of the Property, and mixed-use buildings up to 200 feet in height on the Property's eastern edge. Up to 248,709 square feet of commercial uses are anticipated to be located in the proposed mixed-use buildings.

The Project will offer mixed-use development, including a range of residential building types including townhouses, stacked townhomes, apartment buildings, and high-rise multi-family housing in mixed-use buildings with ground-level activating commercial uses near existing employment, services, and transit. Combining various housing options, activating retail uses, and open spaces, the Project aims to strengthen links between the Pike and Rose neighborhood and the Executive Boulevard corridor. Setbacks and

building form standards will be established by the subsequent site plan review process. The Project will include the required 15% MPDUs.

The Project includes significant changes to the Property's internal roadway network and circulation patterns. The Project will transform key intersections in the 2018 *White Flint 2 Sector Plan* area at Montrose Road and Towne Road and Montrose Parkway and Towne Road, as well as enhance the appearance and activity along Towne Road. Additionally, the Applicant is proposing the inclusion of significant environmental site design ("ESD") facilities including micro-bioretenion areas, swales, planter boxes, and green roofs to improve the Site's storm water management.

Public open space will exceed the 10% requirement and will include two urban parks – located at the western and central portions of the site, both fronting Montrose Parkway, and an urban plaza at the eastern portion, fronting Towne Road.



Figure 3: Proposed Sketch Plan

Buildings

A total of 68 front-and rear-loaded townhouses (measuring 16' and 22' wide) are proposed south of the existing Cherington townhouse community, with proposed building heights of up to 50 feet. Some of these dwellings will front onto Montrose Parkway, however, all dwelling units will have vehicular access via proposed private "Street B", that will conform to County roadway standards. Any private road requests, determinations and classifications will be further evaluated at the time of Preliminary Plan. The townhomes are anticipated to be four-stories with a loft/roof top deck, as no rear yards are proposed.

For comparison, the proposed townhomes will be a few feet higher (due to building height and/or grade) than, and buffered 20 feet from, the existing Cherington townhomes to the north, as shown in Figure 4.

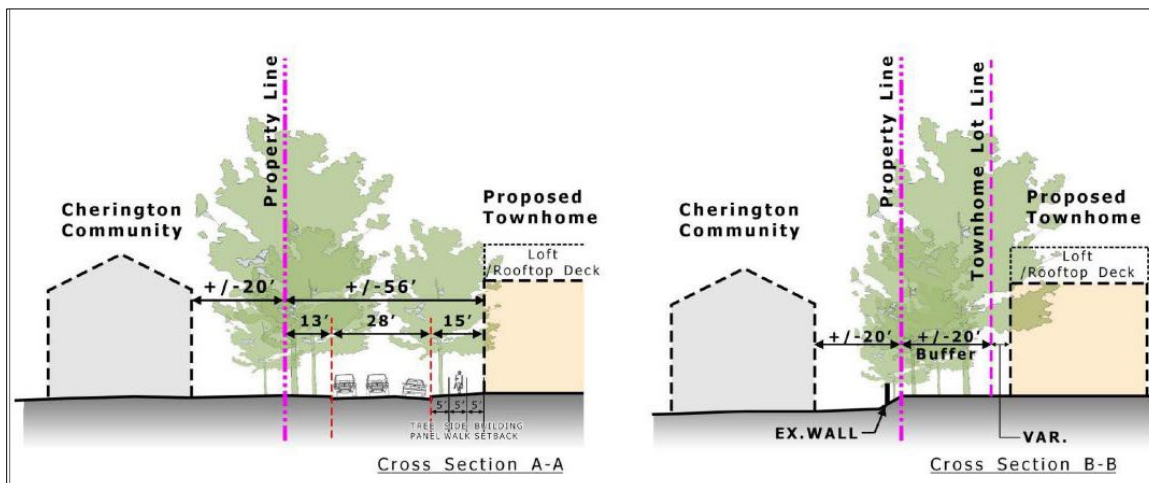


Figure 4: Illustrative Site Sections

Dwelling units adjacent to the 20-foot landscape buffer are oriented with front of units away from the Cherington community. The front door of these homes is designed in a mews orientation.

A total of 145 townhomes are proposed on the Wilgus East portion of the property, west of Stonehenge Place. These townhouses will be broken down onto traditional and stacked townhomes. The stacked townhouses, also referred to as two-over-tuos, are proposed along Montrose Road, near the intersection of the proposed extension of Stonehenge Place. These units will be constructed in three clusters. Two townhouse clusters will front onto Montrose Road, whereas the other will front onto the proposed extension of Stonehenge Place. Alleys will serve the townhomes and two-over-tuos.

A total of 126 dwelling units are proposed in the apartment building located at the corner of Montrose Parkway and proposed "Street C", to the east of a cluster of townhomes. The building is envisioned to be 200 feet high, the maximum permitted height. The building lobby is oriented at the corner of Montrose Parkway and proposed "Street C". Underground/structured parking for the multi-family building will be accessed via proposed Streets "A" and "C". The building will feature an upper level patio for residents. (See Figure 10 for proposed streets.)

Additionally, two 250-dwelling unit high rise apartment buildings are proposed. The multi-family residential building (with Towers A & B) located at the corner of Towne Road and Montrose Road will have three-story linear units facing proposed "Street C" and retail at the ground floor facing Towne Road. The multi-family residential building will also have three-story linear units at the ground floor interior. The second multi-family residential building fronts Montrose Parkway (Tower C) with the main building entrance oriented toward the interior urban plaza. The two high rise apartment buildings are oriented around the proposed East Urban Plaza and through block connection and seek to enhance the pedestrian experience. Each multi-use building will include its own loading area for service vehicle access. Architectural details of the proposed residential use are conceptual at this time, but at the time of site plan should correspond with the surrounding existing residential areas. As indicated in the precedent photos in Figure 5, the multi-use buildings are envisioned to be designed to break down mass and scale to minimize the building foot prints by using articulated lobby areas and window bays, alternating walls and openings, and stepping down with the linear units at the ground floor.



Figure 5: Multi-Family & Townhouse Precedent Building Images

As shown in Figure 6, the project proposes that taller structures and commercial uses at 200 feet high are placed close to the Subject Property's eastern edge along Towne Road. Consistent with Zoning Code compatibility requirements, there is a transition to solely residential uses and townhouses with decreasing heights adjacent to the existing Cherington townhouses at 50 feet high.

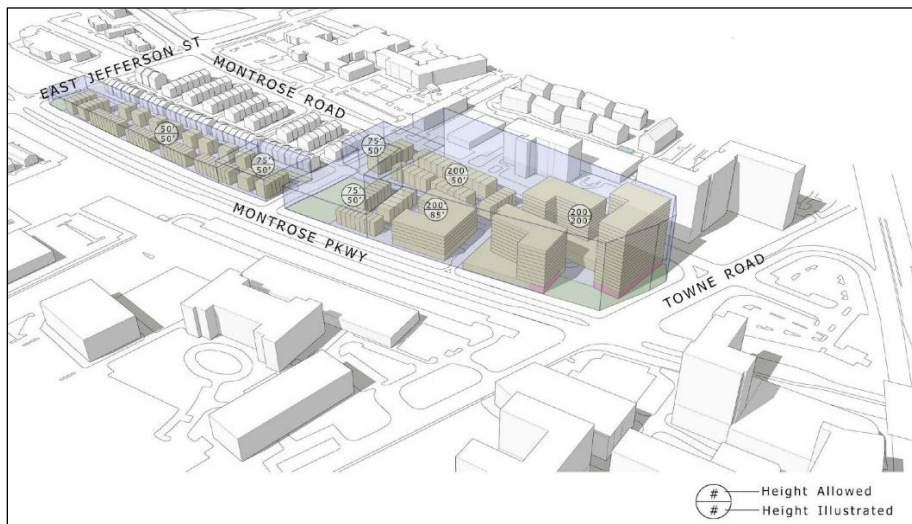


Figure 6: Illustrative Massing View from the Southeast

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

Open Space and Recreation

Per the Zoning Ordinance, the proposed development must provide a minimum of 10% of open space based on the net lot area, or 54,450 square feet (1.25 acres). Currently, the applicant proposes to provide 11% of open space, or 60,984 square feet (1.4 acres) in three main locations distributed throughout the site: 1) Western Park - 0.21 acres; 2) Central Public Park - 0.75 acres; and 3) East Urban Plaza - 0.44 acres.

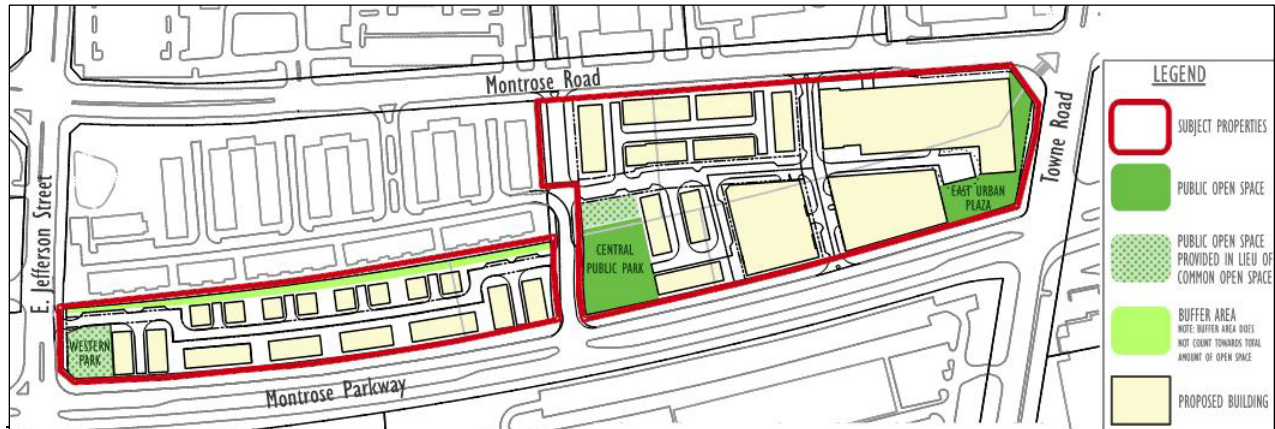


Figure 7: Proposed Open Space Plan

The Western Park, located at the intersection of East Jefferson Street and Montrose Parkway, provides a public area for adjacent residents and the broader community. The eastern edge of this park will provide a buffer from the proposed adjacent townhouses. This park will also incorporate stormwater management features.

As the main gateway and open space feature of the proposed development as required by the *Sector Plan*, the Central Public Park is in the middle of the site at the intersection of Montrose Parkway and Stonehenge Place. Central Public Park is intended to create active and passive recreation opportunities for the surrounding neighborhood. The preliminary concept for the park includes an entry feature visible from Montrose Parkway, lawn area with seating, public art and other features to invite users in from the adjacent planned breezeway network along Montrose Parkway.

The northern portion of the Central Public Park is classified as Public Open Space provided in lieu of Common Open Space. Per the Zoning Ordinance, townhouses shall provide adequate Common Open Space. The 0.32 acres of Common Open Space required for the sketch plan's townhouses is provided as Public Open Space in the 0.21 acres at the Western Park and the remaining 0.11 acres as a portion of the Central Park. Staff finds this preferable, since Common Open Space is intended for residents and guests, while Public Open Space is intended to be open to and inclusive of the public at large.

The East Urban Plaza located at the intersection of Towne Road and Montrose Parkway facilitates linkages between the Subject Property and the more intensive development to the east, including the Pike and Rose Shopping and Entertainment District. The proposed plaza fronts the entire section of Towne Road between Montrose Parkway and Montrose Road. The preliminary concept for the urban plaza includes a mix of lawn with hard-surface spaces which create defined areas to organize events and/or activities, while providing spaces and places for people to gather or sit.

Section 6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces

as well as publicly accessible amenities. The Applicant's recreation and amenity analysis, as required by *M-NCPPC's Recreation Guidelines* and the CR and CRN Zones, will be submitted at the time of Site Plan(s).

While not counted towards the required 10% of open space, the proposal also includes a buffer area between the proposed townhouses and existing Cherington townhouses which will include extensive landscaping. With appropriate plant species and adequate initial planting heights, the buffer area is intended to create an effective “green screen” and accommodate a building setback from the shared property line that is equal to or in excess of the corresponding setback from the Cherington townhouses.



Figure 8: Precedent Open Space Concepts and Images

Phasing

The timing that the Applicant intends to file subsequent Preliminary Plan and Site Plan applications has not been determined. Although identified presently as Phases 1, 2, 3, 4A, and 4B based on current plans, phases may occur in any order or may be combined. The elements of the project that are proposed to be included in each phase are described below.

Phase 1

- Demolition of existing automobile service station.
- Three sticks of townhomes and a 126-unit mid-rise multi-family building with main entrance on Montrose Parkway and associated internal access aisles and sidewalks.
- The .75-acre Central Public Park as a public benefit amenity.
- A new access point on Montrose Parkway for Public “Street C” from Montrose Parkway to Montrose Road.
- Advanced dedication for the extension of Stonehenge Place for Phase 2.
- Proposed private “Street A” from Stonehenge Place to proposed public “Street C”.
- A segment of the proposed through-block connection.



Figure 9: Proposed Phasing Plan

Phase 2

- Stonehenge Place street extension to Montrose Road.
- Three sticks of two-over-two's and three sticks of townhouses.
- Additional portions of the internal street network.
- A paved sidewalk and streetscaping along Montrose Road.

Phase 3

- Right-of-way (ROW) dedication along East Jefferson Street.
- Townhouse development on Parcel N273 and part of Parcel N279, south of the existing Cherington townhouse community.
- Proposed private "Street B" from Stonehenge Place to East Jefferson Street.
- The .21-acre Western Public Park at the intersection of Montrose Parkway and East Jefferson Street.

Phase 4A

- ROW dedication along Towne Road and Montrose Road.
- First 250-unit multi-family residential building with linear units and retail at ground floor (Tower A), located at the corner of Towne Road and Montrose Road.
- Initiate portions of the multi-family residential building with linear units at ground floor (Tower B), located at the corner of proposed public "Street C" and Montrose Road.
- The remaining through-block connection from Phase 1.
- The .44-acre East Urban Plaza fronting Towne Road.
- Portions of the structured/underground parking.

Phase 4B

- Remaining portions of the multi-family residential building with linear units at ground floor (Tower B).
- Second 250-unit multi-family residential building (Tower C) front Montrose Parkway.
- Privately-owned "Street A" from proposed public "Street C" to the urban plaza fronting Towne Road.
- Remaining portions of the structured/underground parking.

Transportation

Proposed Network and Circulation

The Project aims to strengthen the Property's connection to nearby communities by facilitating both internal and external multimodal circulation. The proposed Project includes the extension of Stonehenge Place from its current terminus to Montrose Road, a new grid network of short blocks on the Subject Property, and additional points of access along Montrose Road, Montrose Parkway, and East Jefferson Street to disperse vehicular traffic to surrounding intersections.

The Applicant proposes to extend existing Stonehenge Place from Montrose Parkway to Montrose Road, which will provide both through movement circulation and internal connectivity to the proposed development. The proposed extension bifurcates the site into eastern and western "halves," which coincide with the extent of the White Flint Special Taxing District.

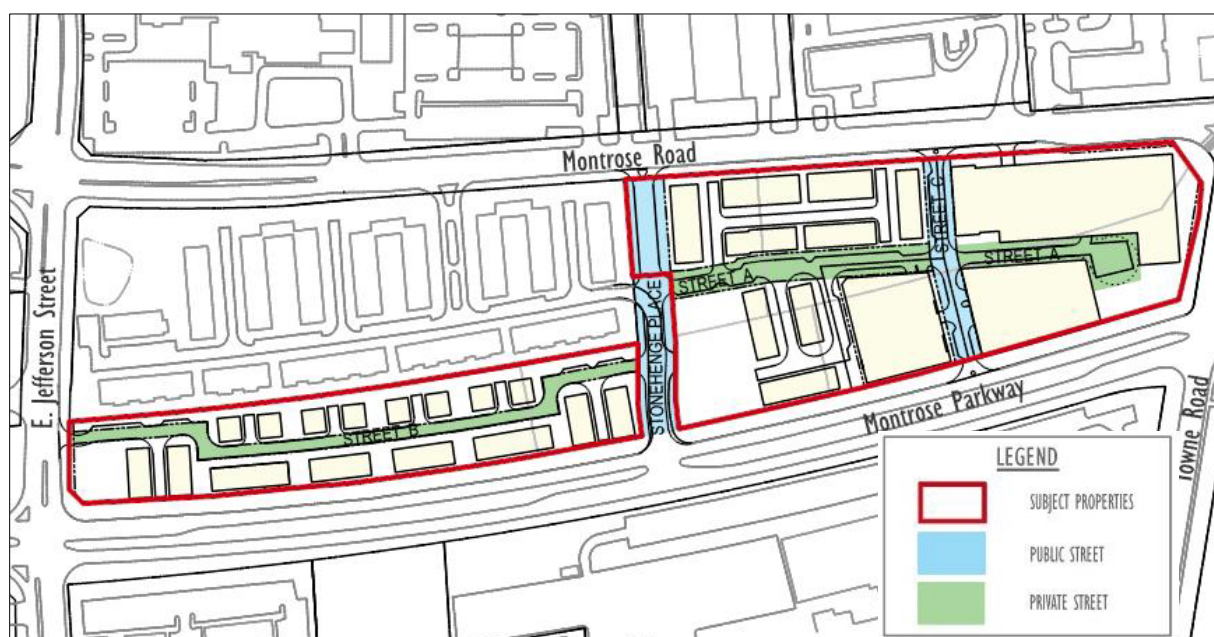


Figure 10: Proposed Public and Private Streets

The eastern half of the site falls within the Special Taxing District and will be served by a new curb cut created via the extension of Stonehenge Place north to Montrose Road, as well as two (2) new curb cuts connecting Montrose Road to Montrose Parkway (via proposed public "Street C," as shown in Figure 10). Proposed public "Street C," which parallels the north-south portion of Stonehenge Place, provides further porosity between Montrose Road and Montrose Parkway. Each of the new three (3) curb cuts on the eastern portion of the site will be limited to right-in, right-out movements due to the existing median on Montrose Parkway and safety needs along Montrose Road.

The Applicant proposes to dedicate the proposed portion of the north-south segment of Stonehenge Place and "Street C" as public streets, as shown in Figure 10. While staff supports this dedication, the Applicant may also be required to dedicate the portion of proposed private "Street A" between proposed public "Street C" and Stonehenge Place to public use as it is proposed to provide connectivity between two (2) public street segments. Public dedication would further justify the street's status as a "public benefit" per the Applicant's requested public benefit breakdown. Staff will continue to discuss this opportunity with the Applicant, and a determination will be made during review of the preliminary plan based on the Applicant's private street statement of justification.

The portion of the site west of Stonehenge Place will also be primarily served by the extension of Stonehenge Place. Additionally, the Applicant proposes to provide a restricted right-out exit onto East Jefferson Street, which will connect proposed private "Street B" (see Figure 10) through to Stonehenge Place. The right-out curb cut will be located approximately 125 feet from the intersection of Montrose Parkway. While the location of the proposed exit is not ideal due to proximity, restricting the access point to be right-out limits the potential queue spillback into the existing intersection of Montrose Parkway and East Jefferson Street. If no access were provided, the Applicant would need to either provide a *cul-de-sac* or hammerhead turnaround (should this interim measure be deemed appropriate for permanency) to support public safety operations along proposed private "Street B." To improve safety and potentially introduce full access, staff discussed the potential to extend the existing east-west portion of Stonehenge Place through to East Jefferson Street (see Figure 10); however, a curb cut which previously existed at the potential location was removed per coordination with the Cherington community and MCDOT following the construction of Montrose Parkway. Accordingly, Staff conceptually supports the proposed access point on East Jefferson Street and will continue to work with the Applicant and MCDOT during review of the Preliminary Plan on design and potential restrictions to ensure safe movement onto East Jefferson Street (Attachment C). Staff will also review the design of proposed private "Street B" to ensure it meets Code requirements of Chapter 49. Garage entryways are proposed from proposed private "Street A," proposed public "Street C," Stonehenge Place, and Montrose Road. The existing locations are subject to change upon review of the Preliminary Plan.

Pedestrian circulation will be significantly enhanced with the inclusion of sidewalks in the Project's new roadways, and a through block connection linking homes and commercial areas to the East Urban Plaza and Towne Road. These improvements will complement existing sidewalks along East Jefferson Street, Montrose Road, Montrose Parkway, and Towne Road, and offer pedestrians multiple pathways from surrounding neighborhoods through the Property towards Pike and Rose, public transit, parks, and other services. The dwelling units fronting Montrose Parkway have a sidewalk leading directly to Montrose Parkway. Additionally, the Project will accommodate segments of planned shared-use paths and separated bike lanes to complement the existing shared use path along Montrose Parkway.

Parking and Loading

Preliminary calculations show that approximately 978 parking spaces are anticipated, of which 260 will be provided in an underground structured garage. A proposed through-block connection, in the form of a shared street over a parking garage, will also assist residents and neighbors in accessing the parking, along with parks, other public use space, and transit facilities including the Metrorail, and residential and commercial areas to the East Urban Plaza and Towne Road.

Each multi-family and multi-use building will include its own loading area for service vehicle access. General locations of garage loading access have been provided. Trucks will be prohibited from using Montrose Parkway. The Applicant proposes to provide truck loading via the curb cut shown on Montrose Road. Space is available for trucks to make head-in, head-out movements along the public street; however, the design vehicle shown, an SU-30, is conservative to use in the turning template. Final locations and configurations will be established at the time of site plan approval. Should the Applicant wish to pursue this loading scheme, it will be subject to a Loading Management Plan condition that will restrict the type of truck vehicles that can serve the site to ensure safe and adequate operations.

Master-Planned Roadways and Bikeways

The site is located within the White Flint 2 Bicycle and Pedestrian Priority Area (BiPPA). Per Chapter 49, road widths within the BiPPA may be no greater than ten (10)-feet-wide unless adjacent to parking or curbs to support target speeds of 25 miles per hour. Staff will work with the Applicant to ensure that the master planned roadways fronting the site meets the intent of the code. The master-planned roadways and bikeways that bound and extend through the site include the following:

Montrose Parkway: Montrose Parkway, classified as a four (4) lane divided parkway, is master-planned to have a 130-foot-wide right-of-way, and the ROW segment adjacent to the site currently meets this width. The 2018 *Bicycle Master Plan* recommends a sidepath along the site frontage, which will accommodate both pedestrians and bicyclists and function as part of the County's breezeway network. As such, the Applicant will be required to widen the existing sidepath along the site frontage to be 16 feet wide per the Department's *Bicycle Facilities* toolkit. The Applicant proposes to meet this requirement, as shown in Figures 11 and 12 below. Staff will continue to work with the Applicant during review of the Preliminary Plan to ensure space within the breezeway is adequately delineated and striping adjacent to the road meets the requirements of Chapter 49.

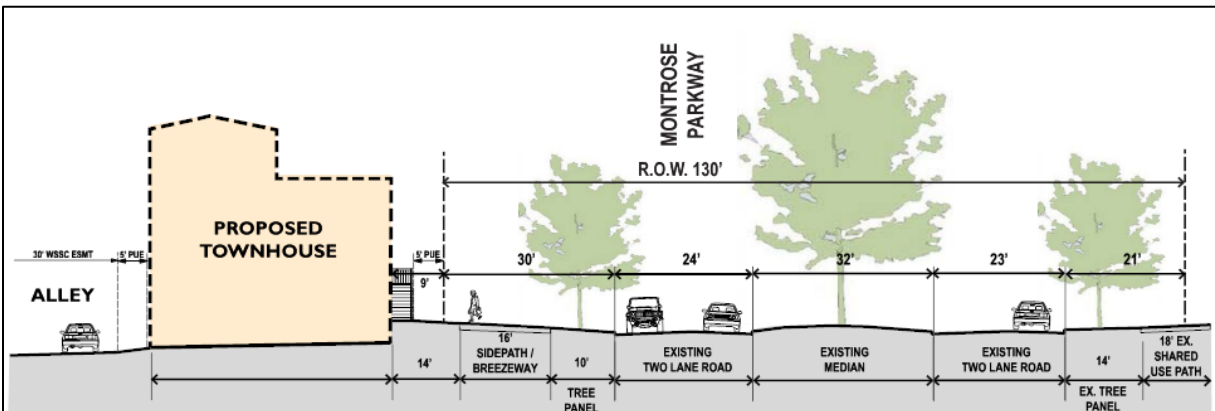


Figure 11: Illustrative Montrose Parkway Section – Eastern Side of Site

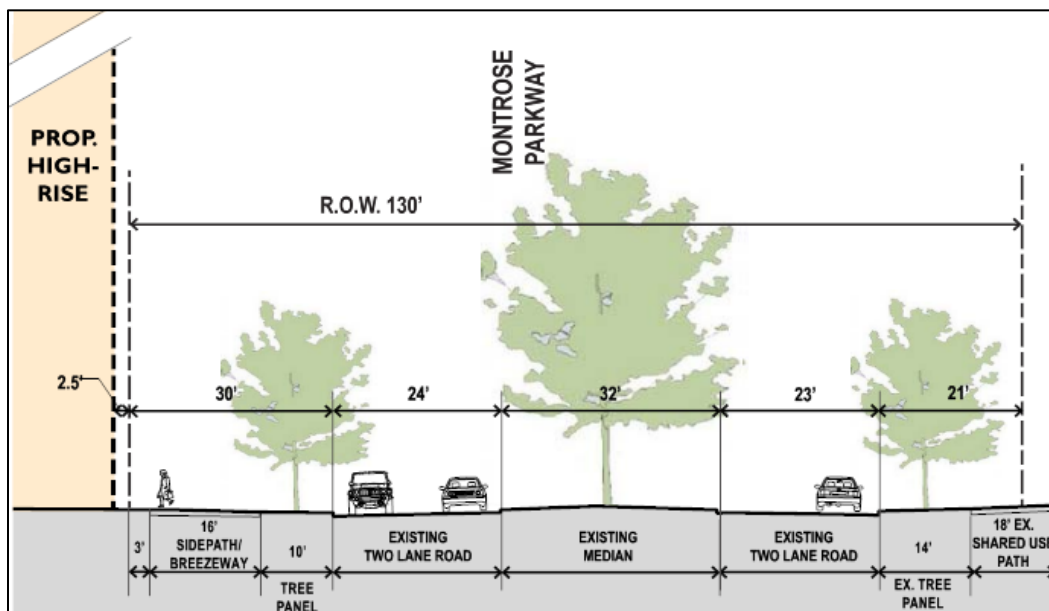


Figure 12: Illustrative Montrose Parkway Section – Western Side of Site

Montrose Road: The 2018 *White Flint 2 Sector Plan* classifies Montrose Road as an 80-foot wide four (4) lane arterial. Today, the full ROW segment adjacent to the Subject Property exceeds 80 feet. The Planning Board Draft *Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans* recommends an 82' wide section with a six (6) foot sidewalk and seven (7) foot planting strip adjacent to the site and does not propose a change to the existing curb location. Per the illustrative section shown in Figure 13 below, the Applicant is proposing a section consistent with the Guidelines. In another section of the road, the Applicant proposes to expand the five (5) foot public utility easement from five (5) feet to ten (10) feet adjacent to the proposed multifamily buildings. The master-planned bicycle facility along Montrose Road is located on the north side of the road across from the Property and will not be implemented through this project.

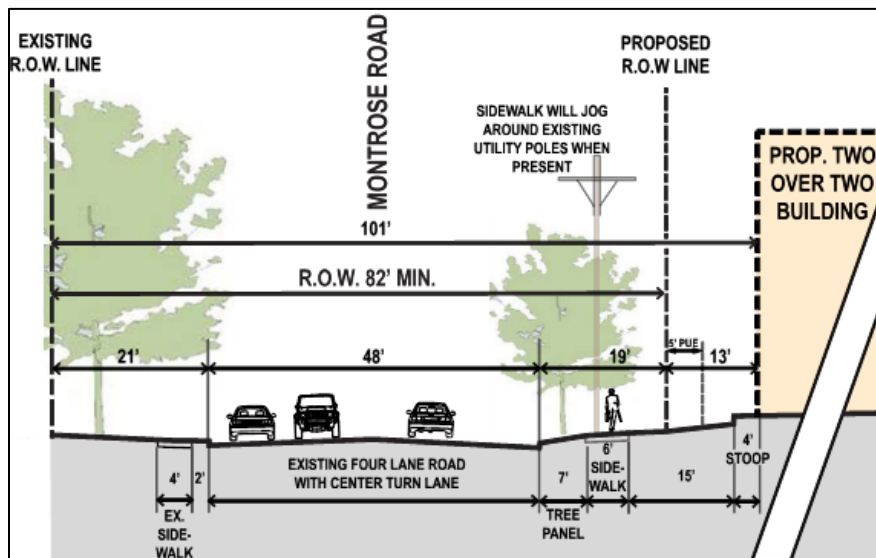


Figure 13: Illustrative Montrose Road Section

East Jefferson Street: The *White Flint 2 Sector Plan* classifies East Jefferson Street as a four (4) lane 80-foot wide business street; however, the Draft *Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans* (page 122) recommends that the subject site dedicate an additional ten (10) feet of ROW in order to provide a six (6) foot planting strip separating the bicycle and pedestrian facilities from the travel lanes, a ten (10) foot bidirectional separated bicycle lane, and a six (6) foot sidewalk. The Applicant proposes to meet the intent of the Guidelines by providing the additional ten (10) feet of space for the bicycle and pedestrian facilities, as shown the illustrative section in Figure 14. The dimensions of the cartway adjacent to the site are not shown, and staff will continue to work with the Applicant to ensure the plan can meet the target speed of 25 miles per hour per the requirements of Chapter 49.

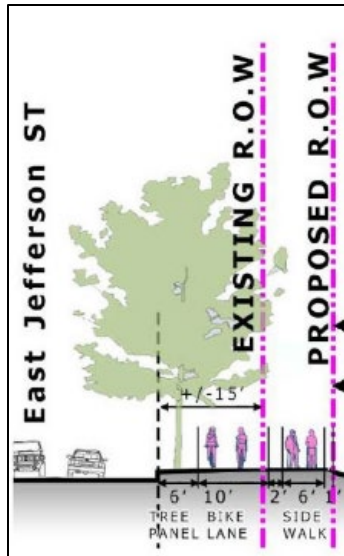


Figure 14: Illustrative East Jefferson Road Section

Towne Road: The 2018 *White Flint 2* Sector Plan classifies Towne Road as a four (4) lane divided major highway with a 120' width (exclusive of turn lanes). The Draft *Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans* does not include the segment directly adjacent to the site, likely because it is constrained by capacity needs. Today, the portion of Towne Road adjacent to the site is seven (7) lanes wide, including turn lanes generally understood to service high volumes. Despite this, the Applicant proposes to widen the existing cartway to be 96 feet wide to support approximately two (2) additional lanes and proposes a streetscape section consistent with the bulleted note in the Guidelines just south of the site's frontage, as shown by the Applicant in Figure 15.

Staff will continue to work with the Applicant during review of the Preliminary Plan to ensure striping within the cartway meets the requirements of Chapter 49. Additionally, staff will work with MCDOT to confirm the necessary number of lanes adjacent to the site, which should be accounted for in the Applicant's transportation study.

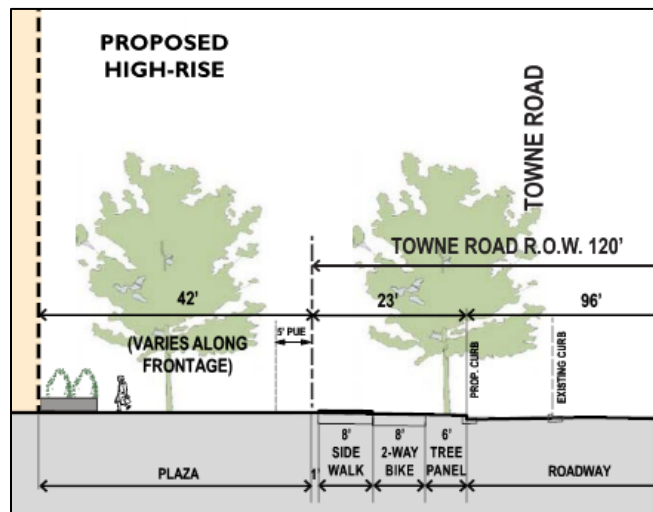


Figure 15: Illustrative Towne Road Section

Stonehenge Place Extended – The *White Flint 2 Sector Plan* classifies the existing north-south segment of Stonehenge Place and its associated extension as a 60-foot business street. The ROW of the existing road is approximately 70 feet, and the Applicant proposes to maintain the dimensions of the cartway through the site. As the road is anticipated to service lower volumes at a target speed of 25 miles per hour, there are no formal bicycle facilities recommended. Staff will continue to work with the Applicant and MCDOT on the design of the facility during review of the Preliminary Plan.

Existing Transit Service

The “Wilgus East” portion of the Subject Property is located approximately one half-mile from the Washington Metropolitan Area Transit Authority’s (WMATA) White Flint Metrorail Station, which provides services between Shady Grove and Glenmont via downtown Washington, DC. The western portion of the Property with the proposed 68 townhomes is beyond the half-mile walking distance to the Metrorail Station. There are several Ride On bus routes (5, 26, 81, 42, and 46) operating with conveniently located bus stops adjacent to the site. The Ride On 5 line provides service between Twinbrook and Silver Spring with approximately 20-minute weekday peak hour headways; the Ride On 26 line provides service between Glenmont Station and Montgomery Mall with approximately 15 to 20 minute weekday peak hour headways; the 42 line provides service between White Flint Station and Montgomery Mall with approximately 20 minute weekday peak hour headways; and the 81 line provides service between Rockville Station and White Flint via Wootton Parkway and Montrose Road with approximately 30 minute weekday peak hour headways. Additionally, to the west, the Subject Property is accessible to the Montrose Road/Rockville Pike Park and Ride facility.

Pedestrian and Bicycle Facilities

Beyond the pedestrian and bicycle facilities discussed under the Master-Planned Bikeways and Roadways heading, the Applicant proposes sidewalks along internal private streets and intends to develop a pedestrian-oriented street design for “Street A.” More details and review will be provided during the review of the Preliminary Plan.

At site plan, the Applicant will be required to show flush pedestrian and bicycle facilities over the Montrose Road driveway crossing. Additionally, the Applicant will be required to show protected intersections per the *2018 Bicycle Master Plan*, as well as hold the Montrose Parkway breezeway flush over all intersections unless if an intersection requires signalization. Staff has requested the Applicant to provide a warrant analysis assuming future volumes at Montrose Parkway and Stonehenge Place.

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

- Provide streetscape details that enhance pedestrian safety and walkability for all major roads surrounding the Subject Property.
- Ensure that all internal pedestrian connections are ADA compliant.
- Provide the required number and type of bicycle parking spaces.
- Provide recommended bike sharing station(s).

At this time, the Applicant has not provided any details about required bicycle parking; however, staff will assess details regarding the design and location of required bicycle parking during review of the Applicant’s preliminary plan and site plan.

Local Area Transportation Review

The County Council adopted the Subdivision Staging Policy Amendment to the White Flint Policy Area in April 2018, and the boundary of the policy area expanded to the west to include a portion of the Subject Property. The White Flint Special Taxing District, which is an ad valorem tax, exempts a portion of the

Property from the Local Area Transportation Review (LATR) test, and uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the 2010 *White Flint Sector Plan*. For the Wilgus East portion of the Subject Property, the Applicant will satisfy the transportation Adequate Public Facilities test by paying into the White Flint Policy area special taxing district. For the remaining portion of the Property to the west, the Applicant is required to provide a Local Area Transportation Review (LATR) study. The Applicant has filed an initial LATR study which is under review by Staff. Approval of the study must be obtained by the Applicant prior to approval of the preliminary plan. Staff will continue to work with the Applicant to ensure that the assumptions in the study are appropriate and consistent with the Department's Local Area Transportation Review Guidelines and the most recent Subdivision Staging Policy. Assuming roughly 68 townhomes, the Applicant will generate 51 morning and 65 evening peak hour person trips, based on adjustments for the North Bethesda Planning Area. Table 1 shows the number of trips by mode and demonstrates that only a standard LATR assessment is required to assess the project's impact on the transportation network.

Table 1: Multimodal Trip Generation for the Western Portion of the Site

Multimodal Trip Generation (LATR Guidelines, North Bethesda Area)	Percentage	AM	PM
New Vehicle Driver Trips	53.8%	28	35
New Vehicle Passenger Trips	25.9%	13	17
New Transit Trips	8.0%	4	5
New Non-Motorized Trips	12.3%	6	8
Net New Person Trips	100.00%	51	65
Local Area Transportation Review Adequacy Tests		AM	PM
Local Area Transportation Review Required? (Are AM or PM person trips > 50?)		Yes	Yes
Pedestrian Adequacy Test Required? (Are non-motorized + transit trips > 50?)		No	No
Bicycle Adequacy Test Required? (Are non-motorized trips > 50?)		No	No
Transit Adequacy Test Required? (Are transit trips > 50?)		No	No

Transportation Management District

The Subject Property is located within the North Bethesda Transportation Demand Management District and will be subject to a Transportation Mitigation Agreement (TMAG) if a Preliminary Plan is approved. The 2018 *White Flint 2 Sector Plan* specifically states that the eastern portion of the Wilgus property will be subject to the *White Flint Sector Plan* goals, which has an aggressive 50 percent Non-Auto Driver Mode Share (NADMS) goal. White Flint properties within the plan area are typically required to support the mode share goals of the Sector Plan. As such, stabilized projects are subject to enforcement surveys and—when necessary—mitigations based on various stages of development per the Master Plan. Staff will continue working with the Applicant during the review of the Preliminary Plan to develop a TMAG program for the entire site that supports the NADMS goals of the *White Flint* and *White Flint 2 Sector Plans*. The Agreement must include funding for a bike sharing station.

Sketch Plan Mobility Findings

The Applicant has sufficiently satisfied the transportation sketch plan requirements of Section 59.7.3.3.E.6, but will need to provide additional detail in future submittals and will likely be subject to

conditions related—but not limited to—ROW dedication, circulation/access design, Transportation Mitigation Agreements (TMAGs), and a loading program.

Environment

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for the Subject Property was approved on July 9, 2018 (NRI/FSD No. 420182300). The tract area for the NRI/FSD is 12.88 acres, of which 11.30 acres is forested. The Property contains no streams or stream buffers, 100-year floodplains, hydraulically-adjacent steep slopes, or known occurrences of Rare, Threatened, and Endangered species. The forest includes approximately 120 mature trees of 30 inches d.b.h. or greater.

As designed, the Sketch Plan proposal will result in clearing all 11.30 acres of forest. A Forest Conservation Plan will be required at the time of Preliminary and Site Plan review. At that time, Staff will also be expecting the Applicant to include plans that provide a robust response to the Sustainability recommendations in the *White Flint 2 Sector Plan* in an effort to replace some of the environmental and human health benefits that will be lost when the forest is removed. In particular, it will be important to design a substantial landscape plan and explore preservation of specimen trees within the buffer separating Cherington townhouses and the proposed development.

Sector Plan Compliance

The Subject Property is located within the Rockville Pike-Montrose North district of the 2018 *White Flint 2 Sector Plan*. As one of five areas within the Rockville Pike-Montrose North district, the Property is located within Area 1, identified as the Cherington Area. The Sector Plan identified the Wilgus Property and indicated that “undeveloped portions of the Wilgus property have the greatest potential for new development. Redevelopment in this area would serve as an important link between the Executive Boulevard District and the Pike & Rose development” (p.37). The Sector Plan envisions the Wilgus properties contributing to a walkable, pedestrian friendly environment.

The rezoning of vacant Parcel N231, which is part of the Wilgus Property, from the EOF-3.0, H-100 Zone to the Commercial Residential CR-2.0, C-1.0, R-1.5, H-200 Zone, was to promote mixed-use development that contributes to the Sector Plan’s public benefits, including housing options and a 1.25-acre neighborhood green. The property is split zoned: CRN 0.75 C-0.0 R0.75 H-50, adjacent to the Cherington townhouses; CR 2.0 C0.25 R1.75 H-75, for the middle portion of the property, including the gas station; and CR 2.0 C-1.0 R-1.5 H-200, for the area immediately west of Towne Road. The Wilgus East Property is permitted to receive excess density transferred from the adjacent Parcel N279, as no commercial development is permitted directly south of the existing Cherington residential community.

Specifically, for the Wilgus property, the Sector Plan notes that the “land use and zoning recommendations for the Wilgus property will permit greater intensities and building heights via the CR Zone on the eastern portion, and lower heights and densities via the CRN Zone on the western portion adjacent to the existing Cherington townhouses. At least 1.25 acres of open space should be provided in the Wilgus property when it is developed, either on the area south of the existing townhouses and/or as a neighborhood green on the central or eastern portion of the Wilgus property. If the area south of the Cherington townhouses is developed with residential units, there should be appropriate transitions between the two communities, including landscaping”.

Specifically, for the 3.5-acre property (Parcel N273) that is east of the intersection of Montrose Parkway and East Jefferson Street, the *Sector Plan* recommends that “during the development review process,

pursue options for preserving all or a portion of the wooded area along Montrose Parkway for passive use. Ensure that new residential development is compatible with the adjacent townhouse community”.

Density and Building Height

The submitted development’s density and building heights are consistent with the Sector Plan’s recommendations. Proposed residential townhouses west of Stonehenge Place are within the 50-foot height limit; residential townhouses and mid-rise buildings, within the middle segment of the development is within the 75-foot height limit; and the area west of Towne Road is within the 200-foot height limit. The overall density is within the Sector Plan’s density recommendations.

Design and Connectivity

The Sector Plan’s design and connectivity recommendations for the Wilgus property are to:

- Establish a pattern of short blocks and internal streets to promote walkability.
- Locate maximum building heights at the eastern end of the property along Towne Road.
- Reduce building heights toward the existing Cherington townhouse development to establish a compatible relationship with the existing residential development.
- Enhance pedestrian areas along Towne Road to improve pedestrian connectivity between northern and southern districts.
- Extend Stonehenge Place as a public street to connect between Montrose Parkway and Montrose Road.
- Create open spaces, including an area with a minimum of 1.25 acres, for public use that are connected to the overall open space network.
- Provide screening via fencing, a hedge, tree planting or other appropriate means between the existing Cherington townhouses to the north, and any new development to the immediate south (p.38).

Overall, the submitted Sketch Plan achieves many of these design and connectivity requirements, including illustrating a total of 1.43 acres of public open space, including a .75-acre central park that will be dedicated to the Parks Department. This park and the western open space are linked to the Montrose Parkway. Stonehenge Place and Street “C” are proposed as public streets and building heights transition from the tallest along Towne Road to lower level townhouses, which are primarily adjacent to the existing Cherington townhouses.

Affordable Housing

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

Public Facilities

The 2018 Sector Plan recommends that “each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans” (p.96). This Sketch Plan submission indicates that a proportional financial contribution from the

Applicant would achieve contributing to the needed school site. This issue must be addressed further at subsequent preliminary plan.

Public Open Space

The Sector Plan recommends that the Wilgus property should provide a minimum of 1.25 acres of Public Open Space. The Sector Plan states that “at least 1.25 acres of open space should be provided on the Wilgus property when it is developed, either on the area south of existing townhouses and/or as a neighborhood green on the central or eastern portions of the Wilgus property. If the area south of the Cherington townhouses is developed with residential units, there should be appropriate transitions between the two communities, including landscaping”. The Sector Plan also states that the “location of open space should be defined during the development review process and may include wooded areas and/or a neighborhood green.”

The Parks section of the 2018 *White Flint 2 Sector Plan* also recommends to “create a minimum 1.25 acre open for public use at the Wilgus property when it redevelops. This could include neighborhood amenities, including a flexible green gathering space, picnic areas, and play features or maybe a wooded area with passive recreation. It should be linked to the Montrose Parkway bikeway by a trail connection.” .

The Sketch Plan illustrates more than 1.25 acres of Public Open Space, which includes a central park and the otherwise required Common Open Space for the townhouse development on the Property. As discussed previously, the Applicant proposes to provide all required open space (Public Open Space and Common Open Space) as Public Open Space. Again, Staff finds this to be more desirable, as Common Open Space is intended for residents and guests, while Public Open Space is intended for and inclusive of the Public at large.

The proposed Sketch Plan achieves most of the Sector Plan’s recommendations. Based on the proposed phasing plan, the central open space will be implemented in Phase 1. This park will contribute to establishing a key public amenity in the early stage of the development.

Montgomery County Council Resolution 18-979 approving the *White Flint 2 Sector Plan* included the following requirement to: “pursue options for preserving all or a portion of the wooded area along Montrose Parkway for passive use”. The Applicant has stated that it has addressed this Sector Plan recommendation. Given the proposed development and the site configuration, the existing wooded areas are difficult to preserve while still maintaining a healthy and viable tree population.

Environment/Sustainability

The Sector Plan provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. Specific to the Wilgus property and preserving natural resources, the Sector Plan recommends to “establish a landscaped area between the southern boundary of the existing Cherington townhouse community and the proposed new development on the Wilgus property.”

Important natural resources recommendations are to:

- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green spaces.

Important water quality recommendations are to:

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

Significant air quality recommendations are to:

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

A variety of public open spaces and cool roofs for the mid-rise and high-rise buildings, along with Building Lot Terminations (BLTs) are the primary environmental sustainability measures included with this Sketch Plan. However, the Applicant should pursue additional sustainable features, as conditioned in Section 1, to enhance the development, including energy conservation to further the Sector Plan's recommendations.

Public Benefits

The Sector Plan's recommended public benefits are the following:

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

As proposed, the Sketch Plan will primarily advance the Sector Plan's recommended public benefits, including minimum public open space and affordable housing.

Transportation Network

Montrose Parkway, Montrose Road, Towne Road, and East Jefferson Street all surround the Wilgus property. The Sector Plan recommends the extension from Stonehenge Place Extended (B-2), which is classified as a commercial business street with a minimum right-of-way of 60 feet, from its current terminus to Montrose Road.

Both Montrose Road (A-90), between East Jefferson Street and Towne Road, and Montrose Parkway (A-270), also between East Jefferson Street and Towne Road, are classified as arterials with minimum rights-of-ways of 80 feet and 130 feet, respectively. Towne Road (M-4a) is classified as a major highway with a minimum 120-foot right-of-way, and East Jefferson Street (B-6) is classified as a commercial business street with a minimum 80-foot right-of-way.

The submitted Sketch Plan shows the surrounding streets and adheres to the Sector Plan's recommended rights-of-way. However, some of the street cross-sections are not consistent with the County's Road Code standards. At Preliminary Plan review for this development, the associated streets should reflect the County's Road Code standards.

Bikeway Network

Montrose Parkway (SP-50) has an existing shared-use path along the southern portion of the Wilgus property, and the Sector Plan confirms this bikeway. The 2018 *White Flint 2 Sector Plan* proposes a Shared Use Path along Montrose Road (LB-1), a separated bike lane is proposed for Towne Road (LB-11), and either a standard bike lane or separated bike lane is proposed for East Jefferson Street (LB-4). The submitted Sketch Plan should be revised to reflect the Shared Use Path along Montrose Road and the bike lane/protected bikeway for East Jefferson Street.

Transportation-SSP and Tax District

Based on the 2016-2020 Subdivision Staging Policy (SSP), the extension of the White Flint Metrorail Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards only impact portions of the Subject Property. Parcels N208, N279, N174, and N231, are excluded from the Local Area Transportation Review (LATR) standards since they are included in the White Flint Special Taxing District. The Special Taxing District, which is an ad valorem tax, uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the *White Flint Sector Plan*. The area west of Stonehenge Place follows the typical LATR requirements and requires a traffic study, which is under review.

White Flint Staging

A portion of this Sketch Plan, Parcels N208, N279, N174, and N231, is subject to the staging limits in the 2010 *White Flint Sector Plan*. This development will be subject to the updated White Flint staging limits and the implementation rules and procedures established in the Planning Board approved White Flint Implementation Guidelines, including Staging Allocation Request (SAR).

Community Outreach

On January 16, 2019, the Applicant held a pre-submittal public meeting in North Bethesda. The Applicant has complied with all submittal and noticing requirements. In addition, the Applicant presented to the White Flint Implementation Committee on April 8, 2019. While the Implementation Committee did not raise concerns, members of the community in attendance at the meeting raised various concerns. Staff received several objection letters and several emails from the community regarding the project (Attachment D). Community members expressed concerns and requests for the following: reduce the number of townhouse units proposed behind Cherington, the design of the proposed townhouses, increase the buffer south of Cherington, preserve the expansive removal of existing trees, stormwater management, clarify open spaces, and address safety issues from increased traffic and new circulation patterns. Planning Staff met with the Cherington community to discuss the proposed sketch plan initially presented and subsequent revisions of the sketch plan on April 11, 2019, May 31, 2019, and June 5, 2019.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

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

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

Section 4.5.4 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CR Zone. The proposed development will satisfy the applicable development standards for the Optional Method of Development in the CR Zone, with the exact figures to be determined at the time of Site Plan. The Sketch Plan meets the development standards of Section 59-4.5.4, as shown in Table 2 below, in relation to maximum density, height, height and setback compatibility, minimum open space, and parking. Additionally, the Application must provide the minimum required number of parking spaces for residents and visitors. The final number, configuration and location of 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.

Table 2: Development Standards and Parking Requirements

	Description	Required/ Permitted (CR-2.0, C-1.0, R-1.5, H- 200)	Required/ Permitted (CR-2.0, C-0.25, R-1.75, H- 75)	Required/ Permitted (CRN- 0.75, C-0.0, R-0.75, H-50)	Proposed
4.5.4.B.2.b	Total Tract Area	410,253	174,332 sf	140,438 sf	725,023 sf (16.64 ac.)
	Maximum Density				
	Total	820,506 sf	348,664 sf	105,328 sf	up to 1,274,498 sf
	Commercial	410, 253 sf	43,584 sf	0 sf	up to 248,709 sf
	Residential	615,380 sf	305,082 sf	105,329 sf	up to 1,025,789 sf
4.5.4.B.2.b	Maximum Height	200 ft.	75 ft.	50 ft.	up to 50 - 200 ft.
4.5.4.A.4/ 4.1.8.B	Height Compatibility	No structure may protrude beyond a 45-degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the abutting or confronting Residential zone.			Height compatibility complies
4.5.4.B.1	Minimum Public Open Space	10%/54,450 sf			Minimum 10%/54,450 sf to be provided; Sketch Plan anticipates up to 11%/60,984 sf
4.5.4.B.3	Setbacks	Determined by site plan			To be set by site plan
4.5.4.A.4/ 4.1.8	Setback Compatibility	The minimum rear setback is equal to 1.5 times the minimum rear setback required for a detached house on the abutting property.			Project complies with setback compatibility requirements as measured from property lines with all abutting residential lots
4.5.4.B.4	Form	Determined by site plan.			To be addressed by site plan
6.2.4.B	Minimum/ Maximum Parking Spaces Permitted	3.5 /1,000 sf of gross leasable area (commercial)/ 1 DU or 2 DU (by residential density)			Sketch Plan estimates 810 spaces

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

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

As described in the Sector Plan section of this report, the proposed development implements the recommendations of the *White Flint 2 Sector Plan*. The Sector Plan recommends that during the development review process, all options are pursued for preserving all or a portion of the wooded areas along Montrose Parkway for passive use. The Sector Plan recommends that the site should be thoroughly evaluated for a school site. The exploration of all options for tree preservation and the school site issue is included in the conditions of approval found in Section 1 of this report.

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

This Application proposes redevelopment of an existing, single-use gasoline service station into a mix of residential and commercial uses and green spaces. The Property is adjacent to a well-established community and the proposed layout allows this project makes use of the existing transportation network, while building additional connections for efficient circulation. There are no surface parking lots on the Property, nor any proposed for the Project.

- 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 single-family and multi-family housing that will enhance the housing choices near the White Flint Metrorail Station. In addition to housing, mobility will be improved by this Project. A corridor from the Breezeway Network - a prominent recommended facility of the approved and adopted 2018 *Bicycle Master Plan* - will be implemented and will provide safe and convenient connections to major community destinations, including to the nearby Metrorail station. Mixed with residential, retail services will also be provided on the Property at strategic locations within the development that are most accessible and visible to internal and external users. In compliance with zoning restrictions, there is no proposed surface parking between the buildings and the abutting roads. Proposed buildings will line the street instead of surface parking. Therefore, the proposed development will be pedestrian-friendly since vehicle parking is not the dominant feature. Additionally, the two parks and urban plaza offer necessary amenities for new and existing residents and businesses.

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

As envisioned by the Sector Plan, the redevelopment of the Subject Property includes a mix of compatible land uses, various densities, and heights. As previously discussed, the Project locates maximum building heights at the eastern end of the Property along Towne Road. The Applicant appropriately proposes three multi-use buildings up to 200 feet in height near Towne Road closest to the most intensive development approaching and along Rockville Pike. The Proposed project tapers down building heights west of the proposed multi-use building and toward the existing Cherington townhouse development to establish a compatible relationship with the existing residential development. Specifically, the Project transitions from the multi-use buildings up to 200 feet in building height along the eastern portion of the Property to townhouses up to 50 feet adjacent to the existing Cherington townhouses. Therefore, the Project achieves compatibility with surrounding development by stepping down the proposed densities and heights near the existing residential development. The heights and densities proposed by the Project are compatible and provide appropriate transitions to the surrounding development.

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

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

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

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

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

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

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

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

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

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

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

The proposed Project is compatible with existing and pending nearby development. Specifically, the Project proposes to locate the tallest mixed-use buildings along the Subject Property's eastern edge along Towne Road and transition to shorter residential buildings on the Property's central and western portions approaching the existing Cherington townhouses. As previously noted, the Project's building heights closest to the Cherington townhouses are 50 feet in building height – not to exceed the maximum permitted by zoning. The Project will set back new townhouses from the shared property boundary at least to the same extent as the abutting Cherington residential structures. The Sector Plan required buffer area with substantial landscaping and trees is also proposed to maintain an appropriate boundary between the existing and proposed townhomes.

The Project also includes a new street system with short blocks (including the extension of Stonehenge Place to Montrose Road), multiple points of access to surrounding roadways, and sidewalks to facilitate non-motorized circulation both internal and external to the Property. These improvements, along with the Project's proposed open spaces, are intended to strengthen linkages between existing neighborhoods to the Subject Property's east and south (including the Executive Boulevard corridor), the Applicant's Project, and Pike and Rose and the Rockville Pike corridor to the east.

The proposed mid-rise and high-rise, high density multi-family dwellings will also be compatible with existing and pending high-density, mixed-use development at Pike and Rose, which includes mid-rise and high-rise residential, shops, restaurants, entertainment venues, and offices. The proposed higher density, 200-foot high buildings with towers A, B, and C will serve as a gateway to key intersections in the White Flint area – Towne Road at the corner of Montrose Road and Montrose Parkway.

Diagonal to this area and along the Rockville Pike, Towne Road, Montrose Parkway corridors, are existing significant high-rise, high-density buildings. The Applicant's proposal at the eastern portion of the property aims to create a cohesive environment with existing development at key intersections.

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

As described in the Transportation section of this report, the proposed Project provides satisfactory vehicular and non-motorized access, circulation, parking, and loading. Vehicle access will be available from existing points and new access points along East Jefferson Street, Montrose Parkway, and Montrose Road. Pedestrian access is provided through a network of existing exterior sidewalks and new interior sidewalks. The dwelling units fronting Montrose Parkway will have a sidewalk leading directly to Montrose Parkway and a through block connection will link residential and commercial areas to the East Urban Plaza and Towne Road. Private roads and alleys will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

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

To achieve incentive density in the CR zone, the Project provides several public benefits. Pursuant to the Zoning Ordinance, the Project will provide a minimum of 100 public benefit points in a minimum of four public benefit categories. This includes a public park within the Major Public Facilities category, Level 2 Transit Proximity, advanced dedication for Stonehenge Place extended and a through-block connection within the Connectivity and Mobility category, 15% MPDUs within the Diversity of Uses and Activity category, public open space in excess of the minimum 10% requirement and structured underground parking within the Quality of Building and Site Design category, and the purchase of Building Lot Termination ("BLT") easements and cool roof within the Protection and Enhancement of the natural Environment Category. Table 3 shows the Applicant's proposed public benefits across six categories. Considering the potential for additional points to be applied, Staff does not support the proposed public benefits as-is at this time; however, a more detailed review and the final number of points will be determined at site plan.

Major Public Facility

Central Park, master plan recommendation: The Applicant requests 12 points for the construction of the Central Public Park which is the main gateway and open space feature of the proposed development, according to the Sector Plan recommendation. The Park will be enhanced with various seating and gathering opportunities, public art, and connections to nearby public spaces. The Central Park will be delivered with the first phase of the development. As shown in Table 3, Staff does not support points for this park, as the park is too small in size, and merely comprised of the required open space per the Zoning Ordinance.

Bicycle Share Station: The Applicant is seeking a total of 5 public benefit points for a bike share station. Staff supports the Applicant's request for additional points in this category.

School Contribution: The Sector Plan recommends that "each and every development application should be thoroughly evaluated for a potential school site." The applicant requests up to 25 points for making a proportional contribution towards a school within the Sector Plan area.

Underground Utilities: Underground utilities is a specific recommendation of the Sector Plan. Per the conditions of approval, Staff recommends that the Applicant add this category to public benefits to be provided.

Transit Proximity

The Applicant requests a total of 26.7 points for the Subject Property's proximity to transit. Approximately 67% of the gross tract area is within 1/2 mile of the White Flint Metrorail Station, of which 20.1 points is sought. The remaining 33% of the property, west of Stonehenge Place is beyond the 1/2-mile buffer from the station. For the remaining portion, the Applicant requests 6.6 points. The points for this category will be spread across several phases of the Sketch Plan development.

Connectivity and Mobility

Advanced Dedication: The Applicant requests 2.33 points for advance dedication of the proposed extension of Stonehenge Place from its current terminus to Montrose Road.

Through-block Connections: The Applicant requests 10 points out of a maximum of 20 points for a through-block connection in the form of a shared street over a parking garage. This is associated with the eastern portion of the Subject Property for the high-density dwellings, where the connection leads to a publicly accessible parking facility. Points for this dedication is anticipated during proposed Phases 1 and 4.

Diversity of Uses and Activities

Moderately Priced Dwelling Units: The Applicant seeks to gain approval for 30 points for providing 15% MPDU's, which is one of the highest *White Flint 2 Sector Plan* goals. While a minimum of 15% MPDU's is the legal requirement, projects in the C/R and Employment zones are permitted to earn public benefit points for providing more than 12.5%, even though it is legally required. Points are based on the following calculation: $(15 \text{ (percentage MPDUs provided)} - 12.5 \text{ (percentage MPDUs required)}) \times 12 = 30$.

Quality of Building and Site Design

Structured Parking: The Applicant seeks 5.32 points out of a possible 20 points for providing 260 underground structured parking spaces in Phase 4 of the development. The Applicant is not seeking points for above ground structured parking provided. The request is based on the preliminary calculation of 260 below grade spaces and 810 total spaces.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests nine (9) points permitted for the purchase of approximately 1 BLT.

Cool Roof: The Applicant requests five (5) points out of a possible ten (10) points for constructing a roof area that is not covered by a vegetated roof with a minimum solar reflectance index (SRI) based on roof slope.

Energy Conservation and Generation: The Sector Plan prioritizes on-site renewable energy for environmental public benefit points. The Applicant seeks 5 points for the high-rise buildings in this category of public benefits to be provided.

Vegetated Roof: The Applicant seeks 7.5 points for the high-rise buildings in this category of public benefits to be provided.

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

The Applicant intends to follow this Sketch Plan application with a preliminary plan application and a site plan application for Phase 1 of the development, but the timing of such application is unknown. Although identified presently as Phases 1,2, 3, and 4 based on current plans, phases may occur in any order or may be combined. The elements of the project that are proposed to be included in each phase are defined in the Project Description section of this report.

Public Benefits will be phased for each of the four projected phases for this development as shown in Table 3:

Table 3: Proposed Public Benefits Points and Phasing

Public Benefit	Incentive Density Points					
	Max Pts. Allowed	Total Proposed by Applicant	Phase 1	Phase 2	Phase 3	Phase 4
59.4.7.3.A: Major Public Facility						
Central Public Park	70	12	x			
Bicycle Share	n/a	5	TDB			
School Contribution	70	25	TDB			
59.4.7.3.B: Transit Proximity						
Partial Site within ½ mile of Level 2 Transit Station	20	26.70	x	x		x
	(1/2 mi.);					
	15					
	(1/2 -1 mi.)					
59.4.7.3.C: Connectivity/Mobility						
Dedication - Stonehenge Pl.	30	2.33	x	x		
Through-Block Connection	20	10	x			x
59.4.7.3.D: Diversity of Uses and Activities						
Affordable housing- 15% MPDUs	n/a	30	x			x
59.4.7.3.E: Quality of Building and Site Design						
Structured Parking	20	10.94				x
59.4.7.3.F: Protection and Enhancement of the Natural Environment						
Building Lot Termination (BLTs)* – Off-Site	30	9	----	----	----	----
Cool Roof	10	5	x			x
Energy Conservation & Generation (on high rise building)	30	5	TBD			
Vegetated Roof (on high rise building)	15	7.5	TBD			
Total Points Proposed**		148.47				

TBD - To be Determined.

*Required for optional method CR projects.

**All final points to be verified at the time of site plan approval.

SECTION 5: CONCLUSION

The Sketch Plan application satisfies the findings under Section 59-4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the *White Flint 2 Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified in Section 1 of this report.

ATTACHMENTS

- A. 119990290 – Planning Board Opinion, August 30, 2002
- B. 11999029A – Planning Board Opinion, October 27, 2004
- C. MCDOT Letter – June 14, 2019
- D. Community Correspondence

ATTACHMENT A



Date of Mailing: August 30, 2002

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan Review No. 1-99029

Project: Wilgus East - North Bethesda Policy Area

Date of Hearing: February 17, 2000

Action: **APPROVAL OF PRELIMINARY PLAN NO. 1-99029, SUBJECT TO CONDITIONS.** (*Motion to approve was made by Commissioner Holmes; duly seconded by Commissioner Bryant; with a vote of 3-1, Commissioners Holmes, Bryant and Hussmann voting for the Motion; and Commissioner Wellington voting against the Motion. Commissioner Perdue necessarily absent.*)

I. INTRODUCTION

On October 15, 1998, Wilgus Associates, L.P., ("Applicant") submitted the subject Preliminary Plan in the O-M (office building, moderate intensity) ((C-O (Commercial office buildings) and R-200 (Residential, minimum lot size 20,000 square feet) Zones. The 8.7-acre site (Property) is located in the southwest quadrant of Montrose Road and "Old" Old Georgetown Road. The Applicant proposes two buildings, one with 308,400 square feet of general office space, and the other with 5,500 square feet of general office space. The Applicant seeks to subdivide the Property into one lot.

After due notice, the Planning Board held a public hearing on February 17, 2000, to review the subject Preliminary Plan, in accordance with the requirements of the Md. Code Ann., Art. 28 ("Regional District Act"), Montgomery County Code, Chapter 50 ("Subdivision Regulations"), Montgomery County Code, Chapter 59 ("Zoning Ordinance"), and the Planning Board's Rules of Procedure.¹ At the public hearing, the Planning Board considered the Application, heard testimony from its expert technical staff ("Staff"), representatives of the Applicant, a representative of Montgomery County's Department of Public Works and Transportation (DPWT), and various individual property owners in the neighborhood, and received evidence into the record on the Application. In presenting the Application to the Planning Board, Staff prepared packets of information including a Staff Report and analysis of the application. Transportation Planning Staff also presented a memorandum dated January 26, 2000, which modified in part a previous memorandum dated January 21, 2000.

¹ The Board previously held hearings on this application on December 2, 1999, January 7, 2000, and January 27, 2000. The testimony and materials from Staff, the Applicant and all speakers from those hearings are incorporated into this record.

The site is located on a portion of an overall previously recorded and registered loophole property. The Planning Board approved Preliminary Plan No. 1-81029 on September 17, 1981, for 165,000 square feet of general office use. A special exception was granted for the existing Texaco service station on center Parcel Q, N208. With the North Bethesda Sectional Map amendment, this overall property was rezoned from C-O and C-2 to R-20, C-4, and O-M. The western portion, Parcel P, N212, was approved as Preliminary Plan No. 1-96009, *Wilgus Property*, on December 7, 1995, for 88 single-family attached units and 12 multi-family units. As a condition of approval of Preliminary Plan No. 1-96009, the O-M portion of the property must undergo additional Adequate Public Facilities ("APF") review.

II. ISSUES

A. Uncontested Issues

Based on the *FY 00 Annual Growth Policy* staging ceiling capacity, there is no remaining capacity available for additional jobs in the transportation staging ceiling for the North Bethesda Policy Area ("Policy Area"). As of October 31, 1999, there were 991 negative jobs in the Policy Area, which results in a moratorium on most non-residential new development. Consequently, as a general rule, the Board could not find that there are adequate public transportation facilities to support this development. The proposed development of 313,900 square feet of general office development will create 1,395 jobs ("Proposed Development").

As a preliminary plan with more than 100,000 square feet of non-residential development filed before May 18, 1999, the subject preliminary plan may satisfy the APF test under the Alternative Review Procedure for Expedited Development Approval Excise Tax (EDAET), which the Applicant has done as detailed in the memoranda submitted into the record by Transportation Planning staff.² Therefore, the adequacy of public transportation facilities is uncontested. In addition, with the exception of the two issues discussed in Section B, below, all other factual matters were uncontested, including adequacy of all public facilities, e.g., (water, sewer, schools), the forest conservation plan, and lot size and conformance with Zoning Ordinance requirements.

B. Contested Issues

1. Dedication of Master Plan Right-of-Way for Montrose Parkway

The *North Bethesda/Garrett Park Master Plan* ("Master Plan") identifies a new, alternative east-west road that runs parallel to Montrose/Randolph Road, called the Montrose Parkway (A-270) ("Parkway"). The Master Plan recommends a 300-foot right-of-way for the Parkway, to accommodate a future transitway (a portion of right-of-way reserved exclusively for transit vehicle use), buffering for adjacent communities and enhanced landscaping along the roadway, and a 10-

² This site is within the boundary of the North Bethesda Transportation Management District ("TMD"), and the Applicant will be required to participate in the North Bethesda TMD in accordance with Executive Regulation 25-95 as a condition of approval (see Condition No. 1(d), below).

foot Class I hiker-biker trail on the south side.³ Subsequent DPWT and Maryland State Highway Administration ("SHA") design efforts have relocated the Class I hiker-biker trail to the north side of the roadway between Old Farm Creek and Rockville Pike, and reduced the 300-foot right-of-way down to 130 feet along the site's western frontage.

The Applicant proposed a right-of-way width ranging from 130 feet at the western frontage limit to 215 feet at "Old" Old Georgetown Road. During the public hearing, the Planning Board expressed concern that reducing the Parkway right-of-way from 300 feet to 130 feet along the Applicant's site frontage would compromise the Master Plan intent to preserve a transitway option in the Parkway right-of-way.

Staff advised the Board that in its opinion the dedication of 130-foot right-of-way (in lieu of a 300-foot wide dedication) is sufficient because: (1) a transitway is no longer desirable in the Parkway corridor; (2) the 130-foot right-of-way could accommodate other transit priority treatments, should such a facility be desirable in the future; and (3) the adjacent properties are commercially zoned, limiting the need to provide a buffer. Staff based its opinion in part on the fact that the 1994 Master Plan (page 161, and page 166, figure 58) noted that the Montrose Parkway transitway was considered to be beyond the timeframe of the master plan and was not included in the year 2020 transportation analysis for the master plan. More importantly, a *Transitway and High-Occupancy Vehicle Network Master Plan Alternatives Report*, dated January 1995 (subsequent to the adoption of the Master Plan), recommended that the transitway not be retained for further study because of low travel demand, environmental concerns outside the Parkway right-of-way, and the difficulty of connecting this section to any other transitway serving other areas. While the *Alternatives Report* did not result in Master Plan changes, Staff noted that it has not included a transitway along the Parkway in subsequent Staff analysis of long-range transportation plans.

In summary, Staff advised the Board that the Master Plan transitway concept is not suited to the Parkway corridor. However, Staff recognized that the Master Plan has not been amended to remove the Master Plan transitway, so the Parkway right-of-way should not preclude transitway implementation. In particular, Staff noted that while an exclusive transit right-of-way is no longer considered desirable, some lesser form of transit or HOV priority system, such as a concurrent-flow travel lane, may still be warranted beyond the Master Plan timeframe. Staff advised the Planning Board that a 130-foot right-of-way for the Parkway provides the flexibility to accommodate such future expansion. A 130-foot cross-section is 50 feet greater than the design standard for an arterial roadway (the standard right-of-way width being 80-feet for a non-parkway design). DPWT also has a DPWT design standard for incorporating a transitway within a 41-foot wide section along the edge of a public roadway. Based on these standards, Staff advised the Board that both the arterial roadways and the transitway could therefore be accommodated within the 130-foot minimum cross-section for the Parkway. DPWT staff concurred with the Planning Board Staff's recommendations on the appropriate amount of right-of-way.

³ The Planning Board reviewed the design alternatives for the Parkway on October 7, 1999, as part of the *Public Hearing Preliminary Draft of the Plan of Highways Amendment within Montgomery County* and on again on May 6, 1999, as part of the review of the project's facility planning, in anticipation of its future mandatory referral review.

B. Access to Site

The site is located in the southwest quadrant of Montrose Road and "Old" Old Georgetown Road. It is uncontested in the record that two access points are required to handle the volume of traffic generated by the Proposed Development. The first access point is a right-turn-in and a right-turn out onto Montrose Road ("Front Entrance"). Staff recommended approval of the Front Entrance access point.

In its previous submittal, the Applicant had proposed as its second site access a temporary full-movement access from "Old" Old Georgetown Road ("Side Entrance").⁴ Staff had advised against this Side Entrance for several reasons. First, it is important to note that "Old" Old Georgetown Road is not designated in the Master Plan as a major business, arterial or primary road. Second, Staff concluded that direct access from the Side Entrance is not operationally feasible because the distance along "Old" Old Georgetown Road between the Side Entrance and Montrose Road is too short to store the queue of vehicles that the Proposed Development will generate. Finally, in addition to the inadequate distance required to store site-generated traffic, Staff testified that the site-generated traffic would create adverse conflicts with existing through traffic on "Old" Old Georgetown Road that is generated by other existing development, such as traffic generated by the Midpike Plaza "rear" access point.

Staff reached these conclusions for the following reasons. First according to Staff, the Applicant's traffic study reflects a significantly lower distribution of site-generated traffic than has been calculated both in other traffic studies prepared for nearby developments and other recent trip distribution information based on census data.⁵ Second, conflicting movements would occur between the existing traffic and the site-generated traffic (traveling to and from the Applicant's proposed Side Entrance) on the southern leg of the "Old" Old Georgetown Road at the intersection

⁴ The temporary access is required until the Applicant and Montgomery County enter into a Memorandum of Understanding to build a portion of the Parkway. At that time the Front Entrance will remain on Montrose Road, and the Side Access would have been relocated from "Old" Old Georgetown Road to the Parkway.

⁵ Specifically, the Applicant's traffic study assumed that 8% of the total traffic volume to and from the site would come from the west on Montrose Road. This percentage is significantly lower than the typical 23% average in other traffic studies and the 35% based on census data. Using the 8% percent distribution, the Applicant projected that there would be 70 peak-hour inbound trips during the weekday morning peak period and 58 peak-hour outbound trips during the weekday evening peak period, to and from the west on Montrose Road. Assuming a 23% average percent distribution, however, as used in other traffic studies, the trips to and from the west on Montrose Road are projected to be 201 (or 131 more) peak-hour inbound trips during the weekday morning peak period, and 166 (or 108 more) peak-hour outbound trips during the weekday evening peak period. The Applicant's traffic study also projected that the site-generated traffic west into the Front Entrance would enter the site from the right-turn-in only access on Montrose Road during the weekday morning peak period.

with Montrose Road.⁶ A representative from DPWT similarly testified before the Board that use of Applicant's proposed Side Entrance would cause operational problems both at the Front Entrance and Side Entrances. Third, along "Old" Old Georgetown Road (in addition to the conflicting movements between existing traffic and site-generated traffic) the distance between the Side Entrance and the intersection with Montrose Road is too short to store the site-generated traffic in the northbound left-turn lane during the weekday evening peak period (and traveling from the Side Entrance to the west).⁷

Consequently, the Applicant proposed that it relocate the access originally proposed onto "Old" Old Georgetown to access directly onto the Parkway right-of-way, full turning movements. Staff advised the Board that this location would be adequate to handle the site-generated traffic assuming the more consistent trip distribution from recent traffic studies prepared for nearby developments and in SHA's assessment of traffic distribution.

FINDINGS:

With respect to the contested issues of record, the Board finds as follows:

Pursuant to Montgomery County Code Section 50-35(I), the Planning Board is obligated to make a finding that a preliminary plan "substantially conform to the applicable master plan . . . including maps and text, unless the Planning Board finds that events have occurred to render the relevant master plan . . . recommendation no longer appropriate." In the instant case, the Master Plan requires a 300-foot right-of-way to be dedicated. After consideration of testimony of Staff and DPWT representatives, the Board concluded that the full right-of-way dedication no longer is required. The Board based this decision on, specifically, the study indicating that a transitway is no longer desirable in the Parkway corridor, and that even if it became desirable in the future it could be accommodated within the 130-foot to 215-foot right-of-way that the Board required.

In addition, under Section 50-30 of the Subdivision Regulations, "In its consideration of the approval of a . . . preliminary plan of subdivision . . . the board shall require the dedication to public

⁶ Based on the existing traffic counts collected at that time, 270 vehicles per peak-hour were traveling to the south through this intersection to other destinations during the weekday morning peak period. SHA's analysis resulted in a slightly higher number of 295 vehicles per peak-hour traveling past the site's Side Entrance during weekday morning peak hours. And again, Staff concluded that the Applicant's distribution assumption resulted in project traffic volumes inconsistent with existing peak-hour trips. With the redistribution of the site-generated traffic based on Staff's data, Staff concluded that the additional peak-hour volume that the proposed development would generate adds 131 morning peak-hour trips, and adds 108 evening peak hour trips.

⁷ Without redistributing the site-generated traffic and using the Applicant's data, 58 peak-hour trips would be turning left during the weekday evening peak period. Using the redistribution based on the Staff's data, the number of left turns increased by 108 or a total of 166 peak-hour trips during the weekday evening peak period. Consequently, due to the inadequate storage capacity for 166 northbound left-turning vehicles, the Applicant proposed that it relocate the Side Entrance to an access point onto the Parkway right-of-way, with full turning movements.

use of adequate open spaces for traffic and the coordination of roads within the subdivision with other existing, planned or platted roads, or with other features of the district, or with the Commission's general plan . . ." In addition, with limited exemptions, the dedication "shall be to the full extent of the required right-of-way." In fact, those exemptions apply here, and the Board finds that it is appropriate to reduce *significantly* the required dedication to an amount less than the 300-foot minimum dedication recommended in the Master Plan. The Board specifically finds that events have occurred to render the relevant master plan recommendation with respect to a 300-foot right-of-way dedication to no longer be appropriate, and finds that a 130-foot to 215-foot right-of-way is more consistent with the transportation network plans to date.

With respect to selection of a second access point to the site, the Board notes that "Old" Old Georgetown Road is not master planned as a business (or any other designated) road, and therefore establishment of any access point at this location does not substantially comply with the Master Plan recommendations. In addition, the Planning Board concurs with Staff's analysis of the traffic numbers as detailed in the Staff reports (summarized above) and as confirmed by testimony from DPWT. In addition, the Board finds that the Applicant's traffic analysis was inconsistent with the analysis methods of other studies, thus inaccurately finding lower volumes to and from the west on Montrose Road, and northbound on "Old" Old Georgetown Road at Montrose Road. Therefore the Board finds that peak rush-hour traffic accessing the site via an entrance on "Old" Old Georgetown Road results in inadequate ingress/egress to the site, and underscores the need for a temporary access within the Montrose Parkway right-of-way until the Parkway is constructed between East Jefferson Street and "Old" Old Georgetown Road. As a result, the Board finds that the Side Entrance access onto "Old" Old Georgetown Road would not provide adequate ingress/egress to the site and further finds that the Applicant must provide this temporary access within the Parkway right-of-way until the Parkway is so constructed.

The Board Approves Preliminary Plan No. 1-99029; Pursuant to the FY2000 Annual Growth Policy Alternative Review Procedure for Expedited Development Approval ("Pay-and-Go"), Subject to the Following Conditions:

1. Limit approval of the preliminary plan to a maximum of 308,400 square feet of office use⁸ and pay to the Montgomery County Department of Finance the balance of the expedited development approval excise tax prior to receipt of building permit(s), and provide for the following:

a) Dedicate right of way for Montrose Parkway for a minimum of 130 feet through the property frontage expanding to approximately 215 feet approaching "Old" Old Georgetown Road to accommodate the MDSA's planned street grade design for the future MD355 and Montrose Road interchange. All rights of way, except for the area of reservation shown on the approved preliminary plan, shall be dedicated by the Applicant.

b) Provide a concept plan showing the transition of right of way for Montrose Parkway between "Old" Old Georgetown Road and East Jefferson Street to accommodate the proposed roadway improvements. The right of way should be approximately 215 feet in width at "Old" Georgetown

⁸ The additional 5,500 square feet of space were not approved, as that portion of the site will be placed in reservation pursuant to Condition 3, below, and cannot be developed at this time.

Road tapering to 130 feet at the western edge of Wilgus East per Montrose Parkway design plans and expanding to 300 feet at East Jefferson Street. The concept plan should be submitted and reviewed by the technical Staffs of M-NCPPC and DPWT prior to the Planning Board approval of the site plan application.

- c) Design and construct the two outside lanes of the segment of Montrose Parkway through the property frontage, the two lanes to establish a parkway road character.
 - d) Join and participate in the North Bethesda Transportation Management District (TMD) to satisfy traffic mitigation requirement, for the North Bethesda/Garrett Park Master Plan.
2. Construction of Montrose Parkway to be in accordance with the DPWT recommendations dated October 27, 1999 and November 24, 1999, as modified by the conditions of this Opinion.
 3. Prior to MCPB release of building permits, Applicant to submit to M-NCPPC a reservation plat application depicting the land area located adjacent to "Old" Old Georgetown Road and Montrose Road, shown by the November 2001 SHA Environmental Assessment to be located within the alternative roadway alignment of the Montrose Road and MD 355 intersection improvements as may be updated before recordation of plat. The right of way area is to be placed in reservation for a period not to exceed, by this action, three (3) years.
 4. All roads shown on the approved preliminary plan shall be constructed by the Applicant to the full width mandated by the applicable Master Plan, except as modified in Condition #1 above.
 5. No clearing, grading or recording of plats prior to site plan approval.
 6. Landscape, lighting, parking facilities plan and final forest conversation plan to be reviewed and approved with site plan.
 7. No direct access to "Old" Old Georgetown Road through the property frontage, outside of the dedicated right-of-way for Montrose Parkway.
 8. Final stormwater management approval, which may include an off-site facility to accommodate future roadway improvements, shall be approved by DPS prior to Planning Board approval of site plan.
 9. Other necessary easements.
 10. This Preliminary Plan will remain valid for thirty-seven (37) months from the date of mailing of the Planning Board opinion. Prior to the expiration of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be provided or a request for an extension must be filed.
 11. The Adequate Public Facilities (APF) review for this Preliminary Plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.

10/12/98 Wilgus East

147-2

1-99029

N-100	7351	N70	7351
C&P TELEPHONE COMPANY OF MARYLAND MD BELL ATLANTIC 1 E. PRATT STREET #8N-20 BALTIMORE MD 21202-1038		BERNMIL ASSOCIATES/CR c/o WASHINGTON CAPITAL 1616 FORT MYER DRIVE - SUITE 1210 ARLINGTON VA 22209-3100	
N97	7351	N208 & N279	7351
AVALON PROPERTIES INC 5904 RICHMOND HIGHWAY ALEXANDRIA VA 22303-1864		WILGUS ASSOCIATES LIMITED PARTNERSHIP c/o WILLCO CONSTRUCTION COMPANY INC 7811 MONTROSE ROAD - SUITE 500 POTOMAC MD 20854-3363	
P182, N292, N236, P90	7351	N400	7351
STATE OF MARYLAND/CR TAWES STATE OFFICE BUILDING ANNAPOLIS MD 21401 ATTENTION: ADJ PROP OWNER NOTIFICATION (MONT. CO.)		JANICE H. LEVIN/TR c/o FEDERAL REALTY INVESTMENT TRUST 1626 E. JEFFERSON STREET ROCKVILLE MD 20852-4041	
N420	7351	Greenhorne & O'Mara Inc 15020 Shady Grove Road, Suite 400 Rockville, MD 20850	
RICHARD S. COHEN/TR 7811 MONTROSE ROAD - SUITE 500 POTOMAC MD 20854-3363			
Linowes & Blocher Attn: Barbara Sears 1010 Wayne Avenue, 10 floor Silver Spring, MD 20910			

R. Wall
Old Georgetown Village Homeowners
11333 Empire Lane
N. Bethesda, MD 20852

Steve Goldstein
Montrose Woods Condo. Assn.
11908 Bargate Court
Rockville, MD 20852

Herbert Maisel
Tildenwood Homeowners Assn., Inc.
6409 Vista Creek Lane
North Bethesda, MD 20852

John DePalma
Old Georgetown Village Homeowners
5827 Tudor Lane
Rockville, MD 20852

Property Manager
Montrose Forest Homeowners Assn.
One Bank Street, Suite 301
Gaithersburg, MD 20878

Steven Landsman
Tildenwood Homeowners Assn., Inc.
12009 Nebel Street
Rockville, MD 20852

Edward Freestone
Forum Council of Co-Owners
4833 Rugby Avenue
Bethesda, MD 20814

Colin Furtaw
Montrose Forest Homeowners Assn.
11924 Shagbark Drive
Rockville, MD 20852

Phil Corn
Fallstone Homeowners Assn.
5610 Whitney Mill Way
Rockville, MD 20852

William Stewart
Forum Council of Co-Owners
11801 Rockville Pike, #912
Rockville, MD 20852

Tony Martella
Fallwood Condominium Assn.
3414 Morningwood Drive
Olney, MD 20832

Steven Lanksman
Cherinton Condominium
12009 Nebel Street
Rockville, MD 20852

Antonio Martella
Bethesda Park A Condo.
3414 Morningwood Drive
Olney, MD 20832

Franklin Groff
Fallwood Condominium Assn.
5802 Nicholson Lane
Rockville, MD 20852

George Sauer
Citizens for a Better Montgomer
8307 Post Oak Road
Potomac, MD 20854

Hirsch Davis
Bethesda Park A Condo.
12413 Braxfield Ct., #T-1
Rockville, MD 20852

Michael Levant
Wisconsin Condo Homeowners Assn.
5809 Nicholson Lane
N. Bethesda, MD 20852

Cary Lamari
Montgomery County Civic Federation
15411 Bailey's Lane
Silver Spring, MD 20906

David Palmatier
Old Georgetown Village Condo. Assn.
8701 Georgia Avenue
Silver Spring, MD 20910

Property Manager
Georgetown Village Condominium
P.O. Box 10821
Chantilly, VA 22021

Julius Cinque
Northern Montgomery County Alliance
223 Slidell Road
Boys, MD 20841

Stanley Hayman
Old Georgetown Village Condo. Assn.
11400 Strand Drive
Rockville, MD 20852

Ed Reich
Georgetown Village Condominium
11309 Commonwealth Drive
N. Bethesda, MD 20852

Timothy McGrath
TROT
P.O. Box 190
Dickerson, MD 20842

Vaughn Winchell
Montrose Woods Condo. Assn.
11938 Bargate Court
Rockville, MD 20852

Steven Lanksman
Cherinton Condominium
12009 Nebel Street
Rockville, MD 20852

Pedro Porro
Spanish Speaking People of Montgomery
5729 Bradley Boulevard
Bethesda, MD 20814

Shireen Ambush
Montrose Woods Condo. Assn.
12009 Nebel Street
Rockville, MD 20852

Stephan Willyard
Fallstone Homeowners Assn.
3414 Morningwood Drive
Olney, MD 20832

Guy Turenne
Trout Unlimited
4261 Charley Forest St.
Olney, MD 20832

John Beck
Ten Mile Creek Conservation Commte.
23301 Shiloh Church Road
Boys, MD 20841

Paul O'Connor
Mid County Civic Alliance
16925 Baederwood Lane
Derwood, MD 20855

Lois Sherman
Montgomery Inter County Connector
14800 Pebblestone Drive
Silver Spring, MD 20905

Doris Landreth
Patuxent Valley Environmental Assn.
21310 New Hampshire Avenue
Brookeville, MD 20833

Marvin Weinman
Montgomery County Taxpayers League
P.O. Box 826
Rockville, MD 20848-0826

John Hammond
Takoma Park Community Action
831 Hayward Avenue
Takoma Park, MD 20912

President
Seniors Organized for Change (SOC)
6125 Montrose Road
Rockville, MD 20852

DUMMY RECORD

----, --- -----

Tom Reinheimer
Marylanders for a Second Crossing
19008 Jamieson Drive
Germantown, MD 20874

DUMMY RECORD

----, --- -----

Maria Hoey
Montgomery Preservation. Inc.
P.O. Box 4661
Rockville, MD 20849

Luis Guitierrez
Hispanic Alliance of Montgomery County
9805 Meadowcroft Lane
Gaithersburg, MD 20886

Betsy Johnson
Sierra Club - Montgomery County Group
103 North Adams St.
Rockville, MD 20850

Neal Fitzpatrick
Auburn Naturalist Society
8940 Jones Mill Road
Chevy Chase, MD 20815

George Northway
Citizens for Good Government
903 Leverton Road
Rockville, MD 20852

ATTACHMENT B

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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

Date Mailed: October 27, 2004

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan: 1-99029A
Name of Plan: Wilgus East
Date of Hearing: July 29, 2004

Action: Approval, subject to conditions. Motion to approve was made by Commissioner Bryant, duly seconded by Commissioner Perdue, with a vote of 5-0. Commissioners Berlage, Perdue, Bryant, Wellington and Robinson voting to support the motion.

On August 30, 2002, the Planning Board issued a written opinion confirming the oral preliminary plan approval that it issued after a duly noticed public hearing held on February 17, 2000, approving the above-referenced preliminary plan subject to a number of conditions. The applicant, Wilgus Limited Partnership, filed a legal challenge to the Board's conditions of approval in the Circuit Court for Montgomery County.¹ Subsequent to the filing of the appeal, the Planning Board, Wilgus Limited Partnership and Montgomery County entered into a three-party settlement agreement dated July 28, 2004, in the above-referenced case. Consistent with the terms of that agreement, this Preliminary Plan will remain valid for four (4) years after the mailing date of the Revised Opinion, as will the Applicant's ability to obtain building permits pursuant to its related Pay-And-Go approvals.

The only testimony at the public hearing came from the applicant and its representatives, who supported staff's recommendation of approval and asked the Board to approve the preliminary plan amendments. There was no opposition in the record, in the form of either written or verbal testimony, to the

¹ *Petition of Wilgus-Montrose Associates Limited Partnership f/k/a Wilgus Associates Limited Partnership for Judicial Review of the Decision of the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission*, Montgomery County Circuit Court Civil Action No. 236745-V.

amended plans or to the settlement agreement, thus the recommendation to amend the conditions was utterly uncontested in the record.

Consistent with the terms of that settlement agreement, the Planning Board approves Preliminary Plan No 1-99029A, pursuant to the FY2000 Annual Growth Policy Alternative Review Procedure for Expedited Development Approval ("Pay-and-Go"), subject to the following conditions:

1. Limit approval of the preliminary plan to a maximum of 308,400 square feet of office use² and pay to the Montgomery County Department of Finance the balance of the expedited development approval excise tax prior to receipt of building permit(s), and provide for the following:

a) Dedicate right of way for Montrose Parkway for a minimum of 130 feet through the property frontage expanding to approximately 215 feet approaching "Old" Old Georgetown Road to accommodate the MDSHA's planned street grade design for the future MD355 and Montrose Road interchange. All rights of way, except for the area of reservation shown on the approved preliminary plan, shall be dedicated by the Applicant. The Applicant shall dedicate this right-of-way within six months of the mailing of this opinion but not later than December 31, 2004.

b) Provide a concept plan showing the transition of right of way for Montrose Parkway between "Old" Old Georgetown Road and East Jefferson Street to accommodate the proposed roadway improvements. The right of way should be approximately 215 feet in width at "Old" Georgetown Road tapering to 130 feet at the western edge of Wilgus East per Montrose Parkway design plans and expanding to 300 feet at East Jefferson Street. The concept plan should be submitted and reviewed by the technical Staffs of M-NCPPC and DPWT prior to the Planning Board approval of the site plan application.

c) Join and participate in the North Bethesda Transportation Management District (TMD) to satisfy traffic mitigation requirement, for the North Bethesda/Garrett Park Master Plan.

2. Applicant to participate in the construction of Montrose Parkway as provided for in the Settlement Agreement dated July 28, 2004.

3. Prior to MCPB release of building permits, Applicant to submit to M-NCPPC a reservation plat application depicting the land area located adjacent to "Old" Old Georgetown Road and Montrose Road, shown by the November 2001 SHA Environmental Assessment to be located within the alternative roadway

² 5,500 square feet of space were not approved, as that portion of the site will be placed in reservation pursuant to Condition 3, below, and cannot be developed at this time.

alignment of the Montrose Road and MD 355 intersection improvements as may be updated before recordation of plat. The right of way area is to be placed in reservation for a period not to exceed, by this action, three (3) years.

4. All roads shown on the approved preliminary plan shall be constructed by the Applicant to the full width mandated by the applicable Master Plan, except for the road identified as the Montrose Parkway, which shall be constructed in accordance with the terms of the Settlement Agreement referenced above in New Condition #2.

5. No clearing, grading or recording of plats prior to site plan approval.

6. Landscape, lighting, parking facilities plan and final forest conversation plan to be reviewed and approved with site plan.

7. No direct access to "Old" Old Georgetown Road through the property frontage, outside of the dedicated right-of-way for Montrose Parkway.

8. Final stormwater management approval, which may include an off-site facility to accommodate future roadway improvements, shall be approved by DPS prior to Planning Board approval of site plan.

9. Other necessary easements.

10. This Preliminary Plan will remain valid for forty-eight (48) months from the date of mailing of the Planning Board opinion, as do all Pay-and-Go approvals. Prior to the expiration of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be provided or a request for an extension must be filed.

11. The Adequate Public Facilities (APF) review for this Preliminary Plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.

ATTACHMENT C



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdieh
Director

June 14, 2019

Ms. Tamika Graham, 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. 320190070
Wilgus

Dear Ms. Graham:

We have completed our review of the Sketch plan uploaded to eplans on June 5, 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. The driveway/alley onto East Jefferson Street will be further evaluated at the preliminary plan stage.
2. With the preliminary plan, submit a draft 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

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

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 TMAg template and re-submit the draft to Beth Dennard as an editable redlined document.

Trip reduction measures in the draft Agreement should include but not be limited to:

- Space for Shared Mobility Devices (Bikesharing). See above
- Carpool/Vanpool Parking. Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
- Car Sharing Parking. Provide 2 car sharing vehicle parking spaces or the number required by law, whichever is greater, in highly visible, preferentially-located spots.
- Electric Car Charging. Provide 2 or the number required by law, whichever is greater.
- Display Monitors for Real Time Information (interior and exterior)

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:

- Minimize Parking. Provide no more than the minimum number of parking spaces required per provisions of the ZO.
- Take advantage of Parking Reduction provisions of Zoning Ordinance.

Take advantage of the Parking Reduction provisions in the Zoning Ordinance and reduce the number of parking spaces below the minimum.

- Take advantage of Shared Parking Provisions of Zoning Ordinance. Developers are encouraged to take advantage of the Shared Parking provisions of the Zoning Ordinance to reduce the total amount of parking.
- Flexibility in design of parking critical. Provide flexibility in design of parking areas to enable mixed uses to share parking areas so as to make most efficient use of them. 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 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. Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
- Car Sharing Parking. Wherever the 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.
- Electric Car Charging. Provide two electric car charging stations, or the number required by law, whichever is greater, on site.

Pedestrian/Bike

- To further enhance connectivity to transit, provide excellent pedestrian and bike circulation, amenities and accommodations throughout the development.
 - Circulation paths in locations w/ high activity to provide “eyes on the street” to enhance the experience of biking or walking and to enhance safety.
 - Countdown pedestrian signals at major crossing points
 - Bike racks in weather-protected, highly visible/active locations
 - Bike lockers

Bikeshare and Related Support for Non-Auto Mobility Options. Located in the White Flint bikeshare service area, provide **2 spaces in the Project suitable for a bikesharing docking station** (or similar provision required by the County) to enable this form of transportation to be used by employees and visitors at the Project. The location of these spaces will be coordinated between the Applicant and MCDOT, 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 site that is 54’ by 7’ in size with four to six hours of solar exposure per day. Applicant must provide conduit to the bikeshare station in the event solar access is insufficient. The Applicant will be required to pay the capital costs of preparation of the 2 spaces. Payments must be made to the County or its designee.

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, or budget. Applicant must allow MCDOT or its contractors access to the Project to install, service and maintain the bikeshare stations. Applicant will be required to assist MCDOT in the promotion of bikeshare

among employees and visitors at the Project, in order to accomplish the objectives of the TMD. If a bikeshare station is not to be installed 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 as determined by the County. 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.
- 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.

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

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.:

- Provide pavilions in busy outdoor settings to enable outreach events to be stage more readily. These should have electric and water connections.
- Incorporate permanent display space into lobbies and other high pedestrian activity areas and opportunity for information.
- To support the requested 30.00 Incentive Density Points for Transit Proximity, CSS recommends that the Applicant provide interior and exterior monitors to display Real Time Transit Information and other transportation-related information. Interior monitors are recommended for lobbies, elevators, and parking facilities. This will enable outreach to building tenants, employees, visitors, etc. Exterior monitors are recommended at major intersection such as Montrose Parkway and East Jefferson Street and Montrose Crossing and Town Road. These monitors would display real-time information for the White Flint Metro located less than 1 miles away, Metrobus, Ride On and other forms of non-auto transportation options.
- Provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
 - 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.

Design Guidelines

- Design streets in front of major buildings to accommodate transit vehicles, buses and shuttles.
- Design building frontages with two-way visibility for shuttles and transit vehicles, as well as taxis, shared ride vehicles, etc. To compete with the private auto it is important that passengers can wait comfortably inside climate-controlled, lighted lobbies and can still get to their bus, shuttle, taxi, etc.
- Where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate buses.

Standard Comments

3. For the portion of property that is in the White Flint Special Taxing District, pay the tax per Montgomery County Code Chapter 68C.
4. Montrose Road
 - a. Classified as an Arterial Road with 80-feet of right-of-way, using MC-2004.01.
 - b. The bikeway master plan calls for a shared use path along the site.
5. Towne Road
 - a. Classified as a Major Highway with 120-right-of-way, using MC-2008.01 modified.
 - b. Separated bike lanes on the east side of the road.
6. Montrose Parkway
 - a. Classified as a Parkway with a 300-foot right-of-way using MC-2007.02 standard.
 - b. The road currently has a shared use path along the site frontage.
 - c. The bikeway master plan calls for a breezeway bicycle facility (sidepath) along the north side of the road.
7. Maintain a minimum 6-foot continuous open pathway (no grates) along all public streets.
8. Upgrade pedestrian facilities at intersections along the site frontages and at adjacent intersections to comply with current ADA standards.
9. At preliminary plan stage:
 - a. 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.

- b. For all access points onto County roadways, the applicant will need to submit signed and sealed MCDOT sight distance certification form.
 - c. Submit a private streets justification per County Code 50-4.3. Private streets are to be designed per County code standards in Chapter 49 and 50. In addition, they shall meet AASHTO standards. Final decision on which streets are private and public will be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan.
 - d. Submit a design exception for any public streets not meeting the County standards.
 - e. Street frontage improvements along Montrose Road, Towne Road and Montrose Parkway
10. 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.
11. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
12. Access and improvements along Old Georgetown Road (MD 187) as required by the Maryland State Highway Administration.
13. 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.
14. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements (to be determined at preliminary plan stage):
- A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
 - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
 - C. Street lights.
 - D. Street trees in amended soil panels.
 - E. Permanent monuments and property line markers.

Ms. Tamika Graham
Sketch Plan No. 320190070
June 14, 2019
Page 7

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

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
Sam Farhadi, MCDPS RWPR

ATTACHMENT D

Wilgus Sketch Plan and Comments from Cherington for Response

Wilgus Community Plan	Response to the Comments Requested
Illustration of 2-Over-2 elevation (design) on Stonehenge Place.	Cherington requests an illustrative design and comparative elevations for the 2-Over-2s facing the Cherington community on Stonehenge Place. (P 5 of the Wilgus Sketch Plan presentation)
Design location of the rooftop decks for proposed Townhome and 2-Over-2s.	Are rooftop decks going to overlook the existing units? If this is the design, what measures is Wilgus proposing to mitigate the potential lack of privacy for Cherington? (P 13-14 of the Wilgus Sketch Plan presentation)
Proposed building height scale	Please provide a scale drawing showing the building heights on this elevation in comparison to the existing Cherington units. (Question the drawing of the presented on p 23 of the Wilgus Sketch Plan presentation.
Proposed density on the Central Parcel	How much density is permissible on the Central parcel of land? If density is not maximized there, would Wilgus consider shifting units from the west parcel to the central parcel for a more effective open green space? Cherington feels this change would allow for greater compliance with Sector Plan language recommending preservation of wooded area behind Stonehenge Place and along Montrose Pkwy. (P 3 of the Wilgus Sketch Plan presentation)
Density of proposed townhouses	68 townhouses is too great a density for the plot of land. We propose that Wilgus reduce construct to no more than 54 units to reduce density and increase green space.
Set-Back	What is the required set-back and does the Wilgus design meet that requirement? The drawing illustrates a road in front of the townhouses and then sidewalk/entrance to the units. The graphic does not indicate the set-back requirement or whether it is satisfied.
Forest/Tree Preservation	Response to the Comments Requested
White Flint Sector II approved plan	Wilgus did not mention "pursuing options for preserving all or a portion of the wooded area along the parkway for passive use," a provision that, as it knows, is in the WFS II plan Parcel N273 –p 37). We request a copy of the Wilgus plan that shows how it intends to satisfy this requirement.

Landscaping & Buffer	Response to the Comments Requested
Landscaping plan	<p>We request that Wilgus meet with representatives of Cherington in an effort to agree on a landscape plan. The final plan should be submitted to the Planning Board for approval as a part of the application.</p> <p>We also request that a perpetual maintenance obligation be included that imposes this obligation on the Wilgus community. (This is consistent with the Sector Plan language. See p 18 of the Wilgus Sketch Plan Presentation.) We request that the perpetual maintenance obligation be recorded in the land records</p>
Landscaping plan	<p>We request that Wilgus build and landscape the buffer before starting construction on the buildings. This would help mitigate the sound and noise that Cherington will have to endure during the construction.</p>
Berm construction	<p>Cherington proposes that Wilgus construct a landscaped berm buffer between the communities, leveling the property on the Wilgus side. This would address the topography of the higher elevation on the Wilgus side resulting in townhomes towering over Cherington, increased run off (no forest to absorb water), and more effectively block light and sound.</p>
Wall between communities	<p>The graphics show different buffers in the locations where there is and is not a retaining wall. If in fact there is no wall (or only a portion of one), we propose that Wilgus construct a full wall within the buffer area the length of the existing units to protect the Cherington community from the glare of headlights as vehicles circulate throughout the Wilgus site and into/out of drive aisles and garages. (See p 23 of the Wilgus Sketch Plan presentation.)</p>
Buffer	<ol style="list-style-type: none"> 1. We request widening the 20 foot buffer to allow for preservation of some of the mature trees and to increase the green space. 2. We request a written agreement, to be recorded in the land records, making the buffer permanent. 3. We request that the plan be modified to have the buffer extend along the rear of all existing Cherington homes on Stonehenge Place to mitigate car lights, noise, and fumes. (See p 18 of the Wilgus Sketch Plan presentation.)

Buffer	<p>We request already mature trees be planted (fast growing types that would reach 50 feet). How high would buffer trees have to be to block the view between townhouse developments? Is it possible to achieve this goal? We also request that evergreens or a suitable barrier for the townhomes along Castlegate.</p> <p>Again, we request that Cherington representatives be involved in the landscape design for the portions affecting Cherington.</p>
Storm Water Management	Response to the Comments Requested
Storm water management plan[s]	We request a meeting with Wilgus and its engineer(s) to review the storm water management plans with Cherington and our engineer. We would like a copy of this plan in advance of that meeting.
Storm water pond	The plan for the storm water pond is not clear on the Sketch plan. Based on the topography, it appears to be located at East Jefferson and Montrose Pkwy and is labeled a park. Please clarify whether it is a storm water pond or a park. (P 18 of the Wilgus Sketch Plan)
Storm water flooding	Once leveled for construction, the Wilgus property could increase the chance of flooding into the Cherington community. What plan does Wilgus have to address this potential flooding problem?
Runoff prevention during construction and beyond	The Wilgus property behind Stonehenge Place slopes toward the community. Even with the existing forest, the area along the foot of the forest border becomes saturated and muddy when it rains heavily. This will present a far more serious problem with runoff if the trees are destroyed. What are the plans to prevent run off during construction and after the community is built? What plan does Wilgus have to prevent run off during construction and beyond?
Traffic Impact	Response to the Comments Requested Comment
E. Jefferson entrance/exit	How is an entrance/exit justified when the county had Cherington close its E. Jefferson exit because of a dangerous location near the Parkway intersection? (There continue to be accidents at this intersection. Suggest DOT look into the accident record.)
Montrose Pkwy Entrance/Exit	The Sketch Plan shows 2 additional entrances/exits onto the Parkway. This creates a dangerous traffic pattern with the high speed along the parkway. Any provision for traffic lights?

Cut through traffic	Stonehenge through to Montrose invites cut- through traffic. We already have issues with cut-through traffic. Options: traffic light, gated into Cherington, added speed bumps, add a camera or police oversight.
Parking Issues	Response to the Comments Requested Comment
Parking in the Wilgus community	The plan shows parking along the buffer on the Wilgus side (parallel to the Cherington townhouses on Stonehenge). We request considering relocation of parking away from buffer by reducing the number of units approved.
Parking in the Wilgus community	The sketch plan isn't clear with respect to parking for residents and visitors in the Wilgus townhouse units and in the development to the East. This potentially invites parking in Cherington, putting a burden on our limited spaces and enforcement ability. Request MC DOT to address this issue such as signage limiting external parking and other means to control infringement on Cherington's exclusive and limited parking areas.
Restrict parking	If and when construction begins, restrict (work vehicles) parking along the immediate entrance to Stonehenge Pl. and Montrose Pkwy.
Other Issues	Response to the Comments Requested Comment
Street name	There is a T-intersection proposed with 2 streets using the same name, Stonehenge Place. The street between Montrose parkway and Montrose road should be re-named to avoid confusion with Cherington's original Stonehenge Place.
Clarification	Sketch plan presentation on p 23 shows 2 graphics: aa-no-wall and bb-wall and buffer. Which is correct?
Site lighting	Site lighting is another impact on Cherington (Stonehenge townhouse have bedrooms on the back as do Castlegate homes). What is the effect of pole mounted lights, roof top deck and parking garage lighting on the Cherington property?
Construction issues	<ol style="list-style-type: none"> 1. We request that Wilgus clarify the construction timeline for all the parcels of land. Cherington's is concerned about the hours of construction work, work vehicle parking, dust and runoff, other sediment, and debris. 2. We request an agreement with the construction firm and Cherington to address construction issues.

Cherington Community Comments on Wilgus Development

Binding of Sketch Plan, Site Plan on Builder

We understand that Wilgus will develop the land with necessary infrastructure and sell the subdivided lots to a builder. We want assurance that the builder who buys the land from Wilgus will be required to adhere to the terms set forth and approved by the Planning Board under the Development Review Process.

Number of Townhouse Units Proposed Behind Cherington

Page 5 shows 8 boxes along the buffer each with 2 units for a total of 16 directly behind Cherington. There are 6 additional rectangles of the same size and then two larger rectangles to equal an 52 units for a grand total of 68 units (see page 7). We do not support the 2 additional clusters adjacent to the Stonehenge Road and another 2 near the green area/East Jefferson. Sixty-eight units is too great a density for this plot of land. We would like Wilgus to reduce the overall number of units to allow more green space and flexibility of relocating parking spaces away from the buffer at the end of Cherington as well as saving some of the trees on the property. (see below).

How much density is permissible on the Central parcel of land? If density is not maximized there, would Wilgus consider shifting units from the west parcel to the central parcel for a more effective open green space behind Cherington? This would allow for greater compliance with the Sector Plan language recommending preservation of wooded area behind the Cherington townhouses (p. 3).

Development East of Stonehenge Place

Cherington requests an illustrative design and comparative elevations for the 2-over2s facing the Cherington community on Stonehenge Place.

Design of Townhouse Units

It appears that the townhouses behind Cherington will have rooftop decks that will overlook the existing units. What measures is Wilgus proposing to mitigate the potential lack of privacy for Cherington (p. 13-14)?

It would be important to provide a scale drawing showing the building heights on the elevation behind our townhouses in m to the Cherington townhouses.

Plan to Save Some of the Trees on the Montrose Parkway

Page 8 of the presented sketch plan lists 7 items identified in the County Council's approval of the White Flint Sector II Plan. Wilgus *did not* mention the provision on page 37 of the Plan: "During the development review process, pursue options for preserving all or a portion of the wooded area along Montrose Parkway for passive use." This language is specific to the area that encompasses most of the rear portion of the Cherington townhouses – approximately 3.2 acres on Parcel N 273.

The Cherington Board asked for but did not receive any plan that the developer would provide to meet this provision on Parcel N273. We request a copy of the plan that shows how it intends to satisfy this requirement.

Buffer Between The Development and Cherington

We request widening the 20-foot buffer to allow for preservation of some of the mature trees and to increase green space.

Cherington requests that the buffer be designated as a permanent buffer. This would allow for a written agreement that would be recorded in the land records in order to bind any future owners.

We strongly request that Wilgus build and landscape the buffer before starting construction on the buildings. This would help mitigate the sound and noise that Cherington will have to endure during the construction.

Cherington proposes that Wilgus construct a landscaped berm buffer between the communities, leveling the property on the Wilgus side. This would address the topography of the high elevation on the Wilgus side resulting in townhomes towering over Cherington, increased run off (no forest to absorb water), and more effectively block light and sound.

The buffer behind Cherington should extend behind all the townhouses on Stonehenge in Cherington. This will prevent car noise, fumes and lights from directly impacting Stonehenge townhouses. (Wilgus has designated car parking parallel to the Stonehenge townhouses at the end of the property near East Jefferson). They could move the planned parking spaces away from the Cherington townhouses and relocate them on the land now slated for townhouse development (See Section on Number of Townhouse Units Proposed)

Page 23 presents two graphics. AA-no wall shows a road next to the property line, no buffer and then the townhouses. The second graphic – BB wall -- shows a 20-foot buffer and then townhouses. Please clarify the special relationship of the buffer and whether the retaining wall will be extended across behind the entire Stonehenge townhouse line.

Wilgus did not provide any details in the sketch plan on the type of plantings for the buffer to assure our community of both a visual and a sound barrier for Cherington. It appears that the proposed 16 townhouses are significantly higher than the Cherington units – maybe 8-10 feet. Please clarify the height of the 16 units including whether rooftop decks will add sufficient height to look over into our development. This height must be considered when the tree buffer is planned. We prefer mature trees to be planted with height to grow to 50 feet. We also request a similar dense evergreen buffer immediately to the rear of townhouses on Castlegate Court that backs up to the developer's proposed new through road to Montrose Road.

We request that Wilgus meet with representatives of Cherington in an effort to agree on a landscape plan. We would like the final plan to be submitted to the Planning Board for approval as a part of the application.

Cherington requests that a perpetual maintenance obligation be included that imposes this obligation on the Wilgus community. We request that this obligation be recorded in the land records.

There is presently fencing along the non-Cherington portion of Stonehenge that serves as a deterrent for pedestrian traffic in the existing common area behind the townhomes, This should be considered where possible for the Wilgus buffer.

Storm Water Management, Sediment-Erosion Control Pond and Slope Drainage

The sketch plan does not identify or mention the required storm water management/sediment-erosion control pond. Based on the site's topography, it would need to be at the east end of the property near the corner of E Jefferson and the Montrose Parkway. Here Wigus identifies a park. Please clarify how this designated land could be a park and fulfill the requirements for a water /sediment retention pond. We would like to meet with Wilgus and their engineer to review the storm water management plan.

We see no discussion in the sketch plan for a planned drainage area like the one in the North West corner of Cherington. Once the land is leveled and there are no more trees there is an increased chance of flooding in the Cherington community.

The Wilgus property behind Stonehenge slopes toward the community. Even with the existing forest, the area along the foot of the forest border becomes saturated and muddy when it rains heavily. This will present a far more serious problem with runoff if the trees are destroyed. What are the plans to prevent run off during construction and after the community is built?

Setback Requirements

What is the required set-back and does the Wilgus design meet that requirement? The drawing illustrates a road in front of the townhouses and then the sidewalk/entrance to the units. Is there a road proposed in front of the units as well as one in the back? This is not clear.

Open Spaces

Item C on page 18, i.e. the 20-foot buffer must be extended to be behind all of the units on Stonehenge Place in Cherington. Wilgus calls "D" a Park but we are unclear if it is for water retention. Wouldn't it be fenced off to catch water? This needs to be clarified and if it is for water retention, can it be designated as park land?

The White Flint Sector II plan provides for open spaces at 1.25 acres and they have proposed 1.85. However, they are including the buffer area (area C slide 18), with a total of .45 acres in that total. Yet they said the buffer would not be a public area and therefore it should not be included in the public use green space.

Both open spaces A and D are at the edges of the community and very close to the roads. Space D is fronted on two sides by effectively high-speed traffic. Space A is clearly just the remnants of space that the designers could not use for the high-rise buildings. This needs more careful examination and explanation.

Plan to Open an Exit on East Jefferson (slide 11)

How can Wilgus justify an exit/entrance from East Jefferson when the County mandated that Cherington close its East Jefferson exit/entrance and instead, extend Stonehenge Place up to Montrose Parkway. How is this proposed exit/entrance to the Wilgus property any different? We cannot see the rationale and would be opposed to this. Did the County make some sort of agreement with Wilgus knowing that he would build on the property and mandated we close our exit onto East Jefferson?

We anticipate the potential for auto accidents will rise if this new exit is approved. One homeowner at the end of Stonehenge indicates that accidents at the intersection of East Jefferson and Montrose Parkway CONTINUE to occur. We presume that the DOT will review the accident records of the Police Department to confirm this.

Other Traffic Issues

The White Flint Sector II Plan provides for extending Stonehenge Place to Montrose Road as part of the current Stonehenge Place road into Cherington. According to page 11 of the pre-sketch plan, the proposed Stonehenge extension down to Montrose Road shows a right in/out only traffic pattern. That means that people coming from the Parkway or from the new development could choose to come into Cherington, turn right on Kingsbridge and make a left turn from Kingsbridge on Montrose Road. Please note that Stonehenge becomes private when it intersects with Castlegate. The Wilgus development risks damage and increased maintenance costs to our community with the additional traffic that would pass through our community.

We already have a cut-through traffic issue and as referenced above this is likely to worsen. With the new development we see these possible options:

- Change or redesign the entrance into Cherington.
- Gate access at the property line on Stonehenge. There are fire response/EMS issue with gating but siren-activated gates and other controls are available. Wilgus or the County should pay for this gate.
- Add speed bumps.
- Add traffic enforcement personnel.

Consideration should be given to renaming Stonehenge Place once it's extended to Montrose road. This will avoid confusion regarding addresses, parking, and transportation management.

We request that the two turn lanes from Stonehenge at the Montrose Parkway, i.e. both left and right turn lanes, remain and are not consolidated into one lane creating a backup of cars attempting to exit.

The sketch plan shows two additional entrances/exits onto the Montrose Parkway. This presents a dangerous traffic situation given the high speed of cars going up and down the Parkway. We don't see any provision for a light at Stonehenge Place and Montrose Parkway if, in fact, the County would allow this.

Parking Concerns

The sketch plan is not clear with respect to parking for residents and visitors in the townhouse units and in the development planned to the East. We are concerned that people in these new developments might, if necessary, park in the limited Cherington visitor spots. This would put an undue burden on our limited space and enforcement capabilities.

Impact on School Population

Wilgus proposes 744 – 819 units (see page 7). We can only guess on the impact on the current overcrowded schools – Luxmanor, Tilden, and Walter Johnson. We presume the School Board will provide detailed comments under the DRC including reducing the number of units on both sides of Stonehenge Place.

Site Lighting

We request that the developer pay particular attention to location and type of site illumination to minimize the visual impact at night on the rear bedrooms of Cherington residences along Stonehenge place and Castlegate Court. Consider the effect of pole-mounted street lights, parking garage, and rooftop lighting. The proposed height of the new townhouses will overwhelm the height of the Cherington units and, if the buffer is not tall enough, it cannot block unwanted lights shining into the upper rooms of the Cherington homes on Stonehenge.

Construction Issues

Please clarify the timeline for which property is developed first – the land behind Cherington or the land east of Stonehenge or are they to be done simultaneously.

If and when construction begins, we would like:

- To limit the hours of construction to “reasonable” hours, i.e. between 9-5 or 8-5 during the week and no weekend hours.
- To ensure that no construction vehicles park in the Cherington development and along the immediate entrance to Stonehenge Place and Montrose Parkway and that the companies provide safety and traffic control staff to keep the traffic moving and safe during construction.
- Appropriate steps to be taken to contain airborne dust from drifting over to our community during the construction.
- Precautions to be taken to ensure that mud and sediment as well as tree limbs and leaves do not reach the Cherington property.

We would like to pursue a binding agreement with the construction companies to ensure compliance with these issues.