



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

MCPB No. 19-106
Sketch Plan No. 320190070
Wilgus
Date of Hearing: July 25, 2019

AUG 01 2019

RESOLUTION

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

WHEREAS, on February 15, 2019, Wilgus-Montrose Associates, LLC ("Applicant") filed an application for approval of a sketch plan for a 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 on 16.64 acres of land split-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, on the property generally bound by Montrose Road to the north, Towne Road to the east, Montrose Parkway to the south, and East Jefferson Street to the west, 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 ("Subject Property"), located within the Rockville Pike-Montrose North district of the 2018 *White Flint 2 Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320190070 Wilgus ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated July 15, 2019, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on July 25, 2019, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

Approved as to
Legal Sufficiency:

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320190070, Wilgus, for construction of 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 on the Subject Property, subject to the following binding elements and conditions:¹

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

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

All other elements are illustrative.

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

1. Density

The Sketch Plan is limited to a maximum 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*

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

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. 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).
 - v. Connectivity and Mobility achieved by providing advance dedication and through-block connection.
 - vi. Diversity of Uses and Activities achieved by providing 15% of the residential units as Moderately Priced Dwelling Units (MPDUs).
 - vii. Quality of Building and Site Design achieved through structured parking.
 - viii. 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 between the Cherington townhouse community to the north and the proposed townhouse development to the immediate south with landscape screening and any possible retained trees.

6. Master-Planned Breezeway

The Applicant must provide the bicycle master-planned breezeway along the Subject Property's Montrose Parkway frontage, recommended in the Bicycle Master Plan. Facility widths shall be based on the illustrative section shown in

the approved Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans (page 113) and will be finalized at Preliminary Plan and Site Plan.

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 as modified by the approved Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans dated July 2019.
- c. Execution of Traffic Mitigation Agreement (TMAg) with the Planning Board and Montgomery County Department of Transportation (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 a warrant analysis assuming future volumes at Montrose Parkway and Stonehenge Place.
- o. Provision of an operational analysis for stop control options at the future intersection of Montrose Road and Stonehenge Place. The operational analysis should include signalization options that coordinate with the nearby signalized intersection of Montrose Road and the Greater Washington Jewish Community Center driveway.
- p. Provision of flush pedestrian and bicycle facility crossings over the "Street C" driveways at Montrose Road and Montrose Parkway, as well as the garage entry on Montrose Road. Where appropriate, provide protected intersections abutting the Subject Property per the 2018 Bicycle Master Plan. These improvements are subject to necessary approvals by MCDOT, MCDPS, and SHA, as appropriate.
- q. Continuation of coordination on the design and grade of pedestrian and bicycle facility crossings over Stonehenge Place at Montrose Parkway, to include MCDOT and MCDPS, as appropriate.
- r. Provision of streetscape details that enhance pedestrian safety and walkability for major roads along the Subject Property's frontage.
- s. Provision of ADA compliant internal pedestrian connections.
- t. Provision of the required number and type of bicycle parking spaces.
- u. Explore preservation of specimen trees within the buffer separating Cherington townhouses and the proposed development.
- v. Evaluation of undergrounding utilities within all public rights-of-way, unless there is a Capital Improvement Program (CIP) project that is already undergrounding the utilities.

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

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

a. Development Standards

The Subject Property includes 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 data table below demonstrates the Application's conformance to the applicable development standards of the zones:

Development Standards and Parking Requirements

Section	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.			N/A
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.			N/A
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

b. Intent of the Zones

The Sketch Plan conforms to the intent of the CR and CRN Zones as described below.

i. *Implement the recommendations of applicable master plans.*

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 are 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 of which the Applicant seeks to dedicate 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 the 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. The Applicant proposes to provide all required open space (Public Open Space and Common Open Space) as Public Open Space. The Planning Board 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 next stage of the regulatory review process, including review of a Forest Conservation Plan, will allow the full review and assessment of what is appropriate for forest removal and viable for the retention of forest and specimen trees.

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 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 the Staging Allocation Request (SAR).

- ii. *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 to make 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.

- iii. *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.

- iv. *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 of up to 200 feet in height along the eastern portion of the Property to townhouses up to 50 feet in height adjacent to the existing Cherington townhouses. Therefore, the Project achieves compatibility with surrounding development by stepping down the proposed densities and building heights near the existing residential development. The heights and densities proposed by the Project are compatible and provide appropriate transitions to the surrounding development.

- v. *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.

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

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

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

As discussed in finding 1b, the Sketch Plan substantially conforms to the recommendations of the Sector Plan.

- 3. *The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of any development plan or schematic development plan in effect on October 29, 2014.*

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

- 4. The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The 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.

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

As described in the Transportation section of the staff report dated July 15, 2019, 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.

6. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the Planning Board finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site. Final determination of public benefit point values will be determined at Site Plan(s).

Proposed Public Benefits Points and Phasing

Public Benefit	Incentive Density Points					
	Max Pts. Allowed	Proposed & Approved in Concept	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 & Park 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
	(√2 mi);					
	15					
	(√2 -1mi.)					
59.4.7.3.C: Connectivity/Mobility						
Advanced Dedication - Stonehenge Pl. Extension	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	18.79	----	----	----	----
Cool Roof	10	5	x			x
Energy Conservation & Generation (on high rise building)	30	5	TDB			
Vegetated Roof (on high rise building)	15	7.5	TDB			
Total Points Proposed**		158.26				

TDB - To be Determined.

*Required for optional method CR projects.

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

Major Public Facility

Central Park, master plan recommendation: The Applicant requested 12 points for the construction and dedication to the Parks Department of the central park/open space which is the main gateway and open space feature of the proposed development, according to the Sector Plan recommendation. The Applicant will enhance the park/open space with various seating and

gathering opportunities, public art, and connections to nearby public spaces. The park/open space will be delivered with the first phase of the development. Any points awarded are contingent upon the Parks Department accepting dedication of the central park/open space area. Dedication will be determined at Preliminary Plan and the final number of points, if accepted by the Parks Department for dedication, will be determined at Site Plan.

Bicycle Share Station: The Applicant is seeking a total of five (5) public benefit points for a bike share station. The Planning Board supports the Applicant's request for 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 financial contribution towards a school or a park with athletic fields within the Sector Plan area.

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. The Planning Board supports the Applicant's request for points in this category.

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 are anticipated during proposed Phases 1 and 4. The Planning Board supports the Applicant's request for points in this category.

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: $(15 \text{ (percentage MPDUs provided)} - 12.5 \text{ (percentage MPDUs required)}) \times 12 = 30$. The Planning Board supports the Applicant's request for points in this category.

Quality of Building and Site Design

Structured Parking: The Applicant seeks 10.94 points out of a possible 20 points for providing structured parking in Phase 4 of the development. The request is based on the preliminary calculation of 550 above grade spaces and 260 below grade spaces which comprise 810 total spaces. The Planning Board supports the Applicant's request for points in this category.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 18.79 points permitted for the purchase of approximately 2 BLT's. The Planning Board supports the Applicant's request for points in this category.

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. The Planning Board supports the Applicant's request for points in this category.

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. The Planning Board supports the Applicant's request for points in this category.

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

7. The Sketch Plan establishes a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.

Subsequent to this Sketch Plan application, the Applicant intends to submit a preliminary plan 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 the Staff Report dated July 15, 2019. Public Benefits will be phased as shown in the Outline of Public Benefits Table in the previous section of this resolution.

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

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

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Wilgus Sketch Plan No. 320190070, received by M-NCPPC as of the date of the Staff Report July 15, 2019, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is AUG 01 2019 (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Dreyfuss, seconded by Commissioner Fani-González, with Chair Anderson, Vice Chair Dreyfuss, and Commissioners Fani-González, Cichy, and Patterson voting in favor at its regular meeting held on Thursday, July 25, 2019, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board