

ATTACHMENT A



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




Agenda Date: July 26, 2018
Agenda Item No:

MEMORANDUM

TO: Montgomery County Planning Board

FROM: Carol Rubin, Acting Deputy Planning Director 

AUG 01 2018

VIA: Carrie Saunders, Chief Area 2 
Patrick Butler, Supervisor, Area 2 
Emily Tettelbaum, Senior Planner, Area 2 

RE: Corrected Resolutions:
MCPB No. 18-048
Sketch Plan No. 320180140
6000 Executive Boulevard

MCPB No. 18-067
Site Plan No. 81973005C
Washington Science Center- 6000 Executive Blvd

Attached, please find redlined versions of the Resolutions for Sketch Plan No. 320180140, 6000 Executive Boulevard, and Site Plan No. 81973005C, Washington Science Center- 6000 Executive Blvd. The Planning Board adopted the resolutions on July 12, 2018, and they were mailed out to all parties of record on July 16, 2018. The corrections were necessary in order to address certain clerical errors.

Staff is requesting the Planning Board's approval so that the corrected resolutions can be mailed out to all parties of record.

Cc: Matthew Mills, Acting Principal Counsel



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

MCPB No. 18-048
Sketch Plan No. 320180140
6000 Executive Boulevard
Date of Hearing: June 21, 2018

AUG 01 2018

CORRECTED 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 March 19, 2018 CPH 6000 LLC ("Applicant") filed an application for approval of a sketch plan for a mixed-use project with up to 927,420 square feet of total development, with up to 556,452 square feet of commercial uses and 741,936 square feet of residential uses on a tract area of 8.52 acres of CR-2.5, C-1.5, R-2.0, H-200 zoned-land, located at the southwest corner of the intersection of Executive Boulevard and Old Georgetown Road ("Subject Property") in the *White Flint 2 Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320180140 6000 ~~Washington~~ Executive Boulevard ("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 June 11, 2018, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on June 21, 2018, 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, on June 21, 2018 the Planning Board voted to approve the Application, subject to certain binding elements and conditions, on the motion of Commissioner Dreyfuss, seconded by Commissioner Fani-Gonzalez with a vote of 5-0; Commissioners Anderson, Cichy, Dreyfuss, Fani-Gonzalez and Patterson voting in favor.

Approved as to
Legal Sufficiency:

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves 320180140 6000 ~~Washington~~-Executive Boulevard, for construction of a mixed-use project with up to 927,420 square feet of total development, with up to 556,452 square feet of commercial uses and 741,936 square feet of residential uses on the Subject Property, subject to the following binding elements and conditions:¹

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

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

All other elements are illustrative.

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

1. Density

The Sketch Plan is limited to a maximum of 927,420 square feet of total development on the Subject Property, which may include up to a maximum 556,452 square feet of commercial uses and 741,936 square feet of residential uses. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Preliminary and Site Plan.

2. Height

The development is limited to a maximum 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 *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

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

- a. Major Public Facility, achieved through delivering a portion of a trail envisioned in the *White Flint 2 Sector Plan* and a proportional financial contribution towards a school or park within the Sector Plan area, with the amount to be determined when the Phase 1 Site Plan is approved;
- b. Transit Proximity, achieved through Property's location within ½ mile of the White Flint metro station (level 1);
- c. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs;
- d. Quality of Building and Site Design, achieved through exceptional design, public open space, structured parking; and
- e. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

4. Public Spaces

The Applicant must provide the pedestrian/bicycle path within the landscaped buffer, the neighborhood green, plazas, and pocket greens, as conceptually shown on the Sketch Plan, that will be privately owned and maintained. 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 the time of Site Plan(s).

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

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

- a. The approximately 3,045-square foot area of land in the northeast corner of the proposed lot must be abandoned by Montgomery County or otherwise conveyed to the Applicant prior to plat recordation.
- b. Design of the neighborhood green should minimize the visual prominence of the utility poles along Old Georgetown Road. The neighborhood green should be provided, in whole or in part, as early as possible in the second and third phases of the project.
- c. During Phase 1 or as soon as practicable after completion of the Western Workaround, a fence with a mural and a planted border must be installed to screen the temporary parking area.
- d. Energy efficiency in building design features.
- e. Appropriate architectural treatments on Building B's western façade.
- f. A strong pedestrian connection between the existing office building and the proposed neighborhood green along Old Georgetown Road.
- g. Views to the service areas of the existing building from the proposed residential buildings.
- h. Dedication of right-of-way consistent with the *White Flint 2 Sector Plan* and the Western Workaround.

- i. Traffic Mitigation Agreement (TMag) with the Planning Board and MCDOT.
- j. Coordination with the Montgomery County Department of Transportation (MCDOT) and the Planning Department regarding the proposed Bus Rapid Transit (BRT) Corridor 6 and the station location.
- k. ADA compliance.
- l. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15).
- m. Bike sharing station(s).
- n. Explore providing an easement to an applicable County Agency, or similar entity, for access to the southwest portion of the Property related to stream restoration work.
- o. Provide adequate screening of the garage entrances to Buildings A and B, if necessary, to minimize headlight glare to adjoining properties.
- p. Provide adequate screening of any above-grade parking.
- q. The Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT to assist in achieving and maintaining the staging provisions for the non-auto driver mode share (NADMS) goals in the White Flint Policy Area and participate in the North Bethesda Transportation Management District. The Agreement must include funding for a bike sharing station.

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

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

a. Development Standards

The Subject Property includes a tract area of approximately 8.52 acres zoned CR-2.5, C-1.5, R-2.0, H-200. The data table below demonstrates the Application's conformance to the applicable development standards of the zone.

Data Table

Section	Description	Required/Permitted	Provided
Density and Height			
4.5.4.B.2.b	Maximum Density	Total 927,420 SF Commercial 556,452 Residential 741,936	Up to 927,420 SF total Up to 556,452 commercial Up to 741,936 SF residential
4.5.4.B.2.b	Maximum Height	200 ft.	200 ft.
4.5.4.A.4/ 4.1.8.B	Height Compatibility	No structure may protrude beyond a 45-degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the abutting or confronting Residential zone	Project complies with height compatibility requirements as measured from property lines with all abutting single-family lots.
Placement and Form			
4.5.4.B.3	Setbacks	Determined by site plan	To be set by site plan
4.5.4.A.4/ 4.1.8.B	Setback Compatibility	The minimum rear setback is equal to 1.5 times the minimum rear setback required for a detached house on the abutting property.	Project complies with setback compatibility requirements as measured from property lines with all abutting single-family lots.
4.5.4.B.4	Form	Determined by site plan.	To be addressed by site plan.
Open Space and Parking			
4.5.4.B.1	Minimum Open Space	10% Public Open Space or 28,289 SF	Minimum 28,289 SF to be provided; Sketch Plan anticipates approx. 100,000 SF
6.2.4.B	Minimum Parking Permitted/Maximum Allowed	Minimum 1,164 spaces Maximum 1,932 spaces	Sketch Plan anticipates 1,319 spaces.

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		height allowed for a detached house in the abutting or confronting Residential zone	
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6.2.4.B	Minimum Parking Permitted/Maximum Allowed	Minimum 1,164 spaces Maximum 1,932 spaces	Sketch Plan anticipates 1,319 spaces.

b. Intent of the Zone

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

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

The Property is located within the Executive Boulevard South District in the Approved and Adopted 2018 *White Flint 2 Sector Plan*. The Sector Plan recommended rezoning the property from the EOF 0.75 H100T Zone to the CR- 2.5, C-1.5, R-2.0, H-200 Zone. As a traditional suburban office park, the Sector Plan envisions that several existing Executive Boulevard “office buildings will be retained and complemented by new residential and non-residential development, especially properties that are near new infrastructure and development in the 2010 White Flint Sector Plan area” (p.31). Further, the “existing environmental resources can provide the framework for new infill development and some redevelopment to create a sustainable and innovative district” (p.31).

Density and Building Height

Specifically, for 6000 Executive Boulevard, the Sector Plan recommends that development on this property “must transition

from a maximum of 200 feet ~~buildings-high~~ at the northeastern corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot wide landscape area must be retained on the southern portion of the property that will include preserved and new trees, the pedestrian-bike path called for in this Plan, and required utility easements. Public open space on this property should consist of a combination of an urban greenway, plazas or pocket greens” (p.34).

The development is consistent with the Sector Plan’s recommendations for the Commercial Residential (CR 2.5 C1.5 R2.0 H200) Zone. Buildings A (70 feet), B (150 feet) and C (200 feet) are consistent with the Sector Plan height recommendations for this Property. The existing 7-story office building is also consistent with the Sector Plan’s building height recommendation. The 2.50 FAR is also consistent with the Plan’s density recommendation for this Property.

Design and Connectivity

The Sector Plan’s design and connectivity recommendations for Executive Boulevard South are to:

- Create an architectural gateway into the greater White Flint area.
- Locate maximum building heights along Executive Boulevard and away from the adjacent single-family residential community.
- Establish a pattern of short blocks and internal streets to promote walkability (p.35).

The Sketch Plan achieves these recommendations since Building C, which is approved at 200 feet, creates a gateway feature at the intersection and is the maximum height for the development. The development plan layout creates internal streets with sidewalks that promote walkability.

Affordable Housing

The Sector Plan’s housing chapter 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 development is proposing 15 percent MPDUs for the development; therefore, it is

consistent with the Sector Plan recommendations for affordable housing.

Public Facilities

The Sector Plan does not recommend any new public facilities since the adjacent 2010 *White Flint Sector Plan* recommends an array of new public facilities, including a fire station and recreation center. However, the Sector Plan requires 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).

The Subject Property is approximately 6.5 acres excluding past and proposed dedications, and has an ~~with the~~ existing office building in the center of the site. An urban format elementary school site would require at least four to five acres of the Property. A middle or high school require would require much more land, a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size and the location of the existing building. Comparing the small size of the potential building footprints for infill development with the space needs for a public school at any level, a workable school site at this location would not be possible in conjunction with infill development. However, the Applicant is supporting the top priority Sector Plan benefit by including a financial contribution towards a school or park within the Sector Plan area.

Public Open Space

The Sector Plan recommends that new public open spaces should “consolidate the areas designated for public use space as part of the development process into substantial, programmable, and accessible spaces” (p.26). And, in mixed-use settings, public open spaces should be created “for community use that are framed and activated by surrounding development and uses, where the public feels welcome to gather and linger” (p.26).

The public green, between Buildings C and A, will implement a key public open space identified in the Executive Boulevard South District and especially for this Property.

Environment/Sustainability

The Sector Plan provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. It also provides more specific goals within each of those categories as follows:

Natural Resources

- Preserve the existing forested stream area south and west of Executive Boulevard and adjacent to the Luxmanor residential community.
- 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 (p.62)

Water Quality

- 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 (p.63).

Air Quality

- 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 (p.64).

The Sector Plan also recommends the development of a path/trail in the Executive Boulevard South area while minimizing any encroachment into the stream and environmental buffers.

The Application fulfills several of the Sector Plan's environmental goals. The project is infill development on an existing surface parking lot. The project will also provide more than the required amount of public open space, retention of a portion of the existing forested/wooded area, and landscaping with native species. These features advance the Sector Plan's sustainability recommendations. At the Site Plan stage, the Applicant should

pursue additional sustainability features to enhance the development, such as a higher than required LEED standard or energy conservation.

Public Benefits

The Sector Plan's recommended public benefits are the following (in priority order):

- Dedication of land for needed school sites as the highest priority public benefit.
- Fifteen (15) percent MPDUs 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.
- The provision of major public facilities other than a school site, including but not limited to: land for school athletic fields; new neighborhood parks and open spaces; public transportation (new Metro 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).

This Application supports the top priority Sector Plan public benefit goals by including a proportional financial contribution towards a school or park, and providing neighborhood open spaces, 15% MPDUs, exceptional design, and a portion of the trail envisioned in the Sector Plan.

Transportation-SSP and Tax District

The Sector Plan recommended an amendment to the 2016-2020 Subdivision Staging Policy (SSP) to permit the extension of the White Flint Metro Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards for three properties, including the Subject Property. These properties will

have the higher White Flint MSPA congestion standard for signalized intersections, which has a volume-to-capacity ratio of 1.13. This translates into an average vehicle delay equivalent of 120 seconds per vehicle.

Associated with this SSP amendment, the existing White Flint Special Taxing District was extended to the Subject Property. The tax district, which imposes an ad valorem tax, exempts these properties from LATR and uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the White Flint Sector Plan.

White Flint Staging

The Council's approval of the *White Flint 2 Sector Plan* increased the Phase 1 and Phase 2 staging limits in the 2010 *White Flint Sector Plan* to accommodate development from 6000, 6001, 6003 and 6011 Executive Boulevard and a portion of the Wilgus properties. Phase 1 has increased from 3,000 dwelling units and 2 million square feet of non-residential development to 4,800 dwelling units and 2.75 million square feet of non-residential development. Phase 2 has increased from 3,000 dwelling units and 2 million square feet of non-residential development to 3,700 dwelling units and 2.18 million square feet of non-residential development.

This Application 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).

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

This Sketch Plan includes redevelopment of an existing surface parking lot surrounding an existing commercial building with a mix of residential, office, and retail uses. The site is a compact and efficient use of space - all previously surface-parked areas will be transformed to structured parking, streets, or open spaces. The layout allows an existing building to be maintained and eventually refurbished while creating infill development around the perimeter and creating a series of different types of open space for the community to shop, live, and work.

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

The Project will provide age-restricted, multi-family housing that will enhance the housing choices in close proximity to the White Flint Metro Station. In addition to the creation of Metro-accessible senior housing, other types of mobility options will be enhanced by this Project. The first segment of a sector-planned trail connection will be provided on the western side of the Property that will eventually link the Luxmanor Elementary School and Park with the future projected bikeway on Executive Boulevard. Bike lanes will be included along both Property frontages as part of the Western Workaround. A private street network will provide internal circulation and vehicle links to the abutting roads.

Commercial services, including retail and office services will be provided on the Property. When the Project is complete, there will be no parking between the buildings and the abutting roads. The interim parking area will be screened by a fence with a mural and habitat plantings. The Project will provide a neighborhood green that is well situated to provide a visual termination to Market Street (a 2010 *White Flint Sector Plan* recommendation).

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

The Project will provide a mix of residential and commercial uses at a Metro-accessible location. Building C, at the intersection of Old Georgetown Road and Executive Boulevard, will be the tallest building at 200 feet tall. Height will transition down towards the southern end of the Property adjacent to the existing detached houses. Building A is located closest to the residential community to the south of the Property. Building A will be 70 feet on the northern side of the building and will transition to 50 feet on the southern side closest to the existing detached houses. Further, Building A will be set back at least 50 feet from the southern Property line.

The Project achieves compatibility with surrounding development by stepping down the densities and heights near the existing residential

development. Thus, the heights and densities are compatible and provide appropriate transitions to the surrounding development.

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

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

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

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

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

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

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

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

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

The Sketch Plan successfully achieves compatibility with the varied uses in its immediate vicinity. At the south end of the Property, the first 50 feet of space will contain landscaping, trees, and a pedestrian/bike path open to the public. The Applicant will provide trail entrance features to make the path

easy to find and recognize as a public amenity, and to provide directions to other nearby recreational and cultural sites. The adjacent Building A will be residential in use and character, starting off at a height of 50 feet closest to the property line and rising to 70 feet. Architectural features will break up the mass into three sections and keep the building at a scale that is compatible with abutting detached homes. As a multi-family building for active adults ages 62 and over, Building A will be compatible with the adjoining residential neighborhood from a use perspective. The age restriction will likely result in lower levels of noise and activity than a typical multi-unit building might produce, and the lower-scale building will serve as a transition from residential uses to a more urban, mixed-use environment.

From this residential building, the existing office building and Building B will start to transition the site from a lower-scale, residential focus to a higher-scale, mixed-use character, in keeping with the existing office use abutting to the west and the multi-unit development approved across Old Georgetown Road to the east. Building A and the existing building will be similar in height to the Gables Building planned to the east. At 150 feet in height, Building B will be appropriate next to two properties to the west that are recommended in the Sector Plan for a maximum height of 150 feet.

Building C will complete the transition to high-density mixed-use with office and retail in a 200-foot, “iconic” tower that will serve as a gateway building at a key White Flint intersection. The size, design and use of Building C will be compatible with the existing office buildings of varying sizes on the Willco property across Executive Boulevard, and with the mixed-use development the Sector Plan recommends on the Willco property. Building C will also be compatible with the high-density, mixed-use development diagonally across the intersection at Pike & Rose, which includes mid-rise and high-rise residential, shops, restaurants, entertainment venues, and offices.

The existing and proposed buildings will frame a neighborhood green that will be a highly visible amenity for residents, workers, and the surrounding area.

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

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Vehicle and pedestrian access will be available from Executive Boulevard and Old Georgetown Road. Bicycle infrastructure will be provided along both Property frontages as part of the Western Workaround project, and the Applicant will build the first segment of a sector-planned trail in the southern portion of the Property, providing a connection with properties to the west. Private roads will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

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

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

Outline of Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Approved in Concept
59.4.7.3.A: Major Public Facility		
Trail Connection	70	5
Proportional Financial Contribution towards a School or Park		25
59.4.7.3.B: Transit Proximity		
Full Site within ½ mile of Level 1 Transit Station	50	30
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Exceptional Design	10	10
Public Open Space	20	16
Structured Parking	20	13
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)*	30	15
Total	-	144

Major Public Facility

Trail connection: The Applicant requests five points for the construction of the first segment of a sector-planned trail along the southern and western edges of the Executive Boulevard South area. This is appropriate given the Sector Plan recommendation to link Luxmanor Elementary School and Park and the future protected bikeway on Executive Boulevard via an eight-foot wide trail. The Applicant's portion of the trail will be enhanced with a bike repair station, benches and lush plantings to help create a buffer between the development and the existing single-family homes to the south. This trail is to be completed with the first phase of development.

Financial contribution towards a school or park: The Applicant requests up to 25 points for making a proportional financial contribution towards a school or a park within the Sector Plan area. The highest priority public benefit for this Sector Plan area is dedication of land for needed school sites. Land for school athletic fields is another high priority public benefit. The Applicant's financial contribution will help offset the cost to acquire land, or to construct

or renovate a facility within the Sector Plan area. Details about the contribution amount and points awarded will be determined at Phase 1 site plan approval.

Transit Proximity

The entire Property is located between one-quarter and one-half mile from the White Flint Metrorail (level 1) Station and the Applicant requests 30 points as allowed in the Zoning Ordinance. The points for this category will be phased across the Sketch Plan development.

Diversity of Uses and Activities

Moderately Priced Dwelling Units: The Applicant seeks to gain approval for 30 points for providing 15% MPDU's, one of the highest White Flint 2 Sector Plan goals. The project will provide 15% MPDUs, 2.5% above the minimum required. 12 points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Staff supports the Applicant's request based on the following calculation:

$[15\% (\text{percentage MPDUs provided}) - 12.5\% (\text{percentage MPDUs required})] * 12 = 30 \text{ points.}$

Quality of Building and Site Design

Exceptional Design: The Applicant requests 10 points for building or site design visual and functional impacts of which exceptionally enhance the character of a setting. Per the Incentive Density Guidelines, 10 points are appropriate for development that meets all six design criteria for building or site design. The Applicant explains that the Project will meet all of the design criteria listed below:

- Provide innovative solutions in response to the immediate context.
- Creating a sense of place and serves as a landmark.
- Enhancing the public realm in a distinct and original manner.
- Introducing materials, forms or building methods unique to the immediate vicinity or applied in a unique way.
- Designing compact infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site.
- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

Public Open Space: The Applicant seeks approval for 16 out of a possible 20 points for this category for providing public open space in excess of the Zoning Ordinance requirements. The required 10% - 28,289 square-feet provided in

Phase 1 with the trail connection/buffer & enhanced stream area. The neighborhood public green, which the Applicant will strive to phase in during Phase 2, will be completed during Phase 3. Points estimated in each phase are based on the amount of open space anticipated above the 10% requirement for the Site. The 16 points are based on the following calculation:

$[45,233 \text{ (public open space provided in square feet)} / 202,704 \text{ (net lot area in square feet)}] \times 100 = 16 \text{ points.}$

Structured Parking: The Applicant seeks 13 points out of a possible twenty for providing structured parking across all three phases of the development. Staff supports the request based on the following preliminary calculation:

$[(784 \text{ above grade spaces} / 1,347 \text{ total spaces}) * 10] + [(535 \text{ below-grade spaces} / 1,347 \text{ total spaces}) * 20] = 13.8.$

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 12 points permitted for the purchase of approximately 1.35 BLTs. Staff supports the Applicant's request for 12 points at this time based on the following calculation:

$(927,420 \text{ (optional method density in square feet)} - 185,484 \text{ (standard method density in square feet)}) \times 7.5\% \text{ (percentage of incentive density floor area)} / 31,500 \text{ (square feet of gross floor area required per BLT)} \times 9 \text{ (points per BLT purchased)} = 1.76 \text{ BLTs \& } 15.9 \text{ points.}$

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

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. Although identified presently as Phases 1,2, and 3 based on current plans, phases may occur in any order or may be combined and the timing of site plan applications for Phase 2 and Phase 3 has not been determined. The elements of the project that are planned to be included in each phase are defined in the Project Description section of this report.

Public Benefits will be phased by percentage of density planned for each of the three projected phases for this development as follows:

Table 3 –Phasing of Public Benefits				
Public Benefit	Incentive Density Points Approved in Concept			
	Total	Phase 1 (312,789 GFA- 34%)	Phase 2 (299,688 GFA- 32%)	Phase 3 (314,941 GFA-34%)
59.4.7.3.A: Major Public Facility				
Trail Connection	5	5	-	-
Proportional Financial Contribution towards a School or Park	25	25	-	-
59.4.7.3.B: Transit Proximity				
Full Site within ½ mile of Level 1 Transit Station	30	10.1	9.7	10.2
59.4.7.3.D: Diversity of Uses and Activities				
Affordable housing- 15% MPDUs	30	10.8	19.2	-
59.4.7.3.E: Quality of Building and Site Design				
Exceptional Design	10	3.4	3.2	3.4
Public Open Space	16	3.0	5.0	12.0
Structured Parking	13	3.5	3.8	5.6
59.4.7.3.F: Protection and Enhancement of the Natural Environment				
Building Lot Termination (BLTs)	15	7	4.7	3.3
Total Points (percentage of points)	144	65.9 (47%)	43.8 (31%)	31.3 (22%)

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 *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 Sketch Plan No. 320180140 6000 ~~Washington~~ Executive Boulevard, received by M-NCPPC as of the date of the Staff Report June 11, 2018, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is ~~AUG 01 2018~~ (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 Fani-González, seconded by Commissioner Patterson, with Chair Anderson, Vice Chair Dreyfuss, and Commissioners Fani-González, Cichy, and Patterson voting in favor at its regular meeting held on Thursday, July 26, 2018, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board