



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

MCPB No. 21-107  
Sketch Plan No. 320210120  
**Rose Village**  
Date of Hearing: October 7, 2021

**OCT 21 2021**

**RESOLUTION**

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

WHEREAS, on June 17, 2021, Washington Science Center Joint Venture ("Applicant") filed an application for approval of a sketch plan for construction of 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 on 21.56 acres of CR-2.75 C-1.5 R-2.25 H-200 zoned-land, located at Montrose Parkway to the north, Towne Road to the east, Executive Boulevard to the south and to the west and known as Parcel E in the Washington Science Center Subdivision as shown on Tax Map GQ 562 ("Subject Property") in the White Flint Metro Station Policy Area and 2018 *White Flint 2 Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320210120 Rose Village ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated September 27, 2021, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

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Approved as to  
Legal Sufficiency: /s/ Matthew T. Mills  
M-NCPPC Legal Department

WHEREAS, on October 7, 2021, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by motion of Commissioner Cichy, seconded by Commissioner Verma, with a vote of 3-0; Chair Anderson, Commissioners Cichy and Verma voting in favor, with Commissioner Patterson being absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320210120, Rose Village, for construction of up to 2,583,037 square feet of mixed-use development on 21.56 acres on the Subject Property, subject to the following binding elements and conditions:<sup>1</sup>

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

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

All other elements are illustrative.

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

1. Density

The Sketch Plan is limited to a 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

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

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).  
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 pavilion, 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.

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

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

a. Development Standards

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 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 1 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 1: Development Standards and Parking Requirements

<b>CR 2.75 C-1.5 R-2.25 H-200</b>	<b>Required/Permitted</b>	<b>Approved</b>
<b>Site</b>		
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
<b>Moderately Priced Dwelling Units</b>	15%	15%
<b>Public Open Space (min.)</b> (% of Overall Site)	79,489 square feet (10%)	100,000 square feet (12.6%)
<b>Right-of-way Streetscape</b>	N/A	80,000 square feet (10% Site Area)
<b>Building Height (max.)</b>	200 feet	85 feet (Bldgs. A-D) 175 feet (Bldg. E) 200 feet (Bldg. F) 160 feet (Bldg. G)
<b>Principal Building Setbacks (min.)</b>	Determined by site plan	Determined by site plan
<b>Form</b>	Determined by site plan	Determined by site plan
<b>Commercial Parking</b>	1,107 minimum	Determined by site

	spaces/ 1,982 maximum spaces	plan
<b>Residential Parking</b>	1,754 minimum spaces/ 2,661 maximum spaces	

2. *The Sketch Plan substantially conforms to the recommendations of the 2018 White Flint 2 Sector Plan.*

The Planning Board finds that the Project substantially conforms to recommendations of the 2018 *White Flint 2 Sector Plan* in a variety of areas as outlined below:

Density and Building Height

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. The Proposal will provide up to 12.5 percent of the Property as public open space, including the civic green.

The building heights are 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 Project includes one new “signature” structure located at the corner of Towne Road and Executive Boulevard (Building F) that will 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 Site Plan design efforts should be made to design 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 requires "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.

#### 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:

- 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, 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 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 Project illustrates a one-acre Civic Green featuring an open lawn and hardscape features and a linear open space along Montrose Parkway. As conditioned, the Project will deliver the interim park along the future public Road B-2 in Phase 1 along with Building A. 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. 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, 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 benefit.
- 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).

The Sketch Plan will advance the Sector Plan's recommended public benefits, including the public open space, 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 Application intends to make a financial payment towards a park within the plan area, rather than any land dedication. 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 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 the Sector Plan (p.81). The Sector Plan notes that a separated bikeway could be installed through modification of the existing travel lanes and median (p.80). The Sketch Plan 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).

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

This Application will redevelop 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, in order to achieve compliance with the current Zoning Ordinance, the Applicant will eliminate the remaining spaces when the 6003 Executive Boulevard building is redeveloped.

- b) *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.

- c) *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 Application appropriately includes 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 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 for the Project are compatible and provide appropriate transitions to the surrounding development.

*d) 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.

*e) 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.

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

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

*4. The Sketch Plan satisfies the green area requirement in effect on October 29, 2014.*

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

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

The Project is compatible with existing and pending nearby development. Specifically, the Project will 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 civic green, pavilion, and streetscape improvements, are intended to strengthen linkages between existing neighborhoods to the Subject Property – 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 Application will create a cohesive environment with these existing and proposed developments at key intersections.

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

The 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 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 Building C; 3) to the west of the terminus of Street A; and 4) to the east of the terminus of 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 will expand the existing parking garage and garage parking within each new residential building which includes a total of 2,912 parking spaces. This preliminary calculation will be evaluated and finalized at the time of each Site Plan. The 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 new 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 will 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 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. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

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

*Table 2: Approved Public Benefits Points*

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

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 development, according to the Sector Plan recommendation. The Civic Green is anticipated to be delivered prior to issuance of the first building permit associated with the fourth residential building and will remain under private ownership with a public access easement. The Planning Board 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.

*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 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.

#### Connectivity and Mobility

*Advanced Dedication:* The Applicant requests seven (7) points for advance dedication of the extension of Stonehenge Place from Montrose Parkway to the north to Executive Boulevard to the south.

*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.

#### 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%<sup>2</sup>. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs.

*Public Open Space:* 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 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, allocation of public benefit points will be determined through future site plan review(s).

#### Quality of Building and Site Design

*Structured Parking:* 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.

#### 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.

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.

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<sup>2</sup> 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."

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

The timing of a subsequent preliminary plan and a site plan application for Phase 1 of the development 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. Public Benefits will be phased for each of the projected phases for this Project as shown in Table 3:

*Table 3: Approved Public Benefits Points and Phasing*

		Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Total
		11%	18%	19%	0%	12%	13%	12%	15%	100.00%
<b>Draft Public Benefits Summary</b>	<b>Project Density %--&gt;</b>									
<b>59-4.7.3.A: Major Public Facility</b>	<b>47</b>	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	
<b>59-4.7.3.B: Transit Proximity</b>	<b>30</b>	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	
<b>59-4.7.3.C: Connectivity &amp; Mobility</b>	<b>12</b>	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	
<b>59-4.7.3.D: Diversity of Uses &amp; Activities</b>	<b>32</b>	4	6	6	0	4	4	4	5	
(6) Affordable Housing	32	4	6	6	0	4	4	4	5	
<b>59-4.7.3.E: Quality Building &amp; Site Design</b>	<b>11</b>	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	
<b>59-4.7.3.F: Protection &amp; Enhancement of the Natural Environment</b>	<b>30</b>	3	5	6	0	4	1	4	4	
(1) Building Lot Termination (BLT)	30	3	5	6	0	4	1	4	4	
<b>Number of Categories: 6</b>										
<i>Note: Final points will be determined at time of Site Plan approval, and building permit</i>										
		<b>Points Requested</b>	<b>points by phase</b>							
		<b>162</b>	22	24	25	1	37	14	17	20
<b>% projected by phase--&gt;</b>			13%	15%	16%	0%	23%	9%	11%	13%

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the 2018 *White Flint 2 Sector Plan*, or other requirements; and

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

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Rose Village Sketch Plan No. 320210120, received by


M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is OCT 21 2021 (which is the date that this Resolution is mailed to all parties of record); and

\* \* \* \* \*

**CERTIFICATION**

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Cichy, seconded by Commissioner Verma, with Chair Anderson and Commissioners Cichy and Verma voting in favor of the motion, and Commissioner Patterson absent at its regular meeting held on Thursday, October 14, 2021, in Wheaton, Maryland.

  
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Casey Anderson, Chair  
Montgomery County Planning Board