




MCPB
Item No.
Date: 10/7/2021

Rose Village, Sketch Plan No. 320210120

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Completed: 9/27/2021

Description

Proposed mixed-use development with up to 2,113,393 square feet of residential uses and up to 469,643 square feet of commercial uses for a cumulative density of up to 2,583,037 square feet of mixed-use development, with associated public benefits to support incentive density.

Location: Montrose Parkway to the north, Towne Road to the east, Executive Boulevard to the south and to the west.

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

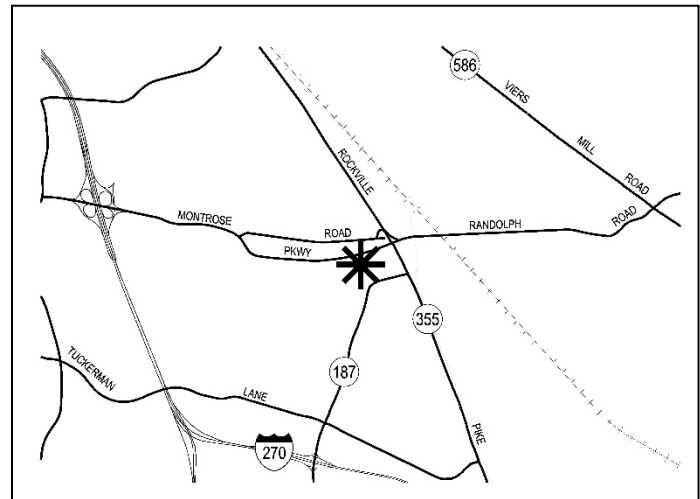
Zone: CR-2.75 C-1.5 R-2.25 H-200.

Size: 21.56 acres.

Applicant: Washington Science Center Joint Venture.

Application Acceptance: July 15, 2021.

Review Basis: Chapter 59, Sketch Plan.



Summary

- Staff recommends approval with conditions.
- The Property is currently improved with three multi-story office buildings. The Project will retain two existing office buildings and one structured parking garage that fronts onto Montrose Parkway.
- Proposal to transform the Property into an infill development project with over 2,000 residential units, with 15% moderately priced dwelling units (MPDUs), retail, and open space.
- The plan proposes to construct separated bike lanes along the Property's Towne Road and Executive Boulevard frontage.
- The Property abuts the "Western Workaround" project, which will realign the intersection of Old Georgetown Road, Executive Boulevard, and Towne Road.
- The Project proposes Public Road B-2 which will extend Stonehenge Place between Montrose Parkway and Executive Boulevard and will provide access to Private Road B-3 and other new internal private roads.
- The overall development is proposed to be built in eight phases.
- The proposed public benefits are in the following six categories: Major Public Facilities, Transit Proximity, Connectivity and Mobility, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment.
- No public comments were received about this Project.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Rose Village, Sketch Plan No. 320210120, a mixed-use development on approximately 21.56 acres, zoned: CR-2.75 C-1.5 R-2.25 H-200. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59.7.3.3.F:

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

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

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a total cumulative density of up to 2,583,037 square feet of mixed-use development that consists of a maximum of up to 2,113,393 square feet of residential uses and up to 469,643 square feet of non-residential uses.

2. Height

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

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *Commercial/Residential and Employment Zones 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 a proportional financial contribution towards a school or a park within the Sector Plan area with details to be determined prior to approval of the first Site Plan, and construction of a one-acre Civic Green.
- b. Transit Proximity achieved through the Property's location within 1/2 mile of the proposed north entrance to the White Flint Metrorail Station on Rockville Pike (Level 1).
- c. Connectivity and Mobility achieved by providing advance dedication of Road B-2 (the Stonehenge Place extension) and minimum parking.
- d. Diversity of Uses and Activities achieved by providing 15% of the residential units as Moderately Priced Dwelling Units (MPDUs).
- e. Quality of Building and Site Design achieved through above-grade structured parking and public open space.
- f. Protection and Enhancement of the Natural Environment achieved through building lot terminations (BLTs).

4. Public Spaces

The Applicant must provide the one-acre Civic Green 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 and Site Plan(s).

5. Streetscape

The Applicant must provide streetscape improvements on the Subject Property's Executive Boulevard, Towne Road, and Montrose Parkway frontages as well as internal private streets in accordance with applicable guidelines and requirements. Further details and timing to be determined at subsequent Preliminary Plan and Site Plan(s).

6. Master-Planned Bikeways

The Applicant must provide the Master-planned separated bicycle lanes along the Subject Property's Towne Road and Executive Boulevard frontages with final location, details and timing to be determined at subsequent Preliminary Plan and Site Plan(s).

7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated September 22, 2021, and hereby incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

8. Phasing

- a. Explore options to create useable public open space earlier in the phasing of the project.
- b. Deliver the Civic Green prior to issuance of the first building permit associated with the fourth residential building (i.e. three residential buildings may be constructed before the Civic Green is open to the public).
- c. Deliver the interim park along the future public Road B-2 in the first Phase along with Building A to create a space for the community and new residents to recreate and socialize.

9. Future Coordination for Preliminary Plan 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. Circulation
 - i. Clarify that the submitted Towne Road and Executive Boulevard cross-sections are consistent with the approved Western Workaround designs.
 - ii. Revise the Montrose Parkway cross-section as follows:
 1. Street Buffer: Keep the street buffer at a minimum of 10-foot-wide
 2. Sidepath: Convert the existing 8-foot wide sidewalk into an 11-foot-wide sidepath and remove the non-existent 10-foot-wide shared use path.
 - iii. Further evaluation of consolidating vehicular access points along Towne Road.
 - iv. Further evaluation of the potential inter-parcel vehicular and pedestrian connectivity, including formal pathways and lighting. The street and path network should foster connections into adjacent and confronting properties.

- v. Provide active uses with minimal vehicular interruptions and pedestrian egress from the buildings in order to create an inviting and safe pedestrian environment along all the streets surrounding the civic green, plaza, and plaza.
 - vi. Compliance with the adopted and approved Complete Streets Guidelines.
- b. Open Space
 - i. Demonstrate substantial conformance with the Sector Plan open space recommendations, including streetscape along Executive Boulevard, wider sidewalks, passive recreation, and other amenities for pedestrians; and additional details for the proposed linear open space along Montrose Parkway.
- c. Streetscape
 - i. Incorporation of street design features that support Vision Zero objectives for safe, pedestrian-oriented streets.
 - ii. Provision of streetscape details that enhance pedestrian safety and walkability for major roads along the Subject Property's frontage.
 - iii. Demonstrate substantial conformance with all applicable regulatory and master plan recommendations for streetscape and frontage improvements. Provide special treatment at the three (3) gateway nodes shown on the Sketch Plan which include architectural/landscape enhancements, public art/sculpture, light post banners, or other unique elements that elevate these new intersections.
- d. Building Design
 - i. Provision of façade treatments for exposed multi-level garage fronts.
 - ii. Provision of appropriate architectural treatments to all building façades facing the public right-of-way.
 - iii. Minimization of parking and garage entries that face onto the proposed civic green, pavilion and plaza to the extent feasible.
 - iv. Design the tower portion of proposed Building A with ample setbacks to allow windows along the western façade.
 - v. Design proposed Building F in a manner that addresses the Sector Plan recommendations for this intersection.
- e. Other
 - i. Evaluate undergrounding existing utilities within all public rights-of-way as a major public benefit, unless there is a Capital Improvement Program (CIP) project that is already undergrounding the utilities.
 - ii. Explore additional sustainable features to enhance the development, such as vegetated roofs, cool roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to address the recommendations of the Sector Plan.
 - iii. Revise references to "flex space" to "Commercial/ Residential" space.
 - iv. Reduce the existing surface parking lot associated with 6003 Executive Boulevard (to remain) to no more than 10 ADA vehicular parking spaces. Future plans must identify this parking as an interim use to be removed with any future redevelopment of 6003 Executive Boulevard.

SECTION 2: SITE DESCRIPTION

Vicinity

The Subject Property (“Subject Property” or “Property”), outlined in red in Figure 1 below, is located within the Executive Boulevard District and is generally bounded by Montrose Parkway to the north, Towne Road to the east, and Executive Boulevard to the south and to the west.

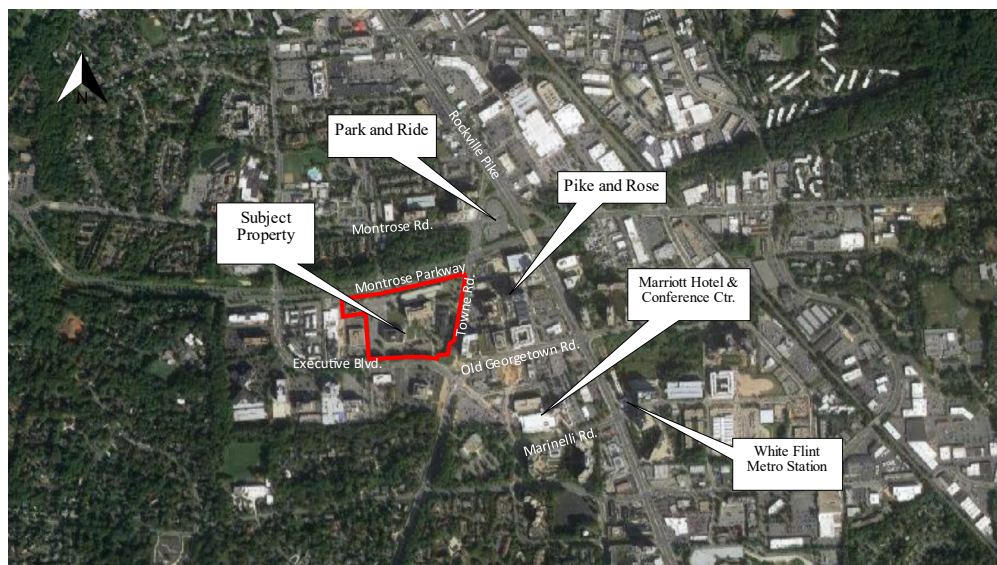


Figure 1: Vicinity Map (Subject Property outlined in red)

The Subject Property is close to a range of residential, office, retail, commercial, and institutional uses. Located across Towne Road to the east is the Pike and Rose mixed-use neighborhood with restaurants, retail, entertainment, hotels, and multi-family homes. Located across Montrose Parkway to the north is the recently approved Northpark at Montrose Site Plan No. 820210080 on the Wilgus Property which is multi-use and multi-phased. To the west, the Property confronts the Jewish Federation of Greater Washington (6101 Executive Boulevard) and the Kaiser Permanente office building/laboratory (6111 Executive Boulevard). To the south and west 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. Nearby are numerous retail shopping centers along Rockville Pike, including Montrose Crossing, the Pike Center, and Federal Plaza.

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. The Subject Property also abuts the “Western Workaround” project (CIP No. P501506), which will realign the intersection of Old Georgetown Road, Executive Boulevard, and Towne Road.

Additionally, the Property is within a mile of the White Flint Metrorail Station, and has easy access to Ride On bus service that operates along the Property’s frontage, and the Montrose Road/Rockville Pike Park and Ride facility. The 2013 *Countywide Transit Corridors Functional Master Plan* identifies the White Flint Metrorail Station and the MD 355-Montrose Parkway intersection as future station locations for the MD 355 South Corridor.

Site Analysis

The Subject Property consists of a tract area of 939,286 square feet (or approximately 21.56 acres) and is known as Parcel E in the Washington Science Center Subdivision as shown on Tax Map GQ 562. The Subject Property has a Site Area of 797,316 square feet (18.30 acres) and a combined total of 74,489 square feet of prior road dedications for Old Georgetown Road (43,571 square feet) and Executive Boulevard (30,918 square feet) and 67,481 square feet of proposed road dedications.

The Property is zoned Commercial Residential CR-2.75 C-1.5 R-2.25 H-200 and subject to the 2018 *White Flint 2 Sector Plan* and the 2019 *Parking Lots to Places – Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans*. As shown in Figure 2, the Subject Property is currently improved with three multi-story office buildings that are addressed as 6001 Executive Boulevard, 6003 Executive Boulevard, and 6011 Executive Boulevard. 6001 Executive Boulevard contains 264,266 square feet of office space, 6003 Executive Boulevard contains 109,818 square feet of office space, and 6011 Executive Boulevard contains 148,391 square feet of office space, for a combined total of 522,475 square feet of office space.

The Subject Property also includes a three-level structured parking garage with 611 spaces that fronts onto Montrose Parkway, surface parking facilities, drive aisles, and open lawn areas that are centrally oriented on the Site. The Subject Property is currently served by three vehicular access points from Executive Boulevard, one of which is signalized, and three vehicular access points from Towne Road, one of which is dedicated for deliveries. Each of these access points will also serve the proposed Project.

The Subject Property does not have any forested areas but has landscaped tree lines along much of the Site's perimeter. There are existing sidewalks along Montrose Parkway, Towne Road, and Executive Boulevard.

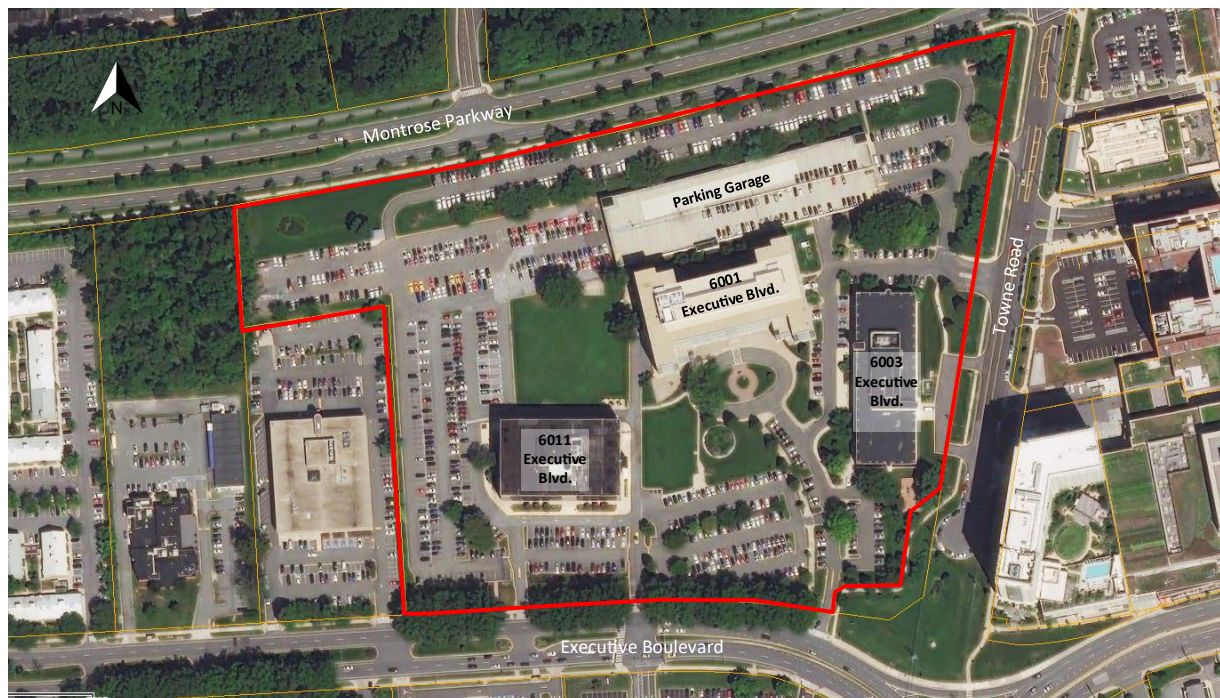


Figure 2: Subject Property (outlined in red)

SECTION 3: PROJECT DESCRIPTION

Previous Regulatory Approvals

Concept Plan No. 520210150

In March 2021, the Applicant filed a Concept Plan (No. 520210150) which introduced new infill development to create a mixed-use neighborhood and an urban node at the major intersection of Towne Road, Executive Boulevard, and Old Georgetown Road. The Concept Plan proposed integrating new high-density housing with the existing office structures to establish a new neighborhood convenient to Pike & Rose and to the White Flint Metrorail Station. The Proposal included more than 2.3 million square feet of new residential and commercial development in the form of eight new building structures to replace existing surface parking lots and the 6011 Executive Boulevard office building.

NRI/FSD No. 420211950

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for the Subject Property was approved on June 2, 2021. There is no forest onsite or immediately adjacent to the Site. A total of 38 significant (24 to 29 inches dbh) and specimen trees (30 inches dbh or greater) were identified onsite and within 100 feet of the Subject Property.

Proposal

The Applicant is proposing to demolish one of the three existing office buildings (6001, 6003, and 6011 Executive Boulevard) and redevelop the Property with up to 2,113,393 square feet of residential uses and up to 469,643 square feet of commercial uses for a cumulative density of up to 2,583,037 square feet of mixed-use development (the “Project”). The new residential and commercial development will be comprised of eight (8) new structures (identified as Buildings A, B, C, D, E, F, G, and H on Figure 3) to replace existing surface parking lots and demolish the 6011 Executive Boulevard office building.

Buildings A, C, D, E, F and G will be structures accommodating a vertical mix of uses with residential uses above ground floor commercial uses, with Building B as an entirely multi-family building. The ground floor uses of these new structures is intended to be flexible and may accommodate either commercial space (such as retail, restaurants, or offices) or additional residential uses. If the future ground floor use allocation exceeds limits set forth in the Sketch Plan approval, the Applicant must reflect changes in a Sketch Plan Amendment. Building H will be an expansion of the existing three-level parking garage that fronts onto Montrose Parkway to serve the two office buildings, which will remain on the Subject Property.

The Project includes significant changes to the Property’s internal roadway network and circulation patterns. The Project proposed public Road B-2 that will extend Stonehenge Place between Montrose Parkway and Executive Boulevard and private Road B-3 will provide access to Road B-2 via new internal private roads, as well as enhance the appearance and activity along Towne Road, Montrose Parkway, and Executive Boulevard. Additionally, the Applicant is proposing to replace the existing on-site stormwater facilities with significant environmental site design (“ESD”) facilities including micro-bioretenment areas and green roofs to improve the Site’s storm water management.

As an optional method of development, the Applicant proposes public benefit points in the following categories: Major Public Facilities, Transit Proximity, Connectivity and Mobility, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment. Further details are explained in Section 5 of this report.

Overall, this urban infill development Project will transform a single-use office park campus with surface parking into a compact community with new residential and mixed-use buildings with ground-floor activating commercial uses near existing employment, services, and transit. Combining new 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. As described in the Sector Plan section of this report, the proposed development implements the recommendations of the *White Flint 2 Sector Plan*.

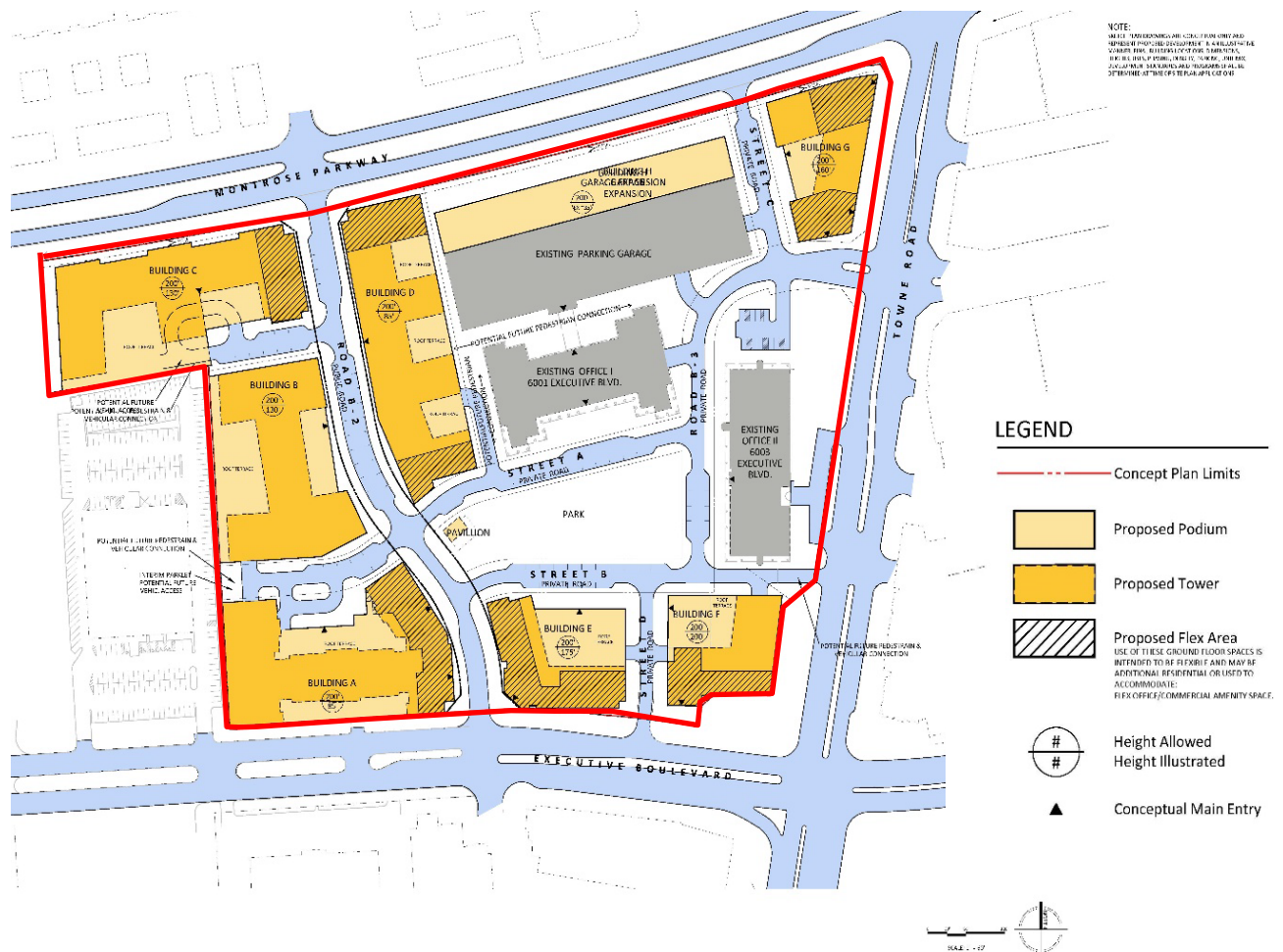


Figure 3: Proposed Sketch Plan (Subject Property outlined in red)

Uses and Buildings

As previously noted, up to 469,643 square feet of potential ground-floor retail will be dispersed throughout six out of seven of the new buildings (highlighted in orange in Figure 4 below). The Applicant intends for the ground floor spaces identified as retail to be flexible and may be additional residential or used to accommodate office/commercial amenity space. As previously noted, ground floor use allocation must remain within the limits set forth in the Sketch Plan approval; any reallocation of residential/commercial use that exceeds the Sketch Plan approval must be reflected in a future Sketch Plan Amendment. Most of the retail will line Executive Boulevard between Towne Road and proposed Road B-2, throughout the entire stretch of Road B-2, and anchoring the corner of Towne Road and Montrose Parkway. With the exception of proposed Building C and Building G which front onto Montrose Parkway,

much of the proposed residential uses are tucked away from the existing major thoroughfares and lined with parking or retail. Likewise, generally, the main entries of the residential uses are also orientated away from the existing major roads. All new buildings will feature an upper level terrace for residents. As shown in Table 1, over 13,000 square feet of retail could be realized in Phase 1 of the Project with proposed Building A. Further, the Applicant has also identified the proposed ground-floor retail spaces as flex spaces that may become additional residential or used to accommodate flex office/commercial amenity space. Each new 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 be compatible with the surrounding existing uses.

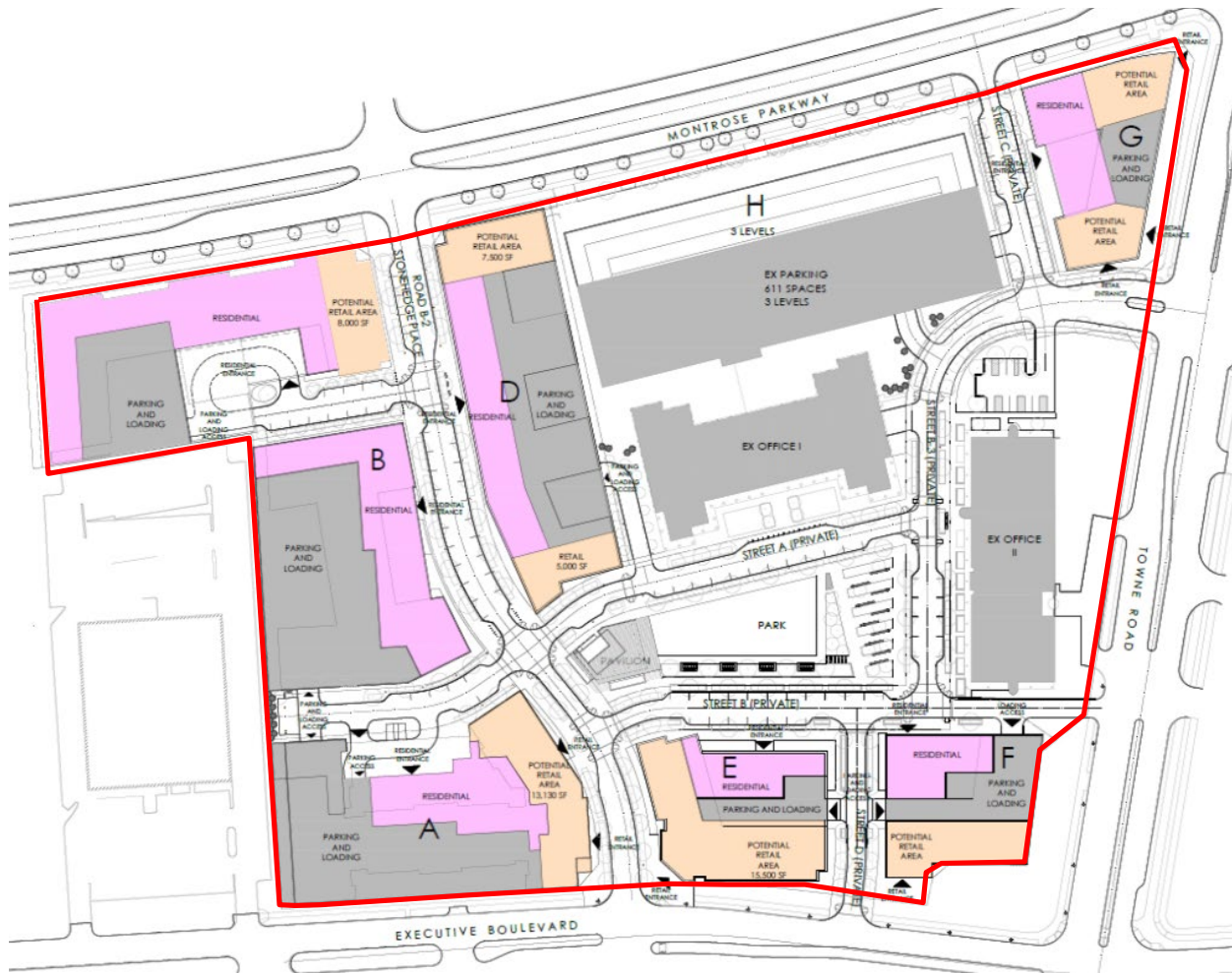


Figure 4: Proposed Residential and Retail Uses

More than 2,000 residential units are anticipated with full the full build-out of the Project as summarized below:

Table 1: Proposed Residential Units and Commercial Square Footage

	Existing Office	Proposed Residential Units ¹	Proposed Retail
6001 Executive Blvd.	264,266 sf.		
6003 Executive Blvd.	109,818 sf.		
Building A		214	10,000 sf.
Building B		391	0 sf.
Building C		394	7,575 sf.
Building D		238	7,554 sf.
Building E		265	7,550 sf.
Building F		251	7,550 sf.
Building G		307	7,550 sf.
Total	374,084 sf.	2,060 units	47,779

¹ To be determined at future Preliminary and Site Plan Phases

The multi-use buildings are envisioned to be designed to break down mass and scale to minimize the building footprints and stepping down with the linear units at the ground floor. As shown in Figure 5, the Project proposes that taller structures at the maximum building heights of up to 200 feet high are placed close to the Subject Property's eastern edge along Towne Road from Pike and Rose, and appropriately step down to 130 feet and to 85 feet on the western edge of the Property. Only one new structure (Building F) located at the corner of Towne Road and Executive Boulevard is expected to have a building height up to 200 feet. This is reflected in the following massing exhibit below, which illustrates maximum building heights in the transparent clear color, with proposed building heights shown in purple.

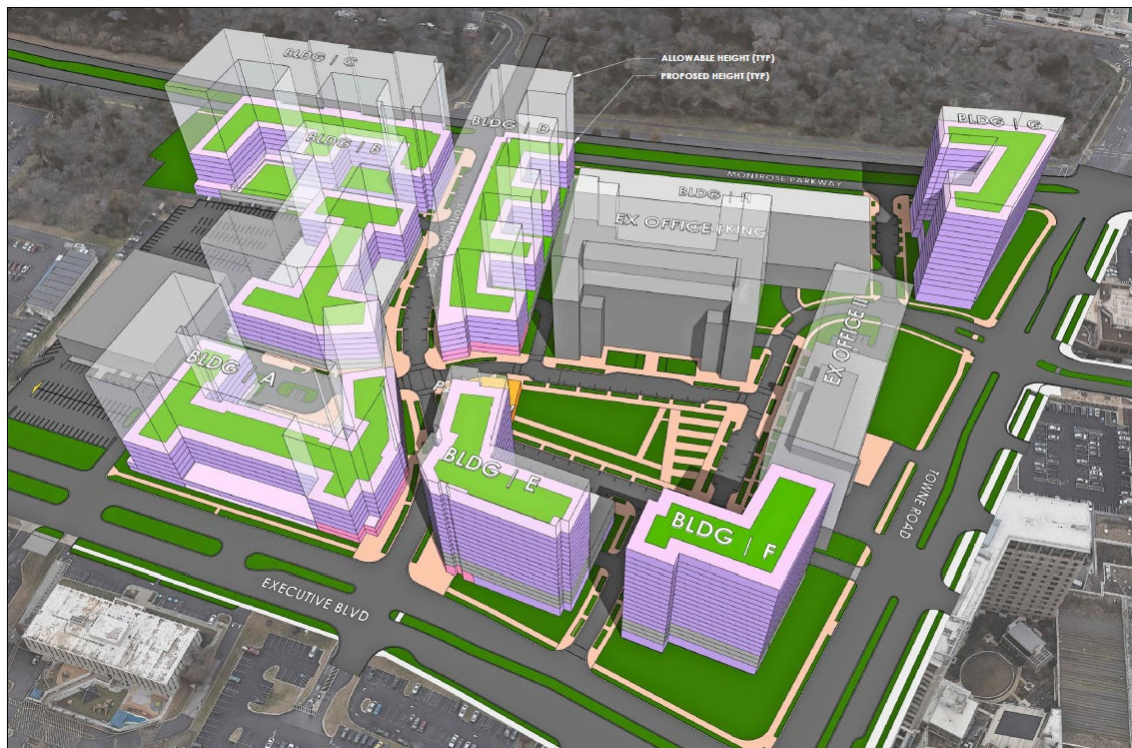


Figure 5: Illustrative Massing View from the Southeast

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, is conceptual, and must demonstrate compliance with the Zoning Ordinance and the *White Flint 2 Sector Plan* at the time of each site plan.

Moderately Priced Dwelling Units

The Application is required to provide Moderately Priced Dwelling Units (MPDUs) per Chapter 25A-5 of the Montgomery County Code, as the Project results in the development of more than 20 dwelling units. Additionally, 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 Sketch Plan will meet the 15 percent MPDU requirement for the development which will be dispersed throughout the Project.

Gateways and Open Space

The Sketch Plan proposes a series of public and private green spaces and key gateway nodes (shown in Figure 6). In particular, the proposal intends to anchor the northwest corner of Towne Road and Executive Boulevard to create an architectural gateway into the greater White Flint area. The other gateways will occur at each end of proposed Road B-2/ Stonehenge Place extension. Potential special treatments at these nodes may include architectural/landscape enhancements, public art/sculpture, light post banners, or other unique elements that elevate these new intersections.



Figure 6: Proposed Open Space and Landscape Plan

Per the Zoning Ordinance, the proposed development must provide a minimum of 10% of open space based on the Site area, or 79,732 square feet. Further, per the Sector Plan *“At a minimum, one-acre civic green must be provided on this property. The green could be divided into two smaller parks but the total acreage must remain at least one useable acre. Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use.”* (page 32). The Plan proposes a maximum of 2.75 FAR. Therefore, the public open space must exceed the 10% requirement and meet the additional requirement. The Project provides 12.5% of the Site (100,000 square feet) as open space which includes a one-acre Civic Green that is located in the central portion of the Site and features an open lawn and hardscape features with direct access via Road B-2 and a sight line from Executive Boulevard. The Proposal also illustrates a linear open space along Montrose Parkway and Towne Road. The Applicant will exceed the zoning requirement of 10% and is therefore seeking public benefit points for the excess provided. Additional discussion of public benefit points is provided in Section 5.



Figure 7: Proposed Open Space Areas

The residential uses within proposed Buildings E and F are oriented towards the proposed Civic Green. The proposed open space is oriented away from the existing surrounding major thoroughfares, yet is within convenient access for broader community use. Immediately west of the civic green is the proposed urban plaza and pavilion. The conceptual design of the plaza and pavilion area includes lawn area for programmed entertainment, seating, and an ornamental garden. A focal feature is proposed for the civic green.

The Sketch Plan also identifies linear park areas along Montrose Parkway and Towne Road. These roads have existing pedestrian infrastructure but will be enhanced with significant plantings to improve the public realm and promote a welcoming pedestrian environment.



Figure 8: Proposed Plaza, Pavilion, and Civic Green Plaza

There are two existing lawn areas on the Subject Property (as shown in Figure 2). One is located to the southwest of the existing parking garage and west of the National Institutes of Health (NIH) Building. The other lawn area fronts on the entry of the NIH building and is to the rear of 6003 Executive Boulevard office building to remain. The Applicant is proposing a temporary park (Figure 9 below) since the proposed one-acre civic green is anticipated in a future phase too far in the overall development timeline to serve the first phase of construction. The temporary park will incorporate some enhancements such as seating and lawn area and programming for pop-up kiosks and other activations that would be expected with the future permanent civic green. As conditioned, the interim park along the future public Road B-2 should be delivered in Phase 1 along with Building A to create opportunities for the community and new residents to recreate and socialize.



Figure 9: Temporary Park Space and Precedent Images

The proposal also includes 80,000 square feet (or 1.84 acres) of streetscape. Attractive streetscape along the new public and private roadways with sidewalks, native street trees, planting strips, and street furniture, are intended to promote pedestrian activity.

Recreation

Section 59.6.3.9 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 will be submitted at the time of Site Plan(s).

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 through 8 based on current plans, phases may occur in any order or may be combined. The anticipated phasing is expected to begin on the west side of the Property moving to the east, starting with new buildings to the west of proposed Road B-2. The new buildings fronting Towne Road and anchoring the corners of Executive Boulevard and Montrose

Parkway are proposed to be constructed last. As conditioned, delivery of the Civic Green must be moved to an earlier phase and completed prior to issuance of the first building permit associated with the fourth residential building.

Phasing details are below¹:

- Phase 1 will include Building A and the entire portion of Road B-2 connecting Montrose Parkway and Executive Boulevard. Proposed Phase 1 also includes an interim pocket park at the western terminus of proposed private Street A.
- Phases 2 and 3 are projected to include two structures (Buildings B and C, respectively) on the west side of Road B-2.
- Phase 4 is anticipated to include the expansion of the existing parking garage (Building H), in anticipation of the loss of existing surface parking.
- In Phase 5A, once the expanded parking garage is constructed, development on the east side of proposed Road B-2 is expected to proceed with the construction of Building D, and the reconfiguration of existing surface parking fronting onto Towne Road.
- Phase 5B is the construction of Street A and a portion of Road B-3.
- Phase 6 includes the construction of Building E and Street D.
- Phase 7 is the construction of Building F.
- Phase 8 includes the construction of Building G with Street C and the northern portion of Road B-3.

¹ The Civic Green will be open to public use prior to the issuance of the first building permit associated with the fourth residential building.

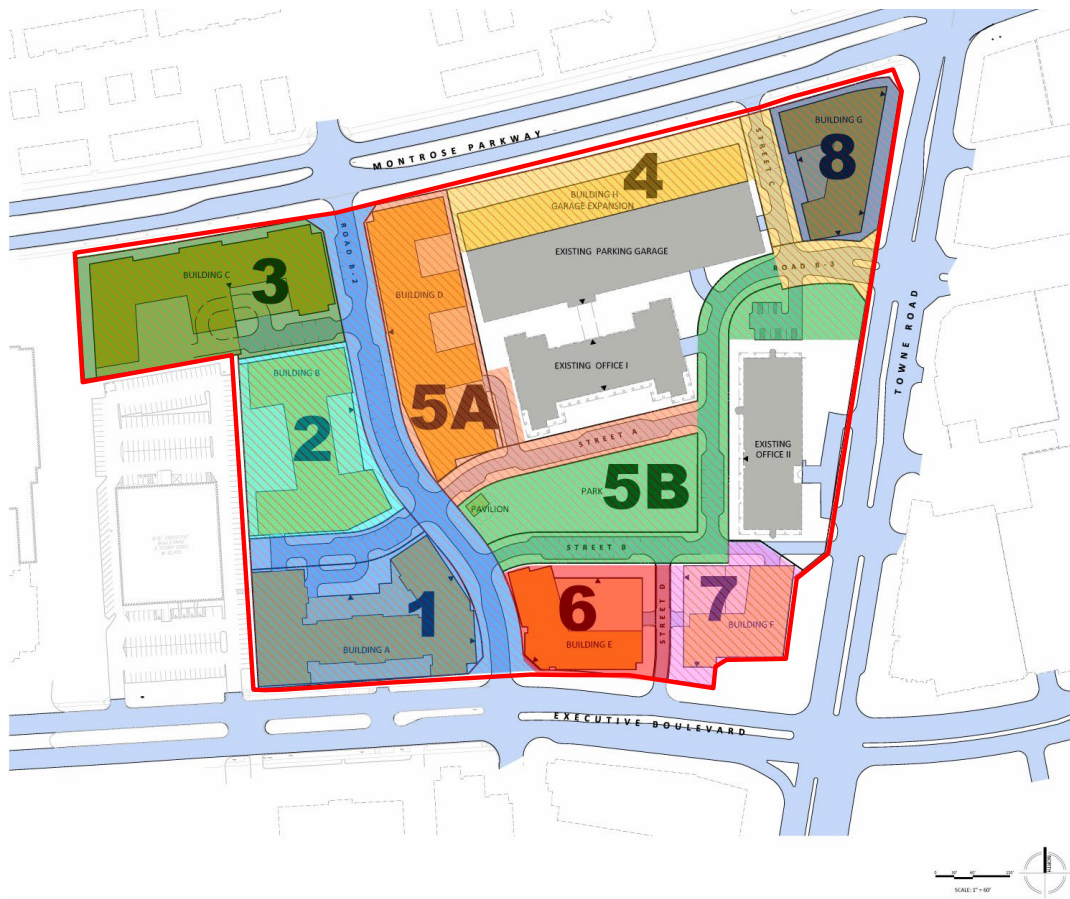


Figure 10: Proposed Phasing Plan

Access and Circulation

The Project aims to strengthen the Property's connection to nearby communities by facilitating both internal and external multimodal circulation. The Project includes a new grid network of short blocks on the Subject Property and additional points of access to disperse vehicular traffic to surrounding intersections. Several new curb cuts are proposed to access and service the proposed multi-phased development along each respective street frontage. Overall, two access points are proposed on each roadway frontage along Executive Boulevard, Towne Road, and Montrose Parkway. The proposed development which retains two existing office structures and parking garage, and will add seven new proposed multifamily buildings, is envisioned to be interlaced with a series of interconnecting streets that will further expand the street grid identified by the 2018 *White Flint 2 Sector Plan*. Conducive to the inter-parcel connectivity goals recommended in the Sector Plan, the Applicant's proposed internal street network provides opportunities to extend to adjacent properties as the development evolves and surrounding properties are redeveloped.

The Applicant proposes to construct Road B-2, which extends from existing Stonehenge Place north of Montrose Parkway to Executive Boulevard to the south and will provide both through movement circulation and internal connectivity to the proposed development. The proposed extension bifurcates the site into eastern and western halves.

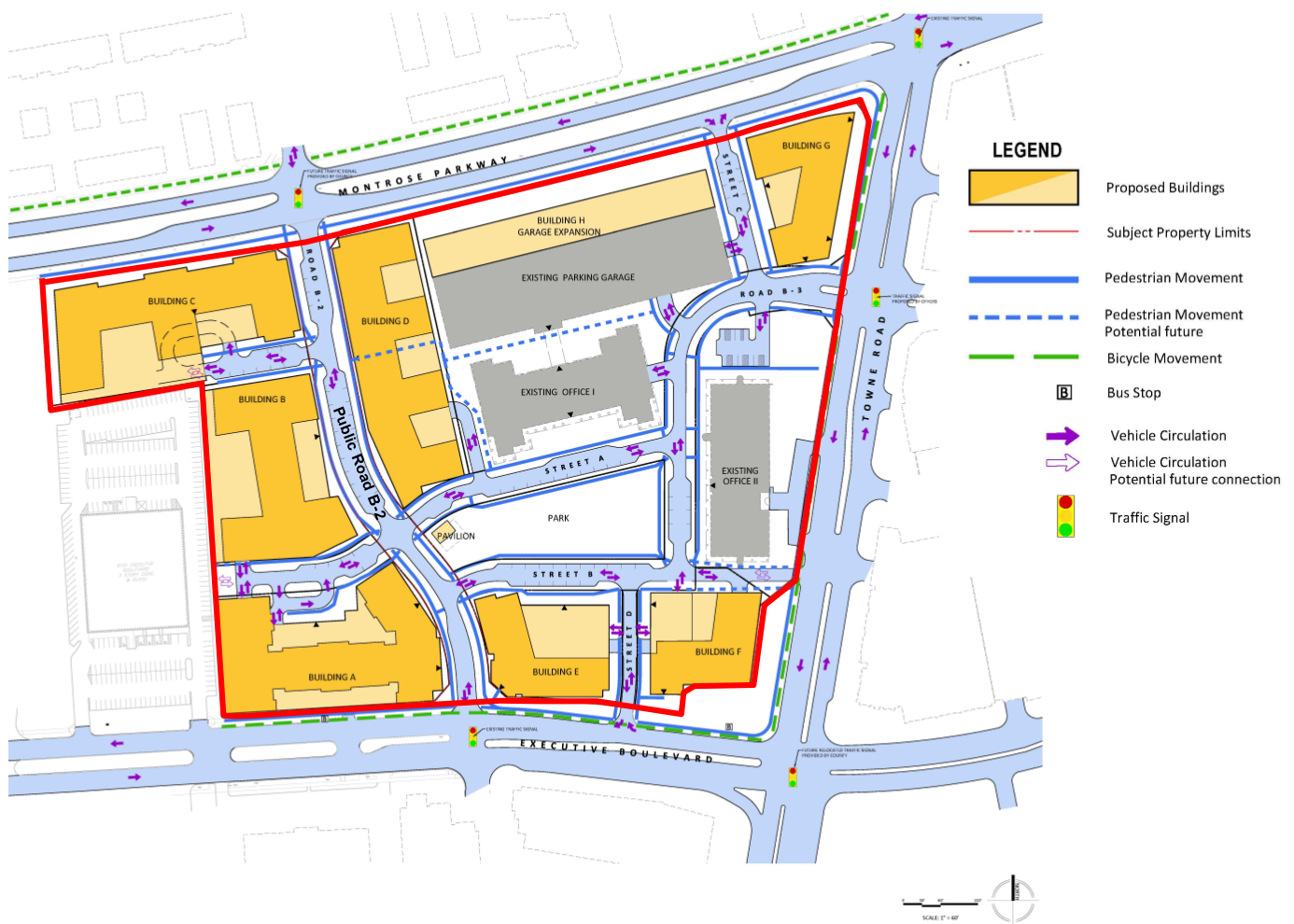


Figure 11: Proposed Public and Private Streets

The Applicant proposes to dedicate the proposed Road B-2 as a public street. The remaining proposed streets are private. All proposed private streets will conform to County roadway standards. The private road requests, determinations and classifications will be further evaluated at the time of Preliminary Plan.

Additionally, the Applicant proposes to provide a restricted right-out exit from proposed Street C onto Montrose Road, which will connect proposed private Road B-3 (see Figure 11).

In subsequent phases, the design of proposed private streets will be reviewed to ensure it meets requirements of Chapter 49 and the adopted and approved Complete Streets Guidelines.

Parking and Loading

As previously noted, the existing parking garage (to remain) includes 611 vehicle spaces. The Sketch Plan proposes an expansion of the existing parking garage and garage parking within each new residential building that includes a total of 2,912 parking spaces. This preliminary calculation will be evaluated and finalized at the time of each Site Plan. The proposed amount of parking exceeds the minimum parking requirement outlined in Section 59.6.2.4 of the County's Zoning Ordinance, of which a minimum of 1,754 spaces are required. This amount of vehicular parking is balanced with an abundance of existing and planned transit, as well as the prevalence of existing and proposed bicycling infrastructure. Furthermore, the White Flint Metrorail Station and future MD 355 Bus Rapid Transit stations are located within a walkable distance from the Site. Vehicular loading and drop off areas are identified for the majority of the proposed structures and all loading and unloading shall occur outside of the public right-of-way with final specifications provided at the time of Site Plan. Each multi-family and multi-use building will include its own loading area for service vehicle access.

Pedestrian and Bicycle Facilities

The Applicant proposes ADA compliant sidewalks along all internal public and private streets. More details and technical evaluation will be provided as part of subsequent Preliminary Plan and Site Plan(s) review. Pedestrian access to the Property is proposed directly from the existing sidewalks along the public rights-of-way, which are each proposed to be improved to meet the Master Plan recommendations. On internal private streets, each of the proposed streetscapes include a six-foot wide planting zone and eight-foot-wide pedestrian through zone. The Sketch Plan also shows linear parks along Montrose Parkway and Towne Road, where existing sidewalks and proposed bikeways will be provided.

Bicyclists can access the Property via proposed separated bike lanes along Executive Boulevard and Towne Road. Additionally, a new sidepath is proposed along the Montrose Parkway property frontage replacing the existing 8-foot-wide concrete sidewalk as a means to extend the facility approved along the Pike and Rose frontage to the east of the Subject Property. The Applicant will continue to coordinate with MCDOT, and the Subject Project will implement the master-planned separated bicycle lanes into subsequent designs. It is anticipated based on the proposed residential unit count that there will be a minimum total of 100 bicycle parking spaces (95 long-term and 5 short-term spaces per building), which will be finalized at the time of Site Plan.

Environment

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for the Subject Property was approved on June 2, 2021 (NRI/FSD No. 420211950). The tract area for the NRI/FSD is 21.56 acres. The Property contains no wetlands, streams or stream buffers, 100-year floodplains, hydraulically-adjacent steep slopes, or known occurrences of Rare, Threatened, and Endangered species. The Site drains to the Cabin John Creek and is not located within a special protection area or primary management area. The Site is

nearly fully developed with several commercial office buildings, parking lots, and landscaped with trees, shrubs, and lawn. There is no forest onsite or immediately adjacent to the Site. A total of 38 significant (24 to 29 inches d.b.h.) and specimen trees (30 inches d.b.h. or greater) were identified onsite and within 100 feet of the Subject Property. Landscaped tree lines occur along much of the perimeter of the Subject Property. As designed, the Sketch Plan proposal will result in possible impacts to protected trees.

The Sketch Plan seeks 30 Public Benefit Points for the Protection and Enhancement of the Natural Environment from the purchase of Building Lot Termination (BLT) credits. Per Section 59.4.7.3.F.1.a of the County's Zoning Ordinance, the purchase of BLT credits is required under the CR zone. Additional discussion is provided in Report Section No. 5.

SECTION 4: COMMUNITY CORRESPONDENCE

The Applicant has met all proper signage, noticing, and pre-submission meeting requirements under the Zoning Ordinance and the Manual of Development Review Procedures for Montgomery County.

Pre-Submittal Meeting

On June 17, 2021 the Applicant held the required pre-submittal public meeting in a virtual format with downloadable materials made available starting on June 10, 2021. A total of 2 members from the community and interested parties attended the virtual community meeting.

Public questions were raised about the following issues:

- How the parking will be addressed for the remaining office buildings.
- How parking will be provided for the new buildings.

As stated in the project description, the existing parking structure that fronts onto Montrose Road has 611 spaces and will remain to serve the two existing office buildings. Additionally, the Sketch Plan proposes an expansion of this existing parking garage and garage parking within each new residential building that includes a total of 2,912 parking spaces.

Staff has not received letters from the community regarding this project.

SECTION 5: 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 59.4.5.4 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, minimum open space, and parking. Setbacks and building form standards will be established by the subsequent Site Plan review process. Additionally, the Application must provide the minimum required number of parking spaces for residents and visitors and patron areas for commercial uses. 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

CR 2.75 C-1.5 R-2.25 H-200	Required/Permitted	Proposed
Site		
Tract Area	N/A	21.56 acres (939,286 square feet)
Prior Dedications		74,489 square feet
Proposed Dedications		67,481 square feet
Site Area (Entire Site)		18.24 acres (797,316 square feet)
Maximum Density of Development	2.75 FAR/ 2,583,037 square feet	2.75/ 2,583,037 square feet
<i>Residential</i>	2.25 FAR/ 2,113,393 square feet	2.25 FAR/ 2,113,393 square feet
<i>Commercial</i>	1.5 FAR/ 1,408,929 square feet	0.5 FAR/ 469,643 square feet
Moderately Priced Dwelling Units	15%	15%
Public Open Space (min.) (% of Overall Site)	79,489 square feet (10%)	100,000 square feet (12.6%)
Right-of-way Streetscape	N/A	80,000 square feet (10% Site Area)
Building Height (max.)	200 feet	85 feet (Bldgs. A-D) 175 feet (Bldg. E) 200 feet (Bldg. F) 160 feet (Bldg. G)
Principal Building Setbacks (min.)	Determined by site plan	Determined by site plan
Form	Determined by site plan	Determined by site plan
Commercial Parking	1,107 minimum spaces/ 1,982 maximum spaces	Determined by site plan
Residential Parking	1,754 minimum spaces/ 2,661 maximum spaces	

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

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

The Rose Village development, also known as the Willco Property (6001, 6003 and 6011 Executive Boulevard) is located within the Executive Boulevard North area (Area 1) in the Approved and Adopted 2018 *White Flint 2 Sector Plan* area. Located west of Pike & Rose and between Montrose Parkway and Executive Boulevard, this 35-acre area has the potential for new infill development on some properties, including the Willco property, Executive Boulevard Office Condominiums, and Kaiser Permanente regional laboratory. The Sector Plan provides both general and specific recommendations for this Property. Specifically, for the Site the Sector Plan states that it *“has the greatest potential to accommodate new and infill development. The future land use mix for this property should include primarily residential development since most of the existing office buildings will be retained. This Property should provide important street network linkages, including the extensions of Rose Avenue and Stonehenge Place, and a civic green that should be dedicated to the Parks Department. Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use”* (p.32).

Sector Plan Compliance

Density and Building Height

The Sketch Plan's proposed density and building heights are consistent with the Sector Plan's recommendations. The Property is located in the CR 2.75 C 1.5 R 2.25 H-200 Zone, and the proposed development is a maximum of 2.75 FAR. The Sector Plan states that any development beyond 2.5 FAR must provide a proportionate increase in land for public use. As submitted, the Proposal will provide up to 12.5 percent of the Property as public open space, including the civic green.

The proposed building heights are also consistent with the Sector Plan recommendations, including taller buildings along Towne Road and lower buildings along Private Street B-2 (Stonehenge Place Extended). Maximum building heights of up to 200 feet will be provided along Towne Road across from the Pike and Rose development, and appropriately step down to 85 feet on the western edge of the Property. The Proposal includes one new "signature" structure located at the corner of Towne Road and Executive Boulevard (proposed Building F) that would have a building height up to 200 feet, with other buildings stepping down in height, in order to achieve compatibility.

Design and Connectivity

The Sector Plan's design and connectivity recommendations for the Rose Village Subject Property are to:

- Establish a neighborhood pattern of blocks and internal streets that are compatible with the Pike & Rose property across Towne Road.
- Consider building heights along Towne Road that are compatible with heights on the Pike & Rose property. Heights should taper down from Towne Road toward the western end of this property.
- Anchor the northwest corner of Towne Road and Executive Boulevard to create an architectural gateway into the greater White Flint area.
- Create a public north-south connection between Executive Boulevard and Montrose Parkway, to align with Stonehenge Place to the north. Consider extending Rose Avenue from the Pike & Rose property to this property and connect it with the proposed north-south connection to Stonehenge Place mentioned above.

The Sketch Plan accomplishes many design and connectivity recommendations, including the extension of Stonehenge Place as a public street, the creation of a neighborhood pattern of streets and blocks, and the provision of a one-acre civic green. Taller buildings are along Towne Road and lower buildings are placed within the interior core of the development.

The State of Maryland has purchased a portion of the property at the northwest intersection of Towne Road and Executive Boulevard for infrastructure needs. This purchase has created some challenges towards creating an architectural gateway as the Sector Plan recommends. As conditioned, at the Site Plan design efforts should be made to design proposed Building F in a manner that achieves the Sector Plan recommendations for this intersection.

As conditioned, the Applicant should create a plan that would achieve the Sector Plan's recommendation to *"enhance the pedestrian areas of properties along Executive Boulevard by including wider sidewalks, passive recreation, and other amenities for pedestrians"* (p.33).

Moderately Priced Dwelling Units

The Sector Plan's requires that "15 percent MPDUs as the highest priority public benefit for all new residential development unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park (p.59). The Sketch Plan will meet the minimum 15 percent MPDU requirement for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing. Also, Section 25A-5(k) of Chapter 25A of the County Code states: "...MPDUs must be reasonably dispersed throughout the development," and further requires that the pace of MPDU production reasonably coincides with the pace of the construction of market rate units. Further details of the MPDUs will be provided with subsequent applications.

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).

Staff and the Applicant evaluated the Subject Property's suitability for a potential school site and determined that the Sector Plan goals would be best satisfied through the provision of a proportional financial contribution toward a future school or park within the Sector Plan area. This determination was made based on the following considerations, which did not leave sufficient space for a new school site (refer to Attachment B):

- The Subject Property is identified in the Sector Plan (p. 32) as a site that has the greatest potential to accommodate new and infill development;
- Two existing occupied office buildings and an associated parking garage will remain on the Subject Property for the foreseeable future; and
- The Project will construct a new one-acre park on the Subject Property in support of the mixed-use density envisioned on the Site.

As conditioned, the Applicant will satisfy this Sector Plan recommendation by providing a proportional financial contribution towards a school or a park within the Sector Plan area and the amount and timing of which will be determined at Preliminary Plan. The Applicant also seeks public benefit points for this financial contribution. *"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."*

Public Open Space

The Sector Plan recommends that the Subject Property must provide a minimum one-acre civic green, and the amount of open space must increase for any development beyond 2.5 FAR (p.32). The Proposal illustrates a one-acre Civic Green featuring an open lawn and hardscape features and a linear open space along Montrose Parkway. These proposals are consistent with the Sector Plan recommendations.

Based on the proposed phasing plan, this important open space is anticipated to be implemented in Phase 5B. The Applicant's proposal to create this open space is too late in the phasing considering the significant amount of residential anticipated in the earlier phases of the development and the overall residential nature of the development. As conditioned, the open

space is conditioned to deliver the interim park along the future public Road B-2 in Phase 1 along with Building A to create opportunities for the community and new residents to recreate and socialize. Additionally, the Application's approval is conditioned to deliver the Civic Green, plaza, and pavilion prior to the issuance of the first building permit associated with the fourth residential building in order to help stimulate future phased development and support the residential density envisioned on the Subject Property.

Environmental Sustainability

The 2018 *White Flint 2 Sector Plan* provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions.

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:

- Increase 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.

Along with public open spaces, Building Lot Terminations (BLTs) are the primary environmental sustainability measures included with this Sketch Plan. The Sketch Plan seeks 30 Public Benefit Points for the Protection and Enhancement of the Natural Environment from the purchase of Building Lot Termination (BLT) credits. Per the County's Zoning Ordinance, the purchase of BLT credits is required under the CR zone. While the BLTs will help preserve land in the Agricultural Reserve, they will not improve the environment in the Rose Village development or in the White Flint area. The *White Flint 2 Sector Plan* prioritizes increased tree canopy and energy conservation Public Benefit Points from the Protection and Enhancement of the Natural Environment category for developments within the *White Flint 2 Sector Plan* area.

The Proposal has not indicated how other recommendations would be achieved in the development. As conditioned in Section 1, the Applicant must seek to provide additional sustainable features to enhance the development, including vegetated roofs, cool roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to further the recommendations as prioritized by the *White Flint 2 Sector Plan*.

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 the public open, street network and affordable housing. Since the adoption of the Sector Plan, the County Council has adopted new housing requirements that require 15% of residential development as MPDUs for properties in the plan area. The Proposal intends to make a financial payment towards a park within the plan area, rather than any land dedication. As proposed, the development must provide additional environmental public benefits, such as tree canopy, besides the required BLTs.

Transportation Network

Executive Boulevard, Montrose Parkway, and Towne Road are existing roadways that surround the subject 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, between Montrose Parkway and Executive Boulevard.

Executive Boulevard and Towne Road are included in the MCDOT's Western Workaround CIP project. Executive Boulevard (B-7), between East Jefferson and Towne Road/Old Georgetown Road, is classified as a commercial business street with a minimum 120-foot right-of-way, and Montrose Parkway (A-90) is classified as an arterial roadway with a minimum 130-foot right-of-way.

The Sketch Plan shows the surrounding streets and the internal streets recommended by the Sector Plan. The submitted application illustrates a 65-foot right-of-way for Stonehenge Extended (B-2:1 to B-2:4) with various roadway elements, including on-street parking. The Applicant should coordinate with MCDOT to determine if the various elements and changes per the roadway are appropriate. In addition, it is unclear if the submitted Towne Road cross-section is consistent with approved Western Workaround plans for this street.

Bikeway Network

The 2018 Sector Plan recommends a separated bikeway (separated bike lane) along Executive Boulevard (SP-50) and another along Towne Road (LB-1). There is an existing sidepath (shared use path) on the northern side of Montrose Parkway (SP-50).

The approved Western Workaround design for Towne Road shows an on-road bike lane along the frontage of this property and a separated bikeway along the Pike & Rose frontage. This design is consistent with the Sector Plan recommendations.

Another separated bike lane is recommended along Executive Boulevard (LB-3) and it is illustrated in Figure 3 in the Sector Plan (p.81). The Sector Plan notes that a separated bikeway could be installed through modifications of the existing travel lanes and median (p.80). The Proposal shows a similar cross-section to the Sector Plan recommended section.

Transportation Demand Management

The Property is in the North Bethesda Transportation Management District that promotes effective transportation demand management for North Bethesda, including the White Flint Sector Plans. The 2010 *White Flint Sector Plan* recommends the achievement of several non-automotive driver mode share goals (NADMS), beginning at 34 percent in phase one and concluding with 51 percent NADMS for residents and 50 percent for employees in phase three. As conditioned, at preliminary plan review, this development should provide additional details regarding the achievement of the Sector Plan's NADMS goals.

White Flint Tax District

The Subject Property is excluded from the Local Area Transportation Review (LATR) standards since it is included in the White Flint Special Taxing District.

White Flint Staging

This Property 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).

- 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 office park 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. The existing surface parking lot near Towne Road on the Property that serves the Existing Office II (6003 Executive Boulevard) does not comply with Section 59.4.5.1.A.3 of the current Zoning Ordinance, which states that parking is prohibited between the building and the street within the CR Zoning District. Since this building is to remain, the Applicant proposes to partially reduce the existing parking to only 10 ADA spaces between the street and the front building line as an interim treatment. These retained spaces are proposed to be adequately screened from the street. As conditioned, to bring into compliance with the current Zoning Ordinance, the Applicant will eliminate the remaining spaces when the 6003 Executive Boulevard building is redeveloped.

- 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 office use, retail, and multi-family housing that will enhance the employment and housing choices near the White Flint Metrorail Station. In addition to housing, mobility will be improved by this Project. Two (2) bicycle recommended facilities 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 particularly along Road B-2 and at the main north and south intersections at Montrose Parkway and Executive Boulevard and adjacent to the proposed civic green. There is an existing surface parking lot between the buildings and the abutting roads where it occurs with the existing office building (6003 Executive Boulevard) that fronts onto Towne Road, which is prohibited within the CR Zone. As previously noted, in compliance with zoning restrictions, there will be an interim reduction of this surface parking between the building and the street to accommodate ADA spaces only and ample screening. The Applicant proposes to eliminate the retained 10 spaces when the building that they are associated with is redeveloped. Throughout the remainder of the development, proposed buildings will line the new and existing streets. Therefore, the proposed development will be pedestrian-friendly and the civic green, plaza, and pavilion will offer necessary amenities for new and existing residents and businesses.

Sketch Plan Mobility Findings

The Applicant has sufficiently satisfied the transportation sketch plan requirements of Section 59.7.3.3.E.6 for satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading; but will need to provide additional detail in future submittals.

- 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 only one signature building up to 200 feet in height near Towne Road and Executive Boulevard. The Project tapers down building heights west of the proposed multi-use building and toward the existing developments to the west to establish a compatible relationship with the existing office uses. Specifically, the Project transitions from the multi-use buildings up to 200 feet in building height along the eastern portion of the Property to residential only (Building H) and other mixed-use buildings up to 85 feet adjacent to the existing office uses to the west. 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 59.7.7.1.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 commercial uses. As previously noted, the Project's building heights closest to the existing uses are up to 85 feet in height – not to exceed the maximum permitted by zoning. The Project will set back new mixed-use and residential buildings from the western shared Property boundary to create opportunities for usable windows.

The Project also includes a new street system with short blocks (including the extension of Stonehenge Place to Executive Boulevard), 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 civic green, pavilion, and streetscape improvements, are intended to strengthen linkages between existing neighborhoods to the Subject Property's – including Wilgus which is to the north of Applicant's Project and Pike and Rose and the Rockville Pike corridor to the east. The Pike and Rose mixed-use neighborhood, which includes restaurants, retail, entertainment, a hotel, and multi-family homes, is directly across Towne Road to the east. South and east of the Property is the Bethesda North Marriott Hotel & Conference Center complex, as well as recently approved mixed-use development along Old Georgetown Road. Across Montrose Parkway to the north is the recently approved mixed-use development for the Wilgus property. A sketch plan and preliminary plan has been approved for the approximately 16.64-acre Wilgus property and the Phase I site plan (Site Plan No. 820210080 - Northpark at Montrose) with townhouses, stacked two-over-

two multi-family units, parks, open spaces, landscaping, and new streets was recently approved by the Planning Board. The Applicant's proposal aims to create a cohesive environment with these existing and proposed developments 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 Executive Boulevard, Montrose Parkway, and Towne Road. Pedestrian access is provided through a network of existing exterior sidewalks and new interior sidewalks. The mixed-use buildings fronting proposed Road B-2 will have dual sidewalks leading directly to Montrose Parkway and Executive Boulevard. Also, there are several potential future pedestrian connections: 1) between 6001 Executive Boulevard and the existing parking garage; 2) to the west of proposed Building C; 3) to the west of the terminus of proposed Street A; and 4) to the east of the terminus of proposed Street B that will link residential and commercial areas to Towne Road and developments further to the east. Private roads will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

Parking and Loading

The existing structured parking garage (to remain) includes 611 vehicle spaces. The Sketch Plan proposes an expansion of the existing parking garage and garage parking within each new residential building that includes a total of 2,912 parking spaces. This preliminary calculation will be evaluated and finalized at the time of each Site Plan. The proposed amount of parking exceeds the minimum parking requirement outlined in Section 59.6.2.4 of the County's Zoning Ordinance, of which a minimum of 1,754 spaces are required. This amount of vehicular parking is balanced with an abundance of existing and planned transit, as well as the prevalence of existing and proposed bicycling infrastructure. Furthermore, the White Flint Metrorail Station and future MD 355 Bus Rapid Transit stations are located within a walkable distance from the Site. Vehicular loading and drop off areas are identified for the majority of the proposed structures and all loading and unloading shall occur outside of the public right-of-way with final specifications provided at the time of Site Plan. Each multi-family and multi-use building will include its own loading area for service vehicle access.

Transit Connectivity

The immediate area is well served by transit that includes the White Flint Metrorail Station (located within a ½ mile of the Site), Ride On, and future MD 355 Bus Rapid Transit (BRT) stations. The 2013 *Countywide Transit Corridors Functional Master Plan* identifies the White Flint Metrorail Station and the MD 355-Montrose Parkway intersection as future station locations for the MD 355 South Corridor.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The 2018 *White Flint 2 Sector Plan*, the 2018 *Master Plan of Highways and Transitways*, and the 2018 *Bicycle Master Plan* designate the following requirements for each applicable roadway:

- Towne Road, along the Property's eastern frontage – Designated as a Major Highway (Planned) with a minimum right-of-way width of 120-feet (60-feet from center line) and recommended to have two-way separated bike lanes along both sides of the street.

- Executive Boulevard, along the Property's southern frontage – Designated as a Business Street with a minimum right-of-way width of 120-feet (60-feet from center line) and recommended to have two-way separated bike lanes along both sides of the street. (A segment of Executive Boulevard is identified as a Business Street (Planned) as it is in the process of being realigned to facilitate a new four-legged signalized intersection with Towne Road, as part of the White Flint West Workaround capital project.)
- Montrose Parkway, along the Property's northern frontage – Designated as a Parkway with a minimum right-of-way width of 130-feet (65-feet from center line) and recommended to have 10-foot side paths along both sides of the street.

The associated Sector Plan and Master Plans also designate an extension of Stonehenge Place, north to south through the Property, as a Planned Business Street with a minimum right-of-way width of 60-feet (30-feet from center line). The Applicant will construct the full 60-foot right-of-way to meet the *Master Plan of Highways and Transitways* requirement for Business Street B-2. When constructed, the new Business Street will serve as a new multimodal connection between Montrose Parkway and Executive Boulevard, as well as helping to continue the street grid network established by surrounding existing and proposed developments in the immediate area.

The Applicant's proposal is to construct Road B-3, a Planned Business Street identified in the Sector Plan and 2018 *Master Plan of Highways and Transitways*, as a private street. Its inclusion in each respective Sector and Master Plan was meant to facilitate movement and circulation between the Property and the Pike and Rose development to the east, a priority that the Applicant will achieve as part of the new private street that will serve as an entrance into the proposed internal street network.

Transportation Demand Management

As a Project within the North Bethesda Transportation Management District (TMD) that is greater than 40,000 square feet of gross floor area, the development is required to develop a Level 3 Results Transportation Demand Management (TDM) Plan with the Planning Board and MCDOT to participate in the North Bethesda TMD. Specific details of the agreement will be determined at Site Plan.

Adequate Public Facilities

In accordance with Sketch Plan filing requirements, the transportation impact of the Subject Application is estimated to be 1,166 total new peak hour vehicular trips in the morning and 1,566 total new peak hour vehicular trips in the evening. After accounting for a reduction of the overall trip generation by 50 percent as part of the White Flint Metro Station Policy Area standards and combined with existing vehicular trips from the two office structures, the Project is estimated to generate 961 net new morning peak hour trips and 1,182 net new evening peak hour trips. As a result of the Applicant opting to agree to participate in the White Flint Special Taxing District by reducing its trip generation and financially contributing for transportation infrastructure improvements, the Project will not be required to submit a Transportation Impact Study with the future Preliminary Plan or Site Plan to satisfy the Local Area Transportation Review (LATR). A more detailed analysis of Adequate Public Facilities will be conducted at the time of the Preliminary Plan review.

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 civic green within the Major Public Facilities category, Level 1 Transit Proximity, advanced dedication for Stonehenge Place extended 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 above ground parking within the Quality of Building and Site Design category, and the purchase of Building Lot Termination (“BLT”) easements within the Protection and Enhancement of the Natural Environment Category. Table 3 shows the Applicant’s proposed public benefits across six categories. The points for each category are proposed to be spread across several phases of the Sketch Plan development.

Overall, Planning Staff supports the Applicant’s proposed public benefit categories and points as outlined below, with the exception of the conditions of approval to explore additional points as noted below. A more detailed review and the final number of points will be determined at site plan.

Table 3: Proposed Public Benefits Points

Public Benefit	Incentive Density Points		
	Max Pts. Allowed	Total Proposed by Applicant	Total Proposed by MNCPPC (Changes in Blue text)
59.4.7.3.A: Major Public Facility			
Civic Green	70	22	
School/Park Contribution	TBD	25	
Underground Utilities	70		TBD
59.4.7.3.B: Transit Proximity			
86% of Site within ½ mile of Level 1 Transit Station	20	30	
	(1/2-1 mi.);		
	30		
	(1/4-1/2 mi.)		
59.4.7.3.C: Connectivity/Mobility			
Advance Dedication - Stonehenge Pl.	30	7	
Minimum Parking	10	5	
59.4.7.3.D: Diversity of Uses and Activities			
Affordable housing- 15% MPDUs	n/a	32	
59.4.7.3.E: Quality of Building and Site Design			
Structured Parking	20	10	
Public Open Space	15	1	
59.4.7.3.F: Protection and Enhancement of the Natural Environment			
Building Lot Termination (BLTs) – Off-Site	30	30	
Cool Roof	10		TBD
Tree Canopy	15		TBD
Energy Conservation & Generation	30		TBD
Total Points Proposed*	-----	162.00	TBD

TBD - To be Determined.

*Future points to be verified at the time of future site plan(s) approval.

Major Public Facility

Civic Green, master plan recommendation: The Applicant requests 22 points for the construction of the one-acre civic green which is the main open space feature of the proposed development, according to the Sector Plan recommendation. The Civic Green is anticipated to be delivered prior to the conclusion of the second phase of development and will remain under private ownership with a public access easement. Staff supports granting points for a privately owned, publicly accessible facility as a major public benefit. However, further evaluation will be provided at the time of Site Plan.

$$\begin{aligned} & \{(((\text{Land Area Conveyed} + \text{Floor Area Conveyed}) / \text{Net Lot Area}) \times 2) + \\ & \quad [(\text{Constructed Area of Facility} / \text{Net Lot Area}) \times 4]\} \times 100 = \\ & \quad \{(((0 + 0) / 794,885 \text{ sf.})) \times 2\} + \\ & \quad [(43,560 \text{ sf.} / 794,885 \text{ sf.}) \times 4] \times 100 = 22 \text{ points} \end{aligned}$$

School and Park Financial 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. The final amount of optional method density will be based on density above standard method, subtracting MPDU density, and spreading that figure across the development by percentage of student generation rate and unit type. The final payment amount will be calculated at a future application when the number of students to be generated by the development can be determined.

Underground Utilities: Underground utilities is a specific recommendation of the Sector Plan. Per the conditions of approval, the Applicant must explore adding this category to public benefits to be provided.

Transit Proximity

The Applicant requests a total of 30 points for the Subject Property’s proximity to transit. Approximately 86% of the tract area is within 1/2 mile of the White Flint Metrorail Station and the remaining 14% of the property, west of the existing green area is beyond the 1/2-mile buffer from the station. For split proximity-range projects, if at least 75% of the tract is within the closer of two proximity ranges, the entire project may take the points for the closer range, which in this case is 30. Points are based on the following:

$$\begin{aligned} & (\text{tract area within proximity range 1} / \text{total tract area}) \times (\text{points for range}) + \\ & (\text{tract area within proximity range 2} / \text{total tract area}) \times (\text{points for range}) = \text{or} \\ & (803,238 \text{ square feet} / 939,286 \text{ square feet}) \times 30 + (136,048 / 939,286 \text{ square feet}) \times 30 \\ & = 25.654 + 4.345 = 30 \text{ pts.} \end{aligned}$$

Connectivity and Mobility

Advanced Dedication: The Applicant requests seven (7) points for advance dedication of the proposed extension of Stonehenge Place from Montrose Parkway to the north to Executive Boulevard to the south, based on the following formula:

$$\begin{aligned} & (\text{Dedicated Land Area} / \text{Net Lot After Dedication}) \times 100 = \\ & (56,456 \text{ square feet} / 794,885 \text{ square feet}) = 7.1 \text{ pts.} \end{aligned}$$

Minimum Parking: Up to 10 points for minimum parking can be provided for fewer than the maximum allowed number of parking spaces, where a maximum is applicable. The Applicant requests five (5) points for the provision of minimum parking based on the following:

$$\begin{aligned} & \frac{[(\text{Maximum Allowed Spaces} - \text{Proposed Spaces}) / (\text{Maximum Allowed Spaces} - \text{Minimum Required Spaces})]}{[(5,041 - 4,064) / (5,041 - 3,168)]} \times 10 \\ & = 0.52 \times 10 = 5 \text{ pts.} \end{aligned}$$

Diversity of Uses and Activities

Moderately Priced Dwelling Units: The Applicant seeks 32 points for providing 15% MPDU's, which is one of the highest *White Flint 2 Sector Plan* goals. While 15% MPDUs is required, projects in the C/R and Employment zones are permitted to earn public benefit points for providing more than 12.5%². Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below:

$$\begin{aligned} & (\% \text{ MPDUs provided}) - (\% \text{ MPDUs required}) \times 12 \text{ or} \\ & (15.2\% - 12.5\%) = 2.7 \times 12 = 32 \text{ pts.} \end{aligned}$$

Public Open Space: Up to 20 points may be granted for providing or making a payment for public open space in excess of the minimum open space requirement of the zone. The Applicant is providing 12.5%, or 100,000 square feet of public open space overall, and seeks one (1) point for the provision of public open space that is in excess of the 10% requirement. This space must be designed to meet several requirements such as any proposed loading or parking facilities are screened or fronted with active uses and designed so that walls of any nonresidential floor area facing the open space have windows between 3 and 8 feet above ground level on at least 60 percent of the façade. As conditioned, at the final design of the open space and allocation of public benefit points will be determined through future site plan review(s).

$$\begin{aligned} & (\text{Public Open Space in Excess of the Requirement} / \text{Site Area}) \times 100 \text{ or} \\ & (10,512 \text{ square feet} / 794,885 \text{ square feet}) = 0.013 \times 100 = 1 \text{ pt.} \end{aligned}$$

Quality of Building and Site Design

Structured Parking: Structured parking may be granted incentive density points on a sliding scale, based on the percentage of above-ground parking multiplied by 10 points plus the percentage of above-grade parking structure multiplied by 20 points. The Applicant seeks 10 points out of a possible 20 points for providing 4,064 above grade parking spaces. The Applicant is not seeking points for below ground structured parking provided. The final above grade parking spaces will be reviewed and determined when the relevant future Site Plan(s) are submitted.

$$\begin{aligned} & ((\text{Above-grade spaces} / \text{Total spaces}) \times 10) + \\ & ((\text{Below-grade spaces anticipated in future phases} / \text{Total spaces}) \times 20) \text{ or} \\ & (4,064 / 4,064) \times 10 = 10 \text{ pts.} + (0 / 4,064) \times 20 = 10 \text{ pts.} \end{aligned}$$

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): One BLT, equivalent to 9 points, must be purchased or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5 percent incentive density floor area. The Applicant requests the maximum 30 points permitted for the purchase of approximately 5.03 BLTs based on the following calculation:

² Section 59.4.7.1.B. of the Zoning Ordinance states: "Except for providing MPDUs exceeding 12.5% of a project's dwelling units, granting points as a public benefit for any amenity or project feature otherwise required by law is prohibited."

$$\begin{aligned}
 & (7.5\% \times \text{Incentive FAR}) \\
 & (2,113,393 \text{ sf.} \times 7.5\% = 158,504 \text{ sf.}) \\
 & (158,504 \text{ sf.} / 31,500 \text{ sf.} = 5.03) (5.03 \times 9 \text{ pts.}) = 45.28 \\
 & 30 \text{ points max permitted}
 \end{aligned}$$

A total of 3 points is anticipated in phase 1 with the remaining 27 points to be provided in future Site Plan phase(s). The final timing and determination of public benefit points will be determined through future site plan review(s).

Per the conditions of approval, the Applicant must explore adding additional points in the category of Protection and Enhancement of the Natural Environment for Cool Roof, Energy Conservation and Generation, and Vegetated Roof.

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(s) is unknown. Although identified presently as Phase 1 through Phase 8 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 Proposal section of this report.

Public Benefits will be phased for each of the projected phases for this Project as shown in Table 4:

Table 4: Proposed Public Benefits Points and Phasing

		Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Total
Draft Public Benefits Summary		11%	18%	19%	0%	12%	13%	12%	15%	100.00%
59-4.7.3.A: Major Public Facility	47	3	5	5	0	25	3	3	4	
(1) Park/School Contribution	25	3	5	5	0	3	3	3	4	
(1) Civic Green	22	0	0	0	0	22	0	0	0	
59-4.7.3.B: Transit Proximity	30	3	5	6	0	4	4	4	4	
(1a) Level 1 within 1/2 mile of an existing or planned Metrorail Station	30	3	5	6	0	4	4	4	4	
59-4.7.3.C: Connectivity & Mobility	12	8	1	1	0	1	1	1	1	
(1) Advance Dedication	7	7	0	0	0	0	0	0	0	
(2) Minimum Parking	5	1	1	1	0	1	1	1	1	
59-4.7.3.D: Diversity of Uses & Activities	32	4	6	6	0	4	4	4	5	
(6) Affordable Housing	32	4	6	6	0	4	4	4	5	
59-4.7.3.E: Quality Building & Site Design	11	1	2	2	1	1	1	2	2	
(4) Public Open Space	1	0	0	0	0	0	0	1	1	
(6) Structured Parking	10	1	2	2	1	1	1	1	1	
59-4.7.3.F: Protection & Enhancement of the Natural Environment	30	3	5	6	0	4	1	4	4	
(1) Building Lot Termination (BLT)	30	3	5	6	0	4	1	4	4	
Number of Categories: 6										
Points Requested		points by phase								
162		22	24	25	1	37	14	17	20	
% projected by phase-->		13%	15%	16%	0%	23%	9%	11%	13%	

Note: Final points will be determined at time of Site Plan approval, and building permit.

The details of this phasing of public benefit points will be examined with each subsequent Site Plan.

SECTION 6: CONCLUSION

The Sketch Plan application satisfies the criteria and findings under Sections 59.4.5.4 and 59.7.3.3.E 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. Agency Letters
- B. Applicant's School Site Analysis Correspondence

ATTACHMENT A



Department of Permitting Services Fire Department Access and Water Supply Comments

DATE: 26-Aug-21
TO: Ian Duke
VIKA, Inc
FROM: Marie LaBaw
RE: Rose Village - sketch plan
320210120

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **26-Aug-21**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

Conditions for sketch plan approval to be addressed at preliminary and site plan:

- 1) Zero lot line conditions require attention if there is no intention of providing 15ft wide clear and walkable grade along all exterior walls (Buildings A, B, & C)
- 2) Parking garage - cannot exacerbate any existing, non-compliant conditions. All points along addition can be no farther than 150ft from FD access if building is not sprinklered.
- 3) FDC and hydrant locations. Highrises require at least two, remote FDCs. One FDC must be within direct line of site of main lobby door. All FDCs must be located within 100ft of a hydrant measured as a firefighter walks.
- 4) FD access is required for any structure requiring a building permit including pavilions.
- 5) Submit parking restrictions at site plan.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

September 22, 2021

Ms. Tamika Graham, Senior Planner
Mid-County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Dr
Wheaton, MD 20902

RE: Sketch Plan No. 320210120
Rose Village

Dear Ms. Graham:

We have completed our review of the sketch plans uploaded to eplans on August 24, 2021. The plan was reviewed by the Development Review Committee at its August 3, 2021 meeting. 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 (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

Significant Comments

1. Applicant should be mindful that Complete Streets is currently in development and is anticipated to go into effect in the near future. Applicant should consider designing based on the current Complete Streets draft, particularly affecting the cross-sections and strategies toward achieving the target speeds.
2. All proposed roadway horizontal centerline radius should be shown on the plan and should meet the minimum requirements per the road classification specified in Montgomery County's Code, Chapter 50. Since the proposed roadways are privately maintained we defer to P&P for final

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

comments. At the Preliminary Plan stage the applicant must provide a private street justification per County Code Chapter 50.4.3.E.4 for private roads running through the property.

Existing Roadways

3. Montrose Parkway is classified as a Parkway (PW-3) with 4 divided lanes and a minimum right-of-way (ROW) of 130-feet. We recommend the applicant dedicate to conform with the master plan.
4. Towne Road is classified as a planned Major Highway (M-4a) with 2 existing lanes, 4 planned divided lanes and a minimum right-of-way (ROW) of 120-feet. We recommend following to the applicant:
 - a. Dedicate along the site frontage to conform with the master plan.
 - b. Provide a roadway cross section showing the existing configuration and proposed separated bikeway per the Bicycle Master Plan. The applicant may have to dedicate additional right-of-way to incorporate the separated bikeway
5. Executive Boulevard is classified as a Business Street (B-7) with 4 divided lanes and a minimum right-of-way (ROW) of 120-feet. We recommend following to the applicant:
 - a. Dedicate along the site frontage to conform with the master plan.
 - b. Provide a roadway cross section showing the existing configuration and proposed separated bikeway per the Bicycle Master Plan. The applicant may have to dedicate additional right-of-way to incorporate the separated bikeway

Proposed Roadways

6. The applicant has provided roadway cross sections for the following proposed roads. Comments were provided by MCDOT on eplans based on the Sector Plan specifications and Complete Streets guidelines. Final cross sections shall be determined at the Preliminary Plan stage:
 - a. Road B-2: Public north-south connection between Executive Boulevard and Montrose Parkway, aligned to Stonehenge Place to the north.
 - b. Road B-3: Extension of Rose Avenue from the Pike and Rose property to this development and connection to the proposed B-2 road. Note that if B-3 is being proposed as private, the entirety of the road should be private.
 - c. Street A -D: Proposed private roads.
7. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section,

horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.

8. Transportation Demand Management (TDM Plan Requirements):

An owner or applicant for a development in a Red Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 40,000 gross square feet. The Rose Village project is in the Red SSP area and the North Bethesda Transportation Management District and proposes to develop more than 40,000 gsf of mixed-use (+2.5 million total sf). The Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS.

A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a base NADMS that is 5% higher than the North Bethesda TMD's goal, the 50/51 percent NADMS goal for the White Flint Sector Plan (50% for employees/51% for residents), and related commuting goals at that project. The Level 3 TDM Results Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS. Level 3 Results plans must include the following:

- Appointment of a Transportation Coordinator (a person to work with MCDOT and TMD representatives to achieve NADMS and other commuting goals).
- Notification of the Transportation Coordinator's contact information
- Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the department to promote TDM).
- TDM Information (TDM-related information must be displayed in a location(s) visible to employees, residents and other project users).
- Selection of Strategies: The plan must include project-based strategies and demonstrate that the plan is achieving the goals established for the project.
- Additional or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 6 years after final occupancy, revisions to the plan or strategies initially selected may be required.
- Additional Funding: If strategies selected by the owner or applicant do not result in achievement of the project goals by 6 years after final occupancy, the Department may require increased funding by the owner for existing or new TDM strategies. Additional increases in funding may be required if goals have still not been met within 8 years of final occupancy.

- Conduct independent monitoring to determine if the project is meeting its goals, until the goals are achieved.

Standard Comments

1. MCDOT does not object to the applicant submitting a preliminary plan for this project. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
2. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
3. Submit storm drainage and/or flood plain studies, with computations for any portion of the subject site that drains to the Montgomery County public storm drain system. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
4. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval. We defer to MDSHA for sight distance evaluation along Georgetown Road (MD 187).
5. We recommend that the applicant coordinate with Mr. Corey Pitts of our Transportation Engineering Section at 240-777-7217 or at corey.pitts@montgomerycountymd.gov regarding the existing bike lanes along the site's frontage on Montrose Parkway.
6. Design all access points and alleys to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway. This also applies to locations internal to the site.
7. Ensure refuge areas between access points are a minimum 6 ft wide. A minimum 3 ft width must be maintained between the access point and property line to ensure a minimum 6 ft refuge area should the neighboring property redevelop, and to prevent encroachment on the rights of adjacent properties.
8. The intersection spacing for all the proposed private streets with the public streets should meet the minimum spacing per Montgomery County Code (MCC) 50-4.3(E)(2)(f).

9. Ensure curve radii are as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travelways. This is an Urban BPPA: curve radii must be 15' or less, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travelways.
10. The proposed street parking should be at a minimum 35-ft away from intersections including the T-intersection on all streets per Sec 31-17.
11. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
12. Streetscaping should be per the White Flint Urban Design Guidelines.
13. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
14. Provide a minimum 6 ft continuous clear pathway (no grates) along all public streets.
15. If the proposed development will alter any existing streetlights, 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.
16. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
17. This is an Urban BPPA: curve radii must be 15 ft or less, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travel ways.
18. Underground utilities and ensure adequate Public Utility Easements.
19. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
20. Ensure adequate corner truncation, noting master planned protected intersections. If Planning Staff oppose truncation, see if obtaining truncation in an easement may be an acceptable

alternative. Truncation is important for ensuring adequate intersection design for signal infrastructure, protected intersections, ADA design, and sight distances.

21. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
22. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
23. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
24. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact myself for this project at brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Sketch Plan\SP320210120 Rose Village\Letter\320210120-Rose Village-DOT Sketch Plan Letter 9.22.21](#)

cc: Correspondence folder FY 2022

cc-e: Jeff Amateau	VIKA
Barbara Sears	Miles and Stockbridge
Mark Terry	MCDOT DTEO
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Rebecca Torma	MCDOT OTP

ATTACHMENT B

MEMORANDUM

TO: **Montgomery County Planning Department**
Matt Folden
Tamika Graham

FROM: **Miles & Stockbridge P.C.**
Barbara A. Sears, Esq.
Phillip A. Hummel, Esq.

DATE: September 21, 2021

RE: Sketch Plan No. 320210120 – Potential School Site Analysis for 6001 Executive Boulevard, 6003 Executive Boulevard, and 6011 Executive Boulevard (collectively, the “Property”)

Owner and Applicant, Washington Science Joint Venture, by its attorneys, Miles & Stockbridge P.C., submits this potential school site analysis for the Property associated with Sketch Plan No. 320210120 (the “Sketch Plan”). Under the recommendations of the White Flint 2 Sector Plan (the “Sector Plan”), “*each and every* development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals.” Sector Plan, pg. 96 (Emphasis in original). A thorough evaluation of the approximately 21.56 acre Property that is the subject of the Sketch Plan confirms it is inappropriate for consideration of a public school site for several reasons.

First, the Sector Plan explicitly supports the Property’s ability to accommodate redevelopment. Specifically, the Sector Plan states that the Property (identified as the “Willco property” in the Sector Plan) “*has the greatest potential to accommodate new and infill development.*” Sector Plan, pg. 32 (Emphasis added). This potential is embraced by the Sketch Plan, which proposes new mixed-use development (including

affordable dwelling units) and associated amenities near multiple public transportation options, a wide range of commercial services, numerous employment opportunities, and attractive public facilities. Consistent with the Sector Plan, the Sketch Plan also retains two existing large office buildings on the Property (6001 and 6003 Executive Boulevard), as well as an existing parking structure. *See* Sector Plan, pg. 32 (“The future land use mix for this [P]roperty should include primarily residential development since most of the existing office buildings *will be retained.*”) (Emphasis added).

Furthermore, the Sketch Plan’s compliance with Sector Plan recommendations specific to the Property severely restrict the site’s potential for use as a school. For example, the Sketch Plan incorporates a minimum one-acre civic green in the heart of the Property, as well as establishes a neighborhood pattern of blocks and internal streets that are compatible with the Pike & Rose property across Towne Road. *See* Sector Plan, pg. 32. These appealing features, combined with the retention of existing office buildings and a parking structure and the incorporation of new buildings, leave insufficient space to accommodate a school facility that could meet typical MCPS design and programming standards.

The Sketch Plan also provides 15% of new dwellings as moderately priced dwelling units (“MPDUs”). This has been identified in the Sector Plan “as the *highest priority public benefit for new residential development*, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.” Sector Plan, pg. 104 (Emphasis added). These

new MPDUs are particularly desirable as they will be located near a diverse array of commercial uses, jobs, transportation infrastructure, and community facilities in an area with few existing MPDUs. *See* Sector Plan, pg. 58.

Additionally, the Sketch Plan will facilitate the acquisition of a new school site within the vicinity of the Property if needed by providing a providing a proportional financial contribution towards a school or park within the Sector Plan area. This is consistent with recently approved development projects in the White Flint 2 planning area.