

# ATTACHMENT C

6000 Executive Boulevard

Sketch Plan No. 320180140

Applicant's Sketch Plan Narrative and Statement of Justification

March 6, 2018

CPH 6000, LLC, an affiliate of Guardian Realty, LLC (the "Applicant" or "Guardian"), requests approval of a sketch plan (the "Sketch Plan") under the optional method of development in the CR Zone in accordance with Section 59.3.3 of the Montgomery County Zoning Code (the "Zoning Code") for property located at 6000 Executive Boulevard in North Bethesda (the "Subject Property"). The Subject Property is located at the key White Flint intersection of Executive Boulevard and Old Georgetown Road, less than half a mile from the White Flint Metro Station. The proposed development will fulfill the vision of the White Flint 2 Sector Plan (the "Sector Plan") for mixed-use development at this location that is compatible with both the vitality of the high-density development at Pike & Rose diagonally across the street to the north and the lower density single-family neighborhood to the south. The Sketch Plan achieves this by proposing an iconic office/retail tower at the high visibility corner of Executive Boulevard and Old Georgetown Road, an active adult, age restricted residential building at a lower height farther west on the site, and an active adult, age-restricted low-to-mid-rise residential building in the southern part of the property. The existing seven-story office building in the center of the site will remain. Guardian will be providing 15% Moderately Priced Dwelling Units ("MPDUs"). Public open space will include a pedestrian/bicycle path along the southern border of the property, as called for in the Sector Plan, as well as urban plazas, pocket greens, and a neighborhood green along Old Georgetown Road.

This application will proceed under the zoning recommended for the Subject Property in the Sector Plan: CR 2.5, C-1.5, R-2.0, H-200, with height transitioning from 200 feet at the corner of Executive Boulevard and Old Georgetown Road to 70 feet closest to the southern property line. The Sketch Plan seeks to make optimal use of the available zoning envelope to transform the Subject Property from a single office building surrounded by surface parking to an urban, mixed-use development with a variety of building types and open spaces.

**A. Subject Property**

The Subject Property contains approximately 6.78 acres of land located in the southwest quadrant of the intersection of Executive Boulevard and Old Georgetown Road, and is known as Parcel N606, Part of Parcel D, Washington Science Center. The Applicant is the sole owner of the Subject Property. The property is currently developed with a seven-story office building containing the Applicant's corporate offices as well as medical and other offices with a total of 128,571 square feet, and 374 surface parking spaces.

As shown on the submitted Natural Resources Inventory/Forest Stand Delineation ("NRI/FSD"), natural features on the Subject Property are predominantly located at the southern end, which includes trees, a grassy area currently occupied by a utility easement, stormwater facilities, and a culvert that holds the headwaters of Old Farm-Neilwood Creek. The creek emerges from the culvert in the southwest corner of the Subject Property and runs west, behind the office buildings on the south side of Executive Boulevard. The Subject Property also contains a grassy lawn area between the existing office building and Old Georgetown Road to the east.

**B. Prior Site Plan Approvals**

Site Plan 819730050 was approved to permit the construction of the existing building on the Subject Property. Amendment 81973005A was approved administratively in 2008 to permit minor amendments to parking and access and the construction of an ADA-compliant parking booth. Amendment 81973005B was approved by the Planning Board in 2015 to permit enclosure of the seventh floor of the existing building, adding 12,857 square feet of general office. The construction permitted by this amendment has not been started. Instead, the Applicant has chosen to include it as part of this Sketch Plan. Amendment 81973005C was filed on March 1, 2018, seeking administrative approval to allow the relocation of existing utilities while the Sketch Plan is under review. This will allow the relocation work to proceed on a timeframe that coordinates with (i) the planned installation of a new and required sewer line on the Subject Property by Gables Residential, a project that is located across the street at the corner of Executive Boulevard and Old Georgetown Road; and (ii) ongoing construction of the

Western Workaround. Guardian intends to follow this Sketch Plan application with a preliminary plan application for the site and a site plan application for Phase 1 of the development. The Applicant will request that the Planning Board vacate the existing site plan when a new site plan is approved. Until then, the Applicant desires to maintain the existing site plan in place to support completion of the utility relocation work.

### **C. Surrounding Area**

The Subject Property is part of the gateway to the White Flint district, which the Planning Board and the County Council have identified as a key Smart Growth area where urban densities are appropriate to take advantage of public investment in transportation infrastructure. The Subject Property is less than a half-mile walk to the existing White Flint Metro station and even closer to the location proposed for the second White Flint Metro entrance. A County Ride-On bus stop is located along the Subject Property's Executive Boulevard frontage. The Subject Property is within walking distance of several recreational and cultural facilities, both public and private:

- The Kennedy Shriver Aquatic Center, currently a major aquatic center sharing a site with a neighborhood park. The site is planned to be the location of a renovated aquatic center and larger park to be actively programmed by Montgomery Parks.
- The Josiah Henson Historic Park, which Montgomery Parks is in the process of developing as a historic site with interpretive exhibits.
- AMP by Strathmore, offering live music and dining at Pike & Rose.
- iPic movie theater at Pike & Rose.
- Pinstripes, offering bowling, bocce and dining at Pike & Rose.
- Bethesda North Marriott Hotel & Conference Center.

The Subject Property is also a short drive or bus ride from The Music Center at Strathmore, a cultural and artistic venue that presents hundreds of performances and events per year.

To the north, across the 120-foot right-of-way of Executive Boulevard, the Subject Property confronts property owned by Willco Companies that is currently developed with three office buildings and is recommended in the Sector Plan for mixed-use development at a density

of 2.75 FAR with a maximum height of 200 feet. To the northeast, diagonally across the intersection of Executive Boulevard and Old Georgetown Road, is the high-density mixed-use Pike & Rose development, which has a variety of building types and sizes and land uses, including multi-family residential, office, restaurant and retail, with a hotel opening soon. To the east, across the 150-foot right-of-way of Old Georgetown Road, the Gables White Flint project has been approved for a multi-family building with 476 dwelling units and an adjacent parking garage that will also serve the Kennedy Shriver Aquatic Center. To the south, the Subject Property abuts single-family detached homes in the R-200 zone. To the west, the Subject Property abuts property developed with a single office building. This property was recommended in the Sector Plan for mixed-use development at an FAR of 2.0 and a maximum height of 150 feet. The land use pattern in the larger area consists of single-family homes to the south and southwest, office to the west, office and multi-family residential to the north, and mixed-use, transit-oriented development to the east and northeast.

#### **D. Proposed Development**

The Applicant proposes to retain the existing office building and add infill development in three phases. Each phase will consist of one building and associated parking, loading, internal roadways, and open spaces. The phasing has been designed to ensure adequate access, circulation, parking, and open space during each phase. Accordingly, there will be modifications and interim design elements over various areas of the site with each phase, but each subsequent site plan will include details on the applicable project elements and limits. The Sketch Plan will be followed by a preliminary plan application for the entire site, accompanied by a site plan application for Phase 1. The timing of site plan applications for Phase 2 and Phase 3 has not been determined. Although identified presently as Phases 1, 2, and 3 based on current plans, phases may occur in any order or may be combined.

##### **1. Phasing**

###### Phase 1

- Building A, an active adult, age restricted multi-family residential building for ages 62+ with approximately 131 dwelling units on six levels over four levels of

underground parking. Height will be 50 feet closest to the southern property line, consistent with Zoning Code compatibility requirements, rising to a maximum of 70 feet. Garage entrance and loading will be on the west end of the building. Main entrance and residential amenities will be located at the east end of the building, facing the future neighborhood green.

- 50-foot landscaped buffer area between building and southern property line will contain pedestrian-bicycle path open to the public as called for in the Sector Plan, with trees and other plantings. Far southwest corner contains existing stream buffer.
- Private outdoor spaces will be on the south side of the building, on top of the parking decks and facing landscaped buffer area.
- New curb cut on Old Georgetown Road, breaking up the long block between Executive Boulevard and Tilden Lane.
- Internal streets and sidewalks connecting Executive Boulevard and Old Georgetown Road entrances.
- Temporary surface parking along Old Georgetown Road to replace parking for existing office building that will be displaced by Phase 1 and Phase 2 buildings.

#### Phase 2

- Building B, an active adult, age restricted residential building for ages 62+ with a maximum height of 150 feet, approximately 214 to 233 dwelling units, and both underground and above-grade structured parking. Ground floor will consist of lobby entrance and residential amenities at north end, closest to Executive Boulevard, with garage entrance and loading dock at south end, adjacent to garage and loading for Building A. Private outdoor space will be along west façade, on top of structured parking levels.
- Urban plaza or pocket green between north façade and Executive Boulevard.
- Paved sidewalk and streetscaping along internal north-south road.

### Phase 3

- An iconic office/retail tower at the prominent northeast corner of the site with a maximum height of 200 feet, retail occupying the east and west ends of the ground floor, office above, and underground and structured parking. Due to underground utilities and a resulting small building floorplate, a portion of the ground floor will be used for parking and building service. This section will receive landscaping, such as raised planters, evergreen screening, and pedestrian-scaled “green screens”, to enhance the pedestrian experience along Executive Boulevard.
- Neighborhood green along Old Georgetown Road approximately half an acre in size. Features may include terraced entry, lawn areas, seating, water element, shade structures, and/or an anchoring structure such as a retail pavilion or public art.
- Urban plaza at northeast end of building, underneath building overhang and framed by retail.
- Sidewalks/paths connecting urban plaza with neighborhood green and building entrance.
- Landscaped sidewalks along Executive Boulevard and Old Georgetown Road.
- Partial top floor of the existing office building to be extended to previously approved building footprint. Open ground floor and second floor space to be enclosed to extend usable space.

## **2. Architecture and Design**

At the conceptual stage, architecture and design are still being developed. In terms of design, the Applicant prioritizes the three buildings in the opposite order of their phasing due to their relative prominence on the site. Building C will be the top priority from a design perspective. The Applicant plans to construct a heroic building at this location in keeping with its visual prominence, particularly for those traveling west or north on Old Georgetown Road. The Pike and Rose Pallas multi-family building began the urbanization of the view traveling north on Old Georgetown Road; the corner building on the Subject Property will be

transformative as a second 200-foot building at the same intersection, and with more forward-thinking architecture. Preliminary design ideas for Building C emphasize glass and a dynamic interplay of shapes, with a 40-foot overhang creating a large open space on the ground level and inviting the public into the retail and open space. Folds and setbacks on the façade will provide outdoor spaces for occupants, reduce the perceived height of the building on streets internal to the neighborhood, and create scalar relationships between the adjacent buildings. Simple materials and façade articulation will highlight the resultant sculptural building forms.

Preliminary designs for Building B use similar design logic. Steps in the building massing open up views into and out of the neighborhood from the north and provide an amenity-activated outdoor plaza at the north entry. Regular façade patterns will be used to highlight the building's formal gestures. A projecting, 4-story mass with stoops at the street level creates a sense of pedestrian scale and connects to the lower Building A facades. Design goals for Building A are also similar, but take on a more residential character in response to the neighboring single family homes. The main building mass will be broken into three sections, with an overhang and the lobby entrance at the east end, a heavily articulated middle section with stoops and setbacks that corresponds to the smaller mass on Building B, and a smaller, more vertically oriented skin at the west to terminate the visual axis from the north entry. On the south side, the building will be divided into three wings articulating from the main structure at a 50-foot height, with private open space sitting between the wings on top of the parking deck. On all façade types, the introduction of elements such as bays and balconies will reinforce the residential character of this building.

To tie all three buildings together, similar architectural detailing, accent colors, and materials will be used. Additionally, the multiple setbacks in the buildings allow the taller ones to have elements that relate in scale to their smaller, adjacent neighbors. Lastly, deep, richly articulated architecture and landscape treatments at the ground floor will provide a consistent streetscape experience.

### **3. Parking, Loading, Access and Circulation**

Parking for Building A will be below grade on the north side of the building. On the south side, where the topography slopes down, the parking will be mostly underground with the remainder concealed by a green screen. The garage entrance and loading dock will be along the west façade of the building, adjacent to the garage entrance and loading dock for Building B and furthest away from Old Georgetown Road and Executive Boulevard

Buildings B and C will each have three levels of parking underground with the remainder above-grade. Parking will occupy the ground level of Building B only along the south and west facades, away from Executive Boulevard and the public open spaces. The ground level at the north end of Building B will be occupied by lobby and amenity areas. Due to its narrow footprint, Building C will need to have a section of its garage at ground level, between the two retail areas at the east and west ends of the building. The ground level garage space will be given architectural treatments and/or plantings that will make it an attractive part of the Executive Boulevard streetscape. The garage entrance and loading area will be on the south side of the building.

The Subject Property currently has two vehicular access points on Executive Boulevard. In the northwest corner of the site is a full-movement, signalized access drive directly opposite the entrance to the Willco property across the street. Closer to Old Georgetown Road is a right-out access point. During Phase 1 of the project, the Applicant will build an internal roadway out to a future right-in/right-out access point planned on Old Georgetown Road; the curb cut is to be built by the County as part of the Western Workaround.

Guardian proposes internal circulation consisting of sidewalks and private roads, which are preferred for several reasons. First among these reasons: this site allows for numerous community-wide utility crossings that accommodate development in the area, including storm drain, water, sewer, fiber optic, telecommunications, and electric lines. Placing each of these within easements outside of a publicly dedicated right-of-way would render the site virtually undevelopable. These utilities have been carefully designed within a private road system that allows the proposed redevelopment to occur per the Sector Plan's vision, assigned zoning, and urban design goals. Likewise, these utility corridors allow for significant open space and trail



connections largely unencumbered by restrictive easements. A second reason for private roads is that stormwater management for public roads – and related easements – would restrict development just as utility requirements would, rendering the proposed infill development infeasible. Third, horizontal and vertical road standards cannot be met within this small site that will serve up to four buildings, while maintaining grade along two frontages and the rear property line shared with residential properties and containing a stream valley buffer. Finally, the Sector Plan does not propose any public roads on this site – all dedications and realignments envisioned are provided per the Sector Plan recommendations. In all cases, however, the road cross-section will be built to County standards and the horizontal cross-section will accommodate fire and rescue access as well as all anticipated trucks and service vehicles. Bicycle access will be possible along internal roads, but the primary and more convenient bicycles routes will be in separated bike lanes that are recommended in the Sector Plan along Executive Boulevard and Old Georgetown Road and planned as part of the Western Workaround, as well as on the pedestrian/bike path that will start on the Subject Property and continue to the west.

As described above and depicted on the Sketch Plan, general access, circulation, parking, and loading will all be adequate, safe and efficient.

#### **4. Open Space**

The first public open space component on the Subject Property will be the landscaped area and pedestrian/bicycle path along the southern property line, as called for in the Sector Plan. As the first segment of a trail that the Sector Plan envisions traversing the area behind the existing office buildings along the south side of Executive Boulevard, the path built as part of this project will serve the important role of making the trail visible and inviting for the public. The Applicant proposes an entry feature with elements such as a pergola, a map, and a bench. The path itself will be paved to MNCPPC standards, with sustainable, native plantings on both sides.

The Applicant is pleased to be able to offer site residents and workers and the larger community a neighborhood green, approximately one half-acre in size, prominently located along Old Georgetown Road between Buildings A and C. This neighborhood green is, in

addition to the open spaces anticipated in the Sector Plan, an outgrowth of the Applicant's post-Sector Plan site design process. Guardian's preliminary concept suggests a structural component to anchor this open space, as noted above, which may take the form of a retail pavilion, a water feature, public art or some other element that will help make the space usable and appealing. Subtle grade changes once one rounds the northeast building allow for raised lawns, seat walls, and terraces to define spaces and uses within the park. The neighborhood green will also include a lawn area and seating, creating plenty of space for relaxation and reflection.

The project will include additional open spaces in the form of plazas and pocket greens of varying sizes and configurations interspersed among the buildings. Each will contribute to an overall project character of vibrant open spaces and pedestrian-friendly development.

#### **5. Stormwater Management**

Stormwater will be managed through a decentralized approach, as required by State Environmental Site Design ("ESD") standards. Micro-bioretenement, swales, vegetated roofs, and pervious surfaces will be employed throughout the site to catch rain water within small areas. This captured water will be filtered through soil and feed integrated plantings before any excess flows into the local storm drain system.

#### **6. Public Benefits**

Under Zoning Code Section 59.4.5.4.A.2, to reach its full incentive density the Applicant must provide public benefits worth at least 100 points, in at least four benefit categories. The Applicant proposes to meet these requirements as shown in the table that follows, subject to adjustment during site plan review.

## Public Benefits Summary

<b>59-4.7.3.A: Major Public Facility</b>	
Trail Connection	5
<b>59-4.7.3.B: Transit Proximity</b>	
Full Site within ½ mile of White Flint Metro Entrance	30
<b>59-4.7.3.C: Connectivity &amp; Mobility</b>	
(4) Public Parking	2
(9) Wayfinding	5
<b>59-4.7.3.D: Diversity of Uses &amp; Activities</b>	
(6) Moderately Priced Dwelling Units	43
<b>59-4.7.3.E: Quality Building &amp; Site Design</b>	
(2) Exceptional Design	10
(4) Public Open Space	20
(5) Public Art	7
(6) Structured Parking	13
(7) Tower Step-Back	5
<b>59-4.7.3.F: Protection &amp; Enhancement of the Natural Environment</b>	
(1) Building Lot Termination (BLT)	5
(2) Cool Roof	5
(10) Vegetated Wall	7
<b>Total Public Benefits Points</b>	<b>156</b>
<b>Total Number of Categories</b>	<b>6</b>

### E. Master Plan Compliance

The Sketch Plan substantially conforms with the recommendations of the recently adopted Sector Plan.

#### 1. General Recommendations.

The Sector Plan is intended to build on the 2010 White Flint Sector Plan (the “2010 WF Plan”), and its general recommendations include the following:

- Integrate new residential and non-residential uses in the Executive Boulevard office park.
- Provide new streets that create alternative ways to navigate the Plan area and links to adjacent communities.
- Encourage design excellence for new development, including quality public use space.
- Promote walkability with new streets and enhanced streetscapes to define the public realm.

- Promote variety in new building height and massing to maximize access to natural light and air for building occupants, surrounding communities, and public open spaces.
- Promote a diverse mix of housing options for residents at different stages of life.
- Encourage 15 % (fifteen percent) MPDUs.
- Create new parks and open spaces for public use to promote a livable environment for existing and future residents, visitors and employees, and to expand the network of interconnected open spaces envisioned by the 2010 WF Plan.
- Link new parks and open spaces with existing and proposed bikeways and trails.
- Develop at least 10 acres of public open space in the Plan area.
- Improve the urban ecology by incorporating best practices such as goals to reduce heat island effect and promote ESD in stormwater management practices.
- Include sustainable design solutions to create an attractive public realm with integrated green features and enhanced mobility and walkability.

*See Sector Plan at 20-21.<sup>1</sup>*

The Sketch Plan carries out these recommendations by providing for new residential and non-residential uses at a prominent Executive Boulevard location; an internal street network that offers access to both Executive Boulevard and Old Georgetown Road and a potential connection to the adjacent commercial property; design excellence in both architecture and public open spaces; improved walkability with new streets, enhanced streetscapes, and a pedestrian/bicycle path; variety in building height and massing; housing for active adults ages 62 and over that contributes to a diversity of housing options in the area; 15% MPDUs; a new half-acre neighborhood green that will be activated, welcoming, and accessible from the public sidewalk and the pedestrian/bicycle path, as well as urban plazas and pocket greens between the buildings; cool roofs and ESD stormwater management practices; and sustainable design concepts for open space features that will contribute to an attractive public realm.

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<sup>1</sup> At the time of filing the final Approved and Adopted Sector Plan was not yet available. Accordingly, page references are to the Planning Board Draft of the Sector Plan and, where relevant, to County Council Resolution 18-979 adopting the Sector Plan.

## 2. Urban Design Framework

The Sector Plan's Urban Design Framework includes several recommendations that are relevant to the Subject Property:

- Consider different and innovative types of development, such as infill, adaptive re-use, and additional development, on property with existing uses to remain and available capacity for growth.
- Encourage quality building and site design elements, such as building orientation, that take advantage of passive heating, lighting, and ventilation.
- Encourage parking to be below grade, or if above grade, structures should be lined with activating uses at the ground level or otherwise designed to minimize their impact on the pedestrian environment and the public realm.
- Expand the network of public and private streets that are walkable and well-connected to surrounding areas.
- Improve the public realm along existing connections with wider sidewalks, amenities for pedestrians and landscaped areas to enhance pedestrian access.
- Consolidate the areas designated for public use space as part of the development process into substantial, programmable, and accessible spaces.
- Provide alternatives for recreation and leisure in mixed-use settings by creating public use spaces that are framed and activated by surrounding development, including seating alternatives and options for individual and group activities, and using combinations of hardscaped and landscaped areas.

*See Sector Plan at 26-27.*

Consistent with these recommendations, the Sketch Plan proposes infill development; quality building design including two buildings (A and C) with a strong east-west passive solar orientation and two (Buildings A and B) likely to have operable windows for natural ventilation; parking that is either underground or designed to minimize impact on the public realm; walkable private streets with connections to surrounding public streets and open spaces; a new access point on Old Georgetown Road that breaks up the long block between Executive

Boulevard and Tilden Lane; enhancements to the public realm along Executive Boulevard and Old Georgetown Road with wider, greener sidewalks and open spaces; a half-acre neighborhood green and a pedestrian-bicycle path that represent substantial, consolidated public open space; and alternatives for passive recreation through the neighborhood green, the pedestrian-bicycle path, and smaller urban plazas and pocket greens, all of which will be framed and activated by existing and proposed development.

### 3. Property-Specific Recommendations

The Sketch Plan is based on the zoning recommended for the Subject Property in the Sector Plan, as identified in Sectional Map Amendment (“SMA”) H-128, which was pending before the County Council at the time of filing of this application: CR 2.5, C-1.5, R-2.0, H-200. *See id.* at 34, Council Resolution 18-979 lines 101-102, SMA H-128 Map 4. The SMA is scheduled before the Council’s PHED Committee on April 9, 2018 and can be expected to come before the full Council for a vote shortly thereafter. The Sketch Plan seeks approval for up to the maximum density recommended for the Subject Property in the Sector Plan and shown on the SMA.

The Sector Plan specifies that development on this property “must transition from a maximum of 200 feet high at the northeastern corner of the property to 70 feet at the southern portion of the property.” Sector Plan at 34. The Sketch Plan fully complies with this recommendation:

- A 200-foot maximum height in the northeast corner of the property,
- A 150-foot maximum height for the infill building occupying the western portion of the property; and
- A 70-foot maximum height for Building A at the southern end of the property, dropping to 50 feet as it nears the property line.

The Sector Plan recommends a pedestrian-bike path adjacent to the existing southern and western forested areas located along Old Farm-Neilwood Creek. *See id.* at 34. The creek runs through most of the Subject Property in a culvert. It emerges from the culvert in the far southwestern corner of the Subject Property and runs above-ground behind the office buildings west of the Subject Property. The minimal area of stream valley buffer on the Subject Property

currently is only partially forested (and mostly within existing utility easements). The Sector Plan addresses open space on the Subject Property by stating that 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.” *Id.*

The Sketch Plan goes well beyond the Sector Plan’s expectations for public open space on this site. It provides for an urban greenway in the form of the anticipated 50-foot wide landscape area with a pedestrian-bike path, trees and other plantings, and utility easements. It also provides for plazas and pocket greens. In addition, the Sketch Plan boasts a half-acre neighborhood green that emerged from a closer examination of site conditions and building footprints post-Sector Plan. The neighborhood green will be a large, inviting open space for residents and workers at the Subject Property as well as the broader community. Preliminary ideas for the space include an anchoring structural element, an entrance feature, seating, landscaping, public art, and other passive recreation elements. Its location on Old Georgetown Road will improve the pedestrian experience along a stretch of roadway that currently is decidedly unfriendly to pedestrians. It will also provide an appealing visual focal point for those traveling west on the future Market Street, which is planned to intersect Old Georgetown Road directly opposite this neighborhood green.

#### 4. Recommendations for the Executive Boulevard South District

The Sector Plan has four (4) design and connectivity recommendations for properties on the south side of Executive Boulevard:

- 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.
- Develop a pedestrian-bike path along Old Farm-Neilwood Creek.

*See id.*

The iconic building proposed at the northeast corner of the Subject Property is designed to create an architectural gateway into the White Flint area and make optimal use of this visually preeminent location. As noted above, the Sketch Plan locates maximum building heights along Executive Boulevard and contributes to a pattern of short blocks and internal streets. It will also implement the first section of the pedestrian-bike path that the Sector Plan recommends as a key connection between the Executive Boulevard District and nearby residential neighborhoods.

#### 5. Housing

The Sector Plan recommends 15 percent MPDUs as the highest priority public benefit for new residential development unless the property in question is required to dedicate land for a school site or certain athletic fields. *See id.* at 59, Council Resolution 18-979 lines 344-347. Guardian is committed to providing 15 percent MPDUs. With a range of approximately 345 to 364 dwelling units proposed, the project will provide approximately 52 to 55 MPDUs; the final number will be determined by the ultimate buildout. The Sector Plan also recommends providing a range of unit types, including for seniors. *See* Sector Plan at 59. The proposed residential buildings, planned to be restricted to ages 62 and older, will provide a welcoming place for County residents who prefer a residential setting designed for active older adults.

#### 6. Sustainability and Parks

The Sector Plan offers three sustainability recommendations for the Executive Boulevard district:

- Preserve the existing forested stream area south and west of Executive Boulevard.
- Develop a minimum eight-foot-wide path behind the office buildings on the south side of Executive Boulevard and minimize any encroachment into the stream and environmental buffer.
- Promote the incorporation of sustainable design principles and sustainability initiatives.

*See id.* at 67, 88.



None of the existing forested stream area south and west of Executive Boulevard is located on the Subject Property. The Subject Property contains only a small area of stream valley buffer, in the southwest corner of the site, which is currently partially forested, but mostly lawn due to numerous utility easements. The Sketch Plan contributes to the Sector Plan's sustainability goals by providing for the first segment of the pedestrian-bike path on the Subject Property, to be built outside any stream or environmental buffer. Additional sustainable design principles will be incorporated during site plan review, such as increased tree canopy over impervious areas, use of native and adapted plants, heat-island reduction, and ESD stormwater management practices.

The neighborhood green proposed on the Subject Property will significantly contribute to the plan's goal to increase the amount of open space available for public use in the plan area. *See id.* at 21.

#### 7. Public Benefits

The Sector Plan identifies 15 percent MPDUs as the highest priority public benefit for new residential development. Sector Plan at 104, Council Resolution 18-979 lines 662-664. As noted above, the Applicant intends to provide 15 percent MPDUs as a public benefit under the CR Zone.

The Sketch Plan provides public benefits in the following categories that are also named as priorities in the Sector Plan (*see* Sector Plan at 104): major public facilities (pedestrian/bike path); quality building and site design (exceptional design, public open space well above the required minimum and consolidated in a prominent location, public art, structured parking, and tower step-back); connectivity and mobility (public parking and wayfinding) that will identify important nearby amenities such as Wall Park, the Kennedy Shriver Aquatic Center, the North Bethesda Conference Center, the Josiah Henson Historic Park); and protection and enhancement of the natural environment (Building Lot Terminations, cool roof and vegetated wall). The provided public benefits respond to Sector Plan priorities and will contribute to the vitality, sustainability and pedestrian-friendly character of the White Flint area.

**F. Compliance with Zoning Code Section 4.5.4, CR Zone Optional Method Development Standards, and Section 6.2.4.B, Parking**

The Sketch Plan is consistent with applicable development standards, as shown below.

Section	Description	Required/Permitted	Provided
<b>Density and Height</b>			
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. <sup>2</sup>	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.
<b>Placement and Form</b>			
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.
<b>Open Space and Parking</b>			
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 <sup>3</sup> Maximum 1,932 spaces <sup>3</sup>	Sketch Plan anticipates 1,319 spaces. <sup>4</sup>

<sup>2</sup> The maximum height on the zoning map for the Subject Property is 200 feet. The Sketch Plan has been further guided by the Sector Plan's recommendation that the maximum height be reserved for the northeast corner of the site, and that building heights drop down to 70 feet at the southern end of the property. Accordingly, Building A is proposed at a height of 50 feet closest to the property line, rising to a maximum height of 70 feet, Building B is proposed at a maximum height of 150 feet, and Building C is proposed at a maximum height of 200 feet.

<sup>3</sup> Minimum and maximum calculated based on development as shown on Sketch Plan. Approval is requested for maximum permitted density, which would correspond to slightly higher parking parameters.

<sup>4</sup> Actual number of parking spaces may change as development proceeds, but will comply with minimum and maximum permitted.

**G. Sketch Plan Findings**

The Sketch Plan satisfies the findings required for approval in Montgomery County Code Chapter 59, Section 7.3.3.E., quoted below in italics.

*The sketch plan must:*

- 1. meet the objectives, general requirements, and standards of this Chapter;*

As outlined above, the Sketch Plan meets the general requirements and standards of Chapter 59. Zoning Code Section 59.3.1.6 permits all of the proposed uses in the CR Zone. Moreover, the Sketch Plan is an excellent example of meeting the objectives of the Chapter to implement the applicable master plan, replace single-use commercial development and surface parking with mixed-use development where parking is not located between the buildings and the street, allow a mix of uses and building types to ensure development that is compatible with the surrounding neighborhood, and provide public benefits that will support and accommodate density above the standard method.

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

As detailed in Part E above, the Sketch Plan substantially conforms with the recommendations of the Sector Plan.

- 3. satisfy under Section [7.7.1.B.5](#), the binding elements of any development plan or schematic development plan in effect on October 29, 2014;*

Not applicable.

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

Not applicable.

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

The Sketch Plan successfully achieves compatibility with the disparate uses in its immediate vicinity. At the south end of the Subject Property, the first 50 feet of space (plus the small stream valley buffer area that juts out at the southwest corner) 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 single-family homes. As a multi-family building for active adults ages 62 and over, Building A will be fully compatible with the adjoining residential neighborhood from a use perspective. The age restriction will tend to result in lower levels of noise and activity than open age multi-family living might produce, and provides 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 low-scale, residential focus to a higher-scale, mixed-use character, in keeping with the existing office use abutting to the west and the multi-family 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 serving as an architectural anchor for the Western Workaround and 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, similar in height and density to the Subject Property. Building C will also be compatible with the high-density, mixed-use development diagonally across the intersection at Pike & Rose, which boasts mid-rise and high-rise residential, numerous shops, restaurants, and entertainment venues as well as office uses, and is fast becoming a regional destination as its build-out continues at a rapid pace. Together, the four

buildings depicted on the Sketch Plan frame a neighborhood green that will be a highly visible relaxation amenity for site residents and workers, as well as for the broader community.

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

As discussed in Part D.3. above, the Sketch Plan provides satisfactory vehicular, pedestrian, and bicycle access, circulation, parking, and loading.

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

The submitted schedule of public benefits supports the requested incentive density and is appropriate for the proposed mixed-use community. As noted in Part D.6. above, the Sketch Plan proposes public benefits in several categories that are named as priorities in the Sector Plan: 15% MPDUs; major public facilities (pedestrian/bike path); quality building and site design (exceptional design, public open space well above the required minimum and consolidated in a prominent location, public art, structured parking, and tower step-back); connectivity and mobility (public parking, as well as wayfinding that will identify important nearby amenities such as Wall Park, the Kennedy Shriver Aquatic Center, the North Bethesda Conference Center, and the Josiah Henson Historic Park); and protection and enhancement of the natural environment (Building Lot Terminations, cool roof and vegetated wall). This is powerful proof that the public benefits shown on the Sketch Plan are appropriate for the specific community. The only public benefit proposed that is not identified as a priority in the Sector Plan is transit proximity. The Subject Property's proximity to transit reflects the project's close correspondence to the County's longstanding Smart Growth goal of encouraging development that takes advantage of public investment in infrastructure. Transit proximity is an appropriate benefit for the White Flint area because it is made possible by the existence of a Metro Station nearby.

The submitted package of public benefits fully supports the requested density. The submission includes project elements that make a mixed-use project at the Sector Plan-

recommended density feasible at this location and will make it successful: a location within a half-mile of Metro; underground and structured parking that allows the full density to be built in an urban form; exceptional building design that will make the proposed buildings complement and enhance the character of the neighborhood; open space well above the minimum required that balances the density with a sense of openness and green space; and a pedestrian/bike path that will be the first segment in a major public amenity for the surrounding area.

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

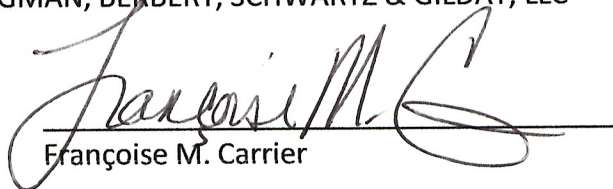
As described in detail in Part D.1. above, the Sketch Plan establishes a feasible and appropriate phasing plan for all project elements.

This submission is intended to satisfy the requirements of the Code and the Planning Board's submission standards for sketch plan applications. If amended or supplemental information becomes necessary to support the present application, the Applicant will make a supplemental submission in a timely fashion.

Respectfully submitted,

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Date:

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