

ROSE VILLAGE

SKETCH PLAN AMENDMENT NO. 32021012A



Request to update the project design and scope to reflect a portion of the site being removed from the approval and to extend the Sketch Plan validity period for three years to allow up 980,266 square feet of total development with up to 297,266 square feet of non-residential development and up to 683,000 square feet of residential development.

No. 32021012A

Completed: 10-21-2024

MCPB

Item No. 11

10-31-2024

Montgomery County

Planning Board

2425 Reedie Drive, Floor 14

Wheaton, MD 20902

Planning Staff

ET

Emily Tettelbaum, Planner III, Midcounty Planning, Emily.Tettelbaum@montgomeryplanning.org, 301-495-4569

MAF

Matthew Folden, Supervisor, Midcounty Planning, Matthew.Folden@montgomeryplanning.org, 301-495-4539

CS

Carrie Sanders, Chief, Midcounty Planning, Carrie.Sanders@montgomeryplanning.org, 301-495-4653

LOCATION/ADDRESS

6001, 6003, & 6011 Executive Boulevard

MASTER PLAN

2018 *White Flint 2 Sector Plan*

ZONE

CR-2.75 C-1.5 R-2.25 H-200

PROPERTY SIZE

21.56-acre tract

APPLICANT

Washington Science Center Joint Venture

ACCEPTANCE DATE

August 7, 2024

REVIEW BASIS

Chapter 59

Summary:

- Staff recommends approval with conditions of Sketch Plan Amendment No. 32021012A.
- On October 21, 2021, the Planning Board approved Sketch Plan No. 320210120 for up to 2,113,393 square feet of residential uses and up to 469,643 square feet of commercial uses for a cumulative density of up to 2,583,037 square feet of mixed-use development.
- The Subject Application proposes to remove a portion of the Sketch Plan area that will be reviewed instead as a Mixed-Income Housing Community Plan, a new regulatory process for projects that provide a significant amount of affordable housing.
- Sketch Plan No. 320210120 expired on October 21, 2024, and the Subject Application will restart the three-year Sketch Plan validity period under Section 59.7.3.3.G. of the Zoning Ordinance.
- Staff received one community comment about activation of the civic green.

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SECTION 1: EXECUTIVE SUMMARY

Rose Village is the envisioned transformation of an aging office park with large surface parking lots into a mixed-use community just west of Pike and Rose and within walking distance of the North Bethesda Metro Station. A Sketch Plan was approved for Rose Village in 2021, but the Applicant, Washington Science Center Joint Venture, has proposed an Amendment to pivot the Project and provide a significant amount of affordable housing while reducing the overall scale of the development.

The approved Sketch Plan for Rose Village, No. 320210120, allows up to 2,113,393 square feet of residential uses and up to 469,643 square feet of commercial uses for a cumulative density of up to 2,583,037 square feet of mixed-use development in buildings up to 200 feet tall (Figure 1). The Sketch Plan approval includes the retention of two office buildings (6001 and 6003 Executive Boulevard), seven new buildings, the retention and expansion of the existing 6001 Executive Boulevard parking garage, a privately owned and publicly accessible civic green, and a grid network of streets.

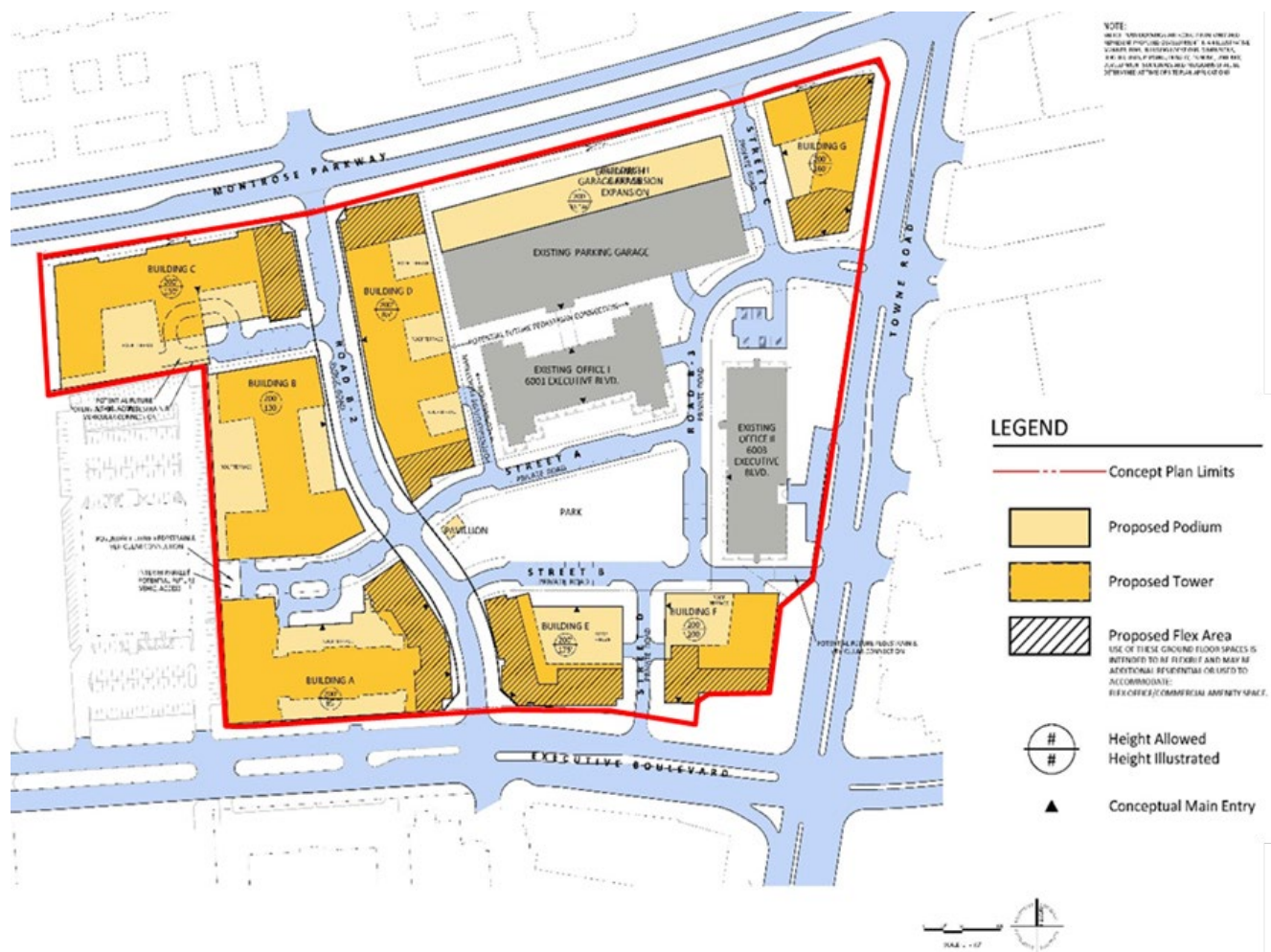


Figure 1: Approved Sketch Plan No. 320210120

The Applicant has submitted a Sketch Plan Amendment application because the approved high-rise multifamily and retail development has become financially infeasible at this location under current and anticipated future market conditions. In addition, the Applicant wants to address the housing affordability crisis in the Washington, DC area by providing a significant amount of affordable housing at Rose Village. This involves changing the type of construction proposed and reducing the overall scale of the Project. The Applicant also plans to take advantage of a new regulatory process, the Mixed-Income Housing Community (MIHC) Plan, allowing an expedited regulatory process for projects that provide a significant amount of affordable housing. The MIHC regulatory framework was approved by the County Council in 2023 and requires a 65-day regulatory review of an MIHC Plan, rather than the 90 or 120 days required for a Sketch and Site Plan, respectively. The MIHC Plan also combines the typical Sketch and Site Plan review into a single process. For Rose Village, a portion of the Sketch Plan area needs to be removed from the prior Sketch Plan approval so that the highly affordable portion of the Project, located on the west side of the Property, can proceed through the regulatory process as an MIHC Plan rather than a Site Plan (Figure 2).



Figure 2: Sketch Plan Amendment and MIHC Plan Areas

Within the newly delineated Sketch Plan area, the Applicant proposes 980,266 square feet of total development, with up to 297,266 square feet of non-residential and up to 683,000 square feet of

residential development, and proposed building heights up to 85 feet¹. The Amendment includes the retention of one existing office building and a freestanding three level parking garage, a proposed parking garage expansion, three proposed residential buildings, and one proposed commercial building (Figure 3). The Applicant anticipates submitting an Administrative Subdivision Plan that will encompass the Sketch Plan Amendment area and the MIHC, followed by an MIHC Plan and Site Plan(s).²



Figure 3: Sketch Plan Amendment 32021012A

¹ The existing office building that will remain is 100 feet tall.

² Under Section 50-6.1.G, a lot created for an MIHC can be approved through an Administrative Subdivision process.

SECTION 2: RECOMMENDATIONS AND CONDITIONS

SKETCH PLAN AMENDMENT NO. 32021012A

Staff recommends approval of Rose Village, Sketch Plan Amendment No. 32021012A, for up to 980,266 square feet of development on approximately 11.88 acres, zoned CR-2.75, C-1.5, R-2.25, H-200, in the *White Flint 2 Sector Plan*. The following site development elements 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 Site Plan.

This approval is subject to the following conditions, which supersede all prior conditions of approval:

1. Density

The Sketch Plan is limited to a maximum of 980,266 square feet of total development with up to 297,266 square feet of non-residential development and up to 683,000 square feet of residential development.

2. Height

New development is limited to a maximum height of 85 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan.

3. Incentive Density

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

- a) Major Public Facility achieved through a proportional financial contribution towards a school or a park within the Sector Plan area with details to be determined prior to approval of the first Site Plan, and construction of a one-acre privately owned and publicly accessible Civic Green.
- b) Transit Proximity achieved through the Property's location within ½ mile of the proposed north entrance to the North Bethesda Metrorail Station on Rockville Pike (Level 1).
- c) Connectivity and Mobility, achieved by providing fewer than the maximum number of parking spaces allowed 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 above-grade structured parking and public open space.
- f) Protection and Enhancement of the Natural Environment achieved through the purchase of building lot terminations.

4. Public Open Space

- a) The Applicant must provide a minimum of 10% of the Site Area (46,155 square feet) as Public Open Space.
- b) The minimum one-acre Civic Green must be substantially completed prior to the issuance of the first building permit for any new Sketch Plan building or within a year of the issuance of the first certificate of use and occupancy for any Mixed Income Housing Community building west of public road B-2, whichever comes first. The exact timing of the delivery of the Civic Green will be determined with a subsequent regulatory application.

5. MCDOT

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated October 17, 2024, and hereby incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

6. Coordination for Future Regulatory Applications

In addition to any other requirements for future Subdivision, Site, and/or Mixed-Income Housing Community Plans under the County Code, the following must be addressed:

Design

- a) Provide active uses with minimal vehicular interruptions and pedestrian egress from the buildings in order to create an inviting and safe pedestrian environment along all the streets surrounding the park.
- b) Design Building D to help anchor the northwest corner of Towne Road and Executive Boulevard to create an architectural gateway into the greater White Flint area, in a manner that addresses Sector Plan recommendations given State ownership of land at this intersection.
- c) Provide facade treatments for all exposed multi-level garage fronts.
- d) Provide appropriate architectural treatments to all building facades facing the public right-of-way.
- e) Underground existing utilities within Towne Road as a major public benefit.

Open Space

- f) Demonstrate substantial conformance with the Sector Plan open space recommendations, including streetscape along Executive Boulevard, wider sidewalks, passive recreation, and other amenities for pedestrians.
- g) Demonstrate that all areas designated as public open space satisfy the requirements of Section 59.6.3.6.B.2.

Transportation

- h) Evaluate the Street C connection to and from Josiah Henson Parkway.
- i) Provide road grade plans and sight distance forms for all public and private roads.
- j) Evaluate the Street B access movements to and from Towne Road in response to MDOT SHA Sketch Plan comments.
- k) Provide a protected intersection design for the following intersections: Josiah Henson Parkway and Road B-2, Josiah Henson Parkway and Street C, Towne Road and Street D, Towne Road and Street B, Executive Boulevard and Towne Road, Executive Boulevard and Road B-2. Evaluate protected intersections along Road B-2 at the intersections of Street B and Street A.
- l) Provide truck circulation plans with truck turning templates.
- m) Design fire accesses off Josiah Henson Parkway and Street C so that these facilities do not appear like vehicular access points.
- n) Consider a reduction in the number of vehicle parking spaces.

Environment

- o) Explore additional sustainable features to enhance the development, such as vegetated roofs, cool roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to address the recommendations of the Sector Plan.
- p) Submit a noise analysis with subsequent applications.

7. Validity

A site plan must be submitted within 36 months after the date the resolution is sent per Section 59.7.3.3.G.

SECTION 3: SITE DESCRIPTION

VICINITY

The Subject Property (“Subject Property” or “Property”), outlined in red in Figure 4 below, is located within the Executive Boulevard District and is generally bounded by Josiah Henson Parkway to the north, Towne Road to the east, Executive Boulevard to the south and the adjacent commercial properties to the west.

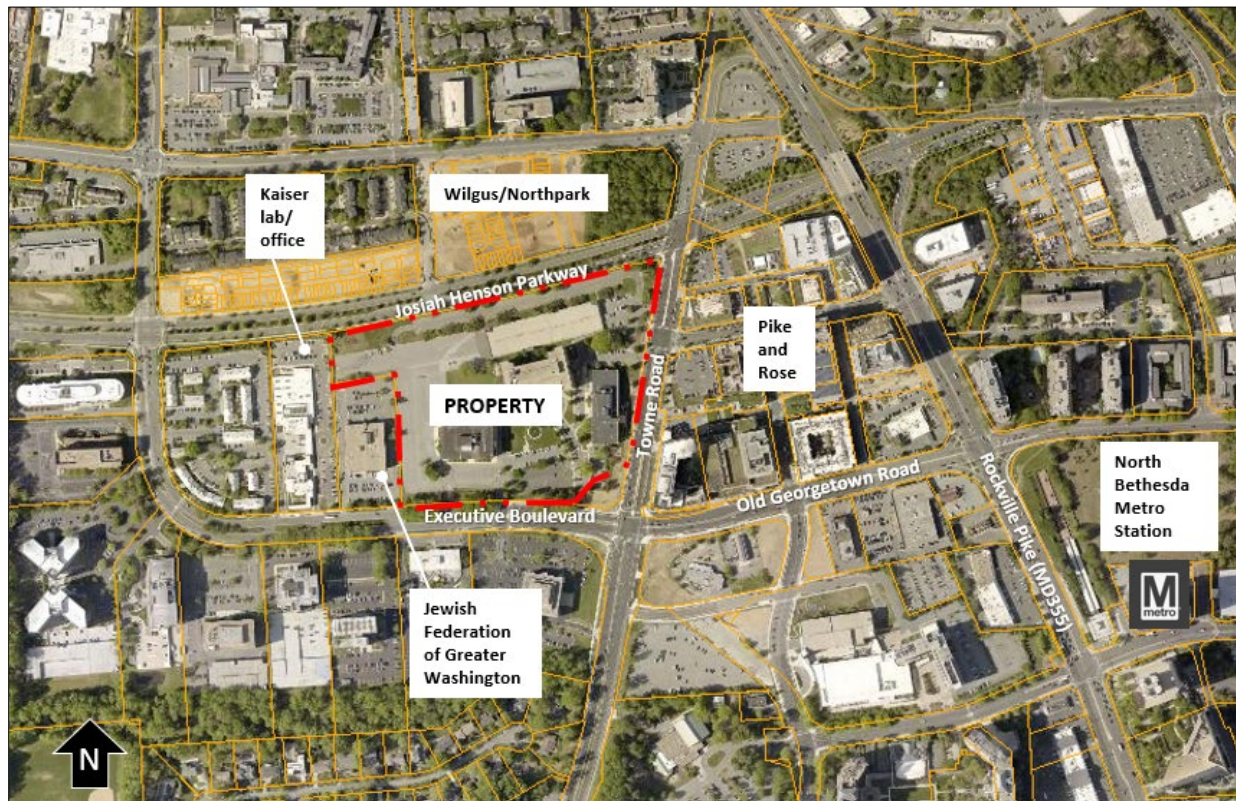


Figure 4 – Vicinity Map

The Subject Property is close to a wide range of land uses, including residential, office, retail, commercial, and institutional uses. Located across Towne Road to the east is the Pike and Rose mixed-use neighborhood with restaurants, retail, entertainment, hotels, and multifamily homes. Located across Josiah Henson Parkway to the north is the recently approved Northpark at Montrose Site Plan No. 820210080 on the Wilgus Property which is multi-use and multi-phased. To the west, the Property confronts the Jewish Federation of Greater Washington (6101 Executive Boulevard) and the Kaiser Permanente office building/laboratory (6111 Executive Boulevard). To the south and west of the Subject Property, between Josiah Henson Parkway and Executive Boulevard, is a swath of commercial buildings containing approximately 2.3 million square feet of office uses. Nearby are numerous retail shopping centers along Rockville Pike, including Montrose Crossing, the Pike Center, and Federal Plaza.

The Subject Property is located close to major highways and arterial streets, including access to Interstate 270 to the west via Josiah Henson Parkway and Rockville Pike (MD 355) and Randolph Road to the east. Additionally, the Property is within a mile of the North Bethesda Metrorail Station, and is easily accessed by Ride On bus service, which operates along the Property's frontage.

PROPERTY DESCRIPTION

The Subject Property consists of a tract area of 939,286 square feet (or approximately 21.56 acres)³ and is known as Parcel E in the Washington Science Center Subdivision as shown on Tax Map GQ 562. The Property is zoned Commercial Residential CR-2.75, C-1.5, R-2.25, H-200 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 5, the Subject Property is currently improved with three multi-story office buildings that are addressed as 6001 Executive Boulevard, 6003 Executive Boulevard, and 6011 Executive Boulevard. 6001 Executive Boulevard contains 264,266 square feet of office space, 6003 Executive Boulevard contains 109,818 square feet of office space, and 6011 Executive Boulevard contains 148,391 square feet of office space, for a combined total of 522,475 square feet of office space.

The Subject Property also includes a three-level structured parking garage with 611 spaces that fronts onto Josiah Henson Parkway, surface parking facilities, drive aisles, and open lawn areas that are centrally oriented on the Site. The Subject Property is currently served by three vehicular access points from Executive Boulevard, one of which is signalized, and three vehicular access points from Towne Road, one of which is dedicated for deliveries. Each of these access points will also serve the proposed Project. There are existing sidewalks along Josiah Henson Parkway, Towne Road, and Executive Boulevard.

The Property contains no streams, wetlands, rare, threatened, or endangered species, forest, or other environmental features on the Subject Property. Mature trees line much of the Property's perimeter. The Property is within the Cabin John Creek watershed – a Use Class I-P watershed.

³ This is the size of the tract based on the original Sketch Plan approval. The Subject Amendment proposes to reduce the size of the tract area as described in the Proposal section of this report.



Figure 5 – Subject Property (outlined in red dashed line)

SECTION 4: PROJECT DESCRIPTION

PREVIOUS APPROVALS

On October 21, 2021, the Planning Board approved Sketch Plan No. 320210120 (Resolution No. MCPB 21-107) for up to 2,113,393 square feet of residential uses and up to 469,643 square feet of commercial uses for a cumulative density of up to 2,583,037 square feet of mixed-use development. The Sketch Plan approval includes the retention of two office buildings (6001 and 6003 Executive Boulevard), seven new buildings, the retention and expansion of the existing 6001 Executive Boulevard parking garage, a privately owned and publicly accessible civic green, and a grid network of streets.

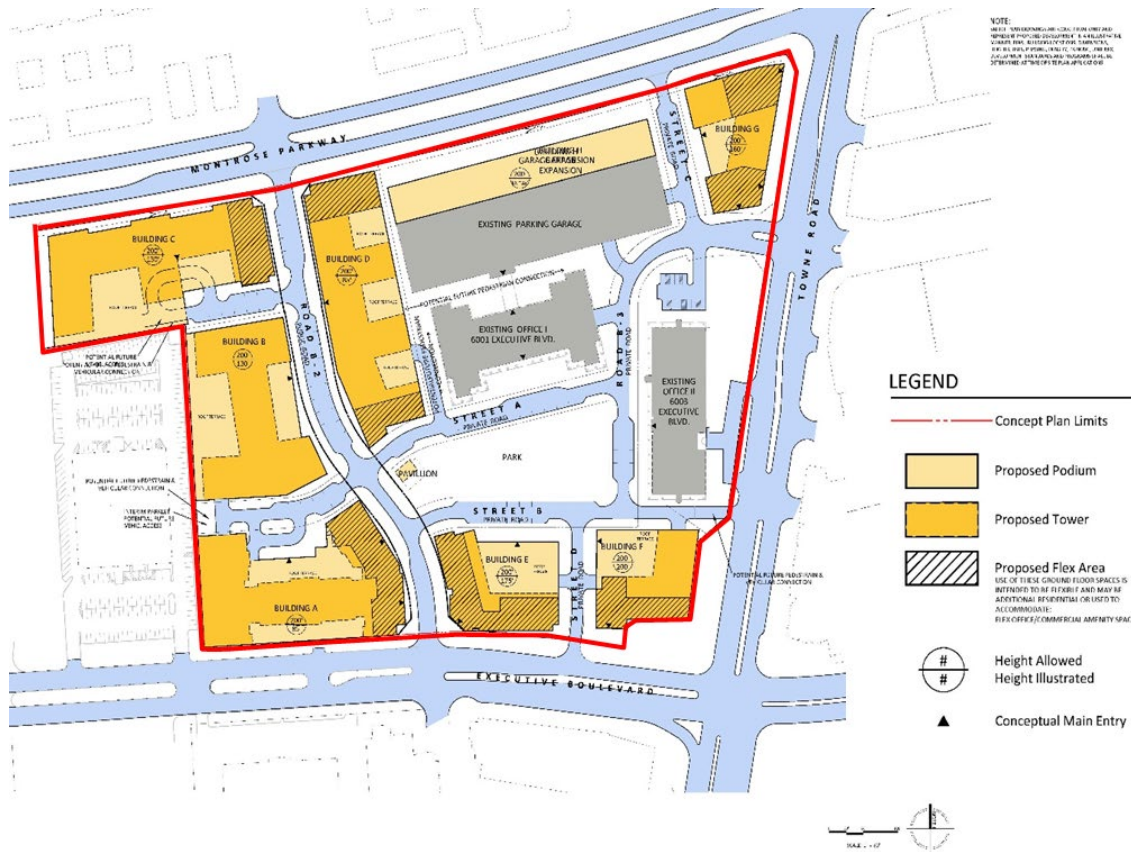


Figure 6: Approved Sketch Plan No. 320210120

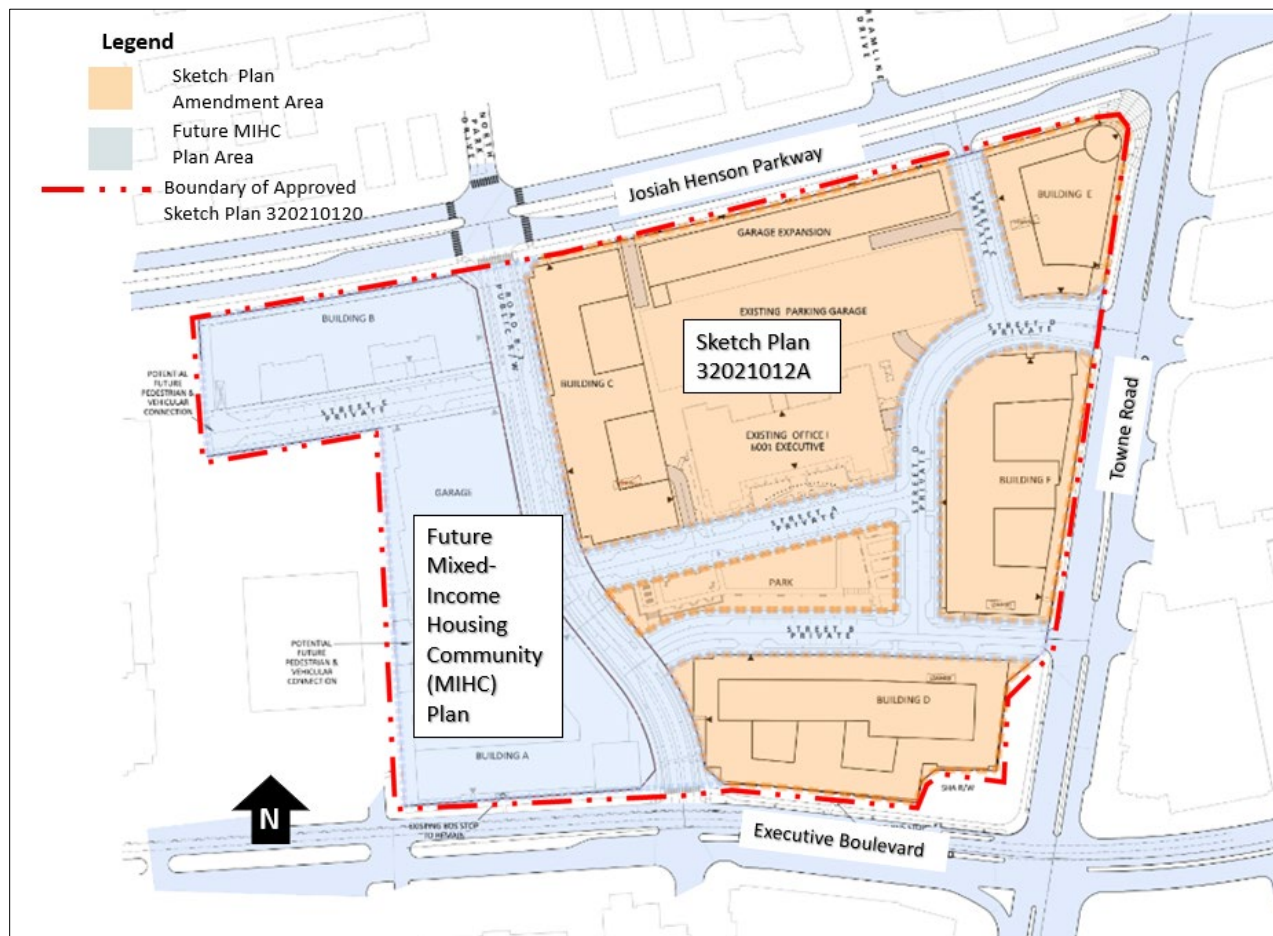
The Sketch Plan approval was valid for three years and expired on October 21, 2024, but the Applicant submitted a timely request to extend the validity period on July 26, 2024, prior to the expiration date.

PROPOSAL

The Applicant, Washington Science Center Joint Venture, proposes an amendment to the approved Sketch Plan (“Sketch Plan Amendment”, “Amendment” or “Project”) because the envisioned high-rise multifamily and retail development has become financially infeasible at this location under current

and anticipated future market conditions. Lingering economic volatility caused by the Covid-19 pandemic continues to impact the real estate sector, compounded by increases in inflation and interest rates. As a result, the Applicant has chosen to pivot the project to provide a significant amount of affordable housing while reducing the overall scale of the project.

The Applicant has expressed a desire to address the housing affordability crisis in the Washington, DC metropolitan area and has been working with consultants and public officials to identify financing programs that would make an affordable housing project feasible. Financing options include the County's Housing Initiative Fund and Payment in Lieu of Taxes (PILOT), the Maryland Multifamily Bond Program, the Maryland Rental Housing Works Program, and the Federal Low Income Housing Tax Credit Program (LIHTC). In addition, the County Council adopted a new regulatory framework in July 2023 for review of projects that include a significant amount of affordable housing. A new use and regulatory process, called a Mixed-Income Housing Community (MIHC) Plan, were added to the County Code, incorporating an expedited, 65-day review process⁴.



⁴ For comparison, a Site Plan has a 120-day regulatory review process.

Figure 7: Boundary of Sketch Plan Amendment 32021012A and the future MIHC Plan

The Applicant has chosen to pursue the development of an MIHC on an approximately 9.68-acre area that includes the west side of the Property and the internal private road network on the east side of the Property (Figure 7). The Amendment proposes removal of the MIHC area from the Sketch Plan boundary, so it can be reviewed under the expedited MIHC Plan process that does not require Sketch Plan approval. In addition, under Section 59.7.3.3.G, a Site Plan must be submitted for development that is approved with a Sketch Plan. With the removal of the MIHC area, the Amendment tract area is reduced to 11.88 acres. However, the Amendment and the MIHC are owned by the same entity and have been designed as a single cohesive development. The Amendment and the MIHC will share some common elements, such as the proposed road network and public open spaces, and this report discusses elements of the MIHC as they relate to the Amendment.

In addition to removing the MIHC area from the Sketch Plan Amendment boundary, the Amendment proposes an overall reduction in project height and density. The amount of residential development proposed for the Sketch Plan Amendment is reduced from 2,113,393 square feet to 683,000 square feet⁵, and the amount of commercial development is reduced from 469,643 square feet to 297,266 square feet. While the approved Sketch Plan retains two office buildings (6001 and 6003 Executive Boulevard), the Amendment proposes to retain only one office building (6001 Executive Boulevard). To reflect the change in construction type, the maximum proposed building heights are reduced from 200 feet to 85 feet.

The site design proposed with the Subject Application is similar to the approved Sketch Plan, but the two buildings shown in the southeastern corner of the approved Sketch Plan, along Executive Boulevard, are consolidated into a single building, and the private road that was perpendicular to Executive Boulevard between the buildings has been eliminated. Adjustments have also been made due to the proposed replacement of the existing office building located at 6003 Executive Boulevard with a residential multi-unit building. Other changes include the following: sharing parking facilities to improve efficiencies, replacing the 6003 Executive Boulevard office building with a new residential structure, modifying building footprints, and refining the street grid.

The Amendment application includes a request to extend the Sketch Plan validity period, the date by which the Applicant must file a Site Plan to implement the Sketch Plan. The request was filed prior to the Sketch Plan's October 21, 2024 expiration date, and the Applicant requests to extend the validity period by three years. Staff recommends approval of a new three-year Sketch Plan validity period under Section 59.7.3.3.G. of the Zoning Ordinance.

⁵ The Applicant anticipates that the MIHC will provide an additional 413,000 square feet of residential development, for a total of 1,096,000 square feet of residential development between the Amendment and the future MIHC.

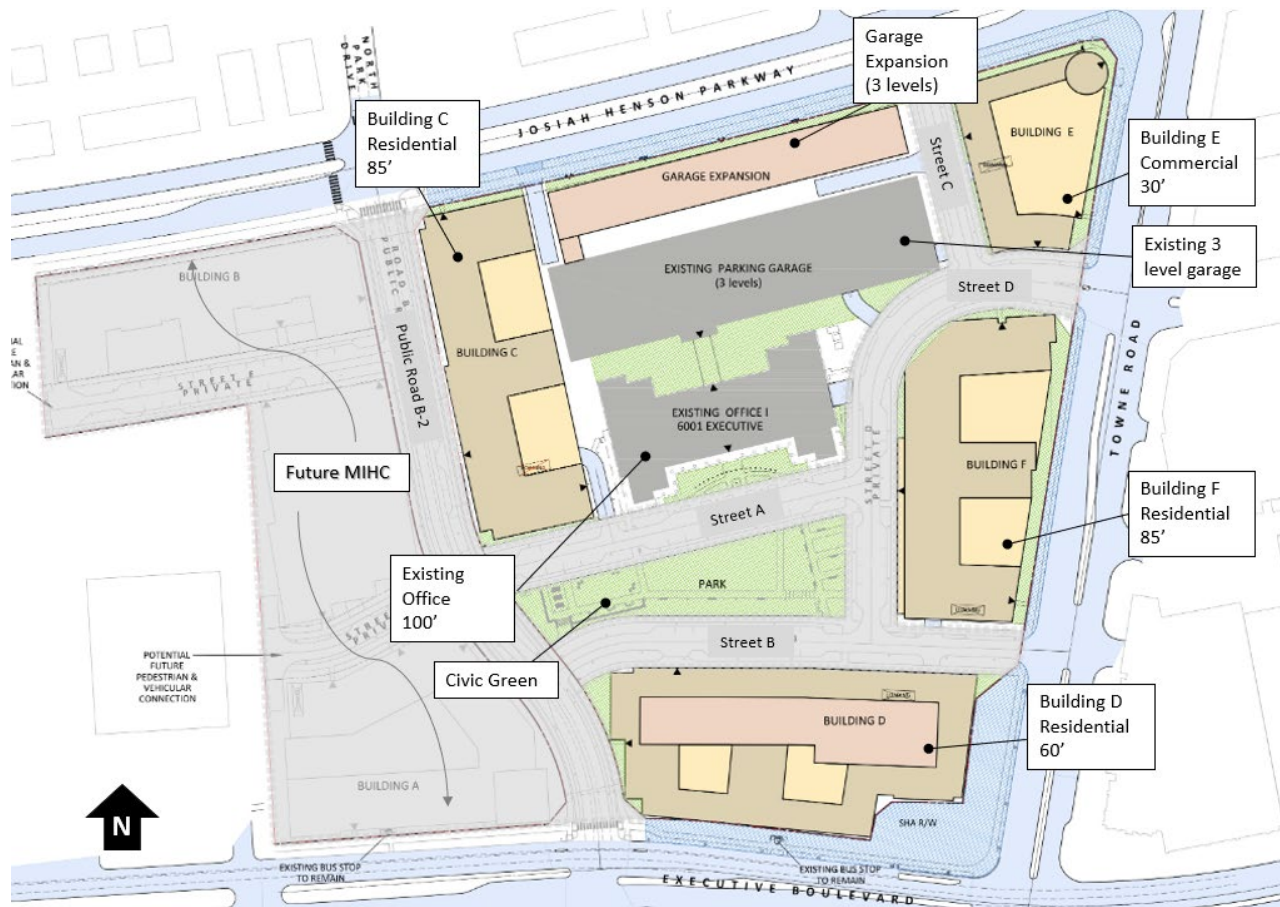


Figure 8: Sketch Plan

BUILDINGS

The Amendment includes one retained office building (6001 Executive Boulevard), a retained three-level parking garage with a planned extension, three multi-unit buildings (Buildings C, D, and F), and one commercial building (Building E). Table 1 shows the conceptual commercial density, number of residential units, and height of each proposed building, with details to be determined at Site Plan. Figure 9 demonstrates the building massing with the tallest, 85-foot buildings, along Towne Road and Road B-2.

Table 1: Proposed Buildings

| Building | Commercial Density (GFA) | Residential units | Height (ft) |
|-------------------------------------|---------------------------|-------------------|-------------|
| 6001 Executive (existing to remain) | 264,266 (existing office) | - | 100 |
| Building C | - | 230 | 85 |
| Building D | - | 225 | 60 |
| Building E | 33,000 (retail) | - | 30 |

| Building | Commercial Density (GFA) | Residential units | Height (ft) |
|--------------|--------------------------|-------------------|-------------|
| Building F | - | 245 | 85 |
| TOTAL | 297,266 | 700 | - |

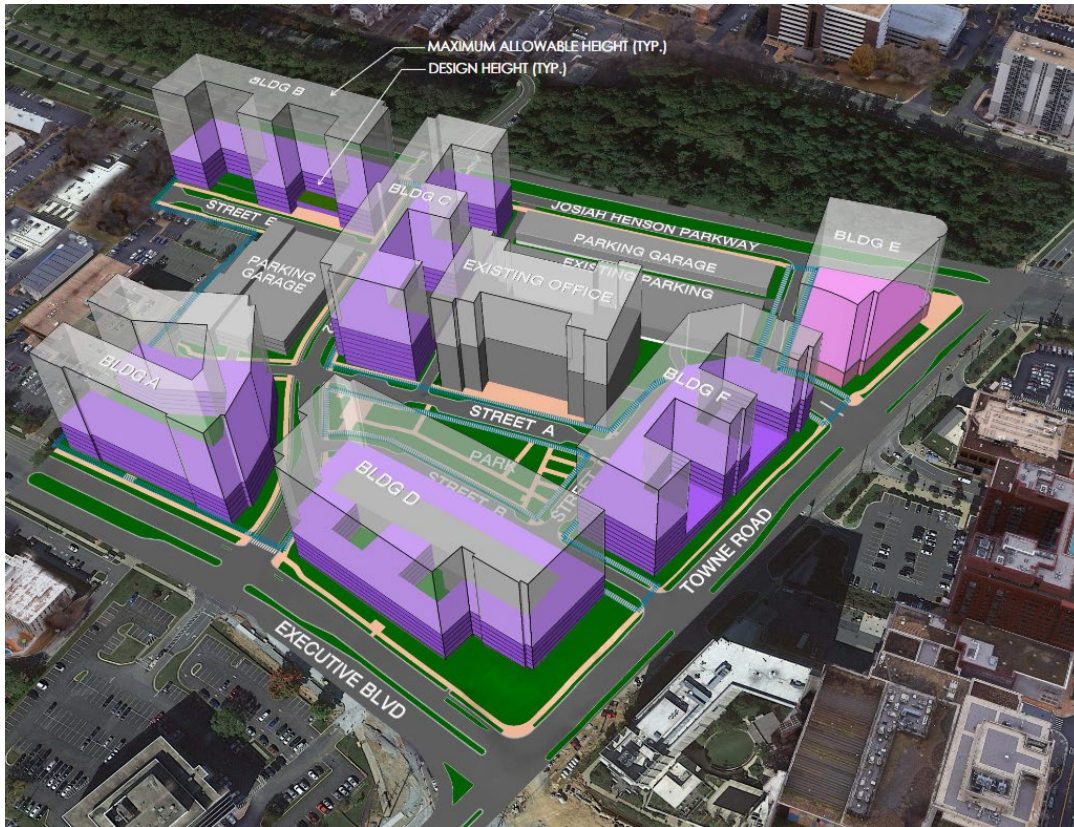


Figure 9: Massing Diagram (Includes the MIHC)

OPEN SPACE

The Amendment shows 78,500 square feet, or 17% of the Sketch Plan area, as public open space. The Amendment incorporates two substantial open space areas, both of which will be Privately Owned Public Spaces (POPS): the civic green in the heart of Rose Village and the linear park along Josiah Henson Parkway. The primary open space, and the heart of the proposed development, is a one-acre civic green which will provide a variety of amenities that may include a performance space, a game lawn, and an event lawn. The civic green is intended to serve as a multi-functional and flexible gathering space that will attract residents and employees from within Rose Village, as well as neighbors from surrounding communities. It is expected to include a shade structure at the west end and pollinator gardens at the east. The civic green is also expected to include open lawn areas that allow flexibility for a wide variety of events, fitness, recreation and relaxation in smaller or larger groups.



Figure 10: Public Open Space

The linear park along Josiah Henson Parkway is intended to provide residents and neighbors with a place to stroll, sit and socialize. This park is designed to expand upon the adjacent multi-purpose trail with a meandering path that may be punctuated by a series of seating nodes and enhanced with layered plantings for shade, screening and habitat.



Figure 11: Conceptual Design of Civic Green

Another key public open space is the linear park proposed along Josiah Henson Parkway. This area will feature benches and lounge chairs within a lushly landscaped area.



Figure 12: Linear Park

Staff notes that some smaller, isolated areas around the proposed buildings are shown as public open space in the Amendment. Depending on the final size and design of each area, some may not satisfy the requirements to be designated as public open space; the final determination will be made at Site Plan.

TRANSPORTATION

Vehicular Access, Circulation, Parking, and Loading

Although the Amendment removes the public and private roads from the Sketch Plan area so they can be approved as part of an MIHC Plan, they are included in this report as they are a critical component of the Sketch Plan transportation and circulation network.

Vehicular access to the Subject Property is provided via three existing roadways: Josiah Henson Parkway to the north, Towne Road to the east, and Executive Boulevard to the south.

Josiah Henson Parkway is a four-lane divided road classified as a Parkway. Towne Road is a four-lane road with a center median and is classified as a Downtown Boulevard. Executive Boulevard is a four-lane road with a center median and is also classified as Downtown Boulevard.

As proposed, two vehicular access points to the Site will be made off Josiah Henson Parkway including a public road (B-2), which will be a signalized intersection, and a private street (Street C), which will be unsignalized. Two vehicular access points are also proposed off Towne Road, including Street D, which will be a signalized intersection, and Street B, which will be unsignalized. One signalized vehicular access point will be provided along Executive Boulevard via public Road B-2.

MCDOT has raised concerns about the intersection spacing between the Josiah Henson Parkway and Towne Road intersection and the new proposed intersection of Josiah Henson Parkway and Street C. Per section 50.4.3.E.2.f. of the county code, the minimum distance between intersections on a Parkway Road classification is 800 feet. A recent request to reclassify the roadway as a Downtown Boulevard was made as part of the *Master Plan of Highways and Transitways* 2024 Technical Update. However, this reclassification has not been completed. Furthermore, as a Downtown Boulevard the

intersection spacing per section 50.4.3.E.2.f. of the county code is 400 feet. The proposed intersection spacing is approximately 367 feet. This issue will require further coordination at the time of the Administrative Subdivision.

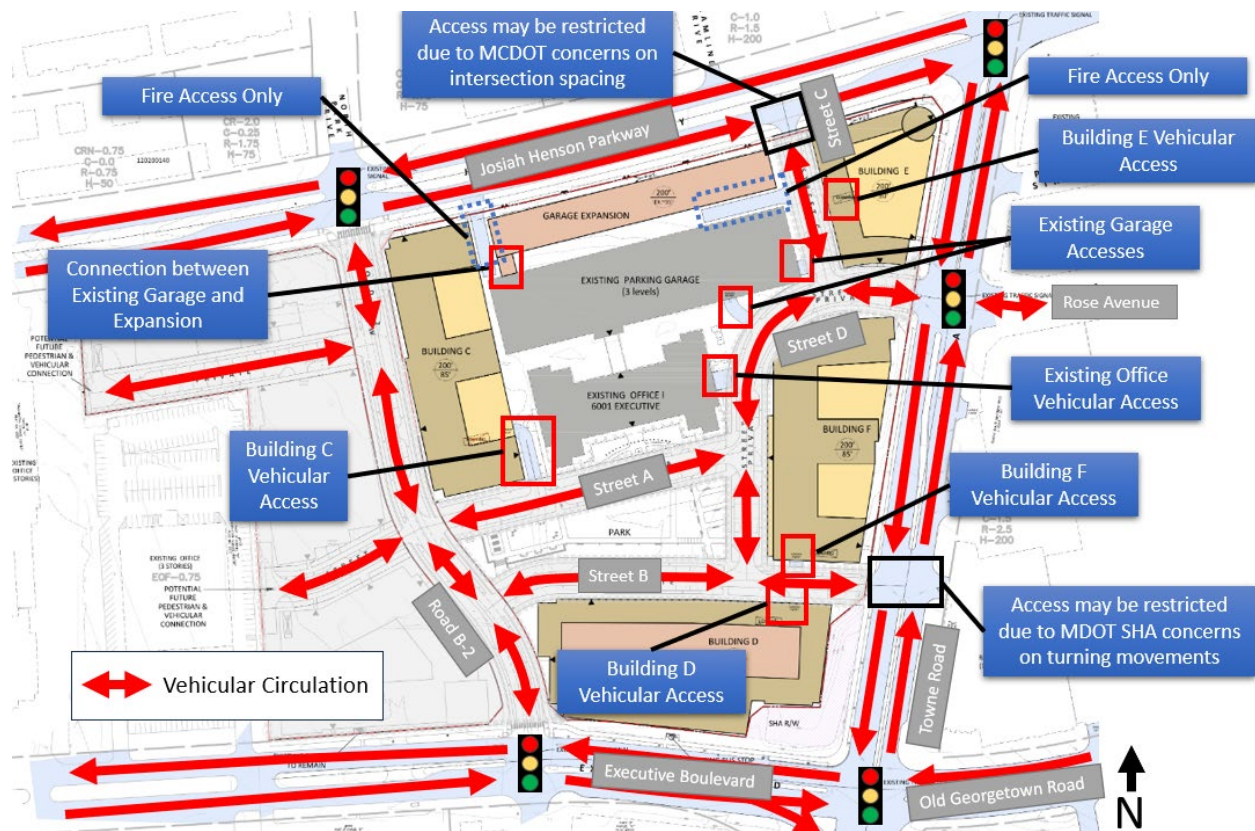


Figure 13: Vehicular Circulation

As proposed the Towne Road and Street B intersection is a full movement intersection. However, MDOT SHA has raised some concerns about through and left-turn movements. Determining if this access will be full access will require further coordination at the time of Administrative Subdivision.

Road B-2 will provide north-to-south circulation along the sketch plan's western boundary. A series of private streets will provide circulation within the site including Street A, which connects Road B-2 with Street D, Street B, which connects Road B-2 with Towne Road, Street C, which connects Josiah Henson Parkway with Street D, and Street D which connects Town Road with Street C Street A and Street B. This creates a new grid network of short blocks on the Subject Property and additional points of access to disperse vehicular traffic to surrounding intersections.

Parking and loading are proposed within each building. Vehicular access to Building C will be provided via Street A. Buildings D and F will have vehicular access from Street B. Vehicular access to Building E will be provided via Street C. An existing office building at the center of the property will remain as

well as an adjacent three-level parking garage. The Sketch Plan proposes an expansion of the existing parking garage to the north. Access to the existing parking garage and expansion will be provided via Streets D and C. Vehicular access to the existing office building will be provided via Street D.

A total of 1,569 parking spaces are proposed for the Sketch Plan area. This preliminary calculation will be evaluated and finalized at the time of each Site Plan.

Pedestrian, Bicycle, and Transit Facilities

Pedestrian access to the Site is proposed directly from the sidewalks along the public rights-of-way, and improvements will be provided along all frontages. These improvements as well as the new public road (B-2) and all private roads designs are consistent with the 2024 *Complete Streets Design Guide*, 2018 *White Flint 2 Sector Plan*, 2019 *White Flint 2 Design Guidelines*, and 2018 *Bicycle Master Plan*. This includes a sidepath along Josiah Henson Parkway, separated bike lanes on Towne Road and Road B-2, and a two-way separated bike lane facility on Executive Boulevard. More details and technical evaluation will be provided as part of subsequent Administrative Subdivision and Site Plan(s) review and as part of the anticipated Mixed Income Housing Plan. It should be noted that there is an existing Breezeway⁶ on the east side of Towne Road opposite and an existing Breezeway on the north side of Josiah Henson Parkway opposite the Subject Property frontages.

The Subject Property is well served by transit. Existing bus stops along the Executive Boulevard frontage will be maintained. These bus stops are served by the following routes:

- Ride On Route 5, which operates Monday-Sunday between the Twinbrook Metrorail Station and the Silver Spring Metrorail Station.
- Ride On Route 26, which operates Monday-Sunday between the Glenmont Metrorail Station and the Montgomery Mall Transit Center.
- Ride On Route 81, which operates Monday-Friday between the Rockville Metrorail Station and the North Bethesda Metrorail Station.

Additionally, the Project is located within a half-mile of North Bethesda Metrorail Station. Access to this station will be improved with the implementation of the North Bethesda Metro Station Northern Entrance.

⁶ The Breezeway Network corridors are the arterials of the bikeway network in that they are envisioned to carry a large number of bicyclists. While many trips on the Breezeway Network will be for longer, faster trips to central business districts (CBDs), transit stations, activity hubs and job centers, these corridors will also be used for shorter and slower trips.

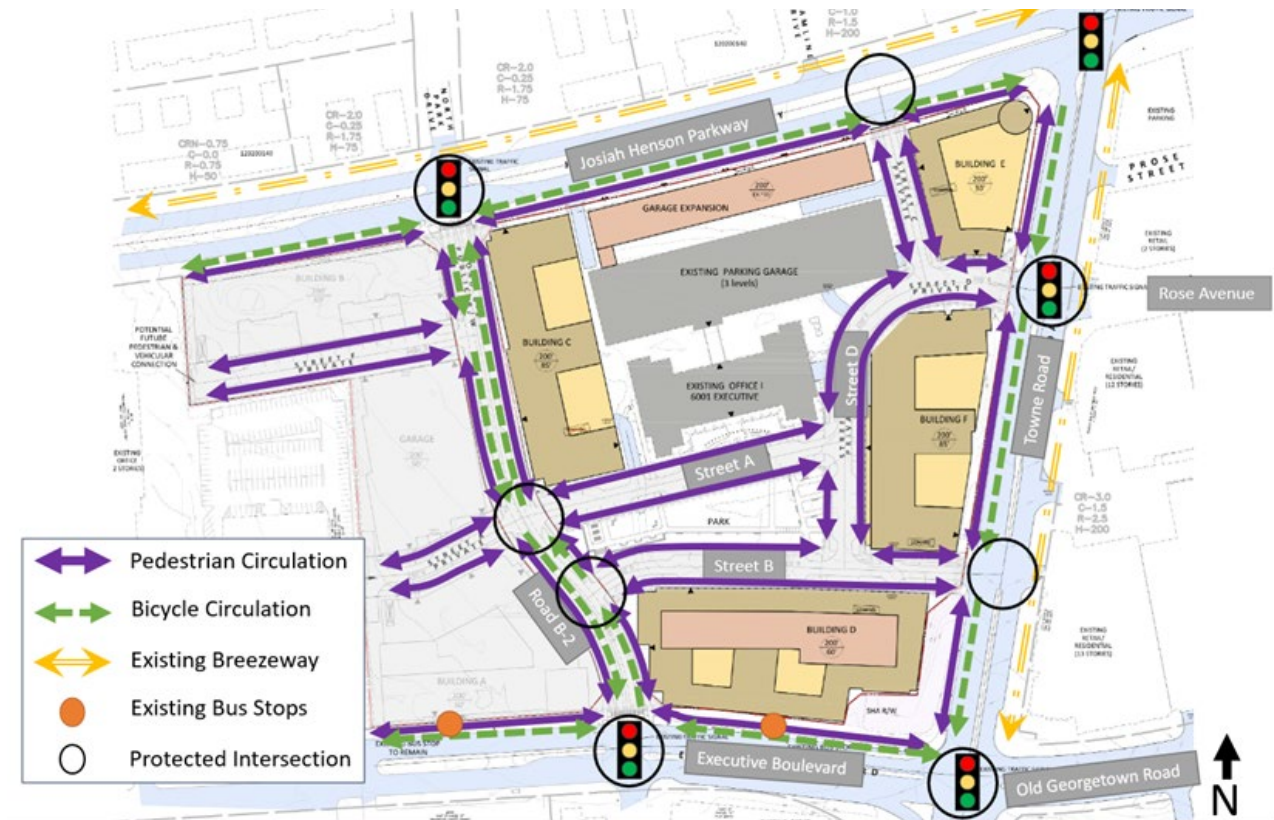


Figure 14: Non-Motorized Circulation

ENVIRONMENT

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD No. 420242490) was approved by staff on July 12, 2024. The Sketch Plan Amendment does not have any proposed activities within any streams, wetlands, or environmental buffers and is therefore in compliance with the Environmental Guidelines.

This Property is subject to the Chapter 22A Montgomery County Forest Conservation Law and will require a Forest Conservation Plan with future regulatory plans. Staff recommends all attempts to save mature willow oaks along Executive Boulevard. A noise analysis will be required with subsequent regulatory applications.

PHASING

The Applicant anticipates submitting an Administrative Subdivision Plan and an MIHC Plan in early 2025⁷. The Administrative Subdivision Plan will include all lots and parcels associated with the Sketch Plan Amendment and the adjacent MIHC. The Applicant plans to develop the MIHC, including public

⁷ Under Section 50-6.1.G, a lot created for an MIHC can be approved through an Administrative Subdivision process.

Road B-2 and the entire private road network, and the civic green (within the Amendment area) before the development of any buildings within the Sketch Plan Amendment area. Site Plan approval will be required before construction of any buildings or structures within the Sketch Plan area.

As demonstrated in Figure 15, the Applicant anticipates construction of the Amendment in five phases. The proposed civic green and the parking garage extension will be constructed in the first phase, followed by the residential buildings C, D, and F in phases two through four, and the commercial building in the final phase. While the civic green must be constructed in phase 1, the other phases may occur in any order.

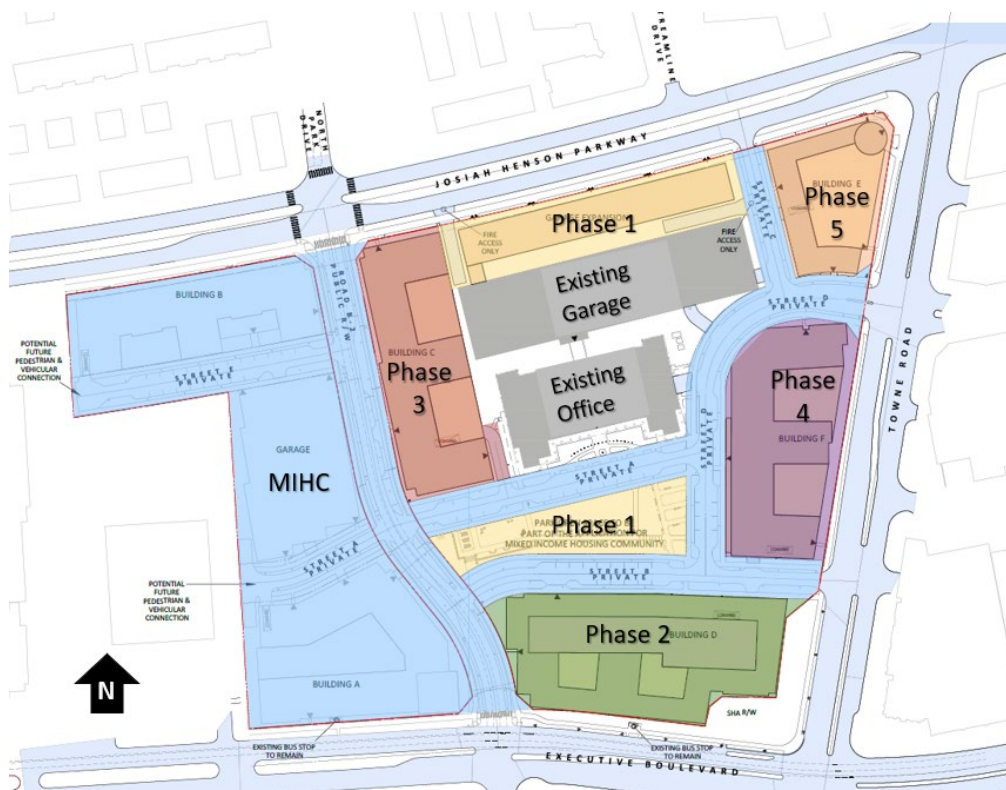


Figure 15: Sketch Plan Phasing

SECTION 5: COMMUNITY OUTREACH

The Applicant has complied with all submittal and noticing requirements, and a pre-submittal public meeting was not required since the Subject Application is an Amendment.

Staff received one email from a community member about the desire to locate ground floor retail near the park/civic green. Staff has requested that the Applicant consider opportunities for ground floor retail and other types of activating uses along building fronts that face the park/civic green. Final determination of the ground floor design and use will be evaluated through future site plan submittal(s).

SECTION 6: SKETCH PLAN 32021012A 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 Subdivision 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 findings below supersede the findings from the prior Sketch Plan approval. The Sketch Plan must:

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

Table 2: Rose Village Sketch Plan Data Table for CR 2.75 C-1.5 R-2.25 H-200 Zone, Optional Method, Section 59.4.5.4

| | Sketch Plan No. 320210120 | | Amendment No. 32021012A | |
|---|---------------------------|--|---------------------------|--|
| Development Standard | Permitted/ Required | Approved | Permitted/ Required | Proposed |
| Tract Area | n/a | 21.56 ac (939,286 sf) | n/a | 11.88 ac (517,402 sf) |
| Tract Area - Prior Dedication | n/a | 74,489 sf | n/a | 47,048 sf |
| Tract Area - Proposed Dedication | n/a | 67,481 sf | n/a | 8,809 sf |
| Site Area (tract area minus dedications) | n/a | 18.24 ac (797,316 sf) | n/a | 10.60 ac/ (461,545 sf) |
| Mapped Density (max) | | | | |
| Residential | 2.25 FAR/ 2,113,393 sf | 2.25 FAR/ 2,113,393 sf | 2.25 FAR/ 1,164,155 sf | 1.32 FAR/ 683,000 sf |
| Commercial | 1.5 FAR/ 1,408,929 sf | 0.5 FAR/ 469,643 sf | 1.5 FAR/ 776,103 sf | 0.57 FAR/ 297,266 sf |
| Total | 2.75 FAR/ 2,583,037 sf | 2.75 FAR/ 2,583,037 sf | 2.75 FAR/ 1,164,155 sf | 1.89 FAR/ 980,266 sf |
| MPDU requirement (min) | 15% | 15% | 15% | 15% |
| Building Height (max average) | 200' | 85' (Bldgs. A-D) 175' (Bldg. E) 200' (Bldg. F) 160' (Bldg. G) | 200' | 85' (Bldgs. C, F) 60' (Bldg. D) 30' (Bldg. E) 100' (existing office building to remain) |

| | Sketch Plan No. 320210120 | | Amendment No. 32021012A | |
|--------------------------------|----------------------------|-----------------------|--|---------------------------------|
| Public Open Space (min) | 79,489 sf (10%) | 100,000 sf (12.6%) | 46,155 sf (10%) | 78,500 sf ¹ (17%) |
| Vehicle Parking Spaces | 2,861 (min) 4,643 (max) | 2,912 | 1,292 ² (min)/ 2,006 (max) | 1,569 |

¹Staff notes that some smaller, isolated areas around the proposed buildings are shown as public open space. Depending on the final size and design of each area, some may not satisfy the requirements to be designated as public open space; the final determination will be made at Site Plan.

²Residential uses are exempt from the baseline parking minimums if located within ½ mile of transit (Section 59.6.2.3.I.8. The entire Amendment area is within ½ mile of the North Bethesda Metro Station.

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

The Property is located within Executive Boulevard North area in the Approved and Adopted 2018 *White Flint 2 Sector Plan* (Sector Plan) area. The Sector Plan provides both general guidance for the plan area, and specific recommendations for this Property. The Project advances the following general Sector Plan recommendations:

- Integrate new residential and nonresidential uses in the Executive Boulevard office park.
- Provide new streets that permit alternative ways to navigate the Plan area and provide links to adjacent communities.
- Promote walkability with new streets and enhanced streetscapes to define the public realm.
- Develop at least 10 acres of public open space in the Plan area.

The Sector Plan recognizes that the Property has potential to accommodate infill, primarily with residential development. The Sector Plan anticipated that most of the existing office buildings on the Property would be retained, but the Sketch Plan shows retention of only one of the three existing buildings, providing further opportunities for residential development.

Design and Connectivity

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

- Establish a neighborhood pattern of blocks and internal streets that are compatible with the Pike & Rose property across Towne Road.

- Consider building heights along Towne Road that are compatible with heights on the Pike & Rose property. Heights should taper down from Towne Road toward the western end of this property.
- Anchor the northwest corner of Towne Road and Executive Boulevard to create an architectural gateway into the greater White Flint area.
- Create a public north-south connection between Executive Boulevard and Josiah Henson Parkway, to align with Stonehenge Place to the north. Consider extending Rose Avenue from the Pike & Rose property to this property and connect it with the proposed north-south connection to Stonehenge Place mentioned above.
- Provide a minimum one-acre civic green.
- Provide inter-parcel connectivity.

The Sketch Plan accomplishes many design and connectivity recommendations, including the extension of Stonehenge Place as a public street (Road B-2), the creation of a neighborhood pattern of streets and blocks, and the provision of a one-acre civic green. Proposed maximum building heights are 85 feet, lower than the 200-foot-tall buildings envisioned in the Sector Plan.

An approximately 12,000-square foot area at the northwest corner of the intersection of Towne Road and Executive Boulevard, directly southeast of the Property, is controlled by SHA and used for stormwater management facilities. Because the Applicant does not control this area, the creation of a gateway at the corner is challenging. As conditioned, at the time of Site Plan, efforts should be made to design proposed Building D in a manner that achieves the Sector Plan recommendations for this intersection.

As conditioned, the Applicant should create a plan that would achieve the Sector Plan's recommendation to "enhance the pedestrian areas of properties along Executive Boulevard by including wider sidewalks, passive recreation, and other amenities for pedestrians" (p.33).

Public Facilities

The 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).

The Planning Board determined, during the original Sketch Plan approval, that the Sector Plan goals would be best satisfied through the provision of a proportional financial contribution toward a future school or publicly owned park within the Sector Plan area rather than using the Property as a new school site. The amount and timing of the payment will be determined at Site Plan. The Applicant also seeks, and Staff supports, awarding public benefit points for this financial contribution.

Environmental Sustainability

The 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.

Along with public open spaces, Building Lot Terminations (BLTs) are the primary environmental sustainability measures included with this Amendment, as BLTs are required for optional method projects in the CR Zone. While the BLTs will help preserve land in the Agricultural Reserve, they will not improve the environment in the Rose Village development or in the White Flint area. As the Project design progresses, the Applicant should provide sustainable features to enhance the development,

including vegetated roofs, cool roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to further the Sector Plan recommendations.

Public Benefits

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

- Dedication of land for needed school sites as the highest priority public benefits.
- Fifteen (15) percent MPDUs as the highest public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than school site, including but not limited to the following: 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 Amendment will advance the Sector Plan's recommended public benefits with a one-acre civic green, 15% MPDUs, and by providing a proportional payment towards a school or public park.

Transportation Network

As described on page 18 of the report, the Sketch Plan shows the surrounding streets and the internal street network consistent with recommendations in the Sector Plan, the 2024 *Complete Streets Guide* and the 2018 *Bicycle Master Plan*.

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

The Amendment proposes redevelopment of an existing office park and associated surface parking lots into a mix of residential and commercial uses and green spaces. The Amendment replaces a vehicle-centric design with a pedestrian oriented development that complements the adjacent mixed-use development at Pike and Rose.

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

The Project will provide office use, retail, and multifamily housing that will enhance the employment and housing choices near the North Bethesda Metrorail Station. In addition to housing, mobility will be improved by this Project. Bicycle facilities recommended in the 2018 *Bicycle Master Plan* will be implemented and will provide safe and convenient connections to major community destinations, including to the nearby Metrorail station. Proposed buildings will line the new and existing streets. Therefore, the proposed development will be pedestrian-friendly and the civic green will offer necessary amenities for new and existing residents and office users.

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

The redevelopment of the Subject Property includes a mix of uses, densities, and building heights that will complement the adjacent Pike and Rose community and continue the walkable grid of streets into the Property. The proposed mid-rise building heights will also provide a compatible transition between the high-rise buildings at Pike and Rose and the lower-rise existing buildings located to the west of the Property.

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

The Project provides new residential housing opportunities, including 15% MPDUs, in addition to retail uses that will create some additional employment opportunities close to the North Bethesda Metrorail Station and nearby residential communities.

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

The Project will provide the required 100 public benefit points from a minimum of three categories (including 15% MPDUs) to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of future Site Plan(s).

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

As discussed on page 25 of this report, the Project substantially conforms to recommendations of the 2018 *White Flint 2 Sector Plan*.

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

Not applicable; the Sketch Plan is not subject to a development plan or schematic development plan.

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

Not applicable; the zoning on October 29, 2014, was not the result of a Local Map Amendment.

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

The proposed Project is compatible with existing and pending nearby development. Proposed density and heights are below the limits set by the zone, and the Project will serve as a transition between the dense mixed-use development at Pike and Rose to the east and the lower intensity development west of the Property.

The Project also includes a new street system with short blocks (including the extension of Stonehenge Place to Executive Boulevard), multiple points of access to surrounding roadways, and sidewalks to facilitate non-motorized circulation both internal and external to the Property. These improvements, along with the Project's proposed civic green and streetscape improvements, are intended to strengthen linkages between existing neighborhoods to the Subject Property's – including Wilgus, which is to the north of Applicant's Project, and Pike and Rose and the Rockville Pike corridor to the east. The Pike and Rose mixed-use neighborhood, which includes restaurants, retail, entertainment, a hotel, and multifamily homes, is directly across Towne Road to the east. South and east of the Property is the Bethesda North Marriott Hotel & Conference Center complex, as well as recently approved mixed-use development along Old Georgetown Road. Across Josiah Henson Parkway to the north is the recently approved mixed-use development for the Wilgus property. A sketch plan and preliminary plan have been approved for the 16.64-acre Wilgus

property. The Phase I site plan (Site Plan No. 820210080 - Northpark at Montrose), with townhouses and stacked two-over-two multifamily units, is currently under construction. The Applicant's proposal aims to create a cohesive environment with these existing and proposed developments at key intersections.

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

The Project provides satisfactory vehicular, pedestrian, and bicyclist access as well as safe and efficient circulation, parking, and loading. Vehicular access to the Subject Property is provided via three existing roadways: Josiah Henson Parkway to the north, Towne Road to the east, and Executive Boulevard to the south.

As proposed, two vehicular access points to the site will be made off Josiah Henson Parkway including a public road (B-2) and a private street (Street C). Two vehicular access points are also proposed off Towne Road, including Street D and Street B, which will both be private streets. One vehicular access point will be provided along Executive Boulevard via public Road B-2.

MCDOT has raised concerns about the intersection spacing between the Josiah Henson Parkway and Towne Road intersection and the new proposed intersection of Josiah Henson Parkway and Street C. The intersection of Street C would only be approximately 367 feet from the intersection of Josiah Henson Parkway and Towne Road, which does not meet the intersection spacing identified in 50.4.3.E.2.f. of the county code. This access will require further coordination at the time of Administrative Subdivision.

Additionally, MDOT SHA has raised some concerns about through and left-turn movements being allowed at the intersection of Towne Road and Street B and this will require further coordination at the time of Administrative Subdivision.

Road B-2 will provide north to south circulation along the sketch plan's western boundary. A series of private streets will provide circulation within the site including Street A, which connects Road B-2 with Street D, Street B, which connects Road B-2 with Towne Road, Street C, which connects Josiah Henson Parkway with Street D, and Street D which connects Towne Road with Street C Street A and Street B. This creates a new grid network of short blocks on the Subject Property and additional points of access to disperse vehicular traffic to surrounding intersections.

Parking and loading are proposed within each building. Vehicular access to Building C will be provided via Street A. Buildings D and F will have vehicular access from Street B. Vehicular access to Building E will be provided via Street C. An existing office building at the center of the property will remain as well as an adjacent 3 level parking garage. The Sketch Plan proposes an expansion of the existing parking garage to the north. Access to the existing

parking garage and expansion will be provided via Streets D and C. Vehicular access to the existing office building will be provided via Street D. All private streets as well as public road B-2 are anticipated to have on-street parallel parking.

Pedestrian access to the Property is proposed directly from the existing sidewalks along the public rights-of-way. Bicyclists can access the Property via proposed separated bike lanes along Executive Boulevard and Towne Road and a proposed sidepath on Josiah Henson Parkway.

Improvements to pedestrian and bicycle infrastructure will be provided along all frontages. These improvements, as well as the new public road (B-2) and all private roads designs, are consistent with the 2024 *Complete Streets Design Guide*, 2018 *White Flint 2 Sector Plan*, 2019 *White Flint 2 Design Guidelines*, and 2018 *Bicycle Master Plan*. More details and technical evaluation will be provided as part of subsequent Administrative Subdivision and Site Plan(s) review and as part of the anticipated Mixed Income Housing Plan. This includes determining the design of protected intersections at the following intersections: Josiah Henson Parkway and Road B-2, Josiah Henson Parkway and Street C, Towne Road and Street D, Towne Road and Street B, Executive Boulevard and Old Georgetown Road, Executive Boulevard and Road B-2 and Street B, and Road B-2 and Street A.

The Subject Property is well served by transit. Existing bus stops along the Executive Boulevard frontage will be maintained. Additionally, the project is located within a half-mile of North Bethesda Metrorail Station. Access to this station will be improved with the implementation of the North Bethesda Metro Station Northern Entrance.

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

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

For the proposed development, the Zoning Ordinance requires 100 points. Typically, points in four different categories are required, but since this Project is providing 15% MPDUs, one less benefit category is required. The Applicant proposes to exceed the 100-point requirement utilizing six categories. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table shows both the categories and proposed

points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Table 3: Public Benefit Calculations- Division 59.4.7

| Public Benefit | Maximum Points Allowed | Approved No. 320210120 | Proposed No. 32021012A |
|--|-------------------------------|-------------------------------|-------------------------------|
| Major Public Facilities | | | - |
| Park/school contribution | 75 | 25 | No change |
| Civic green | | 22 | 38 |
| Transit Proximity | 30 | 30 | No change |
| Connectivity and Mobility | | | |
| Advance Dedication- Stonehenge Place | 30 | 7 | 0 |
| Minimum Parking | 10 | 5 | 6 |
| Diversity of Uses and Activities | | | |
| Moderately Priced Dwelling Units | N/A | 32 | No change |
| Quality Building and Site Design | | | |
| Public Open Space | 20 | 1 | 7 |
| Structured Parking | 20 | 10 | No change |
| Protection and Enhancement of the Natural Environment | | | |
| Building Lot Terminations (BLT) | 30 | 30 | 10 |
| Total Points- 100 required | - | 162 | 158 |

MAJOR PUBLIC FACILITY

Park/School Contribution

The Sector Plan recommends that "each and every development application should be thoroughly evaluated for a potential school site." The Applicant requests 25 points for making a proportional contribution towards a school or park within the Sector Plan area. The final amount of optional method density will be based on density above standard method, subtracting MPDU density, and spreading that figure across the development by percentage of student generation rate and unit type. The final payment amount will be calculated at a future application when the number of students to be generated by the development can be determined.

Civic Green

The Applicant requests 38 points for the construction of the one-acre civic green which is the main open space feature of the development, according to the Sector Plan recommendation. The Civic Green is anticipated to be delivered as the first phase of the Project, and it will remain under private ownership with a public access easement. The number of points

requested has increased since the prior Sketch Plan approval because the calculation is based on the tract size, which has changed for this Amendment.

TRANSIT PROXIMITY

The Applicant requests a total of 30 points for the Subject Property's proximity to transit. Approximately 86% of the tract area is within ½ mile of the North Bethesda Metrorail Station and the remaining 14% of the property, west of the existing green area is beyond the 1/2-mile buffer from the station. For split proximity-range projects, if at least 75% of the tract is within the closer of two proximity ranges, the entire project may take the points for the closer range, which in this case is 30.

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 six points for the provision of minimum parking.

DIVERSITY OF USES AND ACTIVITIES

Moderately Priced Dwelling Units

The Applicant seeks 32 points for providing 15% of the dwelling units as MPDUs. Twelve points are allowed for every percentage point over the required 12.5% MPDUs.

QUALITY BUILDING AND SITE DESIGN

Structured Parking

The Applicant seeks 10 points for providing 1,569 parking spaces in above grade garages. The final above grade parking spaces will be reviewed and determined when the relevant future Site Plan(s) are submitted.

Public Open Space

The Applicant requests 7 points for providing more than the required amount of public open space. The designation of public open space will be determined at Site Plan.

PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Building Lot Terminations

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 requests 10 points for the purchase of approximately 1.089 BLTs.

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

The Applicant submitted a conceptual phasing plan showing construction of the Project in five phases, which may occur in any order or may be combined. The Applicant's intent is to provide the Project's private road network with the MIHC prior to construction of any of the Sketch Plan Amendment buildings.

The Amendment's conceptual first phase is the civic green that will provide amenities and recreational facilities for the MIHC residents and the future Sketch Plan residents, and the extension of the existing parking garage. Residential buildings will be constructed in subsequent phases, and the commercial building at the Project's northeastern corner is expected to be provided in the final phase development.

The Applicant anticipates submitting an Administrative Subdivision Plan⁸ and an MIHC Plan after approval of the Sketch Plan Amendment. The Administrative Subdivision Plan will include all lots and roads for the Amendment and the adjacent MIHC; phasing of right-of way dedications and improvements will be determined at that time. Site Plan approval will be required before construction of any buildings within the Sketch Plan area.

One of the most important public benefits, the proposed one-acre civic green, will be provided in the first phase of development. Other public benefits will likely be awarded proportionately with each of the five phases.

⁸ Under Section 50-6.1.G, a lot created for an MIHC can be approved through an Administrative Subdivision process.

SECTION 7: CONCLUSION

As conditioned, the Sketch Plan application satisfies the findings under Sections 59.7.3.3 and the applicable standards of the Zoning Ordinance. Therefore, Staff recommends approval of the Sketch Plan Amendment with the conditions specified at the beginning of this report.

ATTACHMENTS

Attachment A: Sketch Plan

Attachment B: Prior Approval

Attachment C: MCDOT Letters

Attachment D: Mixed-Income Housing Community Definition

Attachment E: Community Correspondence

ATTACHMENT B



MONTGOMERY COUNTY PLANNING BOARD THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 21-107
Sketch Plan No. 320210120
Rose Village
Date of Hearing: October 7, 2021

OCT 21 2021

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on June 17, 2021, Washington Science Center Joint Venture ("Applicant") filed an application for approval of a sketch plan for construction of up to 2,113,393 square feet of residential uses and up to 469,643 square feet of commercial uses for a cumulative density of up to 2,583,037 square feet of mixed-use development on 21.56 acres of CR-2.75 C-1.5 R-2.25 H-200 zoned-land, located at Montrose Parkway to the north, Towne Road to the east, Executive Boulevard to the south and to the west and known as Parcel E in the Washington Science Center Subdivision as shown on Tax Map GQ 562 ("Subject Property") in the White Flint Metro Station Policy Area and 2018 *White Flint 2 Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320210120 Rose Village ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated September 27, 2021, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

2425 Reedie Drive, 14th Floor, Wheaton, Maryland 20902 Phone: 301.495.4605 Fax: 301.495.1320
www.montgomeryplanningboard.org E-Mail: mcp-chair@mncppc.org

Approved as to
Legal Sufficiency: /s/ Matthew T. Mills
M-NCPPC Legal Department

WHEREAS, on October 7, 2021, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by motion of Commissioner Cichy, seconded by Commissioner Verma, with a vote of 3-0; Chair Anderson, Commissioners Cichy and Verma voting in favor, with Commissioner Patterson being absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320210120, Rose Village, for construction of up to 2,583,037 square feet of mixed-use development on 21.56 acres on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

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 are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a total cumulative density of up to 2,583,037 square feet of mixed-use development that consists of a maximum of up to 2,113,393 square feet of residential uses and up to 469,643 square feet of non-residential uses.

2. Height

The development is limited to a maximum building height of 200 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

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 four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be approved at Site Plan.

- a. Major Public Facility achieved through a proportional financial contribution towards a school or a park within the Sector Plan area with details to be determined prior to approval of the first Site Plan, and construction of a one-acre Civic Green.
- b. Transit Proximity achieved through the Property's location within 1/2 mile of the proposed north entrance to the White Flint Metrorail Station on Rockville Pike (Level 1).
- c. Connectivity and Mobility achieved by providing advance dedication of Road B-2 (the Stonehenge Place extension) and minimum parking.
- 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 above-grade structured parking and public open space.
- f. Protection and Enhancement of the Natural Environment achieved through building lot terminations (BLTs).

4. Public Spaces

The Applicant must provide the one-acre Civic Green as conceptually shown on the Sketch Plan. While these spaces must be in the approximate location, size, and quantity as shown on the Sketch Plan, the exact size, location and design will be determined at subsequent Preliminary Plan and Site Plan(s).

5. Streetscape

The Applicant must provide streetscape improvements on the Subject Property's Executive Boulevard, Towne Road, and Montrose Parkway frontages as well as internal private streets in accordance with applicable guidelines and requirements. Further details and timing to be determined at subsequent Preliminary Plan and Site Plan(s).

6. Master-Planned Bikeways

The Applicant must provide the Master-planned separated bicycle lanes along the Subject Property's Towne Road and Executive Boulevard frontages with final location, details and timing to be determined at subsequent Preliminary Plan and Site Plan(s).

7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated September 22, 2021, and hereby incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

8. Phasing

- a. Explore options to create useable public open space earlier in the phasing of the project.
- b. Deliver the Civic Green prior to issuance of the first building permit associated with the fourth residential building (i.e. three residential buildings may be constructed before the Civic Green is open to the public).
Deliver the interim park along the future public Road B-2 in the first Phase along with Building A to create a space for the community and new residents to recreate and socialize.

9. Future Coordination for Preliminary Plan and Site Plan(s)

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary Plan or Site Plan:

- a. Circulation
 - i. Clarify that the submitted Towne Road and Executive Boulevard cross-sections are consistent with the approved Western Workaround designs.
 - ii. Revise the Montrose Parkway cross-section as follows:
 1. Street Buffer: Keep the street buffer at a minimum of 10-foot-wide
 2. Sidepath: Convert the existing 8-foot wide sidewalk into an 11-foot-wide sidepath and remove the non-existent 10-foot-wide shared use path.
 - iii. Further evaluation of consolidating vehicular access points along Towne Road.
 - iv. Further evaluation of the potential inter-parcel vehicular and pedestrian connectivity, including formal pathways and lighting. The street and path network should foster connections into adjacent and confronting properties.
 - v. Provide active uses with minimal vehicular interruptions and pedestrian egress from the buildings in order to create an inviting

and safe pedestrian environment along all the streets surrounding the civic green pavilion, and plaza.

- vi. Compliance with the adopted and approved Complete Streets Guidelines.

b. Open Space

- i. Demonstrate substantial conformance with the Sector Plan open space recommendations, including streetscape along Executive Boulevard, wider sidewalks, passive recreation, and other amenities for pedestrians; and additional details for the proposed linear open space along Montrose Parkway.

c. Streetscape

- i. Incorporation of street design features that support Vision Zero objectives for safe, pedestrian-oriented streets.
- ii. Provision of streetscape details that enhance pedestrian safety and walkability for major roads along the Subject Property's frontage.
- iii. Demonstrate substantial conformance with all applicable regulatory and master plan recommendations for streetscape and frontage improvements. Provide special treatment at the three (3) gateway nodes shown on the Sketch Plan which include architectural/landscape enhancements, public art/sculpture, light post banners, or other unique elements that elevate these new intersections.

d. Building Design

- i. Provision of façade treatments for exposed multi-level garage fronts.
- ii. Provision of appropriate architectural treatments to all building façades facing the public right-of-way.
- iii. Minimization of parking and garage entries that face onto the proposed civic green, pavilion and plaza to the extent feasible.
- iv. Design the tower portion of proposed Building A with ample setbacks to allow windows along the western façade.
- v. Design proposed Building F in a manner that addresses the Sector Plan recommendations for this intersection.

e. Other

- i. Evaluate undergrounding existing utilities within all public rights-of-way as a major public benefit, unless there is a Capital

- Improvement Program (CIP) project that is already undergrounding the utilities.
- ii. Explore additional sustainable features to enhance the development, such as vegetated roofs, cool roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to address the recommendations of the Sector Plan.
 - iii. Revise references to “flex space” to “Commercial/ Residential” space.
 - iv. Reduce the existing surface parking lot associated with 6003 Executive Boulevard (to remain) to no more than 10 ADA vehicular parking spaces. Future plans must identify this parking as an interim use to be removed with any future redevelopment of 6003 Executive Boulevard.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.

a. Development Standards

Section 59.4.5.4 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CR Zone. The development will satisfy the applicable development standards for the Optional Method of Development in the CR Zone, with the exact figures to be determined at the time of Site Plan. The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in Table 1 below, in relation to maximum density, height, minimum open space, and parking. Setbacks and building form standards will be established by the subsequent Site Plan review process. Additionally, the Application must provide the minimum required number of parking spaces for residents and visitors and patron areas for commercial uses. The final number, configuration and location of parking spaces will be determined at Site Plan(s) based on the square footage of non-residential uses, and number and type of residential dwelling units.

Table 1: Development Standards and Parking Requirements

| CR 2.75 C-1.5 R-2.25 H-200 | Required/Permitted | Approved |
|--|------------------------------------|--|
| Site | | |
| Tract Area | N/A | 21.56 acres (939,286 square feet) |
| Prior Dedications | | 74,489 square feet |
| Proposed Dedications | | 67,481 square feet |
| Site Area (Entire Site) | | 18.24 acres (797,316 square feet) |
| Maximum Density of Development | 2.75 FAR/ 2,583,037 square feet | 2.75/ 2,583,037 square feet |
| <i>Residential</i> | 2.25 FAR/ 2,113,393 square feet | 2.25 FAR/ 2,113,393 square feet |
| <i>Commercial</i> | 1.5 FAR/ 1,408,929 square feet | 0.5 FAR/ 469,643 square feet |
| Moderately Priced Dwelling Units | 15% | 15% |
| Public Open Space (min.) (% of Overall Site) | 79,489 square feet (10%) | 100,000 square feet (12.6%) |
| Right-of-way Streetscape | N/A | 80,000 square feet (10% Site Area) |
| Building Height (max.) | 200 feet | 85 feet (Bldgs. A-D) 175 feet (Bldg. E) 200 feet (Bldg. F) 160 feet (Bldg. G) |
| Principal Building Setbacks (min.) | Determined by site plan | Determined by site plan |
| Form | Determined by site plan | Determined by site plan |
| Commercial Parking | 1,107 minimum | Determined by site |

| | | |
|----------------------------|---|------|
| | spaces/ 1,982 maximum spaces | plan |
| Residential Parking | 1,754 minimum spaces/ 2,661 maximum spaces | |

2. *The Sketch Plan substantially conforms to the recommendations of the 2018 White Flint 2 Sector Plan.*

The Planning Board finds that the Project substantially conforms to recommendations of the 2018 *White Flint 2 Sector Plan* in a variety of areas as outlined below:

Density and Building Height

The Property is located in the CR 2.75 C 1.5 R 2.25 H-200 Zone, and the proposed development is a maximum of 2.75 FAR. The Sector Plan states that any development beyond 2.5 FAR must provide a proportionate increase in land for public use. The Proposal will provide up to 12.5 percent of the Property as public open space, including the civic green.

The building heights are consistent with the Sector Plan recommendations, including taller buildings along Towne Road and lower buildings along Private Street B-2 (Stonehenge Place Extended). Maximum building heights of up to 200 feet will be provided along Towne Road across from the Pike and Rose development, and appropriately step down to 85 feet on the western edge of the Property. The Project includes one new “signature” structure located at the corner of Towne Road and Executive Boulevard (Building F) that will have a building height up to 200 feet, with other buildings stepping down in height, in order to achieve compatibility.

Design and Connectivity

The Sector Plan’s design and connectivity recommendations for the Rose Village Subject Property are to:

- Establish a neighborhood pattern of blocks and internal streets that are compatible with the Pike & Rose property across Towne Road.
- Consider building heights along Towne Road that are compatible with heights on the Pike & Rose property. Heights should taper down from Towne Road toward the western end of this property.

- Anchor the northwest corner of Towne Road and Executive Boulevard to create an architectural gateway into the greater White Flint area.
- Create a public north-south connection between Executive Boulevard and Montrose Parkway, to align with Stonehenge Place to the north. Consider extending Rose Avenue from the Pike & Rose property to this property and connect it with the proposed north-south connection to Stonehenge Place mentioned above.

The Sketch Plan accomplishes many design and connectivity recommendations, including the extension of Stonehenge Place as a public street, the creation of a neighborhood pattern of streets and blocks, and the provision of a one-acre civic green. Taller buildings are along Towne Road and lower buildings are placed within the interior core of the development.

The State of Maryland has purchased a portion of the Property at the northwest intersection of Towne Road and Executive Boulevard for infrastructure needs. This purchase has created some challenges towards creating an architectural gateway as the Sector Plan recommends. As conditioned, at Site Plan design efforts should be made to design Building F in a manner that achieves the Sector Plan recommendations for this intersection.

As conditioned, the Applicant should create a plan that would achieve the Sector Plan's recommendation to *"enhance the pedestrian areas of properties along Executive Boulevard by including wider sidewalks, passive recreation, and other amenities for pedestrians"* (p.33).

Moderately Priced Dwelling Units

The Sector Plan requires "15 percent MPDUs as the highest priority public benefit for all new residential development unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park (p.59)." The Sketch Plan will meet the minimum 15 percent MPDU requirement for the development.

Public Facilities

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

Staff and the Applicant evaluated the Subject Property's suitability for a potential school site and determined that the Sector Plan goals would be best satisfied through the provision of a proportional financial contribution toward a future school or park within the Sector Plan area. 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. 32) as a site that has the greatest potential to accommodate new and infill development;
- Two existing occupied office buildings and an associated parking garage will remain on the Subject Property for the foreseeable future; and
- The Project will construct a new one-acre park on the Subject Property in support of the mixed-use density envisioned on the Site.

As conditioned, the Applicant will satisfy this Sector Plan recommendation by providing a proportional financial contribution towards a school or a park within the Sector Plan area, the amount and timing of which will be determined at Preliminary Plan. The Applicant also seeks public benefit points for this financial contribution. *"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."*

Public Open Space

The Sector Plan recommends that the Subject Property provide a minimum one-acre civic green, and the amount of open space must increase for any development beyond 2.5 FAR (p.32). The Project illustrates a one-acre Civic Green featuring an open lawn and hardscape features and a linear open space along Montrose Parkway. As conditioned, the Project will deliver the interim park along the future public Road B-2 in Phase 1 along with Building A. Additionally, the Application's approval is conditioned to deliver the Civic Green, plaza, and pavilion prior to the issuance of the first building permit associated with the fourth residential building in order to help stimulate future phased development and support the residential density envisioned on the Subject Property.

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. Along with public open spaces, Building Lot Terminations (BLTs) are the primary environmental sustainability measures included with this Sketch Plan. The

Sketch Plan seeks 30 Public Benefit Points for the Protection and Enhancement of the Natural Environment from the purchase of Building Lot Termination (BLT) credits. Per the County's Zoning Ordinance, the purchase of BLT credits is required under the CR zone. While the BLTs will help preserve land in the Agricultural Reserve, they will not improve the environment in the Rose Village development or in the White Flint area. 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 for developments within the *White Flint 2 Sector Plan* area.

The Proposal has not indicated how other recommendations would be achieved in the development. As conditioned, the Applicant must seek to provide additional sustainable features to enhance the development, including vegetated roofs, cool 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's recommended public benefits are the following:

- Dedication of land for needed school sites as the highest priority public benefit.
- 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).

The Sketch Plan will advance the Sector Plan's recommended public benefits, including the public open space, street network and affordable housing. Since the adoption of the Sector Plan, the County Council has adopted new housing requirements that require 15% of residential development as MPDUs for properties in the plan area. The Application intends to make a financial payment towards a park within the plan area, rather than any land dedication. The development must provide additional environmental public benefits, such as tree canopy, besides the required BLTs.

Transportation Network

Executive Boulevard, Montrose Parkway, and Towne Road are existing roadways that surround the Subject Property. The Sector Plan recommends the extension from Stonehenge Place Extended (B-2), which is classified as a commercial business street with a minimum right-of-way of 60 feet, between Montrose Parkway and Executive Boulevard.

Executive Boulevard and Towne Road are included in the MCDOT's Western Workaround CIP project. Executive Boulevard (B-7), between East Jefferson and Towne Road/Old Georgetown Road, is classified as a commercial business street with a minimum 120-foot right-of-way, and Montrose Parkway (A-90) is classified as an arterial roadway with a minimum 130-foot right-of-way.

The Sketch Plan shows the surrounding streets and the internal streets recommended by the Sector Plan. The Application illustrates a 65-foot right-of-way for Stonehenge Extended (B-2:1 to B-2:4) with various roadway elements, including on-street parking. The Applicant should coordinate with MCDOT to determine if the various elements and changes per the roadway are appropriate. In addition, it is unclear if the submitted Towne Road cross-section is consistent with approved Western Workaround plans for this street.

Bikeway Network

The 2018 Sector Plan recommends a separated bikeway (separated bike lane) along Executive Boulevard (SP-50) and another along Towne Road (LB-1). There is an existing sidepath (shared use path) on the northern side of Montrose Parkway (SP-50).

The approved Western Workaround design for Towne Road shows an on-road bike lane along the frontage of this property and a separated bikeway along the Pike & Rose frontage. This design is consistent with the Sector Plan recommendations.

Another separated bike lane is recommended along Executive Boulevard (LB-3) and it is illustrated in the Sector Plan (p.81). The Sector Plan notes that a separated bikeway could be installed through modification of the existing travel lanes and median (p.80). The Sketch Plan shows a similar cross-section to the Sector Plan recommended section.

Transportation Demand Management

The Property is in the North Bethesda Transportation Management District that promotes effective transportation demand management for North Bethesda, including the White Flint Sector Plans. The 2010 *White Flint Sector Plan* recommends the achievement of several non-automotive driver mode share goals (NADMS), beginning at 34 percent in phase one and concluding with 51 percent NADMS for residents and 50 percent for employees in phase three. As conditioned, at preliminary plan review, this development should provide additional details regarding the achievement of the Sector Plan's NADMS goals.

White Flint Tax District

The Subject Property is excluded from the Local Area Transportation Review (LATR) standards since it is included in the White Flint Special Taxing District.

White Flint Staging

This Property is subject to the staging limits in the 2010 *White Flint Sector Plan*. This development will be subject to the updated White Flint staging limits and the implementation rules and procedures established in the Planning Board approved White Flint Implementation Guidelines, including Staging Allocation Request (SAR).

- a) *Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.*

This Application will redevelop an existing office park into a mix of residential and commercial uses and green spaces. The Property is adjacent to a well-established community and the proposed layout allows this Project to make use of the existing transportation network, while building additional connections for efficient circulation. The existing surface parking lot near Towne Road on the Property that serves the Existing Office II (6003 Executive Boulevard) does not comply with Section 59.4.5.1.A.3 of the current Zoning Ordinance, which states that parking is prohibited between the building and the street within the CR Zoning District. Since this building is to remain, the Applicant proposes to partially reduce the existing parking to only 10 ADA spaces between the street and the front building line as an

interim treatment. These retained spaces are proposed to be adequately screened from the street. As conditioned, in order to achieve compliance with the current Zoning Ordinance, the Applicant will eliminate the remaining spaces when the 6003 Executive Boulevard building is redeveloped.

- b) *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 will provide office use, retail, and multi-family housing that will enhance the employment and housing choices near the White Flint Metrorail Station. In addition to housing, mobility will be improved by this Project. Two (2) bicycle recommended facilities of the approved and adopted 2018 *Bicycle Master Plan* will be implemented and will provide safe and convenient connections to major community destinations, including to the nearby Metrorail station. Mixed with residential, retail services will also be provided on the Property at strategic locations within the development that are most accessible and visible to internal and external users particularly along Road B-2 and at the main north and south intersections at Montrose Parkway and Executive Boulevard and adjacent to the proposed civic green. There is an existing surface parking lot between the buildings and the abutting roads where it occurs with the existing office building (6003 Executive Boulevard) that fronts onto Towne Road, which is prohibited within the CR Zone. As previously noted, in compliance with zoning restrictions, there will be an interim reduction of this surface parking between the building and the street to accommodate ADA spaces only and ample screening. The Applicant proposes to eliminate the retained 10 spaces when the building that they are associated with is redeveloped. Throughout the remainder of the development, proposed buildings will line the new and existing streets. Therefore, the proposed development will be pedestrian-friendly and the civic green, plaza, and pavilion will offer necessary amenities for new and existing residents and businesses.

Sketch Plan Mobility Findings

The Applicant has sufficiently satisfied the transportation sketch plan requirements of Section 59.7.3.3.E.6 for satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading; but will need to provide additional detail in future submittals.

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

As envisioned by the Sector Plan, the redevelopment of the Subject Property includes a mix of compatible land uses, various densities, and heights. As previously discussed, the Project locates maximum building heights at the eastern end of the Property along Towne Road. The Application appropriately includes only one signature building up to 200 feet in height near Towne Road and Executive Boulevard. The Project tapers down building heights west of the multi-use building and toward the existing developments to the west to establish a compatible relationship with the existing office uses. Specifically, the Project transitions from the multi-use buildings up to 200 feet in building height along the eastern portion of the Property to residential only (Building H) and other mixed-use buildings up to 85 feet adjacent to the existing office uses to the west. Therefore, the Project achieves compatibility with surrounding development by stepping down the proposed densities and heights near the existing residential development. The heights and densities for the Project are compatible and provide appropriate transitions to the surrounding development.

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

The Project provides new residential housing opportunities, including 15% MPDUs, in addition to retail uses that will create many employment opportunities close to the White Flint Metrorail Station and nearby residential communities. Therefore, the Project integrates an appropriate balance of employment and housing opportunities.

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

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit.

3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of 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. The Sketch Plan satisfies the green area requirement in effect on October 29, 2014.

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

5. *The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The Project is compatible with existing and pending nearby development. Specifically, the Project will locate the tallest mixed-use buildings along the Subject Property's eastern edge along Towne Road and transition to shorter residential buildings on the Property's central and western portions approaching the commercial uses. As previously noted, the Project's building heights closest to the existing uses are up to 85 feet in height – not to exceed the maximum permitted by zoning. The Project will set back new mixed-use and residential buildings from the western shared Property boundary to create opportunities for usable windows.

The Project also includes a new street system with short blocks (including the extension of Stonehenge Place to Executive Boulevard), multiple points of access to surrounding roadways, and sidewalks to facilitate non-motorized circulation both internal and external to the Property. These improvements, along with the Project's civic green, pavilion, and streetscape improvements, are intended to strengthen linkages between existing neighborhoods to the Subject Property – including Wilgus which is to the north of Applicant's Project and Pike and Rose and the Rockville Pike corridor to the east. The Pike and Rose mixed-use neighborhood, which includes restaurants, retail, entertainment, a hotel, and multi-family homes, is directly across Towne Road to the east. South and east of the Property is the Bethesda North Marriott Hotel & Conference Center complex, as well as recently approved mixed-use development along Old Georgetown Road. Across Montrose Parkway to the north is the recently approved mixed-use development for the Wilgus property. A sketch plan and preliminary plan has been approved for the approximately 16.64-acre Wilgus property and the Phase I site plan (Site Plan No. 820210080 - Northpark at Montrose) with townhouses, stacked two-over-two multi-family units, parks, open spaces, landscaping, and new streets was recently approved by the Planning Board. The Application will create a cohesive environment with these existing and proposed developments at key intersections.

6. *The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.*

The Project provides satisfactory vehicular and non-motorized access, circulation, parking, and loading. Vehicle access will be available from

existing points and new access points along Executive Boulevard, Montrose Parkway, and Towne Road. Pedestrian access is provided through a network of existing exterior sidewalks and new interior sidewalks. The mixed-use buildings fronting Road B-2 will have dual sidewalks leading directly to Montrose Parkway and Executive Boulevard. Also, there are several potential future pedestrian connections: 1) between 6001 Executive Boulevard and the existing parking garage; 2) to the west of Building C; 3) to the west of the terminus of Street A; and 4) to the east of the terminus of Street B that will link residential and commercial areas to Towne Road and developments further to the east. Private roads will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

Parking and Loading

The existing structured parking garage (to remain) includes 611 vehicle spaces. The Sketch Plan will expand the existing parking garage and garage parking within each new residential building which includes a total of 2,912 parking spaces. This preliminary calculation will be evaluated and finalized at the time of each Site Plan. The amount of parking exceeds the minimum parking requirement outlined in Section 59.6.2.4 of the County's Zoning Ordinance, of which a minimum of 1,754 spaces are required. This amount of vehicular parking is balanced with an abundance of existing and planned transit, as well as the prevalence of existing and proposed bicycling infrastructure. Furthermore, the White Flint Metrorail Station and future MD 355 Bus Rapid Transit stations are located within a walkable distance from the Site. Vehicular loading and drop off areas are identified for the majority of the new structures and all loading and unloading shall occur outside of the public right-of-way with final specifications provided at the time of Site Plan. Each multi-family and multi-use building will include its own loading area for service vehicle access.

Transit Connectivity

The immediate area is well served by transit that includes the White Flint Metrorail Station (located within a ½ mile of the Site), Ride On, and future MD 355 Bus Rapid Transit (BRT) stations. The 2013 Countywide Transit Corridors Functional Master Plan identifies the White Flint Metrorail Station and the MD 355-Montrose Parkway intersection as future station locations for the MD 355 South Corridor.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The 2018 *White Flint 2 Sector Plan*, the 2018 *Master Plan of Highways and Transitways*, and the 2018 *Bicycle Master Plan* designate the following requirements for each applicable roadway:

- Towne Road, along the Property's eastern frontage – Designated as a Major Highway (Planned) with a minimum right-of-way width of 120-feet (60-feet from center line) and recommended to have two-way separated bike lanes along both sides of the street.
- Executive Boulevard, along the Property's southern frontage – Designated as a Business Street with a minimum right-of-way width of 120-feet (60-feet from center line) and recommended to have two-way separated bike lanes along both sides of the street. (A segment of Executive Boulevard is identified as a Business Street (Planned) as it is in the process of being realigned to facilitate a new four-legged signalized intersection with Towne Road, as part of the White Flint West Workaround capital project.)
- Montrose Parkway, along the Property's northern frontage – Designated as a Parkway with a minimum right-of-way width of 130-feet (65-feet from center line) and recommended to have 10-foot side paths along both sides of the street.

The associated Sector Plan and Master Plans also designate an extension of Stonehenge Place, north to south through the Property, as a Planned Business Street with a minimum right-of-way width of 60-feet (30-feet from center line). The Applicant will construct the full 60-foot right-of-way to meet the Master Plan of Highways and Transitways requirement for Business Street B-2. When constructed, the new Business Street will serve as a new multimodal connection between Montrose Parkway and Executive Boulevard, as well as helping to continue the street grid network established by surrounding existing and proposed developments in the immediate area.

The Applicant will construct Road B-3, a Planned Business Street identified in the Sector Plan and 2018 Master Plan of Highways and Transitways, as a private street. Its inclusion in each respective Sector and Master Plan was meant to facilitate movement and circulation between the Property and the Pike and Rose development to the east, a priority that the Applicant will achieve as part of the new private street that will serve as an entrance into the internal street network.

Transportation Demand Management

As a Project within the North Bethesda Transportation Management District (TMD) that is greater than 40,000 square feet of gross floor area, the development is required to develop a Level 3 Results Transportation Demand Management (TDM) Plan with the Planning Board and MCDOT to participate in the North Bethesda TMD. Specific details of the agreement will be determined at Site Plan.

Adequate Public Facilities

In accordance with Sketch Plan filing requirements, the transportation impact of the Subject Application is estimated to be 1,166 total new peak hour vehicular trips in the morning and 1,566 total new peak hour vehicular trips in the evening. After accounting for a reduction of the overall trip generation by 50 percent as part of the White Flint Metro Station Policy Area standards and combined with existing vehicular trips from the two office structures, the Project is estimated to generate 961 net new morning peak hour trips and 1,182 net new evening peak hour trips. As a result of the Applicant opting to agree to participate in the White Flint Special Taxing District by reducing its trip generation and financially contributing for transportation infrastructure improvements, the Project will not be required to submit a Transportation Impact Study with the future Preliminary Plan or Site Plan to satisfy the Local Area Transportation Review (LATR). A more detailed analysis of Adequate Public Facilities will be conducted at the time of the Preliminary Plan review.

7. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the Planning Board finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site. Final determination of public benefit point values will be determined at Site Plan(s).

Table 2: Approved Public Benefits Points

| Public Benefit | Incentive Density Points | | |
|--|--------------------------|-----------------|---------------------------------|
| | Max Pts. Allowed | Approved Points | Approved for Future Evaluation* |
| 59.4.7.3.A: Major Public Facility | | | |
| Civic Green | 70 | 22 | |
| School/Park Contribution | TBD | 25 | |
| Underground Utilities | 70 | | TBD |
| 59.4.7.3.B: Transit Proximity | | | |
| 86% of Site within ½ mile of Level 1 Transit Station | 20 | 30 | |
| | (1/2-1 mi.); | | |
| | 30 | | |
| | (1/4-1/2 mi.) | | |
| 59.4.7.3.C: Connectivity/Mobility | | | |
| Advance Dedication - Stonehenge PL | 30 | 7 | |
| Minimum Parking | 10 | 5 | |
| 59.4.7.3.D: Diversity of Uses and Activities | | | |
| Affordable housing- 15% MPDUs | n/a | 32 | |
| 59.4.7.3.E: Quality of Building and Site Design | | | |
| Structured Parking | 20 | 10 | |
| Public Open Space | 15 | 1 | |
| 59.4.7.3.F: Protection and Enhancement of the Natural Environment | | | |
| Building Lot Termination (BLTs) – Off-Site | 30 | 30 | |
| Cool Roof | 10 | | TBD |
| Tree Canopy | 15 | | TBD |
| Energy Conservation & Generation | 30 | | TBD |
| Total Points* | — | 162.00 | TBD |

TBD - To be Determined.

*Future points to be verified at the time of future site plan(s) approval.

Major Public Facility

Civic Green, master plan recommendation: The Applicant requests 22 points for the construction of the one-acre civic green which is the main open space feature of the development, according to the Sector Plan recommendation. The Civic Green is anticipated to be delivered prior to issuance of the first building permit associated with the fourth residential building and will remain under private ownership with a public access easement. The Planning Board supports granting points for a privately

owned, publicly accessible facility as a major public benefit. However, further evaluation will be provided at the time of Site Plan.

School and Park Financial Contribution: The Sector Plan recommends that “each and every development application should be thoroughly evaluated for a potential school site.” The Applicant requests 25 points for making a proportional contribution towards a school within the Sector Plan area. The final amount of optional method density will be based on density above standard method, subtracting MPDU density, and spreading that figure across the development by percentage of student generation rate and unit type. The final payment amount will be calculated at a future application when the number of students to be generated by the development can be determined.

Underground Utilities: Underground utilities is a specific recommendation of the Sector Plan. Per the conditions of approval, the Applicant must explore adding this category to public benefits to be provided.

Transit Proximity

The Applicant requests a total of 30 points for the Subject Property’s proximity to transit. Approximately 86% of the tract area is within 1/2 mile of the White Flint Metrorail Station and the remaining 14% of the property, west of the existing green area is beyond the 1/2-mile buffer from the station. For split proximity-range projects, if at least 75% of the tract is within the closer of two proximity ranges, the entire project may take the points for the closer range, which in this case is 30.

Connectivity and Mobility

Advanced Dedication: The Applicant requests seven (7) points for advance dedication of the extension of Stonehenge Place from Montrose Parkway to the north to Executive Boulevard to the south.

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 five (5) points for the provision of minimum parking.

Diversity of Uses and Activities

Moderately Priced Dwelling Units: The Applicant seeks 32 points for providing 15% MPDU's, which is one of the highest *White Flint 2 Sector Plan* goals. 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%². Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs.

Public Open Space: The Applicant is providing 12.5%, or 100,000 square feet of public open space overall, and seeks one (1) point for the provision of public open space that is in excess of the 10% requirement. This space must be designed to meet several requirements such as any loading or parking facilities are screened or fronted with active uses and designed so that walls of any nonresidential floor area facing the open space have windows between 3 and 8 feet above ground level on at least 60 percent of the façade. As conditioned, at the final design of the open space, allocation of public benefit points will be determined through future site plan review(s).

Quality of Building and Site Design

Structured Parking: The Applicant seeks 10 points out of a possible 20 points for providing 4,064 above grade parking spaces. The Applicant is not seeking points for below ground structured parking provided. The final above grade parking spaces will be reviewed and determined when the relevant future Site Plan(s) are submitted.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): 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 requests the maximum 30 points permitted for the purchase of approximately 5.03 BLTs.

The final timing and determination of public benefit points will be determined through future site plan review(s).

Per the conditions of approval, the Applicant must explore adding additional points in the category of Protection and Enhancement of the Natural Environment for Cool Roof, Energy Conservation and Generation, and Vegetated Roof.

² 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."

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

The timing of a subsequent preliminary plan and a site plan application for Phase 1 of the development is unknown. Although identified presently as Phase 1 through Phase 8 based on current plans, phases may occur in any order or may be combined. Public Benefits will be phased for each of the projected phases for this Project as shown in Table 3:

Table 3: Approved Public Benefits Points and Phasing

| | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Phase 5 | Phase 6 | Phase 7 | Phase 8 | Total |
|---|--------------------------------|-------------------------|------------------------|---------|---------|---------|---------|---------|---------|---------|
| | | 11% | 18% | 19% | 0% | 12% | 13% | 12% | 15% | 100.00% |
| Draft Public Benefits Summary | Project Density %--> | | | | | | | | | |
| 59-4.7.3.A: Major Public Facility | 47 | 3 | 5 | 5 | 0 | 25 | 3 | 3 | 4 | |
| (1) Park/School Contribution | 25 | 3 | 5 | 5 | 0 | 3 | 3 | 3 | 4 | |
| (1) Civic Green | 22 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| 59-4.7.3.B: Transit Proximity | 30 | 3 | 5 | 6 | 0 | 4 | 4 | 4 | 4 | |
| (1a) Level 1 within 1/2 mile of an existing or planned Metrorail Station | 30 | 3 | 5 | 6 | 0 | 4 | 4 | 4 | 4 | |
| 59-4.7.3.C: Connectivity & Mobility | 12 | 8 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | |
| (1) Advance Dedication | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| (2) Minimum Parking | 5 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | |
| 59-4.7.3.D: Diversity of Uses & Activities | 32 | 4 | 6 | 6 | 0 | 4 | 4 | 4 | 5 | |
| (6) Affordable Housing | 32 | 4 | 6 | 6 | 0 | 4 | 4 | 4 | 5 | |
| 59-4.7.3.E: Quality Building & Site Design | 11 | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | |
| (4) Public Open Space | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| (6) Structured Parking | 10 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | |
| 59-4.7.3.F: Protection & Enhancement of the Natural Environment | 30 | 3 | 5 | 6 | 0 | 4 | 1 | 4 | 4 | |
| (1) Building Lot Termination (BLT) | 30 | 3 | 5 | 6 | 0 | 4 | 1 | 4 | 4 | |
| Number of Categories: 6 | | | | | | | | | | |
| <i>Note: Final points will be determined at time of Site Plan approval, and building permit</i> | | | | | | | | | | |
| | | Points Requested | points by phase | | | | | | | |
| | | 162 | 22 | 24 | 25 | 1 | 37 | 14 | 17 | 20 |
| % projected by phase--> | | | 13% | 15% | 16% | 0% | 23% | 9% | 11% | 13% |

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the 2018 *White Flint 2 Sector Plan*, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Rose Village Sketch Plan No. 320210120, received by


M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is OCT 21 2021 (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Cichy, seconded by Commissioner Verma, with Chair Anderson and Commissioners Cichy and Verma voting in favor of the motion, and Commissioner Patterson absent at its regular meeting held on Thursday, October 14, 2021, in Wheaton, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board

ATTACHMENT C



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

October 17, 2024

Ms. Emily Tettelbaum, Planner III
Mid-County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Dr
Wheaton, MD 20902

RE: Sketch Plan No. 32021012A
Rose Village

Dear Ms. Tettelbaum:

This letter replaces MCDOT's Preliminary Plan letter dated September 30, 2024.

We have completed our review of the sketch plans uploaded to eplans on September 10, 2024. The plan was reviewed by the Development Review Committee at its August 27, 2024, meeting. We recommend approval of the plan subject to the following comments on the right-of-way (ROW) maintained by the county.

The subject property also faces the public street maintained by the Maryland State Highway Administration (MDSHA). MCDOT has no jurisdiction other than maintenance and operation of the traffic signal, sidewalk, bus stop, bus shelter, or shared-use path along the MDSHA-maintained ROW. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendations about the ROW maintained by MDSHA, as per the review of the preliminary plan and TIS, for the attention of the concerned agencies.

Significant Comments

1. All comments from our previous preliminary plan letters dated September 21, 2021, continue to apply to this Sketch plan amendment unless revised and/or added to this letter.

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Located one block west of the Rockville Metro Station

2. The portion of Josiah Henson Parkway adjoining the development is currently classified as a Parkway. According to County Code, Chapter 50, Section 4.3, parkway intersections require a minimum spacing of 800 feet. Given this classification, we recommend adhering to the code-mandated spacing for the Street C/Josiah Henson Pkwy intersection.

The request to reclassify Josiah Henson Parkway to a Downtown Boulevard was made by the Applicant to the Planning Board on September 12, 2024. According to County Code, Chapter 50, Section 4.3, Downtown Boulevard intersections require a minimum spacing of 400 feet, and the proposed spacing of 332 feet will require approval by the Board. This request must be approved by the Planning Board before or at the time of the Administrative Plan/Preliminary Plan. In that case, MCDOT recommends restricting circulation with a right-turn-in only into the site at Street C and no right-turn-out of the site into Josiah Henson Parkway.

3. We recommend that MDSHA provide comments for the proposed full access at the intersection of Street B and Towne Road.
4. The applicant has provided roadway cross-sections for the following proposed roads. Comments were provided by MCDOT based on the Sector Plan specifications and Complete Streets guidelines. Final cross-sections shall be finalized at the Administrative Subdivision/Preliminary Plan stage.

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. If the proposed development will alter or impact any existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.) in any way, the developer will be required to submit plans to relocate the impacted facilities. please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 or at kamal.hamud@montgomerycountymd.gov for proper executing procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate in upgrading traffic signals with Accessible Pedestrian

Signals (APS) and ADA ramps. Note that any transportation system management component and systems construction work will need to be bonded.

3. At or before the time of Preliminary Plan/Administration Subdivision coordinate with MCDOT and Planning Staff to scope and complete an operational analysis for all left-turn movements in and out of the site.
4. The applicant shall provide the following at the Preliminary Plan and Administration Subdivision stage:
 - a. Provide and finalize frontage improvement cross-sections with dimensions.
 - b. 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.).
 - c. Submit a storm drain study if any portion of the subject site drains to the Montgomery County public storm drain system.
 - d. Please refer to the following link to complete Storm Drain Design:
<https://www.montgomerycountymd.gov/dot-dir/Resources/Files/StormDrainRevChecklist.pdf>
 - e. 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.
 - i. Please refer to the new sight distance form:
<https://www.montgomerycountymd.gov/dot-dir/Resources/Files/SightDistanceForm.pdf>
 - ii. Confirm sight distance for all new intersections, access points, and crossings, accounting for blockages such as parked cars and full-grown foliage.
 - iii. Ensure adequate sight distance between any garages / loading bays / driveways and peds/bikes on walkways.
 - f. Submit road grade plans for all public roadways, private ones should be also submitted but will be reviewed by planning staff.
 - g. 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.

- h. Please note that protected intersections are the preferred treatment at all intersections where at least one street is recommended to have a sidepath, separated bike lane, buffered bike lane, or conventional bike lane. Please complete the Protected Intersection Review Checklist for all intersections where this condition will exist.

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 (240) 777-7170 or at brenda.pardo@montgomerycountymd.gov.

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\SP32021012A Rose Village\Letter\32021012A-Rose Village-DOT Sketch Plan Letter-Rev 1_10.17.24](#)

cc: Correspondence folder FY 2025

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



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

September 22, 2021

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

RE: Sketch Plan No. 320210120
Rose Village

Dear Ms. Graham:

We have completed our review of the sketch plans uploaded to eplans on August 24, 2021. The plan was reviewed by the Development Review Committee at its August 3, 2021 meeting. We recommend approval of the plan subject to the following comments:

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.

Significant Comments

1. Applicant should be mindful that Complete Streets is currently in development and is anticipated to go into effect in the near future. Applicant should consider designing based on the current Complete Streets draft, particularly affecting the cross-sections and strategies toward achieving the target speeds.
2. 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

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Located one block west of the Rockville Metro Station

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.

Existing Roadways

3. Montrose Parkway is classified as a Parkway (PW-3) with 4 divided lanes and a minimum right-of-way (ROW) of 130-feet. We recommend the applicant dedicate to conform with the master plan.
4. Towne Road is classified as a planned Major Highway (M-4a) with 2 existing lanes, 4 planned divided lanes and a minimum right-of-way (ROW) of 120-feet. We recommend following to the applicant:
 - a. Dedicate along the site frontage to conform with the master plan.
 - b. Provide a roadway cross section showing the existing configuration and proposed separated bikeway per the Bicycle Master Plan. The applicant may have to dedicate additional right-of-way to incorporate the separated bikeway
5. Executive Boulevard is classified as a Business Street (B-7) with 4 divided lanes and a minimum right-of-way (ROW) of 120-feet. We recommend following to the applicant:
 - a. Dedicate along the site frontage to conform with the master plan.
 - b. Provide a roadway cross section showing the existing configuration and proposed separated bikeway per the Bicycle Master Plan. The applicant may have to dedicate additional right-of-way to incorporate the separated bikeway

Proposed Roadways

6. The applicant has provided roadway cross sections for the following proposed roads. Comments were provided by MCDOT on eplans based on the Sector Plan specifications and Complete Streets guidelines. Final cross sections shall be determined at the Preliminary Plan stage:
 - a. Road B-2: Public north-south connection between Executive Boulevard and Montrose Parkway, aligned to Stonehenge Place to the north.
 - b. Road B-3: Extension of Rose Avenue from the Pike and Rose property to this development and connection to the proposed B-2 road. Note that if B-3 is being proposed as private, the entirety of the road should be private.
 - c. Street A -D: Proposed private roads.
7. 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.

8. Transportation Demand Management (TDM Plan Requirements):

An owner or applicant for a development in a Red Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 40,000 gross square feet. The Rose Village project is in the Red SSP area and the North Bethesda Transportation Management District and proposes to develop more than 40,000 gsf of mixed-use (+2.5 million total sf). The Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS.

A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a base NADMS that is 5% higher than the North Bethesda TMD's goal, the 50/51 percent NADMS goal for the White Flint Sector Plan (50% for employees/51% for residents), and related commuting goals at that project. The Level 3 TDM Results Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS. Level 3 Results plans must include the following:

- Appointment of a Transportation Coordinator (a person to work with MCDOT and TMD representatives to achieve NADMS and other commuting goals).
- Notification of the Transportation Coordinator's contact information
- Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the department to promote TDM).
- TDM Information (TDM-related information must be displayed in a location(s) visible to employees, residents and other project users).
- Selection of Strategies: The plan must include project-based strategies and demonstrate that the plan is achieving the goals established for the project.
- Additional or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 6 years after final occupancy, revisions to the plan or strategies initially selected may be required.
- Additional Funding: If strategies selected by the owner or applicant do not result in achievement of the project goals by 6 years after final occupancy, the Department may require increased funding by the owner for existing or new TDM strategies. Additional increases in funding may be required if goals have still not been met within 8 years of final occupancy.

- Conduct independent monitoring to determine if the project is meeting its goals, until the goals are achieved.

Standard Comments

1. MCDOT does not object to the applicant submitting a preliminary plan for this project. 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").
2. 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.
3. 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.
4. 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. We defer to MDSHA for sight distance evaluation along Georgetown Road (MD 187).
5. We recommend that the applicant coordinate with Mr. Corey Pitts of our Transportation Engineering Section at 240-777-7217 or at corey.pitts@montgomerycountymd.gov regarding the existing bike lanes along the site's frontage on Montrose Parkway.
6. Design all access points and alleys to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway. This also applies to locations internal to the site.
7. Ensure refuge areas between access points are a minimum 6 ft wide. A minimum 3 ft width must be maintained between the access point and property line to ensure a minimum 6 ft refuge area should the neighboring property redevelop, and to prevent encroachment on the rights of adjacent properties.
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. Ensure curve radii are as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travelways. This is an Urban BPPA: curve radii must be 15' or less, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travelways.
10. The proposed street parking should be at a minimum 35-ft away from intersections including the T-intersection on all streets per Sec 31-17.
11. 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.
12. Streetscaping should be per the White Flint Urban Design Guidelines.
13. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
14. Provide a minimum 6 ft continuous clear pathway (no grates) along all public streets.
15. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
16. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
17. This is an Urban BPPA: curve radii must be 15 ft or less, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travel ways.
18. Underground utilities and ensure adequate Public Utility Easements.
19. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
20. Ensure adequate corner truncation, noting master planned protected intersections. If Planning Staff oppose truncation, see if obtaining truncation in an easement may be an acceptable

alternative. Truncation is important for ensuring adequate intersection design for signal infrastructure, protected intersections, ADA design, and sight distances.

21. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
22. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
23. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
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.

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

Sincerely,

Brenda M. Pardo

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

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Sketch Plan\SP320210120 Rose Village\Letter\320210120-Rose Village-DOT Sketch Plan Letter 9.22.21](#)

cc: Correspondence folder FY 2022

| | |
|--------------------|-----------------------|
| cc-e: Jeff Amateau | VIKA |
| Barbara Sears | Miles and Stockbridge |
| Mark Terry | MCDOT DTEO |
| Atiq Panjshiri | MCDPS RWPR |
| Sam Farhadi | MCDPS RWPR |
| Rebecca Torma | MCDOT OTP |

ATTACHMENT D

Chapter 59, Section 3.3.4. Mixed-Income Housing Community

A. Defined

Mixed-Income Housing Community means at least 150,000 square feet of new residential floor area containing Multi-Unit Living under Section [3.3.1.E](#). A Mixed-Income Housing Community may contain non-residential uses allowed in the underlying zone. A Mixed-Income Housing Community must have 30 or more dwelling units and:

1. at least 50% of the units built under a government regulation or binding agreement that limits the price charged for at least 30 years and affordable to households earning 60 percent or less of Area Median Income (AMI);
2. at least 30% of the units built under a government regulation or binding agreement that limits the price charged for at least 30 years with at least 10% of the total units affordable to households earning 30% percent of Area Median Income (AMI) or below and at least 20% of the total units affordable to households earning incomes eligible for the MPDU program in Chapter 25A;
3. at least 30% of the units built under a government regulation or binding agreement that limits the price charged for at least 30 years with at least 20% of the total units affordable to households earning 50% percent of Area Median Income (AMI) or below and at least 10% of the total units affordable to households earning incomes eligible for the MPDU program in Chapter 25A; or
4. the project receives an award of 9% Low-Income Housing Tax Credits (LIHTC) from the Maryland Department of Housing and Community Development (DHCD).

ATTACHMENT E

From: [Jason Bibby](#)
To: [Tettelbaum, Emily](#)
Cc: [Fahim, Natasha](#)
Subject: Rose Village Sketch Plan Amendment Feedback
Date: Wednesday, August 28, 2024 9:51:32 AM

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

Good Morning - I wanted to take a moment to provide feedback on the Rose Village sketch plan amendment.

I agree with Natasha in the DRC comments that more active ground floor uses would be desired. Wherever possible, it would be great to have some of the ground floor space converted to cafe's or restaurants to activate the area around the public green space.

Thank you!

Jason