

2115 EAST JEFFERSON STREET SKETCH PLAN NO. 320220110



Description

Applicant proposes to demolish the existing building and parking lot to redevelop the property with 93 townhouse units (including 15% MPDUs). The overall density is 0.98 FAR for a total of 245,000 square feet of residential uses.

No. 320220110

Completed: 12-22-22

MCPB

Item No. 6
1-5-2023

Montgomery County
Planning Board
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LOCATION/ADDRESS

On East Jefferson Street 340 ft south of Josiah Henson Parkway

MASTER PLAN

2018 White Flint 2 Sector Plan

ZONE

CR-1.5, C-1.5, R-1.0, H-100

PROPERTY SIZE

5.7 acres (248,765 sq.ft)

APPLICANT

Missing Middle Jefferson LLC

ACCEPTANCE DATE

August 2, 2022

REVIEW BASIS

Chapter 59



Summary:

- Staff recommends approval of the 2115 East Jefferson Street, Sketch Plan No. 320220110.
- The Project is replacing a vacant office building with residential townhouses.
- Application proposes to remove a vacant existing office building and construct 93 townhouses, with 15% MPDUs
- Applicant will be providing public benefit points for the following categories: Major Public Facilities, Transit Proximity, Connectivity and Mobility Diversity of Uses and Activities Quality Building and Site Design, and Protection and Enhancement of the Natural Environment.
- Staff has not received any community correspondence regarding the Subject Application.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

SKETCH PLAN 320220110

Staff recommends approval of 2115 East Jefferson Street, Sketch Plan No. 320220110 for up to 245,000 square feet of residential development on 5.71 acres, zoned CR-1.5, C-1.5, R-1.0, H-100, in the *White Flint 2 Sector Plan* area. The following site development elements shown on the latest electronic version of Sketch Plan No. 320220110, as of the date of the Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the conditions below.

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 of the Sketch Plan are illustrative and subject to refinement at the time of Site Plan.

This approval is subject to the following conditions:

1. **Density**

The Sketch Plan is limited to a maximum of 245,000 square feet of total residential development. The maximum number and distribution of residential townhouses will be determined at Preliminary and Site Plan.

2. **Height**

The development is limited to a maximum average building height of 55 feet, as measured from the building height measuring point to be 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 4 categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a) Major Public Facility, achieved through appropriate contribution to a school or park facility, based on the number of points being allocated.
- b) Transit Proximity, achieved through the Property's location within ½ to 1 mile of the White Flint Metro Station (level 1).

- c) Public Parking, achieved through providing public parking spaces within the development.
- d) Through-Block Connection, achieved by providing pathways for pedestrians within the development.
- e) Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs.
- f) Quality Building and Site Design, achieved by providing Public Open Space in excess of the minimum open space requirement of the zone.
- g) Protection and Enhancement of the Natural Environment, achieved through the purchase of building lot terminations (BLTs).

4. **Public Open Space**

The Applicant must provide a minimum of 5% of the Site Area (239,218 square feet) as Public Open Space, totaling 11,961 square feet.

5. **Future Coordination for the Preliminary Plan and Site Plan**

In addition to any other requirements for Site Plans under Chapter 59, the following must be addressed in the Site Plan application:

- a) The Applicant must submit and receive approval of a Preliminary/Final Forest Conservation Plan.
- b) Stormwater Management concept approval consistent with Chapter 19 of the Montgomery County Code.
- c) Any future Preliminary/Site Plan application must include a Noise Analysis.
- d) The Applicant must satisfy Recreation Guidelines.
- e) The Applicant must make the appropriate contribution to a school or park facility.
- f) If the major public facility is determined to be for Montgomery County Parks, it should consider the inclusion of a pedestrian-bike path bridge connection to Luxmanor Local Park and Luxmanor Elementary School.
- g) Final determination of Private Roads will be confirmed by Montgomery County Department of Transportation (MCDOT) and Planning Staff.

6. **Validity**

A site plan must be submitted within 60 months after the date this resolution is sent.

SECTION 2: SITE DESCRIPTION

VICINITY

The Subject Property (“Subject Property” or “Property” outlined in red in Figure 1 below) is located within the employment center along Executive Boulevard and East Jefferson Street, within the western portion of the North Bethesda area. The Property is one record lot (Part of Parcel L, Washington Science Center Subdivision, Plat No. 12783). The Subject Property is located within the *2018 White Flint 2 Sector Plan* area, and within a mile from both Twinbrook and North Bethesda Metrorail Stations. North and east of the Property are generally developed with commercial uses, including the Pike & Rose mixed-use development, and west of the Property are characterized by established single-family residential neighborhoods.



Figure 1 – Vicinity Map

PROPERTY DESCRIPTION

The Subject Property is currently zoned CR-1.5, C-1.5, R-1.0, H-100 totaling 5.7 acres (248,765 sq.ft). The Property is currently developed with a multi-level office building and a large surface parking lot that surrounds the existing building. The office building is vacant and both the former owner and the current owner sought either commercial tenants or conversion of the existing office building into a residential use without success.

Directly to the north is a multi-story office building. To the south and east are multiple large office buildings and Luxmanor Park and Luxmanor Elementary School. Across East Jefferson Street from the Property is a low-rise "townhouse office" project. The adjacent property to the west is occupied by an institutional use (the Green Acres School) between a forested area that provides buffer along the rear.

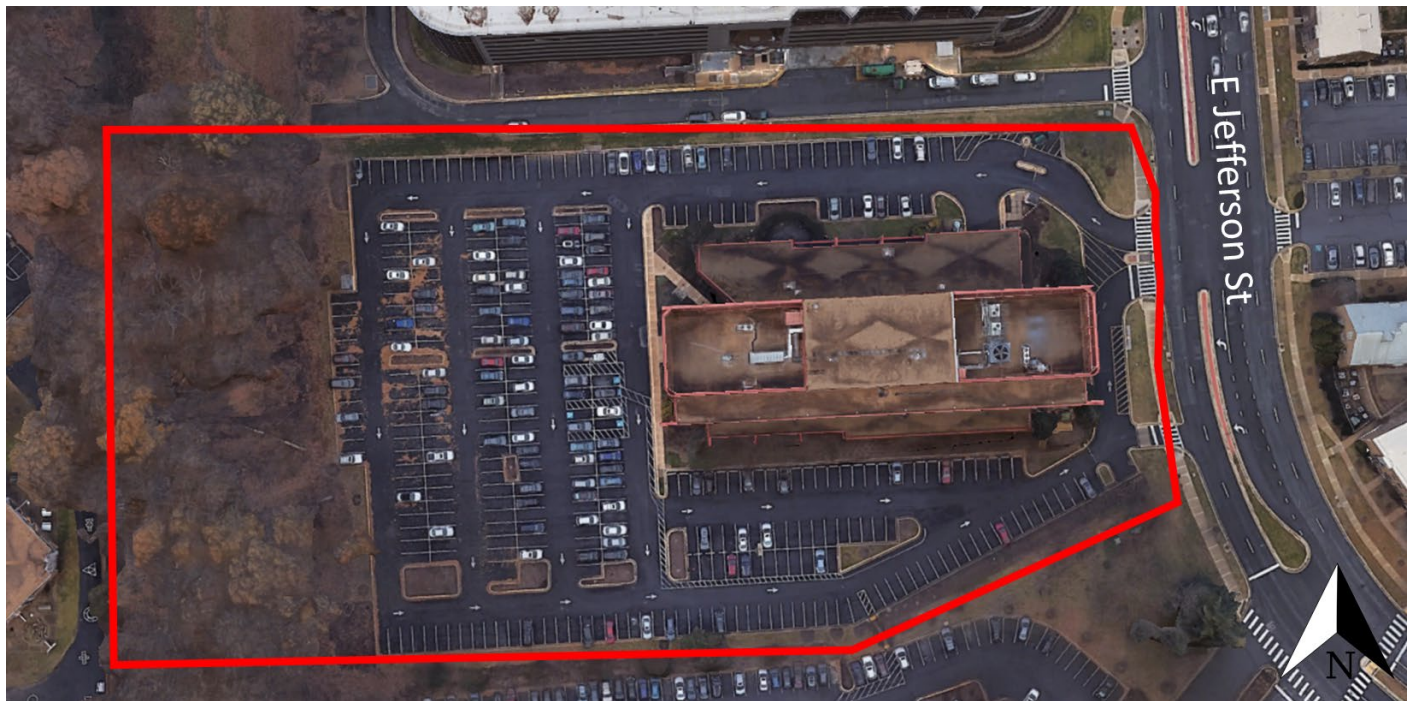


Figure 2 – Subject Property

SECTION 3: PROJECT DESCRIPTION

PROPOSAL

The Applicant proposes to demolish the existing building and parking lot and redevelop the Property with 93 townhouse units (including 15% MPDUs). The overall density is 0.98 FAR for a total of 245,000 square feet of residential uses. The Project will provide a series of new private streets which will allow future connections to adjacent properties to the north and south. The open space will exceed the 5% requirement by providing approximately 47,000 square feet (19.65%) of public open space. The Sector Plan recommends a transition zone at the rear (west side) of this Property which will be a 100-foot green buffer, programmed with pedestrian paths to the adjacent properties.



Figure 3– Rendered Sketch Plan

BUILDING/ARCHITECTURE

This development will create more housing opportunities in a highly amenitized area within the *White Flint 2 Sector Plan*.

Privates Streets are proposed for this project (justification is shown in Section 5 Finding 6). Private Street A is the central spine of the development, which connects to East Jefferson Street. Additionally, Private Street B and Private Street C both create a finer grain of a residential street network and pedestrian-scale blocks, allowing all proposed townhomes to front onto the public realm of streets or proposed parks.

Most of the townhomes in this development are rear-loaded with narrow alleys serving internal garages for each unit. Around the perimeter of the site, there are wider front-loaded townhomes. The paired townhomes at the entryway along the front-loaded townhomes help create a wider landscaping area with street trees that mitigate the impact of the driveways along all these streets. Every unit will have garage parking, and additional visitor parking will be provided via on-street parking along the internal streets.

Additional Project Design Features:

- Provides an effective balance between rear-loaded units and front-loaded units making the most efficient possible use of the site.
- Creates a street network by introducing an additional secondary street and proposing another block with rear loaded townhomes.
- Enables townhomes to front onto either public and private streets or open space and to have open areas between units with internal greenways.
- Reduces the width of alleys.
- Reduces curb radii to add to the pedestrian friendly nature of the project.
- Provides units fronting on East Jefferson Street to better frame the street.
- Includes green corridors on the west side of the Property to provide "windows to the open space."
- Provides possible future vehicle and pedestrian connection points to the properties north and south of the site if and when redeveloped



Figure 4 – Proposed Sketch Plan

OPEN SPACE

The Project will exceed the 5% requirement by providing 47,000 square feet of public open space to be refined at Site Plan. As proposed, the Project allocates a 100-foot green buffer to the west side of the Property within Parcel A. The buffer is expected to provide pedestrian paths adjacent to the townhouses with connection(s) to Green Acres School and to the internal private street grid.

The Project also provides an internal greenway in the middle of the development. This breaks up the townhouse sticks while providing additional green space and pedestrian connections north and south. This allows for additional programming for seating and landscaping, with details determined at the time of Site Plan.

Parcels B and C both provide the most opportunity for activity and amenities to the future residents and visitors to the Property. The location of these open spaces provides high visibility from the proposed internal streets. At the time of Site Plan, Planning Staff will be looking for features like tot lots, dog parks, community gardens, etc. within these spaces.

Overall, the proposed open space adheres to the Sector Plan, provides internal connections to adjacent properties, and proposes new amenities to the White Flint community.



Figure 5- Open Space Plan

TRANSPORTATION

The three existing driveways are being consolidated and all vehicular access to the Site will be provided by a single access point off East Jefferson Street at the east of the Property. The Subject Application envisions full-movement operation at the Site access point. Internal to the Project, townhouses are accessed via a network of private streets and alleys, including Private Streets A and B. Private Streets A and B are proposed to consist of two 10-foot travel lanes and 6-foot sidewalks on either side of the street, separated from the roadway by 6-foot vegetated street buffers.

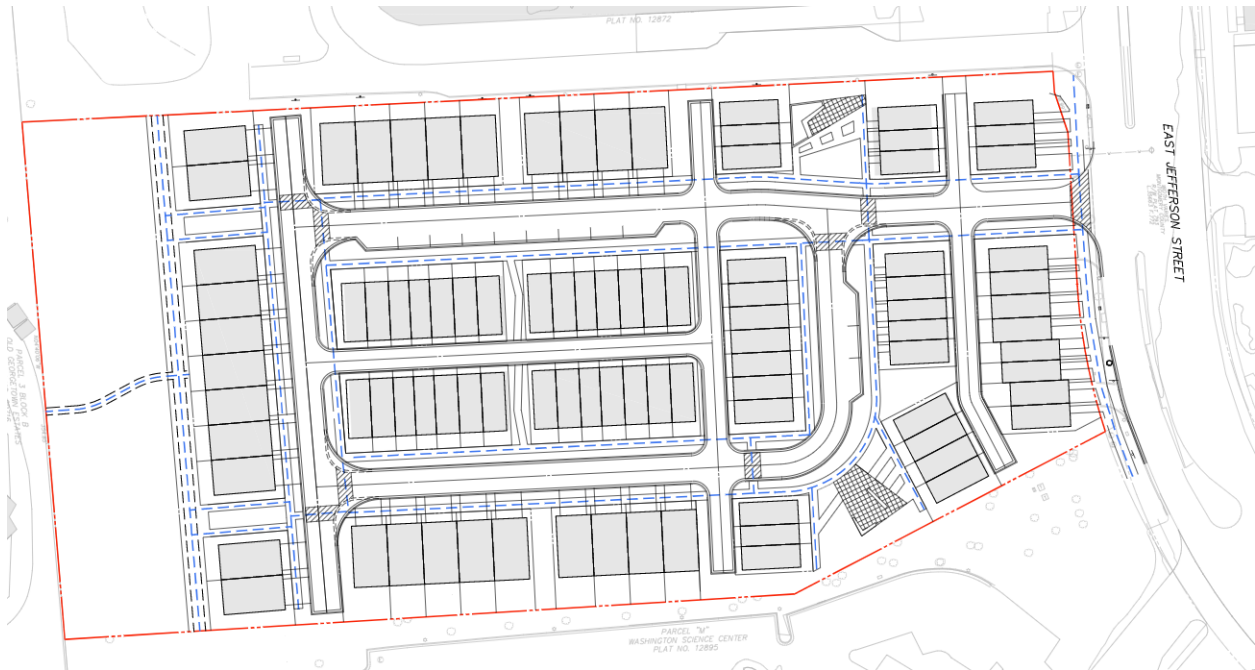


Figure 6 – Proposed Access and Circulation

The Application proposes to provide 198 parking spaces, which is above the minimum requirement of 172 spaces. 186 of these parking spaces will be located within the townhouse garages, with the remaining 12 spaces being provided as on-street parallel parking spaces along Private Streets A and B. The total number of parking spaces will be finalized at the time of Site Plan.

The Applicant also proposes a number of pedestrian improvements for the Property, in addition to providing sidewalks on both sides of all internal streets. A pedestrian connection is proposed to connect the Subject Property to the Green Acres School to the west. Additionally, a north-south, natural surface, 15-foot-wide bicycle and pedestrian connection is proposed to run along the eastern edge of the Property's western tree buffer, which is envisioned in the *White Flint 2 Sector Plan*.

The 2018 *Bicycle Master Plan* envisions a two-way separated bike lane and a distinct sidewalk for pedestrians along this section of East Jefferson Street. The Property has approximately 180 linear feet of frontage along East Jefferson Street, and during Preliminary Plan review, the Applicant will work with Planning and MCDOT staff to determine the Property's frontage improvements. The Applicant

will also assess the envisioned bicycle facilities and will determine if additional right-of-way dedication is necessary at the time of Preliminary Plan. The Applicant will be required to provide existing and proposed cross-sections for East Jefferson Street as part of the Preliminary Plan.

Submitted with the Application is a Traffic Exemption Statement comparing the trip generation estimate for the proposed redevelopment with the traffic estimated to be generated by the existing office building. The data indicates that the redevelopment is estimated to generate fewer than 50 net new peak hour person trips and therefore is exempt from the requirement to submit a Transportation Impact Study. In fact, the proposed redevelopment will result in a net decrease of 169 person trips in the morning peak hour and a net decrease of 150 person trips in the evening peak hour.

ENVIRONMENT

As submitted, the Sketch Plan is in conformance with the Montgomery County Planning Department's *Environmental Guidelines* and Chapter 22A, the Forest Conservation Law.

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) was approved by Montgomery County Planning Department staff on June 27, 2022 (NRI/FSD No. 420222110). The Gross Tract Area for the site is 5.57 acres. Forest covers 1.41 acres on the western side of the Property. The remainder of the site is currently developed with an office building and surface parking. The Property contains no streams or stream buffers, wetlands or wetland buffers, hydraulically adjacent steep slopes, 100-year floodplains, or known occurrences of rare, threatened or endangered species. The Property lies within the Old Farm Creek subwatershed of Cabin John Creek, which is a Maryland State Use Class I-P stream. The site is not within a Special Protection Area (SPA). The NRI/FSD identifies 12 trees with a diameter of 30 inches or greater (measured at 4.5 feet above the ground) on the Property, with an additional four trees of 30 inches diameter or greater nearby, but offsite.

Subsequent plans must include a submission of a Preliminary Forest Conservation Plan ("FCP") at Preliminary Plan and Final FCP at Site Plan

Forest Conservation Plan ("FCP"). The Preliminary FCP should include variance requests for any protected trees that are proposed to be impacted or removed. The FCPs should retain the forest buffer along the western side of the Property.

Due to the volume of traffic on this segment of E. Jefferson Street, any Preliminary Plan or Site Plan application should include a Noise Analysis.

SECTION 4: SKETCH PLAN 320220110 FINDINGS AND ANALYSIS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: “To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan.” The Sketch Plan must:

1. Meet the objectives, general requirements, and standards of this Chapter;

Table 1: 2115 East Jefferson Street Sketch Plan Data Table for CR Zone, Optional Method, Section 59.4.5.4

Development Standard	Permitted/ Required	Proposed
Tract Area	N/A	248,765 sq ft
Prior Dedication	N/A	9,547
Proposed Dedication	N/A	0
Site Area	N/A	239,218 sq ft
Mapped Density CR-1.5 C-1.5, R-1.0, H-100		
Commercial (GFA/ FAR)	373,148 sq ft/ 1.5	0
Residential (GFA/ FAR)	248,765 sq ft/ 1.0	245,000 sq ft/0.98
Total Mapped Density (GFA/FAR)	373,148 sq ft/ 1.5	245,000 sq ft/0.98
MPDU requirement	15%	15% (14 units)
Building Height, max average	100 ft.	55 ft.
Public Open Space (min s.f.)	11,961	47,000

a) Implement the recommendations of applicable master plans (59.4.5.1.A)

Sector Plan Recommendations

The 2115 E. Jefferson Street property is located in the Executive Boulevard South area in the Executive Boulevard district in the 2018 *White Flint 2 Sector Plan* (Sector Plan or Plan). The Sector Plan and subsequent Sectional Map Amendment rezoned this Property to the CR-1.5 C-.5 R-1-.0 H-100 Zone with a recommendation to: “promote infill development, provide new public benefits that advance the Sector Plan recommendations, and to provide a transition to the existing Luxmanor residential community” (p.35).

The retention of Old Farm-Neilwood Creek and a large, wooded area along several properties are key Executive Boulevard South area recommendations. The Sector Plan states that the Old Farm-Neilwood Creek,

exists within an a 100-foot easement that contains approximately 14 acres of existing forested areas and defines the southern edge of this area. The western edge of this area is defined by another large wooded area that was required by the setback requirement in the prior I-3 Zone. This Plan recommends the retention of southern and western forested areas to contribute to the Plan's environmental and tree canopy goals, and to establish a wooded buffer and facilitate a compatible relationship with the existing Luxmanor residential community (p.34).

The Sector Plan also recommends the following for Executive Boulevard South:

- A pedestrian-bike path adjacent to the existing southern and western forested areas with potential linkages to the Luxmanor Local Park and to Executive Boulevard to the north. This path will create a new amenity for this area and visually extend the proposed Main/Market Street (now Banneker Street) pedestrian promenade, which is east of Old Georgetown Road (p.34).
- New development in this area should step down in height to be compatible with the Luxmanor residential community (p.34).

Sector Plan Compliance

Density and Building Height

Building heights up to 100 feet are recommended, and residential only density up to 1.0 FAR is allowed by the CR Zone for this site. The proposed development's residential density at 0.98 FAR and building heights at 55 feet are consistent with the Sector Plan's recommendations.

Design and connectivity

The Sector Plan's design and connectivity recommendations, which are applicable for this Executive Boulevard South property are the following:

- 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.
- Create a pedestrian-bike path along the northern edge of the Old-Farm Neilwood Creek area with potential mid-block connections to Luxmanor Local Park to the south and Executive Boulevard to the north (p.35).

The submitted Sketch Plan achieves many of the recommended design and connectivity provisions, including short blocks for the residential units and internal streets that service the townhouses. The

rear-loaded design for most of the townhouses contributes to a better circulation system for the development.

Affordable Housing

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 Property is also within an area where 15 percent of MPDUs are required. The development is proposing 15 percent MPDUs for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing.

Public Facilities

The 2018 Sector Plan recommends that “*each and every* development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans” (p.96).

This Sketch Plan will satisfy this recommendation by providing a financial contribution towards the construction of a school or park. Final details will be determined at Site Plan.

The provision of major public facilities other than school site, include 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.

If it is determined to be a Parks contribution, the potential future offsite connection via a stream crossing bridge to Luxmanor Local Park and Luxmanor Elementary School should be prioritized if the cooperation of the property owner separating the site from Luxmanor Local Park to the north can be secured.

Public Open Space

The proposed open spaces, included the retained wooded area, further achieve the Sector Plan recommendations by establishing the green buffer and connections to adjacent properties. The Sector Plan does not recommend a specific type of public open space, such as neighborhood green, for this Property.

Environmental Sustainability

The Sector Plan provides specific sustainability recommendations for the Executive Boulevard area, including preservation of the existing wooded areas (p.67). The Plan also states that the Executive Boulevard area “could transform through infill development or redevelopment into a lushly planted,

sustainable office park, if green neighborhood design principles and best practices can be introduced and coordinated between adjacent landowners” (p.67).

The Sector Plan also provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions.

Important natural resources recommendations are to:

- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green spaces (p.62)

Important water quality recommendations are to:

- Promote the use of environmental site design (ESD) techniques to reduce impervious areas (p.63).

Significant air quality recommendations are to:

- Increasing forest and tree cover
- Incorporate building design features that keep roofs cool, such as green roofs or cool roofs.
- Promote site and building design for energy conservation (p.64).

The retention of the western wooded area and redeveloping on existing impervious areas are important sustainability recommendations included with the proposed development. Additionally, the development is 0.8 miles from the North Bethesda (formerly White Flint) and Twinbrook Metrorail Station entrances.

The Sector Plan’s recommended public benefits are the following:

- Dedication of land for needed school sites as the highest priority public benefits.
- Fifteen (15) percent MPDUs as the highest public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than school site, including but not limited to: land for school athletic fields; new neighborhood parks and open spaces; public transportation (new 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.

The Sketch Plan as proposed meets the recommendations for the 2018 *White Flint 2 Sector Plan*.

b) Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.

The Project provides an opportunity to redevelop this site and to help transform the Executive Boulevard area from a declining office park with one primary use and large surface parking lots, to the very mix of uses called for in the Sector Plan. The new residential development will be within walking distance of various transit options, will connect with the existing employment base in the area and will take advantage of the mixed-use core created at Pike and Rose.

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

The Project provides desirable housing, including 15% MPDUs, that is accessible to two Metrorail stations.

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

The Property is located on the edge of the *White Flint 2I Sector Plan* area. The residential development will be compatible with residential development to the west and will remove the current vacant office building and surface parking lot. Maxing out the R, discuss heights as well (55' is tall for a townhouse)

e) Integrate an appropriate balance of employment and housing opportunities.

The Property is located in close proximity to various commercial office and retail uses. At the same time, the area has very few townhomes and stacked townhome units. This residential development provides a different housing option near the retail and commercial areas of North Bethesda.

f) 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 as proposed will exceed the required 100 (proposed 176.81) public benefit points from a minimum of 4 (proposed 6) categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

2. *Substantially conforms to the recommendations of the applicable master plan:*

The Project's conformance with the goals and objectives of the Sector Plan is discussed above. This is based primarily upon the addition of housing to an area that, today, is exclusively office in nature and doing so in a transit proximate location.

3. *Satisfy any development plan or schematic development plan in effect on October 29, 2014;*

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

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

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

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

The Project achieves this compatibility through its residential use in a mixed-use area, its height (lower than the existing development on the Property and lower than other neighboring properties), its generous open space and green area and its bicycle/pedestrian system.

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

The Project will improve pedestrian circulation in the area both through an internal private pathway system and public improvements along East Jefferson Street. All vehicular access will be provided by a single access point on East Jefferson Street. The final alignment and dimensions of the access will be determined at the time of Preliminary Plan. Vehicular parking will be located within individual garages internal to the proposed townhouses, with the exception of 12 spaces that will be provided on-street. Pedestrian and bicycle access will be improved by providing 6-foot sidewalks with 6-foot landscape buffers along the internal private streets, and also by providing pedestrian connections to the Green Acres School to the west and providing a north-south, natural surface bike and pedestrian trail along the property's western forested area.

Private Road Justification

This is a small community, consisting entirety of townhomes. Private roads best accommodate the project design and Applicant has worked with Planning Staff, MCDOT, Fire & Rescue and others to

achieve an appropriate site design. The primary reason for the private road request here is that there is a major PEPCO easement running through the property and that easement does not allow public roads to run coincident with it. In addition, our coordinated site design effort with

Planning Staff resulted in a centerline road curvature of 40', which is less than County Standard. Another non-standard design element was proposed to both maintain a compact form of development here while meeting fire access requirements, the Applicant anticipates some intersection corners within the project will require mountable curbs (subject to further design refinement at site plan). Other design features inconsistent with a public road section are noted on the provided exhibit."



Figure 7 – Private Road Justification

7. Propose 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 following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 100 points in 3 categories because the project is providing 15% MPDUs per section 4.7.3.D.6.e. The Applicant proposes to exceed the 100-point requirement utilizing 6 categories. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefit Calculations- Division 59-4.7

Public Benefit	Maximum Points Allowed	Proposed
Major Public Facilities	70	15
Transit Proximity	70	20
Connectivity and Mobility		
Public Parking	25	11.5
Through-Block Connections	20	8
Diversity of Uses and Activities		
Moderately Price Dwelling Units	N/A	105
Quality Building and Site Design		
Public Open Space	20	14.65
Protection and Enhancement of the Natural Environment		
Building Lot Terminations (BLT)	30	2.66
Total Points		176.81

Major Public Facility

School and Park Contribution

The Applicant requests up to **15 points** for making a proportional financial contribution towards a school or a park within the Sector Plan area. The final determination of contributions and points will be determined at Site Plan. It is highly recommended the contribution to Montgomery Parks consider the inclusion of a north-south pedestrian-bike path and a connection to Luxmanor Local Park and Luxmanor Elementary School which may require a pedestrian bridge in certain locations. Staff supports the category at this time.

Transit Proximity

The entire Property is located between ½ and 1-mile from the White Flint Metrorail (level 1) Station. Staff supports the **20-point** request based on the Property's proximity to a Level 1 transit stop.

Connectivity and Mobility

Public Parking

The Project is planning to provide up to the maximum number of parking spaces allowed in the zone as public parking. Staff supports the category based on the following calculation:

$$\text{Formula: } [P/(T-R)] * 25$$

P (public spaces provided)
 T (total spaces provided)
 R (minimum required spaces)
 $[12 \text{ (public spaces provided)} / (198 \text{ (total spaces provided)} - 172 \text{ (minimum required spaces)})] * 25 = \mathbf{11.5 \text{ points}}$

Through-Block Connection

The Project provides permanent pedestrian paths within the development. The access allows for the creation of greenway withing the site and future connections to adjacent properties. Staff supports the category and the requested **8 points**.

Diversity of Uses and Activities

Moderately Priced Dwelling Units

The Applicant is requesting points for providing 15 percent MPDUs, one of the highest priority 2018 *White Flint 2 Sector Plan* goals. The project will provide 15 percent MPDUs. 12 points are allowed for every percentage point over 12.5 percent MPDUs. Staff supports the category based on the following calculation:

*Formula: $(P-R) * 12 + W * 2 + T * 5$*

P (percentage MPDUs provided)

R (percentage MPDUs required)

W (percentage 2 bedroom MPDUs provided, not otherwise required)

T (percentage 3 bedroom MPDUs provided)

$(15 \text{ (percentage of MPDUs provided)} - 12.5 \text{ (percentage required)}) * 12 + 0 \text{ (percentage of 2 bedroom MPDUs not required)} * 2 + 15 \text{ (percentage of 3 bedroom MPDUs)} * 5 = \mathbf{105 \text{ points}^1}$

Quality of Building and Site Design

Public Open Space

The Project will provide Public Open Space in excess of the minimum (11,961 sq. ft.) open space requirement of the zone for total of 47,000 sq. ft. This includes the forest conservation area/greenway recommended in the Sector Plan. Staff supports the category based on the following calculation:

*Formula: $(P/N) * 100$*

P (public open space)

N (net lot area)

$(35,098 \text{ (excess public open space)} / 239,218 \text{ (net lot area)}) * 100 = \mathbf{14.65 \text{ points}}$

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT)

¹ This calculation was determined appropriate based on this townhouse development. A different calculation could be interpretation to provide more incentive to multi-family project to provide 3-bedroom MPDUs.

The Applicant requests points permitted for the purchase of approximately 0.03 BLT. Staff supports the category based on the following calculation:

$$(7.5\% \text{ of } 124,382.5 \text{ (incentive density gross floor area)}) / 31,500 * 9 = \mathbf{2.66 \text{ points}}$$

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

The Sketch Plan is not proposing a phasing plan.

SECTION 5: COMMUNITY OUTREACH

The Applicant held a pre-submittal public meeting on April 26, 2022 for the 2115 East Jefferson Street, Sketch Plan No. 320220110. The meeting was conducted virtually per COVID-19 Guidelines and the Applicant has complied with all submittal and noticing requirements.

As of date of this Staff Report, no correspondence has been received on the Subject Application.

SECTION 6: CONCLUSION

As conditioned, Sketch Plan No. 320220110, 2115 East Jefferson Street, satisfies the findings under Sections 59.7.3.3, the applicable standards of the Zoning Ordinance, and substantially conforms to the recommendations of *the 2018 White Flint 2 Sector Plan*. Therefore, Staff recommends approval of the 2115 East Jefferson Street, Sketch Plan No. 320220110 Plan with the conditions specified at the beginning of this report.

ATTACHMENTS





Attachment A: Sketch

Attachment B: Agency Letter

PREPARED FOR:
MISSING MIDDLE
JEFFERSON LLC C/O
WESTPATH REAL
ESTATE GROUP
4909 CORDELL AVENUE
BETHESDA, MD, 20814
301-332-7441
JAMES T. JERVEY
PJERVEY@WESTPATHRE.COM

ATTORNEY:
LERCH, EARLY & BREWER
CHTD.
7600 WISCONSIN AVENUE
SUITE 700
BETHESDA, MD 20814
301.841.3826
CONTACT: ROBERT HARRIS
e-mail:
rrharris@lerchearly.com

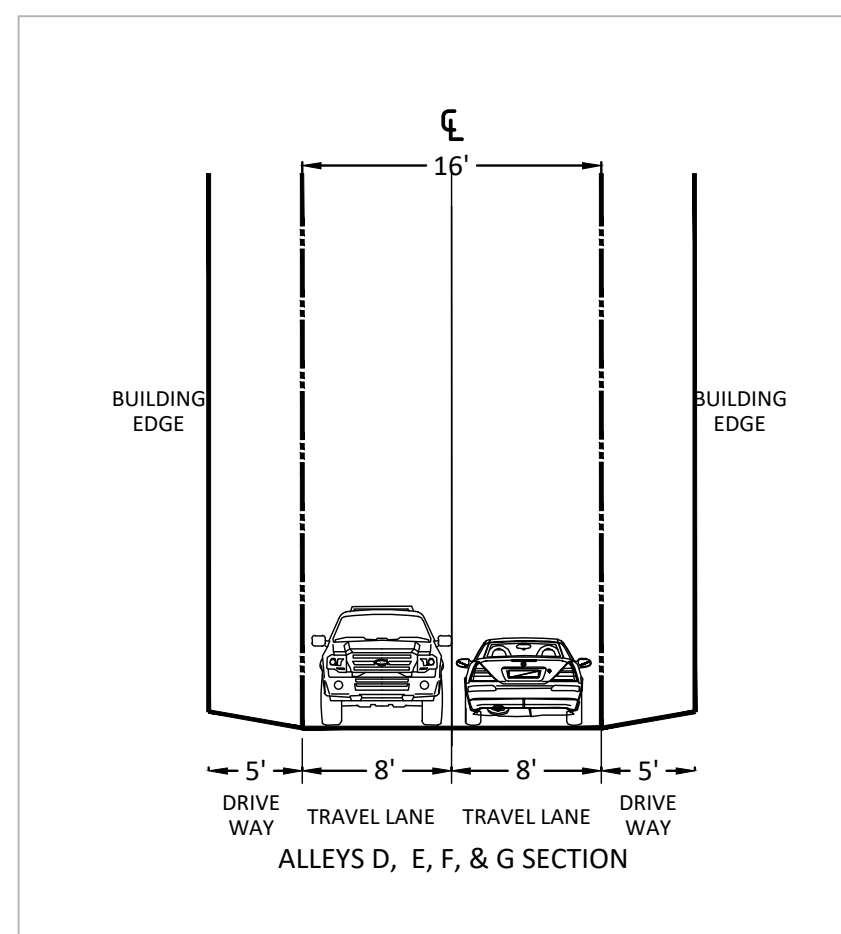


 AMENITY AREA
 TOWNHOUSE 16'x40'
 TOWNHOUSE 14'x40'
 TOWNHOUSE 24'x42'

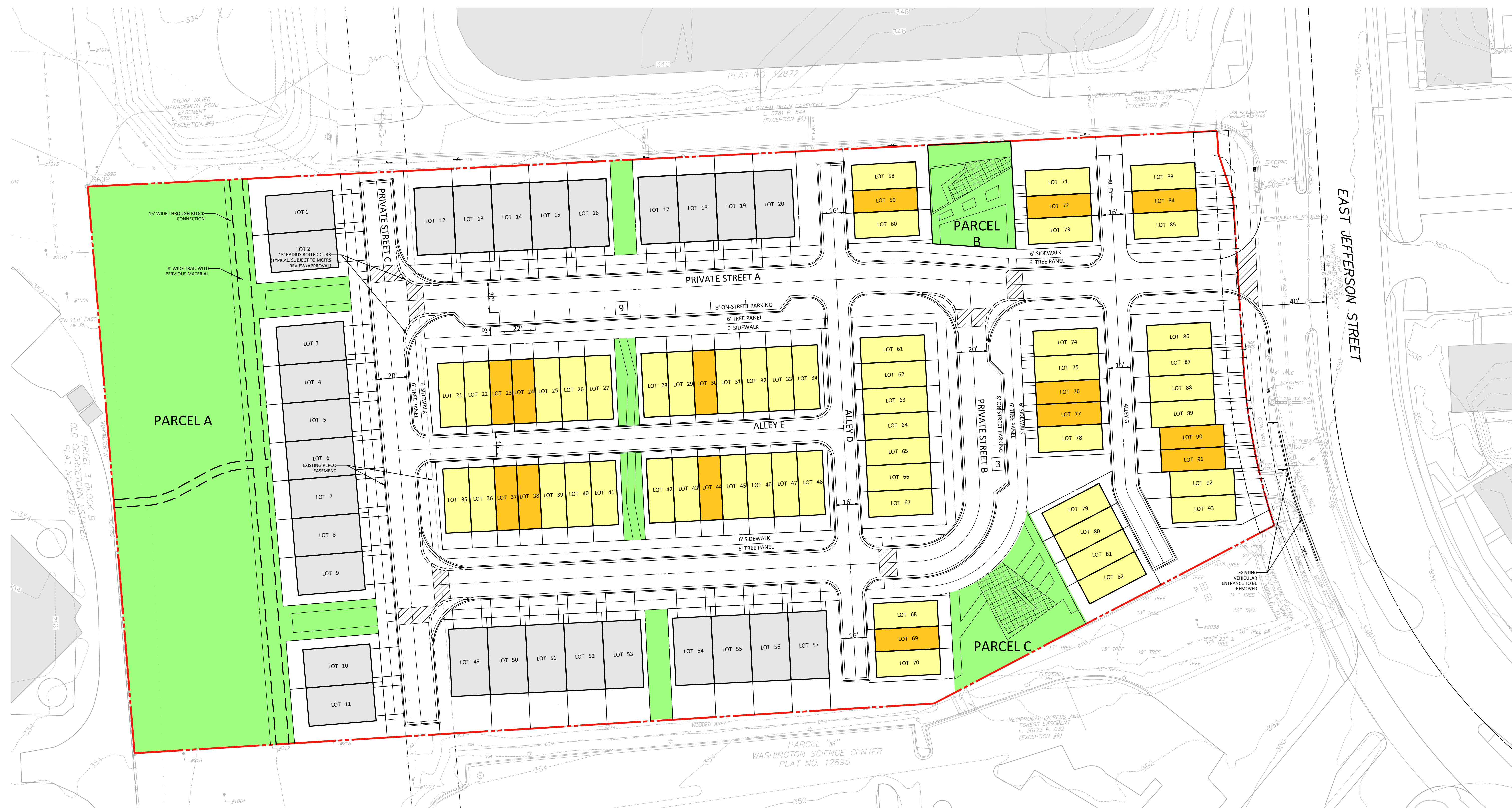
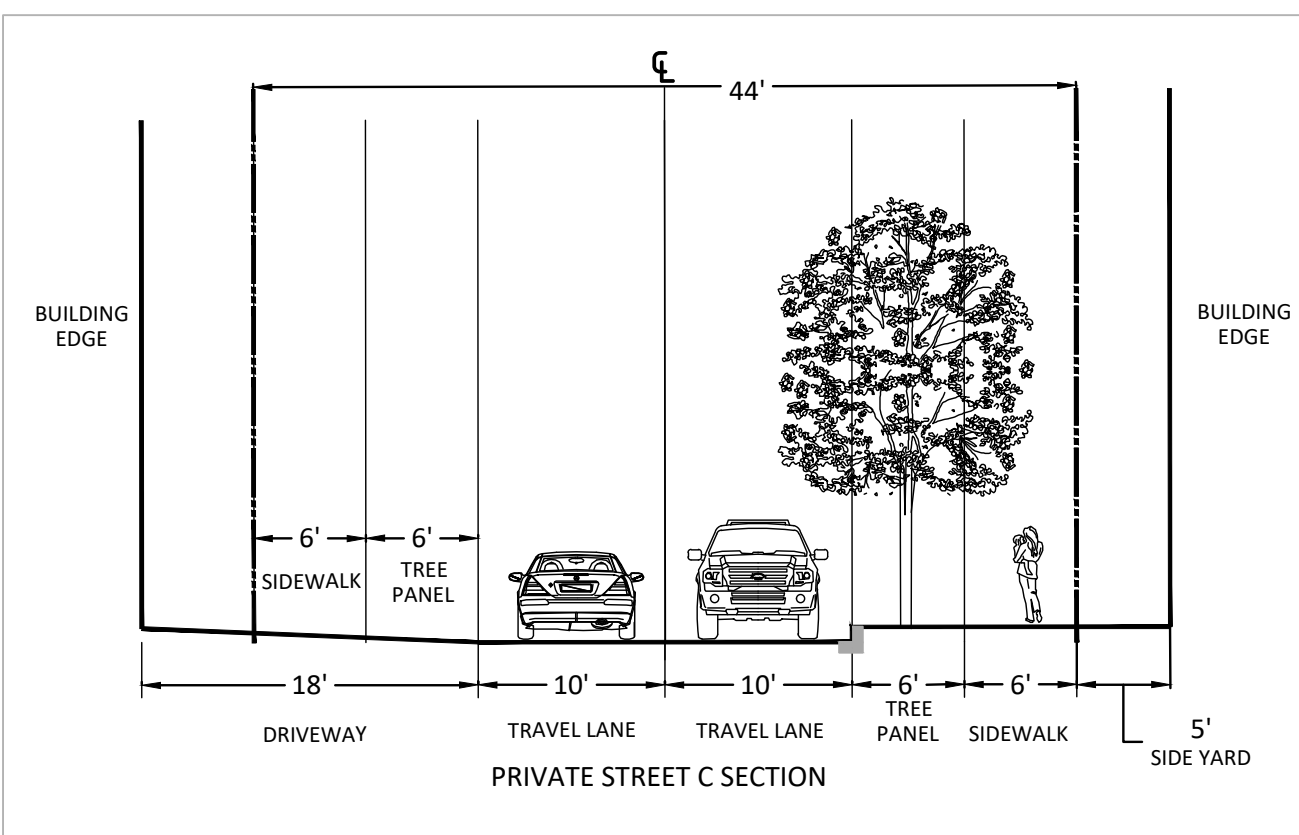
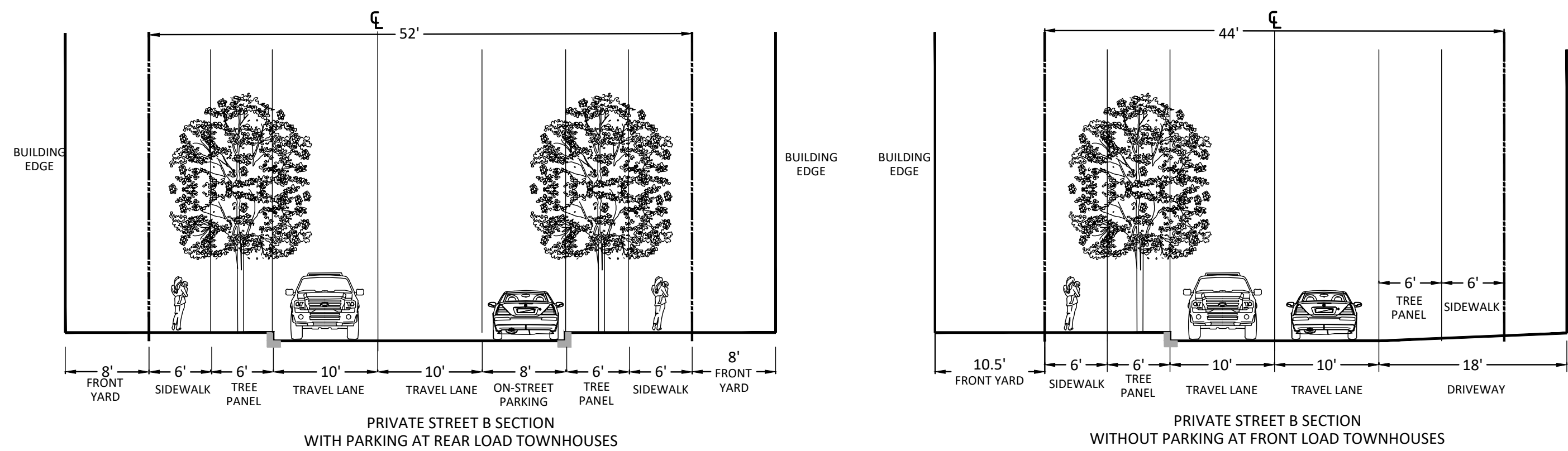
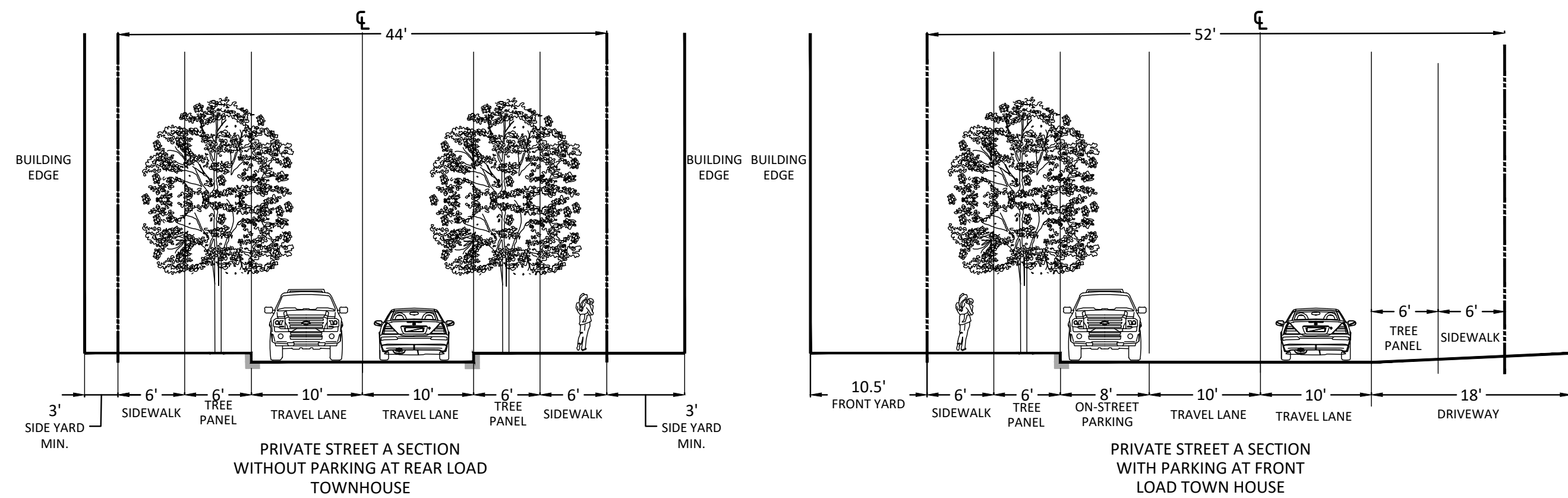
Notes

[1] Final number of parking spaces and uses to be determined at building permit.

[1] Final number of parking spaces and uses to be determined at building permit.



Residential Units	<i>Required %</i>	<i>Proposed Units</i>	<i>Proposed %</i>
Standard Units	85.0%	79	84.9%
MPDUs	15.0%	14	15.1%
Total Units	100%	93	100%

[illegible]

**EAST
JEFFERSON
320220110**
7TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 215NW06
TAX MAP: GQ56

SKETCH PLAN

PROFESSIONAL SEAL

THE INFORMATION, DESIGN AND CONTENT OF THESE DRAWINGS OR DOCUMENTS ARE PROPRIETARY TO VIKA MARYLAND, LLC AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MUST NOT BE FORWARDED, SHARED, COPIED, DIGITALLY CONVERTED, MODIFIED OR USED FOR ANY PURPOSE, IN ANY FORMAT, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKA MARYLAND, LLC. VIOLATIONS MAY RESULT IN PROSECUTION. ONLY APPROVED, SIGNED AND SEALED PLANS OR DRAWINGS MAY BE UTILIZED FOR CONSTRUCTION PURPOSES.

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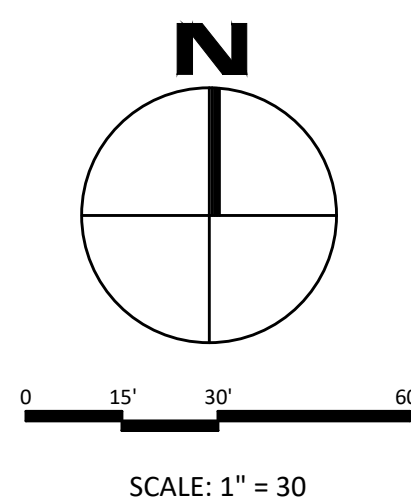
DRAWN BY: _____
DESIGNED BY: _____
DATE ISSUED: _____

VIKI
PROJECT

DRAWING
NO.

SHEET NO. **SK100**

NOTE: PRECEDENTS AND CONCEPT DESIGN ARE ILLUSTRATIVE AND WILL BE REVISED AND REFINED AT LATER DESIGN PHASES.





DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

December 5, 2022

Mr. Troy Leftwich, Planner III
MidCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Dr
Wheaton, MD 20902

RE: Sketch Plan No. 320220110
2115 East Jefferson Street

Dear Mr. Leftwich:

We have completed our review of the revised sketch plans uploaded to eplans on November 17, 2022. The plan was reviewed by the Development Review Committee at its August 2, 2022, meeting. We recommend approval of the plan subject to the following comments which shall be addressed at Preliminary Plan Stage:

Significant Comments

1. East Jefferson Street is classified as a Business Street (B-6) with 4 existing lanes and a minimum right-of-way (ROW) of 80-feet. The existing right-of-way on East Jefferson Street per plat #12895 is 80-feet. Note that additional dedication might be needed to incorporate the separated bikeway and sidewalk.
2. At the Preliminary Plan stage provide a roadway cross section showing the existing configuration and proposed configuration with the sidewalk and separated bikeway per the Bicycle Master Plan.
3. The applicant shall be responsible to install a bus shelter at the existing bus stop in front of East Jefferson Street. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate. Mr. Miller may be contacted at 240 777-5836 or at Wayne.Miller2@montgomerycountymd.gov.
4. The applicant shall comply with the Rock Spring and White Flint 2 Urban Design Streetscape Guidelines.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Standard Comments

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
3. Applicant should be mindful that Complete Streets and Code/Regulations updates were approved, and the plans shall comply with them.
4. The proposed street parking along public streets should be at a minimum 35-ft away from on all streets per Sec 31-17.
5. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
6. Existing roadway centerlines should match with the roadway centerline of proposed roadways at both ends.
7. Ensure ADA ramps are provided on-site, including for ADA parking spaces.
8. Submit storm drainage and/or flood plain studies, with computations for any portion of the subject site that drains to the Montgomery County public storm drain system. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
9. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
10. Design all access points and alleys to be at-grade with sidepath, dropping down to street level between the sidepath and roadway.
11. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
12. Ensure there are no obstructions or impedances along Walkways and Bikeways. Identify any utility appurtenances and vaults and ensure that they are ADA accessible. Grates are prohibited in areas where walking users are expected.
13. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver.

Mr. Troy Leftwich
Sketch Plan No. 320220110
December 5, 2022
Page 3

Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas.

The applicant may also need to provide documentation of their proposed delivery schedules.

14. Ensure curve radii are as small as practicable to accommodate target design vehicles as per the Complete Streets Design Guide, without intrusion into bicycle or pedestrian travel ways.
15. Submit a Traffic Impact Study if required, by the Planning Department.
16. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
17. No steps, stoops, transformers, electrical vaults, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
18. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat.

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

Sincerely,

Brenda M. Pardo

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

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Sketch Plan\SP320220110 2115 East Jefferson St\Letter\320220110-2115 East Jefferson St-DOT Sketch Plan Letter_12.5.22](#)

cc: Correspondence folder FY 2023

cc-e: Mark Terry	MCDOT DTEO
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Rebecca Torma	MCDOT OTP