

# Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Date Mailed:

November 19, 2024

MCPB No. 24-109

Sketch Plan No. 32021012A

**Rose Village**

Date of Hearing: October 31, 2024

## 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 October 21, 2021, the Planning Board, by Resolution MCPB No. 21-107, approved Sketch Plan No. 320210120 for up to 2,113,393 square feet of residential uses and up to 469,643 square feet of commercial uses for a cumulative density of up to 2,583,037 square feet of mixed-use development on 21.56 acres of CR-2.75, C-1.5, R-2.25, H-200 zoned-land, located at Montrose Parkway to the north, Towne Road to the east, Executive Boulevard to the south and to the west and known as Parcel E in the Washington Science Center Subdivision as shown on Tax Map GQ 562 ("Initial Sketch Plan Property") in the White Flint Metro Station Policy Area and 2018 *White Flint 2 Sector Plan* ("Sector Plan") area; and

WHEREAS, on August 7, 2024, Washington Science Center Joint Venture ("Applicant") filed an application for approval of an amendment to the previously approved sketch plan to update the project design and scope to reflect a portion of the site being removed from the approval and to extend the Sketch Plan validity period for three years to allow up to 980,266 square feet of total development with up to 297,266 square feet of non-residential development and up to 683,000 square feet of residential development on an 11.88-acre portion of the Initial Sketch Plan Property ("Subject Property"); and

WHEREAS, Applicant's application to amend the sketch plan was designated Sketch Plan No. 32021012A, Rose Village ("Sketch Plan," "Amendment," 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 21, 2024, providing its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

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Approved as to  
Legal Sufficiency:

/s/ Emily Vaias  
M-NCPPC Legal Department

WHEREAS, on October 31, 2024, 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 4-0; Chair Harris, Vice Chair Pedoeem, and Commissioners Bartley, and Hedrick, voting in favor, Commissioner Linden being necessarily absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 32021012A to update the project design and scope to reflect a portion of the site being removed from the approval and to extend the Sketch Plan validity period for three years to allow up to 980,266 square feet of total development with up to 297,266 square feet of non-residential development and up to 683,000 square feet of residential development, subject to the following binding elements and conditions:<sup>1</sup>

- A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:
1. Maximum density and height;
  2. Approximate location of lots and public dedications;
  3. General location and extent of public open space;
  4. General location of vehicular access points; and
  5. Public benefit schedule.

All other elements are illustrative.

- B. Conditions. This approval is subject to the following conditions, which supersede all previously approved conditions of approval:

1. **Density**

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

2. **Height**

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

3. **Incentive Density**

The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation*

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<sup>1</sup> For the purpose 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.

*Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a) Major Public Facility achieved through a proportional financial contribution towards a school or a park within the Sector Plan area with details to be determined prior to approval of the first Site Plan, and construction of a one-acre privately owned and publicly accessible Civic Green.
- b) Transit Proximity achieved through the Property's location within ½ mile of the proposed north entrance to the North Bethesda Metrorail Station on Rockville Pike (Level 1).
- c) Connectivity and Mobility, achieved by providing fewer than the maximum number of parking spaces allowed under the Zoning Ordinance.
- d) Diversity of Uses and Activities achieved by providing 15% of the residential units as Moderately Priced Dwelling Units (MPDUs).
- e) Quality of Building and Site Design, achieved through above-grade structured parking and public open space.
- f) Protection and Enhancement of the Natural Environment achieved through the purchase of building lot terminations.

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

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

#### **5. MCDOT**

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

#### **6. Coordination for Future Regulatory Applications**

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

### Design

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

### Open Space

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

### Transportation

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

### Environment

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

**7. Validity**

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

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<sup>2</sup>, with conditions of approval, that the necessary elements of the Sketch Plan, as amended, are appropriate in concept and appropriate for further review at the 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 11.88 acres zoned CR-2.75, C-1.5, R-2.25, H-200. The data table below demonstrates the Application’s conformance to the applicable development standards of the zone.

**Data Table**

	<b>Sketch Plan No. 320210120</b>		<b>Amendment No. 32021012A</b>	
<b>Development Standard</b>	<b>Permitted/ Required</b>	<b>Approved</b>	<b>Permitted/ Required</b>	<b>Approved</b>
<b>Tract Area</b>	n/a	21.56 ac (939,286 sf)	n/a	11.88 ac (517,402 sf)
<b>Tract Area - Prior Dedication</b>	n/a	74,489 sf	n/a	47,048 sf
<b>Tract Area - Proposed Dedication</b>	n/a	67,481 sf	n/a	8,809 sf
<b>Site Area (tract area minus dedications)</b>	n/a	18.24 ac (797,316 sf)	n/a	10.60 ac/ (461,545 sf)
<b>Mapped Density (max)</b>				
<b>Residential</b>	2.25 FAR/ 2,113,393 sf	2.25 FAR/ 2,113,393 sf	2.25 FAR/ 1,164,155 sf	1.32 FAR/ 683,000 sf
<b>Commercial</b>	1.5 FAR/ 1,408,929 sf	0.5 FAR/ 469,643 sf	1.5 FAR/ 776,103 sf	0.57 FAR/ 297,266 sf

<sup>2</sup> The findings herein supersede previously approved Sketch Plan findings.

	Sketch Plan No. 320210120		Amendment No. 32021012A	
<b>Total</b>	2.75 FAR/ 2,583,037 sf	2.75 FAR/ 2,583,037 sf	2.75 FAR/ 1,164,155 sf	1.89 FAR/ 980,266 sf
<b>MPDU requirement (min)</b>	15%	15%	15%	15%
<b>Building Height (max average)</b>	200 ft	85 ft (Bldgs. A-D) 175 ft (Bldg. E) 200 ft (Bldg. F) 160 ft (Bldg. G)	200 ft	85 ft (Bldgs. C, F) 60 ft (Bldg. D) 30 ft (Bldg. E) 100 ft (existing office building to remain)
<b>Public Open Space (min)</b>	79,489 sf (10%)	100,000 sf (12.6%)	46,155 sf (10%)	78,500 sf <sup>1</sup> (17%)
<b>Vehicle Parking Spaces</b>	2,861 (min) 4,643 (max)	2,912	1,292 <sup>2</sup> (min)/ 2,006 (max)	1,569

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

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

b. Intent of the CR Zone

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

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

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

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

#### Design and Connectivity

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

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

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

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

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

#### Public Facilities

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

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

#### Environmental Sustainability

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

Important natural resources recommendations are to:

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

Important water quality recommendations are to:

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

Significant air quality recommendations are to:

- Increase forest and tree cover.
- Incorporate building design features that keep roofs cool, such as green roofs or cool roofs.



- Prioritize environmental public benefit points for tree canopy cover and energy conservation.
- Promote site and building design for energy conservation.

Along with public open spaces, Building Lot Terminations (BLTs) are the primary environmental sustainability measures included with this Amendment, as BLTs are required for optional method projects in the CR Zone. While the BLTs will help preserve land in the Agricultural Reserve, they will not improve the environment in the Rose Village development or in the White Flint area. As the Project design progresses, the Applicant should provide sustainable features to enhance the development, including vegetated roofs, cool roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to further the Sector Plan recommendations.

#### Public Benefits

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

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

The Sketch Plan Amendment will advance the Sector Plan's recommended public benefits with a one-acre civic green, 15% MPDUs, and by providing a proportional payment towards a school or public park.

#### Transportation Network

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

Improvements will be provided along all frontages. These improvements as well as the new public road (B-2) and all private roads designs are consistent with the 2024 *Complete Streets Design Guide*, 2018 *White Flint 2 Sector Plan*, 2019 *White Flint 2 Design Guidelines*, and 2018 *Bicycle Master Plan*. This includes a sidepath along Josiah Henson Parkway, separated bike lanes on Towne Road and Road B-2, and a two-way separated bike lane facility on Executive Boulevard. More details and technical evaluation will be provided as part of subsequent Administrative Subdivision and Site Plan(s) review and as part of the anticipated Mixed Income Housing Plan. Existing Breezeways are located across the street from the Property along the east side of Towne Road and along the north side of Josiah Henson Parkway.

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

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

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

The Project will provide office use, retail, and multifamily housing that will enhance the employment and housing choices near the North Bethesda Metrorail Station. In addition to housing, mobility will be improved by this Project. Bicycle facilities recommended in the 2018 *Bicycle Master Plan* will be implemented and will provide safe and convenient connections to major community destinations, including to the nearby Metrorail station. Buildings will line the new and existing streets.

Therefore, the development will be pedestrian friendly, and the civic green will offer necessary amenities for new and existing residents and office users.

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

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

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

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

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

The Amendment proposes over 100 points in six categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of future Site Plan(s).

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

As discussed above on pages 6-10 of this Resolution, the Project substantially conforms to recommendations of the 2018 *White Flint 2 Sector Plan*.

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

The Project is compatible with existing and pending nearby development. Density and heights are below the limits set by the zone, and the Project will serve as a

transition between the dense mixed-use development at Pike and Rose to the east and the lower intensity development west of the Property.

The Project also includes a new street system with short blocks (including the extension of Stonehenge Place to Executive Boulevard), multiple points of access to surrounding roadways, and sidewalks to facilitate non-motorized circulation both internal and external to the Property. These improvements, along with the Project's civic green and streetscape improvements, are intended to strengthen linkages between existing neighborhoods to the Subject Property – including Wilgus, which is to the north of Applicant's Project, and Pike and Rose and the Rockville Pike corridor to the east. The Pike and Rose mixed-use neighborhood, which includes restaurants, retail, entertainment, a hotel, and multifamily homes, is directly across Towne Road to the east.

South and east of the Property is the Bethesda North Marriott Hotel & Conference Center complex, as well as recently approved mixed-use development along Old Georgetown Road. Across Josiah Henson Parkway to the north is the recently approved mixed-use development for the Wilgus property. A sketch plan and preliminary plan have been approved for the 16.64-acre Wilgus property. The Phase I site plan (Site Plan No. 820210080 - Northpark at Montrose), with townhouses and stacked two-over-two multifamily units, is currently under construction. The Applicant's proposal aims to create a cohesive environment with these existing and proposed developments at key intersections.

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

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

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

MCDOT has raised concerns about the intersection spacing between the Josiah Henson Parkway and Towne Road intersection and the new proposed intersection of Josiah Henson Parkway and Street C. Per section 50.4.3.E.2.f. of the county code, the minimum distance between intersections on a Parkway Road classification is 800 feet. A recent request to reclassify the roadway as a Downtown Boulevard was made

as part of the *Master Plan of Highways and Transitways 2024* Technical Update. However, this reclassification has not been completed. Furthermore, as a Downtown Boulevard the intersection spacing per section 50.4.3.E.2.f. of the county code is 400 feet. The proposed intersection spacing is approximately 367 feet. This issue will require further coordination at the time of the Administrative Subdivision.

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

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

Parking and loading are proposed within each building. Vehicular access to Building C will be provided via Street A. Buildings D and F will have vehicular access from Street B. Vehicular access to Building E will be provided via Street C. An existing office building at the center of the Property will remain as well as an adjacent 3 level parking garage. The Sketch Plan proposes an expansion of the existing parking garage to the north. Access to the existing parking garage and expansion will be provided via Streets D and C. Vehicular access to the existing office building will be provided via Street D. All private streets as well as public road B-2 are anticipated to have on-street parallel parking. A total of 1,569 parking spaces are proposed for the Sketch Plan area. This preliminary calculation will be evaluated and finalized at the time of each Site Plan.

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

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

Road B-2, Josiah Henson Parkway and Street C, Towne Road and Street D, Towne Road and Street B, and Executive Boulevard and Old Georgetown Road; and evaluate protected intersections along Road B-2 at the intersections of Street B and Street A.

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

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

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

**Public Benefit Points**

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

Public Benefit	Maximum Points Allowed	Approved in Concept No. 320210120	Approved in Concept No. 32021012A
Total Points- 100 required	-	162	158

**Major Public Facility**

*Park/School Contribution*

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

*Civic Green*

The Planning Board approves in concept 38 points for the construction of the one-acre civic green which is the main open space feature of the development, according to the Sector Plan recommendation. The Civic Green is anticipated to be delivered as the first phase of the Project, and it will remain under private ownership with a public access easement. The number of points requested has increased since the prior Sketch Plan approval because the calculation is based on the tract size, which has changed for this Amendment.

**Transit Proximity**

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

**Connectivity and Mobility**

*Minimum Parking*

Up to 10 points for minimum parking can be provided for fewer than the maximum allowed number of parking spaces, where a maximum is applicable. At this time, the Planning Board supports six (6) points for the provision of minimum parking.

**Diversity Of Uses and Activities**

*Moderately Priced Dwelling Units*

The Planning Board approves in concept 32 points for providing 15% of the dwelling units as MPDUs. Twelve points are allowed for every percentage point over the required 12.5% MPDUs.

**Quality Building and Site Design**

*Structured Parking*

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

*Public Open Space*

The Planning Board approves in concept 7 points for providing more than the required amount of public open space. The designation of public open space will be determined at Site Plan.

**Protection and Enhancement of the Natural Environment**

*Building Lot Terminations*

One BLT, equivalent to 9 points, must be purchased or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5 percent incentive density floor area. At this time, the Planning Board supports 10 points for the purchase of approximately 1.089 BLTs.

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

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



The Applicant anticipates submitting an Administrative Subdivision Plan<sup>3</sup> and an MIHC Plan after approval of the Sketch Plan Amendment. The Administrative Subdivision Plan will include all lots and roads for the Amendment and the adjacent MIHC; phasing of right-of way dedications and improvements will be determined at that time. Site Plan approval will be required before construction of any buildings within the Sketch Plan area.

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

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 *White Flint 2 Sector Plan*, or other requirements; and

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

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Rose Village, Sketch Plan No. 32021012A, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

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

November 19, 2024

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

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<sup>3</sup> Under Section 50-6.1.G, a lot created for an MIHC can be approved through an Administrative Subdivision process.

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 4-0-1; Chair Harris, Vice Chair Pedoeem, and Commissioners Bartley, and Hedrick, voting in favor of the motion, Commissioner Linden abstaining, at its regular meeting held on Thursday, November 14, 2024, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair  
Montgomery County Planning Board