

STRATHMORE SQUARE, BUILDINGS 2 & 5 SITE PLAN NOS. 820230050, 820230070 & FOREST CONSERVATION PLAN NO. F20230150



Description

Request to construct Phase 2 of the Strathmore Square development adjacent to the Grosvenor-Strathmore Metro Station. Phase 2 includes two buildings consisting of a 382,298 square foot mixed-use building with up to 368,298 square feet of residential development, for 400 dwelling units, and 14,000 square feet of commercial space; and a 336,700 square foot Residential Care Facility with up to 335,800 square feet of residential development for 166 independent living units and 110 assisted living/memory care beds, and 4,000 square feet of commercial space.

Nos. 820230050, 820230070,
F20230150
Completed: 6-12-2023

MCPB
Item No. 5
6-22-2023

Montgomery County
Planning Board
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LOCATION/ADDRESS

Grosvenor-Strathmore Metro Station, 10300 Rockville Pike, North Bethesda

MASTER PLAN

2018 Grosvenor-Strathmore Metro Area Minor Master Plan

ZONE

CR-3.0 C-0.5 R-2.75 H-300

PROPERTY SIZE

14.72 acres

APPLICANT

Fivesquares Development, LLC (Building 2) and Experience Senior Living (Building 5/ The Reserve)

ACCEPTANCE DATE

2/22/2023

REVIEW BASIS

Chapters 22A and 59



Summary:

- Staff recommends approval with conditions of Site Plan No. 820230050, Site Plan No. 820230070, and Forest Conservation Plan No. F20230150.
- The Planning Board previously approved Sketch Plan No. 320190010 and Preliminary Plan No. 120190180, as amended, allowing up to 2,289,438 square feet of total development on the Property including up to 2,218 dwelling units (with 15% MPDUs).
- Phase 1 of Strathmore Square (Site Plan No. 820220070), approved by the Planning Board on April 1, 2022, is currently under construction with a mixed-use building including up to 9,000 square feet of commercial development and 220 dwelling units, a 1.2-acre central park, and the majority of Strathmore Hall Street which is the internal private road.
- The Subject Applications request approval to construct Phase 2 of Strathmore Square, including two buildings filed under two separate site plan applications.
- Both proposed buildings will provide a minimum of 15% of the dwelling units as MPDUs.
- Staff has not received any correspondence about the Subject Applications.

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SECTION 1: EXECUTIVE SUMMARY

The Subject Applications seek to continue construction of Strathmore Square, the transit-oriented, mixed-use, walkable neighborhood envisioned in the 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan*. Through a joint-development agreement with WMATA, Fivesquares Development LLC is leading the transformation of a portion of the WMATA owned property adjacent to the Grosvenor-Strathmore Metro Station into a dynamic community that will be well connected through streets, blocks, and open spaces to surrounding neighborhoods. It will integrate the arts (given its proximity to the Music Center at Strathmore), residences, affordable housing, open spaces, and vibrant places with neighborhood amenities. A 1.2-acre privately owned, publicly accessible park will serve as the centerpiece of the new neighborhood and will be framed by a collection of beautiful, unique buildings.

The first phase of Strathmore Square, approved by the Planning Board with Site Plan No. 820220070, is currently under construction. Phase 1 includes the first building (Building 3A/3B), with up to 220 dwelling units (including 15% MPDUs) and 9,000 square feet of ground floor commercial uses, the 1.2-acre park, and the majority of the internal private roads. The Planning Board previously approved Sketch Plan 320190010, Preliminary Plan 120190180 and subsequent amendments to both plans. Sketch Plan 320190010 (Figure 1), as amended, established the maximum height, density, public benefit schedule, and conceptual design of the Project. Preliminary Plan 120190180, as amended, allows subdivision of the property into seven lots and two parcels. The Preliminary Plan also established private roads within an easement.

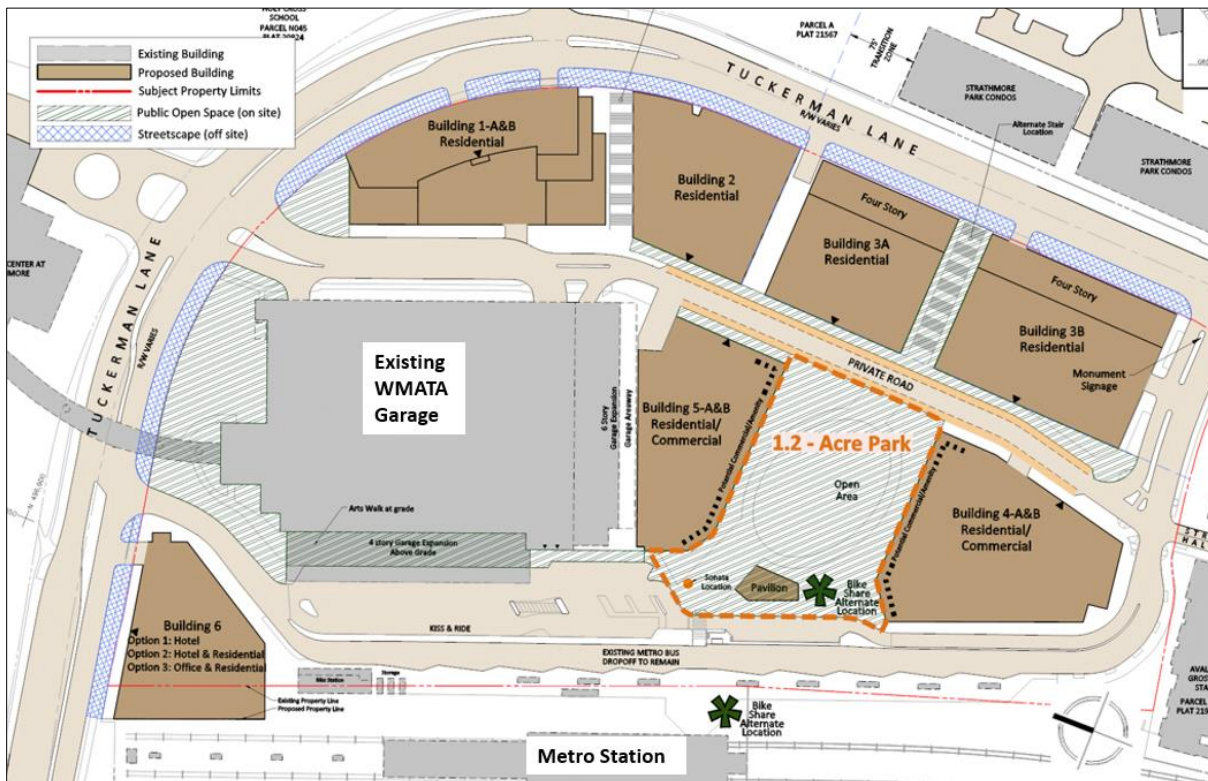


Figure 1 - Approved Sketch Plan No. 320190010

The Subject Site Plan applications (Site Plans Nos. 820230050 and 820230070) request approval of Phase 2 of the Strathmore Square development. Phase 2 consists of two buildings with associated open spaces and amenities submitted under two separate site plan applications (Figure 2). Fivesquares Development LLC, the master developer of Strathmore Square, requests approval of Site Plan No. 820230050 to construct a 382,298-square foot mixed use building with up to 368,298 square feet of residential development for 400 dwelling units, and 14,000 square feet of commercial space. Experience Senior Living requests approval of Site Plan No. 820230070 to construct a 336,700-square foot Residential Care Facility with up to 335,800 square feet of residential development for 166 independent living units and 110 assisted living/memory care beds, and 4,000 square feet of commercial space.

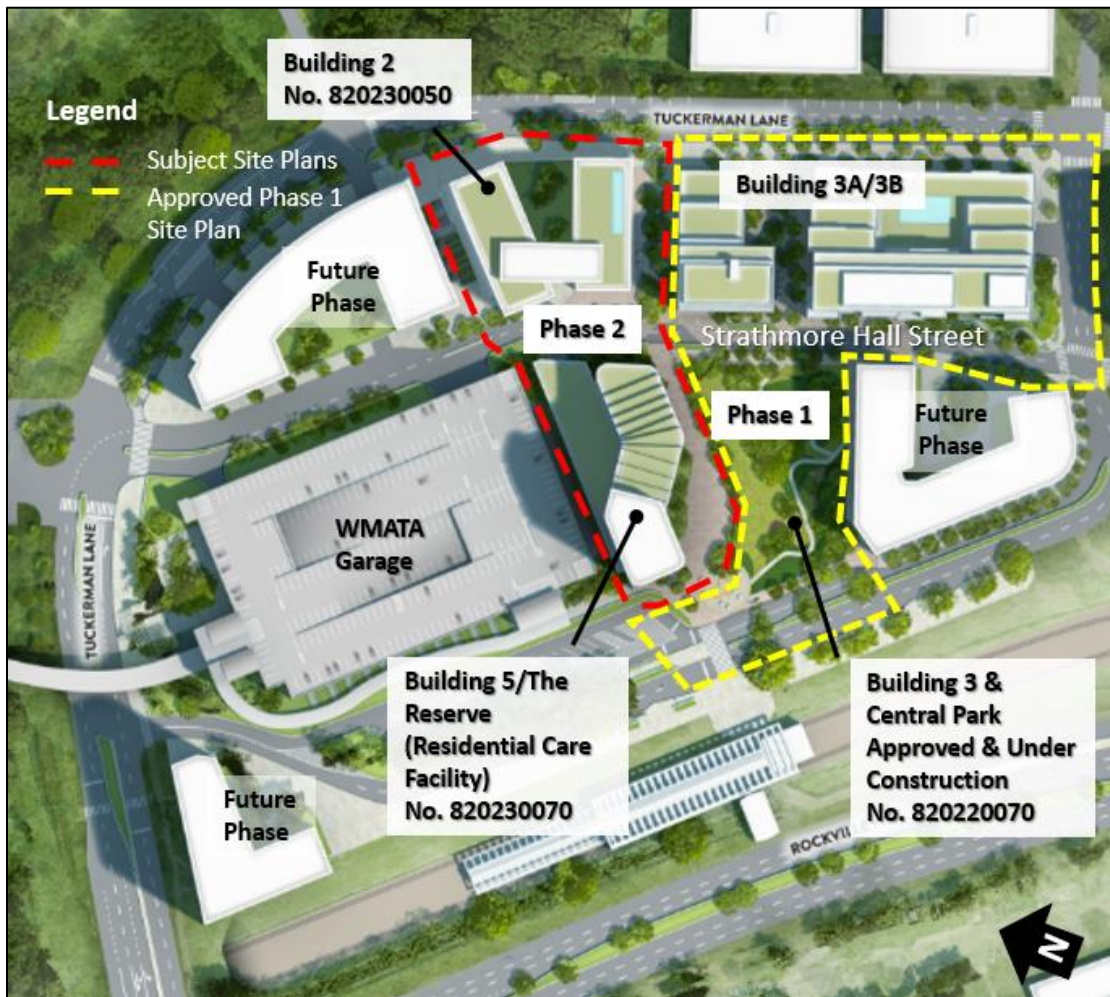


Figure 2 - Illustrative Strathmore Square Site Plan

Given the size and complexity of the development envisioned on the Site, Strathmore Square will be implemented in multiple phases. Following approval of the Subject Site Plans, future development capacity remaining on the site will be 1,247,871 square feet of total development, with up to 308,537 square feet of commercial development and up to 1,835,225 square feet of residential development (1,432 dwelling units), as shown in Table 1.

Table 1: Strathmore Square Development Density

Application		Total	Commercial	Residential	
		Square Footage	Square Footage	Square Footage	Dwelling Units
Overall Strathmore Square Approval	Sketch Plan (320190010)	1,905,219 SF ¹	317,537 SF	1,746,451 SF ¹	--
	Preliminary Plan (12019018B)	2,289,438 SF ²	317,537 SF	2,130,670 SF ²	2,218 units
Phase 1 Approved	Phase 1/ Building 3A & 3B Site Plan (820220070)	322,569 SF	9,000 SF	313,569 SF	220 units
Phase 2 Proposed	Building 2 Site Plan (820230050)	382,298 SF	14,000 SF	368,298 SF	400 units
	Building 5/The Reserve Site Plan (820230070)	336,700 SF ³	4,000 SF	335,800 SF	166 dwelling units, 110 beds
Total	Total Site Plan Density	1,041,567 SF	27,000 SF	1,017,667 SF	786 units 110 beds ⁴
Future	Future Phases	1,247,871 SF ²	290,537 SF	1,113,003 SF ²	1,432 units

¹ The maximum residential and total density calculation for Sketch Plan 320190010 excluded the gross floor area for 15% MPDUs (261,967 square feet) in accordance with the Zoning Ordinance requirements at the time of approval. Zoning Text Amendment (ZTA) No. 18-06 was adopted between Sketch Plan and Preliminary Plan approval and revised the MPDU density bonus standards in the CR zone and eliminated the exemption for MPDU floor area that applied to Sketch Plan 320190010. To achieve the maximum density allowed by the Preliminary Plan, Sketch Plan 320190010 must be amended.

² Preliminary Plan No. 120190180, as amended, allows flexibility to achieve the maximum mapped density such that approved commercial or residential density is allowed up to the maximum mapped density limit. To achieve a total density of 2,289,438 which includes the maximum MPDU bonus density for providing 15% MPDUs, the maximum commercial density would be limited to 158,768 square feet.

³ Site Plan No. 820230070 allows for flexibility between commercial and residential density such that the total density for Building 5 may not exceed this amount.

⁴ Beds are not included in the total number of dwellings units, but the associated square footage is included in residential density calculations.

SECTION 2: RECOMMENDATIONS AND CONDITIONS

SITE PLAN NO. 820230050, STRATHMORE SQUARE BUILDING 2

Staff recommends approval of Site Plan No. 820230050, for the construction of a mixed-use building with up to 400 dwelling units. The development must comply with the conditions of approval for Sketch Plan No. 320190010 as listed in the MCPB Resolution No. 18-121 dated December 5, 2018, as amended, and Preliminary Plan No. 120190180 as listed in the MCPB Resolution No. 19-065 dated July 30, 2019, as amended. All site development elements shown on the latest electronic version of the Site Plan, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.¹

DENSITY, HEIGHT & HOUSING

1. Density

The Site Plan is limited to a maximum of 382,298 square feet of total development on the Subject Property, including 368,298 square feet of residential uses, for up to 400 multi-family dwelling units, and 14,000 square feet of Retail/Service Establishment or Restaurant² uses.

2. Height

The development is limited to a maximum height of 172 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.

3. Moderately Priced Dwelling Units (MPDUs)

- a) The Planning Board has reviewed and accepts the recommendations of Montgomery County Department of Housing and Community Affairs (DHCA) in its letter dated May 30, 2023, and incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations in the letter, which DHCA may amend provided that the amendments do not conflict with other conditions of the Site Plan approval.
- b) The development must provide a minimum of 15 percent of the dwelling units as MPDUs or MCDHCA-approved equivalent consistent with the requirements of Chapter 25A and the applicable Master Plan. The Applicant is receiving a 22 percent density bonus for providing 15 percent of the dwelling units as MPDUs or MCDHCA-approved equivalent.
- c) Before issuance of any building permit for any residential unit(s), the MPDU agreement to build between the Applicant and the MCDHCA must be executed.

OPEN SPACE, FACILITIES AND AMENITIES

4. Public Benefits

¹ For the purposes of these conditions, the term “Applicant” shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

² The Retail/Service Establishment or Restaurant space can be changed to other commercial or civic uses if there is no adverse impact on the Site Plan and APF findings and it is approved by Staff.

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the *CR Zone Incentive Density Implementation Guidelines* for each one.

a) **Quality Building and Site Design**

- i. **Public Open Space** –The Applicant must provide a minimum of 10,500 square feet of public open space on-site.
- ii. **Before the issuance of the final use and occupancy certificate for the residential development, all public open space areas on the Subject Property must be completed.**

b) **Protection and Enhancement of the Natural Environment**

Building Lot Terminations (BLTs) –Before issuance of any building permit, the Applicant must provide proof of purchase and/or payment of 0.8510 BLTs to the MCDPS and M-NCPPC staff.

5. **Recreation Facilities**

The Applicant must provide the required recreation facilities as shown on the Certified Site Plan (CSP). The CSP must include an exhibit delineating location and detail of recreation facilities, where appropriate, in a manner that is clear and corresponds to the posted surety and maintenance agreement.

6. **Maintenance of Public Amenities**

The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to recreation facilities, outdoor furniture, and public stairway and associated amenities north of Building 2.

ENVIRONMENT

7. **Stormwater Management**

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) Water Resources Section in its stormwater management concept letter dated May 2, 2023, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

8. **Noise Attenuation**

- a) Prior to the issuance of the first building permit, the Applicant/developer/builder must provide certification to M-NCPPC Staff from an engineer who specializes in acoustical treatments that the building shell for residential dwelling units affected by exterior noise levels projected at or above 65 dBA Ldn on the east building face will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.
- b) If any changes occur to the Site Plan which affect the validity of the noise analysis dated December 7, 2018, acoustical certifications, and/or noise attenuation features, a new

noise analysis will be required to reflect the changes and new noise attenuation features may be required.

- c) Before issuance of any Use and Occupancy Certificate for any of the noise impacted units, a Professional Engineer must certify to the Planning Department and Department of Permitting Services that the noise impacted units have been constructed in accordance with the certification of an engineer that specializes in acoustical treatments.
- d) All noise impacted units must be clearly identified on the Certified Site Plan.

TRANSPORTATION & CIRCULATION

9. Transportation

- a) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated April 21, 2023 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in their memo, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

10. Pedestrian & Bicycle Circulation

- a) The Applicant must provide 96 long-term and 6 short-term bicycle parking spaces in Building 2.
- b) The long-term spaces must be in secured, well-lit bicycle rooms in a parking garage, and the short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Site Plan.
- c) The applicant must provide one bicycle repair station.

11. Fire and Rescue

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated April 2, 2023, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan approval.

SITE PLAN

12. Site Design

The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets SP-A200, SP-A201, SP-A210 of the submitted architectural drawings, as determined by M-NCPPC Staff.

13. Lighting

- a) Before certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating

Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).

- b) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- c) Deflectors will be installed on all fixtures to prevent excess illumination and glare.
- d) Except at the entrance to the public stairway from Tuckerman Lane and Strathmore Hall Street and along the northern boundary of the stairway illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by streetlights within the right-of-way.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.
- f) On the rooftop of the building, the light pole height must not exceed the height illustrated on the Certified Site Plan.

14. Site Plan Surety and Maintenance Agreement

Before issuance of any building permit, sediment control permit, or Use and Occupancy Certificate, whichever comes first, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b) The cost estimate must include applicable Site Plan elements, including, but not limited to plant material, on-site lighting, indoor and outdoor recreational facilities, site furniture, retaining walls, fences, railings, private roads and sidewalks, private utilities, paths and associated improvements of development, including sidewalks, bikeways, storm drainage facilities, street trees and street lights. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
- c) The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

15. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved before the approval of the Certified Site Plan.

16. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) Include the agency approval letters, development program, and Site Plan resolution on the approval or cover sheet(s).
- b) Add the following notes:
 - i. “M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading.”
 - ii. “Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services.”
 - iii. “The Applicant must schedule a preconstruction meeting (pre-con), preferably on-site, with staff from the Department of Permitting Services (DPS) responsible for Certified Site Plan conformance and compliance, upon approval of the Certified Site Plan (CSP). The pre-con must occur before any site development work commencement and before any work that is covered by the site plan surety and maintenance agreement. The Applicant, along with their representatives, must attend the pre-con with DPS CSP Staff. A copy of the approved Certified Site Plan along with any subsequent amendments is required to be on-site at all times.”
- c) Fire and Rescue Access plan should be included in the Certified Site Plan.
- d) Modify data table to reflect development standards approved by the Planning Board.
- e) Ensure consistency of all details and layout between Site and Landscape plans.
- f) Show the square footage requirements for all of the applicable recreational elements and demonstrate to M-NCPPC Staff that each element meets M-NCPPC Recreation Guidelines.
- g) Provide detail of the bicycle rack type that will be used in the long-term bicycle parking consistent with design standards in Zoning Code Section 59.6.2.6.
- h) Update vehicular parking table on Sheet SP-01 to show minimum parking of 250 spaces will be provided, with a footnote added to “250” in the provided parking spaces column to permit additional parking (up to total of 350 spaces) if there are no impacts to building footprint or above-grade architecture.

SITE PLAN NO. 820230070, THE RESERVE AT STRATHMORE SQUARE (BUILDING 5)

Staff recommends approval of Site Plan No. 820230070 for the construction of a Residential Care Facility. The development must comply with the conditions of approval for Sketch Plan No. 320190010 as listed in the MCPB Resolution No. 18-121 dated December 5, 2018, as amended, and Preliminary Plan No. 120190180 as listed in the MCPB Resolution No. 19-065 dated July 30, 2019, as amended. All site development elements shown on the latest electronic version of the Site Plan, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.

DENSITY, HEIGHT & HOUSING

1. Density

The Site Plan is limited to a maximum of 336,700 square feet of total development on the Subject Property, including up to 335,800 square feet of residential care facility uses, for up to 166 dwelling units and 110 beds; and up to 4,000 square feet of retail/service establishment or restaurant uses.

2. Height

The development is limited to a maximum height of 300 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.

3. Moderately Priced Dwelling Units (MPDUs)

- a) The Planning Board has reviewed and accepts the recommendations of Montgomery County Department of Housing and Community Affairs (DHCA) in its letter dated June 6, 2023, and incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations in the letter, which DHCA may amend provided that the amendments do not conflict with other conditions of the Site Plan approval.
- b) The development must provide 15 percent of the independent dwelling units as MPDUs or MCDHCA-approved equivalent consistent with the requirements of Chapter 25A and the applicable Master Plan. The Applicant is receiving a 39,440.50 square foot density bonus for providing 15 percent of the independent dwelling units as MPDUs or MCDHCA-approved equivalent.
- c) Before issuance of any building permit for any residential unit(s), the MPDU agreement to build between the Applicant and the MCDHCA must be executed.

OPEN SPACE, FACILITIES AND AMENITIES

4. Public Benefits

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the *CR Zone Incentive Density Implementation Guidelines* for each one.

- a) Quality Building and Site Design
 - i. Public Open Space –

- a. The Applicant must provide a minimum of 7,100 square feet of public open space on-site.
 - b. Before the issuance of the final use and occupancy certificate for the Residential Care Facility, all public open space areas on the Subject Property must be completed.
- b) Protection and Enhancement of the Natural Environment
 - i. Building Lot Terminations (BLTs) –

Before issuance of any building permit, the Applicant must provide proof of purchase and/or payment of 0.7541 BLTs to the MCDPS and M-NCPPC staff.
- 5. Recreation Facilities

The Applicant must provide the required recreation facilities as shown on the Certified Site Plan (CSP). The CSP must include an exhibit delineating location and detail of recreation facilities, where appropriate, in a manner that is clear and corresponds to the posted surety and maintenance agreement.
- 6. Maintenance of Public Amenities

The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to the public use space and landscaping.

ENVIRONMENT

- 7. Stormwater Management

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) Water Resources Section in its stormwater management concept letter dated May 4, 2023, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.
- 8. Noise Attenuation
 - a) Prior to the issuance of the first building permit, the Applicant/developer/builder must provide certification to M-NCPPC Staff from an engineer who specializes in acoustical treatments that the building shell for residential dwelling units affected by exterior noise levels projected at or above 65 dBA Ldn on the south and west building faces will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.
 - b) If any changes occur to the Site Plan which affect the validity of the noise analysis dated December 7, 2018, acoustical certifications, and/or noise attenuation features, a new noise analysis will be required to reflect the changes and new noise attenuation features may be required.
 - c) Before issuance of any Use and Occupancy Certificate, excluding core and shell, for any of the noise impacted units, a Professional Engineer must certify to the Planning Department and Department of Permitting Services that the noise impacted units have been

constructed in accordance with the certification of an engineer that specializes in acoustical treatments.

- d) All noise impacted units must be clearly identified on the Certified Site Plan.

TRANSPORTATION & CIRCULATION

9. Transportation

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated March 6, 2023 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in their memo, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

10. Pedestrian & Bicycle Circulation

- a) The Applicant must provide 46 long-term and 3 short-term bicycle parking spaces in Building 5.
- b) The long-term spaces must be in a secured, well-lit bicycle room, and the short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Site Plan.
- c) The applicant must provide one bicycle repair station.

11. Fire and Rescue

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated May 7, 2023, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan approval.

SITE PLAN

12. Site Design

The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets SP-201, SP-202, SP-203, SP-211, and SP-212 of the submitted architectural drawings, as determined by M-NCPPC Staff.

13. Lighting

- a) Before Certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.

- c) Deflectors will be installed on all fixtures to prevent excess illumination and glare.
- d) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by streetlights within the right-of-way.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.
- f) On the rooftop of the building, the light pole height must not exceed the height illustrated on the Certified Site Plan.

14. Site Plan Surety and Maintenance Agreement

Before issuance of any building permit, sediment control permit, or Use and Occupancy Certificate, whichever comes first, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b) The cost estimate must include applicable Site Plan elements, including, but not limited to plant material, on-site lighting, indoor and outdoor recreational facilities, site furniture, retaining walls, fences, railings, and sidewalks, private utilities, paths and associated improvements of development, including sidewalks, bikeways, storm drainage facilities, street trees and street lights. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
- c) The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

15. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved before the approval of the Certified Site Plan.

16. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) Include the stormwater management concept approval letter, development program, and Site Plan resolution on the approval sheet(s).
- b) Add the following notes:
 - i. “M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading.”

- ii. “Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services.”
- iii. “The Applicant must schedule a preconstruction meeting (pre-con), preferably on-site, with staff from the Department of Permitting Services (DPS) responsible for Certified Site Plan conformance and compliance, upon approval of the Certified Site Plan (CSP). The pre-con must occur before any site development work commencement and before any work that is covered by the site plan surety and maintenance agreement. The Applicant, along with their representatives, must attend the pre-con with DPS CSP Staff. A copy of the approved Certified Site Plan along with any subsequent amendments is required to be on-site at all times.”
- c) Include the approved and signed Fire and Rescue Access plan in the Certified Site Plan.
- d) Modify data table to reflect development standards approved by the Planning Board.
- e) Ensure consistency of all details and layout between Site and Landscape plans.
- f) Demonstrate that the Recreation Plan meets the square footage requirements for all of the applicable recreational elements and demonstrate to M-NCPPC Staff that each element meets M-NCPPC Recreation Guidelines.
- g) Modify the Parking Data Table to clarify that the Accessible Parking provided includes three 60-inch-wide access aisle spaces and two 99-inch-wide accessible aisle spaces.

FOREST CONSERVATION PLAN NO. F20230150

The Applicant must comply with the following conditions of approval for Forest Conservation Plan No. F20230150:

1. The Applicant must schedule the required site inspections with M-NCPPC Forest Conservation Inspection Staff per Section 22A.00.01.10 of the Forest Conservation Regulations.
2. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC Forest Conservation Inspection Staff.
3. Prior to any demolition, clearing, grading or construction for this development Application, whichever comes first, the Applicant must satisfy the remaining half of the reforestation requirement for a total of 3.71 acres of mitigation credit by recording a Certificate of Compliance in the Montgomery County Land Records for 1.855 acres of forest mitigation bank credits in a Montgomery County Planning Department-approved forest mitigation bank in the Rock Creek Watershed. The off-site requirement may be met by purchasing credits from a mitigation bank elsewhere in the County, subject to Staff approval, if forest mitigation bank credits are not available for purchase within the Rock Creek watershed or by making a fee-in-lieu payment if mitigation credits are not available at any bank. The Certificate of Compliance must be in a form approved by the M-NCPPC Office of the General Counsel.
4. The Limits of Disturbance (“LOD”) shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.
5. Prior to certification of FFCP No. F20230150, the Applicant must add limits of disturbance associated with curb improvements at the WMATA Metro station on the southwest portion of the site, adjust the forest conservation worksheet, and provide additional mitigation if necessary.

SECTION 3: SITE DESCRIPTION

VICINITY

The Subject Applications are part of the Strathmore Square mixed-use development planned for the Washington Metropolitan Area Transit Authority ("WMATA") Grosvenor-Strathmore Metro Station ("Metro Station") property, located to the east of the intersection of Rockville Pike (MD 355) and Tuckerman Lane (Figure 3). The area surrounding the WMATA property is generally residential in character, with townhouses and apartments in the immediate vicinity. To the north of the Property, across Tuckerman Lane, is the Music Center at Strathmore; to the east are Holy Cross Academy, townhouses and low-rise condominiums; to the south are low- and high-rise apartment buildings; and to the west is Rockville Pike (MD 355). Rock Creek Stream Valley Park is located generally east of the property.



Figure 3 – Vicinity Map (WMATA property outlined in red)

PROPERTY DESCRIPTION

The 14.58-acre WMATA Property is located south of Tuckerman Lane and is zoned CR-3.0, C-0.5, R-2.75, H-300' ("Property" or "Overall Property"). In addition to the Metro Station entrance, the Property contains a six-story WMATA parking garage, a surface parking lot, bus facilities, a Kiss & Ride, and a covered Arts Walk (Figure 4). A majority of the existing infrastructure improvements on the Overall

Property will remain after the redevelopment, except for the large surface parking lot and the forested area along Tuckerman Lane, which will be removed in phases as the development progresses.

East of the WMATA garage, the Property has been platted according to the approved Preliminary Plan. Building 3, the Central Park, and an internal private road, all approved by Site Plan 820220070, are currently under construction on the southeast quadrant of the Property. Figure 4 shows the Property prior to any construction activities.

The Property is located within the Lower Rock Creek watershed, which is classified by the State of Maryland as Use I waters. It does not lie within a Special Protection area. Prior to construction, there were approximately 2.47 acres of existing forest located along the north-east boundary of the Property. The east side of the Property slopes down significantly, approximately 30 feet in grade, between the middle of the Property and Tuckerman Lane.

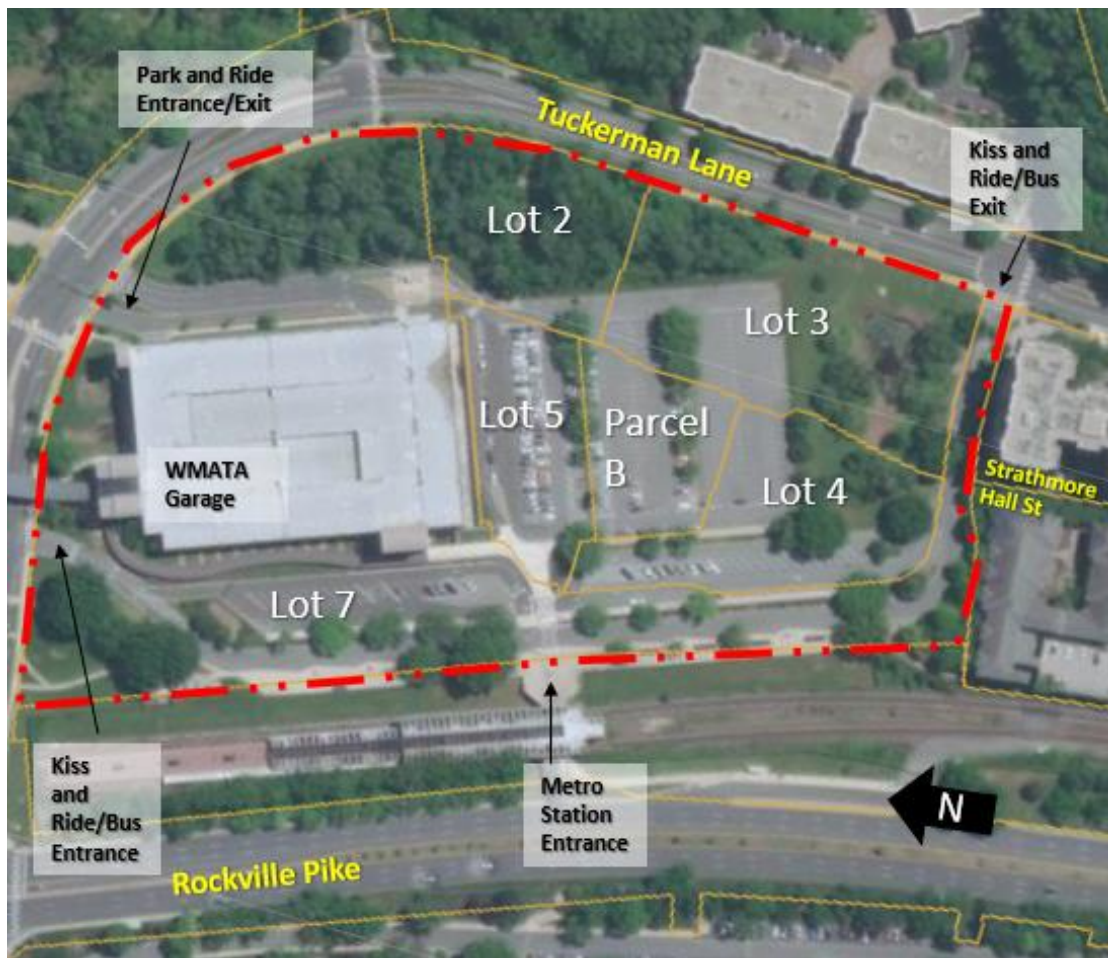


Figure 4 – Subject Property (outlined in red) with internal lot lines in orange



Figure 5 - Building 3 Construction (from Tuckerman Lane facing north)

SECTION 4: PROJECT DESCRIPTION

PREVIOUS APPROVALS

MANDATORY REFFERAL

WMATA selected the Applicant, Fivesquares Development, as its Joint Development partner to redevelop the Property with a mixed-use project. On July 19, 2018, the Planning Board voted to approve the transmission of comments to WMATA on Mandatory Referral No. MR2018026 for improvements to the public infrastructure on the Property and adjacent Metro Station site, which are necessary to accommodate the proposed redevelopment.

The Mandatory Referral included an expansion of the existing parking garage to accommodate the parking spaces that will be displaced by the removal of the surface parking lot over time, in connection with this Project. The Mandatory Referral also included improvements to on-site circulation; reconfiguration of the Kiss & Ride spaces; enhancements to the existing public Arts Walk; construction of a covered bike station; and associated improvements to the existing storm drain and stormwater management facilities. The WMATA parking garage expansion and enhancements to the Arts Walk are now complete.

SKETCH PLAN

The Planning Board approved Sketch Plan No. 320190010 (MCPB No. 18-121) on December 5, 2018 to allow a maximum of 1,905,219 square feet of total development on the Property (excluding 15% MPDUs), with up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses (“Overall Project”). The Zoning Code at the time of Sketch Plan approval exempted the gross floor area of all MPDUs from the calculation of FAR for projects providing at least 15% MPDUs. Therefore, 261,967 square feet associated with the MPDUs was not included with the 1,746,451 square feet of residential density approved for the Property in Condition No. 1 of MCPB No. 18-121.

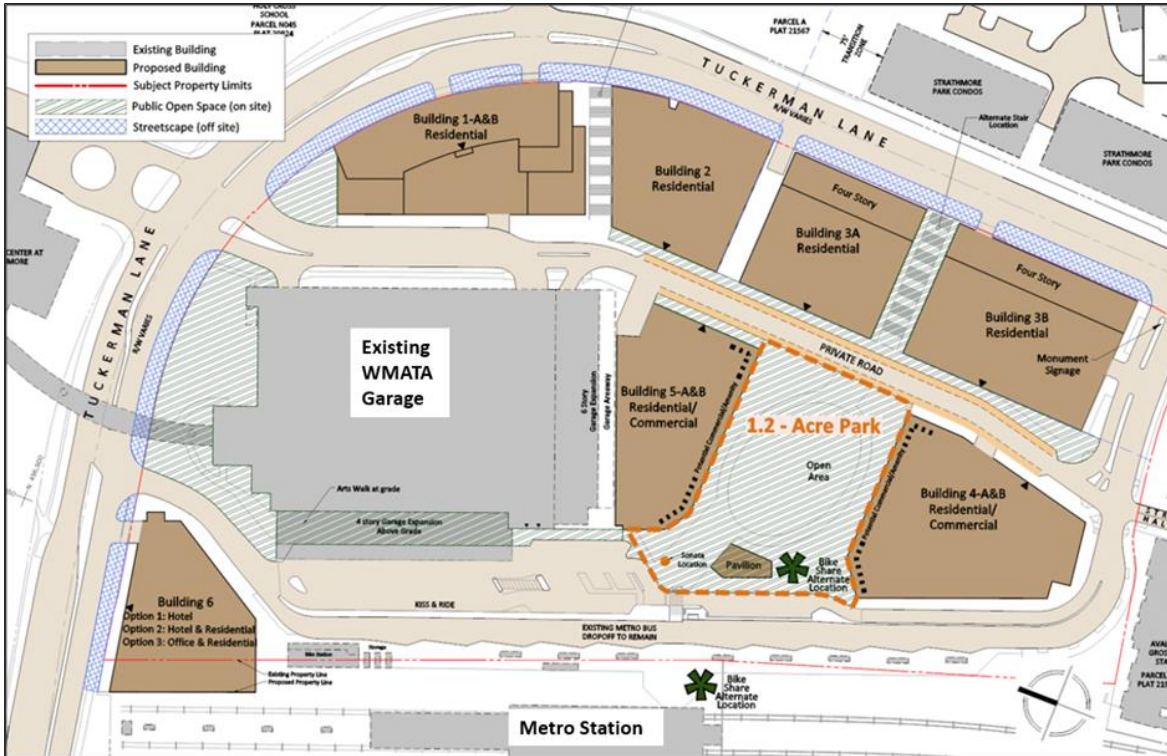


Figure 6 - Approved Sketch Plan

PRELIMINARY PLAN

The Board approved Preliminary Plan No. 120190180 on June 6, 2019 (MCPB No. 19-065) for subdivision of the Property into six lots and three parcels to allow a mixed-use project with up to 317,537 square feet of non-residential uses and up to 1,746,451 square feet of residential uses (total base density not to exceed 1,905,219 square feet) and 384,219 square feet of bonus density based on 15% MPDUs. Based on the FY19 School Test, the Planning Board could only approve 909 dwelling units and 400 age restricted units, instead of the 2,218 units requested by the Applicant. The Planning Board found all other public facilities, including transportation, to be adequate for the anticipated 2,218 units.

Zoning Text Amendment (ZTA) No. 18-06, adopted by the Montgomery County Council on October 9, 2018, revised the MPDU density bonus standards for the CR Zone, and eliminated the exemption for MPDU floor area that applied to Sketch Plan 320190010. Preliminary Plan 120190180 reflects the approved density in conformance with the Zoning Ordinance as modified by ZTA No. 18-06, allowing up to 2,130,670 square feet of residential density (which includes the MPDU floor area and 384,219 square feet of bonus MPDU density for providing 15% MPDUs) and up to 2,289,438 square feet of total density.³

On November 4, 2020, the Planning Board approved Preliminary Plan Amendment No. 12019018A (MCPB No. 20-112) to remove the age restriction and approve an additional 909 dwelling units for the

³ To achieve a total density of 2,289,438, the maximum commercial density would be limited to 158,768 square feet.

Overall Property (for a total of 2,218 dwelling units); clarify the Adequate Public Facilities (“APF”) validity period; and modify the trigger deadline related to the APF Validity.

On April 1, 2022, the Planning Board approved Preliminary Plan Amendment No. 12019018B (MCPB No. 22-031) to modify lots lines, street sections, loading entry points for Building 3, the utility plan; and to clarify development phasing.

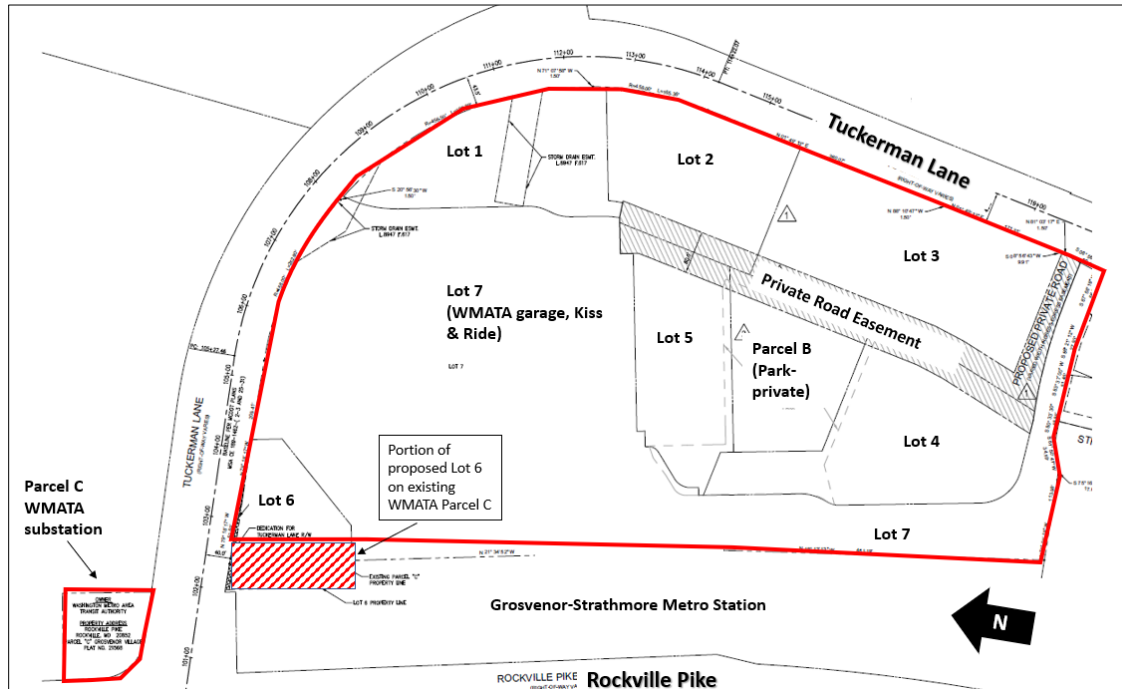


Figure 7 - Approved Preliminary Plan No. 12019018B lotting diagram

SITE PLAN

On April 1, 2022, the Planning Board approved Site Plan No. 820220070 (“Phase 1/Building 3 Site Plan”) for up to 322,569 square feet of development, including up to 9,000 square feet of commercial development and up to 313,569 square feet of residential density for 220 dwelling units. Site Plan No. 820220070 also amended the conditions and binding elements of Sketch Plan 320190010 to modify the public benefit schedule and clarify site design and future coordination conditions; and amended Sketch Plan 320190010 findings to increase the building height from 100 feet to 105 feet for Lot 3 (while maintaining the required step-back along Tuckerman Lane) and to clarify maximum height allowed for all buildings.

Site Plan 820220070 approved the first building in the Strathmore Square development, consisting of two separate building masses (Building 3A/3B) that sit on top of a single garage below, the majority of the Project’s central spine road, shown in Figure 8 as Private Road A, but since named Strathmore Hall Street, and the Central Park. The development approved by Site Plan 820220070 is currently under construction (Figure 5).

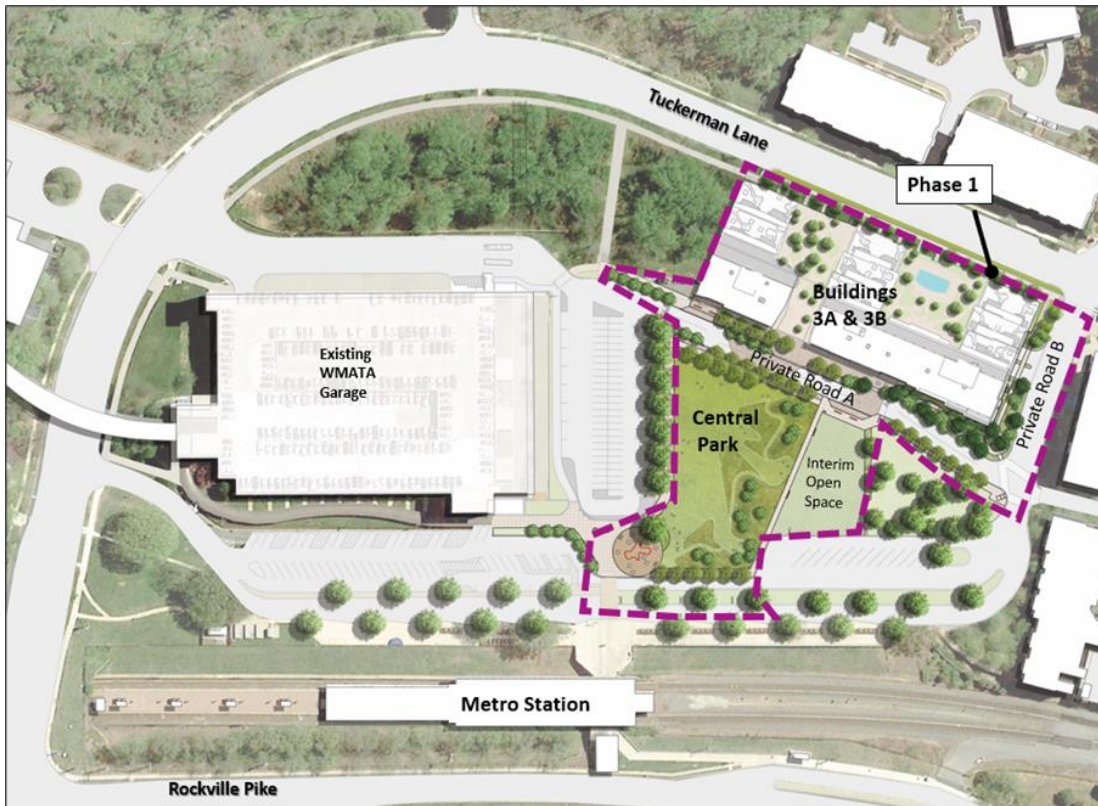


Figure 8 - Illustrative Site Plan No. 820220070 (limits of site plan outlined in magenta)

PROPOSAL

STRATHMORE SQUARE

The Subject Applications seek to continue construction of Strathmore Square, the transit-oriented, mixed-use, walkable neighborhood envisioned in the 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan*. Through a joint-development agreement with WMATA, Fivesquares Development LLC is leading the transformation of a portion of the WMATA owned property adjacent to Metro Station into a dynamic community that will be well connected through streets, blocks, and open spaces to surrounding neighborhoods. It will integrate the arts (given its proximity to the Music Center at Strathmore), residences, affordable housing, open spaces, and vibrant places with neighborhood amenities. A 1.2-acre privately owned, publicly accessible park will serve as the centerpiece of the new neighborhood and will be framed by a collection of beautiful, unique buildings.

The Subject Site Plan applications seek approval to construct two additional buildings and public open spaces on Lots 2 and 5 (Figure 9). Site Plan 820230050 proposes a mixed-use building, urban plaza, and pedestrian through block connection on Lot 2 (“Building 2 Site Plan”) just north of Building 3, which is currently under construction as part of the approved Phase 1/Building 3 Site Plan. Site Plan 820230070 proposes a residential care facility and urban plaza on Lot 5 (“Building 5 Site Plan” or “The Reserve Site Plan”). Lot 5 is located southeast of proposed Building 2 and adjacent to the Central Park that is currently under construction as part of Phase 1. Both proposed buildings will front on

Strathmore Hall Street, which is currently under construction with Phase 1, but will be completed with the Building 2 Site Plan.

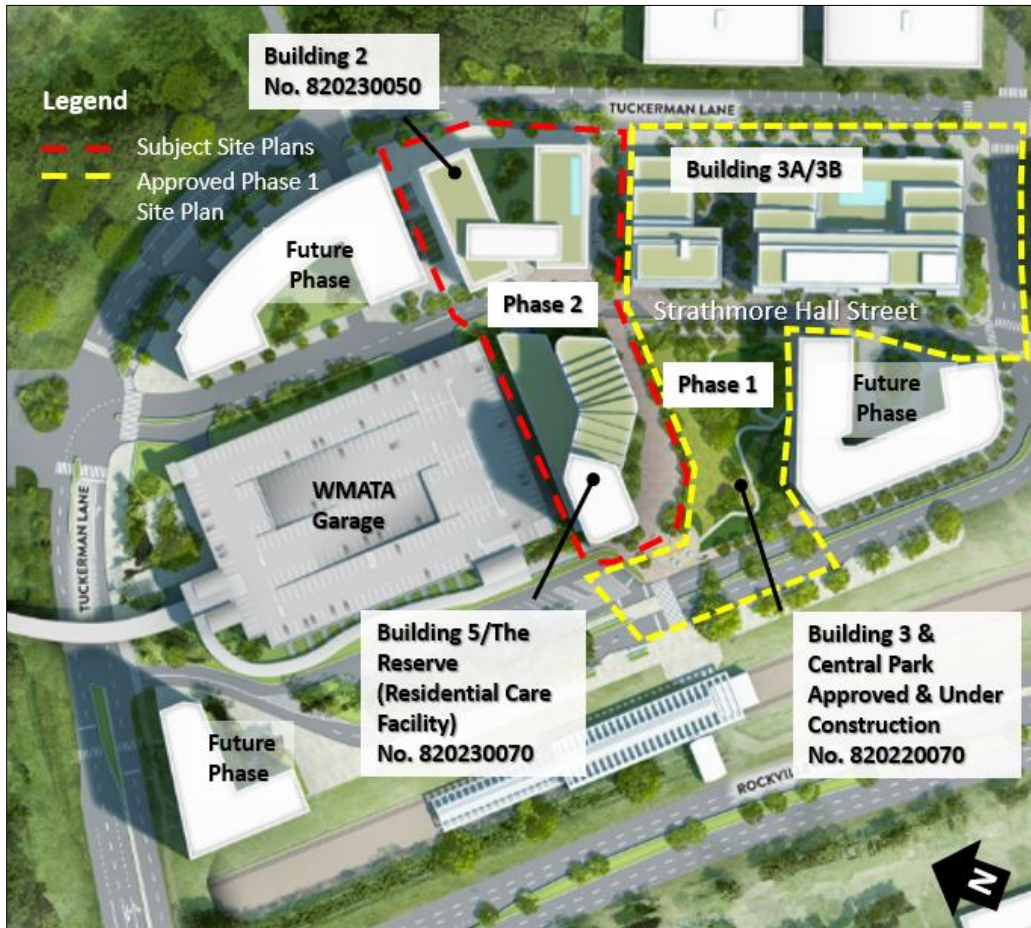


Figure 9 - Illustrative Site Plan Showing Proposed Buildings 2 and 5 and the extent of the Phase 1 approval

SITE PLAN 820230050, BUILDING 2

Building/Architecture

Proposed Building 2 includes up to 400 dwelling units, with a minimum of 15% MPDUs, and 14,000 square feet of commercial development. The Applicant intends to provide 25% of the dwelling units as MPDUs, contingent on financing and approval of an Alternative Location Agreement by the Montgomery County Department of Housing and Community Affairs (“DHCA”). If 25% MPDUs are provided, 15% will satisfy the requirement for the Building 2 Site Plan, and the additional 10% will count toward satisfying a portion of the MPDUs required for a future phase of the Strathmore Square development pursuant to a forthcoming Alternative Location Agreement with DHCA. If certain financing falls through or the Applicant cannot come to a favorable agreement with DHCA, then 15% MPDUs will be provided in Building 2.

The proposed building sits between Strathmore Hall Street to the west and Tuckerman Lane to the east. Double-height spans at the ground level maintain the residential scale and visually signal public amenities. Along Strathmore Hall Street, the porous ground floor contains mixed-use programming,

including retail space, residential amenities, and potential classroom space for Strathmore Music Center. The Building’s Tuckerman Lane frontage includes a bike café to help activate that frontage. The bike café connects the Tuckerman Lane bicycle lane with Building 2 bike storage. The two-building component massing maximizes natural light and views of Rock Creek Stream Valley Park for residential units.

Balconies and bay windows provide views to nearby Rock Creek Stream Valley Park through strategically angled views selected through site evaluation. The geometric balconies create a distinct but compatible architectural identity with approved Building 3’s sculpted façade. The projected, bay-window articulations follow a diagonal course that wraps around the entire facade to create a stepped effect between adjacent contexts while generating unit diversity.

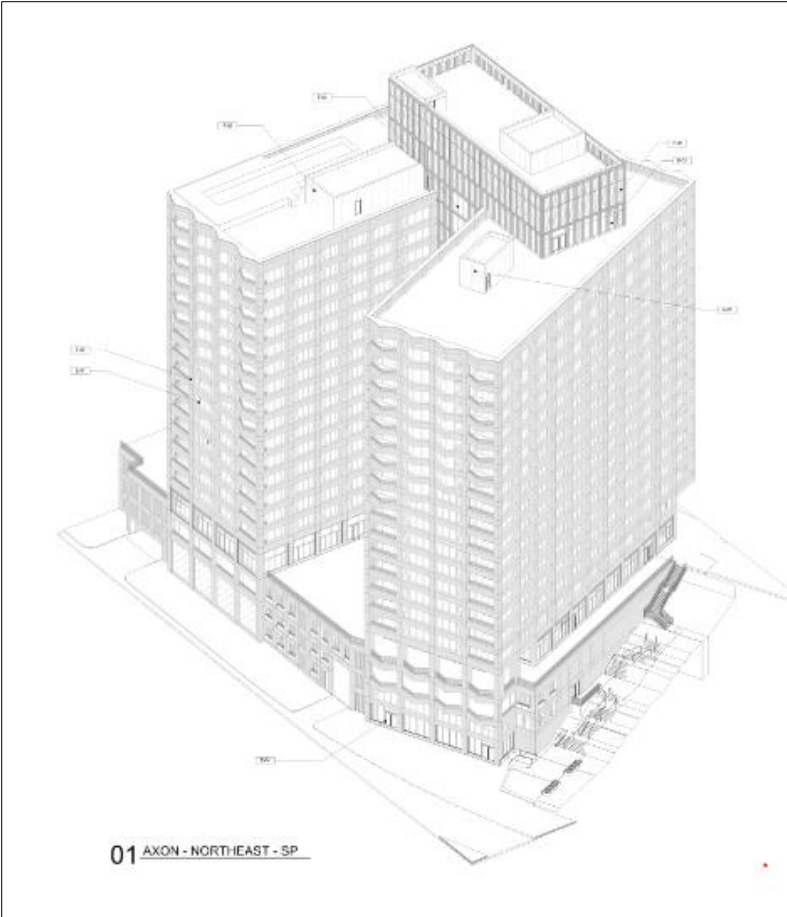


Figure 10 - Illustrative 3D View of Building 2 (view from Tuckerman Lane facing southwest)

Open Space

The Building 2 Site Plan provides an additional 10,500 square feet of public open space consisting of two major spaces: the plaza between Building 2 and Building 3 in Phase 1 (“South Plaza”), and a feature stair connecting Strathmore Hall Street with Tuckerman Lane (the “Feature Stair”).

The South Plaza is designed to be a public and private plaza with three zones: an active public zone with flexible seating, shade, and lighting on the west side, a transition zone with plantings and trees in the middle, and a quiet zone with benches and raised planters on the east side. A plant buffer will be provided along the Phase 1 residential building to ensure privacy for the residents. This plaza will

function as an outdoor gathering and lingering space with great views to nearby environmental features.

The Feature Stair, located to the north of Building 2 provides an important physical connection between the Metro Station/Strathmore Square development and Tuckerman Lane, the confronting residential developments and the surrounding bicycle network. The goal of the stair design is to create a “Journey” experience that makes the thirty-five feet meander through planting zones with seating areas and become more condensed when it approaches Strathmore Hall Street. An overlook will be provided at the top of the stairs for users to enjoy views to the nearby environmental features. Bike runnels will be incorporated into the stairs to facilitate bicycle connectivity.



Figure 11 - Illustrative view of Building 2 and stairs from Tuckerman Lane (facing southwest)

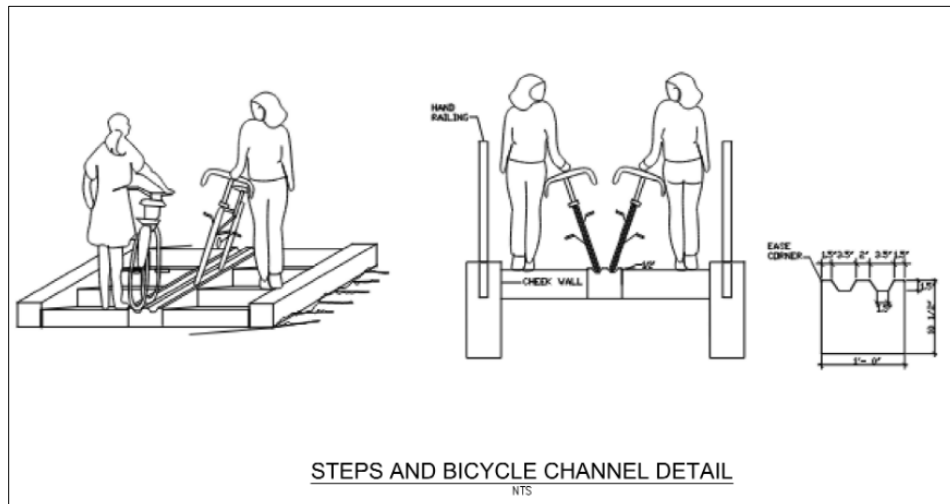


Figure 12 - Bike Runnel

Transportation

Vehicular access to Building 2 is primarily proposed from two access points on Tuckerman Lane, one used for loading and a second to access the proposed parking garage. The Building 2 Site Plan will complete Strathmore Hall Street, which is currently being partially constructed with the Phase 1/Building 3 Site Plan directly to the south. Strathmore Hall Street connects with Private Road B, which is also being completed with the Phase 1/Building 3 Site Plan. When completed, Strathmore Hall Street will provide a connection from Private Street B to the WMATA Garage entrance north of Lot 2. A portion of this roadway includes a narrowed chicane section with curbsless design that will function as a shared street, while other sections of this roadways are wider in order to provide an area for parking, pick-up and drop-off. All portions of the private Strathmore Hall Street will be fully accessible to the public.

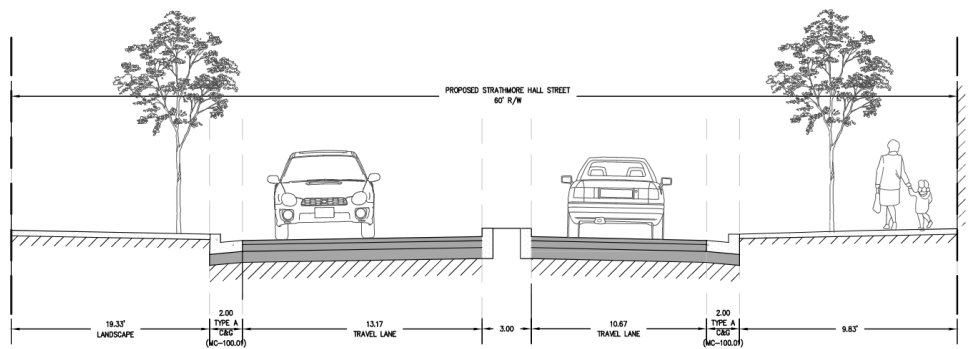


Figure 13 - Strathmore Hall Street Cross-Section

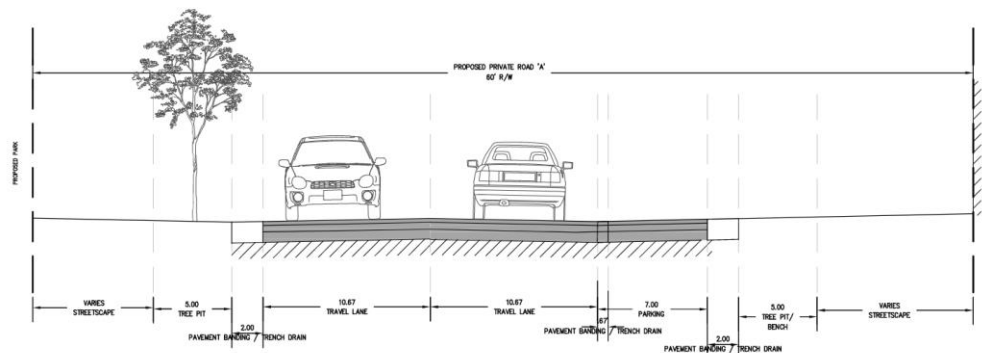


Figure 14 - Strathmore Hall Street Chicane Cross-Section

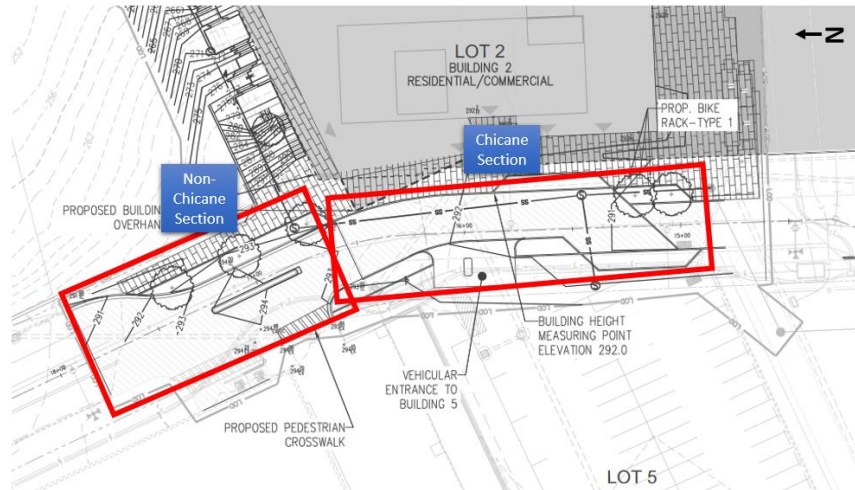


Figure 15 - Strathmore Hall Street Section Locations

The proposed parking garage accessed via Tuckerman Lane will have 250 vehicle parking spaces to serve Building 2, with flexibility to add another level of parking if there are no impacts to the building footprint or above-grade architecture. The parking garage will also include two long-term bicycle areas, one located on Parking Level 1 and another located on Parking Level 2. Short-term bicycle spaces are provided on the west side of the Site along Strathmore Hall Street.

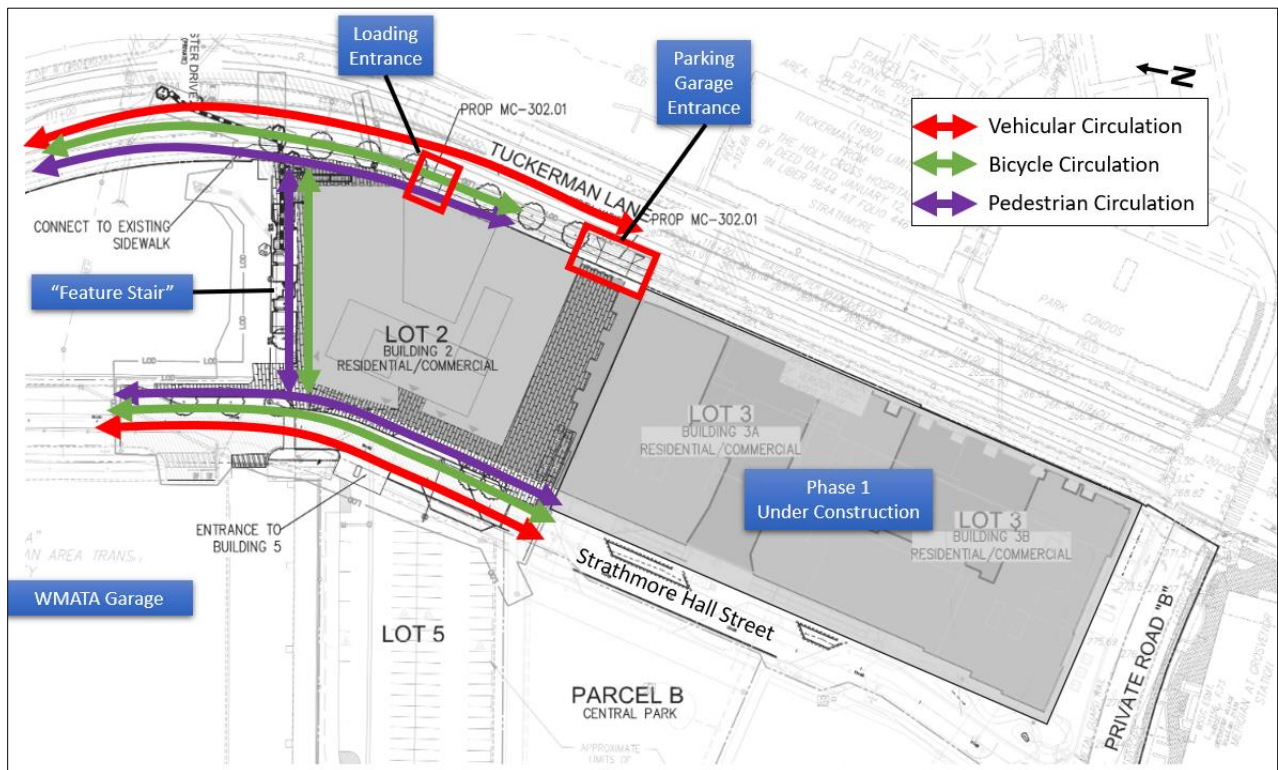


Figure 16 - Building 2 Site Circulation

Building/Architecture

Located at the center of the Strathmore Square development, closest to the Metro station, Building 5 connects high-rise senior living with the Strathmore Music Center and the arts walk to its north, the Metro Station to its west, and Central Park to its south.

The unique building massing steps down from its highest point on the west to its lowest point on the east. The tallest portion of the building, on the western side of the site, has a distinctive top that marks the skyline. In addition to its stepped massing, the building bends from the northwest portion of the Site to the southeast portion of the site activating Central Park while reducing the perceived length of the building along its façade along the Central Park.

The ground floor storefront, with its many openings, is intended to be porous and blur the boundary between inside and out, and contains public facing program along its length, fronting both the Metro to the west, Strathmore Hall Street to the east, and Central Park, to the south. These ground-floor activating uses include residential dining, a restaurant on the east side of the site fronting Strathmore Hall Street, and a grab-and-go café on the west side closest to the Metro Station entrance.

Outdoor dining fronting Central Park connects to indoor dining spaces and activates the walkway. The main building entry lobby has also been located directly off Central Park for further public realm activation.

The architecture of the building is intended to support its horizontal expression through curved warm white metal bandings and glass window walls with transparent and fritted glass. The exposed concrete columns and black and bronze metal accents bring warmth to the pedestrian scale. Warm wood cladding at the underside of the ground floor canopy extends from the building exterior to its interior. At the main building entry in the southwest portion of the building, the curved canopy complements the soft geometry of the Central Park.



Figure 17 - Illustrative View of Building 5/The Reserve (from Central Park facing northeast)

Open Space

The bend in the proposed building from the northwest portion of the Site to the southeast portion of the Site creates a new open plaza for public use across from the Metro Station entrance and adjacent to the Central Park, further enhancing the green space of the development. The building's angled footprint at the southwest corner allows for a generous urban plaza that welcomes users into the Central Park from the Metro Station. This plaza extends the gathering space at the Central Park's Pop-Up Plaza, where movable chairs and rotating sculpture activate a critical node connecting the Central Park to Strathmore and neighborhoods to the east. Doorways from an active ground-floor retail space open onto this plaza, which extends as a promenade along the building's south façade between richly planted micro-bioretenion gardens and the Central Park's open lawn towards Strathmore Hall Street. Doorways to the building's lobby on the south and a potential restaurant on the southeast corner create a public realm that reinforces an active inside-outside relationship for residents and visitors.



Figure 18 - Illustrative View of Buildings 2, 3 and 5 from the Central Park facing northeast

Transportation

All vehicular access to Building 5 is proposed from Strathmore Hall Street. There are two proposed driveway access points on the northeast corner of the building. A 14-foot-wide driveway provides loading access, and an adjacent 20-foot-wide driveway provides access to the proposed parking structure.

Access to Building 5 parking is proposed to be 100% valet for all residents, staff, and guests. The Applicant provided Staff with a supplemental parking statement of operations memorandum to describe how the valet would operate. Passenger vehicles arriving at the community will exit Strathmore Hall Street, pull under the building, and proceed to the valet desk where the vehicle will be checked in. Valet parking personnel will be attending this designated drop off area of the garage to ensure that if one valet attendant is retrieving a vehicle, another attendant is available to greet other arrivals or departures. Those requesting a parked car from the valet service will wait in the first-floor garage area or just inside the vestibule until it is brought to them. The parking garage will have 111 vehicle parking spaces to serve the senior living use within the building. Long-term bicycle parking is provided on the first complete parking level below grade and short-term bicycle parking is provided on both the east and west sides of the building.

People walking, bicycling, and rolling will access the Site via Strathmore Hall Street, the Central Park directly south of the Site, or the Metro station just to the west of the Site.

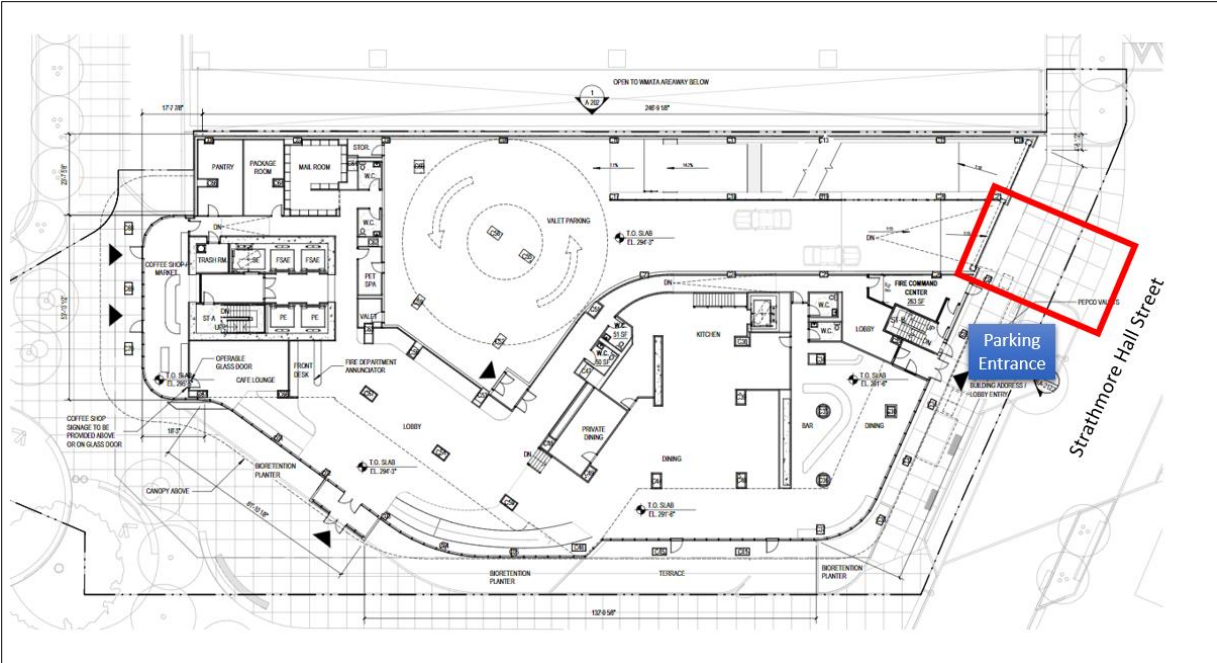


Figure 19 - Valet Parking Area on Ground Floor of Building 5

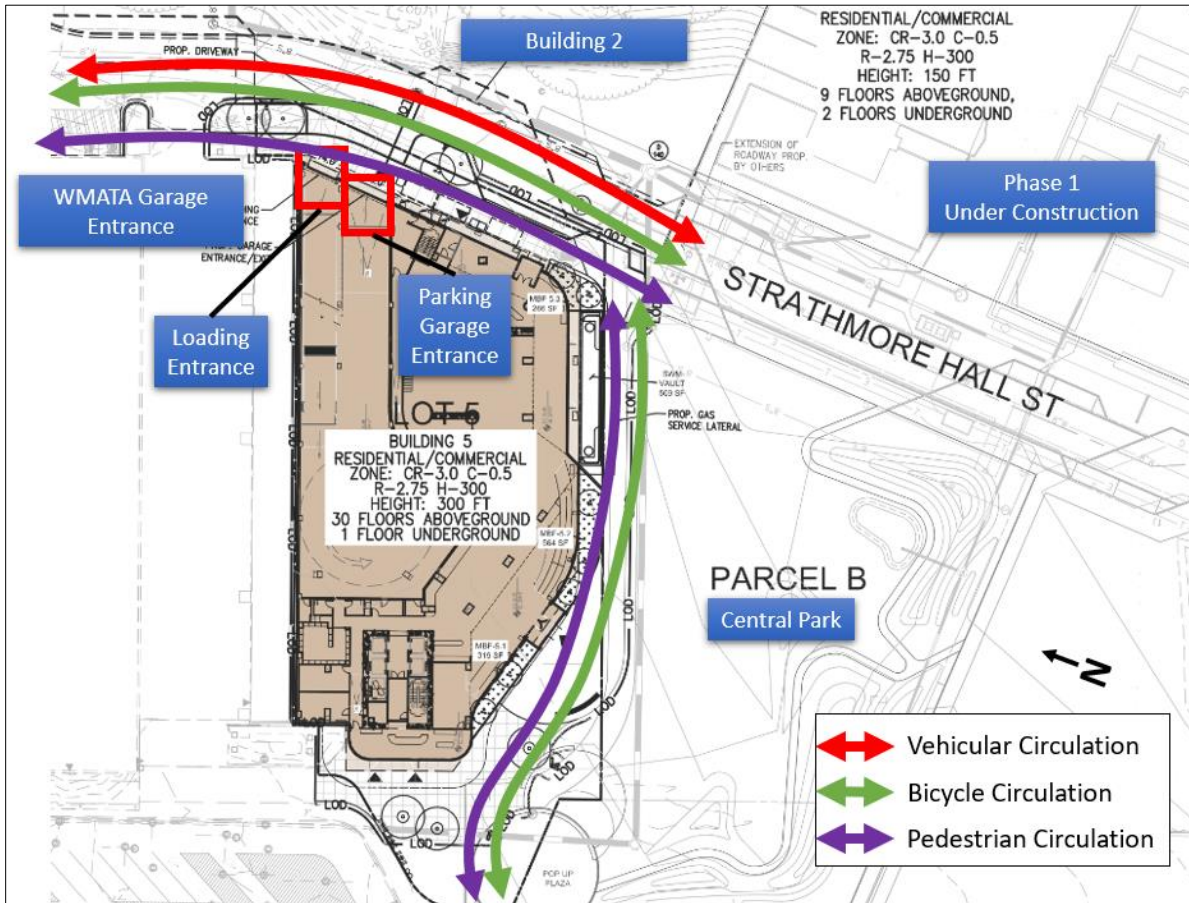


Figure 20 - The Reserve at Strathmore (Building 5) Circulation

SECTION 5: FINDINGS AND ANALYSIS

SITE PLAN 820230050, STRATHMORE SQUARE BUILDING 2

- 1. When reviewing an application, the approval findings apply only to the site covered by the application.**

The findings herein apply only to the Subject Property.

- 2. To approve a Site Plan, the Planning Board must find that the proposed development:**

- a) satisfies any previous approval that applies to the site;**

The Site plan satisfies Sketch Plan No. 320190010 and Preliminary Plan No. 120190180, as amended.

- b) satisfies under Section 7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;**

This section is not applicable as there are no binding elements of an associated development plan or schematic development plan in effect on October 29, 2014.

- c) satisfies under Section 7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;**

This section is not applicable as the Subject Property's zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

- d) satisfies applicable use standards, development standards, and general requirements under this Chapter;**

- i. Use Standards**

Multi-unit living, restaurants and retail/service Establishments (5,001 - 15,000 SF) are permitted uses in the CR Zone.

- ii. Development Standards**

As demonstrated by Table 2 below, the Building 2 Site Plan complies with the development standards of the zone. Table 1 in the Executive Summary shows the cumulative density for approved Building 3 (Site Plan 820220070) and proposed Buildings 2 and 5.⁴

⁴ The Building 5 Site Plan (No. 820230070) is under review concurrently with the Building 2 Site Plan.

Table 2: Data Table for CR-3.0, C-0.5, R-2.75, H-300 Zone, Optional Method, Section 59.4.5

Development Standard	Proposed-Overall Project⁴	Approved-Phase 1/ Building 3 Site Plan 820220070	Proposed-Building 2 Site Plan 820230050
Tract Area	635,073 SF (14.58 acres)	635,073 SF (14.58 acres)	635,073 SF (14.58 acres)
Proposed Dedication	387 SF	387 SF ¹	387 SF ¹
Plus area of WMATA Parcel C for Building 6 ²	6,150 SF	6,150 SF ³	6,150 SF ³
Site Area	640,836 SF	640,836 SF	640,836 SF
Density (max)			
Mapped Residential	1,746,451 SF/ 2.75 FAR	313,569 SF	272,818 SF
Mapped Commercial	317,537 SF/ 0.5 FAR	9,000 SF	14,000 SF
Total Mapped Density	1,905,219 SF/ 3 FAR ⁵	322,569 SF	301,884 SF
MPDU requirement (min)	15%	15%	15% ⁹
MPDU Bonus Density	384,219 sf ⁶	n/a	66,414 SF
Total Residential Density (Including MPDU bonus)	2,130,670 sf	313,569 SF	368,298 SF
Total Density (Including MPDU bonus)	2,289,438 sf	322,569 SF	382,298 SF
Dwelling Units	2,218	220	400
Building Height (max)	300 ft ⁷	105 ft ⁸	172 ¹⁰
Public Open Space (min)	64,084 SF (10%)	57,500 SF	10,500 SF
Setbacks (min)	0	0	0

¹ Dedication will occur with a future phase but is included for purposes of calculating overall site area.

² Approved by Preliminary Plan No. 120190180 for a future phase that will require a minor subdivision for a lot line adjustment. No density is generated by this area.

³ The minor subdivision will occur with a future phase but is included here for purposes of calculating overall Site Area.

⁴ As approved by Preliminary Plan No. 120190180 and Sketch Plan 320190010. Sketch Plan will need to be amended in the future to achieve maximum density allowed by the Preliminary Plan (see Density section below).

⁵ Preliminary Plan No. 120190180, as amended, allows flexibility to achieve the maximum mapped density such that approved commercial or residential density is allowed up to the maximum mapped density limit. To achieve a total density of 2,289,438 which includes the maximum MPDU bonus density, the maximum commercial density would be limited to 158,768 square feet.

⁶ Based on construction of 1,746,451 square feet of residential (mapped) density; must be used within the current limits of Preliminary Plan 12019018B, as amended.

⁷ Per Sketch Plan No. 320190010 condition #2, building height and step-backs within the “Transition Zone” along Tuckerman Lane must conform with Figure 20 in the Grosvenor-Strathmore Metro Area Minor Master Plan.

⁸ Building 3 is within the transition zone and conforms with Figure 20 in the Grosvenor-Strathmore Metro Area Minor Master Plan.

⁹ The Applicant intends to provide 25% MPDUs; see further explanation below.

¹⁰ Building Height includes 12 feet of MPDU bonus height pursuant to Section 4.5.2.C.7. See Height section below.

Density

The maximum residential and total density calculation for Sketch Plan 320190010 excluded the gross floor area for 15% MPDUs (261,967 square feet) in accordance with the Zoning Ordinance requirements at the time of approval. Zoning Text Amendment (ZTA) No. 18-06, adopted by the Montgomery County Council on October 9, 2018, revised the MPDU density bonus standards for the CR Zone, and eliminated the exemption for MPDU floor area that applied to Sketch Plan 320190010. Preliminary Plan 120190180 reflects the approved density in conformance with the current Zoning Ordinance, as modified by ZTA No. 18-06, allowing up to 2,130,670 square feet of residential density (which includes the MPDU floor area and 384,219 square feet of bonus MPDU density for providing 15% MPDUs) and up to 2,289,438 square feet of total density.

MPDUs

The Applicant intends to provide 25% MPDUs, contingent upon financing and an Alternative Location Agreement with DHCA. If 25% MPDUs are provided, 15% percent of the MPDUS will satisfy the requirement for the Building 2 Site Plan, and the additional 10% will count toward satisfying a portion of the MPDUs required for a future phase of the Strathmore Square development under a forthcoming Alternative Location Agreement with DHCA. If certain financing falls through or the Applicant cannot come to a favorable agreement with DHCA, then 15% MPDUs will be provided in Building 2 as required by Chapter 25A.

Height

Sketch Plan 320190010, as amended, included maximum height limits for each proposed building in the Strathmore Square development, with additional height allowed for providing MPDUs above 12.5%. Building 2 was approved in the Sketch Plan with a maximum height of 160 feet. Section 59-5.4.2.C.7 allows an additional 12 feet in building height for MPDUs above 12.5% using the following calculation:

Average floor plate from Level 2-17: 20,924 SF

Total MPDU floor area (15%): 39,689 SF

MPDU floor area above 12.5%: 6,615 SF

$6,615 \text{ SF} / 20,924 \text{ SF} = 0.316$

iii. ***Division 4.7 Optional Method Public Benefits***

For optional method projects of this size in the CR Zone, the Zoning Ordinance requires a minimum of 100 points in four categories. The Applicant provided a significant amount of the total required public benefits with Phase 1 of the Strathmore Square development. As such, fewer points are expected during each subsequent phase. The Planning Board approved 110.62 points in six categories for the Phase 1/Building 3 Site Plan (No. 820220070). For the Subject Site Plan, the Applicant proposes

additional points for BLTs and public open space resulting in 119.27 total points for the Phase 1/Building 3 Site Plan and the Building 2 Site Plan, as detailed below.

Table 3: Building 2 Public Benefits

Public Benefit	Total Points Possible	Proposed for Overall Project ¹	Approved-Phase 1/ Building 3 No. 820220070 Site Plan No. 820220070	Proposed-Building 2 Site Plan No. 820230050
Major Public Facilities				
WMATA Bike Station	70	10 ²	10	0
5,000 sf (min) of cultural/art space		3	0	0
Transit Proximity	50	50	50	0
Connectivity and Mobility				
Minimum Parking	10	9	0	0
Wayfinding	10	5	5	0
Diversity of Uses				
Affordable Housing	N/A	32	32	0
Quality Building and Site Design				
Public Open Space	20	8	0	0.61
Exceptional Design	10	5	5	0
Public Art	15	7	0	0
Structured Parking	20	10	0	0
Tower Step-Back	10	3	3	0
Protection and Enhancement of the Natural Environment				
Building Lot Termination	30	30	6.01	7.65
Total Points		172	111.01	8.26
¹ Includes all public benefit categories required by Sketch Plan 320190010, as amended.				
² Additional points may be granted in the future depending on the size of future expansions.				

MAJOR PUBLIC FACILITIES

WMATA Bicycle Station

The Planning Board awarded 10 points for a 100-space WMATA commuter bike station with the Phase 1/Building 3 Site Plan.

Cultural/Art Space

Per Preliminary Plan Condition No. 17a, the Applicant must provide a minimum of 5,000 square feet of cultural/art space that is available for use by The Music Center at Strathmore or other cultural/arts focused public or non-profit organization. The space must be available for use free of charge to public agencies, with details to be determined prior to approval of a Site Plan that contains a building with the cultural/art space. Final points will be determined at that time.

TRANSIT PROXIMITY

The Property is located adjacent to the Grosvenor-Strathmore Metro Station, a Level 1 transit facility. As such, the Planning Board awarded 50 points with the Phase 1/Building 3 Site Plan.

CONNECTIVITY AND MOBILITY

Minimum Parking

In a future phase, the Applicant will seek points for providing fewer than the maximum allowed number of parking spaces.

Wayfinding

The Planning Board awarded 5 points with the Phase 1/Building 3 Site Plan for wayfinding that will be provided throughout the Overall Property through a series of signs and maps that indicate the locations of nearby amenities.

DIVERSITY OF USES AND ACTIVITIES

Affordable Housing

The Overall Project is required to provide a minimum of 15% MPDUs. Accordingly, pursuant to Section 4.9.2.C.3 of the Zoning Ordinance, the Planning Board awarded 32 public benefit points with the Phase 1/Building 3 Site Plan.

Public Open Space

Under the Optional Method of Development in the CR Zone (given the Tract area attributable to the Property and the number of frontages), the Applicant is required to provide a minimum of 10% on-site public use space (or 64,084 square feet). Phase 1 provided a significant amount of the public open space through the creation of the 1.2-acre Central Park. With the additional 10,500 square feet of public open space provided with the Building 2 Site Plan, the Overall Project will have a total of 10.6% public open space, thereby exceeding the 10% requirement. As such, per the calculation below, the Applicant is seeking 0.61 points from this category and Staff supports the request. Additional points for public open space will be achieved in future phases.

$(P/N) * 100$

P (public open space) = 3,916 square feet (above minimum)

N (net lot area) = 640,836 square feet

$3,916 / 640,836 * 100 = 0.61$ points

Exceptional Design

The Planning Board awarded five points for exceptional design with the Phase 1/Building 3 Site Plan. While Staff considers design for Building 2 exemplary, the Applicant has not requested additional public benefits points for Building 2.

Public Art

In future phases, consistent with the approved Sketch Plan, the Applicant will seek points for installing public art reviewed by the Art Review Panel.

Structured Parking

In future phases, consistent with the approved Sketch Plan, the Applicant will seek points for placing parking in an above-or below-grade parking garage.

Tower Step-back

The Planning Board granted three points with the Phase 1/Building 3 Site Plan for significantly exceeding the tower setback requirements.

PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Building Lot Terminations (BLTs)

The Applicant will purchase Building Lot Termination easements or make an equivalent payment to the Agricultural Land Preservation Fund, in an amount equal to 7.5 percent of the incentive density floor area. For the Phase 1/Building 3 Site Plan, the Planning Board previously granted 6.01 points for the purchase of 0.6248 BLTs.

Based on the density proposed by the Building 2 Site Plan (up to 382,298 square feet), the Applicant will be required to purchase 0.6248 BLTs, based on the following calculation:

- $(\text{Lot 2 Density} - \text{Standard Method Density}^5) \times 0.75 / 31,500$
- $382,298 \text{ square feet proposed} - (24,897.50 \text{ square feet base density}) = 357,400.50 \text{ square feet of incentive density}$
- $357,400.50 \text{ square feet} \times 0.075 = 26,805.0375 / 31,500 = 0.8510 \text{ BLTs}$

Since one BLT is equivalent to nine public benefit points, the Applicant is seeking, and Staff supports, 7.65 points for this category.

iv. **Article 6: General Development Standards**

(1) Division 6.1 Site Access

Vehicular access to the Site will primarily occur via Tuckerman Lane via two driveway access points, one for access to the loading dock and one that accesses the parking garage. Vehicular access is also provided via a proposed private street, Strathmore Hall Street. This road includes layby areas where pick-up/drop-offs can occur.

⁵ Standard method density is calculated based on the size of Lot 2, 49,795 square feet.

Pedestrian and bicycle access will be made via Tuckerman Lane and Strathmore Hall Street. As described in the Transportation section of this report, the Applicant will maintain the existing right-of-way and public frontage on Tuckerman Lane. Implementation of planned frontage improvements consistent with *the Grosvenor-Strathmore Metro Area Minor Master Plan*, the *Bicycle Master Plan*, and the *Complete Streets Design Guide* will occur during future buildout of Buildings 1 and 6 as stipulated in the Preliminary Plan (No. 12019018B, Condition 25a) phasing requirements.

Pedestrian and bicycle access will be improved through the development of the “Feature Stair” on the north side of the property, which provides an east/west through-block pedestrian and bicycle connection between Tuckerman Lane and Strathmore Hall Street. The design includes bicycle runnels to allow users to move bicycles more easily.

(2) Division 6.2 Parking, Queuing Loading

The proposed parking garage accessed via Tuckerman Lane will have 250 vehicle parking spaces, with flexibility to add another floor of structured parking if there are no changes to building footprint or above-ground architecture. The final number of parking spaces will be determined at building permit. The parking garage will include 87 standard spaces, 114 compact spaces, 62 tandem spaces, 6 standard ADA spaces, 2 ADA van spaces, 8 motorcycle spaces, 2 car share spaces and 3 electric vehicle charging spaces. The Applicant requests a parking waiver, under Section 59-6.2.10, from the parking design standards to allow for a higher percentage of compact parking spaces. Per Section 59-6.2.5.E.3, up to 20% of all required spaces may be compact spaces, but the Building 2 Site Plan proposes 43% compact parking spaces. Given that the parking will be “unbundled” from the rental of each dwelling unit, the Property’s adjacency to the Metro Station, and that standard spaces would require more space dedicated to vehicles in a transit-oriented area, Staff supports the parking waiver.

The parking garage includes four areas for long-term bicycle spaces. The first bike room is located in the northeast corner of Parking Floor 1, which is the building’s ground floor off Tuckerman Lane. This room includes 14 long-term bicycle spaces. The second bike room is also located on Parking Floor 1 in the northwest corner and contains 41 long-term bicycle spaces. A third bike room is located on Parking Floor 2 in the northeast corner of the building. This location includes 84 long-term bicycle spaces. The final bike room is also located on Parking Floor 2 on the east side of the building and includes another 10 long-term bicycle spaces. In total, 149 long-term bicycle spaces are provided.

Short-term bicycle spaces are provided on the west side of the Site along Strathmore Hall Street meeting the requirement for bicycle parking.

Loading will occur off Tuckerman Lane via a driveway located on the southern end of the development.

Table 4: Building 2 Parking Requirements

Type of Parking	Required/Allowed	Proposed for Building 2
<u>Vehicle</u>		
Residential	185 ¹ min/504 max	
Retail/Restaurant ²	34 min/101 max	
<u>Total Vehicle</u>	<u>219 min/605 max</u>	<u>250³</u>
Motorcycle spaces	6	8
Electric vehicle ready	3	3
Car-share	2	2
Bicycle	96 long-term, 6 short-term	96 long-term, 6 short-term
Loading	1	1
<p>¹ Reductions taken under Section 59-6.2.3.l for MPDUs, Non-Auto Driver Mode Share (NADMS) and unbundled residential spaces.</p> <p>² Parking requirement based on 14,000 SF restaurant with 60% patron area.</p> <p>³ The Applicant may include another floor of parking (for a total of up to 350 spaces) if there are no impacts to building footprint or above-grade architecture.</p>		

(3) Division 6.3 Open Space and Recreation

The Building 2 Site Plan will expand upon the significant amount of Public Open Space provided with the Phase 1/Building 3 Site Plan that features the 1.2-acre Central Park that will serve as the heart of the new neighborhood. The Building 2 Site Plan provides an additional 10,500 square feet of public open space consisting of two major spaces: the plaza between Building 2 and Building 3 in Phase 1 (“South Plaza”), and a feature stair connecting Strathmore Hall Street with Tuckerman Lane (the “Feature Stair”). The South Plaza will function as an outdoor gathering and lingering space with great views to nearby environmental features.

The Feature Stair, located to the north of Building 2, provides an important physical connection between the Metro Station/Strathmore Square development and Tuckerman Lane, the confronting residential developments and the surrounding bicycle network. The goal of the stair design is to create a pedestrian experience that makes the thirty-five feet meander through planting zones with seating areas a valuable space to linger and enjoy views to the nearby environmental features. Bike runnels will be incorporated into the stairs to facilitate bicycle connectivity.

The Subject Site Plan includes an analysis of on and off-site recreational facilities. Scenario ID 21967 demonstrates conformance with the Recreation Guidelines. The Site Plan provides a variety of facilities including a pool, roof top amenity, fitness center, an interior courtyard, and a terraced garden area.

(4) Division 6.4 General Landscaping and Outdoor lighting

Proposed landscaping and lighting, as well as other site amenities, will enhance the internal private roads and public open spaces. The facilities will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors. The landscape design both connects the proposed

development to the neighborhood while providing clear transitions from public spaces to private areas.

Pursuant to Section 59-6.8.1, the Applicant is seeking approval of an alternative method of compliance for the lighting requirements contained in Section 59-6.4.4.D. The Zoning Code requires on-site illumination of 0.5 footcandles or less at the lot line. Given the location of the Feature Stair directly adjacent to the northern property boundary for Lot 2, and the need to adequately light this space to ensure pedestrian safety, the proposed lighting on the northern property boundary will exceed 0.5 footcandles. The Planning Board can waive the lighting requirements if it is determined that there is a unique site or development constraint, which precludes safe or efficient development under the lighting requirements. The proposed condition satisfies the findings required for Alternative Compliance of Section 59-6.8.1, as demonstrated below:

- *Satisfy the intent of the applicable Division;*

The intent of Division 6.4 is to preserve property values, preserve and strengthen the character of communities, and improve water and air quality. The Project proposes to construct the Feature Stair, as envisioned in the Sector Plan. This stairway provides an important connection between the surrounding residential neighborhoods and Tuckerman Lane, to the Central Park and Metro Station. Adequate lighting is important to ensure that this space is welcoming to pedestrians at all hours of the day. Additionally, given the desire not to impede pedestrian or cyclist circulation, the light poles have been strategically placed on the northern edge of the stairs. However, both of these considerations result in higher illuminations levels at the Property boundary. The proposed lighting is essential to the success of the Feature Stair, which will strengthen the character of the surrounding community and implement many goals and recommendations of the Master Plan.

- *Modify the applicable functional results or performance standards the minimal amount necessary to accommodate the constraints;*

The Applicant is proposing necessary lighting to ensure the safety and security of pedestrians within this important public connection. Additionally, as noted above, the light poles have been strategically placed on the northern property boundary, so as to not impede pedestrian traffic or functionality within this space. The Applicant seeks to exceed the minimum lighting levels only to the extent necessary to accommodate these constraints.

- *Provide necessary mitigation, alleviating any adverse impacts; and*

The excess lighting levels are located on the northern property boundary, which is an internal lot line (abutting Lot 1) within the larger Strathmore Square project. As such, the proposed lighting will not have any adverse impacts on the surrounding neighborhood. The future development on Lot 1 is also under the Applicant's control, as master developer. As such, it is in the Applicant's interest to implement any necessary design solutions on Lot 1 to ensure there are not adverse impacts to that future development phase.

- *Be in the public interest.*

The proposed lighting is critical to ensuring this space is safe and inviting to pedestrians at all hours of the day. Given the location of the grand stair higher, lighting levels are suggested following the guidance of IESNA recommendations for ramps, stairs, and steps, which exceed the 0.5 footcandle maximum noted for the lot line. As such, for the reasons discussed above, the proposed lighting levels are in the public interest.

e) Satisfies the applicable requirements of:

i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

The Department of Permitting Services approved the Site Development Stormwater Management Plan for Strathmore Square Lot 2 (Site Plan 820230050) on May 2, 2023. The plan proposes to meet required stormwater management goals via microbio-retention facilities and green roof. Structural facilities (Bayfilters) are proposed for volume not able to be treated with Environmental Site Design measures for Lot 2.

ii. Chapter 22A, Forest Conservation.

The Application satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and is in compliance with the Montgomery County Planning Department's Environmental Guidelines as further discussed in the findings for Forest Conservation Plan F20230150.

f) Provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;

Parking and loading for Building 2 is integrated into a structured garage accessed from Tuckerman Lane. Building 2 massing consists of two components above a continuous parking podium, united by a central spine. The massing articulates a street wall, which continues the residential scale of Phase 1 along Tuckerman Lane, with the taller building heights located internal to the Overall Property that references the scale of future planned developments.

Building 2 is designed with sensitivity to current and future conditions to ensure a continuity of urban context and sensitivity to the existing residential buildings confronting the Property across Tuckerman Lane. Utilizing these conditions, Building 2 activates the public realm, builds upon the current circulation infrastructure, and cohesively prioritizes resident health and well-being.

In addition to the Central Park provided with the Phase 1/Building 3 Site Plan currently under construction, the Building 2 Site Plan provides an additional 10,500 square feet of public open space. The public open space provided with Building 2 consists of two major spaces: the plaza between Building 2 and Building 3 in Phase 1 ("South Plaza"), and a feature stair connecting Strathmore Hall Street with Tuckerman Lane (the "Feature Stair"). The South Plaza will function as an outdoor gathering and lingering space with great views to nearby environmental features.

The Feature Stair includes gardens and seating areas and is located to the north of Building 2, providing an important physical connection between the Metro Station/Strathmore Square development and Tuckerman Lane, the confronting residential developments, and the surrounding bicycle network. Bike runnels will be incorporated into the stairs to facilitate bicycle connectivity.

g) Substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan.

The Property is located within the Approved and Adopted 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* ("Master Plan") area. The Master Plan envisions transforming the Property from a surface parking lot adjacent to Metro into a transit-oriented development with neighborhood retail for current and future residents. The Building 2 Site Plan continues implementation of the well-designed,

transit-oriented neighborhood initiated with the Phase 1/Building 3 Site Plan, currently under construction, and continues the transformation envisioned in the Master Plan.

Urban Design and Building Height

The Master Plan’s design recommendations for the Property are to:

- Place maximum building heights towards Rockville Pike and away from adjacent neighborhoods.
- Buildings in the transition zone (confronting the existing condo building on Tuckerman Lane) should step back to provide an appropriate transition.
- Locate buildings to frame streets and open space.
- Provide a safe and attractive environment for pedestrians through building and open space placement and design.
- Create human-scale architecture.
- Create building massing that limits shadows on the public realm and allows sky views.
- Complement public open space with private open spaces.

The Site Plan achieves these recommendations. A portion of Lot 2 is within the Master Plan designated “Transition Zone,” however, with the exception of the south tower’s projection windows, Building 2 is located outside of the transition zone. The window encroachment into the transition zone is consistent with the limitations in the Master Plan.

At 172 feet, Building 2 is consistent with the height recommendations for this location on the Property, and the building helps the transition from the lower residential densities along Tuckerman Lane to the higher density buildings closer to the Metro Station. The two-building component breaks up the mass of the building along Tuckerman Lane and the distinctive base will provide an interesting pedestrian environment along both building frontages. The pedestrian environment along Tuckerman Lane will be enlivened by a bike café, connecting the cycling path with the bike storage for the building. Balconies and bay windows will help further activate the building facades.

Mobility

The Master Plan’s applicable mobility recommendations for the Property are to:

- Improve pedestrian and bicycle connections.
- Enhance bicycle amenities at the Metro site.
- Install wayfinding signs.
- Create a new shared street that extends from Strathmore Park Court to Tuckerman Lane.
- Provide adequate crosswalks.

The Building 2 Site Plan includes various improvements for pedestrians and bicyclists including the Feature Stair which provides a safe and attractive pedestrian and bicycle connection between the Metro Station and surrounding neighborhood. Further, Building 2 will complete Strathmore Hall Street, the private road serving as Strathmore Square’s “spine road.”

ENVIRONMENTAL

The Master Plan's environmental recommendations for the Property are to:

- Incorporate native vegetation into landscaping.
- Minimize impervious cover.
- Encourage trees, plants, and other green features in open space and the public realm.
- Maintain tree cover.
- Encourage green roofs or solar panels.

The Application fulfills several of the Master Plan's environmental goals. Proposed green roofs will reduce stormwater runoff and also will act as an insulator, reducing energy usage for heating and cooling. The landscape design features trees and shrubs and perennials throughout the South Plaza, the Feature Stair and on roof decks. Impervious cover is minimized by putting the entire garage footprint underground.

PARKS AND OPEN SPACE

The Master Plan's applicable parks and open space recommendations for the Property are to:

- Include public art in public realm.
- Develop a 1.25-acre civic green.
- Create a plaza at the Metro station entrance.

The Building 2 Site Plan enhances the robust network of public and private open spaces, including the Central Park, provided with the Phase 1/Building 3 Site Plan. The Building 2 Site Plan includes the Feature Stair which provides a garden-filled pedestrian and bicycle connection between Tuckerman Lane and Strathmore Hall Street. The South Plaza will function as an outdoor gathering and lingering space with flexible seating.

COMMUNITY FACILITIES

The Master Plan does not recommend any new public facilities on the Property, however it requires that "each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan's direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans." The Master Plan does acknowledge, however, that "it is highly unlikely that a school site will be found on the limited area likely to develop/redevelop in the Grosvenor-Strathmore Metro Area Minor Master Plan area" (p.76).

The Subject Property is approximately 14.6 acres with an existing WMATA parking garage, Kiss & Ride and bus facilities. An urban format elementary school site would require at least four to five acres of the Property and a middle or high school would require a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size, the location of the existing WMATA facilities, and the potential to provide a significant amount of housing with direct access to a Metro station.

PUBLIC BENEFITS

The Master Plan indicates that the following public benefit categories are priorities for the Plan area:

- Dedication of land for needed school sites is the highest priority public benefit for development in North Bethesda. The Master Plan recognizes, however, that land dedication may not be feasible within the Plan area.
- Fifteen (15) % MPDUs is the highest priority public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than a school site, including but not limited to: land for parks and school athletic fields, a library, recreation center, County service center, public transportation or utility upgrade.

Other public benefits categories recommended in the Master Plan include:

- Quality open space.
- 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.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p. 81).

This Application supports the top priority Master Plan public benefit goals by providing a minimum of 15% MPDUs. However, the Applicant intends to provide 25% MPDUS, contingent on funding and an Alternative Location Agreement with DHCA. Ten percent of the 25% MPDUS would count towards the MPDU requirements of a future phase of Strathmore Square, but the Applicant is providing the MPDUs ahead of the future phase. In addition, the Applicant is providing quality open space beyond the required amount with the Feature Stair, which will enhance pedestrian and bicycle mobility, and an additional urban plaza.

MASTER-PLANNED ROADWAYS

Tuckerman Lane is an 80-foot two-lane Street with an existing public right-of-way between 81 feet to 83 feet. The current existing section has two travel lanes with five-foot bicycle lanes and on-street parking along both sides, as well as existing median pedestrian refuge islands. The Applicant proposes to maintain the existing rights-of-way, with the implementation of previously approved complete streets elements illustrated in the Preliminary Plan as part of future construction phases.

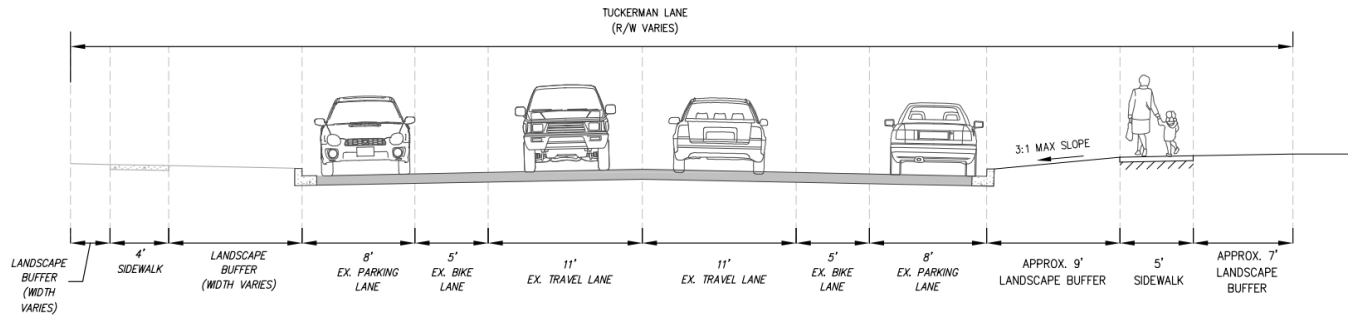


Figure 21 - Interim Tuckerman Lane Cross-Section

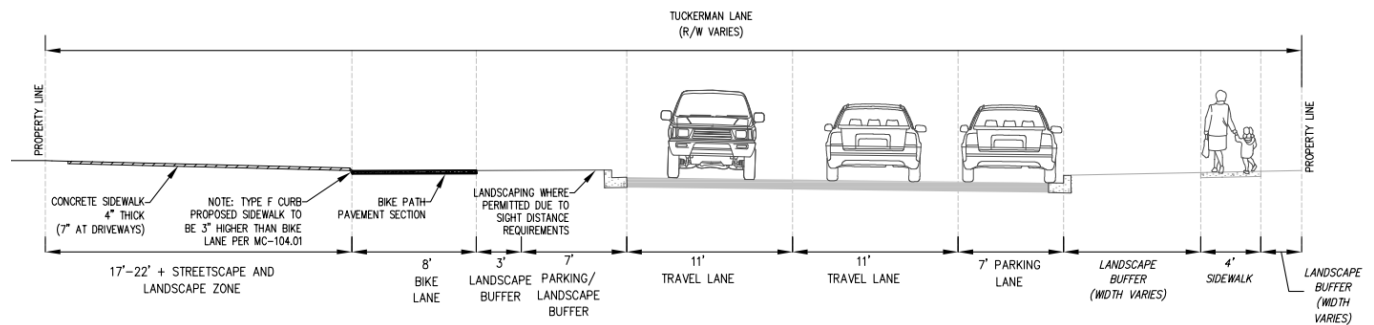


Figure 22- Future Tuckerman Lane Cross-Section (to be completed in future phases)

As envisioned by the *Grosvenor-Strathmore Metro Area Minor Master Plan* and the *Bicycle Master Plan*, two-way separated bicycle lanes are planned for Tuckerman Lane in a future phase of development, which are consistent with Town Center Street standards within the *2021 Complete Streets Design Guide*. Along the Applicant’s public frontage, five-foot bicycle lanes are currently present in-between the existing travel lanes and on-street parking spaces on both sides of the street. Implementation of the parking protected, curbside separated bicycle lanes will occur during future buildout of Buildings 1 and 6, as stipulated in the Preliminary Plan (No. 12019018B, Condition 25a) phasing requirements.

h) will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;

The approval of Preliminary Plan No. 120190180, as amended, established that the overall Strathmore Square development will be served by adequate public services and facilities. Table 1 in the Staff report demonstrates that the cumulative density of approved Building 3 (Site Plan No. 820220070) and proposed Buildings 2 (Subject Site Plan) and 5 (Site Plan No. 820230070, reviewed concurrently with the Subject Site Plan) are within the density limits approved by Preliminary Plan No. 120190180, as amended.

i) on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and

The Subject Property is not located in a Rural Residential or Residential zone.

- j) on a property in all other zones, is compatible with existing, approved or pending adjacent development.***

The proposed, predominately residential development will complement the existing adjacent development. Building 2 has been designed to promote compatibility with the adjacent and confronting residential developments by respecting the Transition Zone (which falls only partially on Lot 2) and creating a pedestrian friendly scale with a defined base at the ground plane to activate and enhance the pedestrian environment along Tuckerman Lane.

- 3. To approve a Site Plan for a Restaurant with a Drive-Thru, the Planning Board must also find that a need exists for the proposed use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood.***

Not applicable, this Site Plan does not include a restaurant with a drive-thru.

- 4. For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, if the proposed development includes less gross floor area for Retail/Service Establishment uses than the existing development, the Planning Board must consider if the decrease in gross floor area will have an adverse impact on the surrounding area.***

Not applicable, the Subject Property was not zoned C-1 or C-2 on October 29, 2014.

SITE PLAN 820230070, THE RESERVE AT STRATHMORE SQUARE (BUILDING 5)

- 1. When reviewing an application, the approval findings apply only to the site covered by the application.***

The findings herein apply only to the Subject Property.

- 2. To approve a Site Plan, the Planning Board must find that the proposed development:***
a) satisfies any previous approval that applies to the site;

The Site plan satisfies Sketch Plan No. 320190010 and Preliminary Plan No. 120190180, as amended.

- b) satisfies under Section 7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;***

This section is not applicable as there are no binding elements of an associated development plan or schematic development plan in effect on October 29, 2014.

- c) satisfies under Section 7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;***

This section is not applicable as the Subject Property’s zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

d) satisfies applicable use standards, development standards, and general requirements under this Chapter;

i. Use Standards

Residential Care Facilities (Over 16 Persons) and Retail/Service Establishments (up to 5,000 SF) are permitted uses in the CR Zone.

ii. Development Standards

As demonstrated by Table 5, the Building 5 Site Plan complies with the development standards of the zone. Table 1 in the Executive Summary shows the cumulative density for approved Building 3 (Site Plan 820220070) and proposed Buildings 2 (Site Plan No. 820230050, reviewed concurrently with this Site Plan) and 5.

Table 5: Data Table for CR-3.0, C-0.5, R-2.75, H-300 Zone, Optional Method, Section 59.4.5

Development Standard	Proposed-Overall Project⁴	Approved-Building 3, Site Plan No. 820220070	Proposed-Building 5, Site Plan No. 820230070
Tract Area	635,073 SF (14.58 acres)	635,073 SF (14.58 acres)	635,073 SF (14.58 acres)
Proposed Dedication	387 SF	387 SF ¹	387 SF ¹
Plus area of WMATA Parcel C for Building 6 ²	6,150 SF	6,150 SF ³	6,150 SF ³
Site Area	640,836 SF	640,836 SF	640,836 SF
Density (max)			
Mapped Residential	1,746,451 SF/ 2.75 FAR	313,569 SF	296,359.5 SF
Mapped Commercial	317,537 SF/ 0.5 FAR	9,000 SF	4,000 SF
Total Mapped Density	1,905,219 SF/ 3 FAR ⁵	322,569 SF	297,259 SF
MPDU requirement (min)	15%	15%	15% (DUs only) ⁹
MPDU Bonus Density	384,219 sf ⁶	n/a	39,440.5 SF
Total Residential	2,130,670 sf	313,569 SF	335,800 SF

Development Standard	Proposed-Overall Project⁴	Approved-Building 3, Site Plan No. 820220070	Proposed-Building 5, Site Plan No. 820230070
Density (Including MPDU bonus)			
Total Density (Including MPDU bonus)	n/a	2,289,438 sf	336,700 SF
Dwelling Units	2,218	2,218	166 units (218,716 sf) and 110 beds
Building Height(max)	300 ft ⁷	300 ft	300 ft
Public Open Space (min)	64,084 SF (10%)	64,084 SF (10%)	7,100 SF
Setbacks (min)	0	0	0

¹ Dedication will occur with a future phase but is included for purposes of calculating overall site area.

² Approved by Preliminary Plan No. 120190180 for a future phase that will require a minor subdivision for a lot line adjustment. No density is generated by this area.

³ The minor subdivision will occur with a future phase but is included here for purposes of calculating overall Site Area.

⁴ Density approved by Preliminary Plan No. 120190180, as amended. Sketch Plan 320190010 will need to be amended in the future to achieve maximum density allowed by the Preliminary Plan (see Density section below).

⁵ Preliminary Plan No. 120190180, as amended, allows flexibility to achieve the maximum mapped density such that approved commercial or residential density is allowed up to the maximum mapped density limit. To achieve a total density of 2,289,438 which includes the maximum MPDU bonus density, the maximum commercial density would be limited to 158,768 square feet.

⁶ Based on construction of 1,746,451 square feet of residential (mapped) density; must be used within the current limits of Preliminary Plan 12019018B, as amended.

⁷ Per Sketch Plan No. 320190010 condition #2, building height and step-backs within the "Transition Zone" along Tuckerman Lane must conform with Figure 20 in the Grosvenor-Strathmore Metro Area Minor Master Plan.

⁸ Building 3 is within the transition zone and conforms with Figure 20 in the Grosvenor-Strathmore Metro Area Minor Master Plan.

⁹ The assisted living and memory care suites do not have cooking facilities and are not considered dwelling units. As such, no MPDUs are required for the assisted living and memory care suites.

Density

The maximum residential and total density calculation for Sketch Plan 320190010 excluded the gross floor area for 15% MPDUs (261,967 square feet) in accordance with the Zoning Ordinance requirements at the time of approval. Zoning Text Amendment (ZTA) No. 18-06, adopted by the Montgomery County Council on October 9, 2018, revised the MPDU density bonus standards for the CR

Zone, and eliminated the exemption for MPDU floor area that applied to Sketch Plan 320190010. Preliminary Plan 120190180 reflects the approved density in conformance with the current Zoning Ordinance, as modified by ZTA No. 18-06, allowing up to 2,130,670 square feet of residential density (which includes the MPDU floor area and 384,219 square feet of bonus MPDU density for providing 15% MPDUs) and up to 2,289,438 square feet of total density.

iii. ***Division 4.7 Optional Method Public Benefits***

For optional method projects of this size in the CR Zone, the Zoning Ordinance requires a minimum of 100 points in four categories. The Applicant provided a significant number of public benefits with the Phase 1/ Building 3 Site Plan (No. 820220070), earning 111.01 points in six categories⁶. As such, fewer points are expected during each subsequent phase. For the Building 5 Site Plan, the Applicant seeks 7.88 additional points for Building Lot Terminations and public open space for a total of 118.89 points for Buildings 3 and 5.

⁶ The public benefits awarded with Site Plan No. 820220070 are summarized in the findings section of this report for the Building 2 Site Plan (No. 820230050).

Table 6: Building 5 Site Plan 820230070 Public Benefit Calculations

Public Benefit	Total Points Possible	Proposed for Overall Project¹	Approved-Phase 1/ Building 3 Site Plan No. 820220070	Proposed-Building 5 Site Plan No. 820230070
Major Public Facilities				
WMATA Bike Station	70	10 ²	10	0
5,000 sf (min) of cultural/art Space		3	0	0
Transit Proximity	50	50	50	0
Connectivity and Mobility				
Minimum Parking	10	9	0	0
Wayfinding	10	5	5	0
Diversity of Uses				
Affordable Housing	N/A	32	32	0
Quality Building and Site Design				
Public Open Space	20	8	0	1.1
Exceptional Design	10	5	5	0
Public Art	15	7	0	0
Structured Parking	20	10	0	0
Tower Step-Back	10	3	3	0
Protection and Enhancement of the Natural Environment				
Building Lot Termination	30	30	6.01	6.78
Total Points		172	111.01	7.88
¹ Includes all public benefit categories required by Sketch Plan 320190010, as amended.				
² Additional points may be granted in the future depending on the size of future expansions.				

Public Open Space

Under the Optional Method of Development in the CR Zone (given the Tract area attributable to the Property and number of frontages), the Applicant is required to provide a minimum of 10% on-site public use space (or 64,084 square feet). The Phase 1/ Building 3 Site Plan (No. 820220070) provided a significant amount of public open space (57,500 square feet), including the creation of the 1.2-acre Central Park. The Building 2 Site Plan (No. 820230050, under review concurrently with the Building 5 Site Plan) provided an additional 10,500 square feet of public open space, for a total of 68,000 square feet of public open space. With 7,100 square feet of additional public open space proposed with the Building 5 Site Plan, the Overall Project will provide 75,500 square feet, or 11.8%, public open space, exceeding the 10% required by the Zoning Ordinance. As such, per the calculation below, the Applicant is seeking 1.1 points from this category and Staff supports the request. Additional points for public open space will be achieved in future phases.

(P/N)*100

P (public open space) = 7,100 square feet (above minimum, provided by Building 5)

N (net lot area) = 640,836 square feet

$7,100 / 640,836 * 100 = 1.1$ points

PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Building Lot Terminations (BLTs)

The Applicant will purchase Building Lot Termination easements, or make an equivalent payment to the Agricultural Land Preservation Fund, in an amount equal to 7.5 percent of the incentive density floor area. For the Phase 1/ Building 3 Site Plan, the Planning Board previously granted 6.01 points for the purchase of 0.6248 BLTs.

Based on the density proposed by this Site Plan (up to 304,445 square feet), the Applicant will be required to purchase 0.6248 BLTs, based on the following calculation:

- $(\text{Lot 5 Proposed Density} - \text{Standard Method Density}^7) * 0.75 / 31,500$

- $336,700 \text{ square feet proposed} - 19,981.5 \text{ square feet base density} = 316,718.5 \text{ square feet of incentive density}$

- $316,718.5 \text{ square feet} * 0.075 = 23,753.8878 / 31,500 = 0.7541 \text{ BLTs}$

Since one BLT is equivalent to nine public benefit points, the Applicant is seeking, and Staff supports, 6.78 points for this category.

iv. **Article 6: General Development Standards**

(1) Division 6.1 Site Access

All vehicular access to the Property is proposed from Strathmore Hall Street, a private road. Pedestrians and bicycles will access the Site via Strathmore Hall Street, the Central Park directly south of the Site, or the Metro station just to the west of the Site.

(2) Division 6.2 Parking, Queuing Loading

Access to the parking garage will be off Strathmore Hall Street and will have valet service for all residents, staff, and guests as described in the Transportation section of this report. The parking garage will have 111 vehicle parking spaces to serve Building 5. The parking garage includes 3 standard ADA spaces, 2 ADA van spaces, 3 motorcycle spaces, 1 car share space and 1 electric vehicle charging space. Long-term bicycle parking is provided on the first complete parking level below grade floor and includes 46 spaces. Short-term bicycle parking is provided on both the east and west sides of the building. This meets the requirement for bicycle parking.

Loading will occur via Strathmore Hall Street through a driveway access immediately to the north of the valet parking entrance.

⁷ Standard method density is calculated based on the size of Lot 5.

Table 7: Building 5 Parking Requirements

Type of Parking	Required/Allowed	Provided in Building 5
Vehicle		
Residential	111 min ¹ /229 max	111 valet spaces ³
Retail/Service (900 sf)	3 min ² /6 max	
Total	114 min/235 max	
Motorcycle spaces	2% (3)	3
Electric vehicle ready	1 per 100 vehicle spaces	1
Car-share	1	1
Bicycle	45 long-term, 3 short-term	46 long-term, 3 short-term
Loading	1	2
<p>¹ Reductions taken under Section 59-6.2.3.I for MPDUs and Non-Auto Driver Mode Share (NADMS).</p> <p>² Reduction taken under Section 59-6.2.3.I for NADMS.</p> <p>³ Per Section 59-6.2.3.I.4, one car-share space located near an entrance equals three required spaces for commercial uses.</p>		

(3) Division 6.3 Open Space and Recreation

The Building 5 Site Plan will expand upon the significant amount of public open space provided with the 1.2-acre Central Park that is currently under construction. The Central Park will serve as the heart of the new neighborhood and will feature accessible pathways, benches, trash/recycling receptacles, bike racks, and lighting.

The Building 5 Site Plan provides an additional 7,100 square feet of public open space, continuing the urban design vision of the Overall Project by framing and activating the northern edge of the Central Park. The public open space provided by Building 5 is primarily provided through a promenade along the northern edge of the Central Park (along the southern edge of Lot 5) and an urban plaza located directly across from the Metro Station entrance (adjacent to the pop-up plaza, planned in connection with Phase One).

The Application includes an analysis of on and off-site recreational facilities, Scenario ID 23423 demonstrating conformance with the Recreation Guidelines. The Site Plan provides a variety of amenities such as activity rooms, performance space, an indoor pool, fitness center and a multipurpose court.

(4) Division 6.4 General Landscaping and Outdoor lighting

Proposed landscaping and lighting, as well as other site amenities, will enhance the internal private roads and public open spaces. The facilities will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors. The landscape design both connects the proposed development to the neighborhood while providing clear transitions from public spaces to private

areas. The on-site lighting will limit the necessary light levels to streets and sidewalks, providing safe lighting at a pedestrian scale.

e) Satisfies the applicable requirements of:

i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

The Department of Permitting Services approved the Site Development Stormwater Management Plan for Lot 5 on May 4, 2023. The plan proposes to meet required stormwater management goals via Microbioretention Planter Boxes and Green Roof. Structural facilities (Bayfilters) are proposed for volume not able to be treated in ESD measures.

ii. Chapter 22A, Forest Conservation.

As described with the findings for F20230150, the Site Plan Application satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and is in compliance with the Montgomery County Planning Department's Environmental Guidelines.

f) Provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;

The Building 5 Site Plan provides safe and well-integrated parking and circulation patterns. Vehicular access to Building 5 is proposed from Strathmore Hall Street. Valet parking for vehicles and bicycle parking is incorporated into the below grade garage. Long-term bicycle parking spaces are provided in a secure bicycle room and short-term spaces are proposed adjacent to Strathmore Hall Street and the Central Park. The internal private street network will provide circulation for private vehicles, pick-up/drop-off, deliveries, as well as other short-term parking needs.

Building 5 massing is designed to be compatible with, and display particular sensitivity to, the surrounding development. This massing responds to its context by orienting the tallest portion of the building near the Metro Station and Rockville Pike, reflective of the Property's transit-oriented nature, and the lowest portion of the building towards Strathmore Hall Street and the residential buildings along it (with Tuckerman Lane farther beyond). The proposed stepping of the building allows for more sky exposure and daylight to the surrounding streets and open space.

Open space and site amenities are generous and well-integrated into the Strathmore Square development. Building 5 provides an urban plaza adjacent to the Central Park, expanding upon the Overall Property's primary open space area. A "grab and go" café is envisioned in Building 5, directly opposite the Metro station, providing a convenient amenity to residents of Strathmore Square, Metro riders, and the greater neighborhood.

g) Substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan.

The Property is located within the Approved and Adopted 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* ("Master Plan") area. The Master Plan envisions transforming the Property from a surface parking lot adjacent to Metro into a transit-oriented development with neighborhood retail for current and future residents. The Building 5 Site Plan continues the high quality, transit-oriented development initiated with the Phase 1/Building 3 Site Plan currently under construction.

URBAN DESIGN AND BUILDING HEIGHT

The Master Plan's design recommendations for the Property are to:

- Place maximum building heights towards Rockville Pike and away from adjacent neighborhoods.
- Locate buildings to frame streets and open space.
- Provide a safe and attractive environment for pedestrians through building and open space placement and design.
- Create human-scale architecture.
- Create building massing that limits shadows on the public realm and allows sky views.
- Complement public open space with private open spaces.

The Site Plan achieves these recommendations. The tallest portion of the Building 5 is oriented towards the Metro station and steps down towards Strathmore Hall Street and the residential neighborhood beyond. The tallest portion of the building, on the western side of the site, has a distinctive top that marks the skyline. Building 5 frames both Strathmore Hall Street and the Central Park. The ground floor storefront, with its many openings, is intended to be porous and blur the boundary between inside and out, and contains public facing program along its length, fronting both the Metro to the west, Strathmore Hall Street to the east, and Central Park, to the south.

ENVIRONMENTAL

The Master Plan's environmental recommendations for the Property are to:

- Incorporate native vegetation into landscaping.
- Minimize impervious cover.
- Encourage trees, plants, and other green features in open space and the public realm.
- Maintain tree cover.
- Encourage green roofs or solar panels.

The Application fulfills several of the Master Plan's environmental goals. Proposed green roofs will reduce stormwater runoff and also will act as an insulator, reducing energy usage for heating and cooling. Impervious cover is minimized by putting the entire garage footprint underground. In addition, the landscape around proposed Building 5 consists primarily of native trees, shrubs and perennials.

PARKS AND OPEN SPACE

The Master Plan's applicable parks and open space recommendations for the Property are to:

- Include public art in public realm.
- Develop a 1.25-acre civic green.
- Create a plaza at the Metro station entrance.

The Site Plan includes a robust network of public and private open space including an urban plaza across from the Metro and adjacent to the Central Park and a plaza in close proximity to the Metro station entrance.

COMMUNITY FACILITIES

The Master Plan does not recommend any new public facilities on the Property, however it requires that “each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans.” The Master Plan does acknowledge, however, that “it is highly unlikely that a school site will be found on the limited area likely to develop/redevelop in the Grosvenor-Strathmore Metro Area Minor Master Plan area” (p.76).

The Subject Property is approximately 14.6 acres with an existing WMATA parking garage, Kiss & Ride and bus facilities. An urban format elementary school site would require at least four to five acres of the Property and a middle or high school would require a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size and the location of the existing WMATA facilities, and the potential to provide a significant amount of housing with direct access to a Metro station.

PUBLIC BENEFITS

The Master Plan indicates that the following public benefit categories are priorities for the Plan area:

- Dedication of land for needed school sites is the highest priority public benefit for development in North Bethesda. The Master Plan recognizes, however, that land dedication may not be feasible within the Plan area.
- Fifteen (15) % MPDUs is the highest priority public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.

Other public benefits categories recommended in the Master Plan include:

- Quality open space.
- 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.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p. 81).

This Application supports the top priority Master Plan public benefit goals by providing 15% of the independent dwelling units as MPDUs. In addition, the Building 5 Site Plan provides a well-designed public plaza across from the Metro station that provides high-quality open space.

MASTER-PLANNED ROADWAYS

Tuckerman Lane: Tuckerman Lane is classified as an 80-foot two-lane Business Street, B-1, with an existing public right-of-way between 81-feet to 83-feet. The existing section has two travel lanes, with 5-foot bicycle lanes and on-street parking along both sides, as well as existing median pedestrian refuge islands. The Applicant proposes to maintain the existing rights-of-way, with the implementation of previously approved complete streets elements illustrated in the Preliminary Plan as part of future construction phases.

As envisioned by the Master Plan and the 2018 *Bicycle Master Plan*, two-way separated bicycle lanes are planned for Tuckerman Lane in a future phase of development, which are consistent with Town Center Street standards within the 2021 *Complete Streets Design Guide*. Along the Applicant's public frontage, five-foot bicycle lanes are currently present in between the existing travel lanes and on-street parking spaces on both sides of the street. Implementation of the parking-protected, curbside separated bicycle lanes will occur during future buildout of Buildings 1 and 6, as stipulated in the Preliminary Plan (No. 12019018B, Condition 25a) phasing requirements.

The proposed internal spine road, Strathmore Hall Street, is a modification of MCDOT design standard MC-2005.02, a Business District Street with a 60-foot-wide private right-of-way with 10-foot-wide travel lanes in each direction, an 8-foot-wide alternating curbside flexible zone that will serve various uses including drop-off/layby zones at building lobbies, on-street parking, landscape/stormwater management, street trees, and continuing adjacent sidewalk on both sides. The curbside zones will be designed through the use of chicanes, intended to further reduce the speed of passing vehicles.

Along the proposed Private Road B, the Applicant proposes 12-foot travel lanes, a 5-foot sidewalk, bio-retention facilities with tree plantings and heavy screening around utility boxes. Upon westbound approach to the Private Road A intersection, the sidewalk is proposed to meander as a means of navigating the grade change to meet ADA requirements. The circulation of Ride On and Metrobus travel will be preserved with the retention of two eastbound travel lanes.

All portions of the private streets will be fully accessible to the public. The proposed private connections will promote safe and efficient internal circulation focused on all modes of transportation with additional care towards the promotion of pedestrian circulation to and from the Metro station. The private streets will provide vehicular connectivity to accommodate local traffic circulation for the lobbies of the buildings located adjacent to it and loading and service entrances will be minimized.

h) will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;

The approval of Preliminary Plan No. 120190180, as amended, established that the overall Strathmore Square development will be served by adequate public services and facilities. Table 1 in the Staff report demonstrates that the cumulative density of approved Building 3 (Site Plan No. 820220070) and proposed Buildings 2 (Site Plan 820230050, reviewed concurrently with this Site Plan) and 5

(Subject Site Plan) are within the density limits approved by Preliminary Plan No. 120190180, as amended.

- i) on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and***

The Subject Property is not located in a Rural Residential or Residential zone.

- j) on a property in all other zones, is compatible with existing, approved or pending adjacent development.***

The proposed, predominately residential development will complement the existing adjacent development. The highest point of the building is closest to the Metro station and the building steps down as it approaches Strathmore Hall Street, Tuckerman Lane and the residential neighborhoods beyond.

- 3. To approve a Site Plan for a Restaurant with a Drive-Thru, the Planning Board must also find that a need exists for the proposed use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood.***

Not applicable, this Site Plan does not include a restaurant with a drive-thru.

- 4. For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, if the proposed development includes less gross floor area for Retail/Service Establishment uses than the existing development, the Planning Board must consider if the decrease in gross floor area will have an adverse impact on the surrounding area.***

Not applicable, the Subject Property was not zoned C-1 or C-2 on October 29, 2014.

FOREST CONSERVATION PLAN F20230150

NATURAL RESOURCE INVENTORY/FOREST STAND DELINEATION

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for this site was approved by M-NCPPC staff on November 20, 1998 (NRI/FSD No. 419990610). The site contains no streams or stream buffers, wetlands or wetland buffers, 100-year floodplains, hydraulically adjacent steep slopes, or known occurrences of rare, threatened, or endangered species. The proposed plan is in conformance with the *Montgomery County Planning Department's Environmental Guidelines*.

FOREST CONSERVATION PLAN

This site has several previously approved Final Forest Conservation Plans (FFCPs). The first FFCPs were associated with Mandatory Referrals for the construction of the WMATA garage and subsequent

garage expansion and site improvements, and covered the whole property. The Forest Conservation Mitigation requirements created by the Mandatory Referral actions have already been fulfilled.

The original FFCP for this site, No. MR2000201, designated the 1.74 acres of retained forest lying east of the parking garage and west of Tuckerman Lane as a Category I Conservation Easement. Even though the Category I Easement was never recorded in the County land records, it is still treated as a Category I Easement in the regulatory review. Subsequent to the original approval, 0.10 acres of the retained forest was removed to construct a concrete stairway up to the Metro Parking lot from Tuckerman Lane, leaving 1.64 acres of retained forest. The Planning Board Resolution approved the amended FFCP for Mandatory Referral No. MR2018026 (Resolution MCPB No. 18-063) including a condition requiring that any future plan submission showing removal of this area must replace this forest at a 2:1 ratio, resulting in a requirement for 3.28 acres of off-site forest planting, plus an additional 0.10 acres for the forest previously removed in the area designated as easement, for a total of 3.38 acres of off-site forest planting, or 6.76 acres of existing forest preserved.

Sketch Plan 320190010 was approved in 2018, followed in 2019 by Preliminary Plan 120190180 to redevelop a portion of the property with a mix of residential and non-residential uses.

Preliminary Forest Conservation Plan (PFCP) 120190180 established the preliminary forest mitigation requirements for the new development, and included a variance request for disturbance to variance trees. The Preliminary Plan added 1.88 acres of off-site disturbance for infrastructure improvements required to serve the new development, plus 0.31 acres for the inclusion of proposed Parcel C with the Preliminary Plan application. These items add 2.19 acres to the net tract area that were not previously accounted for in the prior FFCP approvals, and they resulted in an additional 0.33 acres of reforestation required.

Adding the forest mitigation planting requirement for the new tract area to the mitigation requirement for the Category I Easement removal yields a combined requirement for 3.71 acres of forest planting (or 7.42 acres of forest preservation) in an approved off-site forest conservation bank.

Condition 19 in the Resolution approving Preliminary Plan 120191080 (Resolution MCPB No. 19-065) required that, "Before demolition, clearing or grading on the Subject Property, the Applicant must fulfill half of the Forest Conservation mitigation requirements to obtain 3.71 acres of forest mitigation bank credit by recording a Certificate of Compliance in the Montgomery County Land Records for 1.855 acres of forest mitigation bank credit in a Montgomery County Planning Department-approved forest mitigation bank. The remaining 1.855 acres of forest mitigation bank credits must be provided within 1 year of the issuance of the first sediment and erosion control permit associated with the second Site Plan approved for the site. The Certificates of Compliance must be in a form approved by the M-NCPPC Office of the General Counsel." This condition was carried forward by a subsequent PFCP amendment, No. 12019018A.

In 2022, a new FFCP was approved with Site Plan 820220070, covering the requirements of the first phase of development on the site including providing half of the forest mitigation requirement of 3.71 acres. The Applicant has already purchased the 1.855 acres of off-site banking required under FFCP 820220070.

The FFCP currently under review, F20230150, amends FFCP 820220070 and has been submitted in fulfillment of the Chapter 22A requirements for Site Plan Nos. 820230050 and 820230070. As required by Condition 19 in Resolution MCPB No. 19-065, this FFCP requires that 1.885 acres of off-site forest

bank credits be purchased to satisfy the remainder of the forest mitigation requirement on the property.

After F20230150 was submitted for review, the Applicant agreed to construct curb improvements on the WMATA property along the southwestern portion of the property. The additional Limits of Disturbance (LOD) associated with these curb improvements must be shown on the Certified Final Forest Conservation Plan, and additional forest conservation mitigation provided if necessary. This requirement has been included in the conditions of approval for F20230150.

The Application meets the requirements of Chapter 22A of the Montgomery County Forest Conservation Law.

NOISE ANALYSIS

A Phase I Noise Analysis was prepared by Phoenix Noise and Vibration for the Property due to its location along Rockville Pike (MD Route 355), Tuckerman Lane, and adjacent to the Grosvenor-Strathmore Metro tracks and station, and the results were provided in a report dated December 7, 2018 (Attachment E). A noise analysis is necessary to determine the projected interior and exterior noise levels requiring mitigation for residential units and outdoor recreational areas. The Montgomery County “Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development” stipulate a 65 dBA Ldn maximum noise level for outdoor recreation areas and 45 dBA Ldn for indoor areas in this area of Montgomery County.

The Noise Analysis projects that ground level noise around Building 5 and on the south, west, and north sides of Building 2 will be below 65 dBA Ldn, so outdoor public areas will not be subjected to excessive noise and no mitigation is required. At higher elevations, the east face of Building 2 and the south and west faces of Building 5 will be subjected to noise levels at or above 65 dBA Ldn; therefore, noise impacted units on these building faces must be designed and constructed using building materials that will mitigate interior noise levels to a maximum of 45 dBA Ldn. These requirements are included in the conditions of approval for both site plans.

SECTION 6: COMMUNITY OUTREACH

On December 12, 2022, the Applicant held a virtual pre-submittal public meeting covering Site Plan Nos. 820230050 and 820230070 and Forest Conservation Plan No. F20230150. The Applicant has complied with all other submittal and noticing requirements.

As of date of this Staff Report, no correspondence has been received.

SECTION 7: CONCLUSION

Site Plan Nos. 820230050, 820230070 comply with the findings required for approval in the Zoning Ordinance, and Forest Conservation Plan No. F20230150 complies with the requirements of the Forest Conservation Law. Staff recommends approval of Site Plan Nos. 820230050, 820230070 and Forest Conservation Plan No. F20230150 with the conditions included at the beginning of this report.

ATTACHMENTS

Attachment A: Prior Approvals

Attachment B: Site Plan No. 820230050

Attachment C: Site Plan No. 820230070

Attachment D: Forest Conservation Plan No. F20230150

Attachment E: Noise Analysis

Attachment F: Agency Approvals Site Plan No. 820230050

Attachment G: Agency Approvals Site Plan No. 820230070