

## LOEHMANN'S PLAZA

### SKETCH PLAN NO. 320230050



#### Description

The Applicant proposes an infill development with up to 710,000 square feet of residential uses and up to 40,000 square feet of commercial uses for a cumulative density of up to 750,000 square feet of mixed-use development, with 15% Moderately Priced Dwelling Units (MPDUs), open space, pedestrian and bicycle improvements, and associated public benefits to support the requested incentive density.

No. 320230050

Completed: 10-30-2023

MCPB

Item No. 7

11-9-2023

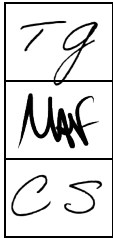
Montgomery County

Planning Board

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### LOCATION/ADDRESS

5200 Randolph Road, Rockville, MD, 20852

### MASTER PLAN

2018 *White Flint 2 Sector Plan*

### ZONE

Commercial Residential (CR-1.75, C-0.5, R-1.5, H-75)

### PROPERTY SIZE

9.74 acres

### APPLICANT

Rosenfeld Investment, LLC

### ACCEPTANCE DATE

June 28, 2023

### REVIEW BASIS

Zoning – Chapter 59  
Forest Conservation – Chapter 22A



## Summary:

- Staff recommends **approval** of the Sketch Plan with conditions.
- The proposal will transform an existing shopping center with surface parking and a one-story brick building pad site into a mixed-used development with retail.
- Under the Optional Method of development, the Applicant requests approval for up to 710,000 square feet of residential use (currently estimated to be up to 680 dwelling units) with 15% MPDUs and up to 40,000 square feet of commercial use.
- Full build out of the development is proposed across multiple phases. In the first phase, the Applicant proposes new townhouses, a grocery store of approximately 23,000 square feet in the central part of the existing retail building, and a revision to the loading area.
- The Plan proposes the extension of existing surrounding public roads, a new private road, alleys, and bicycle and pedestrian facilities.
- Public benefit points are proposed across six (6) categories: major public facilities; transit proximity; connectivity and mobility; diversity of uses and activities; quality building and site design; and protection and enhancement of the natural environment.
- No public correspondence has been received as of the date of this Staff Report.

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## SECTION 1: RECOMMENDATIONS AND CONDITIONS

### SKETCH PLAN 320230050

Staff recommends approval of Loehmann's Plaza, Sketch Plan No. 320230050, for up to 750,000 square feet of density on 9.74 acres, zoned Commercial Residential (CR-1.75, C-0.5, 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 the Sketch Plan as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

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 Preliminary and Site Plan. This approval is subject to the following conditions:

#### **1. Density**

The Sketch Plan is limited to a maximum of 710,000 square feet of residential and 40,000 square feet of commercial development. The maximum number and distribution of townhouses, stacked townhouses (2-over-2s), and multifamily apartment units will be determined in the Preliminary and Site Plan stages.

#### **2. Height**

The development is limited to a maximum average building height of 75 feet, as measured from the building height measuring point(s) to be illustrated on the Certified Site Plan.

#### **3. Incentive Density**

The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least three (3) categories as required by Section 59.4.5.4.A.2<sup>1</sup>. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a) Major Public Facility achieved through the provision of a privately-owned, publicly accessible 0.75-acre neighborhood green urban park.

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<sup>1</sup> For a project providing a minimum of 15 percent MPDUs, one less benefit category than required under Section 4.5.4.A.2 and Section 4.6.4.A.2 must be satisfied.



- b) Transit Proximity, achieved through level 2 transit based on proximity to an existing or master planned station or stop along a rail or bus line with a dedicated, fixed path;
- c) Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance;
- d) Diversity of Uses and Activities, achieved by providing 15% of the residential units as Moderately Priced Dwelling Units (MPDUs);
- e) Quality of Building and Site Design, achieved through architectural elevations and structured parking for the multifamily building; and
- f) Protection and Enhancement of the Natural Environment achieved through the purchase of building lot terminations (BLTs) and cool roof.
- g) The Applicant is required to clarify the point breakdown noted under their phasing plan for the following categories: MPDUs, structured parking, minimum parking, transit proximity, and building lot termination (BLTs).
- h) The Applicant may explore adding public benefit points for the undergrounding of utilities through the Major Public Facility category.

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

The Applicant must provide a 0.75-acre neighborhood green urban park as privately-owned Public Open Space, totaling 32,670 square feet, and should include neighborhood amenities, including a flexible green gathering place, picnic areas and play features.

#### **5. Common Open Space**

- a) The Applicant must provide a minimum of 10% of the Site Area (210,620 square feet) as Common Open Space, totaling 21,062 square feet, that is conceptually shown on the Sketch Plan.
- b) If necessitated by the final phasing plan and unit types for open space, the Applicant must provide additional common open space as an off-set towards the 0.75-acre master-planned neighborhood green urban park requirement, that is conceptually shown on the Sketch Plan.
- c) At the time of Site Plan, the Applicant must continue to meet the minimum requirements for Common Open Space in the event that the southern portion of the proposed neighborhood green urban park is converted for the western extension of Longstone Way to Parklawn Drive.
- d) For the phase of development east of Lauderdale Drive, the Applicant must ensure a useable width of any proposed open space corridors and eliminate the fragmentation of proposed common open spaces to comply with the design requirements.

#### **6. Future Coordination for the Preliminary and Site Plans**

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed in subsequent applications:

- a) The Applicant must submit and receive approval of a Preliminary/Final Forest Conservation Plan.
- b) The Applicant must satisfy the Planning Board's Recreation Guidelines.
- c) The future Preliminary and/or Site Plan application must include a Noise Analysis.
- d) Stormwater Management concept approval consistent with Chapter 19 of the Montgomery County Code.
- e) Evaluate the implementation of undergrounding the existing utilities along the frontage of Randolph Road and Parklawn Drive as required by Section 50.4.3.I.1.b of the County Code and associated planning documents, unless there is a Capital Improvement Program (CIP) project for this improvement.
- f) The Applicant must address the Sector Plan recommendation for a park or school site, which may include a proportional financial contribution towards a school or a park within the Sector Plan area and the amount and timing of which will be determined at Preliminary Plan or enhanced public amenities within the neighborhood green urban park.
- g) Explore establishing the two bridges over the shared street/Longstone Way starting at the third floor of the residential multifamily building to create an appropriate public realm at the street level.
- h) Each future Site Plan must provide the minimum required open space.
- i) Based on the differences between the Overall Phasing Plan and the Open Space Phasing Plan, provide clarification on when the 0.75-acre neighborhood green urban park will be constructed.
- j) Explore additional sustainable features to enhance the development, such as vegetated roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to address the recommendations of the Sector Plan.
- k) At the time of Site Plan(s), the landscape plan must address the parking lot landscape islands and parking lot perimeter landscape requirements and adequate parking lot tree canopy, as applicable.

#### *Transportation and Access*

- l) Reconfigure the intersection of Randolph Road and Lauderdale Drive to remove the eastbound right turn slip lane as part of the first Site Plan for the development. This may include relocating the traffic light with all appurtenances, subject to final review and approval by MCDOT.
- m) At full build out, remove existing vehicular surface parking between the front building line and Randolph Road as required by the CR Zone. The parking must be fully concealed by a planting screen, either as an interim condition or permanent where physical impediments or legal instruments exist, such as easements, subject to review by Staff. The Site Plan must show this surface parking as "interim" to be removed with redevelopment of the future phase.

- i. At the time of Preliminary Plan, explore options to create usable open space in the earlier phasing of the project via the conversion of non-compliant surface parking fronting Randolph Road.
- n) Improve the streetscape, including parking configuration, along Longstone Way during interim phases of the development between Lauderdale Drive and Private Road West. Additional streetscaping will be required along the future extension of Longstone Way west of Private Road West if and when the road is extended to a reconfigured Parklawn Drive.
- o) Modify the proposed road cross-sections to comply with the minimum widths stated on the Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans, where applicable.
- p) If the Planning Board requires the undergrounding of utilities with the approval of the Preliminary and Site Plan(s), the road cross-sections must be revised to reflect the required undergrounding of utilities along Randolph Road.
- q) Re-evaluate the alley access spacing at the southwest corner of the development onto Macon Road.
- r) Improve the ADA ramps and pedestrian crossings across Lauderdale Drive at the intersection of Longstone Way.
- s) Address the transitions of the separated bicycle lane along Randolph Road as it approaches the intersection with Parklawn Drive.
- t) Evaluate the intersection of Randolph Road and Putnam Road as the proximity to the intersection of Randolph Road and Lauderdale Drive is very close for both intersections to have full access. Putnam Road access may need to be limited so that the only left-turn movement allowed would be from Randolph Road onto Putnam Road, with no other left-turn movements allowed.
- u) Provide roadway dedication along Parklawn Drive and Randolph Road to accommodate planned frontage improvements.
- v) Provide an easement for future dedication to allow Longstone Way to connect with Parklawn Drive when the Parklawn Drive and Randolph Road intersection is realigned.
- w) Provide an easement for future dedication to allow the extension of Private Road West to connect with Randolph Road.
- x) Address the design of the shared street to ensure that it is consistent with best practices for similar roadways.
- y) Coordinate with MCDOT to address the bus stop location and improvements to accommodate the future Bus Rapid Transit (BRT) service along Randolph Road.
- z) Address the requirements of the MCDOT letter dated October 6, 2023.
- aa) The future Preliminary and Site Plan(s) need to reflect the Capital Improvement Program (CIP) status of the realignment of the Randolph Road and Parklawn Drive intersection, at the time of the Applicant's submittal. Any potential recapture of land associated with the

CIP, west of Lauderdale Drive, should be reflected in the open space, lotting pattern, and building heights.

## **7. Validity**

A Site Plan must be submitted within 36 months after the date the resolution for this Sketch Plan is sent per Section 59.7.3.3.G.

## SECTION 2: SITE DESCRIPTION

### VICINITY

The Subject Property (“Property”, “Site”, or “Project”), outlined in blue in Figure 1 below, is located within the Randolph Hills District and is generally bounded by Randolph Road to the north, Parklawn Drive to the west and northwest, and Putnam Road to the east.



*Figure 1: Vicinity Map (Subject Property outlined in blue dash)*

The Subject Property is surrounded by a wide variety of uses. To the north and east are single-family and townhouse uses. Immediately to the east of Putnam Road is the North Quarter townhouse development that was completed in recent years. To the south, the Property abuts Walnut Grove Condominiums which is an existing multifamily residential use. A variety of multifamily and industrial uses exist to the west and south of the Property along the CSX railroad tracks. The Property is served by transit service along Randolph Road and Parklawn Drive, and by its proximity to the North Bethesda Metro Station approximately 1.3 miles away on Rockville Pike.



## PROPERTY DESCRIPTION

The Subject Property consists of a tract area of 490,804 square feet (approximately 11.27 acres) and is one Record Lot (Parcel C, Block 5, Randolph Farms subdivision) recorded at Plat No. 9574. The Site Area is 424,452 square feet (9.74 acres) due to 66,352 square feet of prior dedications of right-of-way for Parklawn Drive, Randolph Road, and Putnam Road. The Property is zoned Commercial Residential (CR-1.75, C-0.5, R-1.5, H-75) and subject to the 2018 *White Flint 2 Sector Plan* and the 2019 *Parking Lots to Places – Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans*.

As shown in Figure 2, the Subject Property is currently improved with an approximately 118,527-square foot shopping center, a drive-thru ATM on the western elevation, and a one-story brick building in the center of the Property with various retail fronts. Currently, the shopping center has some vacant storefronts.

The Subject Property also includes a large, underutilized surface vehicular parking lot that fronts onto Randolph Road, drive aisles, and rear loading areas. The Subject Property is currently served by three vehicular access points, one signalized access from Randolph Road, and two unsignalized vehicular access points from Putnam Road and Parklawn Drive, which also serve deliveries.

The Property does not have any forested areas but has landscaped trees lined along much of the property's perimeter. There are existing, unbuffered sidewalks along Randolph Road and Parklawn Drive.

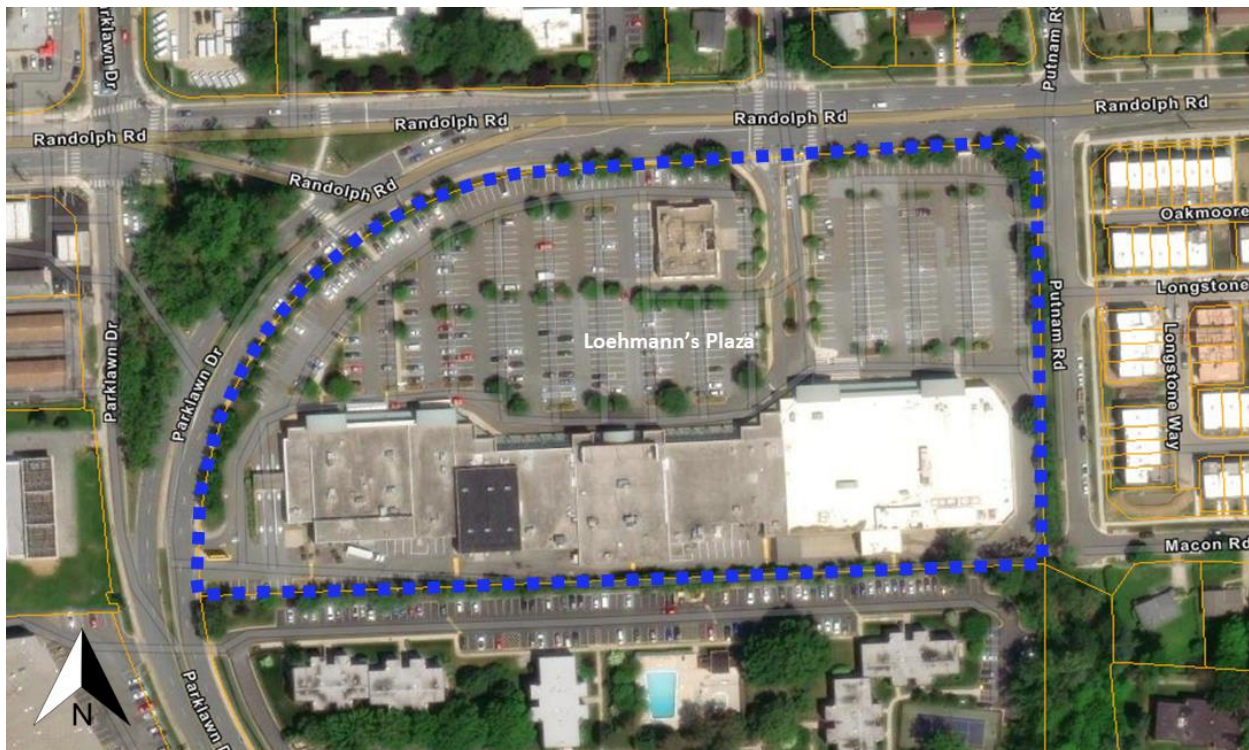


Figure 2: Existing Conditions on the Subject Property (outlined in blue dash)



## SECTION 3: PROJECT DESCRIPTION

### PREVIOUS APPROVALS

#### Site Plan No. 819950290

A Site Plan designated No. 819950290 received Planning Board approval via the MCPB Resolution dated July 11, 1995, under the previous C-4 zoning district for 119,212 square feet of retail space with a supermarket, a parking waiver for the required 10-foot-wide landscaping strip, landscaping, pedestrian pathways, and seating. This development was constructed and is what exists on the Site.

#### NRI/FSD No. 420232020

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for the Subject Property was approved on June 20, 2023 (NRI/FSD No. 420232020). The total tract area for the NRI/FSD is 10.22 acres. The Property contains no wetlands, streams, 100-year floodplains, hydraulically-adjacent steep slopes, highly erodible soils, or known occurrences of Rare, Threatened, and Endangered species. The Site drains to the Rock Creek watershed and is not located within a special protection area or primary management area. There is no forest onsite or immediately adjacent to the Site. There is a small area (0.15 acres) of stream valley buffer at the existing terminus of Putnam and Macon Roads. A total of three (3) specimen trees (30 inches diameter at breast height (DBH) or greater) and no significant trees (24 to 29 inches DBH) were identified on or immediately adjacent to the Property.

### PROPOSAL

The Applicant proposes to incrementally demolish the existing shopping center and surface parking lot and to redevelop the Property with a mix of townhomes and multifamily residential units along with various retail uses. The build-out of the redevelopment is proposed to include up to 710,000 square feet of residential use (up to 680 dwelling units) and up to 40,000 square feet of commercial use. The residential unit breakdown includes 107 townhouse units with 2 garage parking spaces per unit plus guest parking, 36 low-rise multifamily units, and 537 multifamily units in a high-rise, 6- to 7-story building.

The Applicant is seeking a total of 504,598 square feet of incentive density through the Optional Method of development to implement the Project. The requested overall density is approximately 1.53 FAR out of 1.75 FAR.

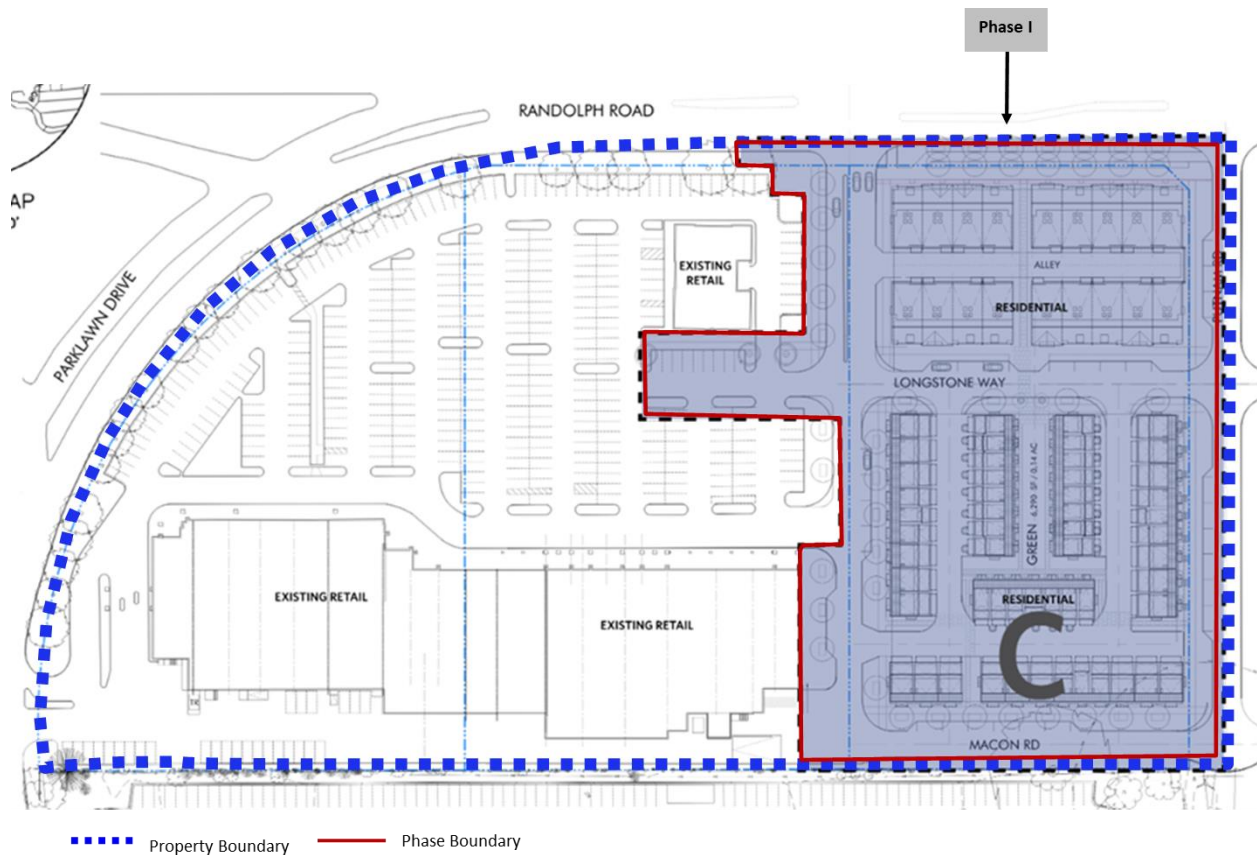
During the initial redevelopment, the Applicant proposes to locate a grocery store of approximately 23,000 square feet in the central part of the existing retail building. Western portions of the shopping

center and the existing pad site will continue to operate in the foreseeable future. A new interim pad site is proposed along Randolph Road. More specifics are outlined in the phasing summary below.

## PHASING

The timing that the Applicant intends to file subsequent Preliminary Plan and Site Plan applications has not been determined. Although identified presently as Phases I, II, and III in Figures 3, 4, and 5, based on current plans, phases may occur in any order or may be combined. While accommodating the continuation of existing retail uses, the anticipated phasing is expected to begin on the east side of the Property where there are existing vacancies, then moving towards the west. Additional townhouses anchoring the frontage of Parklawn Drive and a new mixed-use building in the center of the Property fronting Randolph Road are proposed to be constructed last.

Phasing details are below:



*Figure 3: Proposed Sketch Plan – Phase I*

- **Phase I** will initiate redevelopment on the eastern side of the Property with up to 53 townhouse units that are organized around a mews and 36 low-rise multifamily units fronting onto Randolph Road. This phase includes the construction of the beginning of an expanded road network. Where existing Longstone Way and Macon Road currently

terminate, they will be expanded west into the Property. These townhouse units will be flanked by existing Putnam Road to the east and the proposed Lauderdale Drive to the west, a new southern extension into the Property.

- Before Phase II, the Applicant also anticipates locating a grocery store of approximately 23,000 square feet in the central part of the existing retail building and revising the loading area. Existing storefronts on the western portion of the shopping center and the brick building pad site will remain.

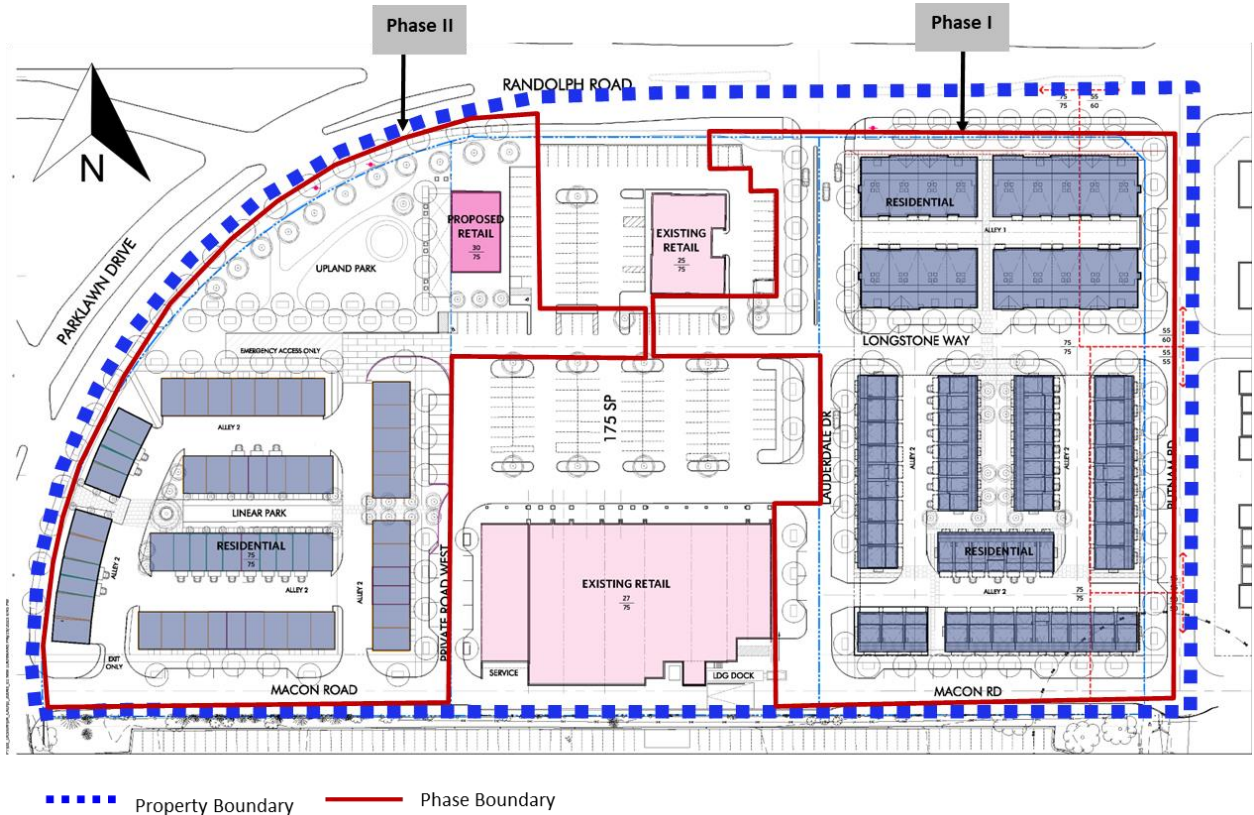
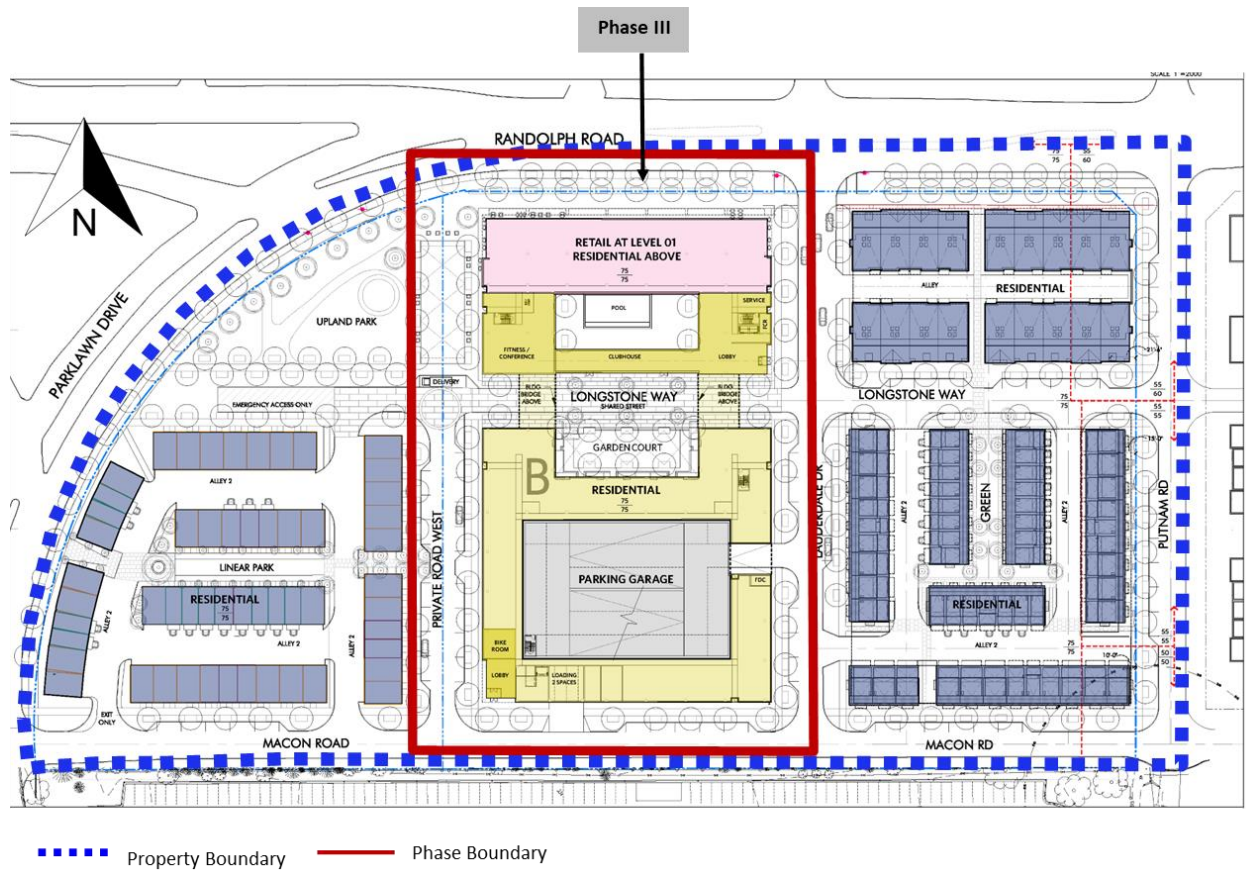


Figure 4: Proposed Sketch Plan – Interim Buildout with Phases I & II

- **Phase II** includes the construction of the western portion of the Property with up to 54 townhouse units, the privately-owned public space (POPS) park<sup>2</sup>, and a second retail pad site fronting onto Randolph Road and abutting the park. This second retail pad site will be replaced and reconfigured in the final buildout phase.

<sup>2</sup> The Applicant also provided an Open Space Phasing Plan that shows the urban green in Phase III associated with the multifamily building.





*Figure 5: Proposed Sketch Plan – Full Buildout with Phase III  
(Subject Property outlined in blue dash)*

- Phase III** (shown in the center of Figure 5) includes the redevelopment of the center portion of the Property with additional residential uses, public use space, and accessory retail with a new multifamily building with up to 537 units. The remaining three existing retail pads (2 currently existing and 1 proposed in Phase II) will be transformed into a 7-story, mixed-use building that stretches north from Randolph Road to the south of the Property and the extension of Macon Road. To break up the proposed block, the proposed western extension of Longstone Way will provide an east to west connection. The section between Private Road West and Lauderdale Road is a shared street that is curbless. This phase is anticipated to provide a structured parking garage, wrapped with residential units, to serve the retail and multifamily units. Proposed Private Road West - flanking the multifamily building to the west - will provide another north to south connection on the Site.

## BUILDING/ARCHITECTURE

The Applicant has provided sections of the proposed building massing and overall heights across the Site as required. The Applicant anticipates that the first phase of development will complement North

Quarter - the recently completed town home redevelopment east of Putnam Road - by adding to the street character of Putnam Road with the fronts of townhome units along the road.

Architectural design will be reviewed in detail during the Site Plan stage which should reflect the architectural guidance provided in the Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans and be compatible with surrounding existing uses. Future reviews will focus on the ground floor design along Randolph Road, Lauderdale Drive, and Private Road West to create a human-scaled ground level with respect to the smaller-scale housing across the street and articulation of the larger mixed-use building.



*Figure 6: Annotated Illustrative Massing View from Northwest at Randolph Road and Parklawn Drive*

## MODERATELY PRICED DWELLING UNITS

The Application proposes to provide 15 percent Moderately Priced Dwelling Units (MPDUs). Further details are provided in Section 4 of this report under the Sector Plan compliance.

## OPEN SPACE

The Sketch Plan proposes a mews associated with the cluster of townhouses to the east of the proposed Lauderdale Drive extension. The cluster of townhouses to the west of the proposed Private Road West will be served by a linear parklet that is tied to a short through-block connection to

Randolph Road. The multifamily building proposes to include a courtyard that abuts the proposed shared street to help expand and enliven the area. As part of the public open space requirement, the Sketch Plan proposes a 0.73-acre (31,170 square feet) neighborhood green urban park as a Privately Owned Public Space (POPS) located near the intersection of Randolph Road and Parklawn Drive (highlighted in Figure 6 above and Figure 7 below). The conceptual design of the park includes seating, various zones that include separation from Randolph Road traffic, pedestrian paths, other site furniture, and landscaping. A conceptual design was provided that envisions the open space expanded if the master-planned realignment of the intersection of Randolph Road and Parklawn Drive occurs (Figure 10). Abutting the southern portion of the urban park is a common open space area totaling 8,830 square feet that may be provided as an easement, if and when a future roadway extension of Longstone Way to the west is connected to Parklawn Drive. This abutting common open space effectively increases the size of the urban park to meet its required 0.75-acreage.

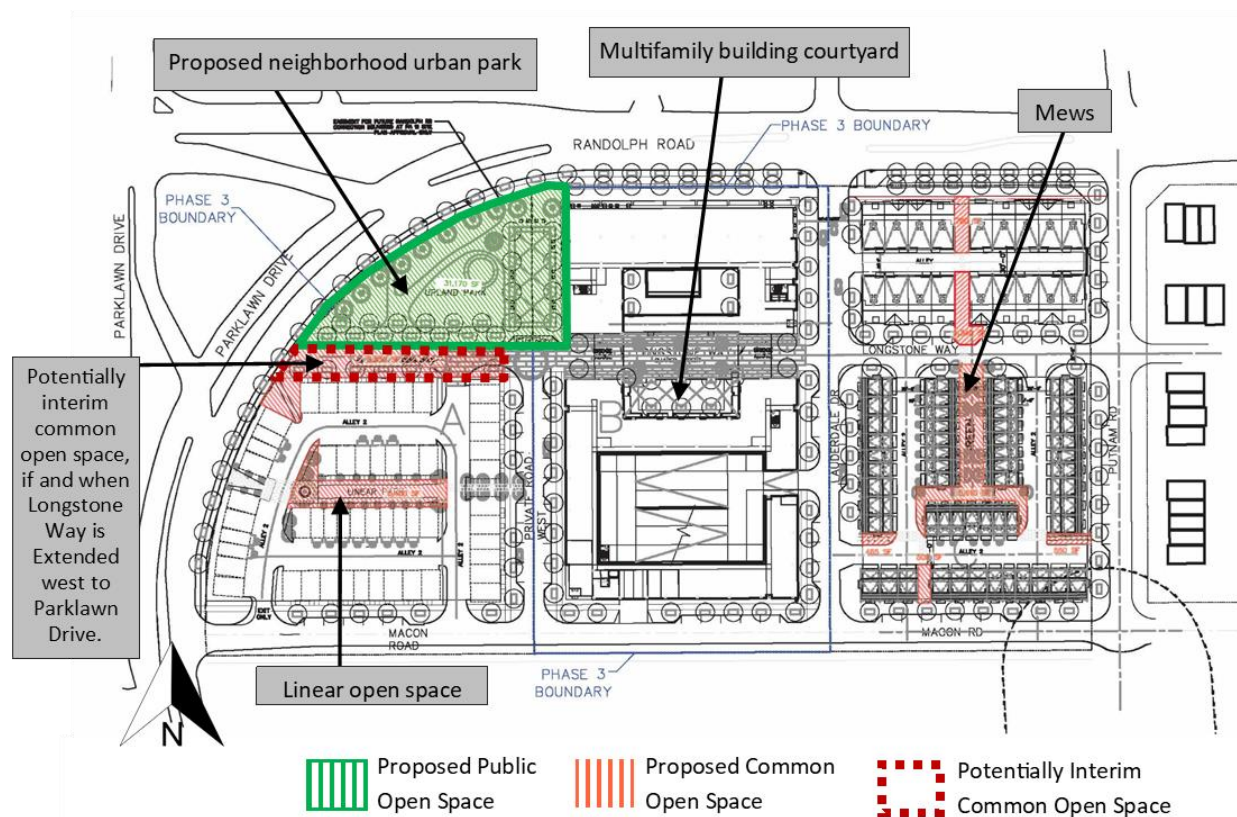


Figure 7: Conceptual Open Spaces with Annotations

Additional discussion of the open space requirements can be found in Section 4 of this report under the Sector Plan Compliance (page 27).





*Figure 8: Proposed Public Park Precedent Images*

## RECREATION

Section 59.6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines, will be submitted with future Site Plans.

## TRANSPORTATION

From the perspective of the Growth and Infrastructure Policy, the proposed Project may require Local Area Transportation Review (LATR) testing dependent on the proposed land use program at the time of the Preliminary Plan.

### *Access & Circulation*

Currently, vehicular access to the Subject Property is via Randolph Road, Parklawn Drive, and Putnam Road. Both Randolph Road and Parklawn Drive are classified as Town Center Boulevards. The Project proposes a combination of public and private roads within the Subject Property to enhance internal circulation. This includes:

- **Macon Road:** This existing alley currently serves loading functions for the shopping center and runs east to west along the southern boundary of the Site. It is anticipated to be upgraded to public road standards in three phases and will initially be a private road until it can be fully connected across the Site as a public street. This roadway will connect to Putnam Road on the east end and Parklawn Drive on the west end.

- **Lauderdale Drive:** This proposed roadway runs north to south through the Property and is anticipated to be completed in Phase I of the project as a public roadway. It will connect Randolph Road at an existing signalized intersection at the north end of the Site to Macon Road to the south.
- **Longstone Way:** This proposed roadway runs east to west through the property and is anticipated to be completed in phases. It connects with Putnam Road on the east side of the site. In Phase III, the middle segment of the roadway is anticipated to be a shared street with proposed multifamily bridges spanning both the east and west ends of the newly completed block. This will be a private street.
- **Private Road West:** This proposed private roadway runs north to south within the site, connecting to Longstone Way on the north end and Macon Road on the south end. It is anticipated that this road will be completed in Phase II.
- **Alleys:** A series of alleyways are proposed to provide access to rear-loaded townhomes throughout the Site off the main public and private roads.

The only signalized access to the Property is at the intersection of Randolph Road and Lauderdale Drive. While a signal currently exists at this location it will be reconfigured to remove the existing eastbound right turn slip lane. The Parklawn Drive and Macon Road intersection access will be limited to right-in and right-out movements. All other proposed access points will have full movements. Final cross sections will be reviewed and decided at the Preliminary Plan stage.

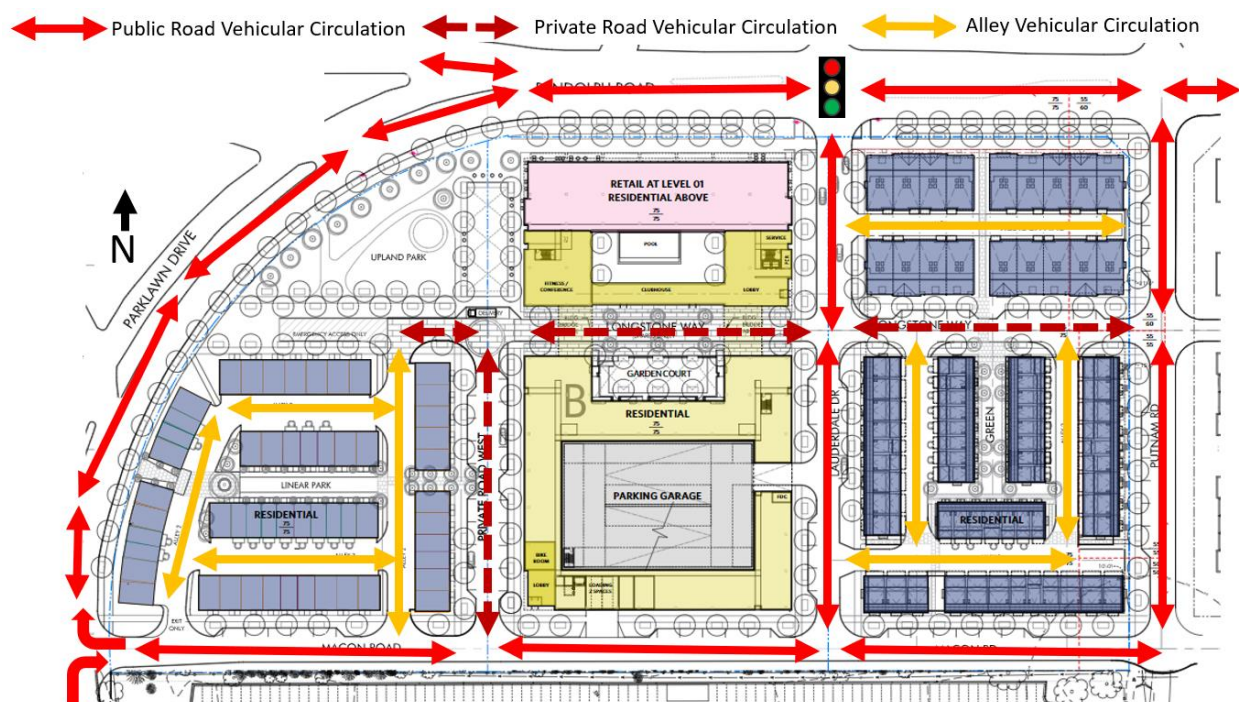


Figure 9: Proposed Vehicular Circulation



## Parking and Loading

The proposed preliminary parking total on the Site is approximately 834 surface and structured vehicular spaces (to be finalized at Site Plan). At full-build out (Phase III) the Applicant proposes to remove the existing surface parking. However, this removal will be staged by Phase. In Phase I, the surface parking lots located at the center of the Site and to the west will be maintained (as shown in Figure 3). Parking for the proposed townhouses will be provided within each unit and accessed via a series of alleys, reducing conflicts between pedestrians and vehicles. In Phase II, the surface parking lot on the west side of the Site will be redeveloped into additional townhouses and a park (as shown in Figure 4). However, the surface parking located within the center of the Site will be maintained. In Phase III all remaining surface parking will be removed and the area will be redeveloped into a multifamily residential building with an associated parking garage (as shown in Figure 5). The parking garage is proposed to have access from Lauderdale Drive. A limited amount of on-street parking is proposed to be provided on Longstone Way, Lauderdale Drive, Private Road West and Macon Road.

Loading is proposed to continue to occur via proposed Macon Road. An additional delivery space is also anticipated on Longstone Way on the south side of the proposed park.

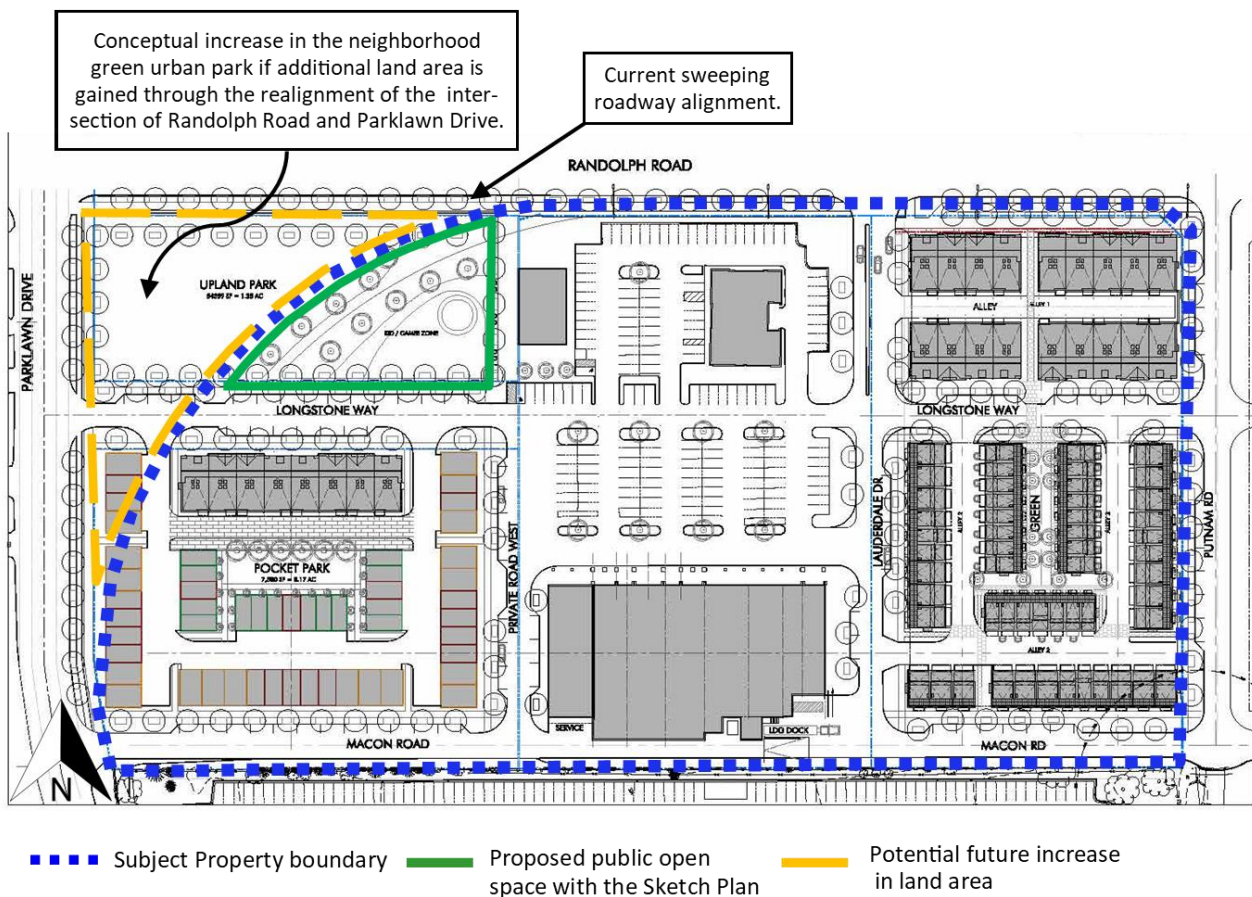


Figure 10: Concept for the Reconfiguration of the Randolph Road and Parklawn Drive Intersection with Annotations

## Pedestrian and Bicycle Facilities

Non-motorized access to the Site is proposed off Randolph Road, Parklawn Drive, and Putnam Road via frontage improvements along these roadways. The Applicant proposes to implement a master-planned eight-foot-wide bikeway along Randolph Road that will be buffered from the roadway with a six-foot-wide landscaped buffer. A five-foot-wide landscape buffer will also separate the bike lane from a ten-foot-wide sidepath.

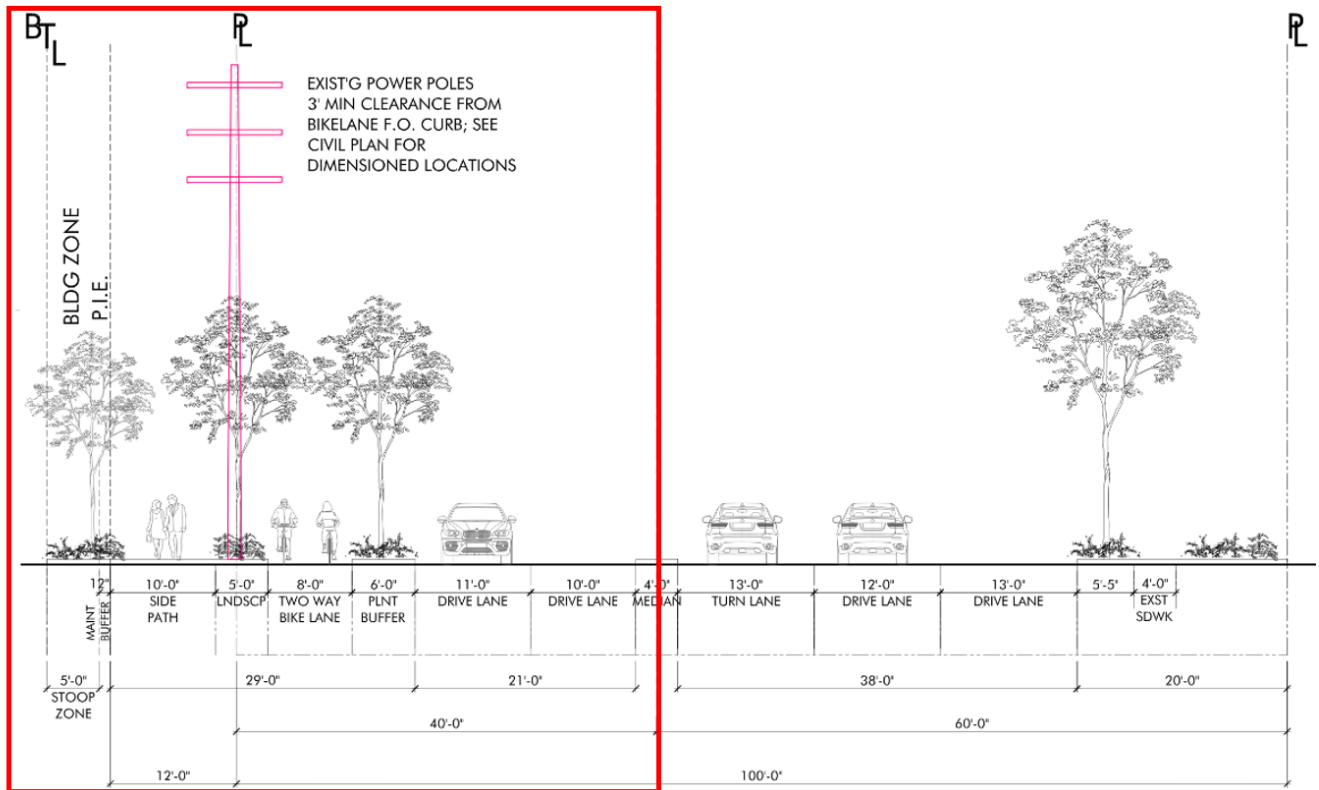


Figure 11: Randolph Road Proposed Cross-Section

The Application proposes to construct the master-planned eight-foot-wide sidepath with a five-foot-wide landscape buffer along Parklawn Drive. The Applicant proposes to construct this improvement in Phase II of the Project.

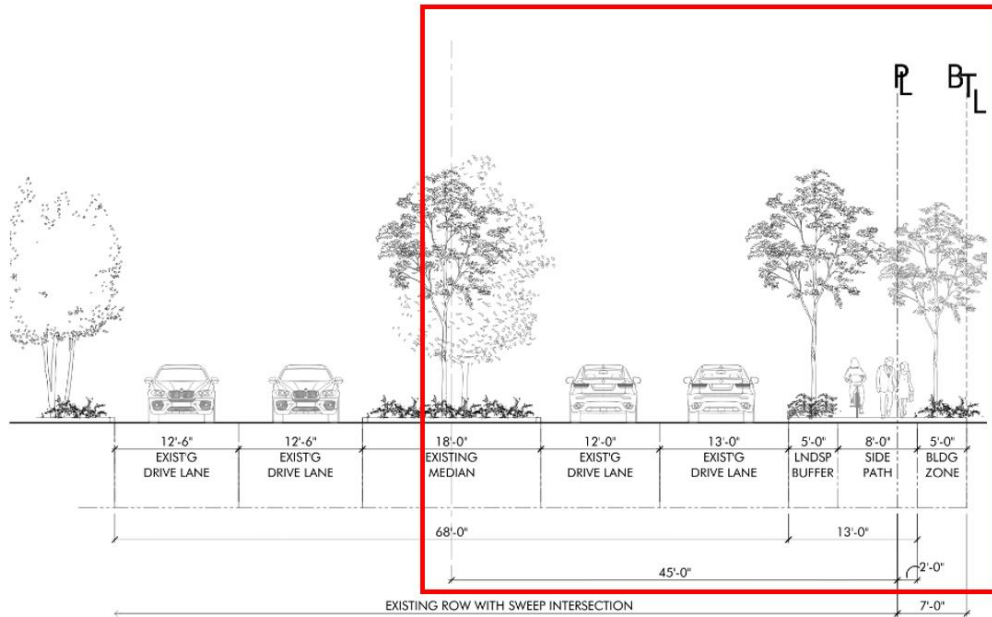


Figure 12: Parklawn Drive Proposed Cross-Section

As shown in Figure 12, a sidepath is envisioned along Parklawn Drive in the 2018 *Bicycle Master Plan* and the 2018 *White Flint 2 Sector Plan*. It is anticipated that this would be an eight-foot-wide sidepath with a five-foot-wide landscape buffer. The Applicant proposes to construct this improvement when development occurs west of proposed Private Road West (Phase II of the Project).

Putnam Road, the eastern boundary of the Project, is proposed to have a six-foot-wide sidewalk along the Subject Property frontage, separated from the roadway with a six-foot-wide landscape buffer. An eight-foot-wide on-street parking area is also proposed along the west side of the road.

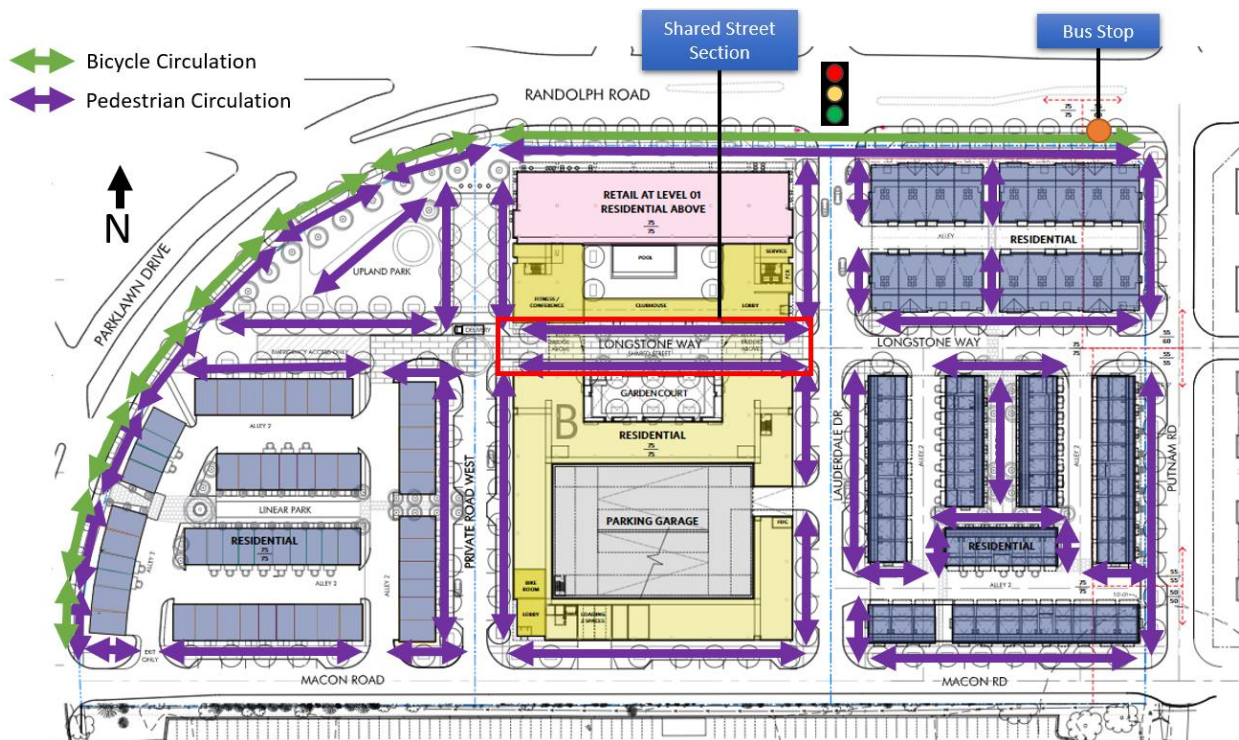


Figure 13: Proposed Non-Motorized Circulation

## ENVIRONMENT

### Forest Conservation

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code (the "Forest Conservation Law"); therefore, a Final Forest Conservation Plan (FFCP) must be submitted with the Preliminary and Site Plans. The approved NRI/FSD No. 420232020 indicates there are no forested areas on the Site. The Applicant proposes to address afforestation requirements during subsequent Applications.

### Environmental Guidelines

As designed, the Sketch Plan proposal may result in possible impacts to protected trees. The proposed development contains no streams or wetlands but does include a currently paved portion of stream buffer in the southeast corner. The Applicant must comply with the Environmental Guidelines such as addressing any encroachments into the stream buffer area.



### *Noise*

The Project proposes residential units and a park to be built adjacent to roads classified as Town Center Boulevards. A noise analysis must be submitted for review at the time of Preliminary Plan submission.

### *Stormwater Management*

The Project must comply with the requirements of Chapter 19 of the Montgomery County Code. The Applicant must file a Stormwater Management Concept Plan in connection with the subsequent Preliminary Plan application. The Applicant proposes to incorporate bio-retention planters and facilities to implement Environmental Site Design ("ESD") practices to the maximum extent practicable.

## SECTION 4: SKETCH PLAN 320230050 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: Loehmann's Plaza Sketch Plan Data Table for CR Zone, Optional Method, Section 59.4.5.4*

<b>Development Standard</b>	<b>Permitted/ Required</b>	<b>Proposed</b>
<b>Tract Area</b>	n/a	490,804 sq. ft. (11.27 ac.)
<b>Prior Dedication</b>	n/a	66,352 sq. ft.
<b>Proposed Dedication</b>	n/a	n/a
<b>Site Area</b>	n/a	424,804 sq. ft. (9.74 ac.)
<b>Maximum Density of Development (GFA/FAR)</b>	858,907 sq. ft. (1.75 FAR)	750,000 sq. ft. (1.53 FAR)
<b>Residential (GFA/ FAR)</b>	736,206 sq. ft. (1.5 FAR)	710,000 sq. ft.
<b>Commercial (GFA/FAR)</b>	245,402 sq. ft. (0.5 FAR)	40,000 sq. ft.
<b>MPDU requirement</b>	15%	15%
<b>Building Height, max avg.</b>	75 feet	75 feet
<b>Principal Building Setbacks (min.)</b>	Determined by site plan	Determined by site plan
<b>Form</b>	Determined by site plan	Determined by site plan
<b>Commercial Parking</b> <i>5 spaces per 1,000 sq. ft. of gross leasable area</i>	Determined by site plan	Determined by site plan
<b>Residential Parking</b> <i>Townhouse living – 2 spaces per dwelling unit</i>  <i>Multi-unit living – 1 space per 1 bedroom; 1.25 spaces per 2 bedrooms; 1.5 spaces per 3 bedrooms</i>	Determined by site plan	Determined by site plan
<b>Public Open Space (min.)</b>	10% <sup>3</sup> (21,385 sq. ft. <sup>4</sup> )	14.6% (31,170 sq. ft.)
<i>Neighborhood Green Urban Park</i>	0.75-acre (32,670 sq. ft.)	0.73-acre (31,170 sq. ft.) <sup>5</sup>
<b>Common Open Space (min.)</b>	10% <sup>6</sup> (21,062 sq. ft.)	11.2% <sup>7</sup> (23,380 sq. ft.) <sup>8</sup>
<b>Combined Open Space areas</b>	53,732 sq. ft.	54,550 sq. ft. <sup>8,9</sup>

<sup>3</sup> The total Site Area that requires public open space is 213,850 square feet.

<sup>4</sup> Under the White Flint 2 Sector Plan, a 0.75-acre (32,670 sq. ft.) public park is required, which exceeds the 10% (21,385 square feet) Zoning Code public open space requirement.

<sup>5</sup> To off-set the required square footage, the Applicant proposes additional square footage to the south of the park which is identified as potentially interim common open space. Refer to the open space summaries within the report and footnote No. 9.

<sup>6</sup> The total Site Area that requires common open space is 210,620 square feet.

<sup>7</sup> At the time of Preliminary Plan, the Applicant must comply with the conditions of approval to remove fragmented common open space areas that are conceptually shown on the Sketch Plan.

<sup>8</sup> The Sketch Plan proposes common open space that includes 8,830 square feet for an easement that may reduce the open space and be converted into a western roadway connection of Longstone Way in the future.

<sup>9</sup> The proposed exceedance of common open space addresses the difference between the 0.73-acres proposed and 0.75-acres required for the urban park.

## Public & Common Open Space

As a single recorded lot, the entire Site with the proposed uses is subject to open space requirements. The Zoning Code requires the provision of 10% of public open space and 10% of common open space. The Sector Plan recommends the redevelopment of Loehmann's Plaza with new streets and a minimum 0.75-acre (32,670 square feet) neighborhood green urban park (page 51), which exceeds the Zoning Code requirement. The Proposal currently illustrates a 0.73-acre (31,170 square feet) public park in the northwest quadrant of the Site to help enliven the entrance to the Randolph Hills area. To off-set the required balance (1,500 sq. ft.) of the park acreage requirement, the Applicant proposes to exceed the 10% common open space requirement by providing 11.2% (an additional 2,318 sq. ft.) including, in an area immediately south of the urban park.

Based on the proposed phasing plan (Figure 4), some of the common open space required for the townhouses to the east of Lauderdale Drive (Phase I) is anticipated to be implemented with the townhouses to the west of Private Road West (Phase II). The Applicant also provided an Open Space Phasing Plan that shows the neighborhood green urban park in Phase III associated with the multifamily building. Considering that the Applicant's phases could occur in any order, there is a possibility that the creation of the remainder of this common open space could be implemented too late in the redevelopment or never come to fruition at all. As conditioned, each future Site Plan must provide the minimum required open space.

While the entire Site will be subject to the Planning Board's *Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development* during the preliminary and site plans process, open space programming should reflect the results of the future Noise Study that may have an impact from noise from the adjacent roadways.

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

Redevelopment of the Subject Property has been envisioned for quite some time. For example, Loehmann's Plaza was included in the 1992 *North Bethesda Garrett Park Master Plan* listing of key or redevelopable properties. Within the same vein of the former plan, the 2018 Sector Plan provides both general and specific recommendations for this Property. Generally, some redevelopment is anticipated within the Randolph Hills District where the Property is located. This district is divided into three areas: Loehmann's Plaza; Montrose Baptist Church; and Rocking Horse Road Center. Specifically, Sector Plan recommendations that are applicable to the Loehmann's Plaza area are summarized below, including directing infill development to existing surface parking lots.

## Sector Plan Compliance

### Density and Building Height

The Sketch Plan's proposed density and building heights are consistent with the Sector Plan's recommendations. The Property is in the Commercial Residential (CR-1.75, C-0.5, R-1.5, H-75) Zone, and the proposed development is a maximum of 1.75 FAR. The Sector Plan also states that the land use mix for this property should reflect a greater residential percentage than nonresidential development (page 51). In accordance with the zoning permission and the Sector Plan, the Project will bring substantial residential use to this area.

Additionally, a maximum building height of up to 75 feet is envisioned. As guided by the Sector Plan for compatibility, the eastern portion of the Property with proposed townhouses (Phase I) will have lower building heights to be compatible with the Randolph Hills residential community and the recently constructed townhomes east of Putnam Road. The taller mixed-use building will be placed in the center of the Site and the development will appropriately step down with additional townhouse units moving towards the western edge of the Property along Parklawn Drive.

Currently, the Proposal includes the master planned urban park at the major intersection of Randolph Road and Parklawn Drive. If these roads are realigned as recommended, it is conditioned for the Applicant to reevaluate the height placement to locate maximum building heights at the western edge of the Property to frame the intersection of Randolph Road and Parklawn Drive and relocate the neighborhood green urban park to the interior of the Site as envisioned in the Sector Plan.

### Design and Connectivity

The Sector Plan's design and connectivity recommendations for the Loehmann's Plaza Subject Property are to:

- Create development that could serve as a center of community for surrounding residential clusters.
- Focus redevelopment along Randolph Road and Parklawn Drive to enhance this location as an entrance to the Randolph Hills area.
- Provide a mix of uses and development types.
- Place lower density development along Putnam Road to provide transition from higher buildings along Randolph Road to the adjacent single-family residential community.
- Consider internal roads and pedestrian connections, including a potential extension of Macon Road to Parklawn Drive and a connection to Lauderdale Drive to the north.
- Provide a 0.75-acre neighborhood green urban park on this property.

The Sketch Plan accomplishes the design and connectivity recommendations, including placing lower density development along Putnam Road for compatibility with existing residential development, the

creation of a neighborhood pattern of streets and blocks, including the extensions of Macon Road and Lauderdale Drive as public streets, and the provision of the neighborhood green urban park.

#### Moderately Priced Dwelling Units

The Sector Plan requires that “each optional method development in the CR and CRT zones should provide 15 percent MPDUs as the highest priority to earn their public benefit points, subject to section 11.1.4.” (p.59). The Sketch Plan proposes to meet the minimum 15 percent MPDU requirement for the development; therefore, it is consistent with the Sector Plan recommendations. Also, Section 25A-5(k) of Chapter 25A of the County Code states: “...MPDUs must be reasonably dispersed throughout the development,” and further requires that the pace of MPDU production reasonably coincides with the pace of the construction of market rate units. Further details of the MPDUs will be provided with subsequent applications.

#### Public Facilities

Community facilities are essential components of a livable community. However, this Plan area does not include any public facilities and there are no existing public schools within the Plan area boundaries. Most of the White Flint 2 Sector Plan area is included in the Walter Johnson School Cluster and a smaller portion is in the Downcounty Consortium. Areas east of the CSX rail tracks, including Loehmann’s Plaza, are in the Downcounty Consortium.

The 2018 Sector Plan recommends that *“each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans”* (p.96). Further, the Plan recommends that this area could accommodate an elementary school in the Downcounty Consortium in several ways such as reopening one of the former schools in the cluster such as Rocking Horse Center, build a new elementary school on one of the recommended sites, and purchase an elementary school site or co-locate a school with a park (p. 98).

Staff requested that the Applicant evaluate the Subject Property’s suitability for a potential school site (Attachment C), and based on that evaluation determined that the Sector Plan goals may be best satisfied through the provision of a proportional financial contribution toward a future school or park within the Sector Plan area with the amount and timing of which will be determined in the Preliminary Plan or enhanced public amenities within the neighborhood green urban park. This determination was made based on the following considerations, which did not leave sufficient space for a new school site:

- The Subject Property is identified in the Sector Plan (p. 51) as a site to focus a greater amount of residential during redevelopment;



- The majority of the existing one-story strip shopping center and standalone building pad site, located closer to Randolph Road, will remain available for tenant occupancy for the foreseeable future; and
- The Project must construct a new master-planned 0.75-acre neighborhood green urban park on the Subject Property (however, the Applicant's assessment did not consider co-location with a school).
- The Sector Plan identifies the Rocking Horse Road Center facility in the Randolph Hills neighborhood as a possible middle or high school site, which is located a half-mile to the east of the Subject Property.

Although permitted, the Applicant has not requested public benefit points for a financial contribution or enhanced public amenities as a provision of a major public benefit.

### *School Adequacy Test*

This Application is subject to the FY2024 Annual School Test. This is a preliminary school adequacy test that will be reevaluated at the time of the Preliminary Plan when the maximum number and distribution of residential townhouses, stacked townhouses (2-over-2s), and multifamily apartment units will be determined. The Project is served by Garrett Park Elementary School, Tilden Middle School, and Walter Johnson High School. Based on the FY24 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

*Table 2: Applicable FY2024 School Adequacy*

School	Projected School Totals, 2027				Adequacy Status	Adequacy Ceilings		
	Program Capacity	Enrollment	% Utilization	Surplus/ Deficit		Tier 1	Tier 2	Tier 3
Garrett Park ES	777	668	86.0%	+109	No UPP	194	265	381
Tilden MS	1,244	1,139	91.6%	+105	No UPP	231	354	541
Walter Johnson HS <sup>10</sup>	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 FY24 Annual School Test, Garrett Park Elementary School, Tilden Middle School, and Walter Johnson High School do not require any UPP as identified in Table 2.

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<sup>10</sup> Projected enrollment reflects the estimated impact of CIP P651908, which will reassign students between the Down County Consortium, Bethesda-Chevy Chase High School, Walter Johnson High School, Walt Whitman High School, and Charles Woodward High School in 2026.

### 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 680 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:

*Table 3: 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	107	0.218	23.326	0.119	12.733	0.167	17.869
MF Low-rise	36	0.116	4.176	0.061	2.196	0.081	2.916
MF High-rise	537	0.073	39.201	0.042	22.554	0.053	28.461
<b>TOTALS</b>	<b>680</b>		<b>66</b>		<b>37</b>		<b>49</b>

As shown in Table 3, on average, this Project is estimated to generate 66 elementary school students, 37 middle school students, and 49 high school students.

### Public & Common Open Space

Refer to the report section above regarding how the Project proposes to demonstrate substantial conformance with the Master Plan and its recommendation for a neighborhood green urban park.

### Environmental Sustainability

The 2018 *White Flint 2 Sector Plan* provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. Important natural resources recommendations are to:

- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green spaces.
- Important water quality recommendations are to:
  - Prioritize environmental public benefit points for tree canopy cover in the CR zone.
  - Promote the use of environmental site design (ESD) techniques to reduce impervious areas.
- Significant air quality recommendations are to:

- Increase forest and tree cover.
- Incorporate building design features that keep roofs cool, such as green roofs or cool roofs.
- Prioritize environmental public benefit points for tree canopy cover and energy conservation.
- Promote site and building design for energy conservation.

The Proposal has not indicated how other recommendations would be achieved in the development. As conditioned in Section 1 of this Report, the Applicant must seek to provide additional sustainable features to enhance the development, including vegetated roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to further the recommendations as prioritized by the *White Flint 2 Sector Plan*.

### Public Benefits

The Sector Plan recommends the following public benefits in the EOF, CRT, and CR Zones:

- Dedication of land for needed school sites as the highest priority public benefits.
- Fifteen (15) percent MPDUs as the highest public benefit for new residential development unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than school site, including but not limited to:
  - land for school athletic fields; new neighborhood parks and open spaces; public transportation (new Metrorail Station entrance); and undergrounding of utilities.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.
- Diversity of uses and activities, including but not limited to care centers, moderately priced dwelling units, dwelling unit mix, and enhanced accessibility for seniors or the disabled.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation, and generation, and habitat preservation and restoration (p.104).

As proposed, the Sketch Plan proposes to advance the Sector Plan's recommended public benefits through improvements such as the public open space, minimum parking, affordable housing, and BLTs. Additionally, cool roof and Building Lot Terminations (BLTs) are the primary environmental sustainability measures included with this Sketch Plan. The *White Flint 2 Sector Plan* prioritizes increased tree canopy and energy conservation Public Benefit Points from the Protection and Enhancement of the Natural Environment category.

### Transportation Network

Randolph Road is a Town Center Boulevard with four travel lanes and a center turn-lane. Parklawn Drive is also a Town Center Boulevard with four travel lanes and a center median. Putnam Road is a Neighborhood Street with two travel lanes. All proposed internal roadways, both private and public, will be designed based on the 2021 *Complete Streets Design Guide*. This includes providing six-foot-wide sidewalks with a six-foot-wide landscape buffer. Where new on-street parking is anticipated, the width will be a minimum of eight-feet. The proposed travel lanes will be 10.6-feet-wide. Alleys will have two ten-foot-wide drive lanes with landscaping on each side.

The 2018 *White Flint 2 Sector Plan* recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. While there is currently no design or funding via the Capital Improvement Program (CIP) to complete this realignment, the potential realignment concept was considered in the submitted application of this Project. As conditioned, at the time of the Preliminary Plan an easement for future dedication must be provided to allow the extension of Longstone Way to the west to allow for a future connection with Parklawn Drive. Similarly, an easement for future dedication must be provided to allow the extension of Private Road West to connect with Randolph Road to the north. Future applications will also need to address all applicable design guidelines for the Project's roadway improvements.

### Bikeway Network

The Project proposes to implement a two-way separated bikeway along Randolph Road that is envisioned in the 2018 *Bicycle Master Plan* and the 2018 *White Flint 2 Sector Plan*. The separated bikeway is anticipated to be eight-foot-wide and be developed in phases, with the first phase completed between Putnam Road on the east and west of Lauderdale Drive on the west. Further coordination on how the two-way separated bikeway will transition will occur at the time of Preliminary Plan.

To comply with the Bicycle Master Plan and Sector Plan, a sidepath is also envisioned along Parklawn Drive with an eight-foot-wide sidepath with a five-foot-wide landscape buffer. The Applicant proposes to construct this improvement in Phase II of the Project. However, future applications will need to re-examine compliance with all applicable design guidelines for this Sector Plan area.



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

The Project proposes to substantially transform an outdated commercial-only strip shopping center into a vibrant mixed-use community. The Site is currently defined by its surface parking and automobile-oriented layout. The Project introduces residential development on the Site and envisions a more compact arrangement of street blocks that are pedestrian-friendly and connected by various open spaces.

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

The Project proposes mixed-income housing with the provision of 15% MPDUs that will be spread throughout the different residential types. The Property abuts an existing bus stop where several fixed-bus routes operate. The Property will also be served by a future Bus Rapid Transit (BRT) service along Randolph Road. The Property is located approximately 1.5 miles to the North Bethesda Metrorail Station.

The Sketch Plan illustrates that the large swath of existing surface parking between the building and the street along the Site's perimeter on Randolph Road will not be addressed until what may be the final phase (Phase III) of the Project. As conditioned, the Applicant must comply with the elimination of parking between the building and the street as required of the CR zone. The existing pad site is not on a separate lot; therefore, this Application makes it subject to the current requirements of Chapter 59. The satisfaction of this finding is subject to future modifications to the site layout with the submission of subsequent applications.

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

The proposed building heights of up to 75 feet will be compatible with confronting residential properties on Putnam Road (North Quarter Townhouses) and the confronting single-family detached homes across Randolph Road. The Project will have a mix of townhomes and multifamily stacked-townhouses with up to four stories and a high-rise mixed-use building in the center of the Site. The lower density is proposed on the edges of the Site to assist with the transitions to neighboring properties.

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

The Subject Property is within the Randolph Hills District. The district includes other developments that were constructed prior to the County's MPDU Program and Loehmann's Plaza is currently commercial; therefore, this District has a dearth of units under the MPDU program. Similar to the new

North Quarter development to the east, the redevelopment of Loehmann's Plaza would contribute to supplying MPDUs in this District.

Additionally, this district is currently characterized by multifamily units. The Sketch Plan would introduce townhouse units in this geographic area of the Sector Plan. Consistent with the recommendations of the Sector Plan, the Sketch Plan proposes a greater density of residential uses than commercial use. Nevertheless, the Sketch Plan also proposes new opportunities for employment through the 40,000 square feet of commercial uses to remain on the Property at full build-out. In the foreseeable future and under Phase I with a new grocery store - an even greater amount of commercial will remain on the Site that can provide employment options.

The Sector Plan also documents that most multifamily units in this Sector Plan district are 1-to-2-bedroom units (page 59). The Project proposes to deliver 3-bedroom units which increases housing types and opportunities within the Plan area.

***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 Applicant is seeking a total of 504,598 square feet of incentive density through the Optional Method of development to implement the Project. The Project will provide the required 100 public benefit points from a minimum of four (4) categories to achieve the desired incentive density above the standard method limit. The initial request for public benefit points within each category will be finalized at the time of Site Plan.

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

As discussed in the Sector Plan section of this report, the Project substantially conforms to recommendations of the 2018 *White Flint 2 Sector Plan*. However, as conditioned, the Applicant must address major outstanding issues during subsequent review that includes: 1) Phasing of the public benefit points; 2) the proportional financial contribution for a park or school site within the Sector Plan area; 3) undergrounding of utilities; and 4) transportation and access elements previously outlined.

***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;**

As previously noted, the Project will be compatible with the existing residential developments to the north across Randolph Road, to the east across Putnam Road, and to the south in terms of building heights, massing, and architectural detailing (subject to future reviews). Currently, there are no pending development projects near the vicinity of this Site within the 2018 *White Flint 2 Sector Plan* area. However, recently nearby sites within the 2010 *White Flint Sector Plan* were approved for future construction. To the west of the CSX rail line, an affordable housing project was recently approved at the intersection of Nebel Street and Old Georgetown Road. Along Old Georgetown Road, an expansion project was approved within an existing multifamily development to increase the amount of housing within proximity to the North Bethesda Metrorail Station. While the specific needs between the White Flint and White Flint 2 areas may vary, generally, the conversion of a surface parking lot into a sustainable, compact mixed-use development is consistent with the broader goals of the White Flint area and similar to surrounding infill development strategies.

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

Vehicular access points on Parklawn Drive, Randolph Road, and Putnam Road provide safe and efficient access to the proposed development. As conditioned, the reconfiguration of the intersection of Randolph Road and Lauderdale Drive to remove the right turn slip lane will be completed as part of Phase I of the development to reduce vehicle turning speeds and improve pedestrian and cyclist safety.

Frontage improvements consistent with the 2018 *Bicycle Master Plan* and the 2018 *White Flint 2 Sector Plan* are anticipated to be implemented in phases in line with proposed development phases. As part of Phase I, a two-way separated bicycle lane along Randolph Road will be constructed. Future coordination during the Preliminary and Site Plans should occur to determine how the bicycle lane should transition and cross Parklawn Drive. It is anticipated that a sidepath along Parklawn Drive will be constructed as part of Phase II of the development.

New public and private streets will be designed based on the 2021 *Complete Streets Design Guide* and include adequate sidewalk and street buffer widths to allow for safe, adequate, and efficient circulation within the Site.

Further, the Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans identify cross-sections for Randolph Road and Parklawn Drive along the Subject Property frontage. Randolph Road has a six-foot-wide street buffer, eight-foot-wide separated bike lane, 5-foot-wide pedestrian/bike buffer, and a six-foot-wide sidewalk. Parklawn Drive has a seven-foot-wide street buffer and a ten-foot-wide sidepath. Both streets are under consideration for Bus Rapid Transit (BRT), but buses are expected to operate in mixed traffic. Therefore, as conditioned, future applications will need to modify the proposed road cross-sections to comply with the guidelines.

At full build out, parking will be provided within individual townhome units, limited on-street parking, and within a central parking garage wrapped by the proposed multifamily building. This garage will be accessed via Lauderdale Drive.

Loading associated with the multifamily development will be located on the south side of the development via Macon Road. An additional delivery space will be provided on Longstone Way adjacent to the proposed neighborhood green urban park.

As conditioned, the Subject Application will provide satisfactory general vehicular, pedestrian, and bicycle access, circulation, parking, and loading. Future Preliminary and Site Plans will need to further address the transportation and access issues as previously enumerated in Section 1 of this Staff Report.

#### *Transit Connectivity*

The Subject Property is well served by transit. An existing bus stop with a shelter abuts the Property along Randolph Road just west of Putnam Road. This bus stop is served by the following routes:

- Ride On Route 10 which operates between the Twinbrook Metro Station and New Hampshire Avenue at Powder Mill Road.
- Metrobus Route C4 which operates between the Twinbrook Metro Station and the Hyattsville Crossing Metro Station.
- Metrobus Route C8 which operates between the North Bethesda Metro Station and the College Park-University of Maryland Metro Station.

#### **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 all 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 and shown in Table 4.

For the proposed development, the Zoning Ordinance requires 100 points in three (3) categories<sup>11</sup>. The Applicant proposes to meet the minimum requirement. 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

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<sup>11</sup> For a project providing a minimum of 15 percent MPDUs, one less benefit category than required under Section 4.5.4.A.2 and Section 4.6.4.A.2 must be satisfied.



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.

Via Level 2 Transit Proximity, minimum parking within the Connectivity and Mobility category, 15% MPDUs within the Diversity of Uses and Activity category, architectural elevations and structured parking within the Quality of Building and Site Design category, and the purchase of Building Lot Termination ("BLT") easements and cool roof within the Protection and Enhancement of the Natural Environment Category. The points for each category are proposed to be spread across various phases of the Sketch Plan development.

The Applicant has also provided a proposed program of public benefit points that in some cases exceed the points requested for the overall project. Currently, Planning staff recommends approval of the points requested and shown for the overall project. As conditioned, the Applicant is required to clarify the point breakdown noted under their phasing plan for the following categories and as noted in the descriptions below: MPDUs, structured parking for multifamily residential, minimum parking, transit proximity, and building lot termination (BLTs).

Overall, Planning staff supports the Applicant's proposed public benefit categories and points as outlined below, with the conditions of approval to explore additional categories as noted below. As proposed, the Applicant meets the minimum categories and points; however, the purpose for additional exploration is to address priorities in the Sector Plan. A more detailed review and the final number of points will be determined at the time of the Site Plan.

*Table 4: Public Benefit Calculations - Division 59-4.7*

<b>Public Benefit</b>	<b>Maximum Points Allowed</b>	<b>Proposed by Applicant</b>	<b>Proposed by Staff (blue font)</b>
<b>Major Public Facilities</b>	70	14.7	
<b>Underground Utilities</b>	TBD	N/A	TBD
<b>Transit Proximity</b>	50	30	
<b>Connectivity and Mobility</b>			
Minimum Parking	10	6.6	
<b>Diversity of Uses and Activities</b>			
Moderately Price Dwelling Units	No limit	50.6	
<b>Quality Building and Site Design</b>			
Exceptional Design	10	5	
Structured Parking	20	6.9	
<b>Protection and Enhancement of the Natural Environment</b>			
Building Lot Terminations (BLT)	30	10.8	
Cool Roof	10	5	
<b>Tree Canopy</b>		N/A	TBD
<b>Energy Conservation &amp; Generation</b>		N/A	TBD
<b>Total Points Proposed*</b>	---	<b>129.6</b>	TBD

TBD – To be Determined.

\*Future points to be refined and verified at the time of future Site Plan(s) approvals.

## MAJOR PUBLIC FACILITY

For incentive density points, major public facilities must provide public services at a convenient location where increased density creates a greater need for civic uses and greater demands on public infrastructure.

### Urban Park

The Applicant requests 14.7 points associated with proposed Phase II for the construction of the 31,170 square feet or a 0.75-acre Park which is a master plan recommendation and the main gateway and open space feature of the project and will be delivered with the second phase of the development. As previously noted, this park will be privately owned with public access and the southern portion (8,830 square feet) has an easement reserved for a potential westward expansion of Longstone Way through to Parklawn Drive. Currently, Staff concurs with the requested points. However, the requested points do not reflect the potential adjustments in park size associated with the use of the roadway easement or the realigned intersection of Randolph Road and Parklawn Drive that would increase the overall park size.

$$[(\text{land area conveyed} + \text{floor area conveyed}) / \text{net lot area} \times 2 + (\text{constructed area of facility} / \text{net lot area} \times 4)] \times 100$$

$$[(31,170 \text{ square feet} + 0 \text{ square feet}) / 424,452 \text{ square feet} \times 2 + (0 \text{ square feet} / 424,452 \text{ square feet} \times 4)] \times 100 = \mathbf{14.7 \text{ points}}$$

### Underground Utilities

Currently, the Applicant is not proposing public benefit points in this category. However, underground utilities are a specific recommendation of the Sector Plan. Per the conditions of approval, the Applicant may explore adding this category to public benefits to be provided. As previously noted, the Applicant has submitted a preliminary Dry Utility Relocation Investigation Report. At the time of Preliminary Plan, additional coordination will be required.

## TRANSIT PROXIMITY

The Applicant's Statement of Justification (SOJ) requests a total of **30 points** because the Property is abutting/confronting a proposed Bus Rapid Transit (BRT) stop. As such, the Incentive Density Guidelines identifies Level 2 Transit based on "proximity to an existing or master planned station or stop along a rail or bus line with a dedicated, fixed path; this level excludes a site that is within one mile of an existing or master-planned MARC station." It further states that a project is abutting or confronting a transit station or stop if it shares a property line or easement line or is separated only by a right-of-way from an existing or master-planned transit station or stop, and 100 percent of the tract in a single sketch plan application is within ¼ mile of the transit portal.

Given the existing bus stop at the corner of Randolph Road near Putman Road, Staff concurs that 30 points may be granted based on Level 2 Transit where the entire tract is abutting or confronting and within the CR Zone.

Further the Incentive Density Guidelines state that public benefit points can only be granted for one transit stop (i.e. either a bus stop or Metrorail stop).

In future applications, if the Applicant is seeking adjusted transit proximity points associated with distance to a Metrorail Station and the spilt proximity range, the following formula with tract area calculations must be provided with the request to qualify as explained on Pages 16 through 18 of the 2017 *C/R Zones and Employment Zones Incentive Density Implementation Guidelines*:

$$\begin{aligned} & (\text{tract area within proximity range 1/ total tract area}) \times (\text{points for range}) + \\ & (\text{tract area within proximity range 2/ total tract area}) \times (\text{points for range}) = \text{total points} \end{aligned}$$

## CONNECTIVITY AND MOBILITY

### Minimum Parking

Up to 10 points for minimum parking can be provided for fewer than the maximum allowed number of parking spaces, where a maximum is applicable. The Applicant requests 6.6 points for the provision of minimum parking based on the following:

$$\begin{aligned} & [(\text{Maximum Allowed Spaces} - \text{Proposed Spaces}) / \\ & (\text{Maximum Allowed Spaces} - \text{Minimum Required Spaces})] \times 10 \\ & [(1,227 - 834) / (1,227 - 628)] = 0.656 \times 10 = \mathbf{6.6 \text{ points}} \end{aligned}$$

Per the *Incentive Density Implementation Guidelines*, at the time of Sketch Plan, an initial estimate of calculation is required. However, Staff cannot concur that this initial estimate of minimum and maximum parking spaces within the calculation is accurate since the Applicant has not provided a preliminary estimate of the breakdown of units by bedroom count, which informs the required amount of parking for the proposed multifamily building. During the Site Plan, the Applicant's final parking layout and uses with the calculation will be vetted.

## DIVERSITY OF USES AND ACTIVITIES

### Affordable Housing (Moderately Priced Dwelling Units)

The Applicant seeks 50.6 points for providing 15.3% MPDU's, which is one of the highest *White Flint 2 Sector Plan* goals, along with larger bedroom units. While 15% MPDUs is required, projects in the C/R

and Employment zones are permitted to earn public benefit points for providing more than 12.5%<sup>12</sup>. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Further, an additional five (5) points can be granted for every 1 percent of 3-bedroom MPDUs subject to the following calculation:

$$\begin{aligned} & ((\% \text{ MPDUs provided}) - (\% \text{ MPDUs required}) \times 12) + ((\% \text{ 2-bedroom MPDUs required, not otherwise} \\ & \quad \text{required}) \times 2) + ((\% \text{ 3-bedroom MPDUs provided}) \times 5) = \\ & (15.3\% - 12.5\%) = 2.8 \times 12 = 33.6 + (0\% \text{ (2-bedroom MPDUs required, not otherwise required)} \times 2 = 0 + \\ & \quad ((3.4\% \text{ 3-bedroom MPDUs provided}) \times 5) = 17 = \mathbf{50.6 \text{ points}} \end{aligned}$$

While initial calculations are provided with the Sketch Plan, final approval with the Site Plan is subject to the Montgomery County Department of Housing and Community Affairs' Agreement to Build.

## QUALITY BUILDING AND SITE DESIGN

### Architectural Elevations

An Applicant may receive up to 20 points for providing architectural façades and agreeing to particular elements of design, such as minimum amount of transparency, maximum separation between doors, awning provisions, sign restrictions or lighting parameters that affect the perception of mass or pedestrian comfort or enhance neighborhood compatibility. Incentive density of 10 points is appropriate for development that provides and is bound by architectural elevations as part of a certified site plan showing particular elements of the façade, including:

1. Minimum amount of transparency on the first floor.
2. Minimal spacing between operable doors.
3. Design priorities of the applicable master plan and/or implementing design guidelines.

Additional incentive density points may be granted where additional elements, such as signage, awnings and lighting designs, are included, and where architectural elevations are a priority of the applicable master plan.

The Applicant is seeking **five (5) points** for this public benefit. At the time of Sketch Plan, a concept and narrative are required. During Site Plan review, the final details and binding elevations are established. While Staff supports the requested 5 points, an opportunity exists to deliver additional architectural elements that raise the overall points.

Staff concurs with the point assessment and supports the architectural elevations provided with the Application.

---

<sup>12</sup> Section 59.4.7.1.B. of the Zoning Ordinance states: "Except for providing MPDUs exceeding 12.5% of a project's dwelling units, granting points as a public benefit for any amenity or project feature otherwise required by law is prohibited."



## Structured Parking

Structured parking for multifamily residential may be granted incentive density points on a sliding scale, based on the percentage of above-ground parking multiplied by 10 points plus the percentage of above-grade parking structure multiplied by 20 points. The Applicant seeks 7 points out of a possible 20 points for providing 574 above grade parking spaces. The Applicant is not seeking points for below ground structured parking. These points are associated with proposed Phase III of the development with the multifamily building. No points will be awarded for garages built within the townhouse units. The final above grade parking spaces will be reviewed and determined when the relevant future Site Plan(s) are submitted. And as conditioned, the Applicant must recalculate and clarify the phasing associated with this public benefit.

$$\begin{aligned} & ((\text{Above-grade spaces} / \text{Total spaces}) \times 10) + \\ & ((\text{Below-grade spaces anticipated in future phases} / \text{Total spaces}) \times 20) \text{ or} \\ & (574/834) \times 10 = 6.9 \text{ pts.} + (0/834) \times 20 = \mathbf{6.9 \text{ points}} \end{aligned}$$

## PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

### Building Lot Terminations (BLT)

To protect agricultural land, one BLT, equivalent to 9 points, must be purchased or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5 percent incentive density floor area. The Applicant is seeking a total of 504,598 square feet of incentive density and requests approximately 11 points for the purchase of approximately 1.2 BLTs based on the following calculation:

$$\begin{aligned} & \text{square feet total development proposed} - \text{square feet base density} = \text{square feet of incentive density} \\ & 750,000 \text{ square feet} - 245,402 \text{ square feet} = 504,598 \text{ square feet of incentive density} \end{aligned}$$

$$\begin{aligned} & (7.5\% \times \text{Incentive FAR}) \\ & (7.5\% \times 504,598 \text{ square feet} = 37,844.85 \text{ square feet}) \\ & (37,844.85 \text{ square feet} / 31,500 \text{ square feet} = 1.20) (1.20 \times 9 \text{ pts.}) = \mathbf{10.8 \text{ points}} \end{aligned}$$

The anticipated phasing of these points must be clarified in the Site Plan submission. While initial calculations are provided with the Sketch Plan, final approval will be determined with the Site Plan and will be subject to proof of purchase and payment prior to building permit.

### Cool Roof

The Applicant is seeking **five (5) points** associated with construction of Phase III for the future provision of a cool roof area that is not covered by a vegetation and will meet the minimum solar reflectance index (SRI) requirements based on roof slope. All cool roof areas in the Project must be

constructed with an SRI of 75 for roofs with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12. Staff concurs with the point assessment.

#### Natural Environment for Energy Conservation & Generation and Vegetated Roof

Currently, the Applicant is not proposing additional points from the above noted categories as prioritized in the Sector Plan. Per the conditions of approval, the Applicant must explore adding additional points in the category of Protection and Enhancement of the Natural Environment for Energy Conservation and Generation, and/or Vegetated Roof.

***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 timing of subsequent application filings for a Preliminary Plan and a Site Plan(s) is unknown. Although identified presently as Phase I, II, and III based on current plans, phases may occur in any order or may be combined (as previously referenced in the Project Proposal). The elements of the Project that are proposed to be included in each phase are defined in the Project Proposal section of this report. Public Benefits will be phased for each of the projected phases for this Project as shown in Table 5:

*Table 5: Proposed Public Benefit and Phasing – Annotated By Staff*

Public Benefit	Total Overall Points Proposed by Applicant	Proposed Phase I	Proposed Phase II	Proposed Phase III
Major Public Facility (park)	14.7	0	14.7	0
Transit Proximity	30	10 <sup>13</sup>	10	10
Connectivity and Mobility				
Minimum Parking	6.6	To be determined/recalculated. <sup>14</sup>		
Diversity of Uses and Activities				
Moderately Price Dwelling Units (15.3% plus 3-bedroom units)	50.6	To be determined/recalculated. <sup>15</sup>		
Quality of Building & Site Design				
Architectural Elevations	5	To be determined/recalculated. <sup>16</sup>		
Structured Parking	6.9	To be determined/recalculated. <sup>17</sup>		
Protection and Enhancement of the Natural Environment				
Building Lot Terminations (BLT)	10.8	To be determined/recalculated. <sup>18</sup>		
Cool Roof	5	0	0	5
Total Points Proposed*	129.6	----	----	----

Once refined by the Applicant, the details of this phasing of public benefit points will be reexamined with each subsequent Site Plan. The public benefit points requested and provided must be commensurate with the phases of development.

<sup>13</sup> The Applicant has requested 30 transit points per phase. To avoid the appearance of duplicative points, Staff recommends breaking out the 30 points across the three phases in denominations of 10 points per phase.

<sup>14</sup> The Applicant has requested a total of 11 public benefit points for Minimum Parking across Phases I, II, and III which does not agree with the overall 5 points requested for the total project.

<sup>15</sup> The Applicant has requested a total of 282 public benefit points for MPDUs across Phases I, II, and III, which does not agree with the overall 50.6 points requested for the total project.

<sup>16</sup> The Applicant has requested a total of 5 points per phase. To avoid the appearance of duplicative points (for a total of 15 points), Staff recommends the Applicant break out the overall 5 points requested across the three phases.

<sup>17</sup> The Applicant has requested a total of 10 points in Phase III for Structured Parking for the multifamily building, which does not agree with 6.6 points requested for the overall project.

<sup>18</sup> The Applicant has requested a total of 0.10 points in Phase I and 11 points in Phase III, which exceeds the overall 10.8 points requested. Additionally, Phase III calculations for BLTs exceeds the requested incentive density.

## SECTION 5: COMMUNITY OUTREACH

The Applicant held a pre-submittal public meeting on April 8, 2023 related to the Sketch Plan. The meeting was conducted virtually and has complied with all submittal and noticing requirements. A total of 12 community members logged into the meeting. As summarized by the Applicant, the community asked questions about a potential grocery store (Applicant is attempting to attract one), other retail, any potential impact on public utilities serving the Walnut Grove Condominium to the south (none is anticipated) and the overall timing of the redevelopment.

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

## SECTION 6: CONCLUSION

As conditioned, the Sketch Plan application satisfies the findings under Section 59.7.3.3 and the applicable standards of the Zoning Ordinance, and substantially conforms to the recommendations of the 2018 *White Flint 2 Sector Plan*. Therefore, Staff recommends approval of the Loehmann's Plaza Sketch Plan No. 320230050 with the conditions specified at the beginning of this report.

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### ATTACHMENTS

*Attachment A: Sketch Plan*

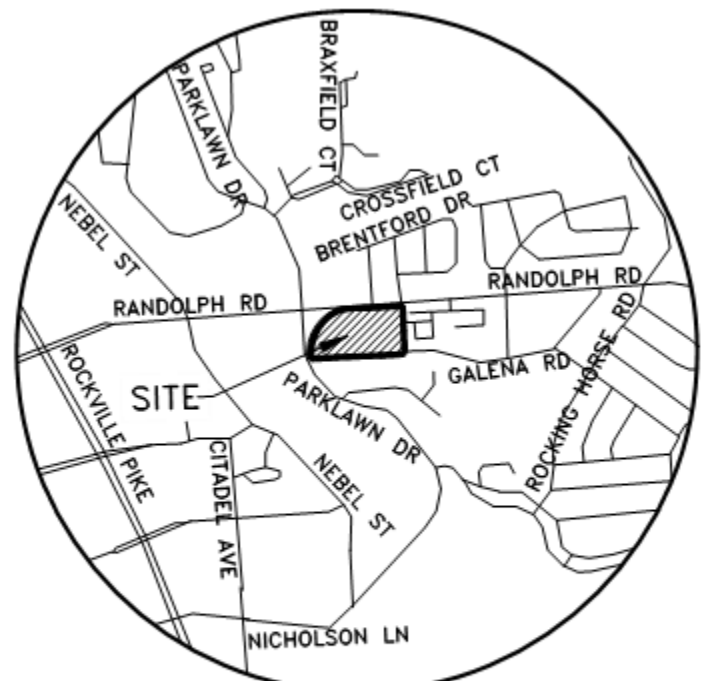
*Attachment B: Phasing & Conceptual Design with Realignment of Randolph Road*

*Attachment C: School Site Excerpt from Applicant's Statement of Justification*

*Attachment D: Agency Letter*



Attachment A



VICINITY MAP  
SCALE 1"=2000'

mv+a

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Rosenfeld Investments, LLC  
C/O Rosenfeld Realty Company, INC.  
5910 Connecticut Ave, #151429  
Chevy Chase, MD 20825  
Tel: 000.000.0000

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CIVIL ENGINEER  
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Tel: 301.963.1133 X227

SKETCH PLAN APPLICATION

#320230050

LOEHMANN'S PLAZA  
REDEVELOPMENT

5200-5296 RANDOLPH RD  
ROCKVILLE, MD  
20852

SKETCH PLAN  
INTERIM PHASE

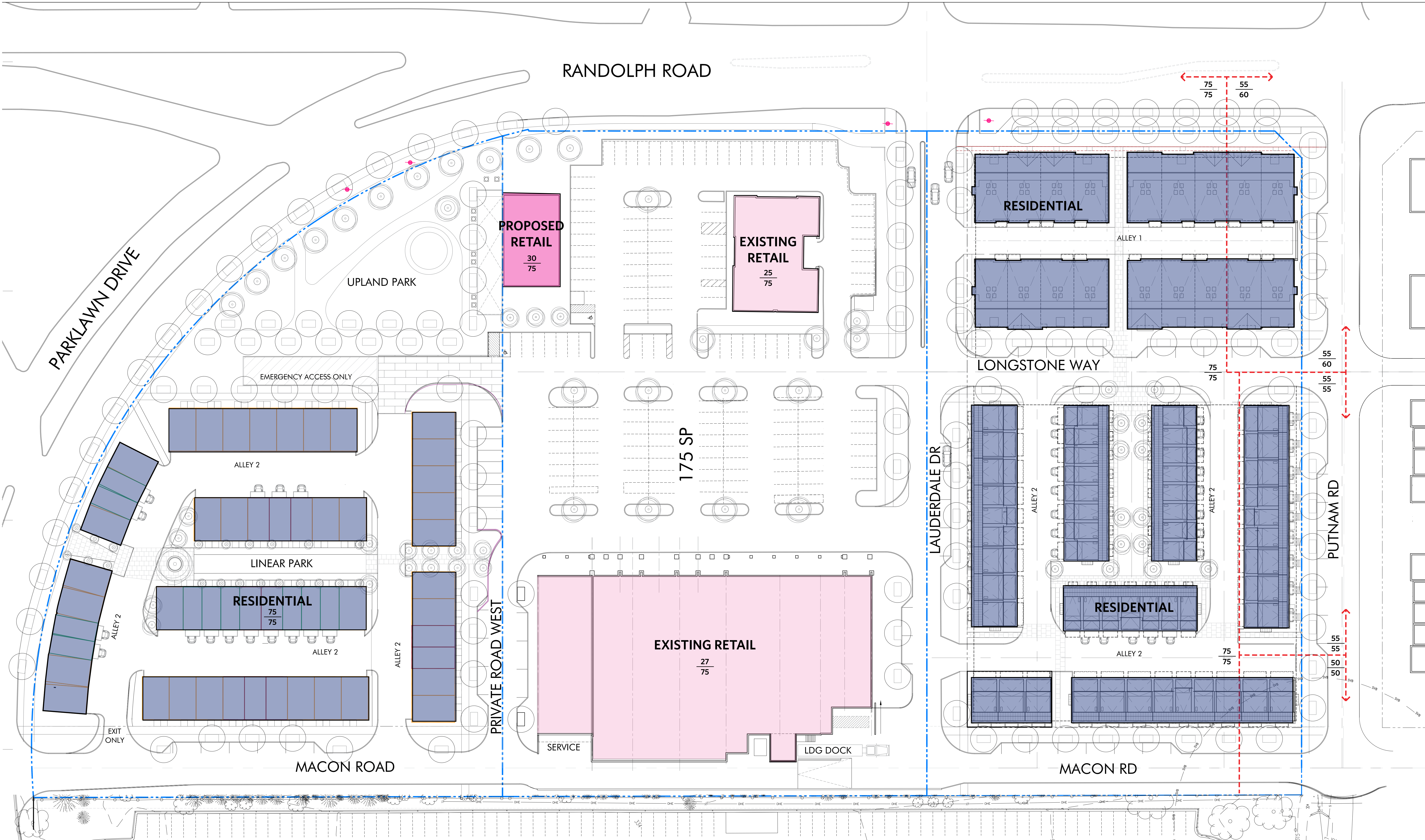
PROJECT NUMBER  
22036.00

REV.	ISSUE:	DATE
	SKETCH PLAN SUBMISSION	28 APR 2023
	SP RESUBMISSION 01	29 AUG 2023
	SP RESUBMISSION 02	22 SEPT 2023

KEY PLAN

DRAWING STAMP

SHEET NUMBER



**KEY**

— PARCEL BOUNDARY

EXIST'G RETAIL

PROPOSED RETAIL

RESIDENTIAL

**DATA SUMMARY**

**DENSITY**

Zoning Designation: CR 1.75  
Residential Density (R 1.5 FAR)  
Allowed - 736,206 SF  
Proposed - Up to 710,000 SF / 680 DU  
Non-Residential Density (C 0.5 FAR)  
Allowed - 245,402 SF  
Proposed - Up to 40,000 SF  
MPDU's  
Required - 15% of Total DU / 102 DU

**BUILDING HEIGHT**

CR 1.75: H-75 (75' Max Height)

Building Height Designation per Building Type:

75	BLDG HEIGHT IN FT PROPOSED (UP TO # LISTED)
75	BLDG HEIGHT IN FT ALLOWED PER CR-1.75 ZONING

**SCALE:** 1" = 30'-0"

0' 15' 30' 60'

NOTE:  
These drawings are conceptual and intended to illustrate the general character of the building, quality of construction, and quality of building materials. These drawings are not intended to represent final building design or to be interpreted as a commitment to specific dimensions or building elements including, but not limited to, the roof line and the number and placement of windows, doors, patios, and balconies. Final design will be determined at the time of site plan and/or building plan submission.

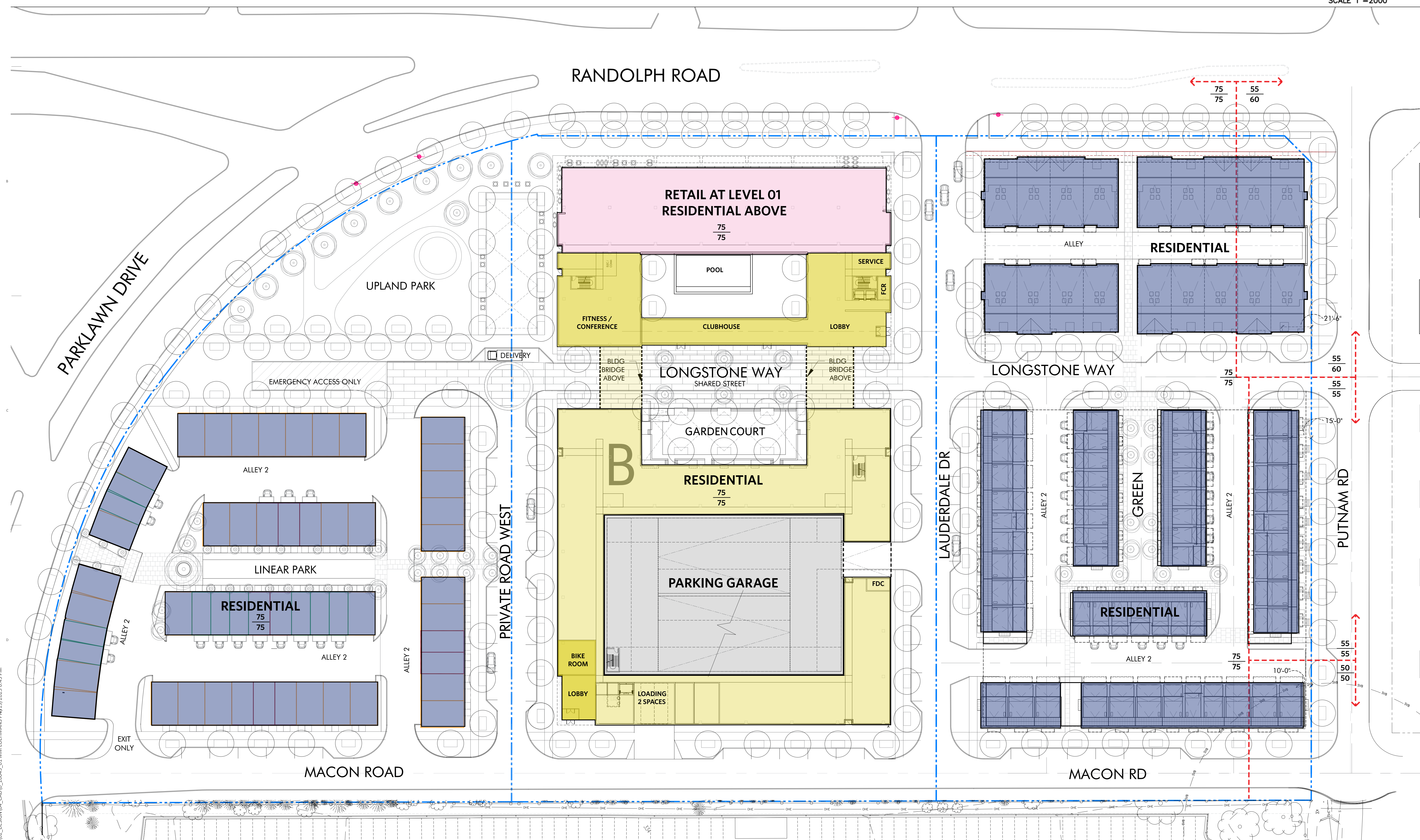




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Gaithersburg, MD 20877  
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RANDOLPH ROAD



#320230050

5200-5296 RANDOLPH RD  
ROCKVILLE, MD  
20852

## FINAL PHASE

PROJECT NUMBER  
22036.00


REV.	ISSUE:	DATE
	SKETCH PLAN SUBMISSION	28 APR 2023
	SP RESUBMISSION 01	29 AUG 2023
	SP RESUBMISSION 02	22 SEPT 2023


#### KEY POINT


DRAWING STAMP


SHEET NUMBER

   **PARCEL BOUNDARY**

 RESIDENTIAL

 RETAIL

 RESID. LOBBY & AMENITY AREA

 RESIDENTIAL

 PARKING GARAGE


## DENSITY

**Zoning Designation:** CR 1.75  
**Residential Density (R 1.5 FAR)**  
 Allowed - 736,206 SF  
 Proposed - Up to 710,000 SF / 680 DU  
**Non-Residential Density (C 0.5 FAR)**  
 Allowed - 245,402 SF  
 Proposed - Up to 40,000 SF  
**MPDU's**  
 Required - 15% of Total DU / 102 DU

**CR 1.75: H-75 (75' Max Height)**

**Building Height Designation per Building Type:**

<u>75</u>	BLDG HEIGHT IN FT PROPOSED (UP TO # LISTED)
75	BLDG HEIGHT IN FT ALLOWED PER CR-1.75 ZONING



SCALE: 1" = 30'-0"



**NOTE:**

NOTE: These drawings are conceptual and intended to illustrate the general character of the building, quality of construction, and quality of building materials. These drawings are not intended to represent final building design or to be interpreted as a commitment to specific dimensions or building elements including, but not limited to, the roof line and the number and placement of windows, doors, patios, and balconies. Final design will be determined at the time of site plan and/or building plan submission.

## A1.01

S:\2020-2029\2022\22036 - LOEHMANN'S PLAZA GROU OPT\02\_DESIGN\04\_CAD\0\_20043\_01 NIM LOEHMANN'S PM\19\2023 6:45 PM



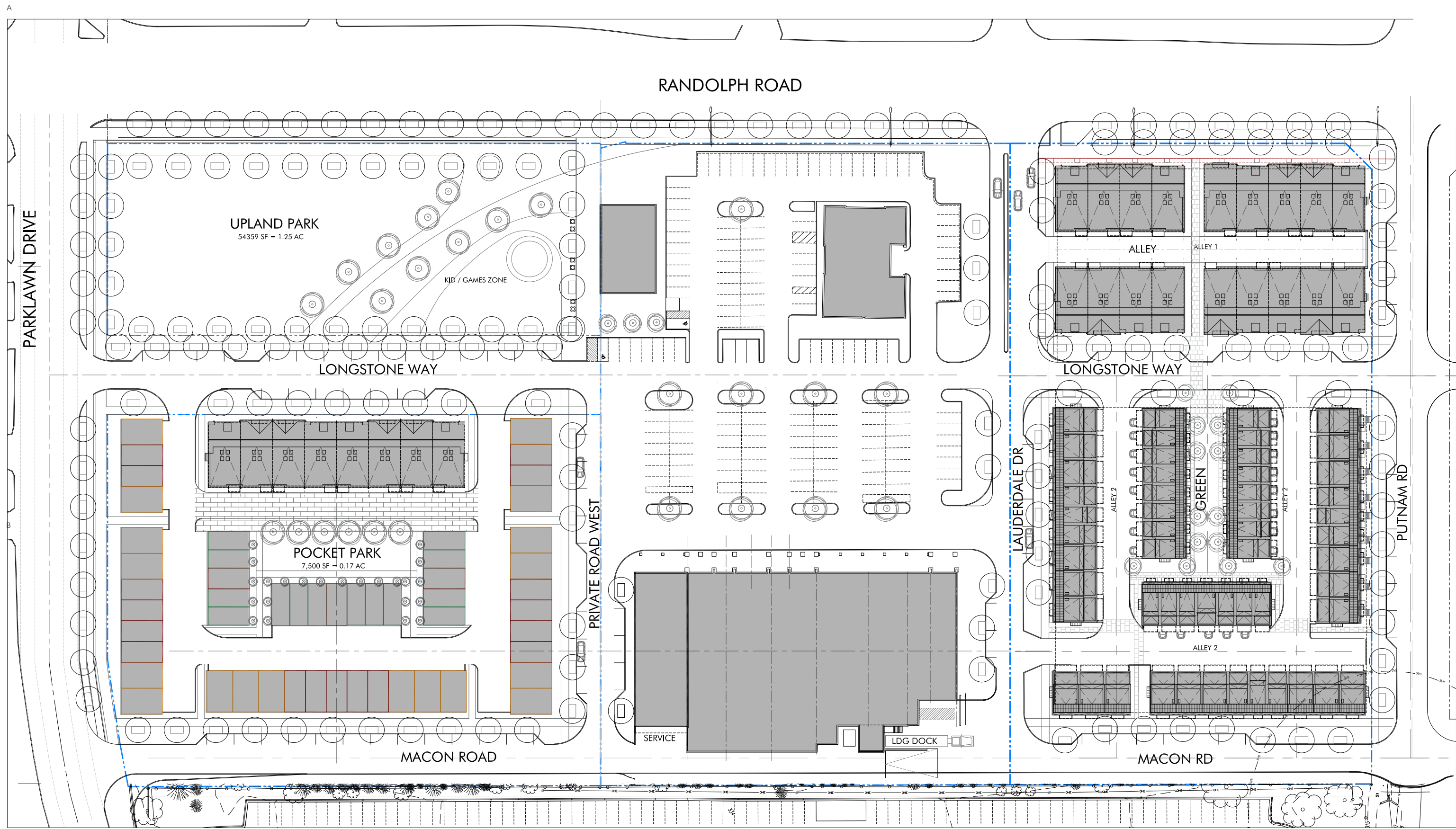






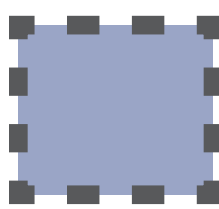
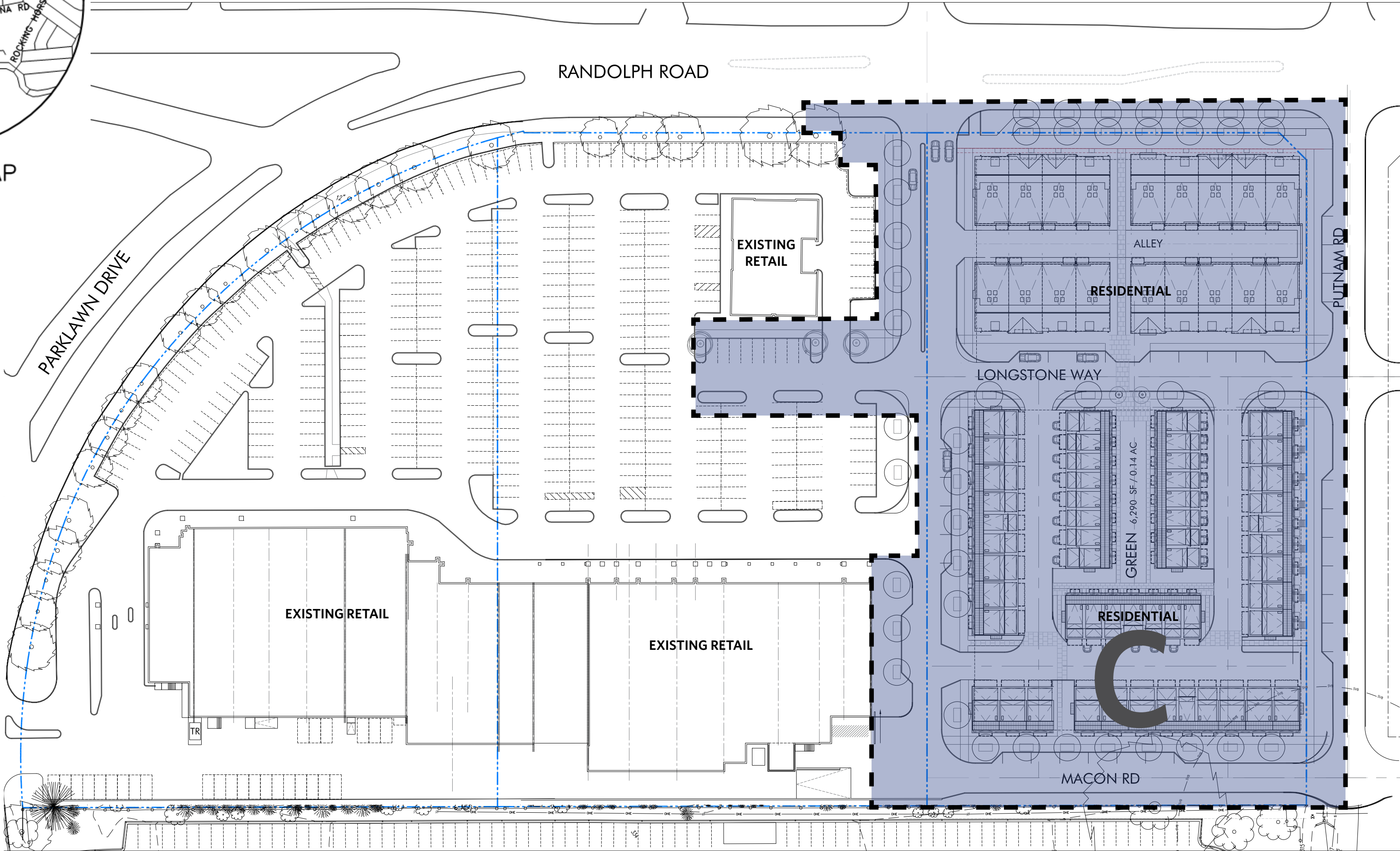


Attachment B

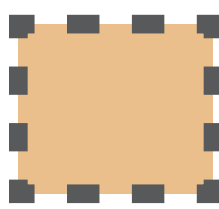
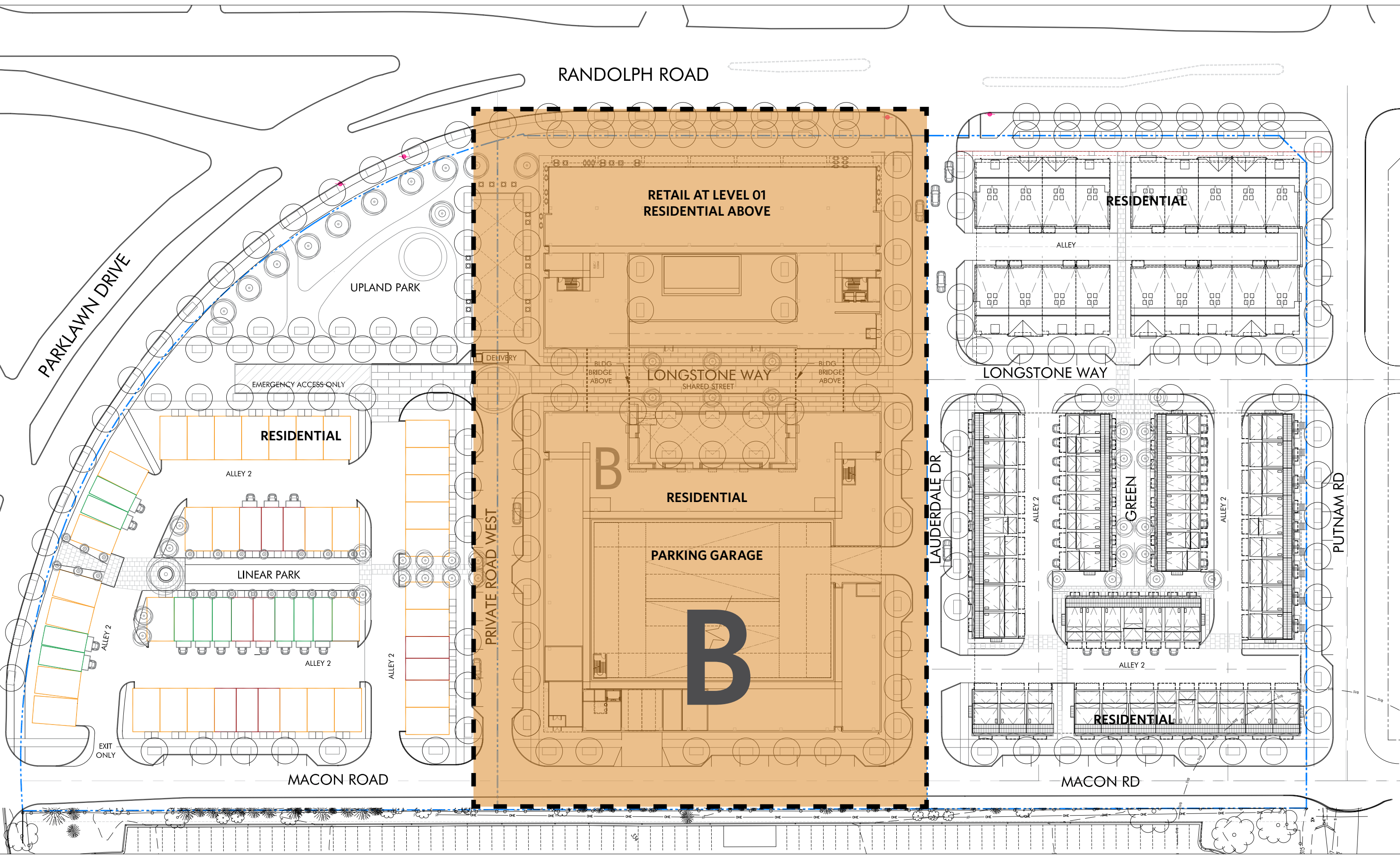


PARKLAWN DR RE-ALIGNMENT - PHASE II CONCEPTUAL PLAN  
CONCEPT ONLY MASTERPLAN

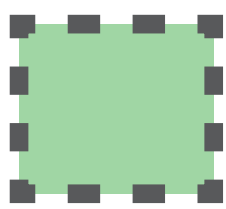
SCALE: 1" = 70'-0"



PHASE I



PHASE III



PHASE II

NOTE:  
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SCALE: 1" = 60'-0"



mv+a

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SKETCH PLAN APPLICATION

#320230050

LOEHMANN'S PLAZA  
REDEVELOPMENT

5200-5296 RANDOLPH RD  
ROCKVILLE, MD  
20852

GENERAL PHASING:  
STRUCTURES, USES, PUBLIC  
BENEFITS & SITE

PROJECT NUMBER

22036.00

REV.	ISSUE:	DATE
	SKETCH PLAN SUBMISSION	28 APR 2023
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	SP RESUBMISSION 02	22 SEPT 2023

KEY PLAN

DRAWING STAMP

SHEET NUMBER

A3.00



- provides a 3/4 acre neighborhood green urban park at the northwest corner; which can be expanded considerably if and when the County realigns Parklawn Drive and its intersection with Randolph Road sometime in the future.

The White Flint II Sector Plan (page 104) identifies priorities for public benefit points. As noted above, the highest public benefit priority for residential projects is 15% MPDUs which this Application meets. Others include connectivity and mobility, quality building and site design, and diversity of uses, all of which this project addresses. A final suggestion for public benefit points in the White Flint II Sector Plan is the dedication of land needed for school sites. No one in the County has suggested this site for a public school, nor, based on the phased redevelopment of it, including retention of retail in the center section, does it make use of the property for a school feasible. Additionally, Applicant substantially exceeds the hundred public benefit points required for Optional Method approval and does not require points related to a school. Applicant also notes that school capacity in this area is adequate under County standards.

### V. Zoning Ordinance Conformance

#### A. Objectives

Section 4.5.1 of the Zoning Ordinance states that the CR zone "permit[s] a mix of residential and nonresidential uses at varying densities and heights. The zones promote economically environmentally and socially sustainable development patterns where people can live, work, recreate and access services and amenities." This project responds to those specific objectives as follows:

# Attachment D



## OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

October 6, 2023

Ms. Tamika Graham, Planner III  
MidCounty Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reddie Dr  
Wheaton, MD 20902

RE: Sketch Plan No. 320230050  
Loehmann's Plaza

Dear Ms. Graham:

We have completed our review of the revised sketch plan uploaded to eplans on September 25, 2023. A previous plan was reviewed by the Development Review Committee at its July 18, 2023, meeting. We recommend approval of the plan subject to the following comments that shall be addressed at Preliminary Plan Stage:

### **Significant Comments**

1. Randolph Road is classified as a Town Center Boulevard (A-90) with 4 existing lanes and a minimum right-of-way (ROW) of 100-feet. The applicant will need to dedicate additional right-of-way to incorporate the separated bikeway and sidepath along their frontage per Complete Streets.
2. Parklawn Drive is classified as a Town Center Boulevard (A-64) with 4 existing lanes and a minimum right-of-way (ROW) of 80-feet. The applicant will need to dedicate additional right-of-way to incorporate the sidepath along their frontage per Complete Streets.
3. The applicant has provided roadway cross sections for the proposed roads. Comments were provided by MCDOT on eplans based on the Sector Plan and Complete Streets guidelines. Final cross sections shall be reviewed and decided at the Preliminary Plan stage.
4. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond

the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.

5. Provide residential driveway aprons for alleys.
6. Access and improvements will be determined at the preliminary plan stage.
7. Consider protected crossing needs at Parklawn Dr/Macon Rd. Per the Bicycle Master Plan and Complete Streets Design Guide, all intersections with a separated bicycle lane or sidepath should be designed as a protected intersection.
8. Must follow the Rock Spring and White Flint 2 Urban Design Guidelines. Local standards and guidelines may override Complete Streets.
9. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate bus stop location and improvements to accommodate the Randolph Road BRT. Mr. Miller may be contacted at 240 777-5836 or at Wayne.Miller2@montgomerycountymd.gov.

#### **Standard Comments**

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
3. All proposed roadway horizontal centerline radius should be shown on the plan and should meet the minimum requirements per the road classification specified in Montgomery County's Code, Chapter 50. Since the proposed roadways are privately maintained we defer to P&P for final comments. At the Preliminary Plan stage the applicant must provide a private street justification per County Code Chapter 50.4.3.E.4 for private roads running through the property.
4. At the Preliminary Plan stage provide roadway cross sections for existing and proposed roads.
5. Pedestrian ramps and crosswalks along public streets will be reviewed and completed during the signing and marking stage.
6. Applicant should be mindful that Complete Streets and Code/Regulations updates were approved, and the plans shall comply with them.
7. The proposed street parking along public streets should be at a minimum 35-ft away from on all streets per Sec 31-17.
8. The intersection spacing for all the proposed private streets with the public streets should meet the minimum spacing per Montgomery County Code (MCC) 50-4.3(E)(2)(f).

9. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
10. Existing roadway centerlines should match with the roadway centerline of proposed roadways at both ends.
11. Ensure ADA ramps are provided on-site, including for ADA parking spaces.
12. Submit storm drainage and/or flood plain studies, with computations for any portion of the subject site that drains to the Montgomery County public storm drain system. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
13. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
14. Design all access points and alleys to be at-grade with sidepath/sidewalk, dropping down to street level between the sidepath/sidewalk and roadway.
15. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
16. Ensure there are no obstructions or impedances along Walkways and Bikeways. Identify any utility appurtenances and vaults and ensure that they are ADA accessible. Grates are prohibited in areas where walking users are expected.
17. 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.
18. Ensure curve radii are as small as practicable to accommodate target design vehicles as per the Complete Streets Design Guide, without intrusion into bicycle or pedestrian travel ways.
19. Underground utilities along Randolph Road.
20. Submit a Traffic Impact Study if required, by the Planning Department.
21. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
22. No steps, stoops, transformers, electrical vaults, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
23. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
24. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat.

Ms. Tamika Graham  
Sketch Plan No. 320230050  
October 6, 2023  
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Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me for this project at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov) or at (240) 777-7170.

Sincerely,

*Brenda M. Pardo*

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

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Sketch Plan\SP320230050 Loehmann's Plaza\Letter\320230050-Loehmann's Plaza-DOT Sketch Plan Letter\\_10.6.23](#)

cc: Correspondence folder FY 2024

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