

## WILGUS II AT NORTHPARK

### SKETCH PLAN AMENDMENT NO. 32019007A



Request to reduce the Project's previously approved total density which includes a reduction in residential square footage, the removal of commercial uses, a change in unit type (mid- and high-rise multifamily to townhouses), and revisions to conditions of approval and public benefits. The Property is located at the northwest quadrant of the intersection of Josiah Henson Parkway and Towne Road on the remaining 4.02-acres out of 16.64-acres tract of land.

COMPLETED: 2/13/2025

PLANNING BOARD HEARING DATE: 2/27/2025

MCPB ITEM NO.

## Planning Staff



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### LOCATION/ADDRESS

Intersection of Josiah Henson Parkway and  
Towne Road, northwest quadrant

### MASTER PLAN

2018 *White Flint 2 Sector Plan*

### ZONE

CRN-0.75, C-0.0, R-0.75, H-50; CR-2.0, C-0.25, R  
1.75, H-75; and CR-2.0, C-1.0, R-1.5, H-200

### PROPERTY SIZE

4.02 acres (out of 16.64 acres tract)

### APPLICANTS

Wilgus Montrose Associates, LLC &

Tri Pointe Homes DC Metro Inc.

### ACCEPTANCE DATE

November 27, 2024

### REVIEW BASIS

Zoning – Chapter 59

### Summary:

- Staff recommends approval with conditions of the Sketch Plan Amendment.
- The Applicant requests approval to decrease the overall project density from the previously approved 1,274,498 square feet (1.76 FAR) to 1,030,662 square feet (1.43 FAR). Commercial density is proposed to be removed from the Project, whereas residential density is proposed to increase by 4,873 square feet. Request to replace the previously approved multi-unit dwellings with two-unit dwellings.
- The Applicant requests revisions to the public benefits points which include the removal of elements that were associated with the multifamily buildings such as structured parking, façade treatment for garages, cool roof, vegetated roof, and wider pedestrian areas fronting the multifamily building.
- While changes are proposed to the site layout, the Applicant is not proposing any changes to the delivery of 0.44-acres of public open space previously conditioned in Phase IV.
- The Project continues to provide a minimum of 15 percent MPDUs.
- Staff has not received public correspondence on this Application.

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## SECTION 1: RECOMMENDATIONS AND CONDITIONS

### SKETCH PLAN 32019007A

Staff recommends approval of Wilgus/ Northpark at Montrose II, Sketch Plan Amendment No. 32019007A, for up to 1,030,662 square feet of residential density on 16.64 acres of land split-zoned CR-2.0, C-1.0, R-1.5, H-200, CR-2.0, C-0.25, R-1.75, H-75, and CRN-0.75, C-0.0, R-0.75, H-50, in the 2018 *White Flint 2 Sector Plan*. The following site development elements are binding under Section 59.7.3.3.F:

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

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

### **Modified Conditions**

The following Section B (Conditions No. 1, 2, and 7) modifies the previously approved conditions from Sketch Plan No. 320190070, as follows (the deleted text is in strikethrough, new text is underlined). All other existing conditions of approval remain in full force and effect.

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

1. Density

The Sketch Plan is limited to a maximum of ~~1,274,498~~ 1,030,662 square feet of total development on the Subject Property, ~~which may include up to a maximum 1,025,789 square feet of for multi-unit and townhouse residential uses and up to a maximum 248,709 square feet of commercial uses.~~

2. 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 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be approved at Site Plan.

- a. Major Public Facility achieved through:

- i. Proportional financial contribution towards a school or a park with athletic fields within the Sector Plan area, with details to be determined when the Phase I site plan is approved.
  - ii. Dedication and construction of a public park identified on the Sketch Plan as the Central Public Park, subject to Parks Department review and approval of the proposed dedication.
  - iii. Provision of a bike share station.
- iv. b. Transit Proximity achieved through the Property's location within 1/4 and 1/2 mile, and 1/2 and 1 mile of the proposed north entrance to the North Bethesda Metrorail Station on Rockville Pike (Level 2).
- v. c. Connectivity and Mobility achieved by providing advance dedication and through-block connection.
- vi. d. Diversity of Uses and Activities achieved by providing 15% of the residential units as Moderately Priced Dwelling Units (MPDUs).
- ~~vii. e. Quality of Building and Site Design achieved through structured parking.~~
- viii. e. Protection and Enhancement of the Natural Environment achieved through building lot terminations (BLTs), ~~energy conservation and generation, and green roof and cool roof on high-rise buildings.~~

#### 7. Future Coordination for Preliminary Plan(s) and Site Plan(s)

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

- ~~i. Provision of façade treatments for exposed multi-level garage fronts.~~
- ~~j. Provision of street activation, particularly with the proposed multi-family dwellings. Widen pedestrian areas along proposed multi-family developments to accommodate greater pedestrian volumes associated with street activation and locate closer to the building façade.~~
- w. At the time of the Preliminary Plan amendment and Phase II Site Plan, the Final Forest Conservation Plan No. 820210080 must be amended.
- x. Submit an updated noise analysis.
- y. Incorporate the 2018 *White Flint 2 Sector Plan's* environmental sustainability recommendations into the Phase II Site Plan, such as providing multiple layers of native vegetation in landscaping, maximizing pervious areas wherever feasible, increasing forest and tree cover, using native plants, and encouraging green features (soft landscaping).
- z. Relocate the existing bus stop on Montrose Road east of Streamline Drive.

- aa. Explore providing an entryway and porch on the side elevations of the townhomes along Streamline Drive and the townhouse block west of the Eastern Urban Plaza to activate the internal street and public realm.
- bb. Explore replacing the stormwater management with the green lawn that is located at the intersection of Streamline Drive and Stonehenge Place with seating and lighting elements to activate the green space.

## SECTION 2: SITE DESCRIPTION

### VICINITY

The Subject Property (“Subject Property” or “Property”), outlined in red in Figure 1 below, consists of approximately 16.64 acres and was formerly known as Part of Parcel N (N273, N279, and N231), Parcel Q (N208), and Parcel R (N174), in the Washington Science Center Subdivision, as well as an area dedicated to public use for Montrose Parkway as depicted on Plat Nos. 13977, 20343, and 23187, which were recorded in the Land Records of Montgomery County on August 12, 1982, February 25, 1997, and July 1, 2005, respectively. Located within the White Flint district, the Subject Property is generally bounded by Montrose Road to the north, Towne Road to the east, Josiah Henson Parkway to the south, and East Jefferson Street to the west.



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

The Subject Property is within close proximity to a range of residential, office, retail, commercial, and institutional uses. Located across Towne Road to the southeast is the Pike and Rose mixed-use neighborhood with restaurants, retail, entertainment, hotels, and multifamily homes. Located across

Montrose Road to the north is the Jewish Community Center and Hebrew Home campuses, multifamily apartments, and office condominiums. The Property confronts the United States Postal Service Rockville Carrier Annex and low-rise professional offices to the east along East Jefferson Street. Nearby are numerous retail shopping centers along Rockville Pike, including Montrose Crossing, the Pike Center, and Federal Plaza.

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

To the north and west of the Subject Property is the Cherington townhouse community which is located at the corner of Montrose Road and East Jefferson Street and accessed from surrounding arterials via Stonehenge Place and Kings Bridge Way. To the south of the Subject Property, between Josiah Henson Parkway and Executive Boulevard, is a swath of commercial buildings containing approximately 2.3 million square feet of office uses.

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## PROPERTY DESCRIPTION

As shown in Figure 2, the Subject Property contains a revised Gross Tract Area<sup>1</sup> of 721,165 square feet, with a Site Area of 523,132 square feet, 38,023 square feet of new dedications, and 160,010 square feet of prior dedications for Josiah Henson Parkway, Montrose Road, Stonehenge Place, and East Jefferson Street. Per a series of record plats approved in association with Preliminary Plan No. 120200140, the Subject Property is comprised of 107 townhome lots, two (2) 2-over-2 lots, one (1) lot for a low-rise building, one (1) lot for two high-rise towers, 11 parcels for private roads and alleys, three (3) parcels for open space, and seven (7) HOA parcels.

Previously, with the exception of a 3,120-square foot automobile service station (Parcel Q (N208)) with access onto Montrose Road, the Subject Property was unimproved and had two distinctive tree stands, one which primarily consists of Black Walnuts and the other Tulip Poplars. Since approval of the Phase I Site Plan, the Property has been largely cleared west of Streamline Drive and new townhomes have been completed.

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<sup>1</sup> The gross tract area (GTA) and site area has been updated from Sketch Plan No. 320190070 based on the review of recent record plats and will be refined prior to the forthcoming Preliminary Plan amendment based on the most current County data.





*Figure 2: Subject Property for the Sketch Plan and Amendment*

At the time of this Amendment, the Property is under construction for the development of townhouses and two-over-two units associated with the Phase I Site Plan No. 820210080. There is an existing 10-foot-wide shared use path along Josiah Henson Parkway that will be widened and improved with Phase I construction.

The Property is split zoned: CRN-0.75, C-0.0, R-0.75, H-50, adjacent to the Cherington townhouses; CR-2.0, C-0.25, R-1.75, H-75, for the middle portion of the Property (including the area of the former gas station); and CR-2.0, C-1.0, R-1.5, H-200, for the area immediately west of Towne Road. The eastern part of the Site is situated within the White Flint Special Taxing District, whereas the western portion of the site (west of Northpark Drive) is not.

## SECTION 3: PROJECT DESCRIPTION

### PREVIOUS APPROVALS

#### Preliminary Plan No. 119990290

The Applicant submitted a Preliminary Plan application in 1998 for two office buildings (522,700 square feet) on a portion of the Subject Property, known as Wilgus East, which included a section of Josiah Henson Parkway (then known as Montrose Parkway). This application was withdrawn.

#### Preliminary Plan No. 11999029A

The Planning Board issued an Opinion on August 30, 2002 to approve two (2) office buildings consisting of 308,400 square feet on Wilgus East, which is in the southwest quadrant of Montrose Road and Towne Road, is approximately 6.6 acres, and consists of Parcel N174 and Parcel N231. The Applicant reached a Settlement Agreement with the County, which included 2.3 acres of land dedicated for the construction of Montrose Parkway and the Applicant's monetary contribution to the Parkway's construction. The 2.3-acre land dedication was recorded in May 2005 under Plat No. 23187.

The Planning Board approved an amendment and issued a Resolution dated October 27, 2004 which included a 61-month validity period for the APFO and a 49-month validity period for the Preliminary Plan. On July 10, 2008, the Planning Board approved Application No. 11999029A for extension of the Preliminary Plan validity period to November 27, 2009 to be coterminous with the APF validity period. In accordance with County Council action, the Preliminary Plan and the APF validity periods received automatic two-year extensions, extended for a total of 8 years. Accordingly, the Preliminary Plan and APF validity periods for Wilgus East were valid prior to March 31, 2009 and extended to November 27, 2017. A site plan was never filed in order to fully vest the preliminary plan. In 2016, in accordance with a recommendation for rezoning within the 2018 *White Flint 2 Sector Plan*, a Sectional Map Amendment was approved which rezoned the property to the CR Zone. This Preliminary Plan is superseded by Preliminary Plan No. 120200140.

#### Sketch Plan No. 320190070

The Planning Board approved the Wilgus Sketch Plan No. 320190070 through MCPB Resolution 19-106, dated August 1, 2019, for a mixed-use project of up to 1,274,498 square feet of total development. Sketch Plan No. 320190070 is comprised of up to 1,025,789 square feet of residential development (townhouse and multifamily dwelling units), including 15 percent Moderately Priced Dwelling Units (MPDUs), and up to 248,709 square feet of commercial development. The Sketch Plan approved maximum heights on the Subject Property, ranging from 50 feet in height for the townhouse units and

apartment buildings on the central and eastern portions of the Property, an apartment building of up to 85 feet in height on the eastern portion of the Property, and mixed-use buildings up to 200 feet in height on the Property’s eastern edge. In addition to the land use density described above, the Sketch Plan approved a conceptual alignment of the Site’s internal roadway network and circulation patterns.

Under the Sketch Plan specifically for Phases 4A and 4B<sup>2</sup>, a total of 126 dwelling units were approved in the 200-foot-tall apartment building located at the corner of Josiah Henson Parkway (formerly Montrose Parkway) and proposed Street C, to the east of a cluster of townhomes. Additionally, two (2) high rise apartment buildings with 250-dwelling units each were proposed. The multifamily residential building (with Towers A & B) located at the corner of Towne Road and Montrose Road was envisioned to have three-story linear units facing proposed Street C and retail at the ground floor facing Towne Road. The multifamily residential building was also envisioned to have three-story liner units at the ground floor interior. The two proposed high rise apartment buildings were oriented around the proposed 0.44-acre East Urban Plaza and through-block connection.



Figure 3: Illustrative of Approved Sketch Plan (outlined in red)

<sup>2</sup> Sketch Plan Phases 4A and 4B were later renamed/re-identified simply as “Phase IV” during the subsequent Preliminary Plan approval.

Preliminary Plan No. 120200140

The Planning Board approved Preliminary Plan No. 120200140, shown in Figure 3, through MCPB Corrected Resolution No. 20-065, dated October 15, 2020. Consistent with Sketch Plan No. 320190070, the Preliminary Plan approved a maximum of 1,040,789 square feet of total development, including a maximum of 1,025,789 square feet of residential uses and 15,000 square feet of non-residential uses, for a maximum of 745 dwelling units including up to 107 townhouse units on 107 lots, 638 multi-family units on four (4) lots (including two (2) lots for 34 stacked two-over-two multi-family units and two (2) lots for multi-family buildings), and 15,000 square feet of ground floor retail on one lot shared with multi-family units, with additional various park/open space parcels, private road parcels, and HOA parcels. In addition to the new lots, the Preliminary Plan approved site access and circulation, right-of-way dedication for both public and private streets, and frontage improvements. Preliminary Plan No. 120200140 also approved a Preliminary Forest Conservation Plan which included the removal of all 11.30 acres of forest area on the Subject Property and an associated variance for the removal of Protected Trees.



*Figure 4: Illustrative of Approved Preliminary Plan No. 120200140 (site limits outlined in red)*

The initial phasing schedule approved with Sketch Plan No. 320190070 was later revised with Preliminary Plan No. 120200140 as shown below. The phasing schedule throughout this report refers to the most recent phasing schedule under this Preliminary Plan approval.



*Figure 5: Approved Preliminary Plan No. 120200140 Phasing Schedule  
(Phase I Site Plan includes Phases I, II, and III highlighted in grey)*

Site Plan No. 820210080

A Site Plan for Phase I (Figure 6) of the mixed-use Project, including the Final Forest Conservation Plan for the entire site, was approved by the Planning Board on July 3, 2021, and memorialized in the Corrected Resolution No. MCPB 21-052 dated July 29, 2021. The approval encompassed the redevelopment of a portion of the Property with 107 townhouse units, 34 stacked two-over-two multifamily units, stormwater management, landscape buffer, open spaces and streets, including a central park, and the school and park contribution as public benefits. The Phase I Site Plan includes Phases I, II, and III, as envisioned through Preliminary Plan No. 120200140 (refer to Figure 5) and is currently under construction.

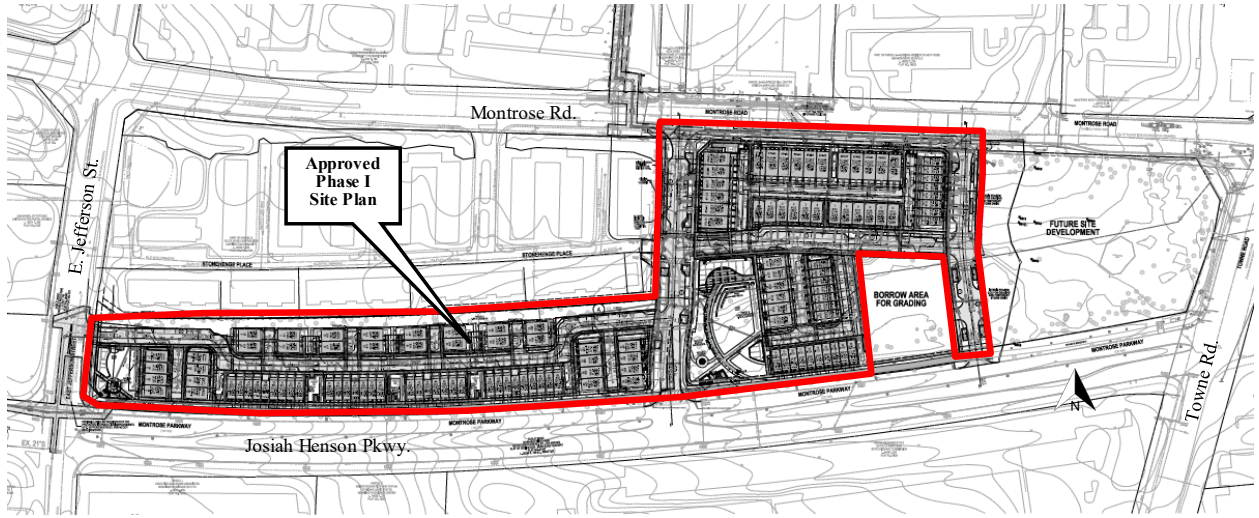


Figure 6: Approved Phase I Site Plan (outlined in red)

## PROPOSAL

Under the proposed Sketch Plan Amendment, the Applicant is requesting to decrease the overall project density from the previously approved 1,274,498 square feet (1.76 FAR) to 1,030,662 square feet (1.43 FAR). Commercial density is proposed to be entirely removed from the Project, whereas residential density is proposed to increase by 4,873 square feet. The overall density changes are shown in Table 1 below.

*Table 1: Proposed Sketch Plan Changes for Project Density & Units*

	<b>Residential Use</b>	<b>Commercial Use</b>	<b>Total Uses</b>
Previously Approved Sketch Plan	1,025,789 sf. (1.41 FAR)	248,709 sf. (0.34 FAR)	1,274,498 sf. (1.76 FAR)
Proposed Sketch Plan Amendment	1,030,662 sf. (1.43 FAR)	0 sf. (0 FAR)	1,030,662 sf. (1.43 FAR)
Proposed Change in square feet	4,873 sf.	- 248,709 sf.	- 243,836 sf.
Previous Unit Count for Phase IV <sup>3</sup>	604 units	n/a	n/a
Proposed Unit Count for Phase IV	138 units	n/a	n/a
Proposed Change in unit count for Phase IV	-466 units	n/a	n/a

The specific changes in unit count and overall square footage will be finalized at a future stage when the Preliminary Plan is amended. At this time, the Applicant envisions replacing the previously approved multi-unit living apartment units as described under Prior Approvals, including liner units and retail at the ground floor, along with their associated underground/structured parking. The Sketch Plan Amendment proposes replacing Phase IV with a total of 138 back-to-back two-unit (4-story) dwellings across seven (7) structures, as shown below in Figure 7. The Applicant proposes to construct this second phase (Phase IV) of the Wilgus/Northpark Project as a single phase (refer to approved phasing schedule in Figure 5).

<sup>3</sup> Following the approval of Sketch Plan No. 320190070, the Preliminary Plan No. 120200140 was approved by the Planning Board for up to a total of 745 units (107 townhouse lots; up to 638 multifamily dwelling units on four lots; and up to 15,000 square feet of ground-floor oriented retail). Previous Unit Count for Phase IV includes only dwelling units for the two (2) lots that are the subject of this current Sketch Plan Amendment. This figure excludes the 107 townhouses and 34-stacked two-over-two multifamily units that are currently under construction through the Phase I Site Plan.

Along with the proposed shift from high-rise multifamily residential to back-to-back two-unit dwellings, the Applicant proposes additional changes to the Sketch Plan which include:

- Minor revisions to relevant Binding Elements referred to in Condition A (i.e. density, approximate location of lots, the general location and extent of public open space, and the public benefit schedule) and the development Conditions in Condition B, to reflect the revised unit types and building footprints and to amend the Public Benefit Points schedule.
- Elimination of conditions 7.i and 7.j relating to the multifamily parking garage and pedestrian areas along multifamily development.

The Applicant has also submitted a revised Tract Area exhibit that refines and reduces the tract area, which changes the prior tract area from 16.64 acres to 16.56 acres due to a new review of recent record plats.

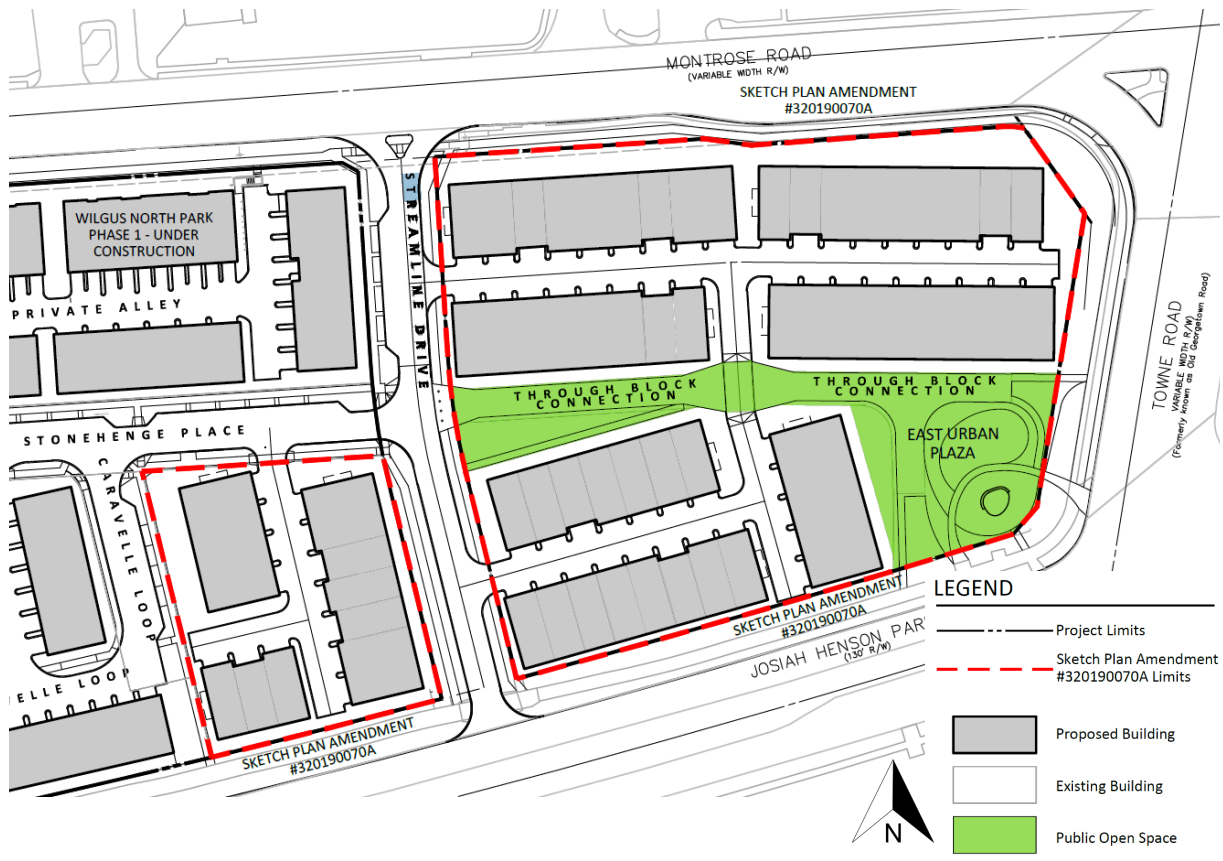


Figure 7: Proposed Sketch Plan Amendment



## BUILDING/ARCHITECTURE

The Applicant has provided architectural renderings for illustrative purposes showing traditional and industrial/transitional styles with various roof design options. Architectural design will be reviewed in detail during the Site Plan stage for Phases 4A and 4B which should reflect the architectural guidance provided in the *Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans* dated July 2019 and be compatible with surrounding existing uses. The Applicant anticipates that the remaining phases of development will complement the townhomes to the west of Streamline Drive and by adding to the street character with additional two-unit 4-story dwelling units along the street treated with high-visibility end-unit designs.

Future Site Plan reviews will focus on the ground floor design along Towne Road, Montrose Road, Josiah Henson Parkway, and Streamline Drive to create a human-scaled ground level with respect to the adjacent townhouses to the west and the multi-lane roads to the east.



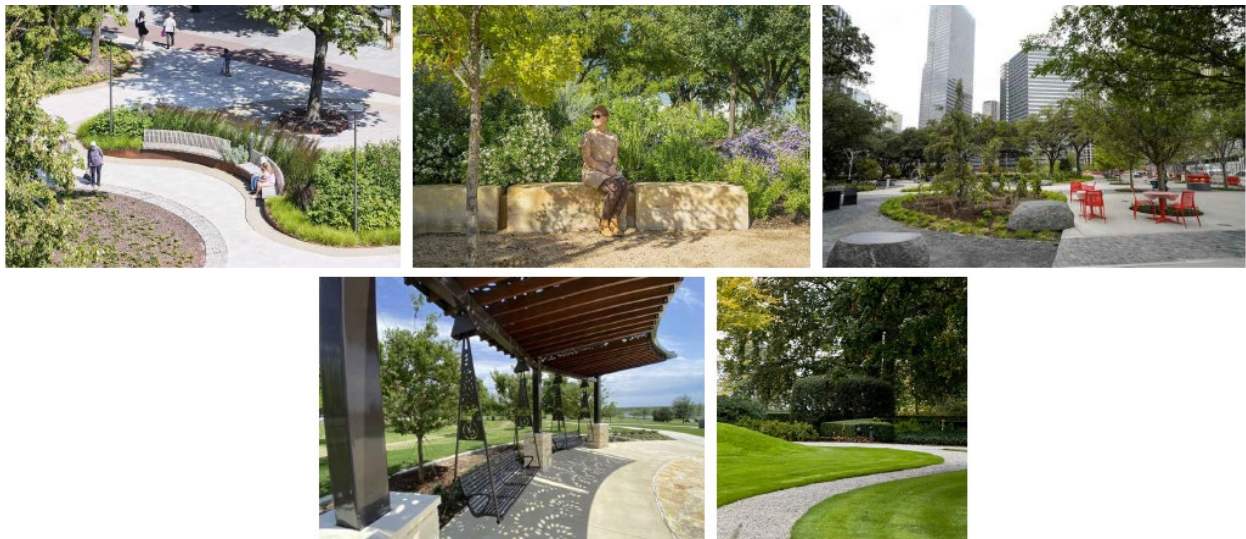
Figure 8: Proposed Architectural Precedents

## MODERATELY PRICED DWELLING UNITS

The Sketch Plan amendment proposes to provide 15 percent Moderately Priced Dwelling Units (MPDUs). Further details are provided in Section 5 of this report under the Sector Plan compliance and proposed amendments to the public benefit points.

## OPEN SPACE

As noted under the prior approval summary, the full buildout of the Wilgus Property will include three (3) public open space areas distributed throughout the Property which will all function as Privately Owned Public Spaces (POPS) – the Western Park, the Central Green, and the Eastern Urban Park. These spaces will total approximately 1.40 acres and exceed the minimum 10 percent open space requirement of 1.25 acres. The Sketch Plan Amendment, inclusive of Phase IV, encompasses the Eastern Urban Park located at the intersection of Josiah Henson Parkway and Towne Road. Through this Sketch Plan amendment, the Applicant proposes to increase the previously approved Eastern Urban Park from 0.44-acres (19,166 square feet) to 0.60-acres (26,052 square feet) as a result of the new site layout. The Eastern Urban Park is proposed to maintain its connection to a pedestrian through-block connection that leads to Streamline Drive to the west. The pedestrian connection incorporates emergency fire access and has a flush design through the proposed alleyway.



*Figure 9: Proposed Open Space Precedents*

## RECREATION

Section 59.6.3.9 of the Zoning Ordinance requires that the development of a property with more than 19 residential units must offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities. The Applicant's recreation and amenity analysis for Phases IV, as required by M-NCPPC's Recreation Guidelines, will be submitted with future Site Plans.

## TRANSPORTATION

### *Access & Circulation*

The proposed Sketch Plan Amendment slightly modifies the private alleyways that connect to Streamline Drive (designated Street C in prior approvals) and Stonehenge Place (previously designated Street A). Streamline Drive is a two-lane public Neighborhood Street that was constructed as part of an earlier phase of the development and connects Montrose Road to the north and Josiah Henson Parkway to the south. Stonehenge Place is a two-lane private Neighborhood Street that was also constructed in a previous phase. It connects Streamline Drive on the east and Northpark Drive on the west.

Two private alleys on the east side of Streamline Drive provide access for loading and parking located in the rear of each townhome unit. The townhomes on the west side of Streamline Drive are accessed via a private drive that connects to Stonehenge Place.

A pedestrian promenade located on the east side of Streamline Drive will be aligned with Stonehenge Place, providing a through-block connection to the urban plaza located at the corner of Josiah Henson Parkway and Towne Road. The promenade also serves as fire access to the townhomes.

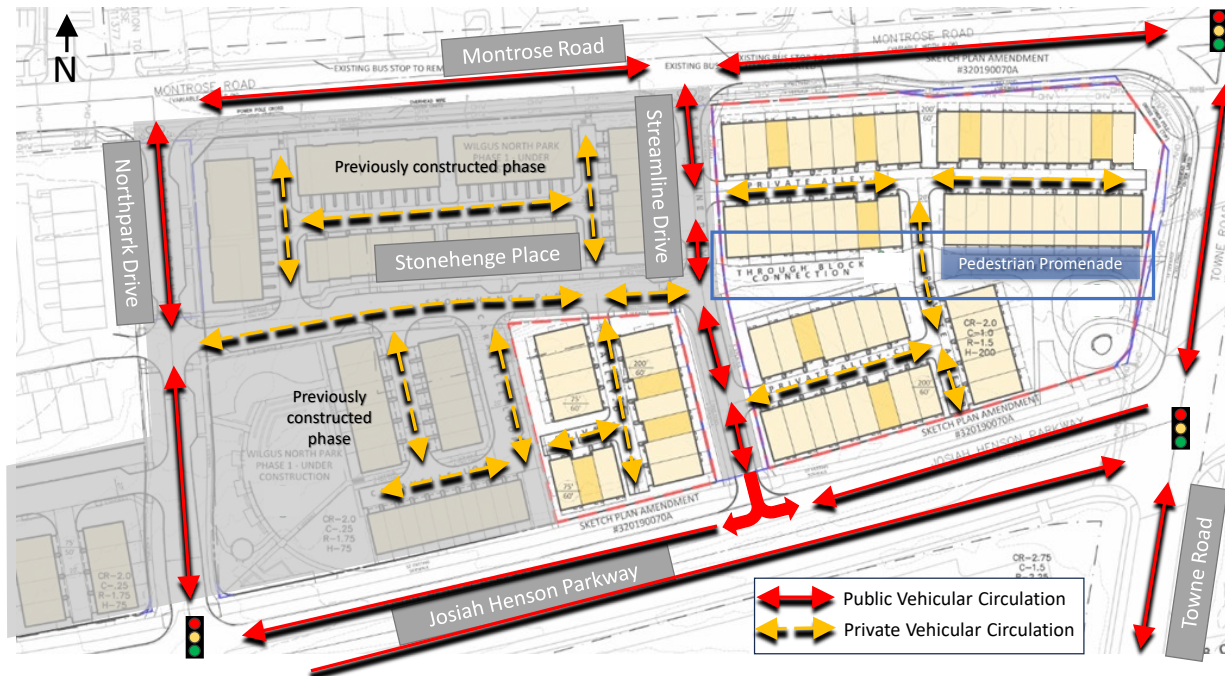


Figure 10: Proposed Vehicular Circulation

No changes are proposed to the right-of-way dedication required along Towne Road and Montrose Road and the development will continue to provide the proposed network of streets, alleys, and pedestrian paths.

The existing bus stop along Montrose Road, to the west of Streamline Drive, will be relocated to a location to be determined at a future phase. The Applicant includes proposed modifications to the road cross-sections which will be reviewed as part of a future Preliminary Plan amendment.

#### Parking and Loading

With the elimination of the previously approved mid-rise and high-rise apartment buildings, the proposed Amendment will remove the associated structured parking garages and loading area. The proposed back-to-back two-unit dwellings will have one (1) off-street vehicular parking space per unit.

#### Pedestrian and Bicycle Facilities

Sidewalks with street buffers will be provided on the east side of Streamline Drive and the south side of Montrose Road. As stated in the previously approved Preliminary Plan No. 120200140, the Applicant will construct a ten-foot two-way separated bike lane facility and six-foot sidewalk with a six-foot

landscape panel on the west side of Towne Road. The Applicant will also construct a twelve-foot Breezeway segment along the Josiah Henson Parkway Frontage. The Parkway Breezeway segment is a separated bikeway sidepath that runs along the north side of Josian Henson Parkway from Towne Road to Veirs Mill Road. Breezeway routes designated by the County are considered as the “highest and best experience” for bicycling.

## RELATED PROJECTS

With respect to the broader phasing of nearby projects, the Applicant has explained to Planning staff that this Sketch Plan Amendment for Wilgus/ Northpark II is closely related to the Sketch Plan Amendment No. 32021012A for Rose Village (6001 Montrose Road). This site is approximately 21.56 acres situated between Josiah Henson Parkway and Executive Boulevard, just south of the Wilgus/ North Park II property. Per the Applicant, the sales proceeds from Phase I and Phase II of Northpark are intended to support the financial viability of a future deeply affordable project at Rose Village. In support of this future affordable housing project, the Planning Board recently approved an amendment to the Rose Village Sketch Plan, which is intended to re-position the Rose Village project with 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.

## ENVIRONMENT

The Property has an approved Forest Conservation Plan No. 820210080 which will need to be amended with Preliminary and Site plans to reflect the revised site development. The proposed Sketch Plan Amendment does not have any proposed activities within any streams or environmental buffers. However, an updated noise analysis will be required with the associated Preliminary and Site Plan due to the change in housing type and site layout. The Applicant proposes to relocate planter-box style micro-bio-retention facilities in various locations throughout the site area to respond to the revised site layout.

## SECTION 4: COMMUNITY OUTREACH

The Applicant has complied with the required notification signage and has informed all the adjacent Property owners, community organizations and homeowners' associations within one-half mile of the Property about the Application and the proposed Sketch Plan Amendment as required under the Zoning Ordinance and the Manual of Development Review Procedures for Montgomery County.

Application materials were made publicly available on the Planning Department's website.

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

## SECTION 5: SKETCH PLAN 32019007A FINDINGS AND ANALYSIS

The purpose of a Sketch Plan and subsequent amendments is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The Sketch Plan must:

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

*Table 2: Wilgus/Northpark II Sketch Plan Data Table for CR & CRN Zones, Optional Method*

<b>Development Standard</b>	<b>Previously Approved Sketch Plan No. 320190070</b>	<b>Proposed with Sketch Plan Amendment No. 32019007A</b>
<b>Tract Area</b>	725,023 sq. ft. (16.64 ac.)	721,165 sq. ft. (16.56 ac.)
<b>CR-2.0, C-1.0, R-1.5, H-200</b>	410,253 sq. ft.	410,253 sq. ft.
<b>CR-2.0, C-0.25, R-1.75, H-75</b>	174,332 sq. ft.	174,332 sq. ft.
<b>CRN-0.75, C-0.0, R-0.75, H-50</b>	140,438 sq. ft.	140,438 sq. ft.
<b>Tract Area - Prior Dedication</b>	163,895 sq. ft. (3.76 ac.)	160,010 sq. ft. (3.67 ac.)
<b>Tract Area - Proposed Dedication</b>	16,480 sq. ft. (0.38 ac.)	38,023 sq. ft. (0.87 ac.)
<b>Site Area<sup>4</sup></b>	544,648 sq. ft. (12.49 ac.)	523,132 sf. (12.01 ac.)
<b>Mapped Density Residential (GFA/ FAR)</b>	1,025,789 sq. ft. (1.41 FAR)	1,030,662 sq. ft. (1.43 FAR)
<b>CR-2.0, C-1.0, R-1.5, H-200</b>	615,380 sq. ft.	542,720 sq. ft.
<b>CR-2.0, C-0.25, R-1.75, H-75</b>	305,082 sq. ft.	382,249 sq. ft.
<b>CRN-0.75, C-0.0, R-0.75, H-50</b>	105,329 sq. ft.	105,693 sq. ft.
<b>Mapped Density Commercial (GFA/FAR)</b>	248,709 sq. ft. (0.34 FAR)	0 sq. ft. (0 FAR)
<b>Total Mapped Density (GFA/FAR)</b>	1,274,498 sf. (1.76 FAR)	1,030,662 sq. ft. (1.43 FAR)
<b>MPDUs</b>	15%	15%
<b>Building Height, max average</b>	Varies (50-200 ft. <sup>5</sup> )	Varies (50-200 ft. <sup>6</sup> )
<b>Public Open Space (min s.f.)</b>	1.4 acres (11%) (60,984 sq. ft.)	1.56 acres (12%) (68,011 sq. ft.)
<b>Eastern Urban Plaza</b>	0.44 acres (19,166 sq. ft.)	0.60 acres (26,052 sq. ft.)
<b>Central Public Park</b>	0.75 acres (32,647 sq. ft.)	0.75 acres (32,647 sq. ft.)
<b>Western Park</b>	0.21 acres (9,302 sq. ft.)	0.21 acres (9,302 sq. ft.)

<sup>4</sup> Site area is determined by tract area minus any previous and proposed dedications.

<sup>5</sup> For building height, up to 200 feet was approved for land in the CR-2.0, C-1.0, R-1.5, H-200 zoning district; up to 75 feet was approved for land in the CR-2.0, C-0.25, R-1.75, H-75 zoning district, and up to 50 feet was approved for land in the CRN-0.75, C-0.0, R-0.75, H-50 zoning district.

<sup>6</sup> Up to 60 feet is proposed for the back-to-back two-unit dwellings located within the CR-2.0, C-1.0, R-1.5, H-200 and CR-2.0, C-0.25, R-1.75, H-75 zoning districts.

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

The Subject Property is located within the Rockville Pike-Montrose North district of the 2018 *White Flint 2 Sector Plan*. As one of five areas within the Rockville Pike-Montrose North district, the Property is located within Area 1, identified as the Cherington Area. The Sector Plan identified the Wilgus Property and indicated that “undeveloped portions of the Wilgus property have the greatest potential for new development. Redevelopment in this area would serve as an important link between the Executive Boulevard District and the Pike & Rose development” (p.37). The Sector Plan envisions the Wilgus properties contributing to a walkable, pedestrian friendly environment, which is already underway with 107 townhomes, 34 two-over-twos, and related park and amenity facilities under construction within Phase I of the Project.

Specifically, for the Wilgus property, the Sector Plan notes that the “land use and zoning recommendations for the Wilgus property will permit greater intensities and building heights via the CR Zone on the eastern portion, and lower heights and densities via the CRN Zone on the western portion adjacent to the existing Cherington townhouses. At least 1.25 acres of open space should be provided in the Wilgus property when it is developed, either on the area south of the existing townhouses and/or as a neighborhood green on the central or eastern portion of the Wilgus property. If the area south of the Cherington townhouses is developed with residential units, there should be appropriate transitions between the two communities, including landscaping”.

The Sketch Plan Amendment proposes to replace the previously approved high-rise residential at the eastern end of the site – which the Sector Plan envisioned as high density – with 138 two-unit dwellings. The Applicant has justified this unit type replacement with current market conditions, stating that the financial infeasibility is caused by the large number of approved but unbuilt multifamily units in the Sector Plan area and the elevated cost of high-rise construction.

These proposed two-unit dwellings would be four stories and up to 60-feet in height, making them taller than the townhouses on the central portion of the site that are 50-feet. This height difference will give the two-unit dwellings a distinct architectural urban frontage, helping to contribute to the vision of the Sector Plan despite the overall decrease in density.

The Sector Plan also had specific guidance for the 3.5-acre property (former Parcel N273) that is east of the intersection of Josiah Henson Parkway and East Jefferson Street. It recommended that “during the development review process, pursue options for



preserving all or a portion of the wooded area along Josiah Henson Parkway for passive use. Ensure that new residential development is compatible with the adjacent townhouse community” (p.37). This portion of the site is currently under construction and not being amended through the Subject Application. Although the wooded area was not able to be preserved, the project is providing ample public open space including the Western Park which provide opportunities for passive use.

#### Density and Building Height

The submitted development’s revised density and building heights are lower than but not specifically precluded by the Sector Plan’s recommendations. Proposed residential townhouses west of Stonehenge Place are within the 50-foot height limit; residential townhouses and mid-rise buildings, within the middle segment of the development are within the 75-foot height limit; and the area west of Towne Road is within the 200-foot height limit and will not be above 60 feet in height. Although the proposed Sketch Plan Amendment decreases the density for the site, the proposed revisions are still in conformance with the overall density limits in the Sector Plan.

#### Design and Connectivity

The Sector Plan’s design and connectivity recommendations for the Wilgus property are to:

- Establish a pattern of short blocks and internal streets to promote walkability.
- Locate maximum building heights at the eastern end of the property along Towne Road.
- Reduce building heights toward the existing Cherington townhouse development to establish a compatible relationship with the existing residential development.
- Enhance pedestrian areas along Towne Road to improve pedestrian connectivity between northern and southern districts.
- Extend Stonehenge Place as a public street to connect between Josiah Henson Parkway and Montrose Road.
- Create open spaces, including an area with a minimum of 1.25 acres, for public use that are connected to the overall open space network.
- Provide screening via fencing, a hedge, tree planting or other appropriate means between the existing Cherington townhouses to the north, and any new development to the immediate south (p.38).

Overall, the submitted Sketch Plan Amendment achieves many of these design and connectivity requirements. One of the proposed revisions include increasing the total

amount of open space in the project from the previously approved 1.43 acres to 1.56 acres, which further reinforces the Sector Plan goal of quality open spaces that are connected to the broader network. This proposed increase in open space is a result of the reduced density from the change in unit types from mid-rise and high-rise multifamily to two-unit multifamily dwellings and through an extension of the East Urban Plaza (adjacent to the intersection of Josiah Henson Parkway and Towne Road).

### Affordable Housing

The Sector Plan’s housing chapter requires that “15% MPDUs as the highest priority public benefit for all new residential development unless the property is required to dedicate land for a school site or athletic fields that can be used by Montgomery County Public Schools (MCPS) and approximate the size of a local park.” The Project is proposing 15 percent MPDUs for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing.

### Public Facilities

The 2018 Sector Plan recommends that “each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals” (p.96). As approved through Condition No. 30 in Preliminary Plan No. 120200140, the Project will provide a financial contribution to the Montgomery Parks Department for land acquisition for parks or capital project(s), in lieu of providing a school site. The final calculation of payment to the Parks Department for Phase II (i.e. Phase IV on the approved Preliminary Plan phasing schedule) will be determined at the time of the associated Site Plan.

### Open Space

The Sector Plan recommends that the Wilgus property should provide a minimum of 1.25 acres of open space. The Sector Plan states that “at least 1.25 acres of open space should be provided on the Wilgus property when it is developed, either on the area south of existing townhouses and/or as a neighborhood green on the central or eastern portions of the Wilgus property. If the area south of the Cherington townhouses is developed with residential units, there should be appropriate transitions between the two communities, including landscaping” (p.37). The Sector Plan also states that the “location of open space should be defined during the development review process and may include wooded areas and/or a neighborhood green.”

The Parks section of the 2018 *White Flint 2 Sector Plan* also recommends to “create a minimum 1.25 acres of open space for public use at the Wilgus property when it

redevelops. This could include neighborhood amenities, including a flexible green gathering space, picnic areas, and play features or maybe a wooded area with passive recreation. It should be linked to the [Josiah Henson Parkway] bikeway by a trail connection.”

The Sketch Plan Amendment illustrates more than 1.25 acres of public open space, for a total of 1.56 acres of open space across the entire 16-acre site. This includes the Western Park at East Jefferson Street and Josiah Henson Parkway, the Central Public Park in the middle portion of the Site, the Eastern Urban Plaza at Josiah Henson Parkway and Towne Road, and the through-block connection on the eastern portion of the Site. The central open space is currently underway, which will contribute to establishing a key public amenity in the early stage of development.

As stated in the original Sketch Plan approval (No. 320190070) Montgomery County Council Resolution 18-979 approving the 2018 *White Flint 2 Sector Plan* included the following requirement to: “pursue options for preserving all or a portion of the wooded area along [ Josiah Henson] Parkway for passive use”. The Applicant has stated that it has addressed this Sector Plan recommendation. Given the proposed development and the site configuration, the existing wooded areas were difficult to preserve while still maintaining a healthy and viable tree population.

#### Environment/Sustainability

The Sector Plan provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. Specific to the Wilgus property and preserving natural resources, the Sector Plan recommends to “establish a landscaped area between the southern boundary of the existing Cherington townhouse community and the proposed new development on the Wilgus property.” The development will provide this landscaped area.

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:

- Increasing 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.

Energy conservation and generation and green roofs and cool roofs on the multifamily buildings are the primary environmental sustainability measures that are proposed for removal with this Sketch Plan Amendment. Therefore, as conditioned in Section 1 of this report, the Applicant is required to pursue additional sustainable features including energy conservation to further the Sector Plan’s recommendations. The Applicant has stated that they will explore opportunities for native plantings and large caliper trees to provide shade and reduce heat island effects, as well as potential locations of pervious areas, during the Site Plan review for Phase II (i.e. Phase IV on the approved Preliminary Plan phasing schedule) of the Project.

#### 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: land for school athletic fields; new neighborhood parks and open spaces; public transportation (new Metrorail Station entrance); and undergrounding of utilities.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.

- Diversity of uses and activities, including but not limited to care centers, moderately priced dwelling units, dwelling unit mix, and enhanced accessibility for seniors or the disabled.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p.104).

As proposed, the Sketch Plan Amendment will primarily advance the Sector Plan's recommended public benefits, including minimum public open space and affordable housing.

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

The previous Sketch Plan approval proposed redevelopment of an existing, single-use gasoline service station into a mix of residential and commercial uses and green spaces. The proposed Sketch Plan amendment seeks to include a mix of housing types that can serve a range of housing needs and various green spaces. The Property is adjacent to a well-established community and the proposed layout, including the new arrangement for the eastern portion of the Site, allows this project to make use of the existing transportation network, while building additional connections for efficient circulation. There are no surface parking lots on the Property, nor any proposed for the Project.

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

The Amended Project will provide single-family and multifamily housing that will enhance the housing choices near the North Bethesda Metrorail Station. In addition to housing, mobility will be improved by this Project. A section of the Breezeway - a prominent bikeways network recommended through the approved and adopted 2018 *Bicycle Master Plan* - will be implemented along Josiah Henson Parkway and will provide safe and convenient connections to major community destinations, including to the nearby Metrorail station. In compliance with zoning restrictions, there is no proposed surface parking between the buildings and the abutting roads. Proposed buildings will line the street instead of surface parking and there will be fully connected, buffered sidewalks. Additionally, the two parks and urban plaza offer necessary amenities for new and existing residents and businesses.

Furthermore, the Proposed Amendment is expected to meet the needs of school facilities under the updated FY25 Annual School Test. On average, this Amendment is estimated to generate 10 elementary school students, four (4) middle school students and four (4) high school students. The estimated number of students generated do not exceed the adequacy ceilings identified for each applicable neighborhood school. An updated Annual Schools Test will be conducted at the time of the Preliminary Plan amendment.

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

As envisioned by the Sector Plan, the redevelopment of the Subject Property includes a mix of compatible land uses, various densities, and heights. Under the prior approval, the Project located maximum building heights of up to 200 feet at the eastern end of the Property along Towne Road and tapered down building heights toward the existing Cherington townhouse development to establish a compatible relationship with the existing residential development. The amended Sketch Plan aims to keep building heights across the entire property capped at 60 feet. This is consistent with the existing townhomes to the west that are slightly lower in building height. Overall, the proposed new units will create a uniform look to the new residential community. Therefore, the heights and densities proposed by the amended portion of the Project are compatible and provide appropriate transitions to the surrounding development.

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

The proposed Sketch Plan amendment continues to provide new residential housing opportunities, including 15% MPDUs. At the time of the previous Sketch Plan approval, the addition of retail uses on this Site was envisioned to be viable and that would create many employment opportunities close to the North Bethesda Metrorail Station and nearby residential communities. However, since the prior approval, market conditions have shifted. Despite the proposed removal of commercial uses from Phase II, the Project will bring additional housing to employment opportunities that exist along the nearby Rockville Pike corridor and generally throughout North Bethesda. The project is also in close proximity to bus routes, Metrorail, and major roadway networks that connect residents to a wide range of destination points beyond the Site. Therefore, the Project integrates an appropriate balance of housing opportunities and provides access to employment opportunities.

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

The Project will provide the required 100 public benefit points from a minimum of four (4) categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

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

As discussed in the preceding Sector Plan compliance section of this report, the Project substantially conforms to recommendations of the 2018 *White Flint 2 Sector Plan*.

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

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

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

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

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

Although density, use, and heights will change under the proposed Sketch Plan amendment, the Project remains compatible with existing and pending nearby development. The Project's building heights in Phase I that are closest to the Cherington townhouses are 50 feet in building height. The Project will set back new townhouses from the shared property boundary at least to the same extent as the abutting Cherington residential structures and provide a substantial landscaped buffer.

The townhouses, two-over-two stacked townhouses, and the newly proposed back-to-back two-unit dwellings will be compatible with existing and pending high-density, mixed-use development at Pike and Rose, which includes mid-rise and high-rise residential, shops, restaurants, entertainment venues, and offices.

Diagonal to this area and along the Rockville Pike, Towne Road, and Josiah Henson Parkway corridors, there exist significant high-rise, high-density buildings. Separated by multilane roadways, the Applicant's proposed change at the eastern portion of the Property aims to create a cohesive environment with existing development at key intersections.

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

The proposed Sketch Plan amendment continues to provide adequate multimodal access and circulation. The proposed private alleyway networks that connect to Streamline Drive and Stonehenge Place provide access for loading located in the rear of each two-unit dwelling.

The previously proposed pedestrian promenade located on the east side of Streamline Drive will be aligned with Stonehenge Place, providing a through-block connection to the open space located at the corner of Josiah Henson Parkway and Towne Road. The promenade also serves as fire access to the back-to-back two-unit dwellings.

Previously proposed sidewalks with street buffers on the east side of Streamline Drive and the south side of Montrose Road remain unchanged. As conditioned in the previously approved Preliminary Plan No. 120200140, the Applicant will construct a ten-foot two-way separated bike lane facility and six-foot sidewalk with a six-foot landscape panel on the west side of Towne Road. The Applicant will also construct a twelve-foot-wide bikeway along the entire Josiah Henson Parkway frontage as part of the Breezeway, which is a part of a larger county wide bicycle network<sup>7</sup>. An existing bus stop on the property frontage located east of the intersection of Streamline Drive and Montrose Road will be relocated as part of the project. These pedestrian and bicycle improvements contribute to safe conditions for travel throughout the site and to surrounding destinations.

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

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

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<sup>7</sup> As previously noted, the Breezeway segment is a separated bikeway sidepath at runs along the north side of Josian Henson Parkway from Towne Road to Veirs Mill Road. Breezeway routes designated by the County are considered as the "highest and best experience" for bicycling.



request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 100 points in four (4) categories. The Applicant proposes to exceed the minimum point requirement utilizing six (6) categories. 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 approved at the time of the Phase I Site Plan and the requested revisions under this Sketch Plan Amendment application. This Application continues to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

This Amendment maintains the categories for a public park within the Major Public Facilities category, Level 2 Transit Proximity, advanced dedication for Stonehenge Place extended and a through-block connection within the Connectivity and Mobility category, 15 percent MPDUs within the Diversity of Uses and Activity category, and the purchase of Building Lot Termination ("BLT") easements. Public benefits that will be removed through the Amendment include structured underground parking within the Quality of Building and Site Design category, and vegetative and cool roofs within the Protection and Enhancement of the natural Environment Category. Table 3 shows the Applicant's proposed public benefits across six categories including the additional for public open space in excess of the minimum 10 percent requirement. As conditioned, the Applicant must evaluate the potential for additional points to be applied in the Protection and Enhancement of the Natural Environment category. Below the table is a summary of the public benefit points that have been proposed or amended. A more detailed review and the final number of points will be determined at the time of the Site Plan for Phase II.

Table 3: Revised Public Benefit Calculations - Division 59-4.7

Public Benefit	Maximum Points Allowed	Total Points Previously Approved <sup>8</sup>	Amendment Proposed by Applicant	Amendment Supported by Staff
<b>Major Public Facilities</b>				
Central Public Park	n/a	12	Remove	No Change
Bicycle Share	n/a	5	No Change	No Change
School & Park Contribution	n/a	25	Revise; 12.5	No Change; 25 <sup>9</sup>
<b>Transit Proximity</b>	n/a	26.70	No Change	No Change
<b>Connectivity and Mobility</b>				
Advance Dedication (Stonehenge Pl.)	n/a	2.33	No Change	No Change
Through-Block Connection	20	10	No Change	No Change
<b>Diversity of Uses and Activities</b>				
Moderately Priced Dwelling Units (15%)	n/a	30	Revise; 240.65	Revise; 240.65
<b>Quality Building and Site Design</b>				
Structured Parking	20	10.94	Remove	Remove
Public Open Space	30	n/a	Add; 1.10	Add; 1.10
<b>Protection and Enhancement of the Natural Environment</b>				
Building Lot Terminations (BLT)	30	18.79	Revise; 14.35	Revise; 14.35
Cool Roof	10	5	Remove	Remove
Energy Conservation and Generation (on high-rise bldg.)	15	5	Remove	Remove
Vegetative Roof (on high-rise bldg.)	15	7.5	Remove	Remove
<b>Total Points</b>	<b>100</b> (min. required)	<b>158.26 pts.</b>	<b>312.37 pts.</b>	<b>337.38 pts.</b>

<sup>8</sup> Total public benefit points were subsequently refined, finalized, and approved through the Phase I Site Plan No. 820210080.

<sup>9</sup> Since the Sketch Plan Amendment applies to the entire Site, all benefits across all phases should remain listed in the overall public benefits package.

## MAJOR PUBLIC FACILITIES

### *School Contribution:*

The Sector Plan recommends that “each and every development application should be thoroughly evaluated for a potential school site.” The Sketch Plan was initially approved for 25 points for making a proportional financial contribution towards a school or a park with athletic fields within the Sector Plan area. Under this proposed Amendment, the Applicant requests a reduction to 12.5 points for one phase. Staff does not support this reduction at this time because the final points in this category should reflect all project phases. During the subsequent submission for a Site Plan, the final calculations and points (that reflect the final construction phase) will be determined, and additional financial contributions<sup>10</sup> will be based on a per unit basis to be assessed at the time of building permit.

## DIVERSITY OF USES AND ACTIVITIES

### *Moderately Priced Dwelling Units:*

Due to the proposed change in housing typology and bedroom mix, the points for this benefit were recalculated. The Applicant seeks 240.65 points for providing 15 percent MPDUs (15.05%=42 MPDUs/279 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%. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below:

$$\begin{aligned} & (\% \text{ MPDUs provided}) - (\% \text{ MPDUs required}) \times 12 \text{ or} \\ & (15.05\% - 12.5\%) \times 12 = 30.65 \text{ pts. for all project phases} \end{aligned}$$

Additionally, the Applicant is requesting 210 points for the provision of 3-bedroom townhomes in a total of 42 units. Five (5) points are granted for each as follows: 42 units x 5 = 210 points.

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<sup>10</sup> As referenced in MCPB Resolution No. 21-052 dated July 29, 2021, for the approved Phase I Site Plan, the financial contribution to the Montgomery County Department of Parks (for the Mid-County Park Benefits Payments CIP No. P872201) for up to \$427,603.60 towards a school or park within the Sector Plan area is based upon \$0.80 per square foot of non-MPDU optional method density used within the CR Zone. Additional financial contributions will be paid under future phased site plan(s) on a per unit basis to be assessed at the time of building permit in the amount of \$361.06 per multi-family unit, or other dwelling unit rates as established in 4(a)(i)(a) if amended to include those unit types.

## QUALITY BUILDING AND SITE DESIGN

### *Public Open Space:*

The Applicant is requesting 1.10 points for the provision of 6,111 square feet of additional public open space that exceeds the minimum 10% requirement as follows: (public open space/site area)- (6,886 sq. ft./523,132 sq. ft.) x 100 = 1.32 points.

## PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

### *Building Lot Termination (BLT):*

One BLT, equivalent to 9 points, must be purchased or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5 percent incentive density floor area. Due to the proposed change in density, the points for this benefit must be recalculated. The Applicant requests 14.35 total points for the purchase of approximately 1.6 BLTs based on the following calculation:

$$(7.5\% \times \text{Incentive FAR}) = (7.5\% \times 670,079 = 50,255.93 \text{ sf.})$$

$$(50,255.93 \text{ sf.}/31,500 \text{ sf.} = 1.6) (1.6 \text{ BLTs required} \times 9 \text{ pts.}) = 14.35 \text{ pts.}$$

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

Under the previous Sketch Plan, Preliminary Plan No. 120200140, and Phase I Site Plan approvals, the areas now proposed for density, height, and use changes were identified as Phase IV (refer to Figure 5 under Report section 3). The Subject lots will be resubdivided for the back-to-back two-unit dwellings and constructed in a single future phase.

## SECTION 6: CONCLUSION

As conditioned, the amended Sketch Plan application satisfies the findings under Section 59.7.3.3 and the applicable standards of the Zoning Ordinance, and substantially conforms to the recommendations of the 2018 *White Flint 2 Sector Plan*. Therefore, Staff recommends approval of Sketch Plan No. 32019007A with the amended conditions specified at the beginning of this report.

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### ATTACHMENTS

*Attachment A: Amended Sketch Plan*

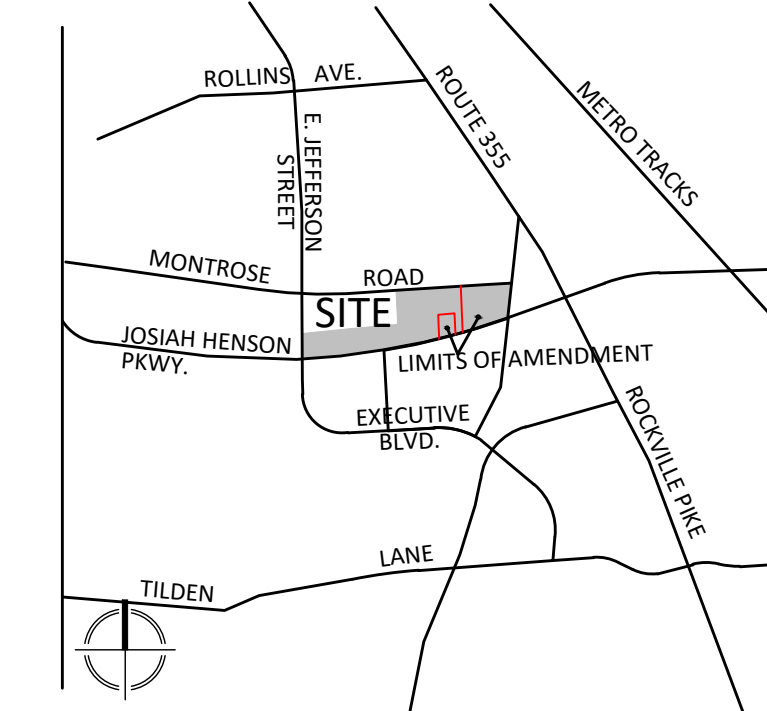
*Attachment B: Prior Sketch Plan Resolution*

*Attachment C: MCDOT Letter*

E-FILE STAMP

# Attachment A

# WILGUS II NORTH PARK SKETCH PLAN AMENDMENT #32019007A



VICINITY MAP  
SCALE: 1" = 2000'

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Our Site Set on the Future.

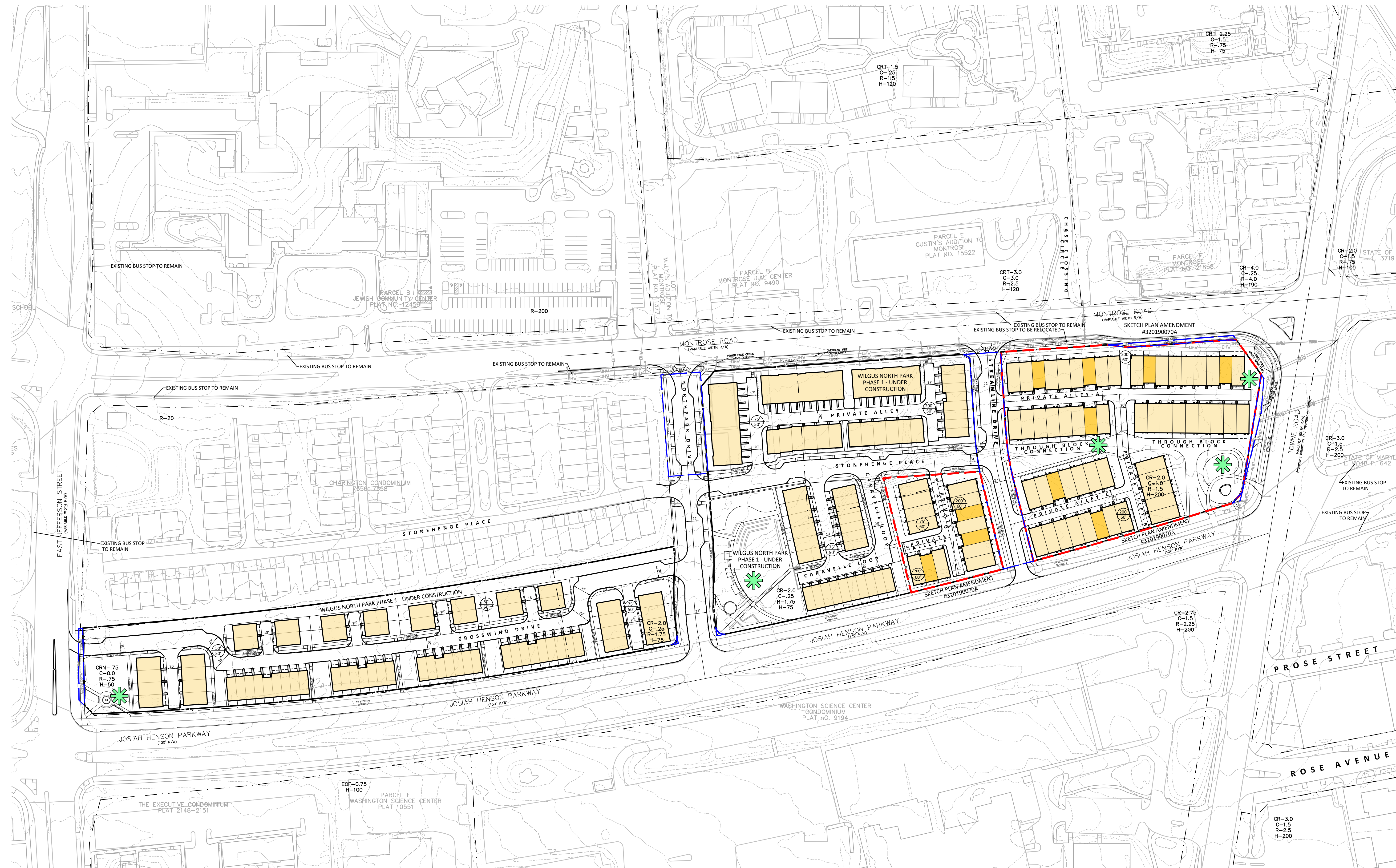
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**NOTE:**  
SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, PARKING, UNIT MIX, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.



### LEGEND

- Project Limits
- Sketch Plan Amendment #32019007A Limits
- Zoning Limits
- Proposed Dedications
- 22'-6" x 52'-0" Condominium
- 22'-0" x 48'-0" MDPU Condominium
- Height Allowed
- Height Illustrated
- Existing Building
- Proposed Open Space

REVISIONS	DATE

**WILGUS II NORTH PARK**  
PHASE 2  
4TH ELECTION DISTRICT  
MONTGOMERY COUNTY,  
MARYLAND  
WSSC GRID: 215NW06  
TAX MAP: G062

### SKETCH PLAN AMENDMENT

32019007A  
PROFESSIONAL SEAL

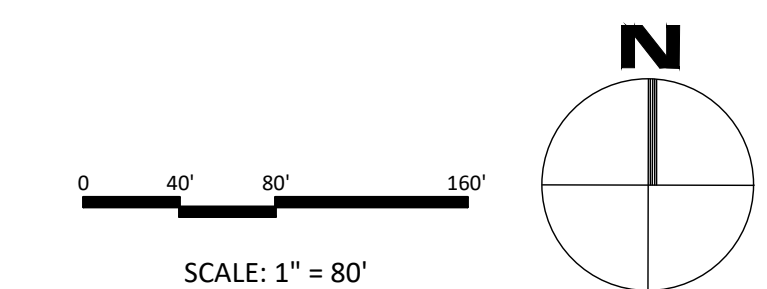
Allowed Project Density						
Zone	Maximum Total FAR	Tract (GFA)	Maximum Total GFA	Maximum Commercial FAR	Maximum Residential FAR	Maximum Residential GFA
CR-2.0, C-1, R-1.5, H-200	2.00	361,813	723,626	1.00	361,813	1,50
CR-2.0, C-0.25, R-1.75, H-75	2.00	218,428	436,856	0.25	54,607	1.75
CRN-0.75, C-0.0, R-0.75, H-50	0.75	140,924	105,693	0.00	0	0.75
<b>Total</b>	<b>1.76</b>	<b>721,165</b>	<b>1,266,175</b>	<b>0.58</b>	<b>416,420</b>	<b>1.43</b>
Proposed Project Density						
Zone	Proposed Commercial FAR	Proposed Commercial GFA	Proposed Residential FAR	Proposed Residential GFA		
Varies	0	0	1.43	1,030,662		

- SHEET INDEX:**
- SK-100
  - SK-100A
  - SK-100B
  - SK-100C
  - SK-200
  - SK-300
  - SK-301
  - SK-400
  - 08-LOCAL
  - 09-EXCOND
  - 11-PBENEFITS-001
  - 11-PBENEFITS-002
  - 11-PBENTABLE
  - 12-DEVSTND
  - 20-ARCH
  - 21-FDA
  - 30-GTA
  - 30-ZON
  - 32-ILLUST
  - 32-STREET-EXHIBIT
- SKETCH PLAN AMENDMENT APPROVALS**
- APPROVALS
  - APPROVALS
  - APPROVALS
  - PUBLIC OPEN SPACE PLAN
  - VEHICULAR CIRCULATION PLAN
  - PEDESTRIAN CIRCULATION PLAN
  - ILLUSTRATIVE STREET SECTIONS
  - LOCAL AREA MAP
  - EXISTING CONDITIONS PLAN
  - PUBLIC BENEFIT EXHIBIT
  - PUBLIC BENEFIT CATEGORY - TRANSIT PROXIMITY
  - PUBLIC BENEFITS TABLE
  - DEVELOPMENT STANDARDS TABLE
  - ARCHITECTURAL PRECEDENT IMAGERY
  - FIRE ACCESS PLAN
  - GROSS TRACT AREA PLAN
  - ZONING MAP
  - ILLUSTRATIVE SITE PLAN AND PRECEDENTS
  - SCHEMATIC PUBLIC/PRIVATE STREET EXHIBIT

**NOT FOR CONSTRUCTION**

FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.misutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY

The recorder must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The recorder is responsible for compliance with requirements of Chapter 506 of the Montgomery County Code.



**SKETCH PLAN AMENDMENT:**

- Revise project density to replace future multifamily units with townhouse/condominium units
- Revise the conceptual public benefit schedule, include but not limited to: elimination of green roof/cool roof on high-rise buildings, and elimination of future phase multifamily elements.

DRAWN BY: MC  
DESIGNED BY: SK  
DATE ISSUED: 01/06/2025  
PROJECT: VM50688A  
DRAWING NO.:

SHEET NO. SK-100



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

MCPB No. 19-106  
Sketch Plan No. 320190070  
Wilgus  
Date of Hearing: July 25, 2019

AUG 01 2019

**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 February 15, 2019, Wilgus-Montrose Associates, LLC (“Applicant”) filed an application for approval of a sketch plan for a mixed-use development with up to 1,274,498 square feet of total development, with up to 1,025,789 square feet of multi-family and townhouse residential uses and up to 248,709 square feet of commercial uses on 16.64 acres of land split-zoned CR-2.0, C-1.0, R-1.5, H-200, CR-2.0, C-0.25, R-1.75, H-75, and CRN-0.75, C-0.0, R-0.75, H-50, on the property generally bound by Montrose Road to the north, Towne Road to the east, Montrose Parkway to the south, and East Jefferson Street to the west, and is known as Part of Parcel N (N273, N279, and N231), Parcel Q (N208), and Parcel R (N174), in the Washington Science Center Subdivision (“Subject Property”), located within the Rockville Pike-Montrose North district of the 2018 *White Flint 2 Sector Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320190070 Wilgus (“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 July 15, 2019, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on July 25, 2019, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

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Approved as to  
Legal Sufficiency:

A handwritten signature in blue ink, appearing to read "Matthew Hill".

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320190070, Wilgus, for construction of up to 1,274,498 square feet of total development, with up to 1,025,789 square feet of multi-family and townhouse residential uses and up to 248,709 square feet of commercial uses on the Subject Property, 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:

1. Density

The Sketch Plan is limited to a maximum 1,274,498 square feet of total development on the Subject Property, which may include up to a maximum 1,025,789 square feet of multi-unit and townhouse residential uses and up to a maximum 248,709 square feet of commercial uses.

2. Height

The development is limited to a maximum height of 200 feet where parcels are zoned CR-2.0, C-1.0, R-1.5, H-200, 75 feet where parcels are zoned CR-2.0, C-0.25, R-1.75, H-75, and 50 feet where parcels are zoned CRN-0.75, C-0.0, R-0.75, H-50, as measured from the building height measuring point(s) 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 59.4.7.1 and the *CR Zone Incentive*

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<sup>1</sup> 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.



*Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be approved at Site Plan.

a. Major Public Facility achieved through:

- i. Proportional financial contribution towards a school or a park with athletic fields within the Sector Plan area, with details to be determined when the Phase 1 site plan is approved.
- ii. Dedication and construction of a public park identified on the Sketch Plan as the Central Public Park, subject to Parks Department review and approval of the proposed dedication.
- iii. Provision of a bike share station.
- iv. Transit Proximity achieved through the Property's location within 1/4 and 1/2 mile, and 1/2 and 1 mile of the proposed north entrance to the White Flint Metrorail station on Rockville Pike (Level 2).
- v. Connectivity and Mobility achieved by providing advance dedication and through-block connection.
- vi. Diversity of Uses and Activities achieved by providing 15% of the residential units as Moderately Priced Dwelling Units (MPDUs).
- vii. Quality of Building and Site Design achieved through structured parking.
- viii. Protection and Enhancement of the Natural Environment achieved through building lot terminations (BLTs), energy conservation and generation, and green roof and cool roof on high-rise buildings.

4. Public Spaces

The Applicant must provide the two parks and an urban plaza as conceptually shown on the Sketch Plan. While these spaces must be in the approximate location, size, and quantity as shown on the Sketch Plan, the exact size, location and design will be determined at subsequent Preliminary Plan(s) and Site Plan(s).

5. Buffer Area

The Applicant must provide a minimum 20-foot-wide vegetated buffer between the Cherington townhouse community to the north and the proposed townhouse development to the immediate south with landscape screening and any possible retained trees.

6. Master-Planned Breezeway

The Applicant must provide the bicycle master-planned breezeway along the Subject Property's Montrose Parkway frontage, recommended in the Bicycle Master Plan. Facility widths shall be based on the illustrative section shown in

the approved Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans (page 113) and will be finalized at Preliminary Plan and Site Plan.

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

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

- a. Provision of appropriate architectural treatments to all building façades facing the public right-of-way.
- b. Dedication of right-of-way along the Subject Property's frontage to the centerline consistent with the *White Flint 2 Sector Plan* and County Bicycle Master Plan as modified by the approved Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans dated July 2019.
- c. Execution of Traffic Mitigation Agreement (TMAg) with the Planning Board and Montgomery County Department of Transportation (MCDOT).
- d. Conducting an analysis of total roof area in the multi-family portion of the development and the percentage of roof covered by green roof and by cool roof treatments.
- e. Provision of landscape plan(s) to address incorporating substantial plantings of street trees and trees in open spaces to the extent feasible.
- f. Incorporation of street design features that support Vision Zero objectives for safe, pedestrian-oriented streets.
- g. Provision of additional pedestrian connections to other proposed open space areas through design including formal pathways, materials and lighting.
- h. Evaluation of a small dog park or dog run within the park identified on the Sketch Plan as the Central Public Park as a community amenity.
- i. Provision of façade treatments for exposed multi-level garage fronts.
- j. Provision of street activation, particularly with the proposed multi-family dwellings. Widen pedestrian areas along proposed multi-family developments to accommodate greater pedestrian volumes associated with street activation and locate closer to the building façade.
- k. Minimization of parking to the extent feasible.

- l. Continuation of coordination on the design and layout of townhouses and proposed private road through the western portion of the Property.
- m. Continuation of discussion and coordination with MCDOT and Planning Staff on the proposed private road between the two north/south running public roads.
- n. Provision of a warrant analysis assuming future volumes at Montrose Parkway and Stonehenge Place.
- o. Provision of an operational analysis for stop control options at the future intersection of Montrose Road and Stonehenge Place. The operational analysis should include signalization options that coordinate with the nearby signalized intersection of Montrose Road and the Greater Washington Jewish Community Center driveway.
- p. Provision of flush pedestrian and bicycle facility crossings over the "Street C" driveways at Montrose Road and Montrose Parkway, as well as the garage entry on Montrose Road. Where appropriate, provide protected intersections abutting the Subject Property per the 2018 Bicycle Master Plan. These improvements are subject to necessary approvals by MCDOT, MCDPS, and SHA, as appropriate.
- q. Continuation of coordination on the design and grade of pedestrian and bicycle facility crossings over Stonehenge Place at Montrose Parkway, to include MCDOT and MCDPS, as appropriate.
- r. Provision of streetscape details that enhance pedestrian safety and walkability for major roads along the Subject Property's frontage.
- s. Provision of ADA compliant internal pedestrian connections.
- t. Provision of the required number and type of bicycle parking spaces.
- u. Explore preservation of specimen trees within the buffer separating Cherington townhouses and the proposed development.
- v. Evaluation of undergrounding utilities within all public rights-of-way, unless there is a Capital Improvement Program (CIP) project that is already undergrounding the utilities.

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

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

a. Development Standards

The Subject Property includes approximately 16.64 acres zoned CR-2.0, C-1.0, R-1.5, H-200; CR-2.0, C-0.25, R-1.75, H-75; and CRN-0.75, C-0.0, R-0.75, H-50. The data table below demonstrates the Application's conformance to the applicable development standards of the zones:

*Development Standards and Parking Requirements*

Section	Description	Required/ Permitted (CR-2.0, C-1.0, R-1.5, H-200)	Required/ Permitted (CR-2.0, C-0.25, R-1.75, H- 75)	Required/ Permitted (CRN- 0.75, C-0.0, R-0.75, H-50)	Proposed
4.5.4.B.2.b	<b>Total Tract Area</b>	410,253	174,332 sf	140,438 sf	725,023 sf (16.64 ac.)
	<b>Maximum Density</b>				
	<b>Total</b>	820,506 sf	348,664 sf	105,328 sf	up to 1,274,498 sf
	<b>Commercial</b>	410, 253 sf	43,584 sf	0 sf	up to 248,709 sf
	<b>Residential</b>	615,380 sf	305,082 sf	105,329 sf	up to 1,025,789 sf
4.5.4.B.2.b	<b>Maximum Height</b>	200 ft.	75 ft.	50 ft.	up to 50 - 200 ft.
4.5.4.A.4/ 4.1.8.B	<b>Height Compatibility</b>	No structure may protrude beyond a 45-degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the abutting or contiguing Residential zone.			N/A
4.5.4.B.1	<b>Minimum Public Open Space</b>	10%/54,450 sf			Minimum 10%/54,450 sf to be provided; Sketch Plan anticipates up to 11%/60,984 sf
4.5.4.B.3	<b>Setbacks</b>	Determined by site plan			To be set by site plan
4.5.4.A.4/ 4.1.8	<b>Setback Compatibility</b>	The minimum rear setback is equal to 1.5 times the minimum rear setback required for a detached house on the abutting property.			N/A
4.5.4.B.4	<b>Form</b>	Determined by site plan.			To be addressed by site plan
6.2.4.B	<b>Minimum/ Maximum Parking Spaces Permitted</b>	3.5/1,000 sf of gross leasable area (commercial)/ 1 DU or 2 DU (by residential density)			Sketch Plan estimates 810 spaces

b. Intent of the Zones

The Sketch Plan conforms to the intent of the CR and CRN Zones as described below.

i. *Implement the recommendations of applicable master plans.*

The Subject Property is located within the Rockville Pike-Montrose North district of the 2018 *White Flint 2 Sector Plan*. As one of five areas within the Rockville Pike-Montrose North district, the Property is located within Area 1, identified as the Cherington Area. The Sector Plan identified the Wilgus Property and indicated that “undeveloped portions of the Wilgus property have the greatest potential for new development. Redevelopment in this area would serve as an important link between the Executive Boulevard District and the Pike & Rose development” (p.37). The Sector Plan envisions the Wilgus properties contributing to a walkable, pedestrian friendly environment.

The rezoning of vacant Parcel N231, which is part of the Wilgus Property, from the EOF-3.0, H-100 Zone to the Commercial Residential CR-2.0, C-1.0, R-1.5, H-200 Zone, was to promote mixed-use development that contributes to the Sector Plan’s public benefits, including housing options and a 1.25-acre neighborhood green. The property is split zoned: CRN 0.75 C-0.0 R0.75 H-50, adjacent to the Cherington townhouses; CR 2.0 C0.25 R1.75 H-75, for the middle portion of the property, including the gas station; and CR 2.0 C-1.0 R-1.5 H-200, for the area immediately west of Towne Road. The Wilgus East Property is permitted to receive excess density transferred from the adjacent Parcel N279, as no commercial development is permitted directly south of the existing Cherington residential community.

Specifically, for the Wilgus property, the Sector Plan notes that the “land use and zoning recommendations for the Wilgus property will permit greater intensities and building heights via the CR Zone on the eastern portion, and lower heights and densities via the CRN Zone on the western portion adjacent to the existing Cherington townhouses. At least 1.25 acres of open space should be provided in the Wilgus property when it is developed, either on the area south

of the existing townhouses and/or as a neighborhood green on the central or eastern portion of the Wilgus property. If the area south of the Cherington townhouses is developed with residential units, there should be appropriate transitions between the two communities, including landscaping”.

Specifically, for the 3.5-acre property (Parcel N273) that is east of the intersection of Montrose Parkway and East Jefferson Street, the Sector Plan recommends that “during the development review process, pursue options for preserving all or a portion of the wooded area along Montrose Parkway for passive use. Ensure that new residential development is compatible with the adjacent townhouse community”.

#### Density and Building Height

The submitted development’s density and building heights are consistent with the Sector Plan’s recommendations. Proposed residential townhouses west of Stonehenge Place are within the 50-foot height limit; residential townhouses and mid-rise buildings, within the middle segment of the development are within the 75-foot height limit; and the area west of Towne Road is within the 200-foot height limit. The overall density is within the Sector Plan’s density recommendations.

#### Design and Connectivity

The Sector Plan’s design and connectivity recommendations for the Wilgus property are to:

- Establish a pattern of short blocks and internal streets to promote walkability.
- Locate maximum building heights at the eastern end of the property along Towne Road.
- Reduce building heights toward the existing Cherington townhouse development to establish a compatible relationship with the existing residential development.
- Enhance pedestrian areas along Towne Road to improve pedestrian connectivity between northern and southern districts.
- Extend Stonehenge Place as a public street to connect between Montrose Parkway and Montrose Road.
- Create open spaces, including an area with a minimum of 1.25 acres, for public use that are connected to the overall open space network.

- Provide screening via fencing, a hedge, tree planting or other appropriate means between the existing Cherington townhouses to the north, and any new development to the immediate south (p.38).

Overall, the submitted Sketch Plan achieves many of these design and connectivity requirements, including illustrating a total of 1.43 acres of public open space, including a .75-acre central park of which the Applicant seeks to dedicate to the Parks Department. This park and the western open space are linked to the Montrose Parkway. Stonehenge Place and Street "C" are proposed as public streets and building heights transition from the tallest along Towne Road to lower level townhouses, which are primarily adjacent to the existing Cherington townhouses.

#### Affordable Housing

The Sector Plan's housing chapter requires that "15% MPDUs as the highest priority public benefit for all new residential development unless the property is required to dedicate land for a school site or athletic fields that can be used by Montgomery County Public Schools (MCPS) and approximate the size of a local park ." The development is proposing 15 percent MPDUs for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing.

#### Public Facilities

The 2018 Sector Plan recommends that "each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan's direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans" (p.96). This Sketch Plan submission indicates that a proportional financial contribution from the Applicant would achieve contributing to the needed school site. This issue must be addressed further at the subsequent preliminary plan.

#### Public Open Space

The Sector Plan recommends that the Wilgus property should provide a minimum of 1.25 acres of Public Open Space. The Sector Plan states that "at least 1.25 acres of open space should be provided on the Wilgus property when it is developed, either on the area south of existing townhouses and/or as a neighborhood green

on the central or eastern portions of the Wilgus property. If the area south of the Cherington townhouses is developed with residential units, there should be appropriate transitions between the two communities, including landscaping”. The Sector Plan also states that the “location of open space should be defined during the development review process and may include wooded areas and/or a neighborhood green.”

The Parks section of the *2018 White Flint 2 Sector Plan* also recommends to “create a minimum 1.25 acre open for public use at the Wilgus property when it redevelops. This could include neighborhood amenities, including a flexible green gathering space, picnic areas, and play features or maybe a wooded area with passive recreation. It should be linked to the Montrose Parkway bikeway by a trail connection”.

The Sketch Plan illustrates more than 1.25 acres of Public Open Space, which includes a central park and the otherwise required Common Open Space for the townhouse development on the Property. The Applicant proposes to provide all required open space (Public Open Space and Common Open Space) as Public Open Space. The Planning Board finds this to be more desirable, as Common Open Space is intended for residents and guests, while Public Open Space is intended for and inclusive of the Public at large.

The proposed Sketch Plan achieves most of the Sector Plan’s recommendations. Based on the proposed phasing plan, the central open space will be implemented in Phase 1. This park will contribute to establishing a key public amenity in the early stage of the development.

Montgomery County Council Resolution 18-979 approving the *White Flint 2 Sector Plan* included the following requirement to: “pursue options for preserving all or a portion of the wooded area along Montrose Parkway for passive use”. The next stage of the regulatory review process, including review of a Forest Conservation Plan, will allow the full review and assessment of what is appropriate for forest removal and viable for the retention of forest and specimen trees.



### Environment/Sustainability

The Sector Plan provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. Specific to the Wilgus Property and preserving natural resources, the Sector Plan recommends to “establish a landscaped area between the southern boundary of the existing Cherington townhouse community and the proposed new development on the Wilgus property.”

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:

- Increasing 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.

A variety of public open spaces and cool roofs for the mid-rise and high-rise buildings, along with Building Lot Terminations (BLTs) are the primary environmental sustainability measures included with this Sketch Plan. However, the Applicant should pursue additional sustainable features, as conditioned in Section 1, to enhance the development, including energy conservation to further the Sector Plan’s 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: land for school athletic fields; new neighborhood parks and open spaces; public transportation (new Metrorail station entrance); and undergrounding of utilities.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.
- Diversity of uses and activities, including but not limited to care centers, moderately priced dwelling units, dwelling unit mix, and enhanced accessibility for seniors or the disabled.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation, and generation, and habitat preservation and restoration (p.104).

As proposed, the Sketch Plan will primarily advance the Sector Plan's recommended public benefits, including minimum public open space and affordable housing.

### Transportation Network

Montrose Parkway, Montrose Road, Towne Road, and East Jefferson Street all surround the Wilgus property. The Sector Plan recommends the extension from Stonehenge Place Extended (B-2), which is classified as a commercial business street with a minimum right-of-way of 60 feet, from its current terminus to Montrose Road.

Both Montrose Road (A-90), between East Jefferson Street and Towne Road, and Montrose Parkway (A-270), also between East Jefferson Street and Towne Road, are classified as arterials with minimum rights-of-ways of 80 feet and 130 feet, respectively. Towne Road (M-4a) is classified as a major highway with a minimum 120-foot right-of-way, and East Jefferson Street (B-6) is

classified as a commercial business street with a minimum 80-foot right-of-way.

The submitted Sketch Plan shows the surrounding streets and adheres to the Sector Plan's recommended rights-of-way. However, some of the street cross-sections are not consistent with the County's Road Code standards. At Preliminary Plan review for this development, the associated streets should reflect the County's Road Code standards.

#### Bikeway Network

Montrose Parkway (SP-50) has an existing shared-use path along the southern portion of the Wilgus property, and the Sector Plan confirms this bikeway. The 2018 White Flint 2 Sector Plan proposes a shared use path along Montrose Road (LB-1), a separated bike lane is proposed for Towne Road (LB-11), and either a standard bike lane or separated bike lane is proposed for East Jefferson Street (LB-4). The submitted Sketch Plan should be revised to reflect the bike lane/protected bikeway for East Jefferson Street.

#### Transportation-SSP and Tax District

Based on the 2016-2020 Subdivision Staging Policy (SSP), the extension of the White Flint Metrorail Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards only impact portions of the Subject Property. Parcels N208, N279, N174, and N231, are excluded from the Local Area Transportation Review (LATR) standards since they are included in the White Flint Special Taxing District. The Special Taxing District, which is an ad valorem tax, uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the White Flint Sector Plan. The area west of Stonehenge Place follows the typical LATR requirements and requires a traffic study, which is under review.

#### White Flint Staging

A portion of this Sketch Plan, Parcels N208, N279, N174, and N231, is subject to the staging limits in the 2010 *White Flint Sector Plan*. This development will be subject to the updated White Flint staging limits and the implementation rules and procedures established in the Planning Board approved White Flint Implementation Guidelines, including the Staging Allocation Request (SAR).

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

This Application proposes redevelopment of an existing, single-use gasoline service station into a mix of residential and commercial uses and green spaces. The Property is adjacent to a well-established community and the proposed layout allows this project to make use of the existing transportation network, while building additional connections for efficient circulation. There are no surface parking lots on the Property, nor any proposed for the Project.

- 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 single-family and multi-family housing that will enhance the housing choices near the White Flint Metrorail Station. In addition to housing, mobility will be improved by this Project. A corridor from the Breezeway Network - a prominent recommended facility of the approved and adopted *2018 Bicycle Master Plan* - will be implemented and will provide safe and convenient connections to major community destinations, including to the nearby Metrorail station. Mixed with residential, retail services will also be provided on the Property at strategic locations within the development that are most accessible and visible to internal and external users. In compliance with zoning restrictions, there is no proposed surface parking between the buildings and the abutting roads. Proposed buildings will line the street instead of surface parking. Therefore, the proposed development will be pedestrian-friendly since vehicle parking is not the dominant feature. Additionally, the two parks and urban plaza offer necessary amenities for new and existing residents and businesses.

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

As envisioned by the Sector Plan, the redevelopment of the Subject Property includes a mix of compatible land uses, various densities, and heights. As previously discussed, the Project locates maximum

building heights at the eastern end of the Property along Towne Road. The Applicant appropriately proposes three multi-use buildings up to 200 feet in height near Towne Road closest to the most intensive development approaching and along Rockville Pike. The Proposed Project tapers down building heights west of the proposed multi-use building and toward the existing Cherington townhouse development to establish a compatible relationship with the existing residential development. Specifically, the Project transitions from the multi-use buildings of up to 200 feet in height along the eastern portion of the Property to townhouses up to 50 feet in height adjacent to the existing Cherington townhouses. Therefore, the Project achieves compatibility with surrounding development by stepping down the proposed densities and building heights near the existing residential development. The heights and densities proposed by the Project are compatible and provide appropriate transitions to the surrounding development.

- 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 many employment opportunities close to the White Flint Metrorail Station and nearby residential communities. Therefore, the Project integrates an appropriate balance of employment and housing opportunities.

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

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

As discussed in finding 1b, the Sketch Plan substantially conforms to the recommendations of the Sector Plan.

- 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 proposed Project is compatible with existing and pending nearby development. Specifically, the Project proposes to locate the tallest mixed-use buildings along the Subject Property's eastern edge along Towne Road and transition to shorter residential buildings on the Property's central and western portions approaching the existing Cherington townhouses. As previously noted, the Project's building heights closest to the Cherington townhouses are 50 feet in building height – not to exceed the maximum permitted by zoning. The Project will set back new townhouses from the shared property boundary at least to the same extent as the abutting Cherington residential structures. The Sector Plan required buffer area with substantial landscaping and trees is also proposed to maintain an appropriate boundary between the existing and proposed townhomes.

The Project also includes a new street system with short blocks (including the extension of Stonehenge Place to Montrose Road), multiple points of access to surrounding roadways, and sidewalks to facilitate non-motorized circulation both internal and external to the Property. These improvements, along with the Project's proposed open spaces, are intended to strengthen linkages between existing neighborhoods to the Subject Property's east and south (including the Executive Boulevard corridor), the Applicant's Project, and Pike and Rose and the Rockville Pike corridor to the east.

The proposed mid-rise and high-rise, high density multi-family dwellings will also be compatible with existing and pending high-density, mixed-use development at Pike and Rose, which includes mid-rise and high-rise residential, shops, restaurants, entertainment venues, and offices. The proposed higher density, 200-foot high buildings with towers A, B, and C will serve as a gateway to key intersections in the White Flint area – Towne Road at the corner of Montrose Road and Montrose Parkway. Diagonal to this area and along the Rockville Pike, Towne Road, Montrose Parkway corridors, are existing significant high-rise, high-density buildings. The Applicant's proposal at the eastern portion of the property aims to create a cohesive environment with existing development at key intersections.

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

As described in the Transportation section of the staff report dated July 15, 2019, the proposed Project provides satisfactory vehicular and non-motorized access, circulation, parking, and loading. Vehicle access will be available from existing points and new access points along East Jefferson Street, Montrose Parkway, and Montrose Road. Pedestrian access is provided through a network of existing exterior sidewalks and new interior sidewalks. The dwelling units fronting Montrose Parkway will have a sidewalk leading directly to Montrose Parkway and a through block connection will link residential and commercial areas to the East Urban Plaza and Towne Road. Private roads and alleys will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

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

#### *Proposed Public Benefits Points and Phasing*

Public Benefit	Incentive Density Points					
	Max Pts. Allowed	Proposed & Approved in Concept	Phase 1	Phase 2	Phase 3	Phase 4
<b>59.4.7.3.A: Major Public Facility</b>						
Central Public Park	70	12	x			
Bicycle Share	n/a	5	TDB			
School & Park Contribution	70	25	TDB			
<b>59.4.7.3.B: Transit Proximity</b>						
Partial Site within ½ mile of Level 2 Transit Station	20	26.70	x	x		x
	(√2mi);					
	15					
	(√2-1mi.)					
<b>59.4.7.3.C: Connectivity/Mobility</b>						
Advanced Dedication - Stonehenge Pl. Extension	30	2.33	x	x		
Through-Block Connection	20	10	x			x
<b>59.4.7.3.D: Diversity of Uses and Activities</b>						
Affordable housing- 15% MPDUs	n/a	30	x			x
<b>59.4.7.3.E: Quality of Building and Site Design</b>						
Structured Parking	20	10.94				x
<b>59.4.7.3.F: Protection and Enhancement of the Natural Environment</b>						
Building Lot Termination (BLTs)* - Off-Site	30	18.79	----	----	----	----
Cool Roof	10	5	x			x
Energy Conservation & Generation (on high rise building)	30	5	TDB			
Vegetated Roof (on high rise building)	15	7.5	TDB			
<b>Total Points Proposed**</b>		<b>158.26</b>				

TBD - To be Determined.

\*Required for optional method CR projects.

\*\*All final points to be verified at the time of site plan approval.

### Major Public Facility

*Central Park, master plan recommendation:* The Applicant requested 12 points for the construction and dedication to the Parks Department of the central park/open space which is the main gateway and open space feature of the proposed development, according to the Sector Plan recommendation. The Applicant will enhance the park/open space with various seating and



gathering opportunities, public art, and connections to nearby public spaces. The park/open space will be delivered with the first phase of the development. Any points awarded are contingent upon the Parks Department accepting dedication of the central park/open space area. Dedication will be determined at Preliminary Plan and the final number of points, if accepted by the Parks Department for dedication, will be determined at Site Plan.

*Bicycle Share Station:* The Applicant is seeking a total of five (5) public benefit points for a bike share station. The Planning Board supports the Applicant's request for points in this category.

*School Contribution:* The Sector Plan recommends that "each and every development application should be thoroughly evaluated for a potential school site." The applicant requests up to 25 points for making a proportional financial contribution towards a school or a park with athletic fields within the Sector Plan area.

#### Transit Proximity

The Applicant requests a total of 26.7 points for the Subject Property's proximity to transit. Approximately 67% of the gross tract area is within 1/2 mile of the White Flint Metrorail station, of which 20.1 points is sought. The remaining 33% of the property, west of Stonehenge Place is beyond the 1/2-mile buffer from the station. For the remaining portion, the Applicant requests 6.6 points. The points for this category will be spread across several phases of the Sketch Plan development.

#### Connectivity and Mobility

*Advanced Dedication:* The Applicant requests 2.33 points for advance dedication of the proposed extension of Stonehenge Place from its current terminus to Montrose Road. The Planning Board supports the Applicant's request for points in this category.

*Through-block Connections:* The Applicant requests 10 points out of a maximum of 20 points for a through-block connection in the form of a shared street over a parking garage. This is associated with the eastern portion of the Subject Property for the high-density dwellings, where the connection leads to a publicly accessible parking facility. Points for this dedication are anticipated during proposed Phases 1 and 4. The Planning Board supports the Applicant's request for points in this category.

Diversity of Uses and Activities

**Moderately Priced Dwelling Units:** The Applicant seeks to gain approval for 30 points for providing 15% MPDU's, which is one of the highest *White Flint 2 Sector Plan* goals. While a minimum of 15% MPDU's is the legal requirement, projects in the C/R and Employment zones are permitted to earn public benefit points for providing more than 12.5%, even though it is legally required. Points are based on the following calculation: (15 (percentage MPDUs provided) – 12.5 (percentage MPDUs required)) x 12 = 30. The Planning Board supports the Applicant's request for points in this category.

Quality of Building and Site Design

**Structured Parking:** The Applicant seeks 10.94 points out of a possible 20 points for providing structured parking in Phase 4 of the development. The request is based on the preliminary calculation of 550 above grade spaces and 260 below grade spaces which comprise 810 total spaces. The Planning Board supports the Applicant's request for points in this category.

Protection and Enhancement of the Natural Environment

**Building Lot Termination (BLT):** The Applicant requests 18.79 points permitted for the purchase of approximately 2 BLT's. The Planning Board supports the Applicant's request for points in this category.

**Cool Roof:** The Applicant requests five (5) points out of a possible ten (10) points for constructing a roof area that is not covered by a vegetated roof with a minimum solar reflectance index (SRI) based on roof slope. The Planning Board supports the Applicant's request for points in this category.

**Energy Conservation and Generation:** The Sector Plan prioritizes on-site renewable energy for environmental public benefit points. The Applicant seeks 5 points for the high-rise buildings in this category of public benefits to be provided. The Planning Board supports the Applicant's request for points in this category.

**Vegetated Roof:** The Applicant seeks 7.5 points for the high-rise buildings in this category of public benefits to be provided. The Planning Board supports the Applicant's request for points in this category.

*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.*

Subsequent to this Sketch Plan application, the Applicant intends to submit a preliminary plan and a site plan application for Phase 1 of the development, but the timing of such application is unknown. Although identified presently as Phases 1, 2, 3, and 4 based on current plans, phases may occur in any order or may be combined. The elements of the Project that are proposed to be included in each phase are defined in the Project Description section of the Staff Report dated July 15, 2019. Public Benefits will be phased as shown in the Outline of Public Benefits Table in the previous section of this resolution.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the 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 Wilgus Sketch Plan No. 320190070, received by M-NCPPC as of the date of the Staff Report July 15, 2019, 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 AUG 01 2019 (which is the date that this Resolution is mailed to all parties of record); and

\* \* \* \* \*

**CERTIFICATION**

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Dreyfuss, seconded by Commissioner Fani-González, with Chair Anderson, Vice Chair Dreyfuss, and Commissioners Fani-González, Cichy, and Patterson voting in favor at its regular meeting held on Thursday, July 25, 2019, in Silver Spring, Maryland.

  
\_\_\_\_\_  
Casey Anderson, Chair  
Montgomery County Planning Board

# Attachment C



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

February 5, 2025

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

RE: Sketch Plan No. 32019007A  
Wilgus II Northpark

Dear Ms. Graham:

We have completed our review of the sketch plan uploaded to eplans on January 22, 2025. A previous version of the plan was reviewed by the Development Review Committee at its December 17, 2024, meeting. The plan is tentatively scheduled for the February 27, 2025, Planning Board meeting. We recommend approval of the plan subject to the following comments on the right-of-way (ROW) maintained by the county.

The subject property also faces Towne Road (MD 187), a public street maintained by the Maryland State Highway Administration (MDSHA). MCDOT has no jurisdiction other than maintenance and operation of the traffic signal, sidewalk, bus stop, bus shelter, or shared-use path along the MDSHA-maintained ROW. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendations about the ROW maintained by MDSHA, as per the review of the preliminary plan, for the attention of the concerned agencies.

1. All comments from our previous preliminary plan letter dated July 9, 2020, continue to apply to this Sketch plan amendment unless revised and/or added to this letter.
2. If the applicant is required to amend the preliminary plan, then prior to the Preliminary Plan stage, pay the Montgomery County Department of Transportation plan review fee in accordance with

### Office of the Director

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

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM (“Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents”).

3. All 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.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact me for this project at (240) 777-7170 or at [william.whelan@montgomerycountymd.gov](mailto:william.whelan@montgomerycountymd.gov).

Sincerely,

*William Whelan*

William Whelan, Engineer III  
Development Review Team  
Office of Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\WhelanW\32019007A Wilgus II Northpark - MCDOT Review Letter 020525.docx](#)

cc: Correspondence folder FY 2025

cc-e: Sachin Kalbag	VIKA
Richard Brockmeyer	MNCP&PC
Mark Terry	MCDOT DTEO
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Rebecca Torma	MCDOT OTP