

**FEDERAL PLAZA WEST
SKETCH PLAN NO. 320220100 AND
PRELIMINARY PLAN NO. 120220140**



Description

The Sketch and Preliminary Plans propose to redevelop a surface parking lot and vacant commercial development into a mixed-use development with up to 474,051 square feet of residential development (up to 500 units) and 108,965 square feet of commercial development. The project is located at 1776 East Jefferson Street, zoned CRT-2.25 C-0.75 R-1.5 H-75 and on 6.52 acres within the 2018 *White Flint 2 Sector Plan*.

Nos. 320220100, 120220140
Completed: 6-30-2023

MCPB
Item No.
07-13-2023

Montgomery County
Planning Board
2425 Reedie Drive, Floor 14
Wheaton, MD 20902

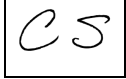
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LOCATION/ADDRESS

1776 East Jefferson Street, 200 feet south of
Rollins Avenue

MASTER PLAN

2018 *White Flint 2 Sector Plan*

ZONE

CRT-2.25 C-0.75 R-1.5 H-75

PROPERTY SIZE

6.52 acres

APPLICANT

Federal Realty c/o Federal Realty Investment
Trust

ACCEPTANCE DATE

May 18, 2022

REVIEW BASIS

Chapters 50, 59, and 22A



Summary:

- The Applicant proposes to construct a total of 583,016 square feet of development (500 dwelling units and 108,965 square feet of retail), including development on a surface parking lot, adaptive reuse of a commercial building, and retention of existing commercial space. The Applicant requests an extended Adequate Public Facility Validity period of 7 years.
- The Applications include a “road diet” on East Jefferson Street that reduces traffic lanes and provides for pedestrian and bicycle circulation on the Subject Property’s frontage and extends north to the City of Rockville.
- The proposed development will be constructed in three phases.
- The Applicant requests a parking waiver pursuant to Zoning Ordinance Section 6.2.10 in order to make a minor adjustment to the required drive aisle widths from the required 20 feet to 19 feet.
- The Applicant received six regulatory extensions.
- Staff has received two pieces of correspondence from citizens.
- Staff recommends approval with conditions.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
SECTION 1: RECOMMENDATIONS AND CONDITIONS	4
SKETCH PLAN 320220100	4
PRELIMINARY PLAN 120220140	5
SECTION 2: SITE DESCRIPTION	11
VICINITY	11
PROPERTY DESCRIPTION	12
SECTION 3: PROJECT DESCRIPTION	14
PREVIOUS APPROVALS	14
PROPOSAL	14
SECTION 4: SKETCH PLAN 320220100 FINDINGS AND ANALYSIS	26
SECTION 5: PRELIMINARY PLAN 120220140 FINDINGS AND ANALYSIS	32
SECTION 6: COMMUNITY OUTREACH	44
SECTION 7: CONCLUSION	44
ATTACHMENTS	44

EXECUTIVE SUMMARY

Federal Plaza is a prominent strip shopping center composed of Federal Plaza East (facing Rockville Pike) and Federal Plaza West (facing East Jefferson Street). The Application proposes to transform Federal Plaza West from a shopping center with a pad site and surface parking into a mixed-use development with structured parking.

The proposed plan includes the addition of one multi-family building, one mixed-use building, which incorporates 5,000 square feet of commercial space into a multi-family building, structured parking, and the adaptive reuse of part of the first floor of the existing commercial development as parking. The development also includes a flexible urban green open space, creating a buffer for the residential units from East Jefferson Street and providing a public gathering space.

The transformation of Federal Plaza West includes the creation of a new street grid, breaking the site into smaller internal blocks. The plan provides the first step in creating a new street, connecting East Jefferson Street and Rockville Pike and breaking the 91.4-acre superblock created by Montrose Road, East Jefferson Street, Rollins Avenue, and Rockville Pike. The new street will be completed through the redevelopment of Federal Plaza East, which is not part of this application.

The proposed development also includes a “road diet” for East Jefferson Street and the creation of a 10-foot-wide separated bicycle lane and an 8-foot-wide sidewalk on the west side. The bike lane will be separated from traffic by a landscape buffer and includes a transition to the City of Rockville facilities.

The development will be implemented in three phases. The first phase includes the multi-family building, parking structure, conversion of commercial space to parking, and the flexible urban green. The second phase of development will be timed to coincide with the expiration of a commercial lease of the pad site. This phase will include the mixed-use building and the partial creation the new connecting street and remaining internal circulation. The third phase will occur with the redevelopment of Federal Plaza East and will allow for the completion of the roadway connection.

SECTION 1: RECOMMENDATIONS AND CONDITIONS

SKETCH PLAN 320220100

Staff recommends approval of Federal Plaza West, Sketch Plan No. 320220100, for up to 583,016 square feet of density on 6.52 acres, zoned CRT-2.25 C-0.75 R-1.5 H-75, in the 2018 *White Flint 2 Sector Plan* area. The following site development elements shown on the latest electronic version of Sketch Plan No. 320220100, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the conditions below.

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

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

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 583,016 square feet of total development, comprised of 474,051 square feet of residential development (including 15% Moderately Priced Dwelling Units (MPDUs)) and 108,965 square feet of commercial development.

2. Height

The development is limited to a maximum average building height of 87 feet (including 12 feet of additional building height to accommodate MPDUs), as measured from the building height measuring point to be illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 50 and be chosen from at least 3 categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a) Transit Proximity, achieved through level 1 transit proximity;
- b) Diversity of Uses and Activities, achieved by providing 15% Moderately Priced Dwelling Units;
- c) Quality of Building and Site Design, achieved through structured parking; and

d) Building Reuse, achieved through the retention and reuse of an existing building.

4. Public Open Space

The Applicant must provide a minimum of 10.1% of the Site Area (264,074 square feet) as Public Open Space, totaling 26,732 square feet.

5. Future Coordination for the Site Plan

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

- a) The Applicant must maximize the acreage of the public open space on the East Jefferson frontage.
- b) The Applicant must design the public open space to be engaging, flexible, and designed at the pedestrian scale.
- c) At Site Plan, the Applicant must provide a noise analysis for interior residential units per the 1983 Noise Guidelines. The noise analysis needs to address all applicable noise sources/roadways and be based on onsite field recordings, made during representative time periods. The analysis must show the existing and 20-year projected noise contours and/or provide 3-D modeling as appropriate (the 3-D modeling would need to reflect the existing and 20-year projected noise levels).
- d) Ensure that the pedestrian connection to California Circle is maintained without stairs.

6. Validity

A site plan must be submitted within 36 months after the date the resolution for the Sketch Plan is mailed.

PRELIMINARY PLAN 120220140

Staff recommends approval with conditions of the Preliminary Plan to redevelop a surface parking lot and vacant commercial development into a mixed-use development with up to 474,051 square feet of residential development (up to 500 units) with 15% MPDUs and 108,965 square feet of commercial development. All site development elements shown on the latest electronic version of the Preliminary Plan No. 120220140 as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.

GENERAL APPROVAL

1. This Preliminary Plan is limited to one (1) lot for 474,051 square feet of multi-family dwelling units (up to 500 units) with 15% MPDUs and 108,965 square feet of retail/service and restaurant¹ uses and one (1) private road parcel.

ADEQUATE PUBLIC FACILITIES AND OUTSIDE AGENCIES

2. The Adequate Public Facilities (“APF”) review for the Preliminary Plan will remain valid for seven (7) years from the initiation date (as defined in Montgomery County Code Section 50.4.3.J.5).

PLAN VALIDITY PERIOD

3. The Preliminary Plan will remain valid for three (3) years from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and before the expiration date of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

OUTSIDE AGENCIES

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated May 24, 2023 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. 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 December 13, 2022, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
7. 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 February 13, 2023, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

FUTURE SITE PLAN APPROVAL REQUIRED

¹ The restaurant space can be changed to other commercial uses if there is no adverse impact on the Preliminary Plan and APF findings and it is approved by Staff.

8. Before clearing or grading or recording a plat for the Subject Property, the Applicant must receive Staff certification of a Planning Board-approved site plan. The number and location of site elements, including but not limited to buildings, dwelling units, open space design, on-site parking, site circulation, sidewalks, and bikepaths will be determined through site plan review and approval.
9. If an approved site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan or site plan amendment.

ENVIRONMENT AND NOISE

10. The Applicant must comply with the conditions of approval for the Preliminary Forest Conservation Plan No. 120220140 (PFCP), subject to the following conditions:
 - a. The Applicant must submit a Final Forest Conservation Plan (FFCP) with any subsequent Site Plans.
 - b. The FFCP must include detailed and specific tree protection measures for off-site trees impacted by the Limits of Disturbance (LOD).
 - c. The LOD shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.

TRANSPORTATION

Existing Frontage Improvements

11. Before the recordation of plat(s), the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of the East Jefferson Street Road Diet.

Off-Site Improvements/LATR

12. Before the release of any above ground building permit, the following off-site improvements must be permitted and bonded (to ensure construction) pursuant to MCDOT requirements:
 - a. East Jefferson Street interim Road Diet from north of Rollins Avenue in Rockville to California Circle. This includes reducing the number of lanes to two and full pedestrian and bicycle improvements to the middle access driveway as well as interim improvements from the middle access driveway to a location coordinated with MCDOT.
 - b. Curb Ramp ADA modifications & improvements on East Jefferson Street (identified as Curb Ramps 11, 14, and 15 in the Federal Plaza West Transportation Study dated 1/9/2023 submitted by Gorove Slade).
13. Before the release of any above ground building permit, the following off-site improvements must be bonded (to ensure construction) pursuant to MCDOT requirements:
 - a. East Jefferson Street full Road Diet package. This includes reducing the number of lanes to two and full pedestrian and bicycle improvements from the middle access driveway to the existing pedestrian light located just north of Montrose Road.

14. If at the time the Applicant submits for permits to construct one of the required LATR Off-Site Improvements, the improvement is no longer necessary or desirable, because: i) it has been constructed or is under construction by another applicant or as part of a capital improvement project by a government agency, or, ii) the applicable master plan has changed and no longer requires or suggests the improvement, the Applicant can propose an alternative LATR Off-Site Improvement from the priority list of improvements provided in the subject Staff Report that is of similar value, and this alternative improvement, if reviewed and approved by Planning Staff, can be substituted and shown on a revised Certified Preliminary Plan.

Private Roads

15. The Applicant must provide Private Road “Street S” including any sidewalks, bikeways, storm drainage facilities, street trees, street lights, private utility systems and other necessary improvements as required by either the Preliminary Plan or the subsequent Site Plan within the delineated private road area (collectively, the “Private Road”), subject to the following conditions:
 - a. The record plat must show the Private Road in a separate parcel up to the intersection of the alley. The record plat must clearly delineate the Private Road and include a metes and bounds description of the boundaries of the Private Road.
 - b. The Private Road must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338, and the terms and conditions in the Montgomery County Code § 50-4.3.E et seq regarding private roads. The Covenant includes, but is not limited to the following requirements/conditions:
 - i. The Applicant, at its expense, shall design, construct and maintain the Private Road.
 - ii. The Applicant, at its sole cost and expense, shall properly and continually maintain (including ordinary and capital maintenance and removal of snow, ice, litter, and other obstructions and hazards as soon as conditions reasonably allow), repair, and replace any portion of the Private Road and all improvements located within the Private Road, in good condition and repair for safe use and operation of the Private Road. The Applicant must maintain a commercially reasonable budget (operating and capital, as applicable) to address both short-term and long-term maintenance, and reserves for capital repairs. The Applicant must provide certification of the reserves to the Planning Board or its Staff every two (2) years (or every five (5) years in the event there are no below-ground parking structures in the Private Road). The reserves must be adequate to cover the costs of needed repairs.
 - iii. The Applicant must post and retain signage to notify the public that the Private Road is not publicly maintained and to provide contact information to handle complaints, concerns or questions regarding the Private Road.
 - c. Before issuance of the first building permit, the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the Private Road has been designed and the applicable building permits will provide for construction in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may

be modified on this Preliminary Plan or a subsequent Site Plan, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.

RECORD PLATS

16. There shall be no clearing or grading of the site before recordation of plat(s).

EASEMENTS

17. The record plat must show necessary easements.
18. The record plat must reflect common ingress/egress and utility easements over all shared driveways.

OTHER DEDICATIONS

Schools

19. Prior to issuance of each building permit for a residential dwelling unit, the Applicant must obtain an assessment from Montgomery County Department of Permitting Services for Utilization Premium Payments (UPPs) consistent with County Code and the Growth and Infrastructure Policy, as follows:
 - a) no elementary school UPP required;
 - b) no middle school UPP required; and
 - c) no high school UPP required

DEVELOPMENTS WITH MPDUS

20. The final number of MPDUs will be determined at the time of site plan approval. At site plan, demonstrate that MPDUs will be distributed throughout the development and comply with the requirements of Chapter 25A. If units will be for sale, please contact the Montgomery County Department of Community Affairs (MCDHCA) to ensure affordability for MPDU purchasers.

CERTIFIED PRELIMINARY PLAN

21. The Certified Preliminary Plan must contain the following notes:

“Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data

table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.”

22. Before submittal of the Certified Preliminary Plan, the Applicant must make the following changes:
 - a) Show resolutions and approval letters on the certified set.
 - b) Include the approved Fire Access Plans in the certified set.
 - c) Show the Private Road “Street S” in a private road parcel up to the intersection with the private alley.
 - d) Show Phase 3 for the completion of Private Road “Street S” from the alley to the property line.
 - e) Incorporate the modifications requested by the City of Rockville on the East Jefferson Road Diet concept plan.
 - f) Remove the word “Woonerf” to describe the middle access driveway and replace with “Shared Driveway”.
 - g) The LOD on the Preliminary Forest Conservation Plan must show all off-site disturbance, regardless of location.

SECTION 2: SITE DESCRIPTION

VICINITY

The Subject Property (or “Property” (with a red star below)) is located on East Jefferson Street, one block west of Rockville Pike, in the 2018 *White Flint 2 Sector Plan* area. The Property borders the City of Rockville to the north and across East Jefferson Street to the west. Surrounding land uses are commercial to the north and east and residential to the south and west.

The surrounding area has a concentration of educational and institutional uses, as well as age-restricted housing and assisted living facilities. The Charles E. Smith Jewish Day School is an elementary school while the Bender Jewish Community Center of Greater Washington includes a preschool, camps, adult programs, sport and aquatic facilities, and an auditorium. B’nai Israel is a temple which includes a preschool. The Charles E. Smith Life Communities includes Ring House and Revitz House (independent living facilities), Landow House (assisted living), Hebrew Home of Greater Washington (long term care), and Cohen-Rosen House (memory care). According to the American Community Survey, approximately 34% of the population is over 60 years old.

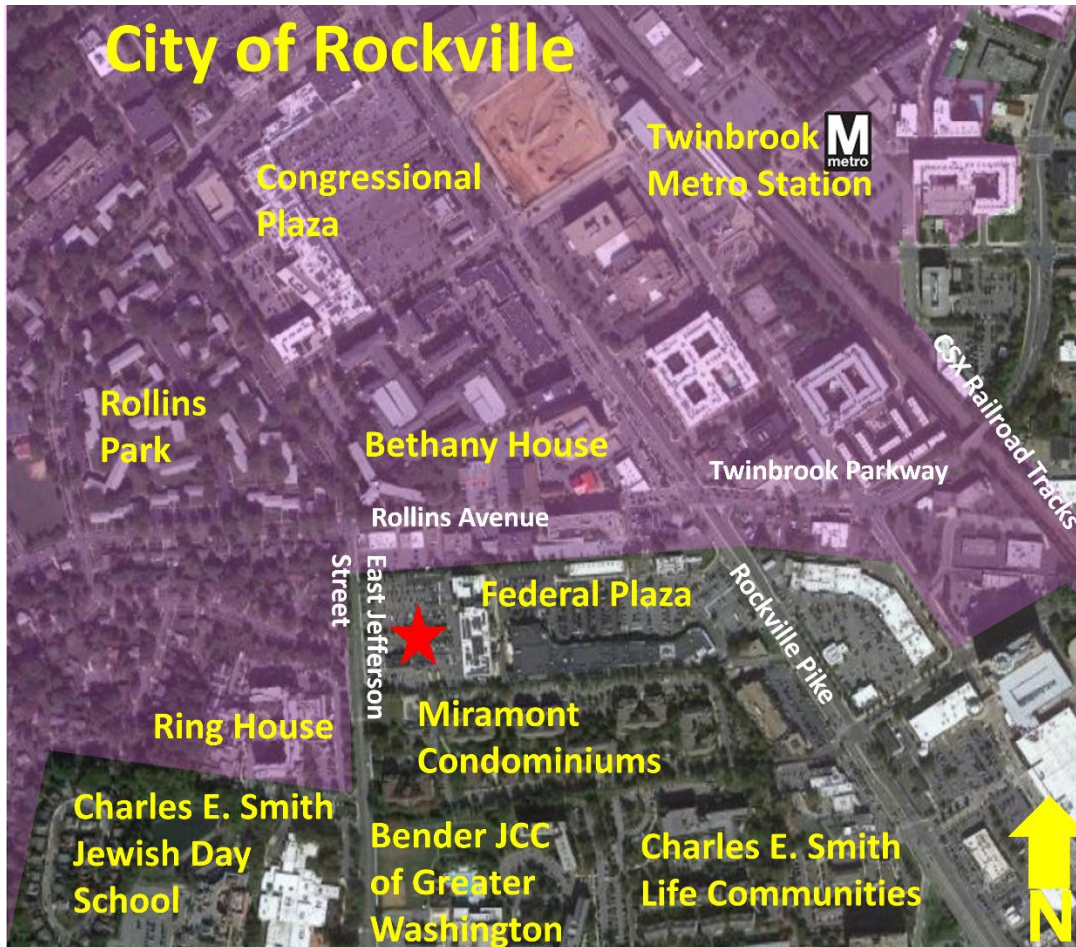


Figure 1 – Vicinity Map

PROPERTY DESCRIPTION

The Subject Property has a Tract Area of 6.52 acres and is located at 1776 East Jefferson Street in North Bethesda. The Property is identified as Lot 2, “Memco’s Addition to Montrose” Subdivision as recorded among the Land Records of Montgomery County, Maryland at Plat No. 10407. The Property is known as “Federal Plaza West” and is improved with approximately 135,446 square feet of retail development in the form of Building A, which contains approximately 130,709 square feet of commercial development, and Building B, which houses a 4,737-square foot restaurant.

Existing Building A is a large structure running north-south across the eastern property line. The eastern façade of Building A faces Federal Plaza East and is two stories. The western façade of Building A faces East Jefferson Street and is three stories due to an approximately 14-foot grade change. The commercial uses on the western side of Building A exit at the ground level while the

commercial uses associated with the eastern side exit at the second-floor level. The eastern and western side commercial uses are connected by stairs within the Building A.

Existing Building B is located on a pad site surrounded by surface parking and houses a Panera Bread restaurant. There is outdoor seating for the restaurant located on the eastern side of the building.

The Property includes a large surface parking lot with approximately 500 parking spaces facing East Jefferson Street. There are four vehicular access points into the parking lot from East Jefferson Street. While entry from East Jefferson Street is the primary vehicular access, vehicles can also access the Property from Federal Plaza East. Federal Plaza West and Federal Plaza East are connected at the northern and southern property lines, aligned with two of the vehicular access points. The southern connection is primarily used by trucks, as it leads to the loading areas for Building A and Federal Plaza East.

The East Jefferson Street frontage includes a seven-foot sidewalk without a green panel. There are no lead walks from East Jefferson Street through the parking lot to the commercial development. A fence separates the Miramont condominiums from the Property but there is a gap in the fence with a pedestrian connection on the Miramont property.

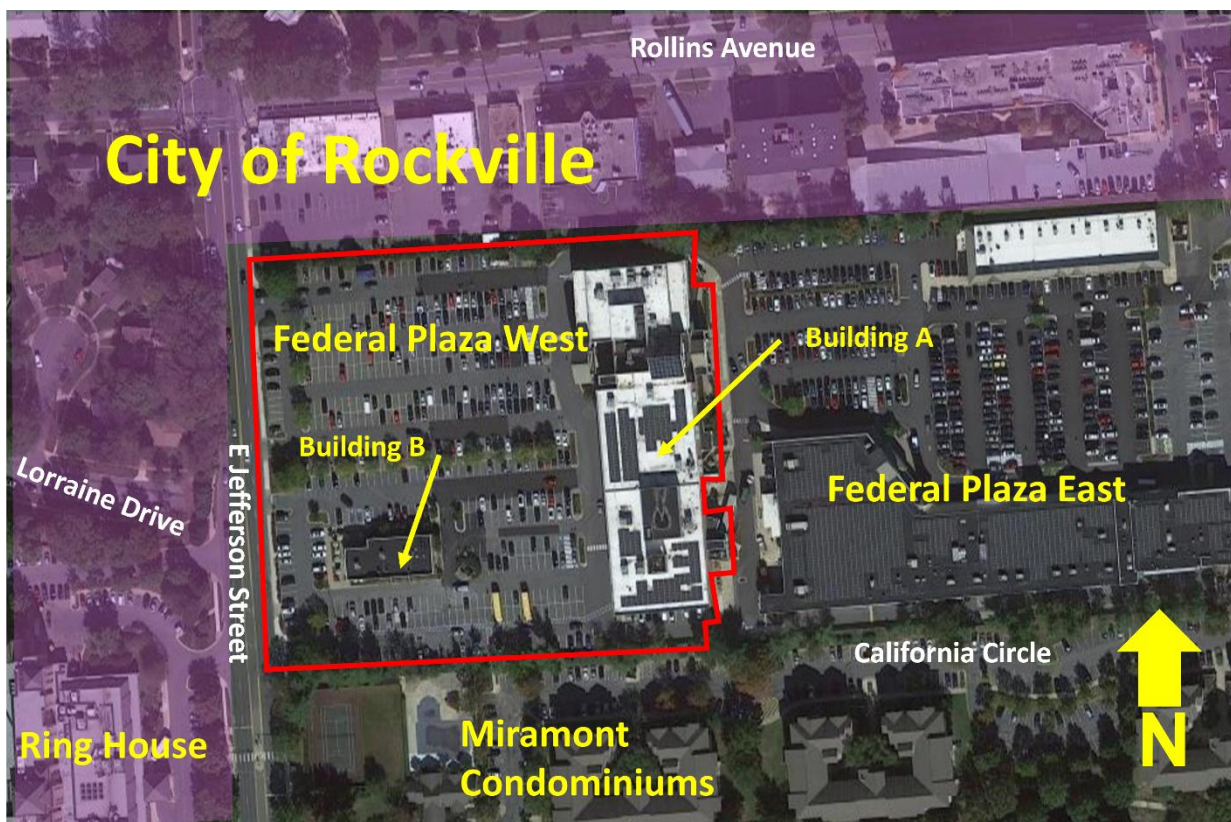


Figure 2 – Subject Property

SECTION 3: PROJECT DESCRIPTION

PREVIOUS APPROVALS

On January 29, 1992, the Planning Board approved a minor lot adjustment for Lot 1 and Lot 2 under Section 50-9(d) of the Subdivision Regulations in effect at that time. (Attachment C) The minor lot adjustment allowed Building A to be built completely on Lot 2.

PROPOSAL

The proposed development is a multi-phase mixed-use development that will transform a surface parking lot into a community. The development includes 474,051 square feet of residential (including up to 500 units) and up to 5,000 square feet of new retail use, with a total of 700 parking spaces (not including the 17 required motorcycle spaces). Approximately 103,965 square feet of the existing 135,446 square feet of retail uses on the Property will be retained.

The development will be built in a total of three phases, to accommodate the existing Panera Bread lease and provide for the future roadway connection through Lot 1 to Rockville Pike.

Phase 1

Phase 1 includes a multifamily residential building up to 87 feet in height (Designated as proposed “MF1”) with up to 300 units, a parking garage with approximately 597 spaces, and the conversion of a portion of the first floor of Building A into parking. It also includes the development of an approximately 0.3-acre public open space and establishes a framework for vehicular circulation. The Applicant is proposing to provide improvements along East Jefferson Street including full pedestrian and bicycle improvements to the middle access driveway and interim improvements from the middle access driveway to the existing pedestrian light south of the Property. (Figure 3)

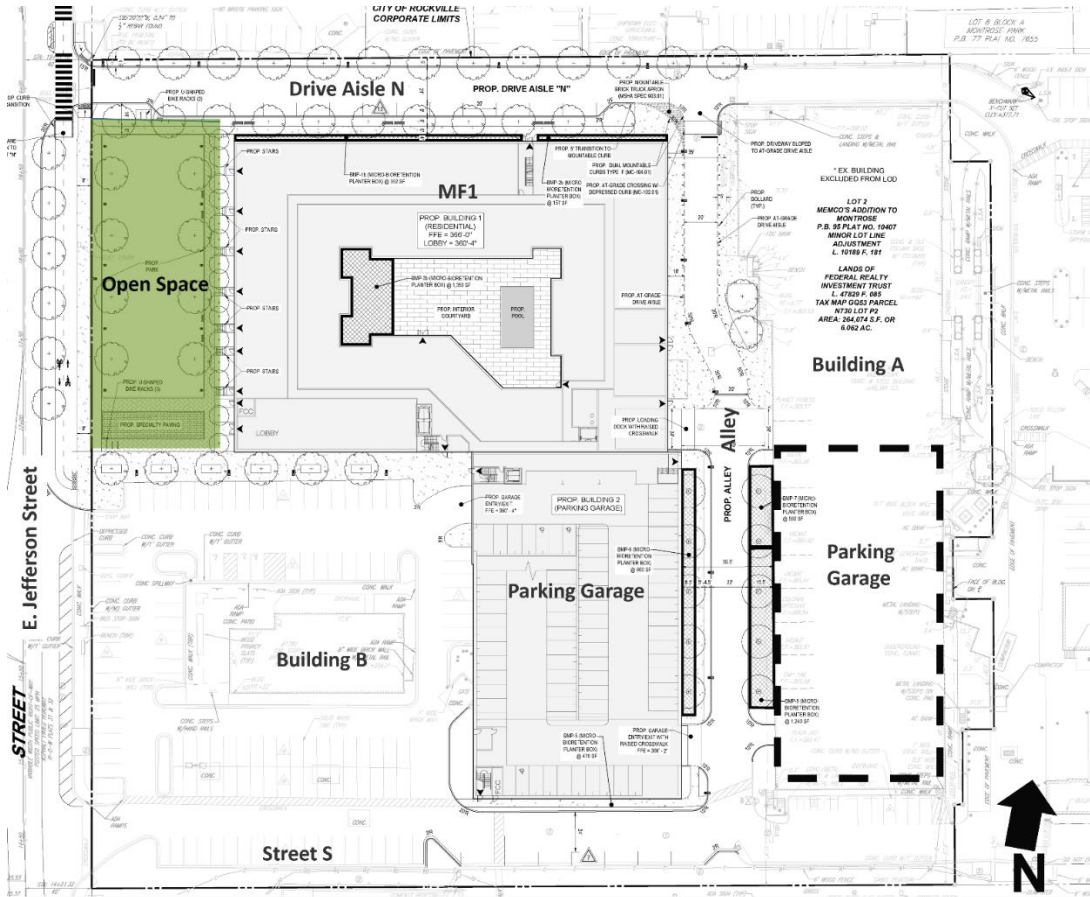


Figure 3 - Phase 1

Phase 2

Phase 2 of the development includes the replacement of Building B with a mixed-use building up to 87 feet in height with up to 200 multifamily residential units and 5,000 square feet of ground floor retail (MF2). This phase includes the development of Private Road “Street S” as a private street and a shared driveway between Buildings MF1 and MF2. The shared driveway will be used by both pedestrians and motorists, where the street functions as a social space. Private Road “Street S” will be developed as a private road up to the intersection with the alley. The Applicant is proposing to provide improvements along East Jefferson Street including the full buildout of pedestrian and cyclist improvements and the installation of a traffic signal.

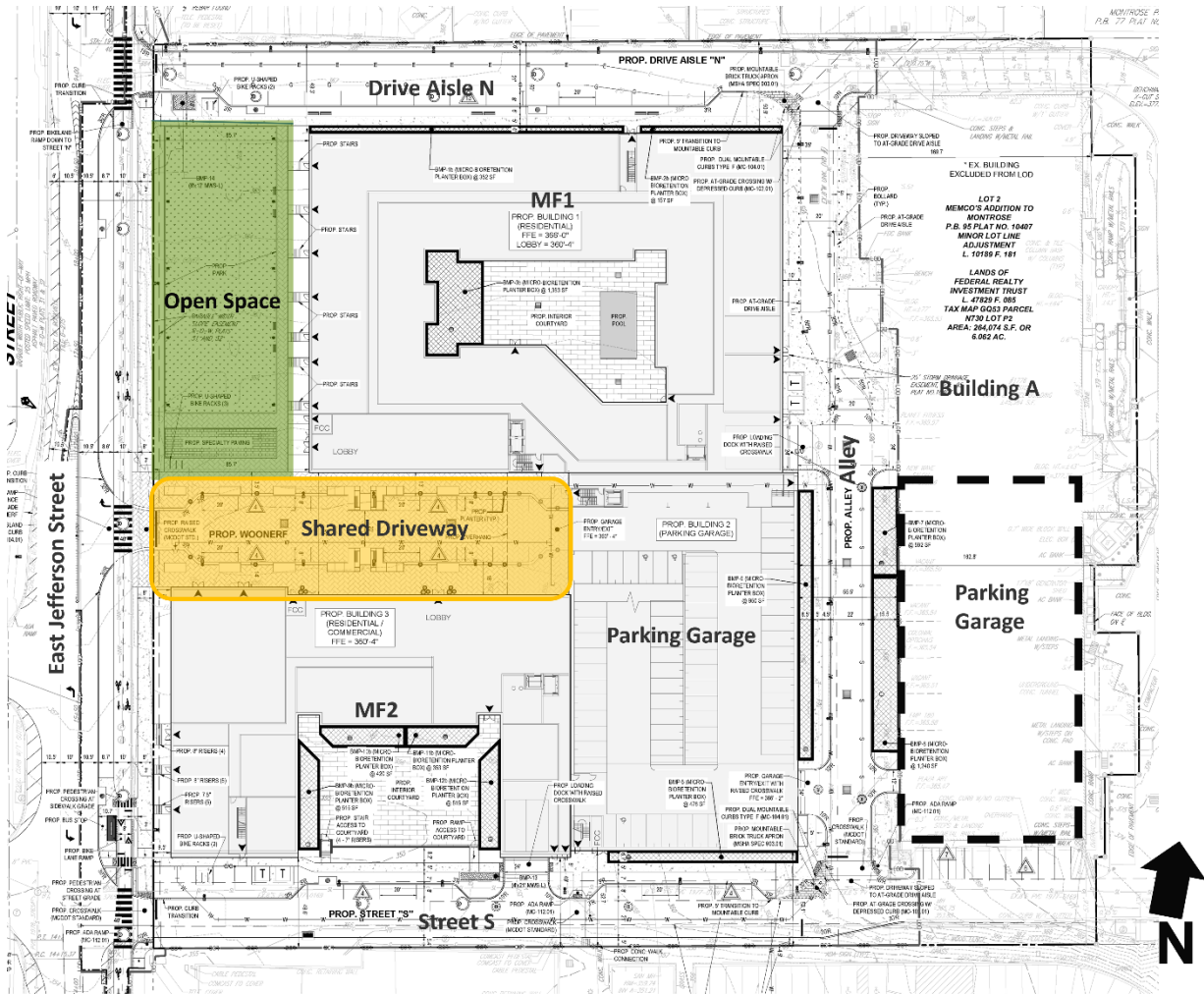


Figure 4 - Phase 2

Phase 3

Phase 3 of the development includes the completion of Private Road "Street S" up to the eastern property line. This development will not occur until Federal Plaza East is redeveloped or Building A is removed or reconfigured due to the encroachment from Building A and its associated development.

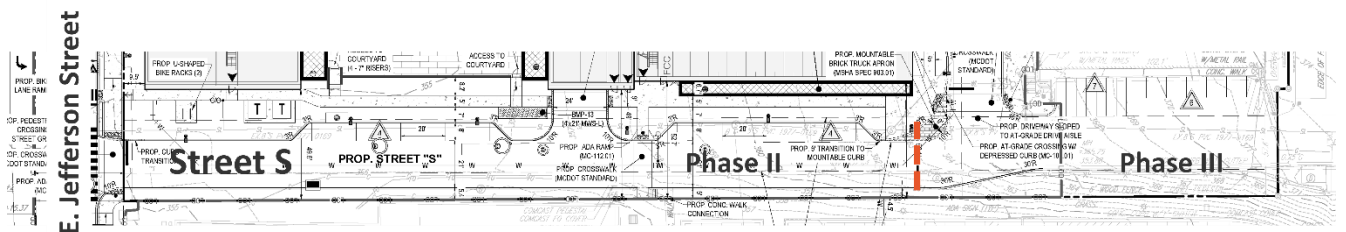


Figure 5 - Phase 3

BUILDING/ARCHITECTURE

Proposed Buildings MF1 and MF2, and the parking garage are arranged to frame the open spaces that help create a sense of place. The architectural details of the buildings give the space meaning, character, and scale. Large windows, balconies, and terraces are overlooking the public spaces providing additional layers of interest and activity. Details and scaling elements such as bay projections, inset terraces, and facade material changes add interest to the street wall. Building elements utilize strategies designed to break down the mass and reduce the overall appearance of the buildings. In order to help conceal the parking structure, the upper story western façade of the parking garage will be lined with residential units. While the development will occur in phases, the details help create a sense of unity and cohesion.

OPEN SPACE

The proposed development provides two separate open spaces that are framed by the buildings but help unite the development. The first is the approximately 0.3-acre public open space located between East Jefferson Street and the western façade of Proposed Building MF1. This flexible space will be fully designed at time of Site Plan but is oriented for community access and use. The space will include seating and gathering spaces, as well as opportunities for active recreation. To help activate the public open space, the ground-floor residential units in Proposed Building MF1 fronting the open space will have direct access to the outside from each unit. The lobby for Proposed Building MF1 is also entered from the open space. This open space will be constructed with Phase 1 of the development.

In Phase 2, a second open space will be constructed that will extend the Phase 1 public open space and tie the two phases together. The Applicant is proposing to construct a shared, multimodal driveway that prioritizes pedestrians, that extends the Phase 1 open space while providing access from East Jefferson Street to the parking garage built as part of Phase 1. Retail spaces, lobbies, and amenity spaces for both residential buildings activate this shared driveway. The shared driveway will use traffic calming measures, such as special paving materials and pedestrian-scale plantings to accommodate concurrent vehicular and pedestrian travel safely. The shared driveway is shown conceptually on the Preliminary and Sketch Plans but a full detail design will be included with the Site Plan.



Figure 7- Block structure

The Site is anticipated to be developed in three phases. Phase 1 includes development of the northernmost building and the proposed parking structure that serves the site. Vehicular access to the Property is primarily proposed through access points off East Jefferson Street which runs north to south on the Property's western frontage. In Phase 1, proposed Drive Aisle N provides access across the northern edge of the Property. This will be a full access, allowing all turning movements from East Jefferson Street. The drive aisle includes two travel lanes and on-street parking on the south side of the drive, with a sidewalk separated by a landscaped street buffer. (Figure 8)

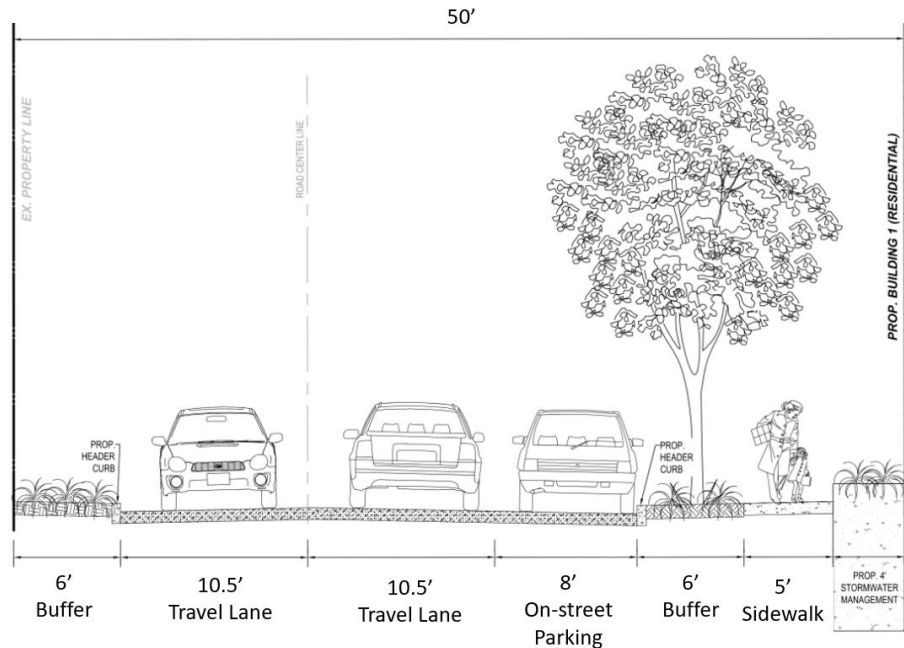


Figure 8 – Drive Aisle N Cross-Section

Drive Aisle N will connect to the proposed alley within the site that provides north/south circulation as well as provide a connection to the property to the east. Two existing access locations will remain off East Jefferson Street. The middle driveway will provide access to the remaining surface parking lot and existing restaurant building on the site (which will remain until Phase 2 is developed) as well as provide access to the parking garage. The southern driveway will continue to provide access to the restaurant building on the site and also provide a connection to the proposed alley and the property to the east.

The alley that runs north/south within the site is designed to be between 20-foot-wide and 22-foot wide. The proposed parking garage can be accessed via this alley on the southeastern side of the site.

East Jefferson Street was identified for a road diet in the 2018 *White Flint 2 Sector Plan*. The build-out will include variable-width roadway striping on the west side of the roadway to provide additional buffer space for the existing western sidewalk. There will be two travel lanes and a center left turn-lane. On the east side of the roadway is a landscaped street buffer, two-way bike lane, pedestrian and bicycle buffer, and sidewalk. This road diet will occur as part of both Phase 1 and Phase 2, as described below.

An interim roadway design will be implemented in Phase 1. The road diet will be constructed from the Rollins Avenue and East Jefferson Street intersection south to the middle access driveway. South of this location, the curb will not be moved, but through the use of striping and bollards, a 3-foot-wide buffer will be created between the northbound travel lane and an 8-foot-wide bike lane down to California Circle. The final design of the interim road diet will be coordinated with MCDOT.

Pedestrian access will be primarily provided off the frontages on East Jefferson Street utilizing the improved sidewalk and two-way separated bikeway. An existing pedestrian connection at the southern end of the property that connects Private Road “Street S” with California Circle to the south will also be maintained.



Figure 9 – Southern Pedestrian Access

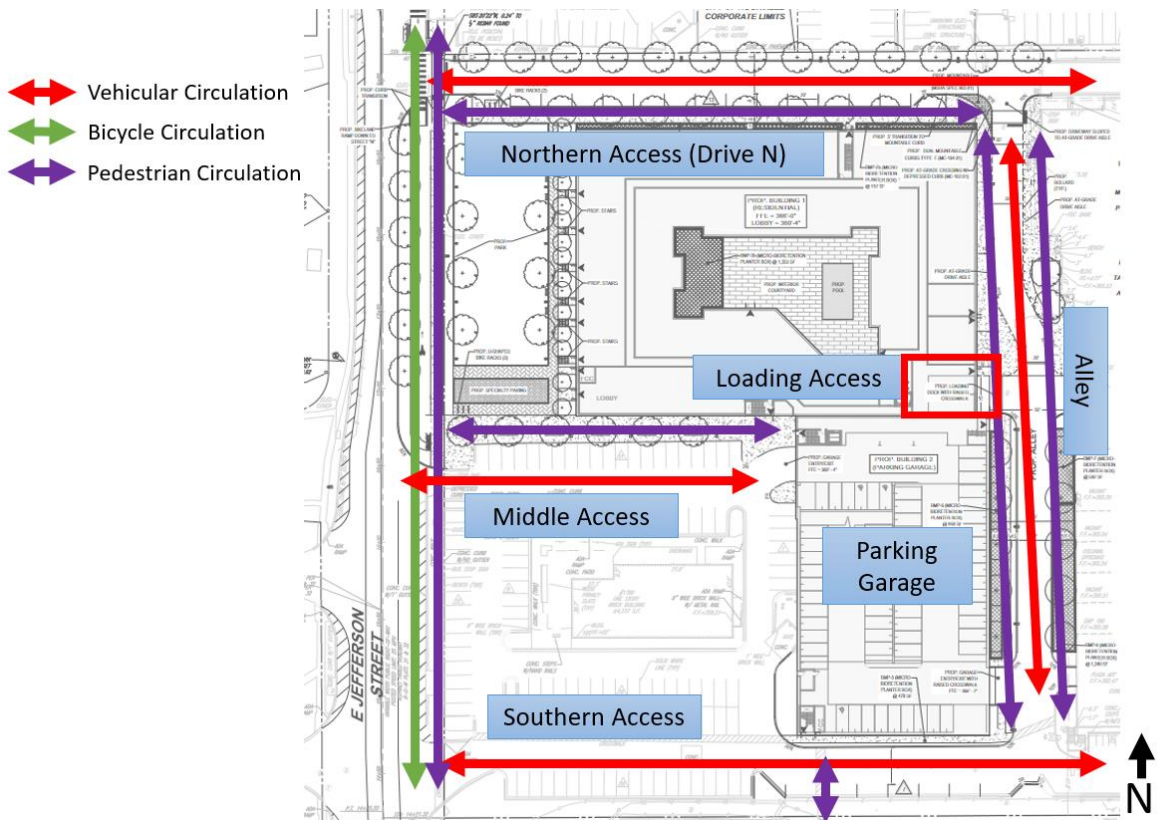


Figure 10 – Phase 1 Circulation

With Phase 2, vehicular access to the Property will continue to be primarily made off East Jefferson Street, but with a modified middle driveway access point and a proposed Private Street on the south side of the property. The northern access, proposed Drive Aisle N, will continue to provide access across the northern edge of the Property, connecting to the proposed Alley and the adjacent property to the east. This will continue to be a full access, allowing all turning movements from East Jefferson Street.

The middle access is oriented east-to-west with a shared driveway that provides access to the proposed parking garage. This access concept is envisioned as a shared space for pedestrians, bicyclists, and vehicles to mix while prioritizing pedestrian movement. The concept uses visual cues such as a curbless design, decorative pavement, and architecture to reinforce the area as a space where cars must move slowly and be aware of pedestrians and bicyclists. Streetscapes are provided on both the north and south sides of the shared driveway. This access will be designed as a right-in/right-out access point from East Jefferson Street.

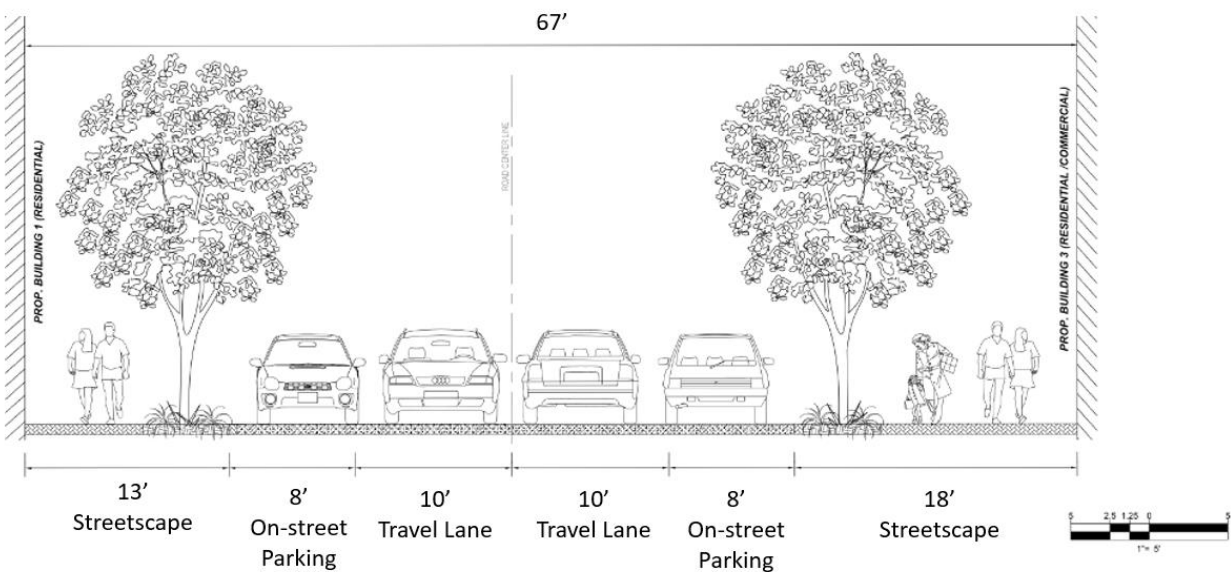


Figure 11 – Shared Driveway Access Cross-Section

The third access, Private Road “Street S”, provides access across the southern edge of the Property. This street also connects to the internal alley within the Site and the adjacent property to the east. The 2018 *White Flint 2 Sector Plan* envisions this street connecting all the way to Rockville Pike in the future, which would be achieved through future development. The road will include two travel lanes with on-street parking on the north side of the street. The sidewalk will be separated from the roadway with a landscape buffer.

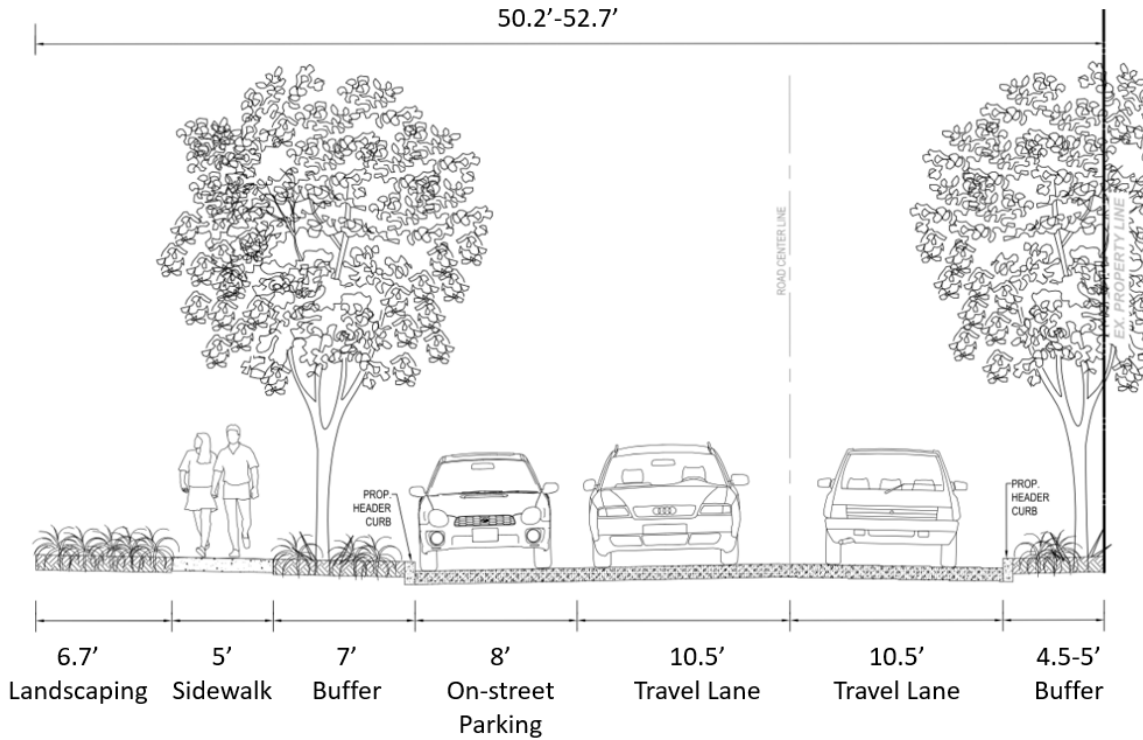


Figure 12 – Private Road “Street S” Cross-Section

As stated in the MCDOT letter dated May 24, 2023, this southern access will be signalized. The need for signalization is to accommodate turning movements generated from the Site in a safe, efficient, and adequate way. The existing signalized pedestrian crossing just to the south will be removed as it will no longer be needed.



Figure 13 – New Traffic Signal and Removal of Existing Signalized Pedestrian Crossing

The alley that runs north/south within the site remains in Phase 2, providing north/south circulation and access to the parking garage and the loading bay that serves proposed Building MF1. A second loading bay is proposed as part of Phase 2 that serves proposed Building MF2. This loading bay is accessed off Private Road “Street S”.

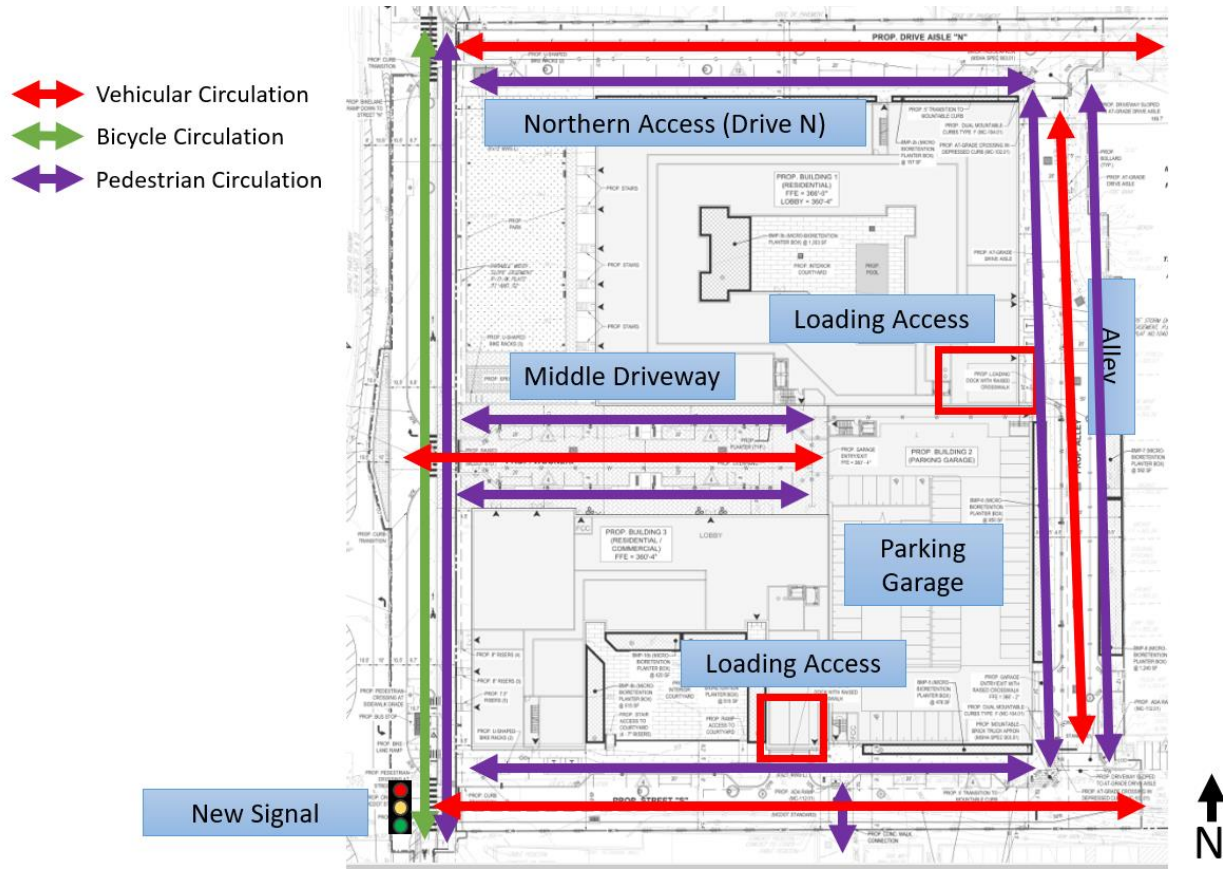


Figure 14 – Phase 2 Circulation

Pedestrian access will continue to be primarily provided off the frontages on East Jefferson Street. The full implementation of the East Jefferson Road Diet will occur as part of Phase 2, which will be reduced from four lanes to two travel lanes and a center left turn-lane. On the east side of the roadway is a landscaped street buffer, two-way bike lane, green panel, and sidewalk. The interim road diet conditions will be replaced with this permanent condition. The extent of the full road diet will be from the Rollins Avenue/East Jefferson Street intersection to the signalized pedestrian crossing just north of Montrose Road.

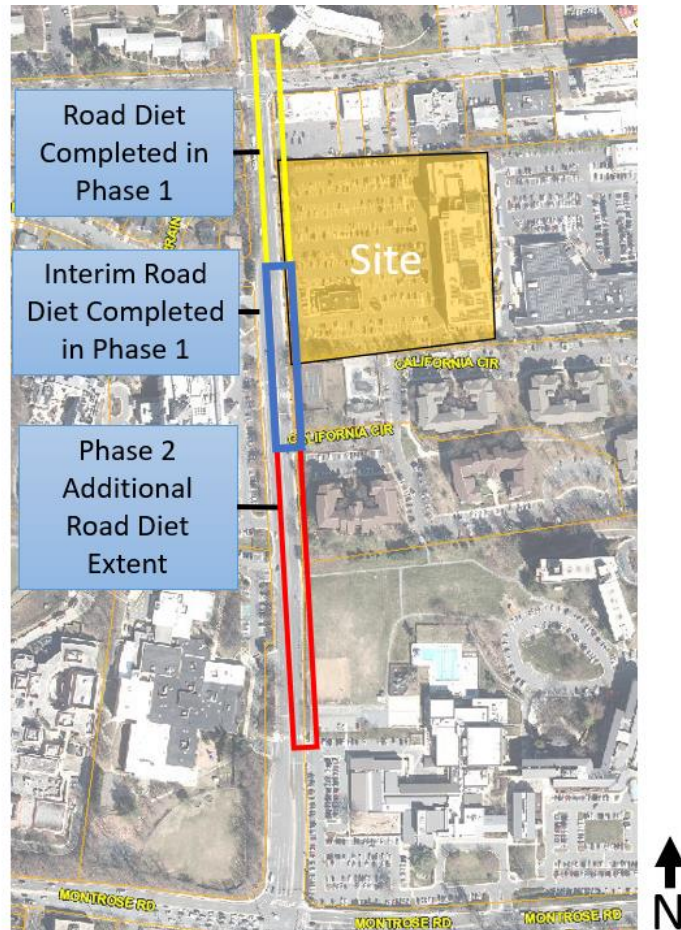


Figure 15 – Road Diet Extent Phase 2

An existing pedestrian connection at the southern end of the property that connects Private Road “Street S” with California Circle to the south will be maintained.

Off-site Improvements

The Proposal includes off-street improvements, as required by the Local Area Transportation Review (LATR). The East Jefferson Street Road Diet is not limited to the Site frontage and will be implemented along a larger portion of the roadway. While not required by the LATR, the Application will extend the Road Diet further north and south than would otherwise be required. The Road Diet will begin in the City of Rockville, north of the East Jefferson and Rollins Avenue intersection and extend south to just north of the East Jefferson and Montrose Road intersection at an existing signalized pedestrian crossing that connects the Charles E. Smith Jewish Day school to the Bethesda-Chevy Chase Jewish Community Group. The road diet package includes the following components:

- Reduction of speed limit to 25 mph speed limit and associated signage
- Striped buffer along the west side of the roadway
- Reduction in the number travel lanes to one in each direction

- A two-way separated bikeway on the east side of the street
- Intersection modifications at the intersection of East Jefferson Street & Rollins Avenue
- Installation of new bus pads on the east side of the roadway
- New video detection at the signalized pedestrian crossing at the south end of the project
- Transitions to the north and south

Additionally, as required by LATR, curb ramp and sidewalk ADA mitigation along both sides of East Jefferson will be constructed.

Parking

The Property currently includes an approximately 560-space surface parking lot. Phase 1 of the development includes the development of a 597-space parking garage and the conversion of part of the ground floor of existing Building A into parking. The partial building conversion of Building A requires a parking waiver of Section 59.6.2.10, which will allow for the reduction in the drive aisle from 20 feet to 19 feet, every 20 feet. Surface parking around the existing commercial area will remain.

In Phase 2 of the development, more surface parking will be removed to accommodate proposed Building MF2 but no additional parking will be provided in this phase.

ENVIRONMENT

The Property is currently developed with a large surface parking lot and two commercial buildings. While there are treed buffers between the Property and those to the north and south, the majority of the surface parking lot is unshaded. There are no known stormwater management facilities on the Property. The proposed development will include native plantings, green roofs, and stormwater management facilities integrated into the site design. It also will improve the environment by providing housing within ½ mile of a Metro station and providing bicycle and pedestrian improvements.

A Preliminary Forest Conservation Plan was submitted for approval with the Preliminary Plan. All forest conservation planting requirements will be met through off-site or by payment of fee-in-lieu.

SECTION 4: SKETCH PLAN 320220100 FINDINGS AND ANALYSIS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined

during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: “To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The Sketch Plan must:

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

Table 1: Federal Plaza West Sketch Plan Data Table for CRT-2.25, C-0.75, R-1.5, H-75 Zone, Optional Method, Section 59.4.5.4

Development Standard	Permitted/ Required	Proposed Phase 1	Proposed Phase 2	Total Development
Tract Area	n/a	283,914 square feet (6.52 acres)		
Prior Dedication	n/a	19,840 square feet (0.46 acres)		
Proposed Dedication	n/a	n/a		
Site Area	n/a	264,074 square feet (6.06 acres)		
Mapped Density CRT-2.25, C-0.75, R-1.5, H-75	425,871 square feet (1.5 FAR)	310,000 square feet (1.09 FAR)	115,871 square feet (0.41 FAR)	425,871 square feet (1.5 FAR)
Residential (GFA/ FAR)				
Commercial (GFA/FAR)	212,936 square feet (0.75 FAR)	103,965 square feet (0.37 FAR)	5,000 square feet (0.01 FAR)	108,965 square feet (0.38 FAR)
Total Mapped Density (GFA/FAR)	732,499 square feet (2.25 FAR)	413,965 square feet (1.46 FAR)	120,871 square feet (0.42 FAR)	534,836 square feet (1.88 FAR)
MPDU requirement	12.5%	15.0%	15%	15.0%
MPDU Bonus Density (GFA/FAR)	93,692 square feet (0.33 FAR) ²	0 square feet	48,180 square feet (0.17 FAR)	48,180 square feet (0.17 FAR)
Total GFA/FAR	826,191 square feet (2.91 FAR)	413,965 square feet (1.46 FAR)	169,051	583,016 square feet (1.88 FAR)
Building Height, max average	75 feet	87 ³ feet	87 ³ feet	87 ³ feet
Public Open Space (min s.f.)	26,407 square feet	20,873 square feet	5,859 square feet	26,732 square feet

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

As described in Finding 2, the proposed development implements the recommendations of 2018 *White Flint 2 Sector Plan* as well as the 2018 *Bicycle Master Plan*.

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

² 22% Bonus density for providing 15% MPDUs

³ As a project exceeding 12.5% MPDUs, additional building height is permitted to accommodate the MPDU development.

The Property is currently a single-use commercial development and the area proposed for development is a surface parking lot. The addition of residential development will create a mixed-use development.

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

The proposed development will integrate housing and commercial uses within ½ mile of the Twinbrook Metro Station, while reducing a large surface parking lot. The pedestrian and cyclist improvements will create safer multimodal transportation options for the residents and surrounding community. The development includes 15% MPDUs, which increase the available housing options.

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

The proposed new buildings will be 7 stories with a maximum of 87 feet in height. The surrounding residential development varies in height but is primarily multi-family residential between 4 and 7 stories.

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

The proposed development will provide additional housing opportunities to support commercial and employment services and transforms an existing commercial development into a mixed-use development.

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

The Project will provide the required 50 public benefit points from a minimum of 3 categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

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

The Subject Property is located in the 2018 *White Flint 2 Sector Plan* (Sector Plan) and is located in the Rockville Pike – Montrose North district.

The Sector Plan sets forth the following key recommendations for the Planning Area that are applicable to this Application:

- Provide new streets that permit alternative ways to navigate the Plan area and provide links to adjacent communities. (page 20)

- Promote walkability with new streets and enhanced streetscapes to define the public realm. (page 20)
- Promote new pedestrian paths and bikeways between existing residential communities and new mixed-use development. (page 21)
- New development would be focused around these transit nodes “to establish balance between auto and transit access by designing for non-auto movement within walking distance to transit stops” and to transform an “auto-dominated market place that lacked legibility at the pedestrian level”. (page 24)
- Designate public streets on larger properties to improve local connectivity through the area and create mobility alternatives to Rockville Pike. (page 26)
- Improve the public realm along existing connections with wider sidewalks, amenities for pedestrians and landscaped areas to enhance pedestrian access between districts. (page 26)
- Requires “15 percent MPDUs as the highest priority public benefit for all new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park” (page 59)

The Project will encourage transit usage due to its location within ½ mile of the Twinbrook Metro Station. Pedestrian and bicycle improvements increase safety and promote walkability and non-automobile transportation use. Private Road “Street S” begins the process of breaking up the large block of development and will help promote walkability.

The Sector Plan provides the following guidance for the Property:

- Additional pedestrian connections are recommended between Miramont Villas Condominium and Miramont Apartments, and Federal Plaza. (page 40)
- Create a pattern of short blocks and internal streets to promote walkability. (page 40)
- Provide two ½-acre neighborhood greens integrated with new development and connected to surrounding pedestrian networks (Map 30). (page 40)
- Create livable communities by providing walkways to open spaces with amenities for all ages. (page 88)
- Create a minimum of two neighborhood green urban parks at the Federal Plaza. One with a minimum half-acre should be located on the six-acre portion of the property, and another on the eastern portion. (page 88)

The proposed development creates a pattern of short blocks and internal streets and uses the proposed buildings to frame the open space. The development includes an 0.3-acre public open space that will function as a neighborhood green urban park on the East Jefferson Street frontage. This open space will be accessible to the surrounding community and will be activated by ground floor units with direct access to the space. The space will be expanded through the pedestrian spaces surrounding the shared driveway. The size and design of this space will be further refined through the Site Plan process. The proposed development maintains the pedestrian connection between the Miramont Villas Condominiums and Federal Plaza West. Further opportunities to connect the

properties will be explored when Federal Plaza East redevelops and Private Road “Street S” is extended through to Rockville Pike.

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

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

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

The proposed development strengthens relationships with the existing neighborhood by transforming a surface parking lot into a mixed-use development and adding useable open space. The pedestrian and bicycle improvements also strengthen the relationship between the proposed development and existing development.

5. Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;

The project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, and parking and loading. Vehicular access to the Site will occur primarily off East Jefferson Street via three access points. The northern access (Proposed Drive Aisle N) provides access across the northern boundary of the Site and will connect to an internal alley as well as connect to an existing drive aisle connecting to Federal Plaza East. Proposed Drive Aisle N and the alley will be constructed as part of Phase 1. The middle access road is a shared driveway and will provide access to the proposed parking garage. The third access, Private Road “Street S”, will provide access across the southern boundary of the Site. A loading dock will also be accessible off Private Road “Street S” that will serve proposed Building MF2. Private Road “Street S” will also connect to an internal alley as well provide access to the existing driveways connecting to the property to the east. The proposed alley will provide north/south vehicular circulation within in the site, providing access to Proposed Drive Aisle N and Private Road “Street S” as well as providing access to the parking garage and a loading dock that serves Building MF1.

Bicycle and pedestrian access will be made primarily using the frontage of East Jefferson Street, which has a proposed road diet that includes a two-way separated bikeway and a sidewalk.

6. Propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant’s request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 50 points in 3 categories. The Applicant proposes to exceed the 50-point requirement utilizing 4 categories. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project’s ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefit Calculations- Division 59-4.7

Public Benefit	Maximum Points Allowed	Proposed
Transit Proximity	25	15
Diversity of Uses and Activities		
Moderately Priced Dwelling Units	N/A	30
Quality Building and Site Design		
Structured Parking	20	9.24
Building Reuse	100	15
Total Points		69.24

TRANSIT PROXIMITY

Transit Proximity

The Applicant requests 15 points for being located with ½ mile of the Twinbrook Metro Station, which qualifies as Level 1 transit proximity. Staff supports the category at this time.

DIVERSITY OF USES AND ACTIVITIES

Affordable Housing

The Applicant requests 30 points for providing 15% MPDUs, as required by the Sector Plan. Staff supports the category at this time.

QUALITY BUILDING AND SITE DESIGN

Structured Parking

The Applicant requests 9.24 points for providing structured parking. The development will provide an above grade parking structure for the proposed development. Staff supports the category at this time.

BUILDING REUSE

Building Reuse

The Applicant requests 15 points for the creative adaptive reuse of the existing structure. The development is retaining the existing 130,656-square foot retail building and converting approximately 26,691 square feet to parking. Staff supports the category at this time.

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

The proposed development includes a phasing plan that establishes a feasible appropriate plan for developing the site and balances community benefits with the development proposed in each phase.

SECTION 5: PRELIMINARY PLAN 120220140 FINDINGS AND ANALYSIS

The Preliminary Plan would create one lot (approximately 250,774 square feet) and one private road parcel (approximately 13,300 square feet), for a total area of approximately 264,074 square feet or 6.06 acres of Site area, for a maximum density of up to 474,051 square feet of residential uses and 108,965 square feet of commercial uses. The Application includes a parking waiver for the drive aisle widths in the adaptation of existing Building A and an APF extension for Phase 2. This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, Subdivision Regulations. The Application has been reviewed by other applicable State, County and City agencies.

- 1. The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.**
 - a) The block design is appropriate for the development or use contemplated**
 - b) The lot design is appropriate for the development or use contemplated**
 - c) The Preliminary Plan provides for required public sites and adequate open areas**
 - i. Master Planned Sites**
 - ii. Local Recreation**
 - iii. Transportation and Utilities**
 - d) The Lot(s) and Use comply with the basic requirements of Chapter 59**

The lots have been reviewed for compliance with Section 59.4.5.2 of Zoning Ordinance. The layout of the subdivision, including size, width, shape, and orientation of the lot and private road parcel,

is appropriate for the location within the subdivision and meets all applicable requirements of the CRT Zone. See Sketch Plan Finding 1 for the data table.

2. The Preliminary Plan substantially conforms to the Master Plan.

As described in Sketch Plan Finding 2, the Preliminary Plan complies with the Sector Plan’s recommendations for the Subject Property and general recommendations for the Rockville Pike – Montrose North district.

3. Public facilities will be adequate to support and service the area of the subdivision.

a) 50-4.3.J.5 - APF Extension request for Phase 2

The Application is requesting a phased approval, per Section 50-4.3.J.5 to extend the validity period of the APF approval for Phase 2 to 7 years. Per Section 50-4.3.J.5.b, “if an applicant requests a longer validity period than the minimum specified in 5.a, the applicant must submit a development schedule or phasing plan for completion of the project to the Board for its approval.”

- i. **At a minimum, the proposed development schedule or phasing plan must show the minimum percentage of the project that the applicant expects to complete in the first 5 or 7 years, whichever is the applicable minimum, after the preliminary plan is approved.**

The Application is proposing to construct 71 percent of the total development as Phase 1 (130,000 sq. ft.) within the first five years. This includes partial frontage improvements along East Jefferson Street and the major public open space shown on the Preliminary Plan. The APF extension request is for Phase 2 and will allow the building permits to be filed for Phase 2 (which is 29 percent of the total FAR) within 7 years of the Preliminary Plan approval.

- ii. **To allow a validity period longer than the specified minimum, the Board must find that the size or complexity of the subdivision warrant the extended validity period and would not be adverse to the public interest. The Board must condition a validity period longer than the specified minimum on adherence to the proposed development schedule or phasing plan, and may impose other improvements or mitigation conditions if those conditions are needed to assure adequate levels of transportation or school service during the validity period.**

The additional two years is requested to accommodate the development of Phase 2, which is that portion of the Property currently subject to the Panera lease. It is the Applicant’s intent to seek Site Plan approval for Phase 1 following the approval of the Sketch and Preliminary Plan and then record the Record Plat for the Property. Subsequently, the Applicant will seek a Site Plan for Phase 2.

Granting the requested seven-year validity period is not adverse to the public interest. Importantly, the most significant public benefit provided by the Project – the development of the neighborhood green urban park – will occur in connection with Phase 1. The extended APF validity period will allow for the expiration of the Panera lease and provide the Applicant with sufficient time to commence the development of Phase 2.

Planning Staff recommends the Planning Board approve the APF validity period to 7 years, based on the finding outlined within this staff report, per Section 50-4.3.J.5.

b) Roads and other Transportation Facilities

iii. Existing Facilities

East Jefferson Street is a Downtown Street with a master planned width of 80 feet. It currently has two travel lanes in each direction. A center turn-lane is also present beginning approximately 430 feet south of the East Jefferson Street and Rollins Avenue intersection that is present until just north of the East Jefferson Street and Montrose Road intersection to the south. Sidewalks are present on both sides of the roadway. However, the east side of the roadway does not have a street buffer between the roadway and the sidewalk and the street buffer on the west side is inconsistent and not present in some areas. There is a signalized pedestrian crossing just south of the Site on East Jefferson Street. There is also an existing pedestrian access that connects from California Circle into the site.

The Site itself is primarily a surface parking lot that serves the existing shopping center retail and restaurant. There are four vehicular access points from East Jefferson Street that connect to drive aisles. Two of these drive aisles, the northernmost and southernmost, provide a direct connection to the property to the east.

The Site is well served by transit. There is one bus stop on the Site frontage that is served by two Montgomery County Ride On routes.

- Route 5 runs between the Twinbrook Metro Station and the Silver Spring Metro Station. The route operates Monday-Sunday. Service is provided every 30 minutes during the AM weekday peak period and every 15 minutes during the PM weekday peak period.
- Route 26 runs between the Glenmont Metro Station and the Montgomery Mall Transit Center. The route operates Monday-Sunday. Service is provided every 20 minutes during the AM and PM weekday peak periods.

iv. ***Proposed public transportation***

It is anticipated that the project will be developed in two phases. In Phase 1, as conditioned, a road diet package will be implemented on East Jefferson Street from just north of the intersection of Rollins Avenue and East Jefferson Street down to the middle access driveway. The road diet includes reducing the number of lanes down to one lane in each direction with a center turn-lane south of the middle access driveway. A 10-foot-wide bikeway will be separated from the roadway with an 8-foot-wide landscape buffer. A 3-foot-wide green panel will separate the bikeway from an 8-foot-wide sidewalk. An interim road diet will be implemented south of the middle driveway access down to California Circle, located south of the Site.

The road diet and associated bicycle and pedestrian infrastructure is consistent with the 2018 *White Flint 2 Sector Plan* and the 2018 *Bicycle Master Plan*.

In Phase 2, the full build out of the road diet will be implemented to the existing pedestrian crossing just north of the Montrose Road and East Jefferson Street intersection. In addition, as stated in the MCDOT letter dated May 24, 2023, the southern driveway access will be signalized, and the existing signalized pedestrian crossing located just to the south of the Site will be removed. It should be noted that the signal is needed to safely, adequately, and efficiently manage turning movements generated by the Site and not needed to address capacity.

The existing bus stop on the Site frontage will be upgraded from a flag stop with a bench to a shelter bus stop in Phase 2.

v. ***Proposed private transportation infrastructure***

In Phase 1 of the development, Drive Aisle N will be constructed on the north end of the Site. The drive aisle includes two 10.5-foot-wide travel lanes and an 8-foot-wide on street parking area on the south side of the street. A 5-foot-wide sidewalk is buffered from the roadway with a 6-foot-wide landscape buffer.

An alley will also be constructed that provides north/south circulation and provides access to the MF1 Building loading bay as well as the parking garage.

Two of the existing access driveways remain in Phase 1.

In Phase 2, the middle access driveway will be removed, and a new middle access shared driveway will be constructed. It will be designed as a shared driveway that provides access to the parking garage. It includes two 10-foot-wide travel lanes with 8-foot wide parking lanes on each side of the driveway. The driveway is designed to be curbless on both sides, with a 13-foot-wide streetscape on the north side and an 18-foot-wide streetscape on the south side.

In Phase 2, the southern access driveway will also be reconstructed as a private street, Private Road “Street S”. This roadway includes two 10.5-foot-wide travel lanes with 8-foot-wide on-street parking on the north side of the street. A 7-foot-wide landscape buffer separates a 5-foot sidewalk on the north side of the roadway.

In Phase 3, Private Road “Street S” will be extended to the eastern property line, to match redevelopment on Federal Plaza East, whenever that occurs. No further development is included in Phase 3.

vi. ***Transportation Demand Management***

As a project proposing a total square footage that is larger than 160,000 gross square feet within the North Bethesda Transportation Management District (TMD), an Orange Policy Area as designated by the 2021 Growth and Infrastructure Policy, the development is required to develop a Level 3 Results Transportation Demand Management (TDM) Plan with the Planning Board and MCDOT. The applicant will also be required to participate in the North Bethesda Transportation Management District (TMD). The White Flint Sector Plan identifies a 40% non-auto-driver mode share (NADMS).

c) ***Local Area Transportation Review (LATR)***

As a proposed development with 500 multi-family units and 101,174 square feet of retail⁴, the Project is estimated to generate 534 total peak hour person trips in the morning and 1,076 total peak hour person trips in the evening. After accounting for peak hour person trips currently associated with the existing 117,708 square feet of retail on the Site, (355 morning peak hour person trips and 907 evening peak hour person trips), the Project is estimated to generate 179 net new morning peak hour person trips and 169 net new evening peak hour person trips. As a result of the estimated transportation impact, the Project must submit a Transportation Impact Study with the Preliminary Plan to satisfy the Local Area Transportation Review (LATR).

⁴ Trip generation is based on Gross Leasable Area (GLA).

Table 3: Federal Plaza West Estimated Person Trip Generation

Land Use	Morning Peak Hour	Evening Peak Hour
Existing (credit)		
Shopping Center & Restaurant	355	907
Proposed		
Shopping Center	277	754
Residential	257	322
<i>Total Proposed</i>	<i>534</i>	<i>1,076</i>
Net New Person Trips	179	169

Source: Transportation Impact study by Gorove Slade, dated 1/9/2023 amended by staff

d) Travel Mode Adequacy Test

The 2020-2024 *Growth and Infrastructure Policy* requires evaluation of all transportation modes, including: auto-drive, transit, walking and biking. Mode-specific adequacy tests are required for any project estimated to generate 50 or more net new peak hour person trips. The mode split of the total person trips for the Project are summarized by travel mode in Table 4. The Project’s estimated transportation impact necessitates that the Transportation Impact Study evaluate four (4) travel model adequacy tests.

Table 4: Federal Plaza West Trip Estimate by Mode

	Total Person-Trips	Auto-Driver	Transit	Pedestrian⁵	Bicycle
Morning Peak Hour	534	281	38	107	69
Evening Peak Hour	1076	562	72	217	145

Source: Transportation Impact study by Gorove Slade, dated 1/9/2023 amended by staff

- Motor vehicle system adequacy was evaluated for the intersections of Montrose Road and East Jefferson Street, the four site access driveways and East Jefferson Street, Rollins Avenue and East Jefferson Street, and Rockville Pike and Federal Plaza/Pike Center. Intersections exceeding the policy area congestion standard must be mitigated.

⁵ Pedestrian trips are calculated by adding non-motorized and transit trips.

- Transit system adequacy was evaluated by inventorying two bus stops located within 1,000 feet of the Property. Where shelters and associated amenities are not provided, the Applicant must install the standard amenities in coordination with MCDOT.
- Pedestrian system adequacy was evaluated within 750 feet of the Property. Mitigation will be required to achieve a Pedestrian Level of Comfort (PLOC) greater than 2 (Somewhat Comfortable), and/or deficiencies identified for streetlamps within the scoped boundary. The Pedestrian system adequacy also requires mitigation for ADA deficiencies identified within 400 feet of the Property.
- Bicycle system adequacy was evaluated by analyzing bikeways within 750 feet of the Property. Mitigation will be required to achieve a Level of Traffic Stress 2 (LTS-2) or lower, consistent with the 2018 *Bicycle Master Plan*.

Under Section 8 of 2022 Local Area Transportation Review Guidelines (LATR Proportionality Guide), the maximum cost of mitigation improvements the Applicant is required to construct or fund for a project consisting of 500 residential units and the 4,600⁶ square feet of new retail is not to exceed \$2,375,675 (see calculation below).

LATR Proportionality Guide = (Extent of Development) (LATR Proportionality Guide Rate) (LATR Proportionality Guide Adjustment Factor)

$$\$2,375,675 = (500 \text{ units}) (\$9,168) (51\%) + (4,600 \text{ square feet}) (16.45) (50\%)$$

For the Subject Preliminary Plan, the cost of construction and/or mitigation payments for a mitigation project is not to exceed \$2,375,675. After evaluating the adequacy of each of the required transportation modes, the Applicant identified a comprehensive list of deficiencies, by which a prioritized list of mitigation improvements was submitted to staff for review. In compliance with the 2022 LATR Guidelines, the final list of prioritized projects was finalized by the reviewing agencies and are now conditioned for approval of the Preliminary Plan. The table identifies those projects which could be feasibly constructed. The final list of projects is included in Table 5.

It should be noted that the Road Diet on East Jefferson Street includes improvements both to north and south outside of the LATR required mitigation study areas. These mitigation projects have been calculated at a value of \$305,519.20. The applicant has requested that this additional value be considered and has proposed not addressing \$279,561.00 worth of mitigation, that would normally be required per the LATR. This

⁶ Note that 4,600 is the new amount of retail gross leasable area proposed. All other retail square footage is existing square footage that will be retained at full build out.

includes mitigation for ADA curb ramps and sidewalks as well as streetlight deficiencies south of the Site frontage.

Staff has reviewed this request and has determined that the road diet is a higher priority than the streetlighting south of the Site frontage, valued at \$101,500.00. However, staff concluded that some of the identified ADA curb mitigations, valued at \$14,000.00, are also a priority and could be feasibly constructed. The surrounding neighborhood has a high percentage of residents who are 60 years or older, who would benefit from having the transportation infrastructure meet current ADA standards. According to data from the American Community Survey (ACS) 5-year estimates, approximately 34% of the population in the census tract where the project is located are 60 years or older. Additionally, there are several retirement communities along East Jefferson Street, including the Ring House Retirement Community which is located on East Jefferson Street where several deficiencies were identified.

Further, as stated in the 2022 *LATR Guidelines* on page 55, the Applicant estimates costs for mitigation projects in order of priority and continue to do so until the total cost of the projects reaches the LATR Proportionality Guide or there are no additional projects on the list that will sum to a cost that is less than or equal to the LATR Proportionality Guide. In including these projects, the application is still well below the proportionality guide maximum.

Table 5: Federal Plaza West LATR Mitigation Project List

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	Project Cost
1	East Jefferson Street (Rockville) ¹	Road Diet Section A (Rollins Intersection and North into Rockville)	Construct	\$112,879.20
2	East Jefferson Street (Rockville)	Road Diet Section B (South of Rollins intersection to Site Frontage)	Construct	\$175,655.20
3	East Jefferson Street (Montgomery County)	Road Diet Section D (South of Site Frontage) & Raised Accessible (Zicla) Bus Platform	Construct	\$343,793.80
4	East Jefferson Street (Montgomery County) ¹	Road Diet Section E (South of LATR required Study Area)	Construct	\$157,640.00
5	East Jefferson Street (Montgomery County) ¹	Intersection Modifications	Construct	\$35,000.00
6	East Jefferson Street (Montgomery County)	ADA Curb Ramp Modifications & Improvements	Construct	\$14,000.00
Construction Subtotal				\$838,968.20
Mitigation Payment Subtotal				\$0.00
Adjusted Mitigation Payment Subtotal				\$838,968.20
Total				\$838,968.20
Proportionality Guide				\$2,375,675.00

¹ Location of this mitigation is beyond the required LATR study area

As conditioned, all off-site mitigation projects must be bonded for construction and all mitigation payments must be paid before the issuance of the first above grade building permit or right-of-way permit (whichever comes first). Montgomery County Planning, MCDOT, and MDOT SHA staff reviewed the TIS and approved the mitigation project list. Therefore, the Applicant has satisfied the requirements of the LATR, and the public transportation facilities are adequate for the Site.

e) Schools

i. Overview and Applicable School Test

The proposed Preliminary Plan #120220140 for Federal Plaza West, located at 1776 East Jefferson Street, Rockville, Maryland is subject to the FY23 Annual School Test, approved

by the Planning Board on June 22, 2023 and effective July 1, 2023. This plan proposes a total of 500 multi-family high rise units.

ii. **School Adequacy Test**

The project is served by Farmland ES, Tilden MS and Walter Johnson HS. Based on the FY23 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

Table 6. Applicable FY2023 School Adequacy.

School	Projected School Totals, 2026				Adequacy Status	Adequacy Ceilings		
	Program Capacity	Enrollment	% Utilization	Surplus/ Deficit		Tier 1	Tier 2	Tier 3
Farmland ES	737	771	104.6%	-34	No UPP	51	114	224
Tilden MS	1,244	1139	91.6%	+105	No UPP	231	354	549
Walter Johnson HS ⁷	2,291	2,240	97.8%	+51	No UPP	231	510	853

The school adequacy test determines the extent to which an applicant is required to make a Utilization Premium Payment (UPP) based on each school’s adequacy status and ceilings, as determined in the Annual School Test.

Under the FY23 Annual School Test, Farmland ES, Tilden MS and Walter Johnson HS do not require any UPP as identified in Table 6. If the project is estimated to generate more students than the identified adequacy ceilings, then additional UPPs or partial payments at multiple tiers are required.

iii. **Calculation of Student Enrollment Impacts**

To calculate the number of students generated by the proposed amendment, the number of dwelling units is multiplied by the applicable School Impact Area student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low-rise multifamily unit, or high-rise multifamily unit.

With a net of 500 units that are not age-restricted, the proposed project is estimated to generate the following number of students based on the subject property’s location within a Turnover Impact Area:

⁷ Projected enrollment reflects the estimated impact of CIP P651908, which will reassign students between the Downcounty Consortium, Walter Johnson HS and Woodward HS in 2026.

Table 7: Estimated Student Enrollment Impacts

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
SF Detached	0	0.185	0.000	0.102	0.000	0.154	0.000
SF Attached	0	0.218	0.000	0.119	0.000	0.167	0.000
MF Low-rise	0	0.116	0.000	0.061	0.000	0.081	0.000
MF High-rise	500	0.073	36.500	0.042	21.000	0.053	26.500
TOTALS	500		36		21		26

As shown in Table 7, on average, this project is estimated to generate 25 elementary school students, 12 middle school students and 15 high school students.

iv. **Partial UPP Tier Payment Ratio**

An adequacy ceiling indicates the number of seats remaining in a certain UPP tier before the next level of payment is triggered. The number of elementary school students this project is estimated to generate exceeds the Tier 1 adequacy ceiling identified for Farmland ES in Table 6. Therefore, a partial Tier 1 UPP payment will be required, proportionate to 18 of the 25 elementary school students it is estimated to generate, as shown in Table 8.

Table 8: Student Allocation and Utilization Premium Payments

School	UPP Payment Ratios		
	Tier 1	Tier 2	Tier 3
Farmland	0.000	0.000	0.000
Tilden	0.000	0.000	0.000
Walter Johnson	0.000	0.000	0.000

v. **Analysis Conclusion and Condition of Approval**

Prior to issuance of each building permit for a residential dwelling unit, the Applicant must obtain an assessment from Montgomery County Department of Permitting Services for Utilization Premium Payments (UPPs) consistent with County Code and the Growth and Infrastructure Policy, as follows:

- a. no elementary school UPP per unit;
- b. no middle school UPP required; and
- c. no high school UPP required.

Montgomery County may modify the per unit UPP rates prior to payment of any required UPPs. The Applicant must pay the above UPPs to the Montgomery County Department of Finance based on the rates in effect at the time of payment.

f) Other Public Facilities and Services

Other utilities, public facilities and services, such as electric, telecommunications, police stations, firehouses and health services are currently operating within the standards set by the Growth and Infrastructure Policy currently in effect.

4. All Forest Conservation Law, Chapter 22A requirements are satisfied.

a) Forest Conservation Plan/Exemption

The Application meets the requirements of Chapter 22A of the Montgomery County Forest Conservation Law (“FCL”). As required by Chapter 22A, a Preliminary Forest Conservation Plan (“PFCP”) was submitted with this Preliminary Plan application. The total net tract area for forest conservation purposes is 6.58 acres. The Property is zoned CRT-2.25 C-0.75 R-1.5 H-75 and is classified as Mixed-Use Development (“MDP”) as defined in Section 22A-3 of the FCL and specified in the Trees Technical Manual. The Site does not contain any forest. However, there is a 0.99-acre afforestation requirement as calculated in the Forest Conservation Worksheet, as determined by the property size and 15 % afforestation threshold. The afforestation requirement will be met off-site in a forest bank or by payment of fee-in-lieu.

5. All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.

The Application received approval of a Stormwater Management Concept Plan from the Department of Permitting Services, on December 13, 2022, per Chapter 19 of the County Code. The SWM Concept Plan demonstrates that stormwater will be managed through bioretention areas.

6. Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Cemetery Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.M.

Not applicable to this Property.

7. Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.

No other provisions apply to the Subdivision.

SECTION 6: COMMUNITY OUTREACH

The Applicant held a pre-submittal public meeting on February 15, 2022 related to the Federal Plaza West Sketch and Preliminary Plans. The meeting was conducted virtually and has complied with all submittal and noticing requirements.

PEDESTRIAN CONNECTION TO THE MIRAMONT CONDOMINIUMS

Staff received two letters of correspondence throughout the review of the Project. Both letters voiced concerns about changes to the pedestrian path connecting the Miramont Apartments and Miramont Villas Condominiums to Federal Plaza West. This issue will be looked at in greater detail through the Site Plan process, when grading is addressed. The 2018 *White Flint 2 Sector Plan* includes the following recommendation:

“Additional pedestrian connections are recommended between Miramont Villas Condominium and Miramont Apartments, and Federal Plaza.” (page 40)

Staff has addressed the issue at this time by including a condition of approval to maintain the pedestrian connection and will work with the Applicant through the Site Plan process ensure that the connection does not have steps.

SECTION 7: CONCLUSION

As conditioned, the Sketch Plan and Preliminary Plan applications each satisfy the findings under Section 59.7.3.3 and the applicable standards of the Zoning Ordinance, substantially conform to the recommendations of the 2018 *White Flint 2 Sector Plan* and satisfy the findings of the Subdivision Regulations. Therefore, Staff recommends approval of the Sketch Plan No. 320220100 and Preliminary Plan No. 120220140 with the conditions specified at the beginning of this report.

ATTACHMENTS

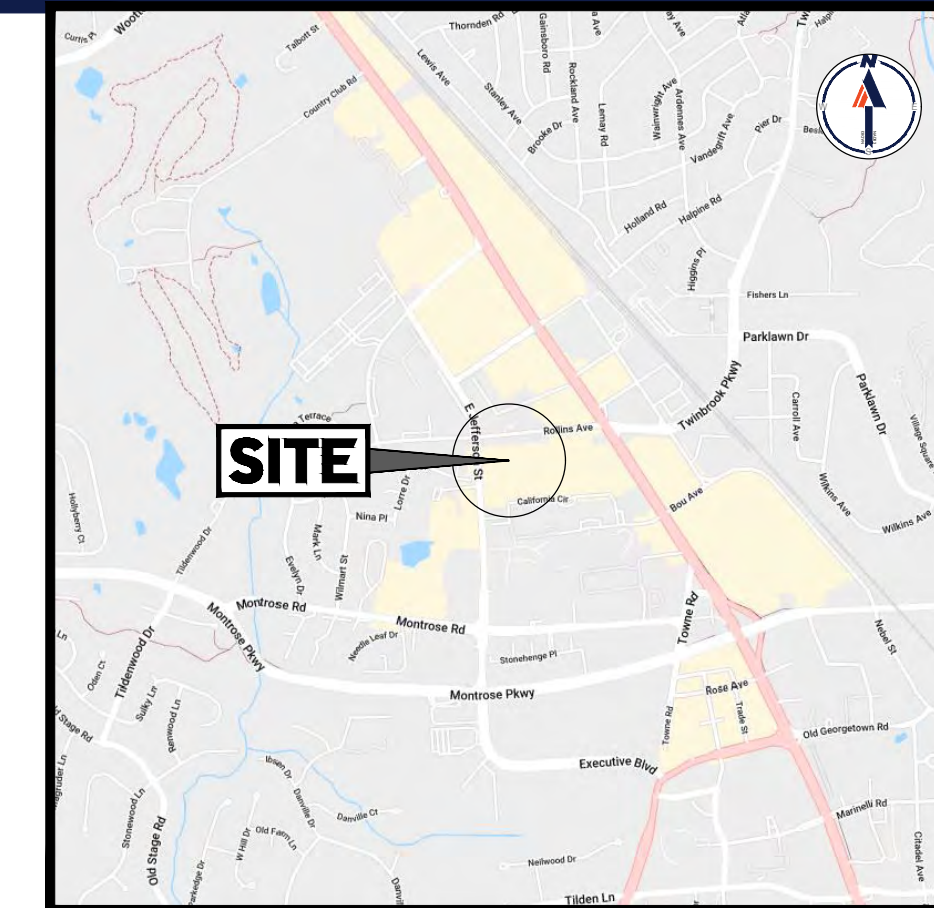
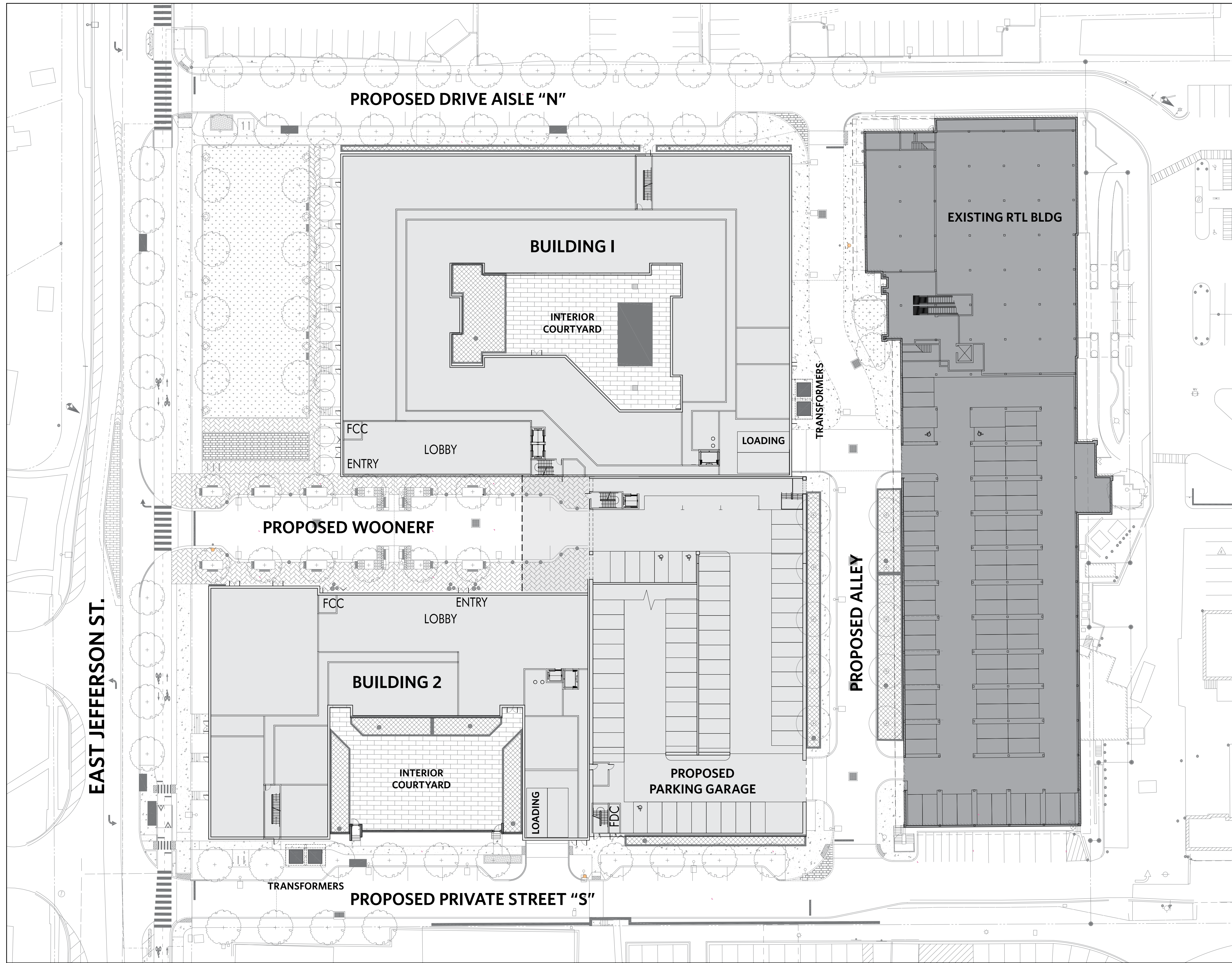
Attachment A: Sketch Plan

Attachment B: Preliminary Plan

Attachment C: Prior Approvals

Attachment D: Agency Letters

Attachment E: Community Correspondence



LOCATION MAP
SCALE: 1" = 2000'

PLAN NOTES:
NOT USED

DATA SUMMARY TABLE

Zoning Category
CRT-2.25
C-0.75 R-1.5 H-75'-0"

Height
Baseline Building Height: 75'-0"
Height Bonus for MPDUs >12.5% of
TTL DU: 12'-0"
Proposed Max Building Height: 87'-0"

BOHLER
THE
SITE CIVIL AND CONSULTING ENGINEERING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY	CHECKED BY
1	12/21/2022	PER MNCPPC DRC COMMENTS		CET
2	03/17/2023	PER MNCPPC DRC COMMENTS		CET

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PROJECT No.:	MB202173
DRAWN BY:	LMW
CHECKED BY:	NS
DATE:	04/20/2022
CAD I.D.:	

PROJECT:
FEDERAL PLAZA WEST
FOR
FEDERAL REALTY OP LP
PROPOSED DEVELOPMENT:
1776 E JEFFERSON STREET
MONTGOMERY COUNTY
ROCKVILLE, MD 20852
PARCEL N730, LOT P2
WSSC GRID: 216NW06
TAX MAP GRID: G053

BOHLER
16701 MELFORD BLVD, SUITE 310
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Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

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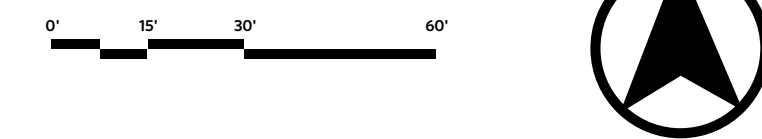
SHEET TITLE:
GROUND FLOOR ARCHITECTURAL PLAN

SHEET NUMBER:
A1.01

REVISION 1 - 12/21/2022

LEGEND

[Pattern]	PROP. BUILDING
[Pattern]	ADJACENT EX. BUILDINGS
[Pattern]	PROP. GRASS / GROUND COVER
[Pattern]	PROP. ESD PRACTICE
[Pattern]	PROP. BRICK PAVER
[Pattern]	PROP. CONCRETE SIDEWALK
[Pattern]	PROP. GREEN ROOF
[Pattern]	ADJACENT PROPERTY LINE



GROUND FLOOR PLAN

Apr 20, 2022
H:\2021\02173\DRAWINGS\REFS\ARCH\TITLE - MB202173 - JAVOUT_CONCEPT
JS

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REVISIONS

REV	DATE	COMMENT	CHECKED BY	DRAWN BY
1	12/21/2022	PER MNCPPC DRC COMMENTS	NBS	LMW
2	03/24/2023	PER MNCPPC COMMENTS	NBS	LMW



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PROJECT No.: MB202173
 DRAWN BY: NS
 CHECKED BY: NS
 DATE: 03/11/2022
 CAD ID: PRLM

FEDERAL PLAZA WEST

FEDERAL REALTY OP LP

PRELIMINARY PLAN #120220140

PROPOSED DEVELOPMENT:
 1776 E JEFFERSON STREET
 MONTGOMERY COUNTY
 ROCKVILLE, MD 20852
 PARCEL N730, LOT P2

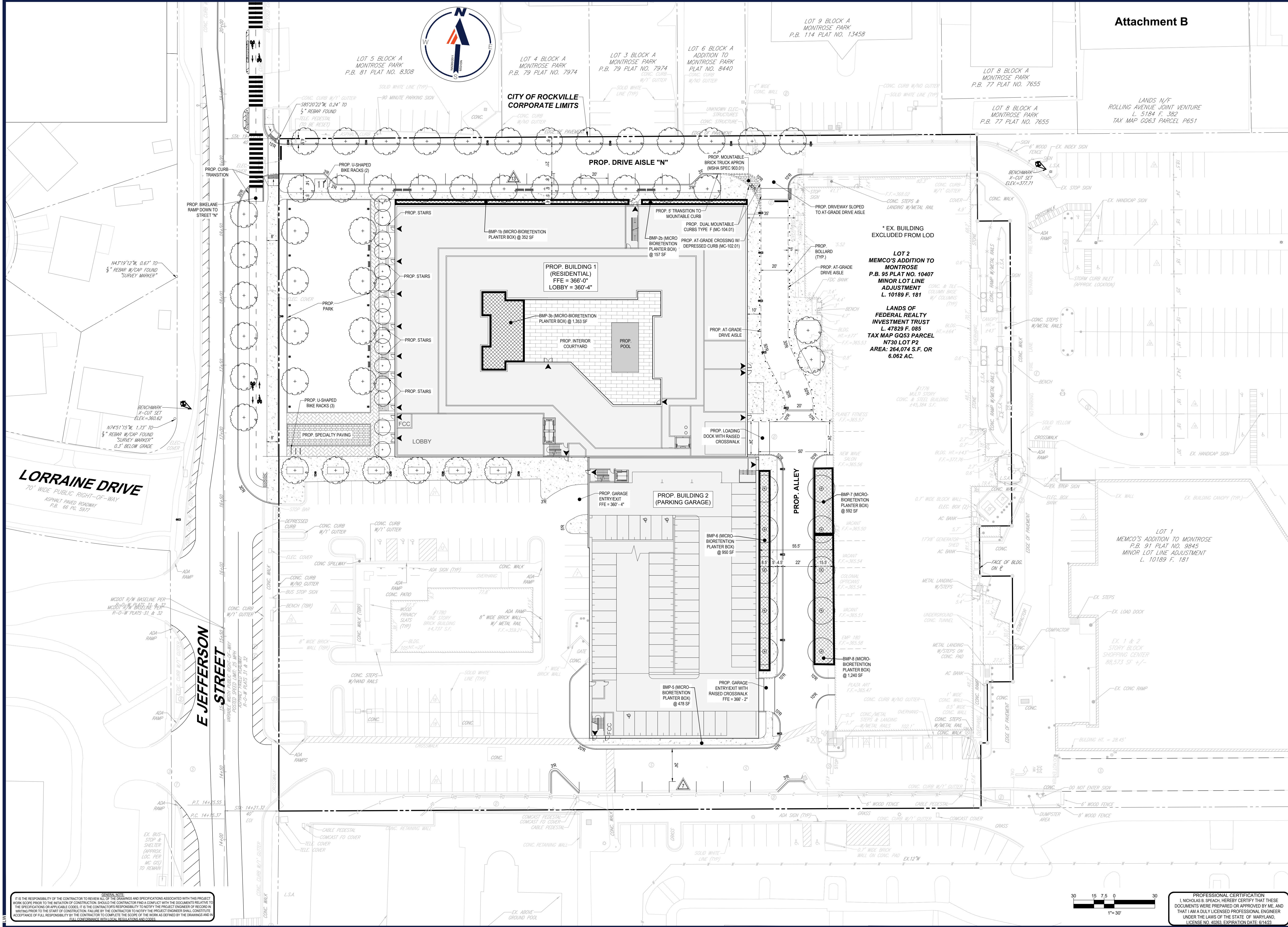
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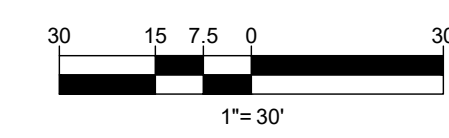
PHASE I PLAN

SHEET NUMBER: **3**

REVISION 2 - 03/24/2023



GENERAL NOTE:
 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD BY WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND ALL CODES AND REGULATIONS. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL CODES.



PROFESSIONAL CERTIFICATION
 I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 4023, EXPIRATION DATE: 8/14/23

MB202173 PRELIMINARY PLAN SETS PRELIMINARY PLAN 2022173 - PHASE I - 1 - JAYCUT - 03 - PHASE I
 Mar 24, 2023

PROJECT DATA TABLE: CRT-2.25, C-0.75, R-1.5, H-75			
SUBJECT PROPERTY: 1776 E. JEFFERSON STREET			
	PERMITTED/REQUIRED PER THE ZONING ORDINANCE	PROPOSED BY PRELIMINARY SKETCH PLAN (PHASE I)	PROPOSED BY PRELIMINARY SKETCH PLAN (PHASE II)
GROSS TRACT AREA	-	283,914 SF (6.42 AC)	-
PREVIOUS DEDICATIONS	-	19,849 SF (0.46 AC)	-
PROPOSED DEDICATIONS	-	N/A	-
NET LOT AREA	-	264,064 SF (6.06 AC)	-
FLOOR AREA RATIO (FAR)	CRT-2.25 FAR (252,498 SF) C-0.75 FAR (212,308 SF) R-1.5 FAR (219,583 SF)	CRT-1.46 FAR (413,965 SF) C-0.37 FAR (103,965 SF) R-1.03 FAR (210,289 SF)	CRT-2.25 FAR (252,498 SF) C-0.38 FAR (108,965 SF) R-1.03 FAR (210,289 SF)
EXISTING COMMERCIAL	-	(103,965 SF TO REMAIN) + 31,481 SF TO BE REMOVED	-
PROPOSED COMMERCIAL	-	0 SF	5,000 SF
EXISTING RESIDENTIAL	-	0 SF	0 SF
PROPOSED RESIDENTIAL	-	310,000 SF	474,001 SF
PUBLIC OPEN SPACE (% OF NET LOT AREA)	10% (26,406 SF) PER 64.5 A.B.1	7.9% (20,873 SF)	10.1% (26,732 SF)
MAXIMUM BUILDING HEIGHT	75'	87'	87'
MODERATELY PRICED DWELLING UNITS (MPDU) %	12% TO 25%	15%	15%
MINIMUM BUILDING SETBACKS			
FRONT (OFF E. JEFFERSON ST)	0'	85.7'	9.5'
SIDE (NORTH SIDE)	0'	30.7'	30.7'
SIDE (SOUTH SIDE)	0'	41.8'	41.8'
REAR (EAST SIDE)	4'	2.3'	2.3'
BUILD TO AREA (BTA) MAX SETBACK (MIN % OF FACADE)			
FRONT (OFF E. JEFFERSON ST)	TBD BY OPTIONAL METHOD	0% WITHIN 15'	37.3% WITHIN 15'
BUILDING ORIENTATION			
ENTRANCE FACING STREET OR OPEN SPACE	TBD BY OPTIONAL METHOD		
TRANSPARENCY FOR WALLS FACING A STREET OR OPEN SPACE	TBD BY OPTIONAL METHOD		
GROUND STORY	TBD BY OPTIONAL METHOD		
UPPER STORY	TBD BY OPTIONAL METHOD		

PHASE I PARKING TABULATION:

- THE NADMS (NON-AUTO DRIVER MODE SHARE) PERCENTAGE GOAL ADJUSTMENT MUST BE CALCULATED BEFORE ANY OTHER ADJUSTMENT IS TAKEN.
- TOTAL PROPOSED VEHICULAR PARKING SPACES (817 SPACES) CALCULATED USING 633 STANDARD SPACES, 19 ADA SPACES (5% OF WHICH ARE VAN ACCESSIBLE), 17 MOTORCYCLE SPACES, 5 CAR-SHARE SPACES, 8 ELECTRIC VEHICLE CHARGING SPACES, AND 20 COMPACT SPACES.
- THE EXISTING 100 SPACE PARKING WAIVER APPLIES TO THE ENTIRE PROPERTY. LOT 2 CURRENTLY INCLUDES 46.4% OF THE GLA ON THE COMBINED SITE, SO THE PARKING MINIMUM ON LOT 2 MAY BE REDUCED BY 46 SPACES. (3.5 SF / 1,000 SF * 101,174 SF * 80%) = 46 = 238 SPACES

- THE PROJECT IS PROVIDING 15% MPDU AND, THEREFORE, QUALIFIES FOR A BONUS DENSITY OF 22% (283,914 * 1.5 * 0.22 = 93,892 SF) UNDER SECTION 59-5.2.C.1.A OF THE ZONING ORDINANCE IN ADDITION TO THE BASE ALLOWABLE RESIDENTIAL DENSITY OF 1.5 FAR (425,871 SF).
- AS A PROJECT EXCEEDING 12.5% MPDU, ADDITIONAL BUILDING HEIGHT OVER MAPPED ZONE HEIGHT OF 75 FEET IS PERMITTED TO PROVIDE THE MPDU PURSUANT TO THE FORMULA CONTAINED IN SECTION 59-5.2.C.7 OF THE ZONING ORDINANCE.
- EXISTING CONDITION TO REMAIN FROM RETAINED DEVELOPMENT.

REQUIRED PARKING TABULATION (PHASE I)

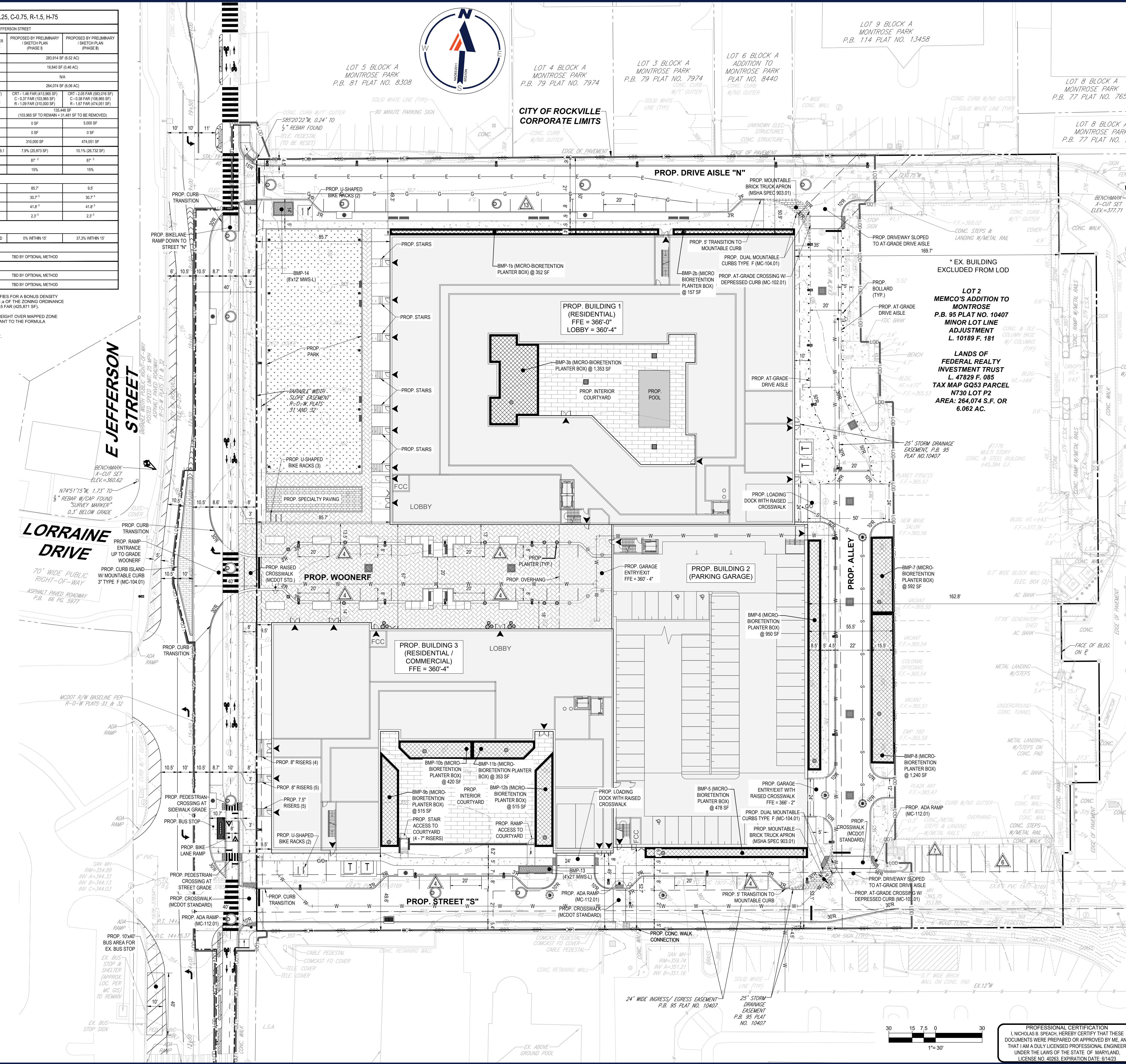
USE CATEGORY	PERMITTED/REQUIRED PER ZONING ORDINANCE (CRT ZONE WITHIN A REDUCED PARKING AREA)	REQUIRED FOR SKETCH / PRELIMINARY PLAN (PHASE I)		PROVIDED SPACES
		PROPOSED SITE	MIN # (SPACES)	
MULTIUNIT LIVING	1 SPACE (MIN OR MAX) STUDIO DWELLING UNIT	134 UNITS	134 SPACES	EX. PANERA PARKING: 19
	1 SPACE (MIN OR MAX) 1-BEDROOM DWELLING UNIT	MPDU: 45 UNITS	MPDU: 10 SPACES	EX. ON-STREET TO REMAIN: 13
	1 SPACE (MIN OR MAX) 2-BEDROOM DWELLING UNIT	MPDU: 18 UNITS	MPDU: 4 SPACES	EX. ON-STREET TO REMAIN: 13
	1 SPACE (MIN OR MAX) 3-BEDROOM DWELLING UNIT	MPDU: 10 UNITS	MPDU: 2 SPACES	EX. ON-STREET TO REMAIN: 13
RETAIL SALES AND SERVICES	3.5 SPACES (MIN) OR 6.0 SPACES (MAX) 1,000 SF OF GLA	101,174 GLA	238 SPACES ¹	RENOVATED EX. BLDG: 68
	NON-ADJ. ADJUSTMENT FACTOR (66.2, 2.3, 2.1, 1.3)			
VEHICLE PARKING	TOTAL PARKING	375 SPACES	1,387 SPACES	817 VEHICLE SPACES
	2% OF TOTAL PARKING PROVIDED REACHES LOT (WHEN TOTAL = 500 TO 1,000), 20 SPACES PLUS 1 FOR EACH 100 SPACES OVER 1,000 (WHEN TOTAL > 1,000)		17	15 IN GARAGES + 3 AT PANERA
VAN ACCESSIBLE PARKING	1 SPACE / 4 ADA SPACES	4	4	5
	MOTORCYCLE	MINIMUM 2% OF TOTAL SPACES FOR ANY PARKING FACILITY WITH MORE THAN 50 PARKING SPACES MAXIMUM: 10 SPACES	EX. BUILDING: 2	EX. BUILDING: 10
CAR-SHARE	MINIMUM: 1 SPACE WHERE TOTAL PARKING PROVIDED IS 50-149 SPACES; 1 ADDED SPACE FOR EACH 100 SPACES MORE THAN 149 SPACES MAXIMUM: 5 SPACES	5	5	5
	CHARGING ELECTRIC VEHICLES	1 SPACE / 100 SPACES	8	8
COMPACT SPACES	20% OF ALL REQUIRED SPACES MAY BE COMPACT SPACES WITHIN A REDUCED PARKING AREA	100	100	20 ON-STREET SPACES
	MULTIUNIT LIVING	MINIMUM 10% SPACES BUILDING	300 UNITS	107 BICYCLE SPACES
BICYCLE PARKING	RETAIL SERVICE ESTABLISHMENT	MINIMUM: 1 SPACE / 10,000 SF GFA, 15% MAXIMUM: 5 SPACES	11 (10 LONG-TERM & 1 SHORT-TERM)	97 LONG-TERM & 14 SHORT-TERM
	MULTIUNIT LIVING	1 SPACE FOR 50 DWELLING UNITS AND ABOVE	BUILDING 1: 300 UNITS	1 BUILDING 1 LOADING SP
LOADING SPACES	RETAIL SALES AND SERVICES	2 SPACES FOR 50,001 SF TO 200,000 SF OF GFA	2	2 EX. BLDG: 2 LOADING SP

REQUIRED PARKING TABULATION (PHASE II)

USE CATEGORY	PERMITTED/REQUIRED PER ZONING ORDINANCE (CRT ZONE WITHIN A REDUCED PARKING AREA)	REQUIRED FOR SKETCH / PRELIMINARY PLAN (PHASE II)		PROVIDED SPACES
		PROPOSED SITE	MIN # (SPACES)	
MULTIUNIT LIVING	1 SPACE (MIN OR MAX) STUDIO DWELLING UNIT	134 UNITS	134 SPACES	EX. ON-STREET TO REMAIN: 13
	1 SPACE (MIN OR MAX) 1-BEDROOM DWELLING UNIT	MPDU: 15 UNITS	MPDU: 7 SPACES	EX. ON-STREET TO REMAIN: 13
	1 SPACE (MIN OR MAX) 2-BEDROOM DWELLING UNIT	MPDU: 10 UNITS	MPDU: 4 SPACES	EX. ON-STREET TO REMAIN: 13
	1 SPACE (MIN OR MAX) 3-BEDROOM DWELLING UNIT	MPDU: 10 UNITS	MPDU: 2 SPACES	EX. ON-STREET TO REMAIN: 13
RETAIL SALES AND SERVICES	3.5 SPACES (MIN) OR 6.0 SPACES (MAX) 1,000 SF OF GLA	101,174 GLA	238 SPACES ¹	RENOVATED EX. BLDG: 68
	NON-ADJ. ADJUSTMENT FACTOR (66.2, 2.3, 2.1, 1.3)			
VEHICLE PARKING	TOTAL PARKING	468 SPACES	1,387 SPACES	715 VEHICLE SPACES ²
	2% OF TOTAL PARKING PROVIDED REACHES LOT (WHEN TOTAL = 500 TO 1,000), 20 SPACES PLUS 1 FOR EACH 100 SPACES OVER 1,000 (WHEN TOTAL > 1,000)		15	15 IN GARAGES
VAN ACCESSIBLE PARKING	1 SPACE / 4 ADA SPACES	4	4	4
	MOTORCYCLE	MINIMUM 2% OF TOTAL SPACES FOR ANY PARKING FACILITY WITH MORE THAN 50 PARKING SPACES MAXIMUM: 10 SPACES	EX. BUILDING: 2	EX. BUILDING: 10
CAR-SHARE	MINIMUM: 1 SPACE WHERE TOTAL PARKING PROVIDED IS 50-149 SPACES; 1 ADDED SPACE FOR EACH 100 SPACES MORE THAN 149 SPACES MAXIMUM: 5 SPACES	5	5	5
	CHARGING ELECTRIC VEHICLES	1 SPACE / 100 SPACES	8	8
COMPACT SPACES	20% OF ALL REQUIRED SPACES MAY BE COMPACT SPACES WITHIN A REDUCED PARKING AREA	100	100	37 ON-STREET SPACES
	MULTIUNIT LIVING	MINIMUM 10% SPACES BUILDING	500 UNITS	111 BICYCLE SPACES
BICYCLE PARKING	RETAIL SERVICE ESTABLISHMENT	MINIMUM: 1 SPACE / 10,000 SF GFA, 15% MAXIMUM: 5 SPACES	11 (10 LONG-TERM & 1 SHORT-TERM)	97 LONG-TERM & 14 SHORT-TERM
	MULTIUNIT LIVING	1 SPACE FOR 50 DWELLING UNITS AND ABOVE	BUILDING 1: 300 UNITS	1 BUILDING 1 LOADING SP
LOADING SPACES	RETAIL SALES AND SERVICES	UP TO 25,000 SF OF GFA	BUILDING 3: 5,000 SF	1 BUILDING 3 LOADING SP
	RETAIL SALES AND SERVICES	2 SPACES FOR 50,001 SF TO 200,000 SF OF GFA	2	2 EX. BLDG: 2 LOADING SP

- THE NADMS (NON-AUTO DRIVER MODE SHARE) PERCENTAGE GOAL ADJUSTMENT MUST BE CALCULATED BEFORE ANY OTHER ADJUSTMENT IS TAKEN.
- TOTAL PROPOSED VEHICULAR PARKING SPACES (715 SPACES) CALCULATED USING 633 STANDARD SPACES, 19 ADA SPACES (5% OF WHICH ARE VAN ACCESSIBLE), 17 MOTORCYCLE SPACES, 5 CAR-SHARE SPACES, 8 ELECTRIC VEHICLE CHARGING SPACES, AND 37 COMPACT SPACES.
- THE EXISTING 100 SPACE PARKING WAIVER APPLIES TO THE ENTIRE PROPERTY. LOT 2 CURRENTLY INCLUDES 46.4% OF THE GLA ON THE COMBINED SITE, SO THE PARKING MINIMUM ON LOT 2 MAY BE REDUCED BY 46 SPACES. (3.5 SF / 1,000 SF * 101,174 SF * 80%) = 46 = 238 SPACES

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR ANY OTHER CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND ALL REGULATORY AGENCIES, LOCAL, STATE AND FEDERAL.



BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 PROGRAM MANAGEMENT
 LANDSCAPE ARCHITECTURE
 SUSTAINABLE DESIGN
 PERMITTING SERVICES
 TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY	CHECKED BY
1	12/21/2022	PER MNCPPC DRC COMMENTS	NBS	NBS
2	03/24/2023	PER MNCPPC COMMENTS	NBS	NBS

811
 Know what's below.
 Call before you dig.
 ALWAYS CALL 811
 It's fast. It's free. It's the law.

NOT APPROVED FOR CONSTRUCTION

PROJECT No.: MB202173
 DRAWN BY: LMW
 CHECKED BY: NS
 DATE: 03/11/2022
 CAD ID: PRM

FEDERAL PLAZA WEST
 FOR
FEDERAL REALTY OP LP

PRELIMINARY PLAN #120220140
 PROPOSED DEVELOPMENT:
 1776 E. JEFFERSON STREET
 MONTGOMERY COUNTY
 ROCKVILLE, MD 20852
 PARCEL N730, LOT P2

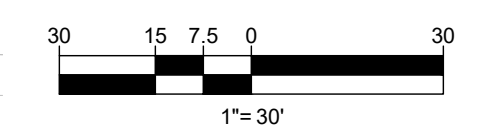
BOHLER
 16701 MELFORD BLVD., SUITE 310
 BOWIE, MARYLAND 20715
 Phone: (301) 809-4500
 Fax: (301) 809-4501
 MD@BohlerEng.com

N. B. SPEACH
 PROFESSIONAL ENGINEER
 MARYLAND LICENSE NO. 4023

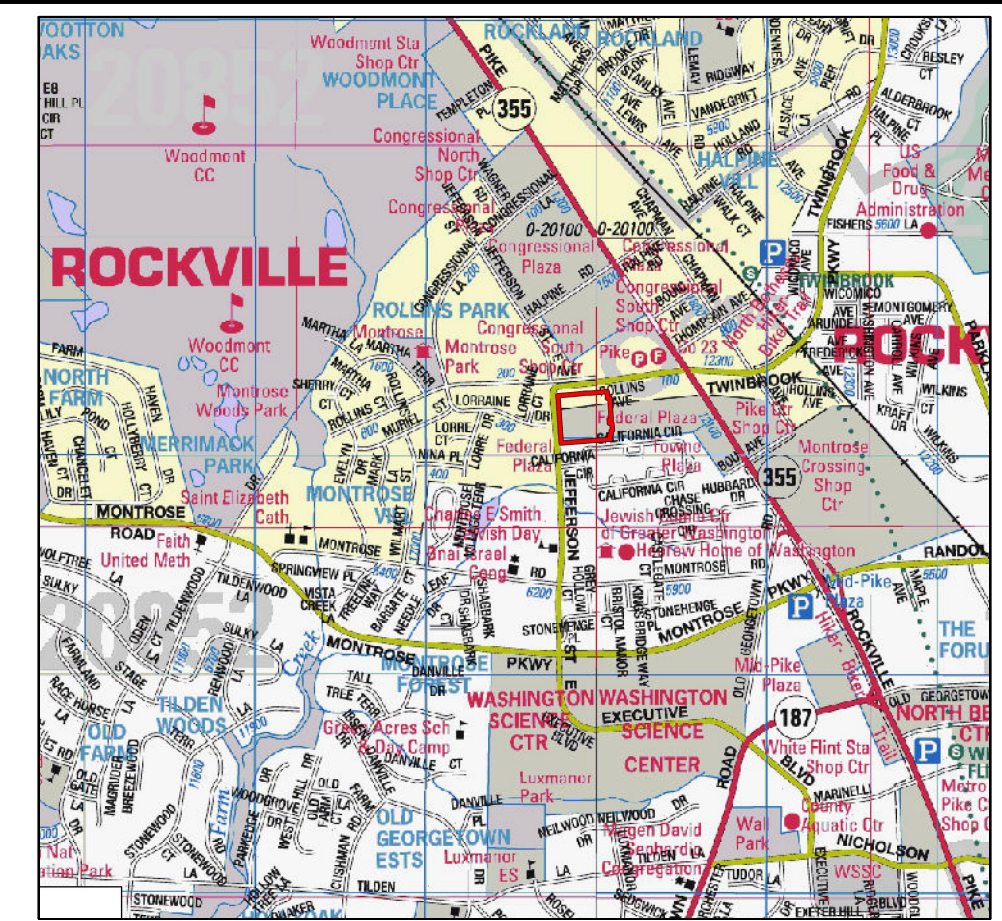
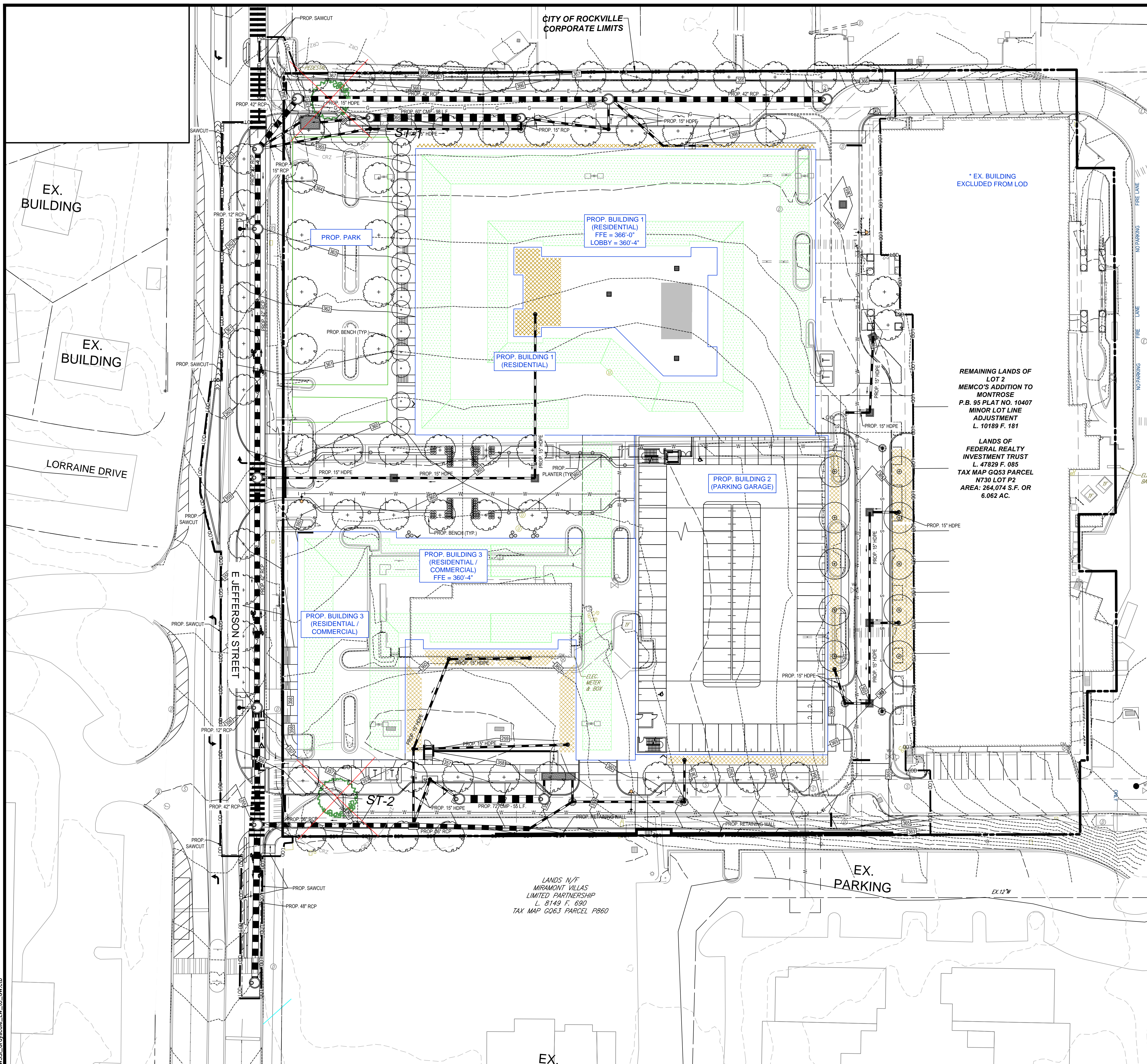
PRELIMINARY PLAN

SHEET NUMBER: **4**
 REVISION 2 - 03/24/2023

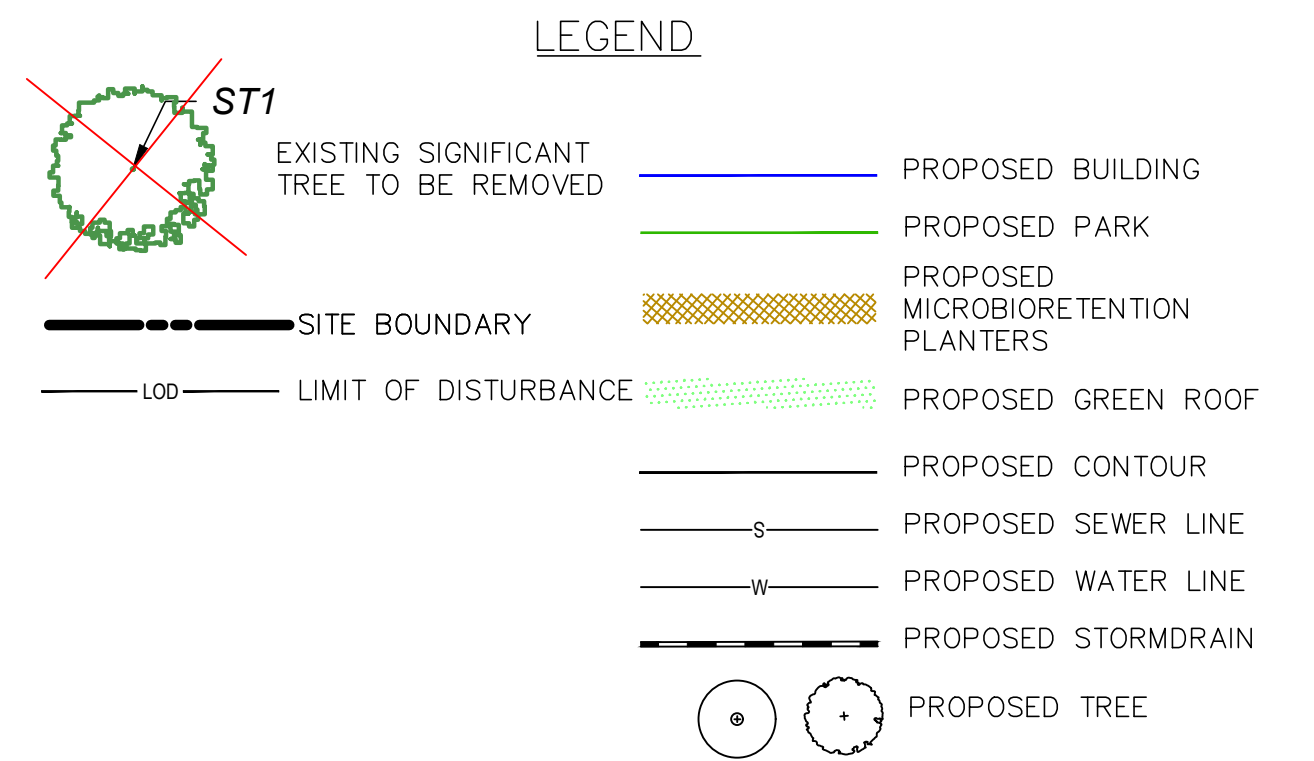
PROFESSIONAL CERTIFICATION
 I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 4023, EXPIRATION DATE: 8/14/23



L:\Projects\Projects\MD2022\01\CAD\05-ENR\PCP\2023-03-16\MD2022_01_PFCP.dwg 1 Plotted By: Kelly, Haley, 3/16/2023 3:19 PM.



VICINITY MAP
 SCALE: 1"=2,000'
 COPYRIGHT ADC THE MAP PEOPLE
 PERMITTED USE NUMBER 20711184



PLAN REFERENCES
 BOUNDARY AND TOPOGRAPHY
 SURVEY PREPARED BY BOHLER
 ENGINEERING, 2021

OWNER/DEVELOPER
 STREET RETAIL LLC
 C/O FEDERAL REALTY INVESTMENT
 TRUST
 909 ROSE AVE, STE. 200
 NORTH BETHESDA, MD 20852
 TAX ID NUMBER: 04-02859678

FOREST CONSERVATION NOTES
 SITE INFORMATION:
 WATERSHED: CABIN JOHN CREEK
 USE: CRT-2.25 C-0.75 R-1.5 H-75
 ZONE: CRT-2.25 C-0.75 R-1.5 H-75

AFFORESTATION NOTES:
 THE PROJECT WILL GENERATE A 0.91
 ACRE REFORESTATION
 REQUIREMENT. THE APPLICANT
 PROPOSES TO MEET THIS
 REQUIREMENT THROUGH PAYMENT
 OF A FEE-IN-LIEU OR THROUGH
 PURCHASE OF BANK CREDITS

**REMAINING LANDS OF
 LOT 2
 MEMCO'S ADDITION TO
 MONTROSE
 P.B. 95 PLAT NO. 10407
 MINOR LOT LINE
 ADJUSTMENT
 L. 10189 F. 181**

**LANDS OF
 FEDERAL REALTY
 INVESTMENT TRUST
 L. 47829 F. 085
 TAX MAP G063 PARCEL
 N730 LOT P2
 AREA: 264,074 S.F. OR
 6.062 AC.**

**LANDS N/F
 MIRMONT VILLAS
 LIMITED PARTNERSHIP
 L. 8149 F. 690
 TAX MAP G063 PARCEL P860**

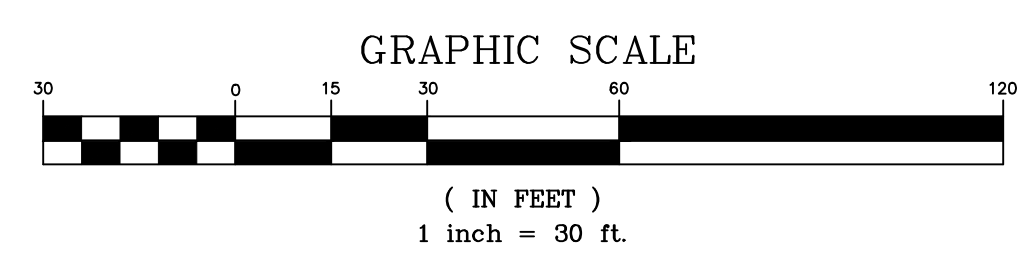
DEVELOPER'S CERTIFICATE

The undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. _____ including, financial bonding, forest planting, maintenance, and all other applicable agreements.

Developer's Name: _____
Printed Company Name

Contact Person or Owner: _____
Printed Name

Address: _____
 Phone and Email: _____
 Signature: _____



QUALIFIED PROFESSIONAL CERTIFICATION
 THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS
 OF MONTGOMERY COUNTY CODE AND THE
 ENVIRONMENTAL TECHNICAL MANUAL.

SIGNED: *Haley Kelly* DATE: 3/16/23
HALEY KELLY
WETLAND STUDIES AND SOLUTIONS, INC.
 1131 BENFIELD BOULEVARD, SUITE 1
 MILLERSVILLE, MD 21044
 PH: (703) 679-5745 FAX: (410) 672-5993
 E-MAIL: HKELLY@WETLANDS.COM

Wetland
 Studies and Solutions, Inc.
 a DAVEY company
 1131 Benfield Boulevard • Suite 1
 Millersville, Maryland 21048
 Phone: 410-672-5990 • Fax: 410-672-5993
 www.wetlands.com

**PRELIMINARY
 FOREST CONSERVATION PLAN**
 WSSC Grid: 216NW06
 Tax Map Grid Number: G063
 FEDERAL REALTY INVESTMENT TRUST
 Prepared For:

FEDERAL PLAZA
 MONTGOMERY COUNTY, MARYLAND
 Copyright © 2017 Wetland Studies and Solutions, Inc.
 WSSI Project Number: MD207201

REVISIONS		App. By	App. Date	SCALE: AS SHOWN
No.	Description			
1	5/9/22, Per County Comments-Add Dev. Cert	HMK/MJK		
2	8/29/22, Per County Comments	HMK/MJK		
3	12/22/22, Updated site plan	HMK/MJK		
4	3/16/23, Updated LOD and acreage per County	HMK/MJK		
DATE: March 16, 2023				

Horizontal Datum: NAD 83/91
 Vertical Datum: NAVD 88
 Boundary and Topo Source:
 BOHLER ENGINEERING
 Design Draft Approved
 HK HK MJK
 Sheet #
 1
 Computer File Name:
 L:\Maryland\Projects\MD2022\01\CAD\05-ENR\PCP\2023-03-16\MD2022_01_PFCP.dwg



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

May 24, 2023

Ms. Amy Lindsey, Planner III
Midcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reedie Drive,
Wheaton, MD 20902

RE: Preliminary Plan No. 120220140
Federal Plaza West
Preliminary Plan and Traffic Impact Study (TIS) Letter
REVISED LETTER

Dear Ms. Lindsey:

This letter superseded the previous letter dated May 16, 2023. We have completed our review of the revised preliminary plan uploaded to eplans on March 27, 2023, and the revised TIS dated January 9, 2023, submitted by Gorove Slade. A prior plan was reviewed by the Development Review Committee at its June 7, 2022, meeting. We recommend approval of the plan subject to the following comments:

Significant Preliminary Pan Comments:

1. As part of Phase II of the development the applicant must design, construct and install a traffic signal at the intersection of Street 'S' and E, Jefferson Street including the pedestrian improvements and eliminate the existing pedestrian activated traffic signal at the existing crosswalk on E. Jefferson Street located immediate south of this intersection prior to issuance of first use and occupancy permit for Phase II of the development for the following reasons:
 - a. Safe traffic operations due to the addition of the proposed bike lanes per the master plan and existing/proposed bus stops at this intersection.
 - b. The number of peak hour vehicle trips generated from the site is 73/48 (AM/PM) left turns out of the site, 20/14 right turns into the site, 8/24 left turns into the site, 21/60 right turn into the site, and through traffic of 5/15 at this intersection. The total future peak hour vehicle trips at this intersection are 122/106 (AM/PM) left turn, 48/52 right turns from the site, 26/40 left turns into the site, 97/158 right turn into the site, and through traffic of 452/677. Based on this information approximately 50% of the left turns from the site, 34% of the right turn from the site, 48% of the left turns into the site, and 32% of the right turn into the site is generated by this development.

Office of the Director

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

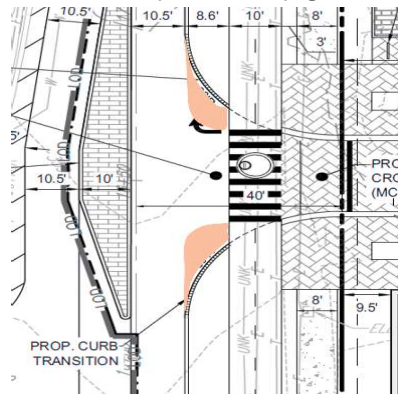
- c. Considering the heavy total peak hour left turn movement from the site onto E. Jefferson Street and through movements along both directions on E. Jefferson Avenue, vehicles making the maneuver would be unsafe with the intersection being uncontrolled and the number of travel lanes. In addition, the close proximity of the mid-block crossing approximately 80-ft +/- from the intersection and 122/106 left turn movements from the site onto E. Jefferson Street, would pose a pedestrian safety hazard.
- d. Ensure a safe and controlled pedestrian/bike crossing at the intersection.

The traffic signal plans should be submitted with the right-of-way plans as part of Phase II. The traffic signal plans must be approved by MCDOT prior to issuance of the Phase II right-of-way permit. The traffic signal must be installed and operational prior to issuance of first use and occupancy permit for Phase II of the development.

- 2. We agree with the phasing of the right-of-way improvements.
 - a. Sheet# 3-Phase I Plan:
 - i. As part of Phase I, the applicant shall be responsible for installing the ultimate road cross section for E. Jefferson Street up to the east-west street between Street 'S' and northernmost Drive Aisle and an interim two-way bike lane with buffer from the east-west street (between Street 'S' and northernmost Drive Aisle) to the existing California Circle located just to the south of proposed Street 'S'.
 - ii. The limits of the proposed bike lanes shall be from Rollins Avenue (City of Rockville Limits) to the east-west street between Street 'S' and northernmost Drive Aisle.
 - iii. The proposed bike lanes under this phase shall be built by the applicant as a two-way bike lane (Ultimate Road Section) with proper transitions at both ends and details of which shall be worked out at the permit stage. The proposed bike lanes will operate as a northbound one-way bike lane for the interim condition until the bike lanes are extended south as part of Phase II of the development.
 - iv. The design plans including the signing and marking plans for the bike lanes must be submitted with the first right-of-way permit and bonded prior to record plat. The plans must be approved prior to issuance of the right-of-way permit. The bike lanes must be installed prior to issuance of the first use and occupancy permit for Phase I.
 - b. Phase II:
 - i. As part of Phase II, the applicant shall be responsible for installing the ultimate road cross section for E. Jefferson Street from Phase I Limit to the proposed Street 'S' including the Floating Bus Stop along the site frontage.
 - ii. The applicant shall be responsible for installing the proposed bike lanes under this phase which shall be extended to the southern mid-block pedestrian

- crosswalk with pedestrian activated signal north of the Montrose Road intersection including the pavement stripping on the west side of E. Jefferson Avenue for the limits shown on the Road Diet Plan with approval from MCDOT Traffic Engineering at the signing and marking plan.
- iii. The proposed bike lanes along the frontage should be converted to a two-way bike lane with approval of signing and marking plans from MCDOT Traffic Section.
 - iv. The design plans including the signing and marking plans for the bike lanes must be approved prior to issuance of the right-of-way permit for phase II. The bike lanes must be installed prior to issuance of the first use and occupancy permit for this phase.
 - c. The applicant shall coordinate with Mr. Matt Johnson of our Transportation Engineering Section at matt.johnson@montgomerycountymd.gov or at 240-777-7237 for any questions regarding the bike lanes.
 - d. Please coordinate with our Division of Traffic Engineering and Operations at TrafficOps@montgomerycountymd.gov during the time of signing and marking pan for details.
3. All proposed bike lanes shall be asphalt.
 4. We strongly object to the use of the word “Woonerf” to refer to the east-west street between Street ‘S’ and northernmost Drive Aisle. Any street that has continuous parking on both sides and is straight as an arrow will not serve as a shared space nor will it create traffic calming.
 5. At or before the Phase II right-of-way permit stage, the proposed design and installation of the floating bus stop along the E. Jefferson Street frontage shall be coordinated with Mr. Wayne Miller of our Division of Transit Services and Mr. Matt Johnson of our Transportation Engineering Section. Mr. Miller may be contacted at 240-777-5836 or at Wayne.Miller2@montgomerycountymd.gov and Mr. Matt Johnson may be contacted at matt.johnson@montgomerycountymd.gov or at 240-777-7237.
 6. At the certified preliminary plan, the following shall be addressed:
 - a. Behind the floating bus stop, the plan shows a raised section for the bike lane, this may have been where the crosswalk was and did not move it. But the bike speed table/raised crosswalk should be where the forward (northern) crosswalk is. Not between the crosswalks.
 - b. The southern crosswalk to the bus island needs to have detectable warning signs and crosswalk treatment.
 - c. The 30’ curb radii at Street ‘S’, Woonerf Street, and northern most Drive Aisle are too large for pedestrian and bicycle safety. The trucks may need this space, but passenger cars do not. Truck aprons should be installed to reduce turning speeds for passenger cars. Included a sketch below to illustrate how this might work at one of the corners, but

this treatment should be applied at all the corners. This driveway access should have a more appropriate 15' radius. An edge line should be included on the inboard (roadway) side of the apron to help guide drivers around the corner.



- d. The truck circulation shows the entering (red) truck driving over the bikeway median on the southeast corner of the intersection with Street 'S'. This is unacceptable as it will destroy the median in short order and will not protect cyclists who may be waiting at the stop line for a green/walk indication.
Our recommendation for dealing with this would be to shift the northbound lane over (along with the southbound lanes). Since the mid-block crosswalk is going to move up to the Street S intersection, the median refuge won't be needed anymore, and hatching is on the opposite side. This space would allow us sufficient room for a corner island on the SE corner and that would give trucks some additional space to turn.
- e. The adjacent property north of the subject site is within the City of Rockville Limits.
Please coordinate with the City regarding the bike lane transition at the intersection with Rollins Avenue and any other impacts to the City facilities.

7. **Transportation Demand Management (TDM):**

The project is located in the White Flint 2 Sector Plan area, which is in the Orange Subdivision Staging Policy Area. The project proposes to develop more than 160,000 gross square feet (500 units/approximately 480,000 sf). A new development in a Orange Policy Area with more than 160,000 gsf must submit a Project-Based Level 3 TDM Results Plan. The Plan must be submitted and approved by MCDOT prior to issuance of any building permit from DPS. The Applicant should contact Commuter Services for a template for Level 3 TDM Results Plan. Level 3 Results Plan requirements include the following:

- a. Appointment of a Transportation Coordinator (a person to work with MCDOT and TMD representatives to achieve NADMS and other commuting goals).
- b. Notification of the Transportation Coordinator's contact information.
- c. Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the department to promote TDM).

- d. TDM Information (TDM-related information must be displayed in a location(s) visible to residents, employees, and other project users).
- e. Selection of Strategies: The plan must include project-based strategies and demonstrate that the plan is achieving the goals established for the project (5% above the White Flint 2/North Bethesda TMD commuter goals).
- f. Additional or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 6 years after final occupancy, revisions to the plan or strategies initially selected may be required.
- g. Additional Funding: If strategies selected by the owner or applicant do not result in achievement of the project goals by 6 years after final occupancy, the Department may require increased funding by the owner for existing or new TDM strategies. Additional increases in funding may be required if goals have still not been met within 8 years of final occupancy.
- h. Conduct independent monitoring to determine if the project is meeting its goals, until the goals are achieved.

The applicant should coordinate with Ms. Sandra Brecher, Chief of the Commuter Services Section. Ms. Brecher may be contacted at Sandra.Brecher@montgomerycountymd.gov or at 240-777-8380.

TIS Comments:

1. See Comment #1 under the Significant Preliminary Plan Comments of this letter.
2. Page 19-Figure 7:
 - a. Proposed Road Diet Improvements: We do not support the “Proposed Don’t Block Intersection Stripping”.
 - b. Update the figure with the proposed concrete island on E. Jefferson Street located at the proposed drive aisle between proposed Street ‘S’ and the northernmost drive aisle.
3. Table 2 lists the Americans with Disabilities Act (ADA) standards for accessible design inadequacies; we recommend that the applicant add a column to show which ones are being installed by the applicant to comply with the Local Area Transportation Review (LATR) Guidelines.
4. We agree with the applicant’s proposal to install three new street lights as shown in Figure 9 and Table 2. Prior to the certified preliminary plan, the applicant shall show the proposed three street lights on the plan.
5. The applicant shall identify the ADA improvements offsite with supporting cost estimates to comply with the LATR Guidelines. Prior to certified preliminary plan, the applicant shall work with MNCPPC and MCDOT staff to identify the necessary offsite improvements to satisfy the LATR Guidelines
6. Table 19 should not include Frontage improvements. Frontage improvements are required separately from off-site LATR improvements. Therefore, frontage improvements and associated costs should not be included in this table.

7. We defer to Maryland State Highway Administration (MDSHA) and City of Rockville for improvements at the intersections maintained by them.

Standard Plan Review Comments

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Montgomery County Department of Permitting Services (MCDPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. **Storm Drain Analysis:** The revised storm drain analysis was reviewed and is acceptable. No improvements are needed to the downstream public storm drain system for this plan.
3. **Sight Distance:** The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference with this letter.
4. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
5. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
6. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with MCDPS Right-of-Way Plan Review Section.
7. No steps, stoops or retaining walls for the development are allowed in County right-of-way. No door swings into county right-of-way.
8. If the proposed development will alter any existing street lights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at 240-777-2190 or at yazdan.sanayi@montgomerycountymd.gov for proper executing procedures. All costs associated with such relocation shall be the responsibility of the applicant.
9. If the proposed development will alter or impact any existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.) in any way, the developer will be required to submit plans to relocate the impacted facilities. please contact Mr. Kamal Hamud of our

Ms. Amy Lindsey
Preliminary Plan No. 120220140
May 24, 2023
Page 7

Transportation Systems Engineering Team at kamal.hamud@montgomerycountymd.gov or at 240-777-2190 for proper executing procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate in upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.

10. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
- a. Paving, pavement markings (including bikeway design), curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along E. Jefferson Street.
 - b. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - c. Permanent monuments and property line markers, as required by Section 50.4.3(G) of the Subdivision Regulations.
 - d. Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the MCDPS.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at 240-777-2194.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review Team
Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\ 120220140-Federal Plaza West\Letter\120220140-Federal Plaza West Prelim Revised Ltr

Enclosures: Sight Distance

cc: SharePoint Correspondence FY 23

Ms. Amy Lindsey
Preliminary Plan No. 120220140
May 24, 2023
Page 8

cc-e:	Geoff Sharpe	Federal Realty Investment Trust
	Patricia Harris	Lerch, Early & Brewer, Chtd.
	Nicholas Speach	Bohler Engineering
	William Zeid	Gorove Slade
	Matthew Folden	M-NCPPC
	Richard Brockmyer	M-NCPPC
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Mark Terry	MCDOT DTEO
	Kutty Menon	MCDOT DTEO
	Dan Sanayi	MCDOT DTEO
	Matt Johnson	MCDOT DTE
	Sandra Brecher	MCDOT CSS
	Jim Carlson	MCDOT CSS
	Wayne Miller	MCDOT DTS
	Rebecca Torma	MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Federal Plaza West Preliminary Plan Number: 1-20220140

Street Name: East Jefferson Street Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 (Street "N" Entrance/Exit) Street/Driveway #2 (Woonerf Entrance/Exit)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>325'</u>	<u>YES</u>	Right <u>340'</u>	<u>YES</u>
Left <u>200'</u>	<u>YES</u>	Left <u>210'</u>	<u>YES</u>

Comments: Clear views of the extents of
E Jefferson Street

Comments: Clear views of the extents of
E Jefferson Street

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

DocuSigned by:
Nicholas Speach 5/4/2023
 Signature _____ Date _____
 AA14F4BCE3124A7
40263
 PLS/P.E. MD Reg. No.



Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<u>Deepak Somarajan</u>
Date:	<u>5/16/2023</u>



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Federal Plaza West Preliminary Plan Number: 1-20220140

Street Name: East Jefferson Street Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 (Street "N" Entrance/Exit) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>211'</u>	<u>YES</u>	Right _____	_____
Left <u>325'</u>	<u>YES</u>	Left _____	_____

Comments: Clear views of the extents of
E Jefferson Street

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
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(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

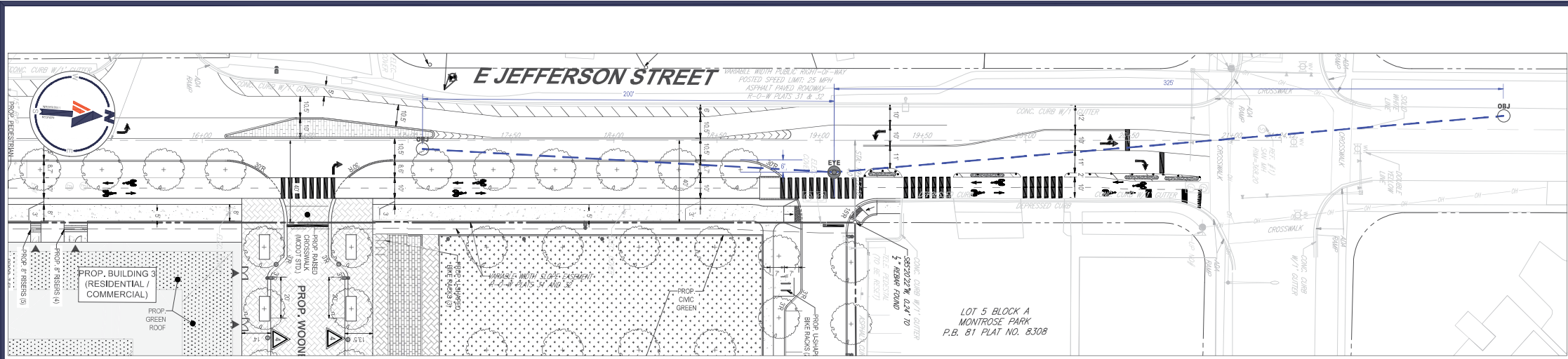
ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

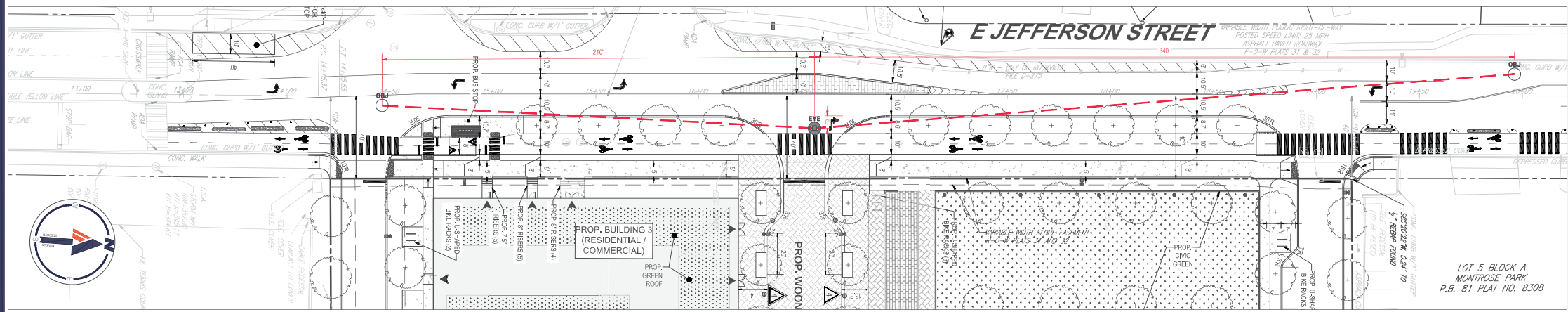
DocuSigned by:
Nicholas Speech 5/4/2023
 Signature _____ Date _____
 AA14F4BCE3124A7
40263
 PLS/P.E. MD Reg. No.



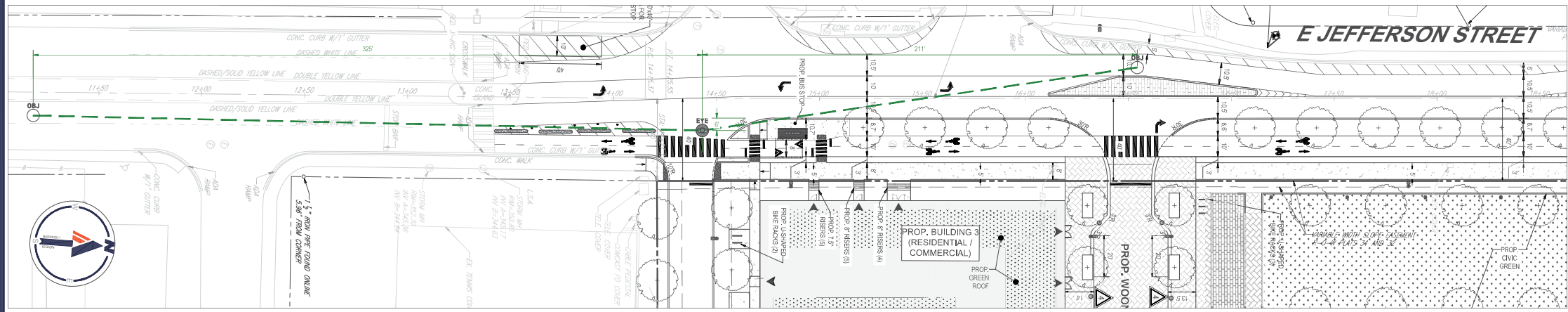
Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<u>Deepak Somarajan</u>
Date:	<u>5/16/2023</u>



PROPOSED STREET "N" ENTRANCE/EXIT SIGHT LINE



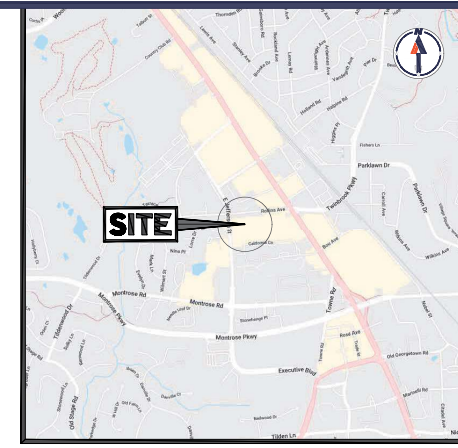
PROPOSED WOONERF ENTRANCE/EXIT SIGHT LINE



PROPOSED STREET "S" ENTRANCE/EXIT SIGHT LINE

SIGHT DISTANCE LEGEND

- PROPOSED STREET "N" ENTRANCE/EXIT SIGHT LINE (Blue dashed line)
- PROPOSED WOONERF ENTRANCE/EXIT SIGHT LINE (Red dashed line)
- PROPOSED STREET "S" ENTRANCE/EXIT SIGHT LINE (Green dashed line)



LOCATION MAP
SCALE: 1" = 2000'

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Federal Plaza West Preliminary Plan Number: 1-
Street Name: East Jefferson Street Master Plan Road Classification: Business
Posted Speed Limit: 25 mph
Street/Driveway #1 (Street "N" Entrance/Exit) Street/Driveway #2 (Woonerf Entrance/Exit)

Sight Distance (feet) OK?	Sight Distance (feet) OK?
Right 325' YES	Right 340' YES
Left 200' YES	Left 210' YES

Comments: Clear views of the extents of E Jefferson Street.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction
Tertiary - 15 mph	150'
Secondary - 30	200'
Business - 35	250'
Primary - 40	325'
Arterial - 45	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: _____ Date: _____

PLSP/E. MD Reg. No. _____

Montgomery County Review:
 Approved
 Disapproved
 By: _____
 Date: _____

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Federal Plaza West Preliminary Plan Number: 1-
Street Name: East Jefferson Street Master Plan Road Classification: Business
Posted Speed Limit: 25 mph
Street/Driveway #1 (Street "S" Entrance/Exit) Street/Driveway #2 ()

Sight Distance (feet) OK?	Sight Distance (feet) OK?
Right 211' YES	Right
Left 325' YES	Left

Comments: Clear views of the extents of E Jefferson Street.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction
Tertiary - 15 mph	150'
Secondary - 30	200'
Business - 35	250'
Primary - 40	325'
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Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: _____ Date: _____

PLSP/E. MD Reg. No. _____

Montgomery County Review:
 Approved
 Disapproved
 By: _____
 Date: _____

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
CIVIL ENGINEERING
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY	CHECKED BY
1	12/21/2022	PER MNCPPC DRC COMMENTS	LMW	NBS
2	03/24/2023	PER MNCPPC COMMENTS	LMW	NBS

811
Know what's below. Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT TO BE USED AS A CONSTRUCTION DOCUMENT UNLESS SPECIFICALLY NOTED OTHERWISE.

PROJECT No.: MB0202173
DRAWN BY: LMW
CHECKED BY: NBS
DATE: 03/11/2023
CAD ID.: STL

PROJECT: **FEDERAL PLAZA WEST**

FOR

FEDERAL REALTY OP LP

PRELIMINARY PLAN #120220140

PROPOSED DEVELOPMENT:
1776 E JEFFERSON STREET
MONTGOMERY COUNTY
ROCKVILLE, MD 20852
PARCEL N730, LOT P2

BOHLER

16701 MELFORD BLVD, SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N.B. SPEACH
PROFESSIONAL ENGINEER
MONTGOMERY COUNTY, MARYLAND
LICENSE NO. 40933, EXPIRATION DATE: 04/14/23

SHEET TITLE: **SIGHT DISTANCE ANALYSIS PLAN**

SHEET NUMBER: **1**

REVISION 2 - 03/24/2023

1:00 03/24/2023 2:00 03/24/2023 3:00 03/24/2023 4:00 03/24/2023 5:00 03/24/2023 6:00 03/24/2023 7:00 03/24/2023 8:00 03/24/2023 9:00 03/24/2023 10:00 03/24/2023 11:00 03/24/2023 12:00 03/24/2023 1:00 03/24/2023 2:00 03/24/2023 3:00 03/24/2023 4:00 03/24/2023 5:00 03/24/2023 6:00 03/24/2023 7:00 03/24/2023 8:00 03/24/2023 9:00 03/24/2023 10:00 03/24/2023 11:00 03/24/2023 12:00 03/24/2023

THE RESPONSIBILITY OF THE CONTRACTOR TO REVEAL ALL OF THE UTILITIES AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE INTENTION OF CONSTRUCTION, SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL COMPLIANCE WITH ALL APPLICABLE CODES.

PROFESSIONAL CERTIFICATION
I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 40933, EXPIRATION DATE: 04/14/23



**Department of Permitting Services
Fire Department Access and Water Supply Comments**

DATE: 13-Feb-23
TO: Nicholas Speach - nspeach@bohlereng.com
Bohler Engineering
FROM: Marie LaBaw
RE: Federal Plaza West
320220100

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **13-Feb-23** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

From: [Bryan Barnett-Woods](#)
To: [Brockmyer, Richard](#); [Lindsey, Amy](#)
Cc: [Somarajan, Deepak](#)
Subject: RE: E. Jefferson and Rolling - MC. Federal Plaza West Development application.
Date: Thursday, April 27, 2023 9:25:13 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning, Amy and Richard,

Thank you for following up. No letter was drafted for this development because it was not referred to the City by MNCPPC. Our involvement with this application started when the applicant's consultant invited us to a meeting to review their concept for E Jefferson Street and the E Jefferson St/Rollins Ave intersection, which is within the City limits. We had provided our comments to the applicant's consultant earlier this year, some items were addressed, but not further discussion took place. If the applicant were to incorporate the comments provided, we would be comfortable with this moving forward. Moreover, we would also support a condition of approval that incorporates our review comments.

Thank you,
Bryan

Bryan Barnett-Woods, AICP (he/him)
Principal Transportation Planner
Pedestrian & Bicycle Coordinator
Traffic and Transportation Division
Department of Public Works - City of Rockville
111 Maryland Ave., Rockville, MD 20850
e-mail: bbwoods@rockvillemd.gov
Tel: (240) 314-8527 (desk); (240) 314-8500 (main)
www.rockvillemd.gov (website)

From: Brockmyer, Richard <Richard.Brockmyer@montgomeryplanning.org>
Sent: Wednesday, April 26, 2023 3:37 PM
To: Bryan Barnett-Woods <bbwoods@rockvillemd.gov>
Cc: Lindsey, Amy <amy.lindsey@montgomeryplanning.org>; Somarajan, Deepak <Deepak.Somarajan@montgomerycountymd.gov>
Subject: RE: E. Jefferson and Rolling - MC. Federal Plaza West Development application.

WARNING - External email. Exercise caution.

Bryan,

I just wanted to follow up on this and see if a letter was ever sent to the Planning Board about this project? If so, can you provide me with a copy?

If the applicant were to address the comments in the documents you sent would that be sufficient to address any issues/concerns? We have some other transportation related conditions we will be drafting and are coordinating these with MCDOT. I just want to make sure that we are all on the same page in terms of what needs to be conditioned to be comfortable with this moving forward. Happy to hop on a call to discuss further if that is easier.

Thanks,



Richard Brockmyer, AICP
Transportation Planner III

Montgomery County Planning Department
2425 Reedie Drive, Floor 13, Wheaton, MD 20902
richard.brockmyer@montgomeryplanning.org
o: 301-495-4526



From: Lindsey, Amy <amy.lindsey@montgomeryplanning.org>
Sent: Wednesday, April 12, 2023 3:58 PM
To: Brockmyer, Richard <Richard.Brockmyer@montgomeryplanning.org>
Cc: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Subject: FW: E. Jefferson and Rolling - MC. Federal Plaza West Development application.

From: Bryan Barnett-Woods <bbwoods@rockvillemd.gov>
Sent: Wednesday, April 12, 2023 3:52 PM
To: Lindsey, Amy <amy.lindsey@montgomeryplanning.org>
Cc: Emad Elshafei <eelshafei@rockvillemd.gov>; Famararz Mokhtari <fmokhtari@rockvillemd.gov>
Subject: FW: E. Jefferson and Rolling - MC. Federal Plaza West Development application.

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon, Amy,

It was good to speak with you earlier. Please see the attached documents. This includes the comments (in blue text) we originally submitted to the applicant in January, and a diagram of the left turn lane that they updated in February. However, there are other comments, including roadway widths, bicycle

lane width, and pavement markings that were not included in their response.

This was the last time we received anything from the County or the applicant.

Faramarz – do you know if we ever sent a letter to the County Planning Commission related to this project?

Thanks,
Bryan

Bryan Barnett-Woods, AICP (he/him)
Principal Transportation Planner
Pedestrian & Bicycle Coordinator
Traffic and Transportation Division
Department of Public Works - City of Rockville
111 Maryland Ave., Rockville, MD 20850
e-mail: bbwoods@rockvillemd.gov
Tel: (240) 314-8527 (desk); (240) 314-8500 (main)
www.rockvillemd.gov (website)

From: Faramarz Mokhtari <fmokhtari@rockvillemd.gov>
Sent: Wednesday, April 12, 2023 2:07 PM
To: Bryan Barnett-Woods <bbwoods@rockvillemd.gov>
Cc: Daniel Seo <dseo@rockvillemd.gov>; Emad Elshafei <eelshafei@rockvillemd.gov>; Andrew Luetkemeier <aluetkemeier@rockvillemd.gov>
Subject: E. Jefferson and Rolling - MC. Federal Plaza West Development application.

In response to your email and follow up to our phone conversation, I have attached two pdf files to this email:

1. The one title starts with “added Left Turn, is the latest submission from W.Z. attempting to address our concerns that shared with him during our group meeting early last month.
2. The one title starts with “ Comments ..” are the city review comments we shared and slightly revised during our Feb. meeting.

We as group still need to decide if this latest submission is the best we can hope for and inform the applicant, since he is waiting for a response back.

Regards,
++++
Faramarz Mokhtari, Ph.D, PTP, PTOE
Traffic & Transportation Division
Department of Public Works - City of Rockville
111 Maryland Ave., Rockville, Maryland 20850-2364
240-314-8509 (office), (240) 314-8500 (main)
240-314-8539 (Fax)

Email: fmokhtari@rockvillemd.gov
City Website: www.rockvillemd.gov





DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Ehsan Motazedi
Acting Director

December 13, 2022

Mr. Nicholas Speach
Bohler Engineering
1601 Melford Boulevard
Suite 310
Bowie, MD 20715

Re: **STORMWATER MANAGEMENT CONCEPT
PLAN** for
Federal Plaza West
Address: 1776 East Jefferson Street
Preliminary Plan #120220140
SM File #: 288070
Tract Size/ 6.06 Ac./264,074 sf
Zone: CRT-2.25,C-0.75,R-1.5,H-75
Total Concept Area: 5.12 Ac./233,173 sf
Parcel(s): P2, N730
Watershed and Class: Cabin John Creek/I-P
Type of Development: Redevelopment

Dear Mr. Speach:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals using 32,400 square feet of 8" green roof, micro-bioretenion planter boxes, and a modular wetland system, along with a full waiver for the right-of-way improvements, due to site constraints and a reduction of impervious area in the existing right-of-way. A Site Development Stormwater Management plan is required prior to the detailed sediment control/stormwater management plan stage.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

- 1. Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.**
2. If full stormwater management compliance cannot be achieved by the time of approved Site Plan, a stormwater management waiver fee will be required. The waiver fee calculation will be based on total disturbed area and proposed impervious area in the public right-of-way.

This list may not be all-inclusive and may change based on available information at the time.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

Mr. Nicholas Speech
December 13, 2022
Page 2 of 2

outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Sherryl Mitchell at 240-777-5206 or sherryl.mitchell@montgomerycountymd.gov.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: scm

cc: N. Braunstein
SM File # 288070

ROW:
ESD: Required/Provided 2,566 cf / 0 cf
PE: Target/Achieved: 1.80"/0"
STRUCTURAL: N/A cf
WAIVED: 2,566 cf.

Onsite:
ESD: Required/Provided 25,137 cf / 25,261 cf
PE: Target/Achieved: 1.80"/1.82"
STRUCTURAL: N/A cf
WAIVED: N/A ac.

From: [M.Schoenbaum](#)
To: [Lindsey, Amy](#)
Subject: Federal Plaza West sketch plan 320220100
Date: Friday, May 27, 2022 9:55:23 AM
Attachments: [Screenshot \(3530\).png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Ms. Lindsey,

Please require Federal Realty to provide ADA-compliant pedestrian access between Federal Plaza and the Miramont Villas Limited Partnership property immediately to the south. I've attached an image to clarify the access I'm referring to.

In the preliminary plans, it looks like Federal Realty is proposing a MCDOT-standard crosswalk (good) and stairs (not good).

The access should be ADA-compliant because

1. it's federal law
2. mobility-impaired and/or elderly pedestrians use this path
3. non-mobility-impaired pedestrians also use this path with wheeled shopping carts to shop at the stores in Federal Plaza, especially Trader Joe's

For more about the history of this pedestrian access, please see <https://ggwash.org/view/35819/one-strip-malls-owners-block-but-then-restore-a-pedestrian-path-to-the-neighborhood> Note that Southern Management has since paved the path and added a curb ramp on their property.

For reference: my parents live in the Miramont Villas Condominiums to the south of the Miramont Apartments, and I also own a unit in the Miramont Villas Condominiums.

Thank you!

Miriam Schoenbaum
15004 Clopper Rd
Boys MD 20841

From: [Michelle Siegel](#)
To: [Lindsey, Amy](#)
Subject: Comments on 120220140- Federal Plaza
Date: Wednesday, August 31, 2022 3:58:29 PM
Attachments: [07-PREL-120220140-004.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Amy,

I am writing regarding preliminary plan 120220140, Federal Plaza. I am a resident of the Miramont living complex and my neighbors and I had a few comments regarding the connection of California Circle to Federal Plaza (circled in the attachment) .

We were glad to see that the connection was remaining, as many of us use that path to access the surrounding shopping centers. However, the existing connection is a ramp with depressed curbs at both ends of the sidewalk, and the plan proposes this to be replaced with steps. Many of our residents use that ramp with walkers, roller carts/bags for groceries, strollers, etc. We would like to see the connection as an ADA compliant ramp, or at least maintained as a ramp without stairs. There is a large population of seniors that live at Miramont, as well as several wheelchair users, so it is important for their continued access to that area.

Please feel free to contact me with any questions regarding our comments.

Michelle Siegel

Resident at 6030 California Circle