™ Montgomery Planning

LOEHMANN'S PLAZA

PRELIMINARY PLAN NO. 120240100

SITE PLAN NO. 820240120 (PHASE I)

FOREST CONSERVATION PLAN NO. F20240680



Description

The Applicant proposes to subdivide and construct an infill development project over several phases with up to 710,000 square feet of residential uses and up to 40,000 square feet of commercial uses for a cumulative density of up to 750,000 square feet of mixed-use development, with 15% Moderately Priced Dwelling Units (MPDUs), open space, pedestrian and bicycle improvements, and public benefits to support the requested incentive density. A total of 89 townhouses are proposed in Phase I.

COMPLETED: 11/8/24

PLANNING BOARD HEARING DATE: 11/21/2024

MCPB ITEM NO. 7

Planning Staff



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LOCATION/ADDRESS

5200 Randolph Road, Rockville, MD, 20852

MASTER PLAN

2018 White Flint 2 Sector Plan

ZONE

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

PROPERTY SIZE

9.74 acres

APPLICANT

Rosenfeld Investment, LLC

ACCEPTANCE DATE

April 26, 2024

REVIEW BASIS

Subdivision Regulations – Chapter 50 Zoning – Chapter 59 Forest Conservation – Chapter 22A

Summary:

- Staff recommends approval of the Preliminary, Site, and Forest Conservation Plans with conditions.
- On November 9, 2023, the Planning Board approved Sketch Plan No. 320230050 that allowed the transformation of an existing shopping center into a mixed-used development.
- The Applications propose up to 710,000 square feet of residential uses (up to 680 dwelling units) with 15% MPDUs and up to 40,000 square feet of commercial uses.
- Phase I proposes a total of 89 townhouses, open space, and a revision to existing commercial loading.
- Full build out of the development is proposed across three (3) phases.
- Public benefit points are proposed across six (6) categories: major public facilities; transit proximity; connectivity and mobility; diversity of uses and activities; quality building and site design; and protection and enhancement of the natural environment.
- Public correspondence has been received about transportation and stormwater.
- Two extension requests of the regulatory review period were approved from 8/29/24
 - 11/7/24 and 11/7/24 - 11/21/24.

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SECTION 1: EXECUTIVE SUMMARY

PROPOSAL

The Preliminary Plan for the Subject Property proposes to subdivide the Property into four (4) buildable lots and create six (6) parcels that will be apportioned for private roads and alleys and open space. Proposed Lots 1 and 2 are for townhouses, east of proposed Lauderdale Drive, on the east side of the Property (Phase I Site Plan). Proposed Lot 3 is for future townhouses to the west. Proposed Lot 4 is in the center of the Property and in a future phase is envisioned for a multi-family building with ground floor commercial. Since the Sketch Plan approval (as shown in Figures 3 and 4), the lotting arrangement for proposed townhouses has been refined on both the western and eastern portions of the Site to improve pedestrian and vehicular circulation.

The Phase I Site Plan is limited to the eastern portion of the Subject Property (as delineated in Figure 2). the Applicant proposes to construct a total of 89 townhouse units and new road extensions and alleyways, and common open space with amenities ("the Project") (shown in Figure 5). All the townhouses are proposed for rental.

KEY ISSUES

Commercial Vehicle Circulation

While the Applicant is exploring the re-opening of a grocery store that is approximately 23,000 square feet in the central part of the existing retail building, this change of use is uncertain at this time. Nevertheless, the potential re-opening of a grocery store, or other commercial retail use, would require the movement of larger trucks. As conditioned, the Applicant is required to provide a Truck Loading Management Plan that limits the Site to a loading design vehicle no larger than a WB-50 truck. Loading access will be limited in Phase I to trucks no larger than a WB-50. WB-50 trucks must access the Site from the east along Randolph Road and are limited to a westbound left-turn movement. WB-50 trucks will exit the Site via the existing driveway access on Parklawn Drive. All other loading is limited to SU-30 size trucks.

Undergrounding Existing Utilities

There are four (4) existing overhead utility poles along the Randolph Road frontage. As conditioned, the Applicant is required to underground existing utilities to comply with Sector Plan Design Guidelines, to accommodate frontage improvements, and satisfy the Chapter 50 subdivision regulation requirement with preliminary plan approval at the discretion of the Planning Board. Currently, the undergrounding of these existing above ground utilities remains an outstanding issue for the Planning Board to determine the final outcome. Refer to the summary provided in Section 6 of this Report.

Intersection Reconfiguration

The 2018 White Flint 2 Sector Plan recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. Accordingly, the Applicant provided an alternative development layout for the Site that envisions the intersection realignment. In the event that the intersection is realigned, the proposed neighborhood green urban park could be increased in size. Additional discussion on this potential intersection reconfiguration and its associated Feasibility Study is provided in Section 6 of this Report.

SECTION 2: RECOMMENDATIONS AND CONDITIONS

PRELIMINARY PLAN 120240100

Staff recommends approval with conditions of the Preliminary Plan to subdivide the Subject Property for phased mixed-use redevelopment. All site development elements shown on the latest electronic version of the Preliminary Plan No. 120240100 as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.

GENERAL APPROVAL

1. This Preliminary Plan is limited to a total of 710,000 square feet for four (4) lot(s) for up to 134 townhouse units and up to 546 multi-family dwelling units (up to 680 units) and 40,000 square feet of commercial retail sales/service* uses and six (6) parcels for roads and open space.¹

ADEQUATE PUBLIC FACILITIES

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

PLAN VALIDITY PERIOD

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

¹ Permitted residential and commercial retail sales/service uses must comply with the approved vehicle circulation and loading management plan.

OUTSIDE AGENCIES

- 4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated November 4, 2024, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
- 5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT's requirements for access and improvements.
- 6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Water Resources Section in its stormwater management concept letter dated November 4, 2024, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDPS Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
- 7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Fire Department Access and Water Supply Section in its letter dated November 6, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

OTHER APPROVALS

8. Before approval of a record plat or any demolition, clearing or grading for the Subject Property, the Applicant must receive Staff certification of Forest Conservation Plan No. F20240680 and any subsequent Site Plan(s) associated with this Preliminary Plan. The number and location of site elements including but not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks and bike paths (modify list as appropriate) is determined through site plan review and approval.

FUTURE SITE PLAN APPROVAL REQUIRED

- 9. If an approved site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration, widths, or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan or site plan amendment.
- 10. The Applicant must provide empty conduits within Phase I to be buried along the Site's Randolph Road frontage during the time of construction to accommodate future

- undergrounding of the existing overhead utility lines to be completed by the final development phase.
- 11. The Applicant must provide the remainder of the Phase I common open space along with the required common open space and public open space for future development phases.

TRANSPORTATION

Loading

12. Prior to certification of the Preliminary Plan, the Applicant must submit a Loading Management Plan that limits the Site to a loading design vehicle no larger than a WB-50 truck. WB-50 loading operations are limited to an inbound westbound left-turning movement at the intersection of Randolph Road and Lauderdale Drive and an outbound westbound right-turn at the Parklawn Drive driveway access. All other loading inbound and outbound movements are limited to a single unit truck (SU-30). Final signage locations to be reviewed and approved by DPS at the time of right-of-way permit associated with the Phase 1 Site Plan. Any future modifications to the Loading Management Plan allowing the use of larger trucks can be approved administratively by the Planning Director.

Frontage Improvements on Existing Roads

- 13. Before the recordation of the first plat for the construction of Phase I (89 townhouses), the Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:
 - a) All land necessary to accommodate seventy-two feet (72 ft.) from the existing pavement centerline along the Subject Property frontage for Randolph Road between Putnam Road and Lauderdale Drive.
- 14. Before the recordation of plat(s) for future phases, the Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:
 - a) All land necessary to accommodate seventy-two feet (72 ft) from the existing pavement centerline along the Subject Property frontage for Randolph Road between Lauderdale Drive and Parklawn Drive, except where such dedication cannot be made to accommodate the streetscape cross-section shown on the certified Plan.
 - b) All land necessary to fully accommodate the frontage improvements as shown on the certified plan along the Subject Property frontage for Parklawn Drive.
- 15. Before the recordation of plat(s) for Phase I, the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of the following frontage improvements:
 - a) An 8-foot-wide street buffer, 10-foot-wide two-way separated bikeway, a 4-foot wide pedestrian and bicycle buffer, and 6-foot-wide sidewalk along the Property frontage on Randolph Road between Putnam Road and Lauderdale Drive.
- 16. Before the recordation of plat(s) for future phases, the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of the following frontage improvements

- a) An 8-foot-wide street buffer, 10-foot-wide two-way separated bikeway, a 4-foot wide pedestrian and bicycle buffer, and 6-foot-wide sidewalk along the Property frontage on Randolph Road between Lauderdale Drive and Parklawn Drive.
- b) A 7-foot-wide street buffer, and 10-foot-wide sidepath along the Property frontage on Parklawn Drive.
- c) A 6-foot-wide street buffer, and 6-foot-wide sidewalk along the Property frontage on Putnam Road.

New Roads

- 17. Before the recordation of plat(s) for Phase I, the Applicant must dedicate the rights-of-way and ensure construction of all necessary road improvements for the following public streets on the Property, as shown on the Preliminary Plan, to the design standards imposed by all applicable road codes:
 - a) Lauderdale Drive
 - b) Macon Road (between Putnam Road and Lauderdale Drive)
- 18. Before the recordation of plat(s) for the final phase, the Applicant must dedicate the rights-of-way and ensure construction of all necessary road improvements for the following public streets on the Property, as shown on the Preliminary Plan, to the design standards imposed by all applicable road codes.
 - a) Macon Road (between Lauderdale Drive and Parklawn Drive)

Private Roads

- 19. The Applicant must provide Private Road(s) Longstone Way, Private Road West, Private Alley A, Private Alley B, Private Alley C, Private Alley D, and Private Alley G, including any sidewalks, bikeways, storm drainage facilities, street trees, street lights, private utility systems and other necessary improvements as required by either the Preliminary Plan or the subsequent Site Plans within the delineated private road areas (collectively private roads and private alleys are referred to as the "Private Roads"), subject to the following conditions:
 - a) The record plat at each phase must show the Private Roads in a separate parcel for all Private Roads except Longstone Way between Lauderdale Drive and Private Road West, which may have structures above the Private Road. For this segment of Longstone Way, the record plat must clearly delineate the Private Road and include a metes and bounds description of the boundaries of the Private Road.
 - b) The Private Roads must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338, and the terms and conditions in the Montgomery County Code § 50-4.3.E et seq regarding private roads. The Covenant includes, but is not limited to the following requirements/conditions:
 - i) The Applicant, at its expense, shall design, construct and maintain the Private Roads.

- ii) The Applicant, at its sole cost and expense, shall properly and continually maintain (including ordinary and capital maintenance and removal of snow, ice, litter, and other obstructions and hazards as soon as conditions reasonably allow), repair, and replace any portion of the Private Roads and all improvements located within the Private Roads, in good condition and repair for safe use and operation of the Private Roads. The Applicant must maintain a commercially reasonable budget (operating and capital, as applicable) to address both short-term and long-term maintenance, and reserves for capital repairs. The Applicant must provide certification of the reserves to the Planning Board or its Staff every two (2) years (or every five (5) years in the event there are no below-ground parking structures in the Private Roads). The reserves must be adequate to cover the costs of needed repairs.
- iii) The Applicant must post and retain signage to notify the public that the Private Roads are not publicly maintained and to provide contact information to handle complaints, concerns or questions regarding the Private Roads.
- c) Before issuance of the first building permit for each phase the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the Private Roads within that phase have been designed and the applicable building permits will provide for construction in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may be modified on this Preliminary Plan or a subsequent Site Plan, and that the roads have been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.
- d) Before approval to release any portion of the Site Plan performance bond, the Applicant must deliver to the Planning Department and MCDPS inspector certification by a professional engineer licensed in the State of Maryland that any Private Road has been constructed in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may be modified on the Preliminary Plan or Site Plan, including in-place density testing of the roadway soil sub-grade, aggregate base, and asphalt, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.

RECORD PLATS

- 20. There shall be no clearing or grading of the site before recordation of plat(s).
- 21. The record plat must show necessary easements.

22. The record plat must reflect common ingress/egress and utility easements over all shared driveways.

Notes and Labels

- 23. The record plat must reflect all areas under common ownership.
- 24. The record plat must reference the Common Open Space Covenant recorded among the Montgomery County Land Records at Book 28045 Page 578 ("Covenant").

MODERATELY PRICED DWELLING UNITS (MPDUS)

25. The development must provide fifteen percent (15%) MPDUs, or MCDHCA-approved equivalent, consistent with the requirements of Chapter 25A and the applicable Master Plan. The final number of MPDUs will be determined at the time of each site plan approval.

CERTIFIED PRELIMINARY PLAN

- 26. The Certified Preliminary Plan must contain the following notes:
 - a) Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.
- 27. Before submitting the Certified Preliminary Plan, the Applicant must make the following changes:
 - a) Show resolutions and approval letters on the certified set.
 - b) Delineate the limits of the following future streets. The book and page number must be shown on the record plat for the applicable phases.
 - i. Covenant for Future Dedication on Macon Road.
 - ii. An easement that allows the possibility to extend Longstone Way to Parklawn Drive if the Parklawn Drive and Randolph Road intersection is realigned.
 - iii. An easement that allows the possibility to extend Private Street West to Randolph Road if the Parklawn Drive and Randolph Road intersection is realigned.
 - c) Update labels of curb radii on plans for consistent labeling.
 - d) Show directional curbs ramp on the northeast and southeast corners of the Macon Road and Parklawn Drive intersection.
 - e) Update the plans to show the removal of the existing utility poles.
 - f) On Randolph Road, remove the reduction of the street buffer around the existing utility poles and the transition of the bike lanes around the utility poles. The bike lane facility should be straightened, and a consistent street buffer of 8 feet should be shown.

- g) Remove the Randolph Road cross-section that shows the condition adjacent to the existing utility poles.
- h) Provide a loading management plan that includes the quantity and location of the required roadway signage for truck size restrictions for the Site.

SITE PLAN 820240120 - PHASE I

Staff recommends approval of Site Plan No. 820240120, for the construction of 89 townhouse units in Phase I. The development must comply with the binding elements and/or conditions of approval for Sketch Plan No. 320230050 as listed in the MCPB Resolution No. 23-110 dated December 14, 2023, and Preliminary Plan No. 120240100, as may be amended. All site development elements shown on the latest electronic version of the Site Plan, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.²

DENSITY, HEIGHT & HOUSING

1. Density

The Phase I Site Plan is limited to a maximum of 93,306 square feet of residential development on Lot Nos. 1 and 2 for up to 89 townhouses.

2. Height

The Phase I development is limited to a maximum height of 75 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.

OUTSIDE AGENCIES

- 3. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Right-of-way Access Section in its letter dated September 26, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary or Site Plan approval.
- 4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs ("DHCA"), in its letter dated October 15, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary or Site Plan approval.

OPEN SPACE, FACILITIES AND AMENITIES

5. Common Open Space, Facilities, and Amenities

- a) In Phase I, the Applicant must provide a minimum of 9,270 square feet (8.7% of Phase I Site Plan net lot area) of common open space.
- b) Before release of any portion of the surety bond, the Applicant must construct the streetscape improvements, including the undergrounding of utilities, along the Property's frontage on Randolph Road, consistent with the White Flint 2 Streetscape Standards.

² For the purposes of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

- c) Before the release of any portion of the surety bond for the residential development, all common space areas on the Subject Property must be completed.
- d) The Applicant must provide the landscape buffer (between sidewalk and street) where shown on the Certified Plan.
- e) The record plat must reference the Common Open Space Covenant recorded at Book 28045 Page 578 (Covenant).

6. Public Benefits

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

- a) Transit Proximity based on "proximity to an existing or master planned station or stop along a rail or bus line with a dedicated, fixed path.
- b) Connectivity between Uses, Activities, and Mobility Options
 - i. Minimum Parking The Applicant must not provide/construct more than 150 parking spaces in Phase I (18% of the total 834 spaces for the overall development shown on the Preliminary Plan). During future phases, the Applicant's final parking layout and uses with the calculation will be reevaluated.
- c) Diversity of Uses and Activities
 - ii. Affordable Housing/MPDUs
 - a. The Phase I Site Plan must provide 14 MPDUs which include a minimum of two (2) 3-bedroom MPDU's, or MCDHCA-approved equivalent, consistent with the requirements of Chapter 25A and as shown on the Certified Plan.
 - b. Before issuance of any building permit for any residential unit, the MPDU agreement to build between the Applicant and the DHCA must be executed.
- d) Quality Building and Site Design
 - Architectural Elevations
 Final elevation design must be shown on the Certified Site Plan. The exterior architectural elements must be substantially similar to architectural elevations as shown on the Certified Site Plan and as determined by M-NCPPC Staff.
- e) Protection and Enhancement of the Natural Environment
 - i. Building Lot Terminations (BLTs) Before issuance of any building permit in Phase I, the Applicant must provide proof of purchase and/or payment of 1.2 BLTs to the MCDPS and M-NCPPC staff associated with the Phase I Site Plan.

7. Recreation Facilities

The Applicant must provide the required recreation facilities north of Alley D as shown and clearly identified on the Certified Site Plan (CSP) prior to the building permit which includes the 78th townhouse unit.

8. Maintenance of Public Amenities

The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to water features, sculptures, picnic tables, and seating.

ENVIRONMENT

9. Noise Attenuation

Before the issuance of the first building permit, the Applicant must provide certification to M-NCPPC Staff from an engineer who specializes in acoustical treatments that the building shell for residential dwelling units affected by exterior noise levels projected at or above 65 dBA Ldn, will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA Ldn. The noise impacted units must be clearly identified on the Certified Site Plan.

- 10. If any changes occur to the Site or Preliminary Plan which affect the validity of the noise analysis dated January 24, 2024, acoustical certifications, and/or noise attenuation features, a new noise analysis will be required to reflect the changes and new noise attenuation features may be required.
- 11. Before issuing any Use and Occupancy Certificate or Final Inspection, whichever is relevant, for any of the noise impacted units, a Professional Engineer must certify to the Planning Department and Department of Permitting Services that the noise impacted units have been constructed in accordance with the certification of an engineer that specializes in acoustical treatments.
- 12. For all noise impacted residential dwelling units, the Applicant/developer/builder must disclose in writing to all prospective purchasers or tenants that those homes are impacted by transportation noise. Such notification may be accomplished by inclusion of this information and any measures to reduce the impacts in brochures and promotional documents and must be included in any noise impacted sales contracts, any illustrative site plan(s) on display within any sales or leasing related offices(s); in Homeowner Association documents; with all Deeds of Conveyance of noise impacted units; and by inclusion on all signature subdivision and site plans. A copy of this notification must be provided to the Planning Department and Montgomery County Department of Permitting Services, Site Plan Enforcement Section prior to the issuance of a Use and Occupancy Certificate or final inspection, whichever is relevant, for any noise impacted residential unit.

TRANSPORTATION & CIRCULATION

13. Transportation

a) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated September 26, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in their memo, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

14. Pedestrian & Bicycle Circulation

- a) Before issuance of the Use and Occupancy permit for the 89th townhouse, the Applicant must provide the following master planned pedestrian and bicycle facilities, the exact location, design and construction of which must comply with the requirements of the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations.
 - i. Randolph Road between Putnam Road and Lauderdale Drive: 6-foot-wide sidewalk, 4-foot-wide pedestrian and bike buffer, 10-foot-wide two-way separated bikeway, with 8-foot-wide street buffer from traffic.
 - ii. Putnam Road: 6-foot-wide sidewalk, with 6-foot-wide street buffer from traffic.
 - iii. Lauderdale Drive: 6-foot-wide sidewalk, with 6-foot-wide street buffer from traffic.
 - iv. Macon Road between Putnam Road and Lauderdale Drive: 6-foot-wide sidewalk, with 6-foot-wide street buffer from traffic.

SITE PLAN

15. Site Design

- a) The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets A4.00, A4.01, A4.03, and A4.05 of the submitted architectural drawings, as determined by M-NCPPC Staff.
- b) The exterior architectural character, proportion, materials, and articulation of the MPDUs must be substantially similar to the exterior architectural character, proportion, materials, and articulation of the market-rate units.

16. Lighting

- a) Before certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- c) Deflectors will be installed on all proposed fixtures to prevent excess illumination and glare.
- d) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by street lights within the right-of-way.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

17. Site Plan Surety and Maintenance Agreement

Before issuance of any building permit, sediment control permit, or Use and Occupancy Certificate (excluding core and shell), whichever comes first, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The

Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

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

18. Development Program

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

19. Certified Site Plan

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

- a) Include the stormwater management concept approval letter, development program, and Site Plan resolution on the approval or cover sheet(s).
- b) Add the following notes:
 - i. "M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading."
 - ii. "Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services."
 - iii. "The Applicant must schedule a preconstruction meeting (pre-con), preferably on-site, with staff from the Department of Permitting Services (DPS) responsible for Certified Site Plan conformance and compliance, upon approval of the Certified Site Plan (CSP). The pre-con must occur before any site development work commencement and before any work that is covered by the site plan surety and maintenance agreement. The Applicant, along with their representatives, must attend the pre-con with DPS CSP Staff. A copy of the approved Certified Site Plan along with any subsequent amendments is required to be on-site at all times."
- c) Include approved Fire Department Access Plan.
- d) Modify data table to reflect development standards approved by the Planning Board.

- e) Ensure consistency of all details and layout between Site and Landscape plans.
- f) Remove reference to the park dedication Preliminary Plan Sheet No. PP-7.
- g) Revise the proposed road cross-sections as follows:
 - i. Eliminate on-street parking on Lauderdale Drive immediately south of the intersection with Randolph Road.
 - ii. Update the Lauderdale Drive Street Section K-K to reflect the removal of on-street parking. The space shown as on-street parking must be modified to provide both a wider street buffer and southbound travel lane.
 - iii. Update the south leg of the Lauderdale Drive and Randolph Road intersection to show the existing median being cut back to the south to remove conflicts with truck turning templates for an SU-30 vehicle.
- h) Remove any Site Plan notes for Phase I that state that the drawings are conceptual including on Sheet A1.01.
- i) Update the Landscaping Schedule as follows:
 - Species Revise "typical street tree" with appropriate tree and shrub symbols/labels that correspond between the legend and the drawing.
 - ii. Provide abbreviations for the identification of shrubs.
 - iii. Provide details for the landscape beds between garages.
 - iv. Provide additional landscaping to the eastern end of proposed Private Alley D to screen from view.
 - v. Provide a table of substitute plantings.
 - vi. Update plan notes as follows:
 - a) Revise the footnote on landscaping sheets which states: "final plant species and quantities may be adjusted, subject to M-NCPPC staff approval, site plan amendment will not be required." Remove the words "site plan amendment will not be required."
 - b) Remove footnote on landscaping sheets which states: "Landscaping shown on the approved landscape plan as part of the approved site plan are for illustrative purpose only and may be changed at the time of detailed plan review of the sediment control/storm water."
- j) Revise the public benefit table to reflect that transit proximity points are for Level 2 category.
- k) Update the Phase II boundary on the Open Space Exhibit to match the overall Phasing Plan and clarify that the future 3,000 square foot pad site is included in Phase II.
- l) Update the Recreation Plan:
 - i. Remove the Supply & Demand Adequacy Report that is currently shown on the Approvals sheet (No. SP 5). Rename the report to correspond with the Recreation Plan and relocate with the recreation plan drawing.

- ii. Provide the Recreation Plan on a separate sheet that delineates the location and detail of the recreation facilities, where appropriate, in a manner that is clear and corresponds to the posted surety and maintenance agreement.
- iii. Add a footnote that future Site Plan(s) will be subject to the Recreation Guidelines and additional recreation provisions.
- m) Update the bus stop placement and design to reflect coordination with MCDOT.
- n) Clarify the site details on Site Plan Sheet No. 6A:
 - i. Provide fencing details for the pet relief area.
 - ii. Remove "potential" from various site improvements.

FUTURE SITE PLAN(S)

- 20. During the Phase II Site Plan review, the Applicant must demonstrate enhanced public amenities within the 0.75-acre neighborhood green urban park per Sketch Plan No. 320230050 condition No. 6.f.
- 21. During future phases of the Project, the Applicant must explore additional sustainable features to enhance the development, such as vegetated roofs, tree canopy, energy conservation, and achievement of a national rating standard for the development to address the recommendations of the Sector Plan.
- 22. During the review of the Phase II Site Plan, the Applicant must coordinate with MCDOT and confirm the status of the potential realignment of the Parklawn Drive and Randolph Road intersection.
- 23. The Applicant must provide a street section for the shared street segment of Longstone Way with the application materials for the Site Plan associated with the mixed-use building.
- 24. Before the issuance of the final building permit for the Phase III Site Plan, the Applicant must remove any remaining sections of the retaining wall along Macon Road and relocate any utilities to accommodate future Macon Road frontage improvements on the south side of the road.
- 25. During the Phase II Site Plan review, the Applicant must receive approval of updated sight distance forms for the Macon Road intersection with Parklawn Drive and the Alley G intersection with Macon Road from MCDOT.
- 26. If future changes are required for the Phase III Site Plan, the amendment must include the delivery of the remaining 0.10-acres of the neighborhood green urban park shown on the Phase III Open Space exhibit of the certified Site Plan.
- 27. If the proposed roadway connection for Longstone Way between Private Road West to Parklawn Drive results in the reduction of acreage for the neighborhood green urban park, then the Applicant must provide a payment for the reduction in park acreage, provide off-site park improvements, or another form of compensation as approved by the Planning Board.
- 28. In future phases, the Applicant must provide the remaining of the 10,484 square feet of common open space to meet the overall minimum 10% site area requirement for Phase I and II.

FOREST CONSERVATION PLAN NO. F20240680

Staff recommends approval of Forest Conservation Plan No. F20240680 associated with the subdivision and redevelopment with residential and non-residential uses for the entire Site. The development must comply with the conditions of approval for Sketch Plan No. 320230050 as listed in the MCPB Resolution No. 23-110 dated December 14, 2023, Preliminary Plan No. 120240100, and Site Plan No. 820240120. All site development elements shown on the latest electronic version of the Site Plan, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.³

- 1. The Applicant must schedule the required site inspections by M-NCPPC forest conservation inspection staff per section 22a.00.01.10 of the forest conservation regulations.
- 2. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC Forest Conservation Inspection Staff.
- 3. The Limits of Disturbance ("LOD") shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.
- 4. Before Certified Forest Conservation Plan approval, the Applicant must change the status of Tree No. 53 from "save" to "permission to remove with attempts to save" and show mitigation trees to replace lost form and functions of Tree No. 53 should it be removed.
- 5. Before recordation of the plat and the start of any demolition, clearing, grading, or construction, whichever comes first, for this development Application, the Applicant must record an M-NCPPC approved Certificate of Compliance in an M-NCPPC approved off-site forest bank within the Rock Creek watershed or Priority Area to satisfy the afforestation requirement of 1.57 acres of mitigation credit. If no off-site forest banks exist within the Rock Creek watershed or Priority Area, then the off-site requirement may be met by purchasing 1.57 acres of mitigation credits from a mitigation bank within Montgomery County outside of the Rock Creek watershed or Priority Area, subject to Staff approval. If forest mitigation bank credits are not available for purchase, a fee-in-lieu payment must be made to M-NCPPC for the appropriate mitigation credits outside of the same watershed or Priority Area.
- 6. Prior to approval of the first Use and Occupancy permit for the Site Plan, the Applicant must clear the invasive vines from the Montgomery County land parcel surrounding the stream to the southeast of the subject property and remove any trash and other debris from the stream.

³ For the purposes of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

The 6,000 square foot mitigation area is the full width of the Montgomery County parcel beginning from the southern road edge of Macon Road and extending 80 feet south – approximately even with the southwest corner of the house on the property to the east.

- 7. Prior to Certified Forest Conservation Plan approval, the Applicant must provide plans for invasive vine removal outlined in Condition No. 6 for approval by Planning staff and those plans must be included on the Certified Forest Conservation Plan.
- 8. Prior to Certified Forest Conservation Plan approval, the Applicant must correct the variance tree mitigation plantings to reflect 3-inch caliper shade trees.

SECTION 3: SITE DESCRIPTION

VICINITY

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



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

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

PROPERTY DESCRIPTION

when the property was rezoned.

The Subject Property (or "Property) consists of a tract area of 490,804 square feet (approximately 11.27 acres) and is one Record Lot (Parcel C, Block 5, Randolph Farms subdivision) recorded at Plat No. 9574. The Property is zoned Commercial Residential (CR–1.75, C–0.5, R–1.5, H–75) and subject to the 2018 White Flint 2 Sector Plan and the 2019 Parking Lots to Places – Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans.

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

The Subject Property also includes a large, underutilized surface vehicular parking lot that fronts onto Randolph Road, drive aisles, and rear loading areas⁴. The Subject Property is currently served by three vehicular access points, one signalized access from Randolph Road, and two unsignalized vehicular access points from Putnam Road and Parklawn Drive, which also serve deliveries.

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

The area for the submitted Phase I Site Plan ("Site" or "Project") is approximately 3.5 acres and outlined in Figure 2.

⁴ Surface parking located in front the building line is not permitted in the CR zone, but this was an existing condition

Loehmann's Plaza – Nos. 120240100, 820240120, F20240680

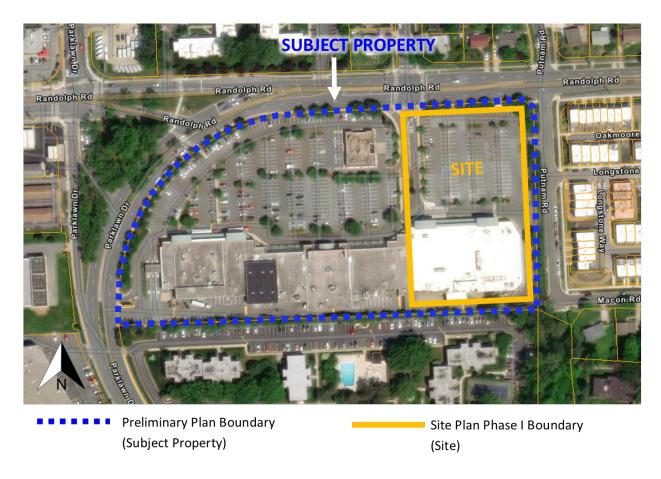


Figure 2: Boundaries for the Subject Property (blue dash) & Site (yellow outline)

SECTION 4: PROJECT DESCRIPTION

PREVIOUS APPROVALS

Site Plan No. 819950290

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

NRI/FSD No. 420232020

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

Sketch Plan No. 320230050

A Sketch Plan designated No. 320230050 received Planning Board approval on November 9, 2023, and memorialized in Resolution No. MCPB No. 23-110, to incrementally demolish the existing shopping center and surface parking lot and to redevelop the Property with a mix of townhomes and multifamily residential units along with various retail uses. The full build-out of the redevelopment is proposed to include up to 710,000 square feet of residential use (up to 680 dwelling units in the form of townhouses and multifamily units in a high-rise, six- to seven-story building) and up to 40,000 square feet of ground floor commercial use. The Application included a total of 504,598 square feet of incentive density through the Optional Method of development to implement the Project. The requested overall density is approximately 1.53 FAR out of 1.75 FAR permitted on the Site. The full redevelopment is envisioned across three (3) phases as shown in Figures 3 and 4 below.

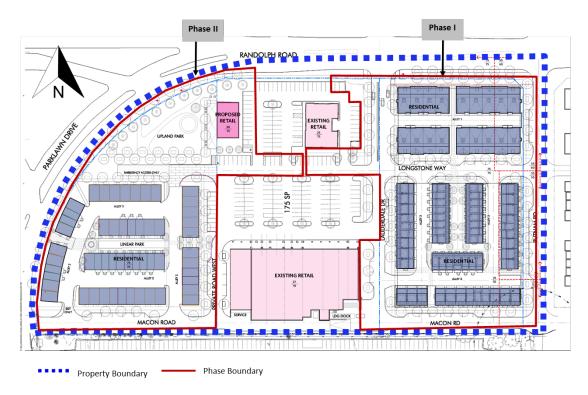


Figure 3: Approved Sketch Plan with Phases I & II

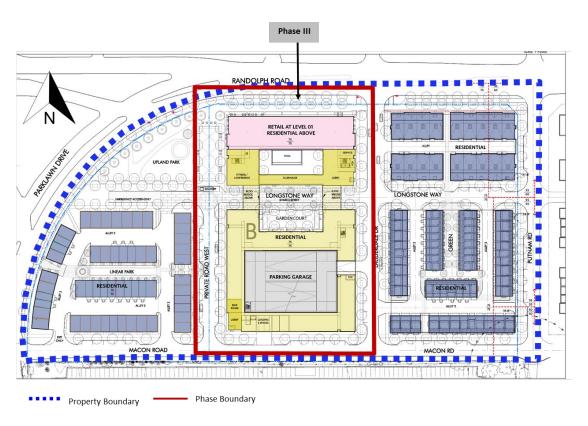


Figure 4: Approved Sketch Plan – Full Buildout in Phase III

Following the Sketch Plan's Planning Board Hearing, the Board transmitted a letter to MCDOT on November 29, 2023 asking the agency to prioritize the study and evaluation of the master plan recommended intersection realignment of Randolph Road and Parklawn Drive, and if deemed feasible, to determine the optimal timing and path forward. In response, MCDOT commissioned a study to evaluate the realignment of Randolph Road and Parklawn Drive, per the Sector Plan recommendation. The findings have not been finalized; however, preliminary findings suggest that the existing intersection configuration may provide the best operations for the future design year volumes. Future applications affecting Parklawn Drive and Randolph Road will need to comply with the final study findings.

PROPOSAL

GENERAL VISION

Across the Subject Property (as delineated in Figure 2), the Applicant proposes to incrementally demolish the existing shopping center and surface parking lot and to redevelop the Property with a mix of townhomes and multifamily residential units along with various retail uses. The full build-out of the redevelopment is proposed to include up to 710,000 square feet of residential uses (up to 680 dwelling units) and up to 40,000 square feet of commercial uses. The residential unit breakdown includes 134 townhouse units with 2 garage parking spaces per unit plus guest parking (36 of which are back-to-back), and 546 multifamily units in a high-rise, 6- to 7-story building with commercial uses on the ground floor. Western portions of the shopping center and the existing pad site will continue to operate in the foreseeable future. A new interim pad site is proposed along Randolph Road. The Applicant is also exploring the re-opening of a grocery store of approximately 23,000 square feet in the central part of the existing retail building, but this is uncertain at this time.

SITE PLAN/ PHASE I PROPOSAL

The Phase I redevelopment is limited to approximately 9 acres of the Subject Property (as delineated in Figure 2). At the eastern portion of the shopping center, the Applicant proposes to construct a total of 89 townhouse units and new road extensions and alleyways, and common open space with amenities ("the Project") (shown in Figure 5).

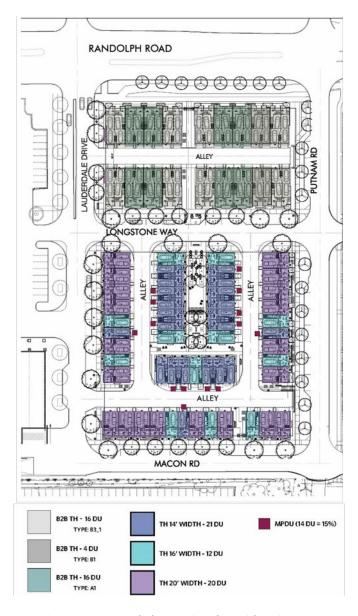


Figure 5: Proposed Phase I Site Plan with Unit Types

SUBDIVISION

The Preliminary Plan proposes to subdivide the Property into four (4) buildable lots and create six (6) parcels that will be apportioned for private roads and alleys and open space. Proposed Lots 1 and 2 are for townhouses on the east side of the Property, whereas Lot 3 is for townhouses to the west. Lot 4 is in the center of the Property and would be for the proposed multi-family building. All the townhouses are proposed for rental. Since the Sketch Plan approval (as shown in Figures 3 and 4 above), the lotting arrangement has been refined on both the western and eastern portions of the Site to improve pedestrian and vehicular circulation. Phase I consists of proposed Lots 1 and 2, east of proposed Lauderdale Drive, which will have 89 townhouse units.

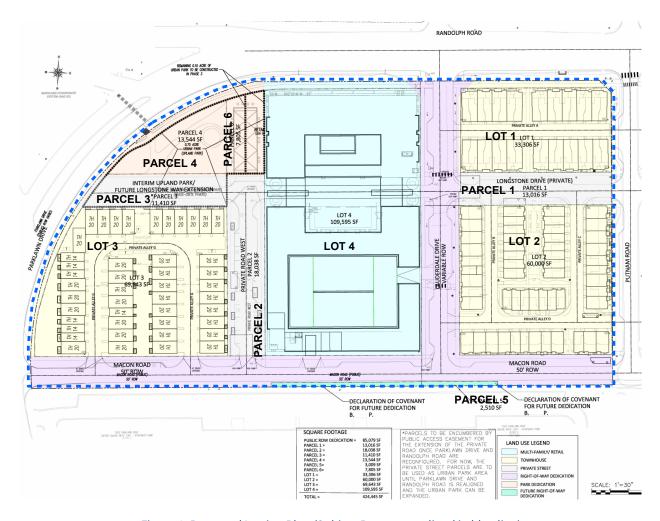


Figure 6: Proposed Lotting Plan (Subject Property outlined in blue line)

PHASING

The Applicant proposes to build-out the Project across three (3) phases which may occur in any order or may be combined. These boundaries have been slightly modified since the Sketch Plan approval. The elements of the Project that are proposed to be included in the Application are described below. Right-of-way dedication will occur at the time of record plat. Regardless of the build-out phasing, segments of the bike and pedestrian network, fire and rescue and vehicular connections and access will be available for constructed units.

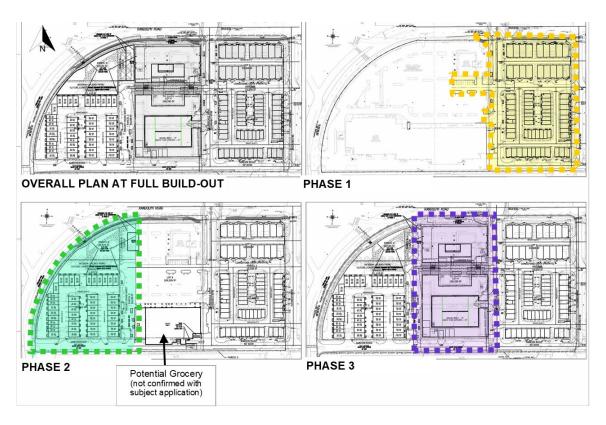


Figure 7: Proposed Phasing Plan

The Applicant's Phasing Plan graphics are limited to areas of new development only. The potential reopening of a grocery store on the Property would utilize an existing portion of the shopping center that is labeled in Figure 7.

ARCHITECTURE

The Applicant anticipates that the first phase of development will complement North Quarter - the recently completed town home redevelopment east of Putnam Road - by adding to the street character of Putnam Road with the fronts of townhome units along the road. As shown in Figure 8, the proposed scale and massing of these homes will be complementary to the adjacent community while still responding to the modern design influences prevalent in the market today. The proposed townhouse units will range in size from 14-foot-wide, 16-foot-wide, and 20-foot-wide.

The Phase I Site Plan includes high-visibility end units that face rights-of-way and open spaces, which will feature windows, trim and other materials and detailing used on the front of the units. Interior row end elevations are proposed to match street facing elevations in material, quantity, configuration

and design for all unit types. These additional design features will avoid the appearance of blank walls.



Figure 8: Proposed Architectural Elevations for Phase I

OPEN SPACE

Chapter 59 of the Montgomery County Zoning Ordinance requires that the Project provide 10% of the Site area as common open space for the townhouses and 10% of the Site Area as public open space for the multi-family building. The Preliminary Plan proposes to provide a combined total of approximately 12% of the Site area or 52,506 square feet of public open space and common open space spread across the Site, as shown in Figures 9 and 10 below. These spaces will have amenities and landscaped areas that will provide visual interest, create defined areas, and soften the edges of buildings.

Common Open Space Phase I

To satisfy the common open space requirement for the proposed townhouses across the full development, the Project proposes to provide 19,754 square feet or 10% of the Site area to be provided in two phases - Phase I Site Plan and the future Site Plan(s) to the west.

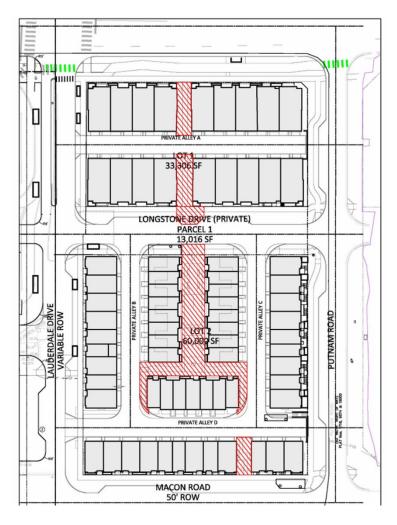


Figure 9: Proposed Common Open Space – Phase I Site Plan (shaded in red)

The Project proposes a 9,270-square foot common open space in the Phase I Site Plan area, within a landscaped mews associated with the cluster of townhouses to the east of the proposed Lauderdale Drive extension. The proposed open space includes specialty pavers, decorative planters, sculptural elements, and a gateway feature at the path/mews entrance on Randolph Road. The paths/mews are proposed to have benches, and the open areas will have a water feature with movable chairs and a bench swing set, and an outdoor work area with covered worktables that will provide Wi-Fi and solar powered electric charging devices.

Phase I represents 8.7% of the 10% common open space. The Applicant proposes to provide the remaining of the 10,484 square feet of common open space to meet the overall minimum on the western portion of Site, to be approved during the future Site Plan for this section.

Future Common Open Space

In the future Phase II, the cluster of townhouses to the west of the proposed Private Road West will be served by two linear parklets – one of which fronts onto Randolph Road and the other that leads to the neighborhood green to the north (Figure 10). A small portion of this area helps support the balance of the common open space that is described in the above section for Phase I.

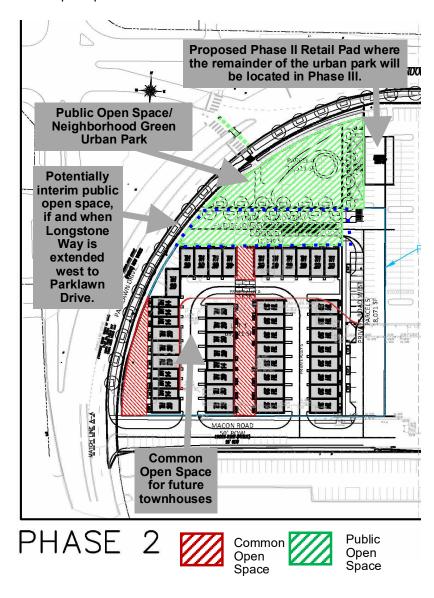


Figure 10: Proposed Common and Public Open Space – Future Phase II

Future Public Open Space

In future phases, the Applicant also proposes to provide 32,752 square feet, approximately 0.75-acres, for a neighborhood green urban park as a Privately Owned Public Space (POPS) located near the intersection of Randolph Road and Parklawn Drive (Figure 10). This open space satisfies both the Zoning Ordinance requirement and Sector Plan recommendation for a 0.75-acre neighborhood green urban park.

This open space area is proposed to be achieved in phases and by combining three (3) parcels. The primary area proposed 13,511 square feet. The abutting southern portion of the urban park is another public open space area totaling 8,830 square feet that is proposed as an easement, if and when a future roadway extension of Longstone Way to the west is connected to Parklawn Drive. This abutting area effectively increases the size of the urban park to meet its required 0.75-acreage. If in the future this area goes to the road connection, the Applicant will be required to provide compensation for any lost acreage in a form approved by the Planning Board.

The third parceled area is 7,837 square feet which will be provided in Phases II and III. The remaining 0.10 acres of urban park are proposed to be constructed in Phase III, as delineated in Figure 10. Overall, the full provision of the park is envisioned after the removal of the Applicant's proposed pad site planned to front Randolph Road.

The conceptual design of the park includes seating, various zones that include separation from Randolph Road traffic, pedestrian paths, other site furniture, and landscaping. Overall, the proposed design envisions the open space expanded if the master-planned realignment of the intersection of Randolph Road and Parklawn Drive occurs.

TRANSPORTATION

Access & Vehicular Circulation

Currently, vehicular access to the Subject Property is via Randolph Road, Parklawn Drive, and Putnam Road. The Project proposes a combination of public and private roads and alleys within the Subject Property to enhance internal circulation as shown in Figure 11 and Figure 12.



Figure 11: Proposed Vehicular Circulation (Phase I)

The proposed roads include:

- Macon Road: This existing alley currently serves loading functions for the shopping center and runs east to west along the southern boundary of the Site. It is anticipated to be upgraded to public road standards in three (3) phases and will initially be a private road until it can be fully connected across the Site as a public street. This roadway will connect to Putnam Road on the east end and Parklawn Drive on the west end.
- Lauderdale Drive: This proposed roadway runs north to south through the Property and is anticipated to be completed in Phase I of the project as a public roadway. It will connect Randolph Road at an existing signalized intersection at the north end of the Site to Macon Road to the south.
- Longstone Way: This proposed private roadway runs east to west through the Site and is
 anticipated to be competed in several phases. It connects with Putnam Road on the east
 side of the Site in Phase I. In Phase III, the middle segment of the roadway is anticipated to
 be a shared street with proposed multifamily bridges spanning both the east and west
 ends of the newly completed block.
- Private Road West: This proposed private roadway runs north to south within the Site, connecting to Longstone Way on the north end and Macon Road on the south end. It is anticipated that this road will be completed in Phase II.
- Alleys: A series of alleyways are proposed to provide access to rear-loaded townhomes throughout the Site off the main public and private roads. Proposed Private Alleys A, B, C, and D will be constructed in Phase I. Private Alley G is proposed to be completed as part of future phases.

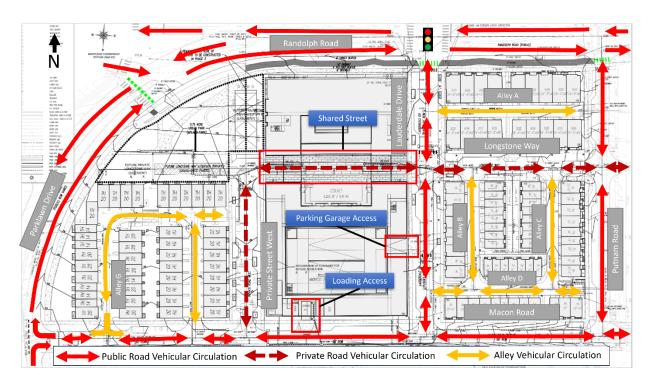


Figure 12: Vehicular Circulation (Full Build-Out)

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

The Applicant is also seeking two right of way truncation design exceptions - one at the intersection of Macon Road and Putnam Road and another at the intersection of Lauderdale Drive and Macon Road. Further justification for this request is covered in Section 6 of this report.

Parking and Loading

The Phase I Site Plan proposes 132 surface parking spaces. The proposed parking total on the Site is for surface and structured vehicular spaces and will be refined in future Site Plan(s). Ultimately, all the existing surface parking will be removed. However, this removal will be staged by Phase. In Phase I, the surface parking lots located at the center of the Site and to the west will be maintained (as shown in the Proposed Phasing Plan in Figure 7. Parking for the proposed townhouses will be provided within each unit and accessed via a series of alleys, reducing conflicts between pedestrians and vehicles. In Phase II, the surface parking lot on the west side of the Site will be redeveloped into additional townhouses and a park (as shown in the Proposed Phasing Plan in Figure 7. However, the surface parking located within the center of the Site will be maintained. In Phase III, all remaining

surface parking will be removed and the area will be redeveloped into a multifamily residential building with an associated parking garage. The parking garage is proposed to have access from Lauderdale Drive, while loading will occur via Macon Road. A limited amount of on-street parking is proposed to be provided on Longstone Way, Lauderdale Drive, Private Road West and Macon Road.

Loading access will be limited in Phase I to trucks no larger than a WB-50. WB-50 trucks must access the site from the east along Randolph Road and are limited to a westbound left-turn movement. WB-50 trucks will exit the site via the existing driveway access on Parklawn Drive. All other loading is limited to SU-30 size trucks.

At build out loading is proposed to occur via proposed Macon Road. An additional delivery space is also anticipated on Longstone Way on the south side of the proposed park.

Reconfigured Intersection

In accordance with the 2018 White Flint 2 Sector Plan that recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection, and per Sketch Plan No. 320230050, the Applicant provided an alternative development layout for the Site as shown in Figure 13 below. Additional discussion on this intersection reconfiguration and its associated Feasibility Study is provided in Section 6 of this Report.

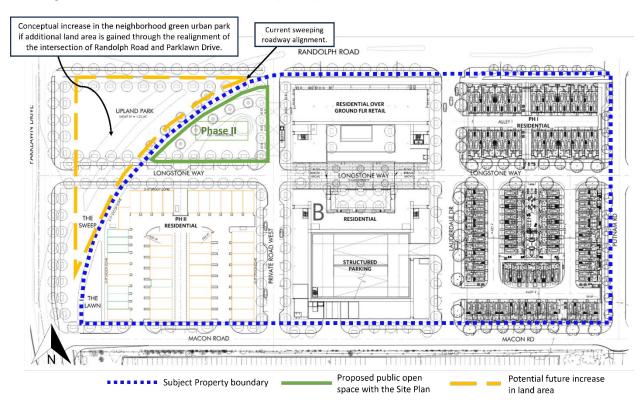


Figure 13: Concept for the Reconfiguration of the Randolph Road and Parklawn Drive Intersection with Full Buildout

Pedestrian and Bicycle Facilities

Non-motorized access to the Site is proposed off Randolph Road, Parklawn Drive, and Putnam Road via frontage improvements along these roadways.

A two-way separated bikeway is envisioned along Randolph Road in both the 2018 *Bicycle Master Plan* and the 2018 *White Flint 2 Sector Plan*. The Applications propose a 10-foot-wide separated bikeway that will be developed in phases, with the first phase completed between Putnam Road and immediately west of Lauderdale Drive on the west. The proposed bikeway will be buffered from the roadway with an eight-foot-wide landscaped street buffer. The proposed four-foot-buffer will separate the proposed bikeway from the 6-foot-wide sidewalk.

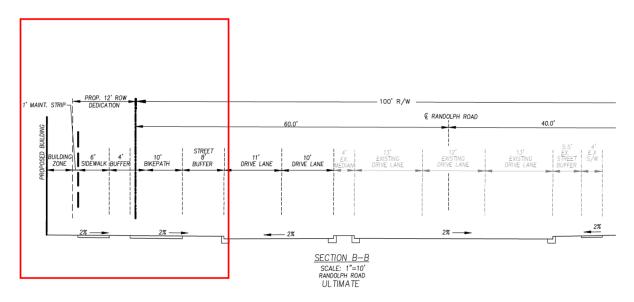


Figure 14: Proposed Randolph Road Cross-Section

The 2018 *Bicycle Master Plan* and the 2018 *White Flint 2 Sector Plan* both envision a sidepath along Parklawn Drive that is 10-foot-wide with a seven-foot-wide landscape buffer. This improvement is proposed for construction in Phase II of the Project.

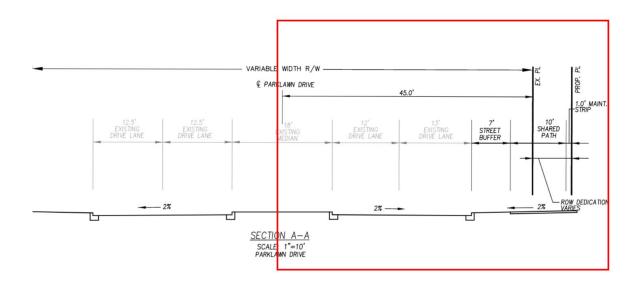


Figure 15: Proposed Parklawn Drive Cross-Section

The Application proposes a six-foot-wide sidewalk on Putnam Road along the Subject Property frontage, separated from the roadway with a six-foot-wide landscape buffer. An eight-foot-wide onstreet parking area is also proposed along the west side of the road.

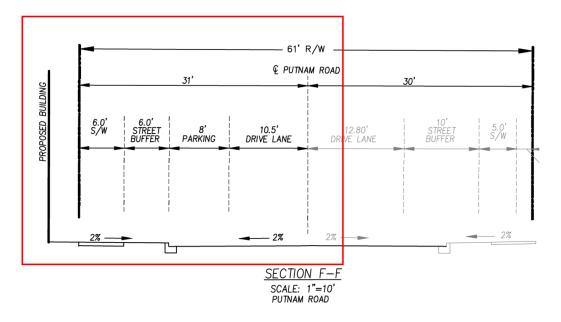


Figure 16: Proposed Putnam Road Cross-Section

All proposed internal roadways, both private and public, will be compliant with the *Complete Streets Design Guide*. This includes providing six-foot-wide sidewalks with a six-foot-wide landscape buffer. Where on-street parking is provided, the width of the parking area will be eight-feet. The proposed travel lanes are 10.5-feet-wide. However, since Macon Road straddles the Property boundary and there are changes in grade along the property boundary, Macon Road will be constructed with

sidewalk, street buffer and parking limited to the north side of the roadway. The frontage improvements on the south side of the roadway will be constructed in the future when the property to the south redevelops. Proposed alleys will have two 10-foot-wide drive lanes with landscaping on each side.

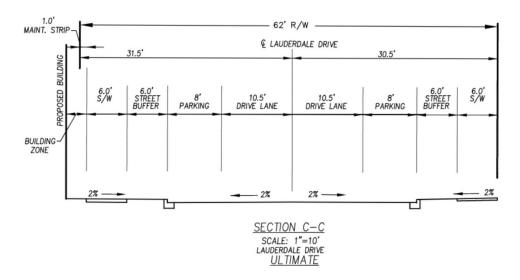


Figure 17: Proposed Lauderdale Drive Cross-Section

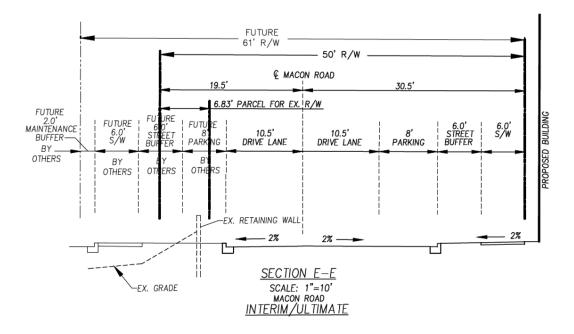


Figure 18: Proposed Macon Road Cross-Section

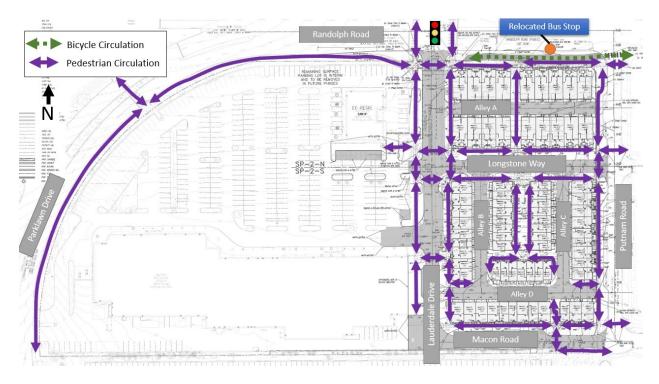


Figure 19: Proposed Non-Motorized Circulation (Phase I)

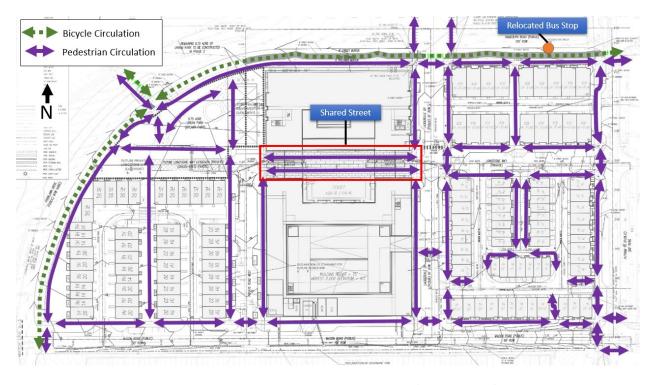


Figure 20: Proposed Non-Motorized Circulation (Full Build-Out)

An existing bus stop with a bus shelter is located just west of Putnam Road and will be reconstructed further to the west as part of Phase I of the project.

ENVIRONMENT

Forest Conservation

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

afforestation requirements by providing 1.57 acres of afforestation mitigation as detailed in the conditions of approval.

Environmental review for the Project is being conducted through Forest Conservation Plan (FCP) No. F20240680. Findings for the FCP detailing Chapter 22A compliance can be found in Section 8 of this Report.

Environmental Guidelines

The proposed development contains no streams or wetlands but does include a currently paved portion of stream buffer in the southeast corner. Approximately 6,000 square feet of permanent stream buffer encroachment will occur as a result of this development. The Applicant proposes to comply with the Environmental Guidelines by providing mitigation for the lost buffer functions as detailed in Section 8.

Noise

As part of the Preliminary and Site Plans for the overall project, a Noise Analysis was prepared for the Property by Hush Acoustics LLC and the results were provided in a report dated January 24, 2024, with an addendum dated July 30, 2024. A noise analysis is necessary to determine the projected interior and exterior noise levels requiring mitigation for residential units and outdoor recreational areas. The Montgomery County "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development" stipulate a 65 dBA Ldn maximum noise level for outdoor recreation areas and 45 dBA Ldn for indoor areas in the urban ring, freeway, and major highway corridor areas.

The Project proposes residential units and a park to be built adjacent to roads classified as Town Center Boulevards. The units with the highest level of noise impacts are along Randolph Road, with less impact on the end units of the second row. Mitigation is being proposed through architectural methods including door, window, and wall upgrades to meet maximum indoor noise levels.

SECTION 5: COMMUNITY OUTREACH

The Applicant has complied with all proper signage, noticing, and other pre-submission meeting requirements. The Applicant advertised and held the required pre-submission virtual meeting with the surrounding community on January 29, 2024. The Applicant provided notice for the pre-submission community meeting in accordance with the requirements set forth in the Administrative Procedures for Development Review and the Zoning Ordinance. A total of nine (9) members of the community and interested stakeholders were in attendance.

Concerns and questions raised during the pre-application meeting are summarized below:

- 1. Parking for the townhouse units;
- 2. Low carbon/solar/geothermal possibilities;
- 3. Traffic calming and the connection to Macon Road;
- 4. Rental unit occupancy restrictions;
- 5. Rent range and delivery date;
- 6. Possible road closures of Putnam Road; and
- 7. Timing of potential grocer and park construction.

Following the scheduled meeting, presentation materials were made available by email request and via the Preliminary Plan and Site Plan Applications found on the Planning Department's website.

Since the Sketch Plan review process, the Planning Department has aimed to meet the surrounding community's request for coordination as plans for the redevelopment of the Subject Property advanced. Following the Sketch Plan approval, in January 2024, Planning Staff and representatives from the Applicant team met on-site with members of the Randolph Civic Association to discuss the Project and community priorities. Upon receipt of the current three (3) Applications, Planning Staff reached out to the Randolph Civic Association leadership for continued coordination.

As previously noted, the Planning Commission sent a letter to MCDOT following the Sketch Plan hearing to request a feasibility study about the reconfiguration of the Randolph Road intersection. Separately, on March 7, 2024 the Randolph Civic Association also sent a letter independently to MCDOT regarding the subject site plan. Their letter advocated prioritizing the re-design of the intersection of Parklawn Drive and Randolph Road to coincide with the redevelopment. Later, upon request, the Civic Association was put directly in contact with the Project Manager of MCDOT's intersection feasibility study.

During the review of the Project, Staff received several email correspondences from Civic Association members/neighbors regarding concerns about cut-through traffic via Macon Road and stormwater management. More specifically, residents asked about the concerns below, which were responded to by Planning and MCDOT and summarized as follows:

- 1. Provide a one-way street for the proposed new segment of Macon, extending from Putnam Road to Lauderdale Drive.
 - a. Response: Macon Road is a master planned connection envisioned as part of a new street grid for two-way travel to enhance porosity for motorized and non-motorized travel. The complete connection of the extended roadway to Parklawn Drive, removal of the existing retaining wall, and full streetscape will occur between future Phases II and III.
- 2. Provide speed bumps on Macon Road from Putnam to Galena to reduce speeding.
 - b. Response: Speed bumps and other traffic calming measures are addressed through a separate process through MCDOT's Traffic Engineering and Operations Division. The Civic Association can request a local study of appropriate measures in the community.
- 3. Narrow the intersection of Putnam Road and Macon Road with a curb extension, narrow the travel lanes, and add wide sidewalks.
 - c. Response: The intersection of Putnam Road and Macon Road will be improved by removing the existing turnaround curvature to create a T intersection. A buffered sidewalk is proposed along the south side of the intersection.
- 4. Ensure the Site's traffic analysis evaluates the proposed extension of Macon Road which was not included in prior analysis of the shopping center.
 - d. Response: The Project demonstrates that the trip generation is less than 50 net new person trips and is therefore not subject to the Local Area Transportation Review (LATR) Study. The proposed connection of Macon Road and the modification of access points and roadways does not change the LATR requirement if the Project demonstrates the trip generation will be less than 50 net new person trips.
- 5. Clarify what stormwater management improvements the developer is required to make on the County right-of-way at the terminus of Putnam Road, including the storm water runoff ditch likely in need of some rehabilitation.
 - e. Response: The County's Department of Permitting Services Water Resources Division asked the Applicant to explore the condition of the off-site channel at the end of Putnam Road. In addition, the Applicant was asked to consider providing off-site stream improvements to the channel as an offsetting measure for not providing full ESD, which is permitted since this is a redevelopment project. The approved Stormwater Concept Plan demonstrates safe conveyance of the 10-year storm to the existing channel and demonstrates how run off from the Site will not contribute to the erosion of the stream channel. As conditioned, the Applicant will remove invasive species, trash and debris from the stream.

SECTION 6: PRELIMINARY PLAN NO. 120240100 FINDINGS AND ANALYSIS

The Preliminary Plan proposes to create four (4) lots and six (6) parcels for a maximum density of up to 710,000 square feet of residential uses and up to 40,000 square feet of commercial uses. This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, Subdivision Regulations. The Application has been reviewed by other applicable State, County and City agencies.

- The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.
 - a) The block design is appropriate for the development or use contemplated

Section 50.4.3.B.1.a. of the Zoning Code states that: The length of a residential block must be compatible with existing development patterns and the land use goals for the area of the subdivision. The maximum length of a new block permitted is 1,600 feet. The proposed lotting pattern is arranged in small blocks that are less than 500 feet each and aligns with the Sector Plan's goal for pedestrian scale grid patterns. Therefore, the Plan complies.

b) The lot design is appropriate for the development or use contemplated

The Preliminary Plan proposes to subdivide the Subject Property into four (4) buildable lots for residential uses (up to 680 dwelling units) and commercial uses (up to 40,000 square feet), and six (6) parcels for open space and roads. The proposed lot design is consistent with a residential setting and supportive of mixed-uses while also providing adequate circulation for the new lots.

c) The Preliminary Plan provides for required public sites and adequate open areas

i. Master Planned Sites

The Sector Plan specifically states that the redevelopment of the Loehmann's Plaza property must provide a 0.75-acre neighborhood green urban park. The Preliminary Plan establishes the location and timing for the delivery of the park. The proposed park will be on the northwest corner of the Subject Property at the intersection of Randolph Road and Parklawn Drive, and it will be constructed during Phase II of the project (which satisfies the public open space requirement for Phase III). As conditioned, the proposed park will require enhanced public amenities, which will be determined during the Phase II Site Plan review.

ii. Local Recreation

The Preliminary Plan proposes providing onsite recreation facilities that complement the existing nearby recreational inventory. The Applicant proposes to provide picnic/tables and seating and a bikeway.

iii. Transportation and Utilities

The Applicant proposes to provide new transportation facilities, upgrade existing facilities, and install dry utilities to adequately serve the project. Additional discussion of these items are provided in the subsequent section.

d) The Lot(s) and Use comply with the basic requirements of Chapter 59

The Preliminary Plan meets the dimensional requirements for the CR zone as specified in the Zoning Ordinance and as shown in Table 1 below, in relation to maximum density, height, and minimum open space. The proposed lotting plan meets the dimensional requirements for the CR zone. Additionally, the Application must provide the minimum required amount of parking spaces associated with the proposed uses, which is summarized in the data table below. The final number, configuration, and location of additional parking spaces will be approved with future Site Plan (s) based on the number of residential dwelling units and must not exceed. Further discussion on parking is provided in the subsequent report section.

Table 1: Loehmann's Plaza Preliminary & Phase I Site Plan Data Table for CR Zone, Optional Method, Section 59.4.5.4

Development Standard	Permitted/ Required	Proposed	
Tract Area	n/a	490,804 sq. ft. (11.27 ac.)	
Prior Dedication	n/a	66,352 sq. ft.	
Proposed Dedication (Phase I)	n/a	45,972 sq. ft.	
Proposed Dedication (Phase II &III)	n/a	39,615 sq. ft.	
Site Area (Subject Property)	n/a	338,865 sq. ft. (7.77 ac.)	
Maximum Density of Development (GFA/FAR)	858,907 sq. ft. (1.75 FAR)	750,000 sq. ft. (1.53 FAR)	
Residential (GFA/ FAR)	736,206 sq. ft. (1.5 FAR)	710,000 sq. ft.	
Commercial (GFA/FAR) (Future Phase III)	245,402 sq. ft. (0.5 FAR)	40,000 sq. ft.	
MPDU requirement	15%	15%	
Building Height, max avg.	75 feet	75 feet	
Principal Building Setbacks (min.)			
Residential			
Front	Determined by site plan	3 ft.	
Side Street	Determined by site plan	2 ft.	
Rear Alley	Determined by site plan	5 ft.	
Residential Parking (Phase I)	89 spaces (min.)		
Townhouse living – 2 spaces per dwelling unit⁵	178 spaces (max.)	132 spaces	
Public Open Space (min.)	10% ⁶ (14,234 sq. ft. ⁷)	23% (32,170 sq. ft.)	
Neighborhood Green Urban Park	0.75-acre (32,670 sq. ft.)	0.75-acre (32,752 sq. ft.) ⁸	
Common Open Space (min.)	10% ⁹ (19,401 sq. ft.)	11.2% (19,754 sq. ft) ¹⁰	
Combined Open Space areas	53,017 sq. ft.	52,506 sq. ft. ^{8, 11}	

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⁵ Minimum parking spaces/ unit with reductions under Section 59.6.2.3.1.2.b. Adjustments to the minimum number of required parking spaces must not result in a reduction below 50% of the baseline parking minimum per Section 59.6.2.3.1.1.a.

⁶ The total Site Area that requires public open space is 142,354 square feet, which reflects proposed areas of dedication in Phases I and II.

⁷ Under the White Flint 2 Sector Plan, a 0.75-acre (32,670 sq. ft.) public park is required, which exceeds the 10% (21,385 square feet) Zoning Code public open space requirement.

⁸ To off-set the required square footage, the Applicant proposes additional square footage to the south of the park which is identified as potentially interim public open space in Phase II associated with the western portion of the Property. Refer to the open space summaries within the report.

⁹ The total Site Area that requires common open space is 194,033 square feet, which reflects proposed areas of dedication in Phase I.

¹⁰ The Preliminary Plan proposes public open space that includes 11,410 square feet for an easement that may reduce the open space and be converted into a western roadway connection of Longstone Way in the future.

¹¹ To be refined in future Site Plan phases to the west of Lauderdale Drive.

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

a) Land Use

Redevelopment of the Subject Property has been envisioned for several decades. For example, Loehmann's Plaza was included in the 1992 *North Bethesda Garrett Park Master Plan* listing of key or redevelopable properties. Within the same vein of the former plan, the 2018 Sector Plan provides both general and specific recommendations for this Property. Generally, some redevelopment is anticipated within the Randolph Hills District where the Property is located. This district is divided into three areas: Loehmann's Plaza; Montrose Baptist Church; and Rocking Horse Road Center.

Overall, the proposed Preliminary Plan substantially conforms to the Sector Plan; however, there are outstanding issues identified during Sketch Plan review and carried over to the Preliminary Plan conditions for this application. Undergrounding utilities, enhancing public amenities for the 0.75-acre neighborhood green urban park, incorporation of sustainable development features, and anticipating layout changes with the potential realignment of Randolph Road and Parklawn Drive continue to be outstanding challenges for the Project.

Specific Sector Plan recommendations that are applicable to the Loehmann's Plaza area are summarized below, including directing infill development to existing surface parking lots.

<u>Density and Building Height</u>

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

Additionally, a maximum building height of up to 75 feet is envisioned. As guided by the Sector Plan for compatibility, the eastern portion of the Property with proposed townhouses (Phase I – under review concurrently with Site Plan No. 820240120) will have lower building heights to be compatible with the Randolph Hills residential community and the recently constructed townhomes east of Putnam Road. The taller mixed-use building will be placed in the center of the Site and the development will appropriately step down with additional townhouse units moving towards the western edge of the Property along Parklawn Drive.

<u>Design and Connectivity</u>

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

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

The Preliminary Plan accomplishes the design and connectivity recommendations, including placing lower density development along Putnam Road for compatibility with existing residential development, the creation of a neighborhood pattern of streets and blocks, including the extensions of Macon Road and Lauderdale Drive as public streets, and the provision of the neighborhood green urban park.

Moderately Priced Dwelling Units

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

Phase I of the Project will deliver 15 percent MPDUs of the total units (14 of 89 units). Further details of the Project's remaining MPDUs will be provided with subsequent Site Plan applications for future phases.

Public Facilities

Community facilities are essential components of a livable community. However, this Plan area does not include any public facilities and there are no existing public schools within

the Plan area boundaries. Most of the *White Flint 2 Sector Plan* area is included in the Walter Johnson School Cluster and a smaller portion is in the Downcounty Consortium¹².

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

During the Sketch Plan review, the Applicant evaluated the Subject Property's suitability for a potential school site. Based on that evaluation, it was determined that the Sector Plan goals may be best satisfied through either the provision of a proportional financial contribution toward a future school or park or enhanced public amenities within the neighborhood green urban park. As conditioned through this approval, details about the enhanced public amenities within the neighborhood green urban park must be provided during the Site Plan review for Phase II of the Project, when the park will be constructed.

Public & Common Open Space

Refer to the previous report section regarding how the Project proposes to demonstrate compliance with common open space in Phase I and substantial conformance with the Sector Plan and its recommendation for a 0.75-acre neighborhood green urban park that will be provided as a privately owned public space (POPS).

Overall, the proposed Preliminary Plan and Phase I Site Plan illustrates how open space will be satisfied across all three (3) phases of the redevelopment.

Public Benefits

The Sector Plan recommends the following public benefits in the EOF, CRT, and CR Zones (p. 104):

- 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.

¹² Areas east of the CSX rail tracks, including Loehmann's Plaza, Randolph Hills Shopping Center and Randolph Hills residential neighborhood are in the Downcounty Consortium.

- 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 the
 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 Preliminary Plan and Phase I Site Plan propose to advance the Sector Plan's recommended public benefits through improvements such as the public open space, minimum parking, affordable housing, and BLTs. Additional discussion of the public benefits proposed is provided under Section 7.

The White Flint 2 Sector Plan prioritizes undergrounding utilities from the Major Public Facility category and increased tree canopy and energy conservation Public Benefit Points from the Protection and Enhancement of the Natural Environment category, and they should be evaluated for incorporation in future phases.

a) Environment

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

Important natural resources recommendations are to:

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

Important water quality recommendations are to:

- Prioritize environmental public benefit points for tree canopy cover in the CR zone.
- Promote the use of environmental site design (ESD) techniques to reduce impervious areas.

Significant air quality recommendations are to:

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

The Proposal has allocated public benefit points across the three phases of the development dedicated to Protection and Enhancement of the Environment for Building Lot Termination (BLT) and Cool Roofs.

As conditioned in Section 2 of this Report, the Applicant must seek to provide additional sustainable features to enhance the development in future phases, including vegetated roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to further the recommendations as prioritized by the *White Flint 2 Sector Plan*.

b) Transportation

The proposed frontage improvements along Randolph Road are consistent with the 2018 White Flint 2 Sector Plan, 2019 Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans, 2018 Bicycle Master Plan, and the 2024 Complete Streets Design Guide. The Applicant proposes to provide a covenant for future dedication for Longstone Way to connect to Parklawn Drive if the Parklawn Drive and Randolph Road intersection is realigned as envisioned in the 2018 White Flint 2 Sector Plan.

The 2018 White Flint 2 Sector Plan recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. As conditioned during Sketch Plan, the Applicant is providing a public access easement to allow the extension of Longstone Way to the west to allow for a future connection with Parklawn Drive, if the potential realignment occurs. As previously noted, following the Sketch Plan's Planning Board Hearing, MCDOT commissioned a study to evaluate the realignment of Randolph Road and Parklawn Drive, per the Sector Plan recommendation. The findings have not been finalized; however, preliminary findings suggest that the existing intersection configuration may

provide the best operations for the future design year volumes. Future applications affecting Parklawn Drive and Randolph Road will need to comply with the final study findings.

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

Bikeway Network

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

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

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

a) Roads and other Transportation Facilities

i. Existing Facilities

The Subject Property is a previously developed shopping center that is located within a developed area that benefits from existing roads and transit connectivity as discussed below.

Roadway Network

Randolph Road is a Town Center Boulevard with a 100-foot-wide ROW. The roadway includes four travel lanes and center turn-lane. Sidewalks that are approximately 5-feet-wide are provided on both sides of the roadway and are buffered from the

travel lanes by an approximately 5 to 6-foot-wide landscape buffer. A bus stop with an associated shelter is located on the subject property frontage just west of the Randolph Road and Putnam Road intersection.

Parklawn Drive is a Town Center Boulevard with a variable width ROW due to the current curved design of the roadway as it approaches the intersection with Randolph Road. The road has four travel lanes and a center median. An approximately 5-foot-wide sidewalk is provided on both sides of the roadway directly adjacent to the travel lanes.

Putnam Road is a Neighborhood Street with a 61-foot-wide ROW. The road has two travel lanes and limited on street-parking on the east side of the road. A 5-foot-wide sidewalk is also provided on the west side of the roadway and is buffered from the travel lanes by an approximately 9-foot-wide street buffer. There is no sidewalk on the Subject Property side of the road.

Transit Connectivity

The Subject Property is well served by transit. As previously noted, an existing bus stop with a bus shelter is located just west of Putnam Road and will be reconstructed further to the west as part of Phase I of the project. This bus stop is served by the following routes:

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

ii. Proposed public transportation infrastructure

An additional 12-feet will be dedicated along the Randolph Road frontage between the property line and the roadway centerline. This dedication will allow for master planned frontage improvements to be provided that include an eight-foot-wide street buffer, 10-foot-wide two-way separated bikeway, a four-foot-wide pedestrian and bicycle buffer, and a six-foot-wide sidewalk. The existing bus shelter will be removed and relocated further to the west along Randolph Road.

Additional right-of-way dedication will be provided along the Parklawn Road frontage to accommodate master planned frontage improvements. These improvements include a seven-foot-wide street buffer, and a 10-foot-wide sidepath along the property frontage on Parklawn Drive.

<u>Undergrounding of Utilities</u>

As conditioned, the Applicant is required to underground existing utilities to comply with Sector Plan Design Guidelines, accommodate frontage improvements, and satisfy the Chapter 50 subdivision regulation requirement with preliminary plan approval at the discretion of the Planning Board. The Applicant indicates a financial burden on 89 townhouses, whereas the total development is a total of 680 units. Over 500 units are proposed in addition to a new pad site and 40,000 sq. ft. of commercial space. The Applicant is requesting over 500,000 square feet of incentive density. The Applicant is also actively seeking the return of a grocery store. The redevelopment of the Plaza will bring substantial improvements and revenue generating square footage. The undergrounding of utilities is a long-term community benefit that must be addressed incrementally with large projects, and this is reflected in many decisions by the Planning Board for optional method projects within White Flint, White Flint 2, and other sector plans. High voltage transmission lines are prevalent throughout the county, and it is not a justification to defer undergrounding.

If existing utilities are not undergrounded as part of the Project, the frontage improvements must transition around the remaining poles to allow for a 7-foot-wide pedestrian and bicycle buffer to accommodate the location of the four (4) remaining poles, and the street buffer will be reduced to 5-feet. There will be some slight transitions for the two-way separated bike lanes in these locations, but the facility will maintain a 10-foot width the length of Randolph Road. Staff recommends that the Project deliver the safest conditions for bicycle and pedestrian travel which is when the existing poles are placed underground.

Intersection Reconfiguration

The 2018 White Flint 2 Sector Plan recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. Following the approval of the Sketch Plan No. 320230050, the Planning Board transmitted a letter to MCDOT dated November 29, 2023 that requested that they prioritize a study to evaluate the Sector Plan recommendation, and if deemed feasible, to determine the optimal path forward. At the time of this staff report, this study is underway and is expected to be completed before the end of the year. However, preliminary findings suggest that this realignment may not be feasible.

Since the Study is ongoing and there is currently no design or funding to complete the realignment, it was considered in the development of the plan by providing an alternative development layout for the Site (see the Project Description in Section 4). Additionally, easements to allow Longstone Way and Private Drive West will be provided. This will allow Longstone Way to extend to the west to connect with

Parklawn Drive and Private Drive West to connect to Randolph Road if the intersection of Parklawn Drive and Randolph Road is realigned. If the realignment project is moved forward into design, future phases should further determine if and how this realignment should modify the proposed development along Parklawn Drive.

The Putnam Road frontage will have no additional dedication. However, the Subject Property frontage will be improved within the existing right-of-way and included a six-foot-wide street buffer, and six-foot-wide sidewalk. A limited area of eight-foot-wide on-street parking will also be provided.

Two new public roads are proposed for construction. Macon Road, a two-lane road with a 50-foot-wide right-of-way runs east to west along the southern boundary of the site will be developed in phases. In Phase I, this public road will connect Putnam Road to Lauderdale Drive. In future phases, the public road will extend to connect to Private Road West and Parklawn Drive. The north side will have a six-foot-wide street buffer and six-foot-wide sidewalk consistent with the 2024 *Complete Streets Design Guide*.

Since Macon Road straddles the southern property boundary, which also has some significant changes in grade, the south side of the road will not include a street buffer or sidewalk. These will be constructed by others in the future when the property to the south redevelops. Additionally, portions of an existing retaining wall will remain along the southern property boundary. This will not be included in the dedicated right-of-way. Instead, a covenant for future dedication will be recorded and the book and page number will be provided on the certified site plan so that this area will be dedicated at the time of the final site plan. The Applicant will be responsible for removal of the remaining retaining wall. The ultimate right-of-way is anticipated to be 61-feet-wide.

Lauderdale Drive will also be a two-lane public road with a 62-foot-wide ROW. The road runs north to south, connecting to Randolph Road to the north and Macon Road to the south. Both sides of the road will have six-foot-wide street buffers and six-foot-wide sidewalks, with limited areas of eight-foot-wide street buffers to provide on-street parking consistent with the 2024 *Complete Streets Design Guide*. A covenant for future dedication will be provided to allow a future extension of Lauderdale Drive to the property to the south if and when that property is redeveloped.

Design Exceptions

The Applicant is seeking two right of way truncation design exceptions. One at the intersection of Macon Road and Putnam Road and another at the intersection of Lauderdale Drive and Macon Road. Under Section 50-4.3.E.2.f.iii. of the County Code, the right of way lines of corner lots at an intersection are required to be truncated by straight lines joining points 25 feet from the theoretical property line intersection in each quadrant. The Applicant is seeking a waiver of this requirement, as permitted

under Section 50-38 of the County Code, to allow the design of the right-of-way lines to intersect without any truncation. Standard truncation at the corners will have an impact on the townhouse and multi-family building design. There will be no adverse impacts to vehicular, pedestrian, or bicycle traffic if approved. Therefore, staff recommends approval of the design exception.

iii. Proposed private transportation infrastructure

Two new private roads will be constructed as part of the proposed redevelopment. Longstone Way runs east to west through the Site and is anticipated to be completed in phases. In Phase I, it connects Putnam Road on the east to Lauderdale Drive on the west. It will include a six-foot-wide street buffer and six-foot-wide sidewalk with limited eight-foot-wide on-street parking. In future phases, an additional segment of the roadway is anticipated to be constructed as a shared street, extending the roadway connection to the west to Private Street West. As conditioned, an easement will be recorded to allow Longstone Way to connect to Parklawn Drive if the Parklawn Drive and Randolph Road intersection is realigned into a four-way intersection.

According to the Application, the justification for the proposed private road is based on anticipated special paving for the shared street, a future multi-family building extension over the street, and a major water meter vault located on the east side of the Site that would not be allowed under public road standards.

Private Road West runs north to south within the Site, connecting Longstone Way on the north to Macon Road on the south. It is anticipated that this road would be constructed in Phase II of the development. It will include a 6-foot-wide street buffer and 6-foot-wide sidewalk with limited 8-foot wide on-street parking. As conditioned, an easement will be recorded to allow Private Street West to connect to Randolph Road if the Parklawn Drive and Randolph Road intersection is realigned into a four-way intersection. Justification for this private road is due to it serving as an internal access way for a limited number of dwelling units and that it will not serve as a through road.

Several new alleys will also be constructed to provide circulation within the Site. Private Alleys A, B, C, and D will be constructed in Phase I and provide access to rear loaded townhomes from Lauderdale Drive, Macon Road, and Longstone Way. Private Alley G will be constructed in the future phase, providing access to rear loaded townhomes from Macon Road. The MCDOT letter (Attachment E) states that the sight distance for Private Alley G onto Macon Road is not met, and as conditioned, before certification of the Phase II Site Plan, the Applicant must receive approval of the updated sight distance forms for Alley G from MCDOT. This may require modification to the alley layout and access location.

b) Local Area Transportation Review (LATR)

The prior use on the Site was 118,527 square feet of general retail which included a supermarket. The proposed single-family attached housing units, mid-rise multifamily housing units, and 40,000-square foot shopping plaza without a supermarket are estimated to generate a net decrease of 28 person trips in the morning peak hour and a net decrease of 678 person trips in the evening peak hour. The 2020-2024 *Growth and Infrastructure Policy* requires a transportation impact study for any project that is estimated to generate a net increase of 50 or more person trips in either the morning or evening peak hours. As that is not the case for this Application, the LATR review is satisfied with a transportation exemption statement. A summary of the trip generation analysis is provided in Table 2 below.

Table 2: Trip Generation Analysis (Final Build Out)

		ITE Trip Generation Vehicle Rates		Adjusted Vehicle Rates North Bethesda Policy Area		Total Person Trips	
		AM	PM	AM	PM	AM	PM
Existing	118,527 sq. ft. Shopping Plaza w/ Supermarket	418	1,028	297	730	576	1,415
Proposed	143 Single- Family Attached Housing units	69	82	57	68	106	127
	537 Multifamily Housing, Mid- rise Units	225	210	187	174	347	324
	40,000 sq. ft. Shopping Plaza w/out Supermarket (40-150k sq. ft.)	69	208	49	148	95	286
	, , ,			1	Net Change	-28	-678

Source: Transportation Exemption Statement from Lenhart Traffic Consulting, Inc., February 19, 2024, modified by staff

Since the Project is anticipated to be developed in three phases, each interim phase was also analyzed to ensure that these phases also did not generate a net increase of 50 or more person trips in either the morning or evening peak hours. A summary of the trip generation analysis for the two interim phases is provided in Table 3 and Table 4 below.

Table 3: Trip Generation Analysis (Phase I)

		ITE Trip Generation Vehicle Rates		Adjusted Vehicle Rates North Bethesda Policy Area		Total Person Trips	
		AM	PM	AM	PM	AM	PM
Existing	118,527 sq. ft. Shopping Plaza w/ Supermarket	418	1,028	297	730	576	1,415
Proposed	89 Single-Family Attached Housing units	41	49	34	41	63	76
	73,700 sq. ft. Shopping Plaza w/ Supermarket (40- 150k sq. ft.)	260	684	185	486	358	941
				•	Net Change	-155	-398

Source: Transportation Exemption Statement from Lenhart Traffic Consulting, Inc., February 19, 2024, modified by Planning staff

Table 4: Trip Generation Analysis (Phase II)

		ITE Trip Generation Vehicle Rates		Adjusted Vehicle Rates North Bethesda Policy Area		Total Person Trips	
		AM	PM	AM	PM	AM	PM
Existing	118,527 sq. ft. Shopping Plaza w/ Supermarket	418	1,028	297	730	576	1,415
Proposed	143 Single-Family Attached Housing units	69	82	57	68	106	127
	39,530 sq. ft. Shopping Plaza w/ Supermarket (40-150k sq. ft.)	140	422	99	300	193	581
					Net Change	-277	-707

Source: Transportation Exemption Statement from Lenhart Traffic Consulting, Inc., February 19, 2024, modified by Planning staff

c) Schools

The Project will be served by Garrett Park Elementary School, Tilden Middle School and Walter Johnson High School. Based on the FY25 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

Table 5: FY2025 Annual School Test Projections (2028-2029 School Year)

	Program Capacity	Enrollment	%Utilization	Surplus/ Deficit
Garrett Park ES	777	704	90.6%	+73
Tilden MS	1,264	1,106	87.5%	+158
Walter Johnson HS ¹³	2,299	2,175	94.6%	+124

Under the FY25 Annual School Test, Garrett Park Elementary School, Tilden Middle School and Walter Johnson High School do not require any Utilization Premium Payment(UPP). If the project is estimated to generate more students than the identified adequacy ceilings, then additional UPPs or partial payments at multiple tiers are required. This Project is estimated to generate 69 elementary school students, 38 middle school students and 51 high school students. The estimated number of students generated does not exceed the adequacy ceilings identified for each school. Therefore, no additional UPPs are required, and neither are partial payments across multiple UPP tiers.

d) Other Public Facilities and Services

The Subject Property is located within the W-1 and S-1 water and sewer categories. Dry utilities (electric, gas, and communications) will be provided and the Project will be serviced by adequate police, fire, and health services. School enrollment and capacity projections are satisfactory as indicated in the above section.

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

The Application satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and complies with the Montgomery County Planning Department's Environmental Guidelines as further discussed in the findings for Forest Conservation Plan No. F20240680.

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

¹³ Projected enrollment is modified to estimate the impact of the Charles W. Woodward High School Reopening (CIP P651908) and the Northwood HS Addition/Facility Upgrades (CIP P651907), reflecting the scope of the boundary study approved by the Board of Education on March 28, 2023.

DPS approved a Stormwater Management Concept on November 4, 2024. The plan proposes to meet required stormwater management goals via bio-retention planters and facilities.

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

Not applicable to this Property.

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

No other provisions apply to the Subdivision.

SECTION 7: SITE PLAN NO. 820240120 FINDINGS AND ANALYSIS

Section 59.4.5.4.A.1 of the Zoning Ordinance requires that Optional Method projects in the Commercial Residential (CR) zone receive an approved Site Plan under Section 59.7.3.4 for any development on a property with an approved Sketch Plan.

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

The findings herein apply only to the area defined as the Phase I Site Plan.

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

The Site Plan demonstrates compliance with the approved Sketch Plan No. 320230050.

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

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

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

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

- d) satisfies applicable use standards, development standards, and general requirements under this Chapter;
 - i. Division 59-4

The proposed residential uses are allowed in the CR Zone and the proposed Site Plan fulfills the general purposes of the zone. Please refer to the Preliminary/Site Plan data table in the above Report Section.

ii. Division 4.7 Optional Method Public Benefits

In accordance with the Zoning Ordinance, Section 59.4.7.1, the redevelopment of

the Subject Property will provide over 100 public benefit points in four (4) categories to satisfy the minimum requirements. These points have been refined since the Sketch Plan and recommended by Staff for acceptance. The calculations and 52.9 points associated with the Phase I Site Plan are detailed below. Calculations for categories associated with future phases will be reviewed and analyzed with the applicable future Site Plan(s).

Table 6: Public Benefit Calculations - Division 59-4.7

Public Benefit	Total Overall Points Proposed by Applicant	Proposed Phase I	Proposed Phase II*	Proposed Phase III*
Major Public Facility (park)	15.4	0	15.4	0
Transit Proximity	30	30		
Connectivity and Mobility				
Minimum Parking	7.1	1.3	0.9	4.9
Diversity of Uses and Activities				
Moderately Price Dwelling Units (15.3% plus 3-bedroom units)	50.6	14.8	9.6	26.2
Quality of Building & Site Design				
Architectural Elevations	5	5		
Structured Parking	6.9			6.9
Natural Environment				
Building Lot Terminations (BLT)	10.8	1.85		8.95
Cool Roof	5	0	0	5
Total Points Proposed*	130.8	52.9	26	51.9

^{*}Subject to future Site Plans.

TRANSIT PROXIMITY

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

Further, the Incentive Density Guidelines state that public benefit points can only be granted for one transit stop (i.e. either a bus stop or Metrorail stop). The Applicant has not provided the tract area calculations associated with distance to a Metrorail Station.

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

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 7.1 points for the provision of minimum parking based on the following:

```
[(Maximum Allowed Spaces - Proposed Spaces)/
(Maximum Allowed Spaces - Minimum Required Spaces))] x 10
[(1,221 - 834) / (1,221 - 628)] = 0.656 x 10 = 7.1 points
```

A total of 150 spaces will be provided with the Phase I Site Plan. The Applicant has not provided a preliminary estimate of the breakdown of units by bedroom count, which informs the required amount of parking for the proposed multifamily building. During the future Site Plan associated with the multi-family units, the Applicant's final parking layout and uses with the calculation will be vetted.

DIVERSITY OF USES AND ACTIVITIES

Affordable Housing (Moderately Priced Dwelling Units)

The Applicant seeks 50.6 points for providing 15.3% MPDUs, which is one of the highest *White Flint 2 Sector Plan* goals, along with larger bedroom units. While 15% MPDUs is required, projects in the C/R and Employment zones are permitted to earn public benefit points for providing more than 12.5% ¹⁴. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Further, an additional five (5) points can be granted for every 1 percent of 3-bedroom MPDUs subject to the following calculation:

```
((% MPDUs provided) - (% MPDUs required) x 12) + ((% 2-bedroom MPDUs required, not otherwise required) x 2) + ((% 3-bedroom MPDUs provided) x 5) = (15.3\% - 12.5\%) = 2.8 \times 12 = 33.6 + (0\% (2-bedroom MPDUs required, not otherwise required) x 2 = 0 + ((3.4\% 3-bedroom MPDUs provided) x 5) = 17 = 50.6 points
```

Final approval with the Site Plan is subject to the Montgomery County Department of Housing and Community Affairs' Agreement to Build.

¹⁴ 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."

QUALITY BUILDING AND SITE DESIGN

Architectural Elevations

An Applicant may receive up to 20 points for providing architectural façades and agreeing to particular elements of design, such as minimum amount of transparency, maximum separation between doors, awning provisions, sign restrictions or lighting parameters that affect the perception of mass or pedestrian comfort or enhance neighborhood compatibility. The Applicant is seeking **five (5) points** for this public benefit. Staff concurs with the point assessment based on the elements shown in the architectural elevations provided with the Application.

PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Building Lot Terminations (BLT)

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

square feet total development proposed – square feet base density= square feet of incentive density 750,000 square feet - 245,402 square feet = 504,598 square feet of incentive density

(7.5% x Incentive FAR) (7.5% x 504,598 square feet = 37,844.85 square feet) (37,844.85 square feet/ 31,500 square feet = 1.20) (1.20 x 9 pts.) = **10.8 points**

Final approval will be subject to proof of purchase and payment prior to building permit.

Natural Environment for Energy Conservation & Generation and Vegetated Roof

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

iii. Division 59-6 General Development Standards

(1) Division 6.1 Site Access

Per Section 59.6.1.3. of the Zoning Ordinance for general access

requirements, any development must: 1) allow a vehicle, pedestrian, or bicycle to enter and exit the property to and from a street or an abutting site safely; 2) limit vehicle access across a primary pedestrian, bicycle, or transit route wherever feasible; 3) allow a vehicle to enter and exit any on-site parking area in a forward motion; and 4) allow a vehicle to access any pad site from within the site. The proposed Site Plan complies.

The Site Plan illustrates a combination of roads, sidewalks, bikeways, and natural surface trails that allow access at a number of ingress and egress points into the Site for safe, adequate, and efficient circulation. Internal circulation is also facilitated via 20-foot-wide, two-way alleys. As proposed, site access will be improved through a new network of public and private roads that provide porosity and new non-motorized infrastructure that will connect the new neighborhood to existing public transit options nearby.

Vehicular access points on Parklawn Drive, Randolph Road, and Putnam Road provide safe and efficient access to the proposed development. The existing signalized intersection of Randolph Road and Lauderdale Drive will be reconfigured to remove the slip turn lane to reduce vehicle turning speeds and improve pedestrian and cyclist safety.

Lauderdale Drive, a north to south running public road, will be extended south through the Site. It will provide connections to Private Alley A, Longstone Way, Private Alley D and Macon Road.

Macon Road, another public road which runs east to west, will be extended west into the site, providing a new connection between Putnam Road and Lauderdale Drive.

Longstone Way, a private street, will also provide an east to west connection between Putnam Road and Longstone Way as well as connections to Private Alley B and Private Alley C.

The new public and private road design is consistent with the 2024 *Complete Streets Design Guide*, providing 6-foot-wide sidewalks and 6-foot-wide street buffers as well as some limited 8-foot-wide on-street parking areas. The private alley designs are also consistent with the 2024 *Complete Streets Design Guide*.

Existing right-in-right out access on Parklawn Drive will remain, providing access on the west side of the site including the remaining loading dock area along the southern border of the site that serves the remaining retail space.

The existing surface parking lot and associated drive aisles in the middle and west portions of the Site will remain.

Pedestrian and bicycle access to the Site will be provided via improved frontages on Randolph Road and Putnam Road. Randolph Road frontage improvements will be provided between Putnam Road on the east and Lauderdale Drive on the west. The improvements include an 8-foot-wide street buffer, 10-foot-wide two-way separated bike lanes, a 4-foot-wide landscaped pedestrian/bicycle buffer, and 6-foot-wide sidewalk. Separate crossings for pedestrians and bicycles will be provided at Putnam Road.

Putnam Road frontage improvements include a 6-foot-wide sidewalk, 6-foot-wide street buffer, and some limited 8-foot-wide on-street parking areas.

(2) Division 6.2 Parking, Queuing and Loading

Parking for the development will be primarily provided within the rear-loaded townhomes accessed via the private alley network. In total 132 parking spaces will be provided, including five (5) private on-street parking spaces ¹⁵. This is greater than the minimum required spaces of 89 but less than the maximum spaces allowed of 178.

Loading access will be limited to trucks no larger than a WB-50. WB-50 trucks must access the site from the east along Randolph Road and are limited to a westbound left-turn movement. WB-50 trucks will exit the site via the existing driveway access on Parklawn Drive. All other loading is limited to SU-30 size trucks and is proposed to occur on the private alleys and off both the public and private streets.

(3) Division 6.3 Open Space and Recreation

Per Section 59.6.3.1 of the Zoning Code, open space must provide adequate light, air, circulation, and recreation and encourage preservation and enhancement of natural resources, including improvement of water and air quality. As required, the Applicant is providing public open space associated with the townhouses.

¹⁵ This figure includes the new parking for the townhomes only. It does not include the existing surface parking that will remain.

In addition to the open space requirements, Section 59.6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with the M-NCPPC 2017 *Recreation Guidelines for Private Residential Development*. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities. In Phase I, recreation is proposed to be satisfied via the Recreation Elements category in the form of picnic/seating and bikeways. Future Site Plans will be subject to the Recreation Guidelines for additional recreation facilities.

(4) Division 6.4 General Landscaping and Outdoor lighting

Division 6.4 of Chapter 59 of the Zoning Code provides minimum standards for quantity, size, location, and installation of general landscaping and outdoor lighting on private property. These standards are intended to preserve property values, strengthen the character of communities, and improve water and air quality. With conditions of approval for plan revisions, the proposed landscaping and lighting satisfy all applicable requirements.

All proposed trees and plant materials meet the minimum required caliper and height at the time of planting, and some of the site landscaping elements contribute to stormwater management measures (where approved by MCDPS).

The Site Plan includes required outdoor lighting on private property, within the road's rights-of-ways, and along pedestrian walkways for safe travel. The Site Plan demonstrates compliance with the lighting levels at the property line.

(5) Division 6.5 Screening

The Site Plan is not subject to screening requirements under Section 59.6.5. because it is not a Standard Method Project.

e) Satisfies the applicable requirements of:

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

The Stormwater Management Section of the Montgomery County Department of Permitting Services (MCDPS) issued a letter accepting the stormwater management concept dated November 4, 2024. The Application includes environmental site design ("ESD") techniques that will filter and retain stormwater on-site such as micro bioretention areas and planters. Plantings approved by MCDPS will also be used in ESD's to the greatest extent practicable.

ii. Chapter 22A, Forest Conservation

The previous Preliminary Plan section outlined the applicability of the Forest Conservation Law to the Project. The Project conforms to the Environmental Guidelines and meets all the necessary requirements for forest mitigation through various conditions of approval.

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

Parking and Circulation

As previously outlined, the Project will provide safe, efficient, and integrated on-street and structured parking to serve the proposed land uses.

Open Spaces and Site Amenities

As previously outlined, the Project will construct the required open spaces and recreational amenities.

Building Massing

The Project's proposed scale and massing of the proposed townhomes will be complementary to the surrounding community, particularly with the existing townhouses to the east along Putnam Road. Additionally, the architectural design proposed reflects the architectural guidance provided in the *Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans* and is compatible with surrounding existing uses. The proposed designs focus on the ground floor design along Randolph Road, Lauderdale Drive, and Private Road West (future phase) to create a human-scale ground level with respect to the smaller-scale housing across the street and articulation of the larger mixed-use building.

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

As previously outlined, both Applications conform with the major recommendations of the 2018 *White Flint 2 Sector Plan*. As noted previously, the undergrounding of the existing above ground utilities remains an outstanding issue for the Planning Board to determine the final outcome. Refer to the summary previously provided in the preceding report section.

h) will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public

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

As stated in the Preliminary Plan analysis, the Project will be served by adequate public facilities (APF), including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities.

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

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

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

The proposed redevelopment of the Property into a mixed-use center is in substantial conformance with the recommendations of the *White Flint 2 Sector Plan* as well as compatible with the adjacent and confronting uses and pending developments.

The Application includes the introduction of residential into an existing shopping center which supports the Sector Plan's goals for new housing in this Plan area. Additionally, the proposed housing units are designed to complement the existing residential character of the neighborhood. The proposed layout of the townhouses establishes a compatible relationship with the abutting townhouses and creates uniformity. These residential units avoid front loaded driveways onto Randolph Road and surrounding roads and direct those movements towards internal alleyways.

The Project will separate the attached residential units on the east and west of the Site from the mixed-use high rise building in the center of the Site to further ensure compatibility between the uses. The Project conforms with a maximum 75 feet building height to establish a compatible relationship with the nearby existing structures. Additionally, the surface parking spaces currently visible from Randolph Road right-ofway will eventually be located behind the building front line as required. Compatibility with existing abutting land uses is also achieved via multi-modal connections between abutting parcels with shared Randolph Road frontage.

The Project is compatible with approved adjacent development and pending developments. Some nearby approved or pending developments include the redevelopment of the North Bethesda Metrorail Station, the Nebel Street multi-family redevelopment, and the Bethesda Central North Redevelopment which are all located to the west and southwest of the Subject Property. These projects will be redeveloped with either predominately residential or a mixed-use center that is envisioned to be transitoriented and walkable and bikeable with good connections to surrounding areas. Overall, the Site Plan Application is compatible with existing and approved or pending adjacent development.

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

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

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

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

SECTION 8: FOREST CONSERVATION PLAN F20240680 FINDINGS AND ANALYSIS

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

The proposed Project is subject to the Montgomery County Forest Conservation Law, Chapter 22A of the County Code, and the Applicant has submitted a Forest Conservation Plan (FCP) amendment, FCP No. F20240680 (see Attachment C) in conjunction with Preliminary Plan No. 120240100 and Site Plan No. 820240680.

Environmental Guidelines

FCP No. F20240680 meets the *Environmental Guidelines*. There is a small area of stream buffer at the southeast corner of the site. This area was previously developed with a parking lot and adjacent Putnam and Macon Roads. The Sector Plan proposes the continuation of Macon Road east through the buffer. The *Environmental Guidelines* permit the encroachment of the buffer for road connections that are necessary and unavoidable. Because the extension of Macon Road is recommended in the Sector Plan as part of the planned street grid necessary for circulation, and the location of the road is fixed by the current terminus of Macon Road on the east side of the property, the road crossing of the buffer is necessary and unavoidable. The small area of stream buffer on the property north of the proposed Macon Road extension currently contains a portion of the existing parking lot. Due to the proposed road construction, this area will be cut off from the rest of the stream buffer, and therefore will not be able to provide any meaningful stream buffer functions. The total area of stream buffer encroachment is about 6,000 square feet.

Where unavoidable stream buffer encroachments occur, the *Environmental Guidelines* recommend that mitigation be provided to make up for lost stream buffer function. The stream associated with the stream buffer daylights into an open channel just south of the intersection of Putnam and Macon Roads. The stream here lies within a narrow strip of forest on Montgomery County property that is currently being overwhelmed by invasive vines. Staff recommends that stream buffer mitigation be provided by having the Applicant clear the invasive vines from the forest within the Montgomery County parcel and remove any trash or other debris from the stream. With the provision of stream buffer mitigation, Staff finds that the proposed project conforms with the *Environmental Guidelines*.

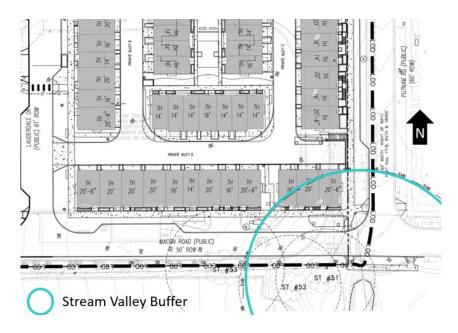


Figure 21: Proposed Stream Valley Buffer Encroachment



Figure 22: Proposed Area for Stream Buffer Mitigation

Forest Conservation Plan

FCP No. F20240680 proposes to meet the Forest Conservation Law through forest banking then fee-in-lieu. The Subject Property has a net tract area of 10.49 acres. Based on the Site's zoning, the afforestation requirement is 1.57 acres.

VARIANCE REQUEST

Section 22A-12(b)(3) of the Forest Conservation Law identifies certain individual trees as high priority for retention and protection ("Protected Trees"). Any impact to these Protected Trees, including removal or any disturbance within a Protected Tree's critical root zone ("CRZ"), requires a variance under Section 22A-21 ("Variance"). Otherwise, such resources as defined under Section 22A-12(b)(3) must be left in an undisturbed condition.

The Applicant is proposing to impact three (3) Protected Trees (Table 7). Two of these trees are proposed to be impacted but saved, and one is proposed for removal but efforts will be made to try to save the tree. The Protected Trees proposed to be impacted are located on the southeastern border of the Property.

Tree	Species	Species	D.B.H	Impact	Tree	Status
#	(Scientific Name)	(Common Name)	(inches)	(%)	Condition	
51	Populus deltoides	Cottonwood	30"	27.7%	Fair	Save
52	Liriodendron tulipifera	Tulip Poplar	31"	18.1%	Fair	Save
53	Quercus rubra	Northern Red Oak	36"	41%	Fair	Remove with attempts to save

Table 7: Proposed Impacted/Removed Protected Trees

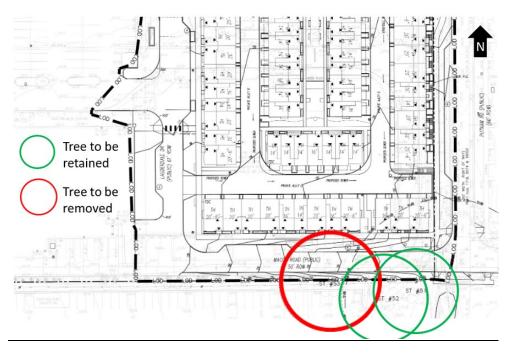


Figure 23: Proposed Protected Trees to be Retained and Removed

<u>Unwarranted Hardship for Variance Tree Impacts</u>

Per Section 22A-21, a variance may only be granted if the Planning Board finds that leaving the requested trees in an undisturbed state will result in unwarranted hardship. The requested variance is necessary due to the need to accommodate construction of housing and related needs.

Variance Findings

The following determinations are based on the required findings for granting of the requested variance:

1. Will not confer on the applicant a special privilege that would be denied to other applicants.

Granting the variance will not confer a special privilege on the Applicant as the disturbance is to construct infill development housing in an area that is already developed. If the Applicant were not able to impact the Protected Trees, the Applicant would not be able to construct housing and provide improved stormwater management for it.

2. Is not based on conditions or circumstances which are the result of the actions by the applicant.

The Property is constrained by environmental features that include an already developed stream valley buffer in the southeastern corner.

3. Is not based on a condition relating to land or building use, either permitted or non-conforming, on a neighboring property.

The requested variance is a result of the location of trees and the proposed construction and not a result of land or building use on a neighboring property.

4. Will not violate State water quality standards or cause measurable degradation in water quality.

The Site's existing conditions include a shopping center and associated surface parking with minimal stormwater management. Proposed redevelopment includes Environmental Site Design to the maximum extent practicable. Mitigation is required to replace the lost water quality functions of the variance tree being removed. Therefore, granting the variance will not adversely impact water quality and should significantly improve the existing water quality.

Mitigation for Trees Subject to the Variance Provisions

The variance request notes the greater than 30% impact to Tree 53 and states that potential mitigation trees will be shown. Tree No. 53 is a 36" DBH Northern Red Oak, generating a mitigation requirement of 3, 3" caliper trees. Since Tree No. 53 is experiencing a 41% Critical Root Zone (CRZ) impact due to construction of a required road extension at the southeastern corner of the lot, the variance for removal should be granted.

Recommendation on the Variance

Staff recommends approval of the variance associated with Forest Conservation Plan No. F20240680.

SECTION 9: CONCLUSION

As conditioned, the Preliminary Plan, Site Plan, and Forest Conservation Plan applications each satisfy the findings under Sections 59.7.3.3 & 7.3.4 and Section 22A and the applicable standards of the Zoning Ordinance, substantially conform to the recommendations of the 2018 *White Flint 2 Sector Plan* and satisfy the findings of the Subdivision Regulations. Therefore, Staff recommends approval of the three (3) Applications with the conditions specified at the beginning of this report.

ATTACHMENTS

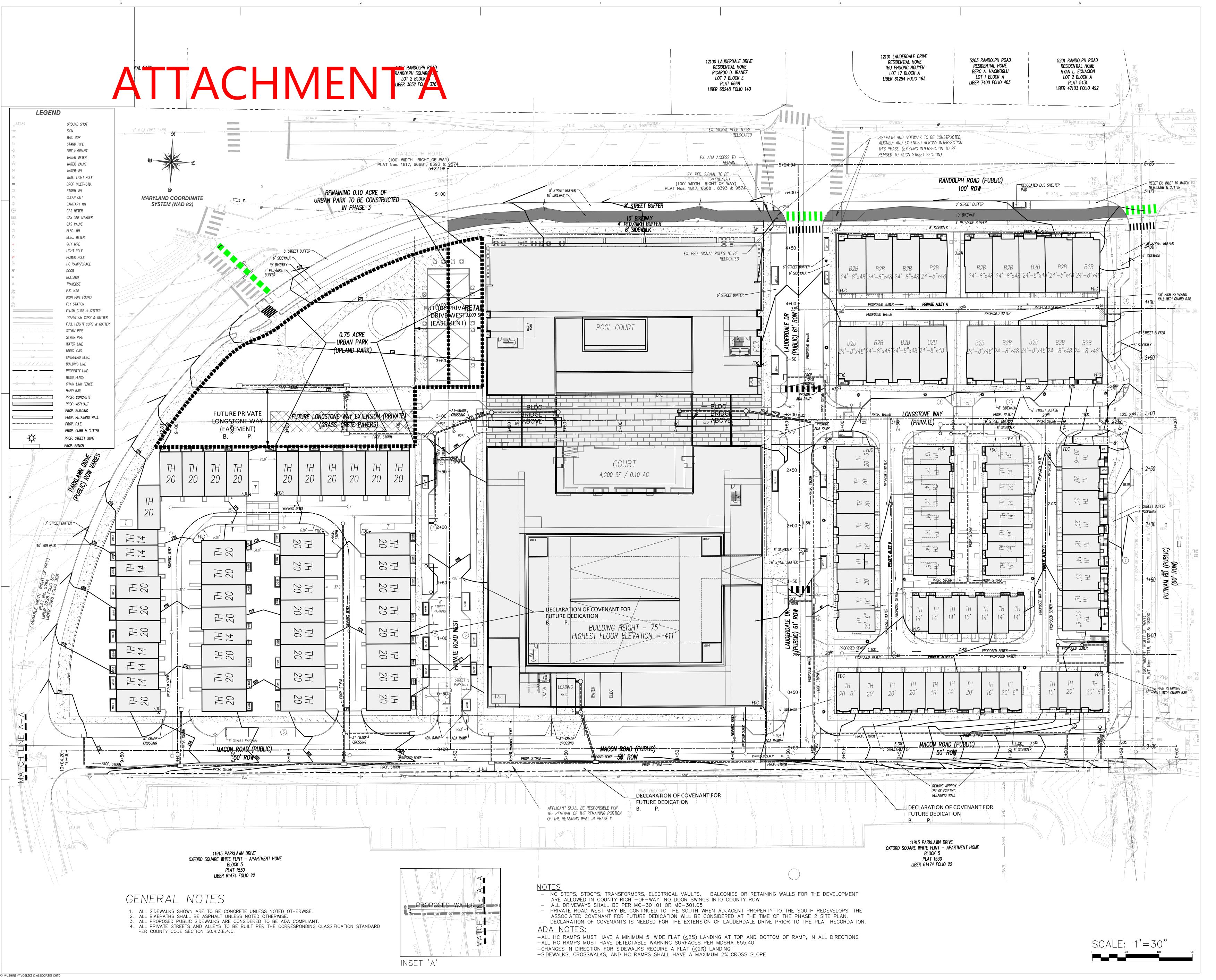
Attachment A: Preliminary Plan

Attachment B: Site Plan

Attachment C: Forest Conservation Plan

Attachment D: Prior Approvals
Attachment E: Agency Letters

Attachment F: Affidavit Regarding Community Meeting and Meeting Minutes



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mv+a

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

ARCHITECT MV+A | Mushinsky Voelzke & Associates CHTD. 1200 G Street NW, Suite 250 Washington, DC 20005 Tel: 202.682.2822

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LANDSCAPE ARCHITECT Studio39 Landscape Architecture, P.C. 6416 Grovedale Drive, STE 100-A Alexandria, VA 22310 Tel: 703.719.6500 X104

PRELIMINARY PLAN APPLICATION #120240100

LOEHMANN'S PLAZA REDEVELOPMENT

5200-5296 RANDOLPH RD ROCKVILLE, MD

PRELIMINARY PLAN
PHASE III

PROJECT NUMBER

REV. ISSUE: DATE

120240100-006 09/17/2024



Professional Certification

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

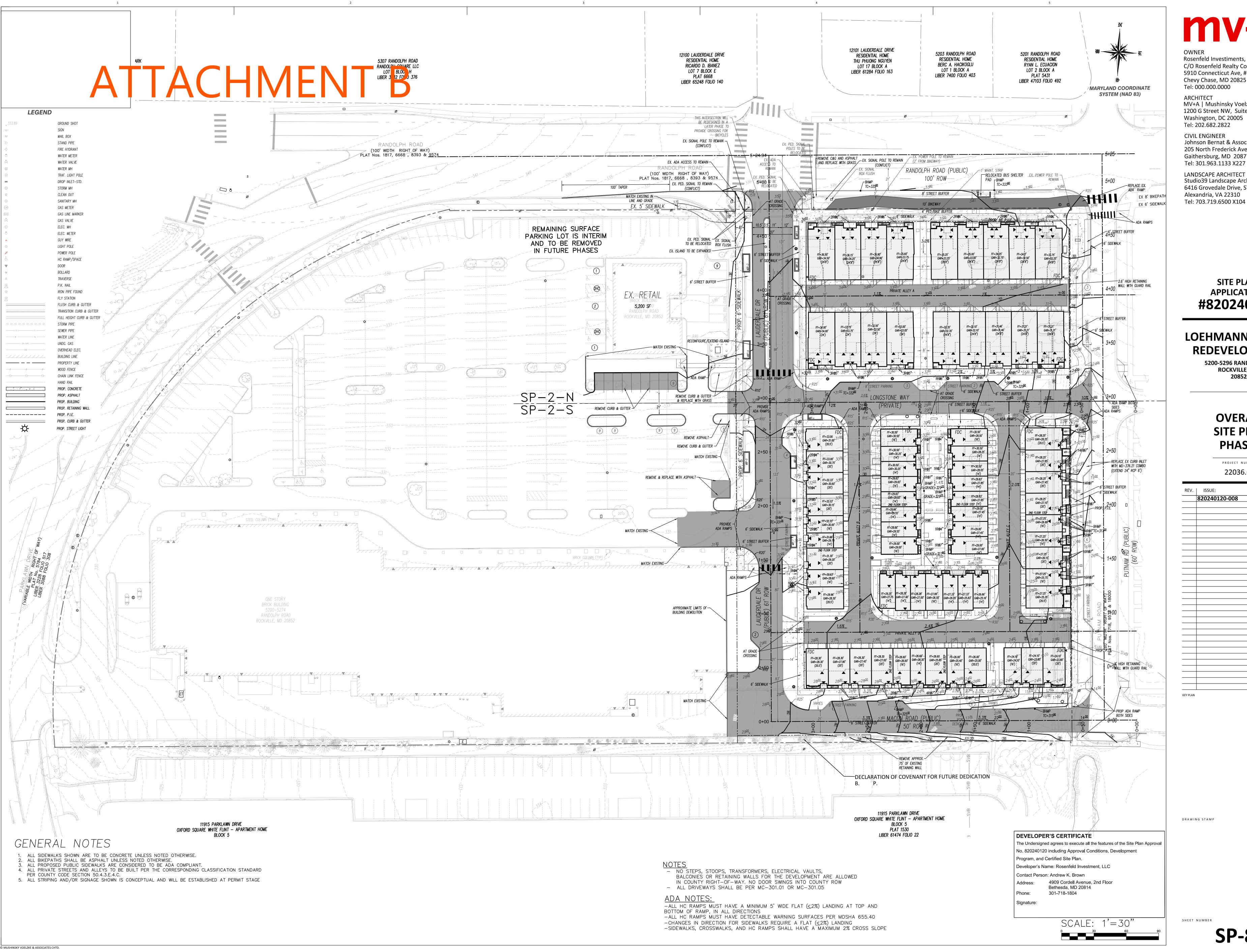
Licence No.:

35287

Expiration Date.:
01-07-26

SHEET NUMBER

PP-6



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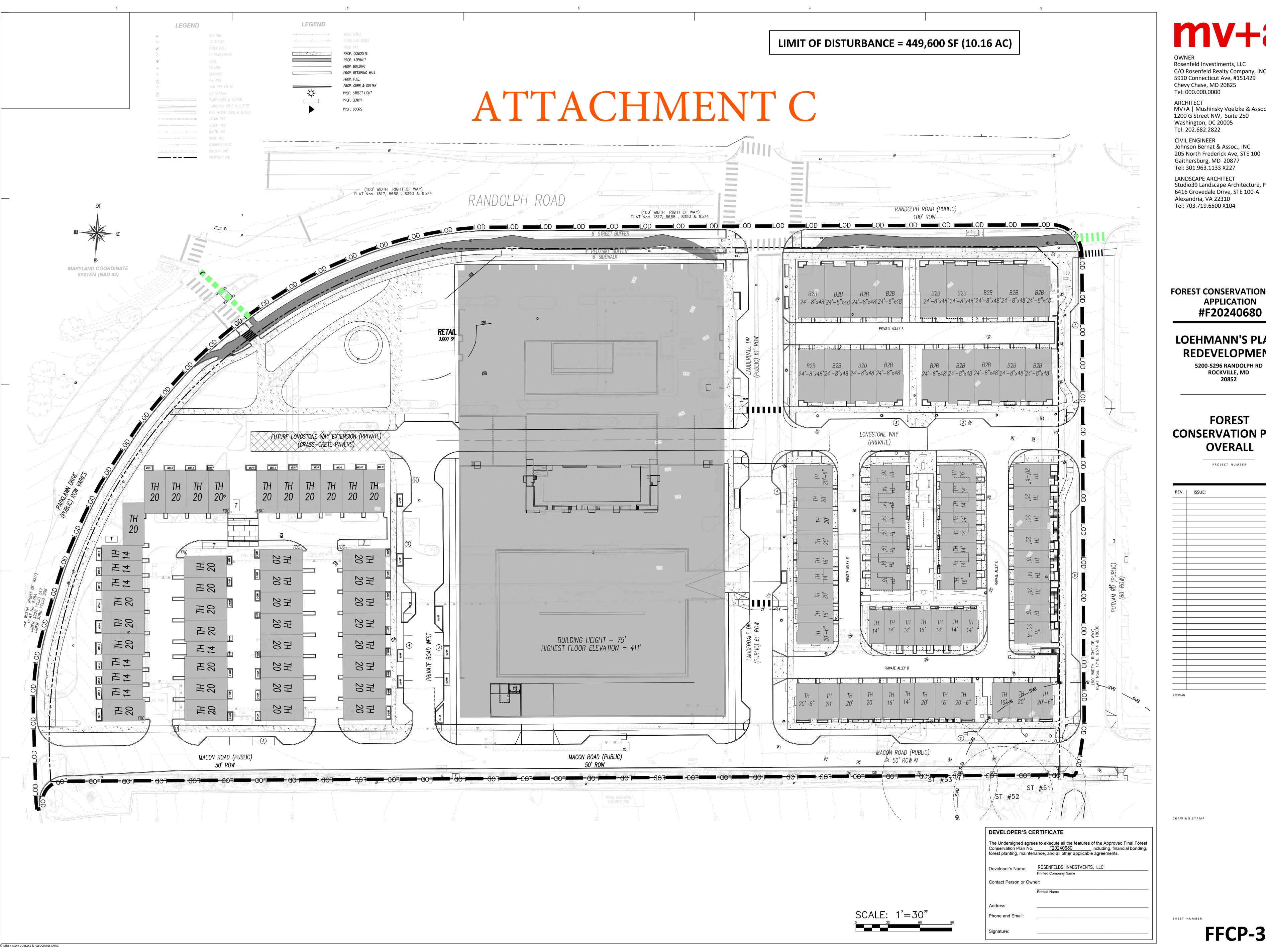
> **SITE PLAN APPLICATION** #820240120

LOEHMANN'S PLAZA **REDEVELOPMENT**

5200-5296 RANDOLPH RD **ROCKVILLE, MD**

OVERALL PHASE I

PROJECT NUMBER 22036.00



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Johnson Bernat & Assoc., INC 205 North Frederick Ave, STE 100

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FOREST CONSERVATION PLAN APPLICATION

LOEHMANN'S PLAZA REDEVELOPMENT

ROCKVILLE, MD

FOREST CONSERVATION PLAN OVERALL

PROJECT NUMBER

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Mailing Date:

December 14, 2023

Attachment D

MCPB No. 23-110 Sketch Plan No. 320230050 *Loehmann's Plaza* Date of Hearing: November 9, 2023

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 April 28, 2023, Rosenfeld Investment, LLC ("Applicant") filed an application for approval of a sketch plan for up to 710,000 square feet of residential use with 15% Moderately Priced Dwelling Units (MPDUs) and up to 40,000 square feet of commercial use on 9.74 acres of Commercial Residential (CR–1.75, C–0.5, R–1.5, H–75) zoned-land, generally bounded by Randolph Road to the north, Parklawn Drive to the west and northwest, and Putnam Road to the east, located at 5200 Randolph Road, Rockville, MD ("Subject Property") in the North Bethesda Policy Area and Randolph Hills area of the *2018 White Flint 2 Sector Plan* (Sector Plan) area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320230050 Loehmann's Plaza ("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 October 30, 2023, providing its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on November 9, 2023, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Commissioner Hedrick, seconded by Vice Chair Pedoeem, with a vote of 5-0; Chair Harris, Vice Chair Pedoeem, Commissioners Bartley, Hedrick and Linden voting in favor.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320230050, Loehmann's Plaza, for construction of up to 710,000 square feet of residential use with 15% Moderately Priced Dwelling Units (MPDUs) and up to 40,000 square feet of

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Approved as to

Legal Sufficiency: /s/ Matthew T. Mills

M-NCPPC Legal Department

commercial use on the Subject Property, subject to the following binding elements and conditions:¹

- A. <u>Binding Elements</u>. 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 and subject to refinement at the time of Preliminary and Site Plan.

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

1. Density

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

2. Height

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

3. Incentive Density

The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least three (3) categories as required by Section 59.4.5.4.A.2². The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

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

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.

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

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

4. Public Open Space

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

5. Common Open Space

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

6. Future Coordination for the Preliminary and Site Plans

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

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

Transportation and Access

Reconfigure the intersection of Randolph Road and Lauderdale Drive to remove the
eastbound right turn slip lane as part of the first Site Plan for the development. This
may include relocating the traffic light with all appurtenances, subject to final review
and approval by MCDOT.

- m) At full build-out, remove existing vehicular surface parking between the front building line and Randolph Road as required by the CR Zone. The parking must be fully concealed by a planting screen, either as an interim condition or permanent where physical impediments or legal instruments exist, such as easements, subject to review by Staff. The Site Plan must show this surface parking as "interim" to be removed with redevelopment of the future phase.
 - i. At the time of Preliminary Plan, explore options to create usable open space in the earlier phasing of the project via the conversion of non-compliant surface parking fronting Randolph Road.
- n) Improve the streetscape, including parking configuration, along Longstone Way during interim phases of the development between Lauderdale Drive and Private Road West. Additional streetscaping will be required along the future extension of Longstone Way west of Private Road West if and when the road is extended to a reconfigured Parklawn Drive.
- o) Modify the proposed road cross-sections to comply with the minimum widths stated on the Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans, where applicable.
- p) If the Planning Board requires the undergrounding of utilities with the approval of the Preliminary and Site Plan(s), the road cross-sections must be revised to reflect the required undergrounding of utilities along Randolph Road.
- q) Re-evaluate the alley access spacing at the southwest corner of the development onto Macon Road.
- r) Improve the ADA ramps and pedestrian crossings across Lauderdale Road at the intersection of Longstone Way.
- s) Address the transitions of the separated bicycle lane along Randolph Road as it approaches the intersection with Parklawn Drive.
- t) Evaluate the intersection of Randolph Road and Putnam Road as the proximity to the intersection of Randolph Road and Lauderdale Drive is very close for both intersections to have full access. Putnam Road access may need to be limited so that the only left-turn movement allowed would be from Randolph Road onto Putnam Road, with no other left-turn movements allowed.
- u) Provide roadway dedication along Parklawn Drive and Randolph Road to accommodate planned frontage improvements.
- Provide an easement for future dedication to allow Longstone Way to connect with Parklawn Drive when the Parklawn Drive and Randolph Road intersection is realigned.
- w) Provide an easement for future dedication to allow the extension of Private Road West to connect with Randolph Road.

- x) Address the design of the shared street to ensure that it is consistent with best practices for similar roadways.
- y) Coordinate with MCDOT to address the bus stop location and improvements to accommodate the future Bus Rapid Transit (BRT) service along Randolph Road.
- z) Address the requirements of the MCDOT letter dated October 6, 2023, subject to refinement during the time of Preliminary Plan.
- aa) The future Preliminary and Site Plan(s) need to reflect the Capital Improvement Program (CIP) status of the realignment of the Randolph Road and Parklawn Drive intersection, at the time of the Applicant's submittal. Any potential recapture of land associated with the CIP, west of Lauderdale Drive, should be reflected in the open space, lotting pattern, and building heights.

7. Validity

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

BE IT FURTHER RESOLVED that having given full consideration to the recommendations of its Staff as presented at the hearing and/or as 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

The Subject Property includes approximately 9.74-acres zoned Commercial Residential (CR–1.75, C–0.5, R–1.5, H–75). 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. 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: Loehmann's Plaza Sketch Plan Data Table for CR Zone, Optional Method, Section 59.4.5.4

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

b. General Requirements

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

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

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

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

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

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

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

i. Site Access, Parking, Queuing, and Loading

The Applicant has addressed 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.

ii. Open Space and Recreation

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

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

2. The Sketch Plan substantially conforms to the recommendations of the 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 Sketch Plan's proposed density and building heights are consistent with the Sector Plan's recommendations. The Property is in the Commercial Residential (CR–1.75, C–0.5, R–1.5, H–75) Zone, and the proposed development is a maximum of

1.75 FAR. The Sector Plan also states that the land use mix for this property should reflect a greater residential percentage than nonresidential development (page 51). In accordance with the zoning permission and the Sector Plan, the Project will bring substantial residential use to this area.

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

Currently, the Proposal includes the master planned urban park at the major intersection of Randolph Road and Parklawn Drive. If these roads are realigned as recommended, it is conditioned for the Applicant to reevaluate the height placement to locate maximum building heights at the western edge of the Property to frame the intersection of Randolph Road and Parklawn Drive and relocate the neighborhood green urban park to the interior of the Site as envisioned in the Sector Plan. During the public hearing, the Planning Board agreed to write a formal letter to the Montgomery County Department of Transportation (MCDOT) requesting to prioritize the intersection realignment of Randolph Road and Parklawn Drive to capitalize on the opportunity to improve vehicular and pedestrian safety and the urban green configuration concurrently with the Plaza's redevelopment process.

Design and Connectivity

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

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

The Sketch Plan accomplishes the design and connectivity recommendations, including placing lower density development along Putnam Road for compatibility with existing residential development, the creation of a neighborhood pattern of streets and blocks, including the extensions of Macon Road and Lauderdale Drive as public streets, and the provision of the neighborhood green urban park.

Moderately Priced Dwelling Units

The Sector Plan requires that "each optional method development in the CR and CRT zones should provide 15 percent MPDUs as the highest priority to earn their public benefit points, subject to section 11.1.4." (p.59). The Sketch Plan proposes to meet the minimum 15 percent MPDU requirement for the development; therefore, it is consistent with the Sector Plan recommendations.

Public Facilities

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

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

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

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

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

School Adequacy

This Application is subject to the FY2024 Annual School Test and a preliminary school adequacy test was conducted. At the time of Sketch Plan, on average, this Project is estimated to generate 66 elementary school students, 37 middle school students, and 49 high school students. Based on each school's adequacy status and ceilings, no Utilization Premium Payment (UPP) was identified at this time. The school adequacy test will be reevaluated at the time of the Preliminary Plan when the maximum number and distribution of residential townhouses, stacked townhouses (2-over-2s), and multifamily apartment units will be determined.

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 achieves compatible internal and external relationships between existing and pending nearby development.

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

compact mixed-use development is consistent with the broader goals of the White Flint area and similar to surrounding infill development strategies.

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

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

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

New public and private streets will be designed based on the 2021 Complete Streets Design Guide and include adequate sidewalk and street buffer widths to allow for safe, adequate, and efficient circulation within the Site. Further, the Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans identify cross-sections for Randolph Road and Parklawn Drive along the Subject Property frontage. Randolph Road has a six-foot-wide street buffer, eight-foot-wide separated bike lane, 5-foot-wide pedestrian/bike buffer, and a six-foot-wide sidewalk. Parklawn Drive has a seven-foot-wide street buffer and a ten-foot-wide sidepath. Both streets are under consideration for Bus Rapid Transit (BRT), but buses are expected to operate in mixed traffic. Therefore, as conditioned, future applications will need to modify the proposed road cross-sections to comply with the guidelines.

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

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

The Planning Board finds that the Subject Application will provide satisfactory general vehicular, pedestrian, and bicycle access, circulation, parking, and loading. As conditioned, future Preliminary and Site Plans will need to further address the transportation and access issues.

6. 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 all applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the Site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below and shown in the Table below.

For the proposal, the Zoning Ordinance requires 100 points in three (3) categories ¹⁰. The Applicant proposes to meet the minimum requirement. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

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

As conditioned, the Applicant is required to clarify the point breakdown noted under their phasing plan for the following categories and as noted in the descriptions below: MPDUs, structured parking for multifamily residential, minimum parking, transit proximity, and building lot termination (BLTs).

Overall, the Planning Board supports the Applicant's proposed public benefit categories and points as outlined below, with the conditions of approval to explore additional categories as noted below. As proposed, the Applicant meets the minimum categories and points; however, the purpose for additional exploration is to address

¹⁰ For a project providing a minimum of 15 percent MPDUs, one less benefit category than required under Section 4.5.4.A.2 and Section 4.6.4.A.2 must be satisfied.

priorities in the Sector Plan. A more detailed review and the final number of points will be determined at the time of the Site Plan.

Table 2: Public Benefit Calculations - Division 59-4.7

Public Benefit	Maximum Points Allowed	Approved Points	Approved for Future Evaluation (in blue font)
Major Public Facilities	70	14.7	
Underground Utilities	TBD	N/A	TBD
Transit Proximity	50	30	
Connectivity and Mobility			
Minimum Parking	10	6.6	
Diversity of Uses and Activities			
Moderately Price Dwelling Units	No limit	50.6	
Quality Building and Site Design			
Exceptional Design	10	5	
Structured Parking	20	6.9	
Protection and Enhancement of the Natu			
Building Lot Terminations (BLT)	30	10.8	
Cool Roof	10	5	
Tree Canopy		N/A	TBD
Energy Conservation & Generation		N/A	TBD
Total Points*		129.6	TBD

TBD – To be Determined.

Major Public Facility

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

Urban Park

The Applicant requests 14.7 points associated with proposed Phase II for the construction of the 31,170 square feet or a 0.75-acre Park which is a master plan recommendation and the main gateway and open space feature of the project and will be delivered with the second phase of the development. As previously noted, this park will be privately owned with public access and the southern portion as an easement reserved for a potential westward expansion of Longstone Way through to Parklawn Drive.

Currently, the Planning Board accepts the requested points. However, the requested points do not reflect the potential adjustments in park size associated with the use of the roadway easement or the realigned intersection of Randolph Road and Parklawn Drive that would increase the overall park size.

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

Underground Utilities

Currently, the Applicant is not proposing public benefit points in this category. However, underground utilities are a specific recommendation of the Sector Plan. Per the conditions of approval, the Applicant may explore adding this category to public benefits to be provided. At the time of the Preliminary Plan, additional coordination will be required per the Planning Board's direction.

Transit Proximity

The Applicant's Statement of Justification (SOJ) requests a total of 30 points because the Property is abutting/confronting a proposed Bus Rapid Transit (BRT) stop. As such, the Incentive Density Guidelines identifies Level 2 Transit based on "proximity to an existing or master planned station or stop along a rail or bus line with a dedicated, fixed path; this level excludes a site that is within one mile of an existing or master-planned MARC station." It further states that a project is abutting or confronting a transit station or stop if it shares a property line or easement line or is separated only by a right-of-way from an existing or master-planned transit station or stop, and 100 percent of the tract in a single sketch plan application is within ½ mile of the transit portal.

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

Connectivity and Mobility

Minimum Parking

Up to 10 points for minimum parking can be provided for fewer than the maximum allowed number of parking spaces, where a maximum is applicable. The Applicant requests 6.6 points for the provision of minimum parking. Per the *Incentive Density Implementation Guidelines*, at the time of Sketch Plan, an initial estimate of calculation is required. However, the Applicant has not provided a preliminary estimate of the breakdown of units by bedroom count, which informs the required amount of parking for the proposed multifamily building. During the Site Plan, the Applicant's final parking layout and uses with the calculation will be vetted.

Diversity of Uses and Activities

Affordable Housing (Moderately Priced Dwelling Units)

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

public benefit points for providing more than 12.5%¹¹. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs. While initial calculations are provided with the Sketch Plan, final approval with the Site Plan is subject to the Montgomery County Department of Housing and Community Affairs' Agreement to Build.

Quality Building and Site Design

Architectural Elevations

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

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

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

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

Structured Parking

Structured parking for multifamily residential may be granted incentive density points on a sliding scale, based on the percentage of above-ground parking multiplied by 10 points plus the percentage of above-grade parking structure multiplied by 20 points. The Applicant seeks 7 points out of a possible 20 points for providing 574 above grade parking spaces. The Applicant is not seeking points for below ground structured parking. These points are associated with proposed Phase III of the

¹¹ 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."

development with the multifamily building. No points will be awarded for garages built within the townhouse units. The final above grade parking spaces will be reviewed and determined when the relevant future Site Plan(s) are submitted. And as conditioned, the Applicant must recalculate and clarify the phasing associated with this public benefit.

Protection and Enhancement of the Natural Environment

Building Lot Terminations (BLT)

To protect agricultural land, one BLT, equivalent to 9 points, must be purchased or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5 percent incentive density floor area. The Applicant is seeking a total of 504,598 square feet of incentive density and requests approximately 11 points for the purchase of approximately 1.2 BLTs. The anticipated phasing of these points must be clarified in the Site Plan submission. While initial calculations are provided with the Sketch Plan, final approval will be determined with the Site Plan and will be subject to proof of purchase and payment prior to building permit.

Cool Roof

The Applicant is seeking five (5) points associated with construction of Phase III for the future provision of a cool roof area that is not covered by a vegetation and will meet the minimum solar reflectance index (SRI) requirements based on roof slope. All cool roof areas in the Project must be constructed with an SRI of 75 for roofs with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12.

Natural Environment for Energy Conservation & Generation and Vegetated Roof

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

7. 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 subsequent application filings for a Preliminary Plan and a Site Plan(s) is unknown. Although identified presently as Phase I, II, and III based on current plans, phases may occur in any order or may be combined (as previously referenced in the Project Proposal). Public Benefits will be phased for each of the projected phases for this Project as shown in the Table below. Once refined by the Applicant, the details of this phasing of public benefit points will be reexamined with each subsequent Site Plan. The public benefit points requested and provided must be commensurate with the phases of development.

Table 3: Public Benefit and Phasing – Annotated By Planning Staff

Public Benefit	Total Overall Points	Proposed Phase I	Proposed Phase II	Proposed Phase III		
	Proposed by					
	Applicant					
Major Public Facility (park)	14.7	0	14.7	0		
Transit Proximity	30	10^{12}	10	10		
Connectivity and Mobility						
Minimum Parking	6.6	To be determined/recalculated.				
Diversity of Uses and Activities						
Moderately Price Dwelling Units	50.6	To be determined/recalculated.				
(15.3% plus 3-bedroom units)						
Quality of Building & Site Design						
Architectural Elevations	5	To be determined/recalculated.				
Structured Parking	6.9	To be determined/recalculated.				
Protection and Enhancement of the Natural Environment						
Building Lot Terminations (BLT)	10.8	To be determined/recalculated.				
Cool Roof	5	0	0	5		
Total Points Proposed*	129.6					

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at the 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 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 Loehmann's Plaza Sketch Plan No. 320230050, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

¹² The Applicant has requested 30 transit points per phase. To avoid the appearance of duplicative points, it is recommended to break out the 30 points across the three phases in denominations of 10 points per phase.

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is

December 14, 2023

which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal consistent with the Maryland Rules for the judicial review of administrative agency decisions.

* * * * * * * * * * * *

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 Hedrick, seconded by Vice Chair Pedoeem, with a vote of **5-0-**, Chair Harris, Vice Chair Pedoeem, and Commissioners Bartley, Hedrick, and Linden, voting in favor of the motion, at its regular meeting held on Thursday, November 30, 2023, in Wheaton, Maryland and via video conference.

Artie L. Harris, Chair

Montgomery County Planning Board

Carole Twitmyer 1200 G Street, NW, Suite 250, Washington DC 20005 Andy Bradshaw 205 North Frederick Avenue, Suite 100 Gaithersburg, Maryland 20877 Robert Harris 7600 Wisconsin Avenue Suite 700, Bethesda, MD 20814

Andy Brown 4909 Cordell Avenue Bethesda, MD 20814 Michael Majestic 4800 Hampden Lane, Suite 800 Bethesda, MD 20814 Michael Magnarelli 4800 Hampden Lane, Suite 800 Bethesda, MD 20814

Rebecca Torma 101 Monroe Street, 10th Floor Rockville MD 20850 Brenda Pardo 101 Monroe Street, 10th Floor Rockville MD 20850

ATTACHMENT E

DPS-ROW CONDITIONS OF APPROVAL

September 26, 2024

820240120 Loehmann's Plaza

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

"07-SITE-820240120-008.pdf V4" uploaded on/dated "9/17/2024" and

The followings need to be addressed prior to the certification of site plan:

- 1. Ensure the ROW lines are clearly shown and can be distinguished, and dedications are labeled.
- 2. Label the area that is subject to the covenant for future dedication to be done prior to plat recordation for phase I.
- 3. SWM in ROW need to meet associated safety requirements.
- 4. The followings are subject to MCDOT review and approval:
 - a. Road pavement changes.
 - b. Signal equipment locations (prior to signing & marking plan approval).
 - c. Proposed parking within the intersections.
- 5. Access points on public roads:
 - a. Provide the minimum curb radii that will accommodate the site traffic. Please ensure safe truck turning will be accommodated accordingly.
 - b. Provide pedestrian refuge islands; minimum 5' wide.
 - c. The terminus of Laudedale Drive needs to be a T-Intersection and excess pavement needs to be removed.
- 6. Provide public sidewalk:
 - a. ensure/ show all sidewalks/ handicap ramps have matching receiving counterparts, are aligned and ADA connection is provided. Show/ label the existing sidewalks where connection is made.
 - b. Clarify cycle track traffic management at either end of the site and crossings.
 - c. Provide landing area and connection to the sidewalk at parking spots while ensuring adequate green panel exists.
 - d. In order to the sidewalks/ shared use paths handicap ramps be distinguished from vehicular travel lanes appropriate signage is needed (R5-3).
 - e. Ensure handicap ramps are located as close as possible to the intersection and adequate sight distance is provided.
 - f. Ensure all HC ramps are fully contained within ROW/ PIE.
- 7. The proposed storm drain system layout will be reviewed at ROW permit stage. Ensure it is out of pavement except for street crossings.
- 8. Chokers need to meet DPS criteria.
- 9. On landscaping plan, provide street trees per approved tree species list at the required spacing and clearances.



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Scott Bruton
Director

October 15, 2024

Ms. Tamika Graham Montgomery County Planning Department 8787 Georgia Avenue Silver Spring, Maryland 20910

Re: Loehmann's Plaza

Preliminary Plan #120240100 Site Plan # 820240120

Dear Ms. Graham:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above-referenced plans and recommends Approval for the 680, including 102 (15%) MPDUs in the overall project, as proposed in the Preliminary Plan, in Rockville, Maryland. Of the total project, 89 units will be developed as part of phase 1, including 14 (15.7%) MPDUs, as proposed in the Site Plan.

An Agreement to Build must be submitted to, reviewed, and executed by DHCA before building permits are obtained from the Department of Permitting Services (DPS). The final MPDU locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build stage. No more than 40% of units per floor may be designated MPDUs. The bedroom ratio for MPDUs must follow the bedroom ratio set in the market rate units in the multifamily development.

Sincerely,

Maggie Gallagher, Program Manager I Affordable Housing Programs Section

Myt Gallyl

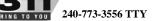
Division of Housing

Landlord Tenant Affairs

Multifamily Housing



Affordable Housing





Marc Elrich
County Executive

Christopher R. Conklin *Director*

November 4, 2024

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

> RE: Preliminary Plan No. 120240100 Loehmann's Plaza Preliminary Plan Letter

Dear Ms. Graham:

We have completed our review of the preliminary plan uploaded to eplans on September 17, 2024. A previous version of the plans was reviewed by the Development Review Committee at its May 21, 2024, meeting. This plan is scheduled for the November 21st, 2024, Planning Board meeting. We recommend approval of the plans subject to the following comments:

Significant Comments

 MCDOT, through a consultant, conducted an analysis and assessment of a possible realignment of the Randolph Road and Parklawn Drive intersection. The draft report, Dated October 11, 2024, is currently under review.

Existing Roadways

2. Randolph Road is classified as a Town Center Boulevard (A-90) with 4 existing lanes and a minimum right-of-way (ROW) of 100 feet. Per Complete Streets, the applicant will need to dedicate additional right-of-way to incorporate the separated bikeway and sidewalk along their frontage.

Office of the Director

montgomerycountymd.gov/311

- a. The certified preliminary plan shall reflect the following proposed frontage improvements from the edge curb to the property line along the entirety of the project's frontage (shown on Plan Sheet 08-PREL-120240100-008 09/17/2024):
 - i. Section B-B:
 - 8-foot street buffer
 - 10-foot bike path
 - 4-foot pedestrian/bike buffer
 - 6-foot sidewalk
 - ii. Section B1-B1:
 - 5-foot street buffer
 - 10-foot bike path
 - 7-foot pedestrian/bike buffer (power pole to remain)
 - 6-foot sidewalk
- b. If the board requires utilities to be undergrounded, the roadway cross sections at Randolph Road should be revisited during the Certified Site Plan to remove the bikeway's shifts around utility poles as currently shown.
- 3. Parklawn Drive is classified as a Town Center Boulevard (A-64) with 4 existing lanes and a minimum right-of-way (ROW) of 80-feet. The applicant will need to dedicate additional right-of-way to incorporate the sidepath along their frontage per Complete Streets.
 - a. The certified preliminary plan shall reflect the following proposed frontage improvements from the edge curb to the property line along the entirety of the project's frontage (shown on Plan Sheet 08-PREL-120240100-008 09/17/2024):
 - i. Section A-A:
 - 7-foot street buffer
 - 10-foot sidepath
 - 1-foot maintenance strip
- 4. Putman Road is classified as a Neighborhood Street that requires a minimum 60-foot right-of-way (ROW) per Montgomery County Code 49-32.c. Plat #9574 shows the current ROW is 60-feet. Based on this plat, additional dedication is not necessary.
 - a. The certified preliminary plan shall reflect the following proposed frontage improvements from centerline of the road to the property line along the entirety of the project's frontage (shown on Plan Sheet 08-PREL-120240100-008 09/17/2024):
 - i. Section F-F:
 - 10.5-foot travel lane
 - 8-foot parking

- 6-foot buffer
- 6-foot sidewalk

Proposed Roadways

- Lauderdale Drive is the proposed south extension that connects Randolph Road to the proposed Macon Road. MCDOT <u>accepts</u> the applicant's the following roadway cross-section:
 - a. Section C-C from centerline to property line (62-ft ROW):
 - 10.5-foot drive lane
 - 8-foot parking
 - 6-foot buffer
 - 6-foot sidewalk
 - 1-foot maintenance strip next to the proposed townhouse side only
 - b. Section K-K entire cross-section west to east (65-ft ROW):
 - 1-foot maintenance strip
 - 6-foot sidewalk
 - 12.5-foot buffer
 - 12-foot drive lane
 - 11-foot turning lane
 - 10.5-foot drive lane
 - 6-foot buffer
 - 6-foot sidewalk

NOTE: The site is designed for circulation for vehicles up to a single- unit truck (SU-30), with limited exceptions for sized WB-50 truck. WB-50 loading is restricted to a westbound left-turning movement at the intersection of Randolph Road and Lauderdale Drive and a westbound right-turn at the Parklawn Drive/driveway access. All other loading movements are limited to a single unit truck (SU-30).

- 6. Macon Road is the proposed extension connecting the eastern side of Macon Road to Parklawn Drive. MCDOT <u>accepts</u> the applicant's interim roadway cross-section:
 - a. Section E-E from centerline to the proposed building (50-ft ROW):
 - 10.5-foot drive lane
 - 8-foot parking
 - 6-foot buffer
 - 6-foot sidewalk
 - b. Section E1-E1 from centerline to the proposed building (50-ft ROW):
 - 10.5-foot drive lane

- 14-foot buffer
- 6-foot sidewalk
- c. Note that there is an existing retaining wall that will need to be removed by the applicant for the construction of the proposed extension of Macon Road. Before the issuance of the first building permit associated with the Phase 3 Site Plan, the applicant must remove any remaining sections of the retaining wall along Macon Road and underground any utilities to accommodate future Macon Road frontage improvements on the south side of the road.
- 7. Before submittal of the Phase 2 Site Plan, the applicant must submit a sight distance analysis for the intersection of Parklawn Drive and Macon Road/existing driveway that demonstrates minimum County safety requirements are met. Otherwise, access to this entrance will need to be restricted accordingly.
- 8. MCDOT agrees with the interim and ultimate designs at the intersection of Lauderdale Drive and Randolph Road:
 - a. Interim (Phase 1): The existing island (hot right) along Lauderdale will be removed by the Applicant. The crosswalk will be combined for bicycles and pedestrians, and the traffic post with appurtenances will remain in place.
 - b. Ultimate (Phase 3): The applicant will relocate the traffic light post and appurtenances. At this stage, the protected cross section will be finalized, with separate crosswalks for pedestrians and bicycles.
- 9. The access onto Alley G and Exit from Alley G onto Macon Road are too close to the Parklawn Drive intersection. At the time of the site plan, reconfigure the southwest residential block to gain access from the Private Road West, thus eliminating both accesses shown on Macon Road. Additionally, the sight distance at this intersection does not meet the requirements.
- 10. The applicant will improve the intersection at Putman and Macon Road by removing the existing turnaround curvature to create a T intersection.

11. Road Grade:

a. The horizontal and vertical grades for the proposed County Maintained Road meet ASHTO and Montgomery County's standards.

12. Sight Distance:

a. The following sight distance studies have been accepted. A copy of the accepted Sight Distances Evaluation certification forms is enclosed for your information and reference. The applicant is responsible to ensure sight distance which should be clear of any existing or proposed obstructions within the line of sight (tree trimming and/or removal, relocation of existing utility pole, removal of street parking etc.) to achieve a minimum sight distance in each direction.

- i. Longstone Way (new) approaching Lauderdale Drive (New)
- ii. Longstone Way (new) approaching Putnam Road (Exist)
- iii. Lauderdale Drive (new) approaching Randolph Road (exist)
- iv. Putnam Road (exist) approaching Randolph Road (exist)
- v. Putnam Road turning right into Macon Road
- vi. Lauderdale Drive turning into Macon Road
- vii. Macon Road turning into Putnam Road
- b. Note that proposed parking impedes sight distance in certain instances; therefore, these parking spaces will need to be removed. The certified plan will have to reflect this change.
- c. The sight distance at the existing driveway leading to Parklawn Drive complies with the County's sight distance requirements, provided that the existing tree obstructing the line of sight is removed. However, the sight distance at Macon Rd (new) approaching Parklawn Drive (existing) has not been approved. It will need to be re-examined with MCDOT, Planning, and DPS as per comment 7 above.
- 13. **Storm Drain Study:** The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.

14. Transportation Demand Management (TDM) Plan Requirements

TDM provisions of County Code 42A-26 apply to this development application. An owner or applicant for a development located in a District in an Orange Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 160,000 gross square feet (gsf). The Loehmann's Plaza development project, located in the North Bethesda TMD (White Flint 2 Planning Area) and Orange Policy Area, proposes to develop more than 160,000 gsf. Hence, Level 3 TDM Results 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 project Non-Auto Driver Mode Share (NADMS) goal of 52/60 percent, which is 10% higher than the base the 42/50 percent NADMS goal for the White Flint 2 Planning Area (for residents and employees), and related commuting goals for that project.

The Applicant shall coordinate with MCDOT Commuter Services Section (CSS) staff: Samuel Damesa at Samuel.Damesa@montgomerycountymd.gov or (240) 777-8384 and James Carlson at James.Carlson@montgomerycountymd.gov or (240) 777-8382 to implement the aforementioned recommendations of the Transportation Demand Management (TDM) plan for the new development project.

Standard Comments

- 15. 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.
- 16. All proposed roadway horizontal centerline radius should be shown on the plan and should meet the minimum requirements per the road classification. Please review Montgomery County's Code, Chapter 50 for specifications.
- 17. Protected intersections are suggested by the Bicycle Master Plan at the following intersections:
 - Putman Road and Randolph Road
 - Lauderdale Drive and Randolph Road
 - Midway cross-section at Parklawn Drive
- 18. There is an existing bus stop with shelter on Putman Road that will need to be relocated nearside Lauderdale Drive on Randolph Road. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate location of the shelter, taking the separated bike lanes into consideration and any other improvements needed. Mr. Miller may be contacted at 240 777-5836 or at Wayne.Miller2@montgomerycountymd.gov.
- 19. No permanent structures are allowed in the public right-of-way.
- 20. No steps, stoops, balconies or retaining walls for the development are allowed in county right-ofway. No door swings into county ROW.
- 21. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
- 22. Provide a minimum 6 ft continuous clear pathway (no grates) along all public streets.
- 23. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
- 24. Ensure curve radii of 15 ft, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travel ways.
- 25. Parking locations to be reviewed and completed during signing and marking stage. The applicant must meet PROWAG standards at the time of right-of-way permit.
- 26. Since the proposed development will alter or impact existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) as well as the communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), the developer will be required to submit plans of proposed and 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 upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.

- 27. 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.
- 28. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
- 29. Stop sign locations, crosswalks and markings will be shown on the signing and marking plans and be reviewed and approved at the right-of-way permit stage.
- 30. 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.
- 31. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
- 32. 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.
- 33. Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by MCDPS.
- 34. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - a. Street grading, paving, buffers, sidewalks, bike facilities and handicap ramps, storm drainage and appurtenances, and street trees along Randolph Road and Parklawn Drive per Significant Plan Review Comments.
 - b. Curbs and gutters, sidewalks and handicap ramps (if any), storm drainage and appurtenances, streetlights and street trees Lauderdale Drive, Macon Road, and Putman Road per Significant Plan Review Comments.

- Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT <u>Storm Drain Design Criteria</u>) within the County rights-of-way and all drainage easements.
- d. Permanent monuments and property line markers, as required by Section 50.4.3(G) of the Subdivision Regulations.
- e. Developer shall provide streetlights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

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

Sincerely,

Brenda M. Pardo, Engineer III

Brenda M. Pardo

Development Review Team
Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120240100 Loehmann's Plaza\120240100-Loehmann's Plaza-DOT Preliminary Plan Letter 11.4.24

Attachments: Approved Sight Distance Study

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
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

I hereby certify that this i	nformation is
accurate and was collect	ted in accordance
with these guidelines.	.mullin.

<i>fush M Breigh</i> a Signature	No. 35287 No. 35287 STONAL ENGLISHMENT
_35287 PLS/PE MD Reg. №	
10-10-24	
Date	

Montgomery County Review:		
X Approved		
Disapproved: By: Branda M. Pardo		
Date: 11/4/2024		

Lo Dr	ngstone (New) –	Way (new) ap SIGN CONTRO	proaching Laude LLED INTERSE	erdale CTION
CLASS Secondary Residential				
SPEED (MPH) 25 MPH (Future)			ure)	
	_	A 2222 4 6 1	ING MOTOR VEHIC	. = 0
٩L				
VERTICAL		TARGET (FT)	MEASURED (FT)	OK?
VE	L	155	301	Y
	R	155	315	Y
Hoi	RIZONTAL	A PPROACH	ING MOTOR VEHIC	LES
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.5%	280	280	Υ
R	1.5%	240	360	Y
Ho	RIZONTAL	APPRO	ACHING BIKEWAYS	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.5%	80	N/A	Υ
R	1.5%	80	N/A	Υ
Ho	RIZONTAL	APPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A		
R	%	N/A		
		Сомме	NTS	
Left Sight distance acceptable – no street parking				
and some street trees. Limited by end of road				
Right Sight distance is acceptable, restricted by an allowable street tree.				
No Bikeway on Lauderdale.				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				



DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

I hereby certify that this accurate and was collect	
with these guidelines.	OF MARY
	No. 35287
And M Branchan	No. 35287 SCISTERED TO THE STATE OF THE STA
Signature	_

Signature	
35287	
PLS/PE MD Reg. №	
10-10-24	
Date	

Montgomery County Review:		
X Ap	proved	
Disapproved:		
BF. re	nda M. Pardo	
Date:	11/4/2024	

Longstone Way (new) approaching Putnam Rd (Exist) – SIGN CONTROLLED INTERSECTION				
	CLASS Secondary Residential			
SPEED (MPH) 25 MI			25 MPH (POS	TED)
		APPROACH	ING MOTOR VEHIC	LES
CAL		TARGET (FT)	MEASURED (FT)	OK?
VERTICAL	L	155	308	Υ
	R	155	300	Υ
Hoi	RIZONTAL	Approach	ING MOTOR VEHIC	LES
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	5%	290	290	Υ
R	5%	250	250	Υ
Hoi	RIZONTAL	A PPRO	ACHING BIKEWAYS	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	80	N/A	Y
R	1.3%	80	N/A	Y
Ho	RIZONTAL	APPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A		
R	%	N/A		
	0: 1.1	Сомме		
Left Sight distance acceptable through the intersection. Limited by a bend in the road				
Right sight distance limited by proposed parking. Parking placed at minimum.				
No Bikeway on Putnam road to evaluate				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				



DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

ENGINEER/ SURVEYOR CERTIFICATE

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

Auch M Breithan	No. 35287 No. 35
Signature	
35287	
PLS/PE MD Reg. №	
10-10-24	
Date	

Montgomery County Review:
X Approved
Disapproved: By: Parda M. Pardo
Date:11/4/2024

Lauderdale Drive (new) approaching Randolph				
	Road (exist) – SIGNALIZED INTERSECTION CLASS Urban Arterial			
C				
	SPEE	D (MPH)	35 MPH (POS	TED)
	_	A PPROACH	ING MOTOR VEHIC	LES
ICAL		TARGET (FT)	MEASURED (FT)	OK?
VERTICAL	L	250	452	Υ
	R	250	442	N/A
110		A	Мо \/	. = 0
HO	RIZONTAL		ING MOTOR VEHIC	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	390	410	Y
R	1.3%	335	550	Y
Ho	RIZONTAL	A PPRO	ACHING BIKEWAYS	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	80	288	Υ
R	1.3%	80	294	Y
Ho	RIZONTAL	A PPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A		
R	%	N/A		
COMMENTS				
Left Sight distance limited by existing street				

Left Sight distance limited by existing street curvature and existing light pole. Crosswalk and stop bar to be installed that pushes sight distance measuring point to 30'. Signalized intersection, per AASHTO pg 671, this sight triangle not needed.

Right Sight distance is not applicable as this is a divided roadway that is controlled by a signal. If evaluated, exceeds minimums set by AASHTO.

Bikeway sight distance evaluated to be acceptable.

Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection



DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this info	rmation is
accurate and was collected	l in accordance
with these guidelines.	William William

Andr M. Breedhan	No. 35287 No. 35287 SOISTEED
Signature	
35287	
PLS/PE MD Reg. №	
10-10-24	
Date	

Montgomery County Review:
X Approved
Disapproved:
By: Brenda M. Pardo
Date:11/4/2024

Putnam Rd (exist) approaching Randolph Rd (exist) – SIGN CONTROLLED INTERSECTION				
CLASS Urban Arterial				
SPEED (MPH)		35 MPH (POSTED)		
APPROACHING MOTOR VEHICLES				
ICAL		TARGET (FT)	MEASURED (FT)	OK?
VERTICAL	L	250	390	Υ
	R	250	335	Y
Ног	RIZONTAL	APPROACH	ING MOTOR VEHIC	LES
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	390	550	Υ
R	1.3%	335	375	Υ
Hoi	RIZONTAL	A PPRO	ACHING BIKEWAYS	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	80	245	Y
R	1.3%	80	341	Y
Ho	RIZONTAL	APPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A		
R	%	N/A		
COMMENTS				
Left Sight distance limited by future street trees but exceeds minimums if measured at 6' behind curb.				

Right sight distance, considering newly constructed development meets minimums per AASHTO guidance.

Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection



DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

I hereby certify that this in	formation is
accurate and was collecte	ed in accordance
with these guidelines.	ammin,

Andr M. Branchan	No. 35287
Signature	
35287	
PLS/PE MD Reg. №	
10-10-24	
Date	

Montgomery County Review:		
X Approved		
Disapproved: By:Brenda M . Pardo		
Date:11/4/2024		

Putnam Rd turning right into Macon Rd – SIGN				
		NTROLLED IN		
CLASS Primary Residential				
	SPEE	D (MPH)	25 MPH (POS	TED)
	Approaching Motor Vehicles			
ICAL		TARGET (FT)	MEASURED (FT)	OK?
VERTICAL	L	155	350	Y
	R	155	412	Y
Но	RIZONTAL	Approach	ING MOTOR VEHIC	LES
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.0%	280	450	Y
R	5.0%	250	255	Υ
Ho	RIZONTAL	A PPRO	ACHING BIKEWAYS	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.0%	80	N/A	
R	5.0%	85	N/A	
Ho	RIZONTAL	APPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A	N/A	
R	%	N/A	N/A	
COMMENTS Left Sight distance Not limited. Existing condition that cannot be changed. No Street parking identified.				
Right sight distance is limited by future proposed street trees.				
Bikeway does not exist on Macon Road				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				



DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

I hereby certify that this	information is
accurate and was colled	cted in accordance
with these guidelines.	WILL OF MARY
	NA Marine Comment

Andr M. Bradhan	No. 35287 No. 35287 SOUTH OF THE PROPERTY OF
Signature	
35287	
PLS/PE MD Reg. №	
·	
10-10-24	
Date	

Montgomery County Review:			
x Approved			
Disapproved: By: Brenda M. Pardo			
Date:11/4/2024			

La	Lauderdale Drive turning into Macon Rd – SIGN			
		NTROLLED IN		
С	CLASS Primary Residential			
	SPEED (MPH) 25 MPH (future)			
	_	Approach	ING MOTOR VEHIC	LES
ICAL		TARGET (FT)	MEASURED (FT)	OK?
VERTICAL	L	155	280	Υ
	R	155	380	Υ
Но	RIZONTAL	APPROACH	ING MOTOR VEHIC	LES
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	5.0%	290	290	Υ
R	1.0%	240	240	Υ
Ho	RIZONTAL	A PPRO	ACHING BIKEWAYS	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	5.0%	80	N/A	
R	1.0%	80	N/A	
Ho	RIZONTAL	A PPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A	N/A	
R	%	N/A	N/A	
		Сомме	NTS	
	Left Sight distance limited by future street parking and future street trees.			
Right sight distance is limited by future street parking and future street trees.				
Bik	Bikeway does not exist on Macon Road			
obs	Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection			



DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

I hereby certify that this info	rmation is
accurate and was collected	l in accordance
with these guidelines.	ammu.

And M. Bredha Signature	No. 35287 No. 35
35287 PLS/PE MD Reg. №	
10-10-24	
Date	

Montgomery County Review:	
X Approved	
Disapproved:	
ByBr <u>enda M. Pard</u> o	
Date:11/4/2024	

	Macon Rd turning into Putnam Rd – SIGN CONTROLLED INTERSECTION			
С	CLASS Primary Residential			
	SPEED (MPH) 25 MPH (future)			ure)
	_	A PPROACH	ING MOTOR VEHIC	LES
SAL		TARGET (FT)	MEASURED (FT)	OK?
/ERTICAL	L	155	400	Υ
>	R	N/A	N/A	
Hor	RIZONTAL	APPROACH	ING MOTOR VEHIC	LES
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.0%	280	280	Υ
R	0.0%	N/A	N/A	
Ног	RIZONTAL	A PPRO	ACHING BIKEWAYS	
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.0%	80	N/A	
R	0.0%	80	N/A	
Ho	RIZONTAL	A PPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A	N/A	
R	%	N/A	N/A	
Rig inte	Left Sight distance limited by future street trees and Intersection. Street trees placed to allow for AASHTO requirement. Right sight distance is non existent due to type of intersection Bikeway does not exist on Putnam Road Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection			



DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120240100

Project Name: Loehman's Plaza

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this	information is
accurate and was colle	cted in accordance
with these guidelines.	OF MARY
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Judy M. Breedhou	No. 35287
Signature	
35287	
PLS/PE MD Reg. №	
11-1-24	
Date	

Montgomery County Review:
Approved
Disapproved:
By: INFORMATION ONLY
Branda M. Pardo

	Macon Rd (exist) approaching Parklawn Dr (exist) – SIGN CONTROLLED INTERSECTION			
CLASS Urban Arterial				
	SPEED (MPH) 30 MPH (POSTED			TED)
Approaching Motor Vehicles				
;AL		TARGET (FT)	MEASURED (FT)	OK?
VERTICAL	L	250	400	N
>	R	250	N/A-MEDIAN	N/A
Ho	RIZONTAL	A PPROACH	ING MOTOR VEHIC	LES
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	335	335	Y
R	1.3%	290	N/A-MEDIAN	N/A
HORIZONTAL APPROACHING BIKEWAYS				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	80	335	Y
R	1.3%	80	187	Y
Ho	RIZONTAL	A PPROACHING	SIDEWALK (IF DIR	ECTED)
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A		
R	%	N/A		
COMMENTS				
Lef	Left Sight distance limited by existing street			

Left Sight distance limited by existing street curvature and existing street trees. Condition of this intersection establishes a right turn out only.

Right Sight distance is not applicable as this is a divided roadway that is controlled by a signal. Bikeway sight distance evaluated as bike in roadway and deemed to be acceptable.

Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich County Executive Rabbiah Sabbakhan Director

November 4, 2024

Mr. Andrew Bradshaw, PE Johnson, Bernat, Associates, Inc. 205 N. Frederick Avenue, Suite 100 Gaithersburg, Maryland 20877

Re: Stormwater Management **CONCEPT** Request

for Loehmann's Plaza Redevelopment

5200 Randolph Road

Preliminary Plan #: 120240100

SM File #: 291224

Tract Size/Zone: 9.74 Acres
Total Concept Area: 10.16 Acres

COMBINED STORMWATER MANAGEMENT

CONCEPT/SITE DEVELOPMENT

STORMWATER MANAGEMENT PLAN for

Loehmann's Plaza Redevelopment

Phase 1

Site Plan #: 820240120 Tract Size/Zone: 9.74 Acres

Total Concept Area: 3.88 Acres (Phase 1)

Parcel(s): C, Block 5

Watershed and Class: Lower Rock Creek/I

Redevelopment (Yes/No): Yes

Dear Mr. Bradshaw:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of micro-bioretention townhouse planter boxes, micro-bioretention roadside planter boxes and structural storage in a Storm Filter vault for volume not able to be treated in ESD measures. A partial waiver is hereby granted due to the density of the site and redevelopment criteria.

This approval includes a Site Development Plan approval for Phase 1 only. Prior to Planning Board approval of the Site Plan for any future Phase, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued for that Phase by DPS. Each Site Development Plan revision submittal must specifically refer to the appropriate Phase.

The following items will need to be addressed during the detailed sediment control/stormwater management plan for Phase 1:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.



- 2. An engineered sediment control plan must be submitted for this project.
- 3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
- 4. At the Site Development Stormwater Management Plan stage for Phase 2, please provide some practices which promote infiltration, due to acceptable infiltration rates being achieved in the area currently designated in Phase 2 as Upland Park.
- 5. There are existing DEP assets #12580, #12543, and #12566, all Stormceptors, which fall within the limit of disturbance. At final design stage, these assets must be shown and their removal must be detailed on the plans. The existing stormwater management easements and covenants must be terminated and extinguished when the new easements are dedicated.
- 6. This project is proposed to be developed in three phases. As each phase is developed, stormwater management must be provided for that phase without dependence on a future phase to meet the requirement. If full ESDv cannot be achieved, any waiver fees must be paid for that phase prior to permit issuance.
- 7. All underground facilities are required to comply with Water Resources Technical Policy No. 4 regarding access requirements.
- 8. This approval is conditioned on a reduction in drainage area and safe conveyance of stormwater runoff to the existing storm drain outfall channel at the end of Putnam Road, which has been demonstrated by the applicant. If there are any changes to the drainage patterns, the need for 10-year detention onsite or offsetting improvements will be evaluated at that time.

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

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

Mr. Andrew Bradshaw, PE November 4, 2024 Page 3 of 3

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

Sincerely,

Mark Cheridge Mark Etheridge, Manager Water Resources Section

Division of Land Development Services

cc: Neil Braunstein SM File # 291224

Overall Site ESD: Required/Provided 57,688 cf / 11,200 cf PE: Target/Achieved: 1.84"/0.36" STRUCTURAL: 20,210 cf WAIVED: 26,278 cf.

Phase 1 ESD: Required/Provided 19,936 cf / 4,440 cf PE: Target/Achieved: 1.84"/0.41" STRUCTURAL: 8,090 cf WAIVED: 7,446 cf.



Department of Permitting Services Fire Department Access and Water Supply Comments

DATE: 06-Nov-24

TO: Andrew Bradshaw - abradshaw@jba-inc.net

Johnson Bernat Associates

FROM: Marie LaBaw

RE: Loehmann's Plaza

120240100

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **05-Nov-24**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.

2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

*** Parking restrictions to be submitted at site plan ***

*** See statement of performance-based design ***

*** See plan for other items to be submitted at site plan ***



Johnson ♦ Bernat ♦ Associates, Inc.

November 1, 2024

S Marie LaBaw, PhD, PE Fire Department Access and Water Supply Department of Permitting Services 2425 Reedie Drive, 7th Floor Wheaton, MD 20902

Statement of Performance Based Design

Re: Loehmann's Plaza
5200 Randolph Road
North Bethesda, MD
Preliminary Plan #120240100

FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from ommisions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

BY: 5 MC FM: 43 DATE: 11/6/2024

1. Ground floor occupancies' main side hinged doors are not located within 50' of fire department vehicular access as required in NFPA 1 Sec. 18.2.3.2.1.

Fire department access can be provided at the rear of these townhomes (access to the rear of the units is within 50' of the fire department access lane). The front door of these townhomes will remain within 150' of the same fire department access lane serving the rear of the townhome.

Thank you for your consideration.

Jush M Bredhan

Sincerely,

Johnson ♦ Bernat ♦ Associates, Inc.

Andrew M. Bradshaw, P.E.

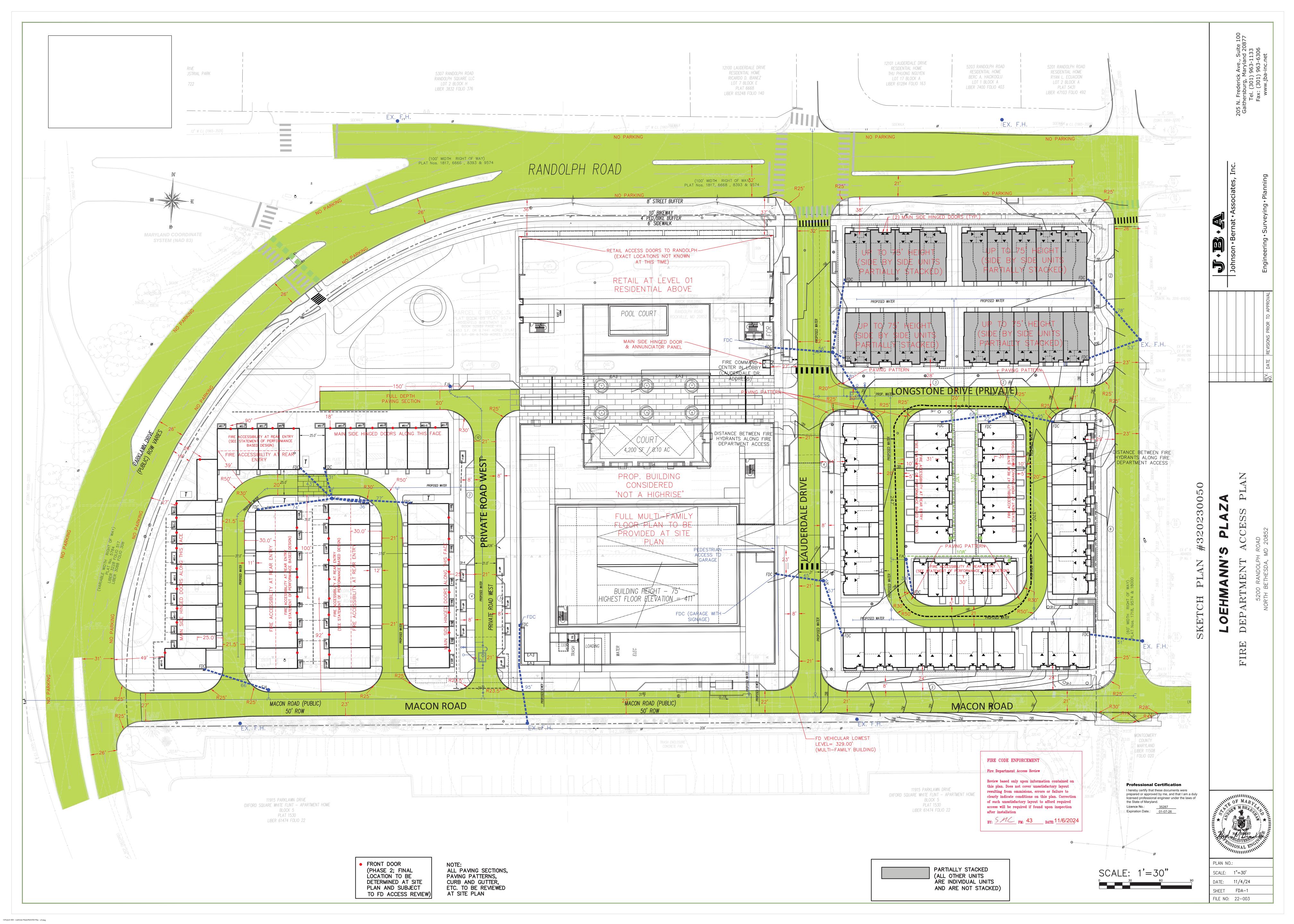
Project Manager



Professional Certification

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

Licence No.: <u>35287</u>
Expiration Date.: <u>1-7-26</u>





Department of Permitting Services Fire Department Access and Water Supply Comments

DATE: 06-Nov-24

TO: Andrew Bradshaw - abradshaw@jba-inc.net

Johnson Bernat Associates

FROM: Marie LaBaw

RE: Loehmann's Plaza

820240120

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **05-Nov-24**.Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.

2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

*** See statement of performance-based design ***



Johnson ♦ Bernat ♦ Associates, Inc.

October 28, 2024

S Marie LaBaw, PhD, PE Fire Department Access and Water Supply Department of Permitting Services 2425 Reedie Drive, 7th Floor Wheaton, MD 20902

Statement of Performance Based Design

Re: Loehmann's Plaza 5200 Randolph Road North Bethesda, MD Site Plan #820240120

FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from ommisions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

BY: 5 MC FM: 43 DATE: 11/6/2024

1. Ground floor occupancies' main side hinged doors are not located within 50' of fire department vehicular access as required in NFPA 1 Sec. 18.2.3.2.1.

Fire department access can be provided at the rear of these townhomes (access to the rear of the units is within 50' of the fire department access lane). The front door of these townhomes will remain within 150' of the same fire department access lane serving the rear of the townhome.

Thank you for your consideration.

Just M Breighon

Sincerely,

Johnson ♦ Bernat ♦ Associates, Inc.

Andrew M. Bradshaw, P.E. Project Manager



Professional Certification

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

Licence No.: <u>35287</u>
Expiration Date.: 01-07-26



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Date: ___10/31/2024

Fire Lane Establishment Order

Pursuant to Section 22-33, Montgomery County Code, 1971, as amended, you are hereby notified that a Fire Lane has been established as described in this order. You are hereby ordered to post fire lane signs and paint curbs/pavement as identified below. When signs or paint work has been completed, this order will authorize the enforcement of this Fire Lane by appropriate police or fire officials. Compliance with this order must be achieved within 30 days of receipt when any of the following conditions are met:

- One or more structures addressed from the subject road are occupied;
- The road or accessway is available for use and at least one building permit for an address on the subject road has been issued; or
- The road or accessway is necessary fire department access.

LOCATION: 5200-5296 Randolph Road, Rockville, Maryland 20852

Delineate all areas where indicated by signs and/or paint.

■ SIGNS -- (See attached diagram for location of sign placement)





(Red letters on white background)

Signs must be posted so that it is not possible to park a vehicle without being in sight of a sign. Signs may be no further apart than 100 feet.

□ PAINT -- (See attached diagram when painting is required)

Paint must be traffic yellow with lines of Sufficient width to be readily identifiable/ readable by motor vehicle operators.

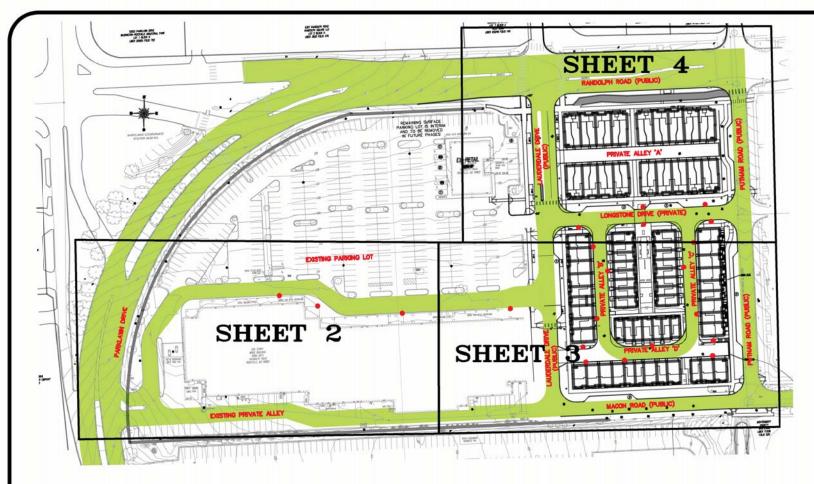
Signature of Order Writer/I.D. #

Cc: Fire Code Enforcement Section Attachment: Fire Lane Diagram

FIRE LANE ESTABLISHMENT FORM

BUILDING OR SUBDIVISION NAME: Loehmann's Plaza		
FIRE LANE LOCATION/ADDRESS:		
5200-5296 Randolph Road, Rockville, Maryland 20852		
See attached drawing for designated fire lanes:		
I have received the drawing and instructions for installing the designated fire lanes on property not owned by state or local government.		
NAME AND TITLE OF PROPERTY REPRESENTATIVE Rosenfeld Investiments, LLC c/o NAME: Rosenfeld Realty Company, Inc. TITLE: Owner /Authorized Signatory		
SIGNATURE:		
PHONE: DATE: 11/5/2024		
ADDRESS (where processed order will be mailed): 5910 Connecticut Avenue, #151429 Chevy Chase, MD 20825		
The designated fire lanes are the minimum necessary for fire/rescue access and are in accordance with Section 22-33 of the Fire Safety Code.		
NAME: SIGNATURE:		
STA.#: I.D.#: DATE:		
Comments:		
Fire Lane Installed Per Order		
NAME: DATE:		

0092N/23



SHEET INDEX:

SHEET 1 COVER SHEET — KEY MAP
SHEET 2 FIRE LANE SIGNAGE PLAN
SHEET 3 FIRE LANE SIGNAGE PLAN
SHEET 4 FIRE LANE SIGNAGE PLAN
SHEET 5 FIRE LANE CHARACTERISTICS
SHEET 6 FIRE LANE SIGNAGE DETAILS



LOEHMANN'S PLAZA

FIRE LANE SIGN PLAN

SHEET 1 OF 6

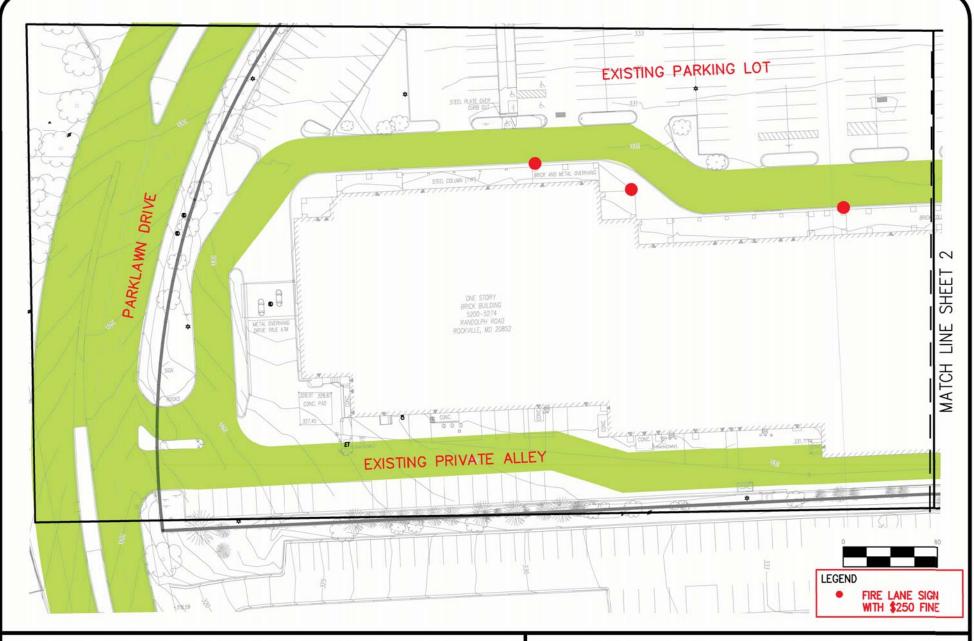
DATE: 10/31/2024



Johnson · Bernat · Associates, Inc.

205 N. Frederick Ave, Suite 100 Gaithersburg, Maryland 20877 Tel. (301) 963-1133 Fax: (301) 963-6306

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LOEHMANN'S PLAZA

FIRE LANE SIGN PLAN

SHEET 2 OF

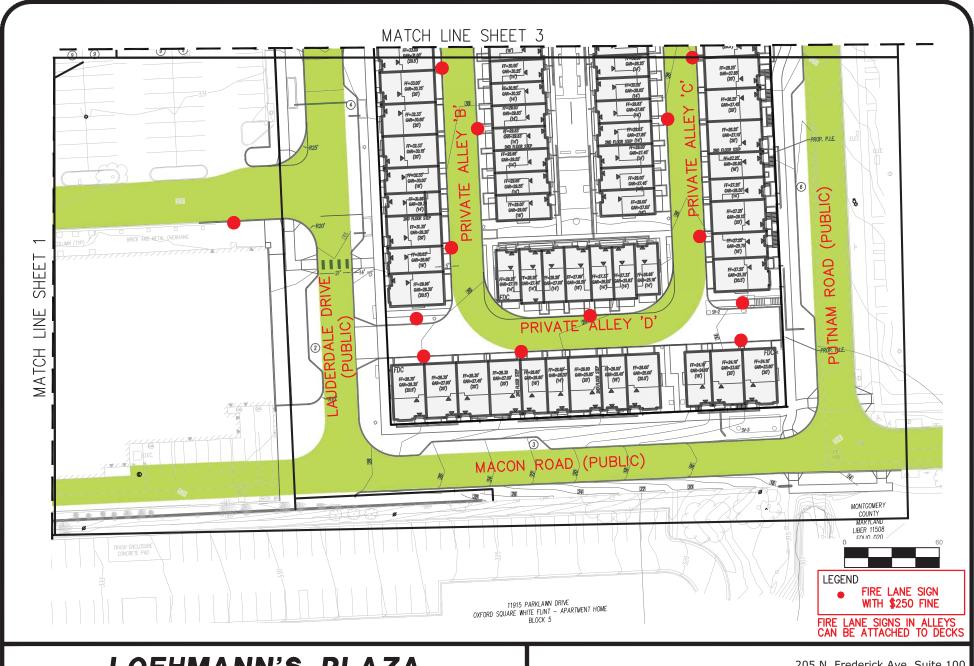
DATE:

10/31/2024



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LOEHMANN'S PLAZA

FIRE LANE SIGN PLAN

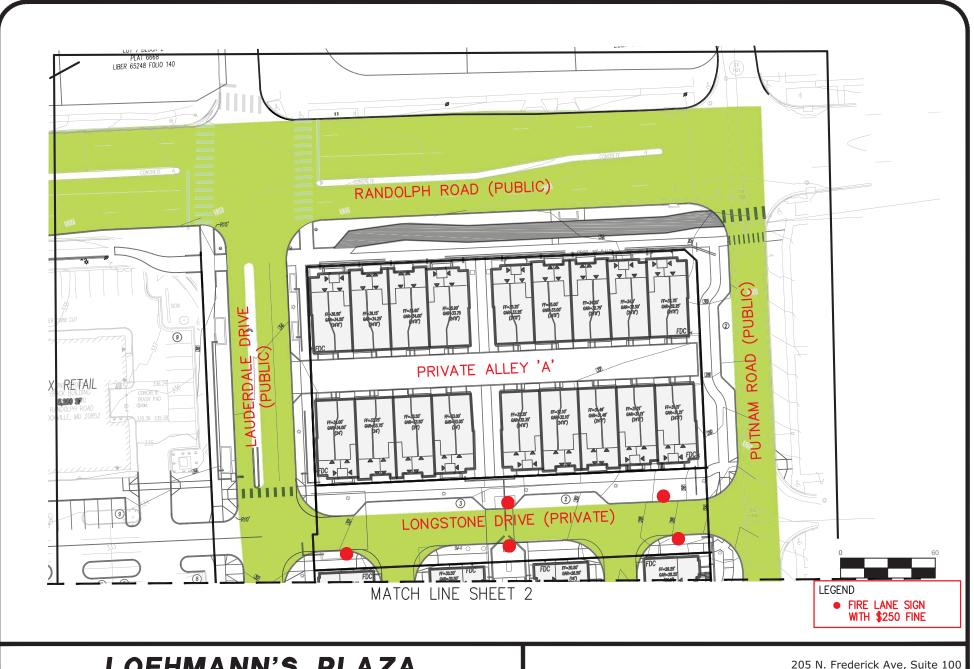
SHEET 3 OF 6

DATE: 10/31/2024 J·B·A

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LOEHMANN'S PLAZA

FIRE LANE SIGN PLAN

4 OF 6 10/31/2024 SHEET DATE:

J·B·A

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Characteristics

The signs are to be all-season durable with red reflective lettering on a white background.

Where Required

Fire lane signs may be required in areas that meet the following criteria:

- Fire department access roadways with clear and unobstructed pavement width less than 28 feet wide - Signs shall be posted on both sides and/or per direction from the Fire Marshal.
- Fire department access roadways with clear and unobstructed pavement width between 28 feet wide and 36 feet wide - Signs shall be posted on one side only and/or per direction from the Fire Marshal.
- Fire department access roadways with clear and unobstructed pavement width exceeding 36 feet wide - Fire lane restrictions per direction from the Fire Marshal.
- Fire department access roadways with limiting factors such as traffic calming devices, heavy volume, access to high risk occupancies, etc - Fire lane restrictions per direction from the Fire Marshal.

Installation

Installation of the NO PARKING signs shall meet all of the following requirements:

- One at the beginning of the restriction (one arrow pointing towards the restriction zone).
- One at the end of the restriction (one arrow pointing back into restricted zone).
- One *at least* every 100 ft within the restricted area (double arrow pointing in each direction, to indicate the continuing restriction).
- Spaced evenly within the restriction (for straight curbs/zones). For example, if the parking
 restriction zone is 200 ft long, only one double arrow sign is required at a distance of 100 ft from
 the beginning of the restriction. If the restriction zone is 250 ft long, two double arrow signs are
 required; spaced evenly from each other and from the beginning/ending signs.
- Spaced so that at least one readable sign is visible in front of a parked vehicle from any point along the restriction (for curved curbs/zones and areas that may present visual obstacles).
- Set at an angle of no fewer than 30 degrees and no more than 45 degrees with the lane of traffic flow visible to approaching traffic.

Some areas may need additional fire lane signs. Review by the Fire Marshal's office will identify additional requirements.

Other Fire Lane Designations

MCFRS Office of the Fire Marshal *may* require other designations such as curb painting in addition to signs. Per *NFPA 1 Section 18.2.3.5* where required by the AHJ, approved signs or other approved notices shall be maintained to identify fire department access roads.

LOEHMANN'S PLAZA

FIRE LANE SIGN PLAN

SHEET 5 OF 6

DATE: 10/31/2024

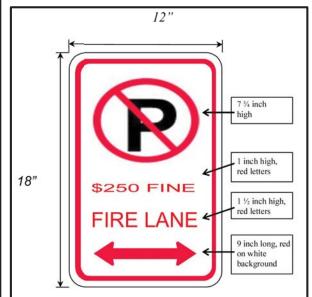


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SAMPLE SIGN



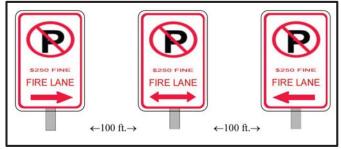




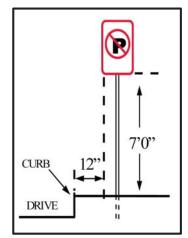
COUNTY SIGNS DETAIL

NOT TO SCALE

NOTE: Either sign may be used provided the same sign is used consistently.



SIGN SPACING DETAIL NOT TO SCALE



SIGN PLACEMENT DETAIL NOT TO SCALE

Per Montgomery County Executive Regulation 29–08AM, Fire Department apparatus access serving one and two family dwellings of three (3) stories or less, and having no window sill greater than twenty—seven (27) feet from grade on the same side of the structure as the access route, may be twenty—six(26) feet wide and allow parking on one side, if there are fifty (50) foot long operting bays at a maximum interval of three hundred (300) feet.

Per Montgomery County Code

31-17 No Parking within 35 feet of an intersection

31-19 No Parking withing 5 feet of a driveway

31-20(b) No Parking within 15 feet of a fire hydrant

No Parking within 20 feet of painted crosswalk

No Parking within 30 feet of traffic control signal/ device

LOEHMANN'S PLAZA

FIRE LANE SIGN PLAN

SHEET 6 OF 6

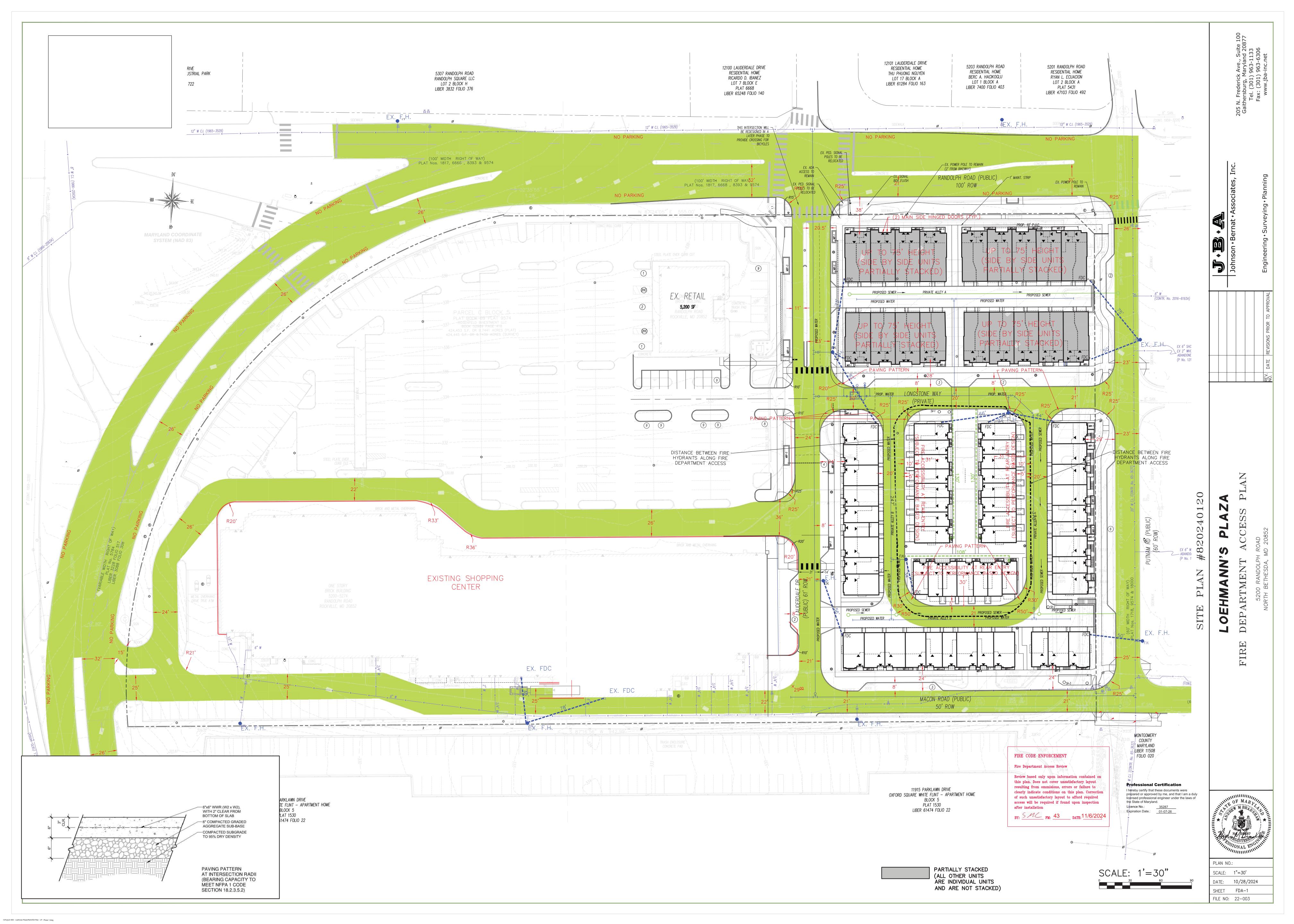
DATE: 10

10/31/2024

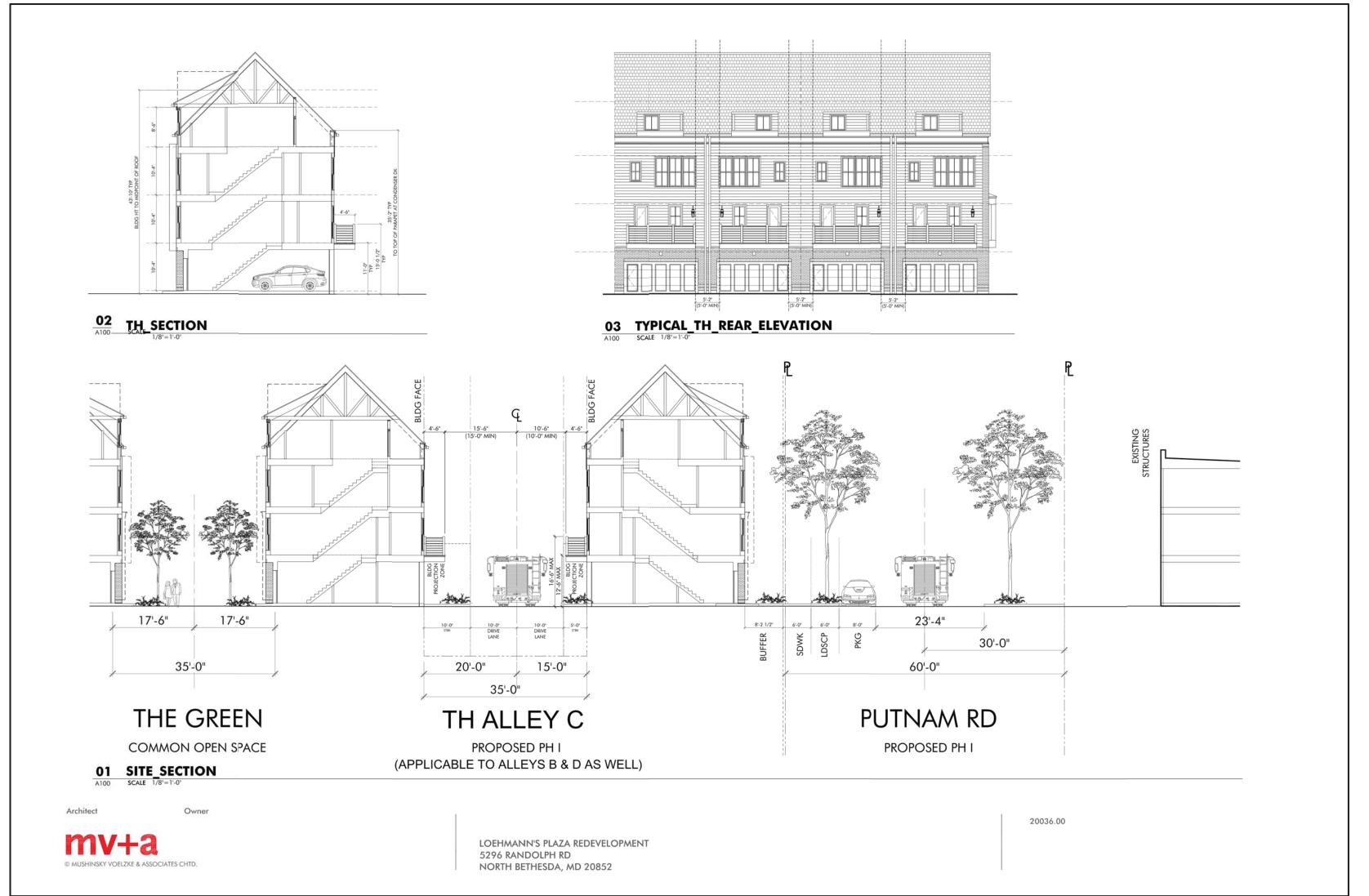


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NOT TO SCALE

l:\Proj\22-003 - Loehman Plaza\Plot\FDA Plan - LP - Phase 1.dwg

NOT TO SCALE





cuments were , and that I am a duly er under the laws of PLAN NO.:

SCALE: AS SHOWN

DATE: 10/28/24

SHEET FDA-2

FILE NO: 22-003

Professional Certification

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

Licence No.:

35287

Expiration Date.:
01-07-26

FIRE CODE ENFORCEMENT

Fire Department Access Review

after installation

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from ommisions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection

BY: 5 MC FM: 43 DATE: 11/6/2024

ATTACHMENT F

AFFIDAVIT OF COMMUNITY MEETING

I hereby certify that a community meeting was held virtually on January 29, 2024 at 7:00 pm through the Zoom Meeting platform, with an optional dial-in number, in advance of the filing of the applications for Preliminary Plan and Site Plan (Phase 1) for the Loehmann's Plaza (5200 Randolph Road) project located at 5200 Randolph Road, Rockville, Maryland. The presentation materials were made available to the public for download on January 24, 2024, in advance of the meeting, on the previously advertised website.

I solemnly affirm that first class mail and email notice was properly given and the said community meeting was held in accordance with the Zoning Ordinance requirements and development procedures, as modified by the Planning Department for virtual community meetings in response to the COVID-19 public health emergency.

Signature

Robert R. Harris

Print Name

Attorney for the Applicant

Title

Sworn and subscribed to before me this 5% day of February, 2024

DOROTHY R. TITMAN
Notary Public - State of Maryland
Prince George's County
My Commission Expires Nov 4, 2024

Coraty 12 III

Printed Name of Notary Public

My Commission Expires:

11-4-24



MINUTES

PRE-FILING COMMUNITY OUTREACH MEETING

JANUARY 29, 2024

REPORTED BY ROBERT HARRIS

Applicant held a pre-filing community meeting on January 29, 2024 in connection with anticipated Preliminary Plan of Subdivision and Site Plan applications for a project known as "Loehmanns Plaza" (Sketch Plan approval # 320230050).

Applicant explained the anticipated filing of the Preliminary Plan and Site Plan applications to implement the Sketch Plan approval from the Planning Board. The Preliminary Plan will include the entire property and the Site Plan will relate to the first phase on the eastern one third of the property. Applicant showed plans for the entire property and for the first phase as well as the anticipated incorporation of a grocery store into a remaining part of the shopping center and the future construction of a park at the western side. Nine people signed in to attend.

Applicant answered questions about: (1) parking for the townhouse units; (2) low carbon/solar/geothermal possibilities; (3) traffic calming and the connection to Macon Road; (4) any rental unit occupancy restrictions; (5) rent range and delivery date; (6) any possible road closures of Putnam Road; (7) timing of potential grocer and park construction.

The meeting ended at approximately 7:25 PM.

5690723.1 95220.001



Robert R. Harris Attorney 301-841-3826

rrharris@lerchearly.com

January 12, 2024

RE: Loehmann's Plaza, 5200 Randolph Road, Rockville

Preliminary Plan and Site Plan (Phase 1) Applications - Pre-Submission Community Meeting

Dear Neighbor:

On behalf of Rosenfeld Investments LLC (the "Applicant"), we are writing to inform you of the plans for redevelopment of the Loehmann's Plaza property located at 5200 Randolph Road in Rockville, Maryland (the "Property"). The Property is zoned CR-1.75, C-0.5, R-1.5, H-75' ("Commercial Residential 1.75"). The total net tract area is approximately 10.89 acres. The Applicant will be submitting a Preliminary Plan Application for a mixed-use development including up to 40,000 square feet of retail use and up to 710,000 square feet of residential use (with up to 680 dwelling units). The Applicant will be concurrently submitting a Site Plan Application for Phase 1 of the site inclusive up to 84 dwelling units, with the rest of the development to occur in future years.

In compliance with the County's Zoning Ordinance, a pre-submission community meeting will be held to share our plans with you and give you an opportunity to provide input. You can join the virtual meeting as follows:

Date/Time: Monday, January 29 at 7:00 PM¹

Virtual Location: https://bit.ly/3RIjMjz

Dial In: 1-301-715-8592 Meeting ID: 861 3683 6887 Passcode: 991854

Presentation slides available: on January 24 at https://bit.ly/3S6Mtb9

Comments can be made during the meeting via noted methods. Comments can be made outside the meeting by e-mail to rrharris@lerchearly.com. Please note that if your computer does not have a microphone and you would like to provide comments during the meeting, you will need to use the call-in number provided above or through the Zoom chat.

The Applicant will be filing the Applications with the Maryland-National Capital Park and Planning Commission ("M-NCPPC") shortly after the meeting. Once filed, the Applications will be assigned application numbers. For more information about the development review process, please contact M-NCPPC at 301-495-4610 or visit their website at www.montgomeryplanning.org.

Because this meeting will be held virtually, we are asking you to provide your name and complete contact information for inclusion on the meeting attendee list at https://forms.office.com/r/Zkp1vgGDvk. If you would like to be added to the mailing list for future project updates, please make that selection when completing your information. The link to provide your contact information will remain available until noon of January 30th. We look forward to meeting with you (virtually) on January 29th.

Sincerely,

Robert R. Harris

5643729.1 95220.001

¹ You may join the meeting from your computer, tablet or smartphone. You may also dial in using just your phone.