

Montgomery Planning

## PIKE CENTER

# LOCAL MAP AMENDMENT NO. H-155 AND PRELIMINARY FOREST CONSERVATION PLAN NO. F20240990



Request to rezone an existing shopping center from the Commercial Residential CR-2.0, C-0.75, R-1.5, H-200 zone to the Commercial Residential Floating CRF-2.5, C-0.75, R-2.25, H-200 zone to enable the development of a residential mixed-use project with structured parking, public open space, new internal roads, and other amenities.

COMPLETED: 4/7/2025

PLANNING BOARD HEARING DATE: 4/17/2025

MCPB ITEM NO. 5

Montgomery County Planning Board  
2425 Reedie Drive, Floor 14, Wheaton, MD 20902  
[Montgomeryplanning.org](http://Montgomeryplanning.org)

## Planning Staff

Tamika Graham, Planner III, Midcounty Planning, [Tamika.Graham@montgomeryplanning.org](mailto:Tamika.Graham@montgomeryplanning.org), (301) 495-4551

Amy Lindsey, Planner III, Midcounty Planning, [Amy.Lindsey@montgomeryplanning.org](mailto:Amy.Lindsey@montgomeryplanning.org), (301) 495-2189

Matthew Folden, Supervisor, Midcounty Planning, [Matthew.Folden@montgomeryplanning.org](mailto:Matthew.Folden@montgomeryplanning.org), (301) 495-4539

Carrie Sanders, Chief, Midcounty Planning, [Carrie.Sanders@montgomeryplanning.org](mailto:Carrie.Sanders@montgomeryplanning.org), (301) 495-4653

### LOCATION/ADDRESS

12101- 12151 Rockville Pike, Rockville, 20852

### MASTER PLAN

2018 *White Flint 2 Sector Plan*

### ZONE

Existing: CR-2.0, C-0.75, R-1.5, H-200

Proposed: CRF-2.5, C-0.75, R-2.25, H-200

### PROPERTY SIZE

8.24 acres

### APPLICANT

Pike Center Fee 1807, LLC

### ACCEPTANCE DATE

September 18, 2024

### HEARING EXAMINER PUBLIC HEARING

January 27, 2025

### REVIEW BASIS

Chapter 59 and Chapter 22A, Forest Conservation

### Summary:

- Staff recommends approval of Local Map Amendment (LMA) No. H-155 and Floating Zone Plan to rezone the Property from CR-2.0, C-0.75, R-1.5, H-200 to CRF-2.5, C-0.75, R-2.25, H-200, with binding elements to be transmitted to the Hearing Examiner.
- The Property is currently developed with a strip shopping center and associated surface parking. The rezoning will allow for multifamily residential (including 15% MPDUs) and commercial uses with public amenities.
- Preliminary Forest Conservation Plan No. F20240990 is recommended for approval and discussed within this Staff Report.
- Subsequent Preliminary and Site Plan reviews will be required if the Local Map Amendment is approved.
- Staff has not received public correspondence for these Applications.

## TABLE OF CONTENTS

SECTION 1: STAFF RECOMMENDATIONS AND CONDITIONS .....	3
LOCAL MAP AMENDMENT NO. H-155.....	3
PRELIMINARY FOREST CONSERVATION PLAN No. F20240990.....	4
SECTION 2: SITE DESCRIPTION.....	4
VICINITY.....	4
PROPERTY DESCRIPTION.....	6
SECTION 3: PROJECT DESCRIPTION.....	8
PREVIOUS APPROVALS.....	8
PROPOSAL.....	9
SECTION 4: COMMUNITY OUTREACH .....	19
SECTION 5: LOCAL MAP AMENDMENT NO. H-155 FINDINGS AND ANALYSIS .....	20
SECTION 6: FOREST CONSERVATION PLAN F20240990 FINDINGS AND ANALYSIS.....	37
SECTION 7: RECOMMENDATION .....	40
ATTACHMENTS .....	40

## SECTION 1: STAFF RECOMMENDATIONS AND CONDITIONS

### LOCAL MAP AMENDMENT NO. H-155

Staff recommends approval of Local Map Amendment H-155 to rezone the Subject Property from Commercial Residential CR-2.0, C-0.75, R-1.5, H-200 zone to the Commercial Residential Floating CRF-2.5, C-0.75, R-2.25, H-200 zone and the associated Floating Zone Plan with the following binding elements:

#### GENERAL

1. Permitted uses on the Property include up to 806,880 square feet of residential uses (up to 760 units including a minimum of 15% MPDUs) and up to 90,000 square feet of commercial uses.
2. Provide a minimum of 10% of the Site Area as usable public open space.
  - a. The Applicant must provide a minimum half-acre neighborhood green identified for the site by the Sector Plan, with this space to be provided as public open space. Specific location and design features will be specified at the time of future Site Plan applications(s).
3. Loading access for residential and commercial uses must be entered internal to the blocks and out of view from public spaces.
  - a. Phase I (Building A) entrance access must occur from the Rollins Avenue Extension (Private Street A).
  - b. Phase II (Building B) entrance access must occur from the Rollins Avenue Extension (Private Street A).
  - c. No back-up maneuvers will be permitted from the adjacent public rights-of-way.

#### FUTURE PRELIMINARY PLAN & SITE PLAN APPROVAL REQUIRED

At the time of Preliminary Plan and Site Plan(s) approval, the Applicant must address the following:

1. Update the data table to reflect all setback dimensions of the Property.
2. The Applicant must provide a phasing plan for public open space to address the open space requirements for the Phase I residential development.
3. Update the LATR Transportation Study consistent with the 2024-2028 GIP and LATR Guidelines, including the development of a list of off-site mitigation projects and associated costs.
4. Address MCDOT's comments on movement restrictions for the Bou Avenue access and the ability to provide loading access on Chapman Avenue.
5. The undergrounding of existing utilities must be reviewed and analyzed with the Preliminary Plan.

6. Provide graphics that show proposed Phase I (Building A) with the new building and the existing portion of the strip shopping center that is to remain, including circulation and open space.
7. The Applicant must coordinate with Planning Staff and MCDOT to determine the improvements for bus stops within the study area that do not have bus shelters or fair contribution toward mitigation.
8. Review with Planning and MCDOT the feasibility of removing the free-right-turn ramp at the Bou Avenue and Chapman Avenue intersection per the *White Flint 2 Sector Plan* to improve safety for pedestrians and bicyclists.

---

## PRELIMINARY FOREST CONSERVATION PLAN NO. F20240990

Staff recommends approval of Preliminary Forest Conservation Plan No. F20240990 for the redevelopment of the Subject Property, subject to the following conditions:

1. The Applicant must submit a Final Forest Conservation Plan (“FFCP”) for review and approval in conjunction with the review and approval of a Preliminary Plan and prior to any demolition, clearing, grading or construction on the Property.
2. The FFCP must be consistent with the approved Preliminary Forest Conservation Plan.
3. The FFCP must include planting locations and details for a minimum of 27 inches of native canopy trees as mitigation for the removal of Protected Trees. The variance mitigation trees must be a minimum size of 3 caliper inches.

## SECTION 2: SITE DESCRIPTION

---

### VICINITY

The Subject Property, the Pike Center Shopping Center (the “Property” or “Pike Center”), is addressed at 12101 Rockville Pike. It is located on the east side of Rockville Pike (MD 355) and west of Chapman Avenue, north of Bou Avenue, and directly south of the boundary for the City of Rockville. It is located within the *White Flint 2 Sector Plan* area and is situated between two Metrorail stations along Rockville Pike – the North Bethesda station approximately one-mile to the south and the Twinbrook station one-half mile to the north. The Property’s northern property edge coincides with the limits of the City of Rockville. The surrounding properties north and east of the Property are located in the City of Rockville, while the properties south and west are located in the County. To the south of the Property, across Bou Avenue, is Montrose Crossing Shopping Center, which includes one- and two-story retail uses including several major anchor stores, with large areas of surface parking. Directly north of the Property are several retail uses (gas station, vehicle repair, restaurant, and medical marijuana dispensary) which front on Twinbrook Parkway and are located within the City of Rockville. West of

the Property, across Rockville Pike, are the Federal Plaza and Towne Plaza shopping centers, with retail and restaurant uses and surface parking. East of the Property, across Chapman Avenue, is the Guitar Center and Flagship Carwash Center, also located in the City of Rockville. The Property is located one-half mile north of Pike and Rose, a mixed-use, residential and commercial district in the heart of the White Flint/North Bethesda area.

The Staff-defined neighborhood, outlined in red in Figure 1 below, identifies the properties that contribute to the community character and may experience the most direct impacts of the proposed rezoning. The surrounding neighborhood is generally bounded by the CSX rail tracks (i.e. B & O Railroad) to the east, Montrose Road to the south, East Jefferson Street to the west and Rollins Avenue/Twinbrook Parkway to the north. The Staff defined neighborhood is primarily defined by commercial properties that abut the Property to the north and south, and those confronting the Property to the west, across Rockville Pike (MD 355). The neighborhood includes the medium density residential uses to the west, which includes the Miramont Condominiums that stretch towards E. Jefferson Street. These are located along the periphery of the commercial uses that line Rockville Pike.

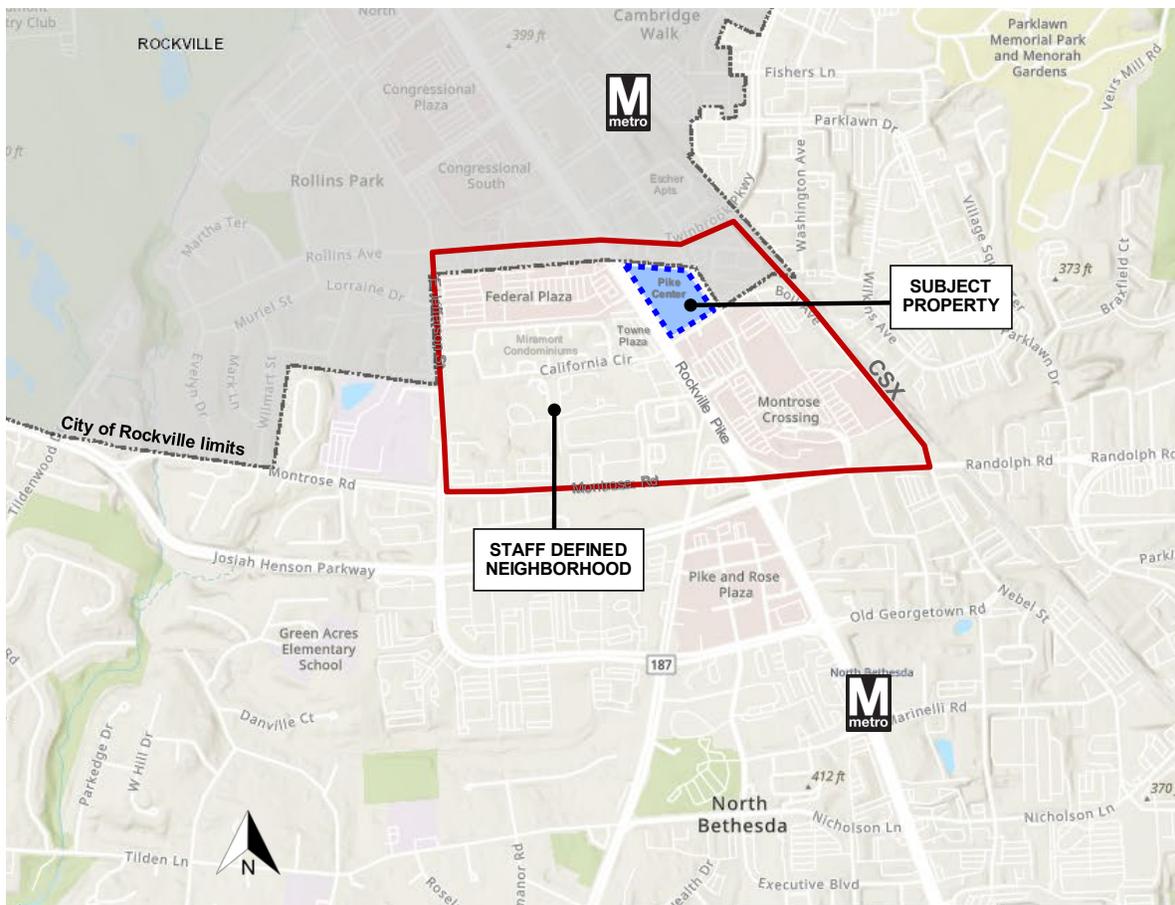


Figure 1: Vicinity/Staff Defined Neighborhood

## PROPERTY DESCRIPTION

The Subject Property is located on the east side of Rockville Pike (MD 355) and is also known as Parcel B, Washington-Rockville Industrial Park, as shown at Plat No. 6708 recorded on June 13, 1962. The Property is comprised of 292,505 square feet or approximately 6.7 acres of existing lot area, or 358,752 square feet of gross tract area (which includes prior dedications).

The Property is developed with an approximately 81,007-square foot strip shopping center comprised of three, one-story buildings. The primary structure is an inverted L-shaped building that aligns with the northwestern boundary of the Property. The remaining two (2) buildings are standalone commercial retail pad sites located towards the southwest corner of the Property. The Property is also improved with a large surface parking lot located between the existing retail buildings and the Rockville Pike frontage. Currently, the retail center is occupied by a restaurant as its anchor tenant supported by a mix of retail and service uses and a gas station. Some of the other retail tenant spaces are vacant. The Property is currently served by public water and sewer. There are no significant trees or substantial vegetation on the site, beyond shade trees within parking lot islands, nor are there any known historic resources.

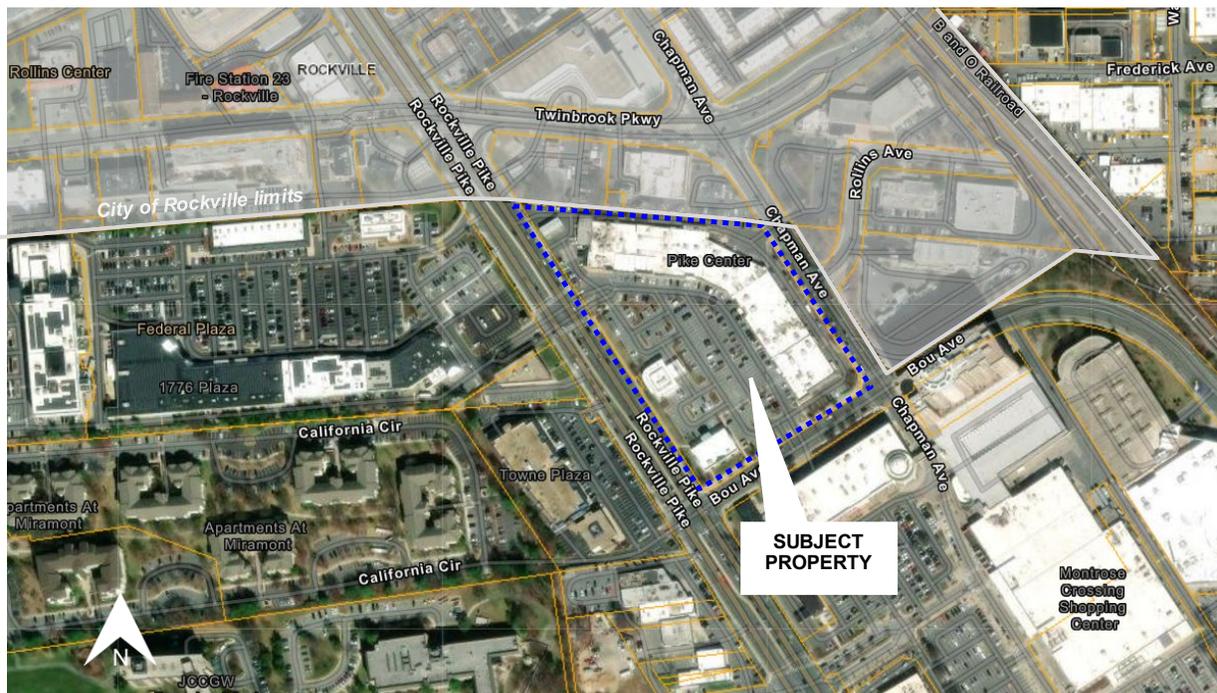


Figure 2: Subject Property (outlined in blue dashed line)

Currently, vehicular access is provided via three public roads, Rockville Pike (MD 355) on the east, Bou Avenue on the south, and Chapman Avenue on the West. Rockville Pike (MD 355) is a six-lane divided Downtown Boulevard. Both Chapman Avenue and Bou Avenue are four-lane undivided Downtown

Streets. Currently there are two access points on Rockville Pike (MD 355). One is a signalized intersection, and the other is a right-in/right-out driveway access to an existing gas station located on the north side of the Property. Bou Avenue has one full access driveway, and there are two service entrance driveway access points on Chapman Avenue.

## ZONING CONTEXT

When Montgomery County adopted a new Zoning Ordinance in 2014, the Property was rezoned from the C-4 zone to the family of CR zones which allows higher density and building height, and mixed-uses within a transit accessible urban format. The Subject Property's current zoning is CR-2.0, C-0.75, R-1.5, H-200. Montrose Crossing Shopping Center to the south is zoned CR- 2.0, C-0.5, R-1.5, H-200, with roughly the same development potential. The confronting Federal Plaza and Towne Plaza, both of which are zoned CR- 2.25, C-0.75, R-1.5, H-150, are 50 feet in height less than the Property is zoned for, but with a total density permitted of 0.25 FAR greater than the Pike Center Property.

This collection of nearby shopping centers that line Rockville Pike are adjoined by transitional zones, Commercial Residential Town (CRT) and lower density properties. Located to the south of Federal Plaza and to the west of Towne Plaza is the Apartments of Miramont which is zoned Residential Multi-Unit Medium Density (R-20). To the west of the standalone strip buildings on Rockville Pike between Bou Avenue and Hubbard Drive is a swath of property zoned Residential 200 (R-200) and used for an institutional use – it is the main building and grounds of the Bender JCC of Greater Washington. These residential zones are within close walking distance to existing and planned commercial, retail, and services along the Rockville Pike corridor. The property to the north of the Subject Property is located within the City of Rockville and is zoned for commercial uses at higher densities which complement the high-density mixed-use corridor within Montgomery County's boundaries.

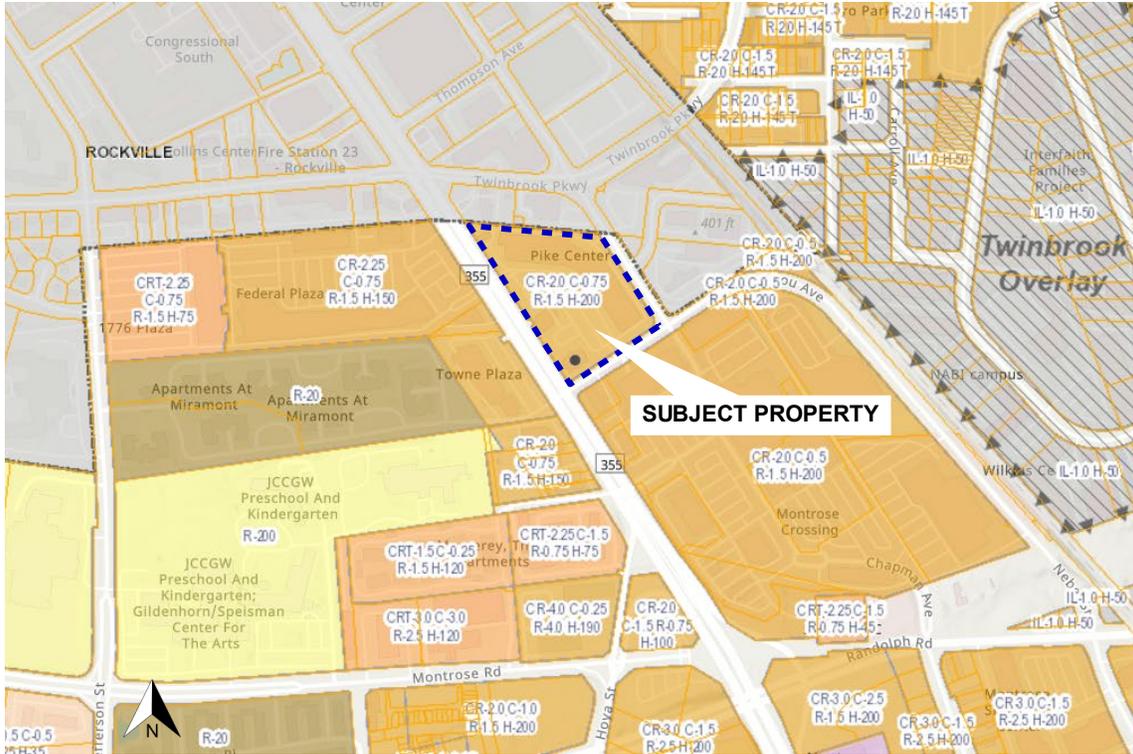


Figure 3: Existing Zoning for the Site

## SECTION 3: PROJECT DESCRIPTION

### PREVIOUS APPROVALS

The Property was recorded by Plat No. 6708 as Parcel B of the Washington-Rockville Industrial Park in June 1962. A special exception (S-710) to permit the existing gas station was approved in November 1979.

#### NRI/FSD No. 42008097E

A Natural Resources Inventory/Forest Conservation Plan (NRI/FSD), 42008097E, was approved in January 2008. The Site is located in the Great Seneca Creek watershed, a Use I-P category. The Site is not located within a Special Protection Area. Per Section 22A-5(t) of the County Code, the Applicant received an exemption from submitting a Forest Conservation Plan due to the modification to an existing, non-residential property.

The Property was granted an exemption from submitting a forest conservation plan with a condition that a Tree Save Plan (TSP) be submitted.

### Site Plan No. 820090020

In 2009, the Property was approved by the Planning Board per Resolution MCPB No. 09-10 dated February 11, 2009, for the addition of two (2) pad site commercial retail buildings (existing today): a 3,710-square foot bank with three drive-through lanes and a 6,000-square foot retail building, totaling 9,710 gross square feet for an existing retail center site, for a grand total of 81,007 gross square feet, under the former C-4-zoning district. An existing small pad site building located at the corner of Rockville Pike and Bou Avenue will be removed and replaced with a larger retail pad site building. While the surface parking lot would remain largely intact, this Site Plan increased the number of landscaped islands in the parking lot to provide shading and lighting. On-site stormwater management for the new buildings was achieved with an underground system beneath the parking lots adjacent to each of the buildings.

### Site Plan No. 82009002A

In February 2010, the Planning Director administratively approved Site Plan Amendment No. 82009002A for the following modifications: 1) Shift handicap parking spaces to accommodate a relocation of a building entrance; 2) Shift the bank drive-thru canopy; 3) Extend a channelization island at the main shopping center driveway entrance; and 4) Shift a light pole to accommodate an existing tree.

### Site Plan No. 82009002B

In January 2023, the Planning Director administratively approved Site Plan Amendment No. 82009002B to utilize the parking requirements of the Zoning Ordinance in effect on October 30, 2014, allowing the Applicant to have greater flexibility in tenant mix at the Property. No physical changes were proposed as part of this amendment.

---

## PROPOSAL

The proposed Project requests a rezoning from the CR-2.0, C-0.75, R-1.5, H-200 to CRF-2.5, C-0.75, R-2.25, H-200 in order to efficiently redevelop a single-use shopping center with a vast surface parking lot into compact, walkable blocks for mixed-use buildings that are framed by the existing street network. The Project proposes two (2) new mixed-use buildings with a total of 90,000 square feet of ground floor commercial development (including potentially a supermarket) and 806,880 square feet of residential development (up to 780 units) located above the commercial uses and two (2) structured parking garages at- and below-grade. The Project focuses on a central active public space along Rockville Pike and proposes narrow, pedestrian-oriented streets framed by the mixed-use development.

The proposed site layout consists of two blocks that are framed by Bou Avenue, Chapman Avenue, and Rockville Pike. The proposed internal Private Street A extends Rollins Avenue (from the east) to Rockville Pike and bifurcates the Site into these two smaller walkable blocks. Each proposed block consists of a multifamily residential building with retail spaces at ground levels facing Rockville Pike and the central neighborhood green, which will help activate these public realms.

These two (2) blocks are anticipated to be implemented in two phases of development. The first phase (Phase I) will partially demolish the existing main building and the two smaller freestanding pad sites that front onto Rockville Pike. New construction is proposed for the smaller building (Building A) that includes approximately 35,000 square feet of ground floor retail facing Rockville Pike and an estimated 322,536 square feet of residential uses<sup>1</sup> on the upper 7 floors. Parking is accessed from the Rollins Avenue Extension (Private Street A), running east-west through the center of the Project. Retail parking is proposed to be located at-grade and one level below-grade, with residential parking on the above-grade levels of the structured parking garage. Proposed loading for retail and residents will be located internal to the block out of view from public spaces (Figure 4). Access to loading areas is proposed from the Rollins Avenue Extension (Private Street A) and will exit onto Bou Avenue. During this first phase, the remainder of the existing shopping center and the existing surface parking lot will remain.

The second phase (Phase II) will demolish the remainder of the existing shopping structure and the non-conforming surface parking between the building and the road. Construction in this phase is comprised of the taller of the two proposed buildings (Building B) and will include ground floor commercial space with an estimated 484,844 square feet of residential uses on the upper 17 floors, and a minimum of one-half acre for the neighborhood green open space, per the Sector Plan. Proposed loading and parking access for Phase II (Building B) is proposed to be from the Rollins Avenue Extension (Private Street A).

---

<sup>1</sup> The final breakdown of residential and commercial square footage divided across the two proposed buildings will be finalized at a later time.

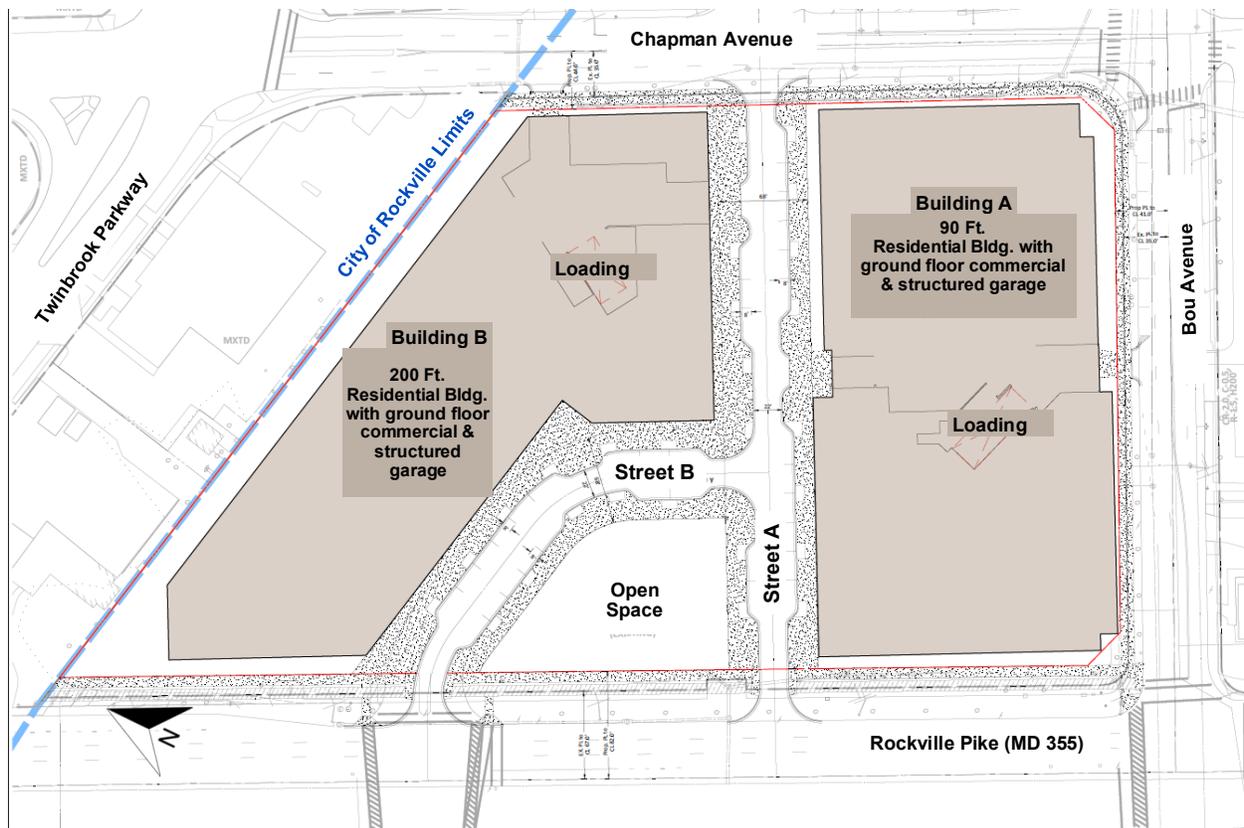


Figure 4: Proposed Floating Zone Plan

## BUILDING/ARCHITECTURE

As shown in Figure 5 below, the building's massing is prioritized towards Rockville Pike, fronting the neighborhood green, and steps down toward Chapman Avenue. The maximum building height for the zone is 200 feet. The Application proposes a maximum height of 90 feet for proposed Building A and a maximum of 200 feet for proposed Building B. Both buildings are proposed to be pulled forward towards the street and are designed to frame the central open space.



Figure 5: Proposed Massing View from Rockville Pike looking east

The proposed building sections from the Rockville Pike view in Figure 6 illustrate the proposed buildings' internal arrangement of uses regarding the ground floor retail, upper level residential, and the location of the structured parking garage in Building B (the proposed parking garage in Building A is not shown in the building section below). Figure 7 illustrates the proposed ground floor plan concept which includes the internal truck loading locations.



Figure 6: Proposed Building Sections View from Rockville Pike



Figure 7: Proposed Ground Floor Plan Concept

The proposed mixed-use development is intended to be designed in a way that achieves compatibility with the surrounding area with respect to site design and architecture. The specific architectural style and details of the two proposed buildings will be reviewed at the time of future Site Plan submissions. The Applicant submitted the below precedent images.



Figure 8: Mixed-Use Architecture Precedent Images for Pike Center

## OPEN SPACE

The Project proposes a neighborhood green public open space, identified for the site by the Sector Plan, that is a minimum of one-half acre along Rockville Pike, fronted by internal private streets and contained by mixed-use buildings on three sides. The LMA Application provides an illustration of the proposed public open space as shown in Figure 9 below. The open space will be a privately owned public space (POPS). Locating the neighborhood green on Rockville Pike creates the opportunity for activation by future retail tenants and visibility from the corridor. While designs have not been fully explored, it is anticipated to have a mix of passive and active open spaces with amenities such as movable seating and tables for use by any of the retail patrons or residents, shading elements, and a flexible lawn. Final square footage and specific location and design features will also be provided at the time of future Site Plan applications(s).

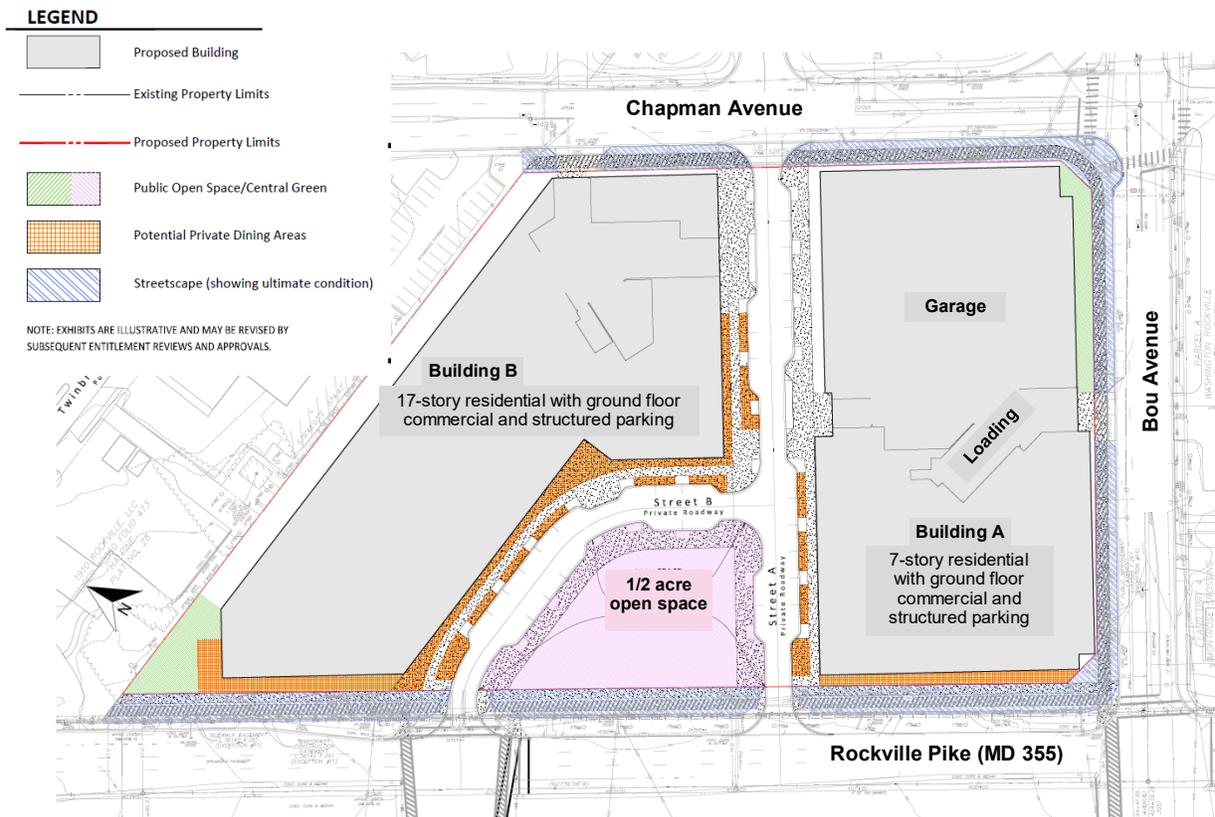
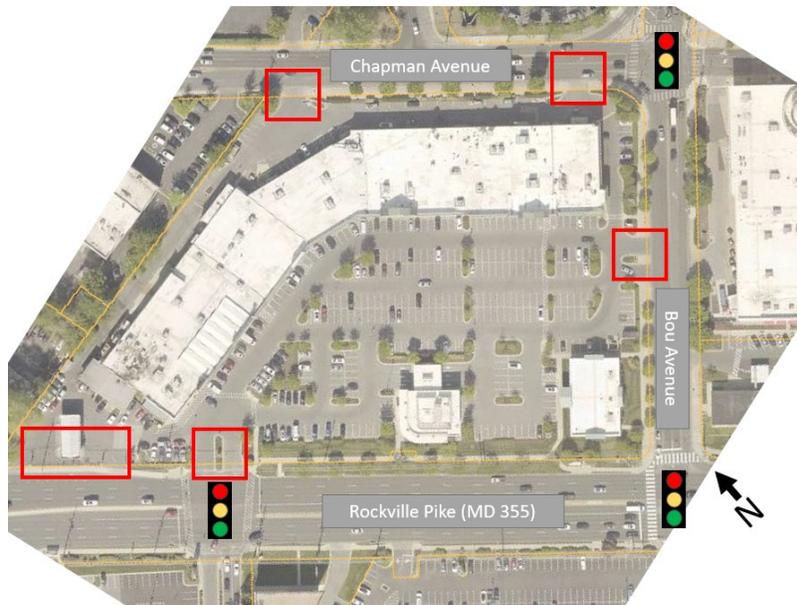


Figure 9: Proposed Public Open Space Plan

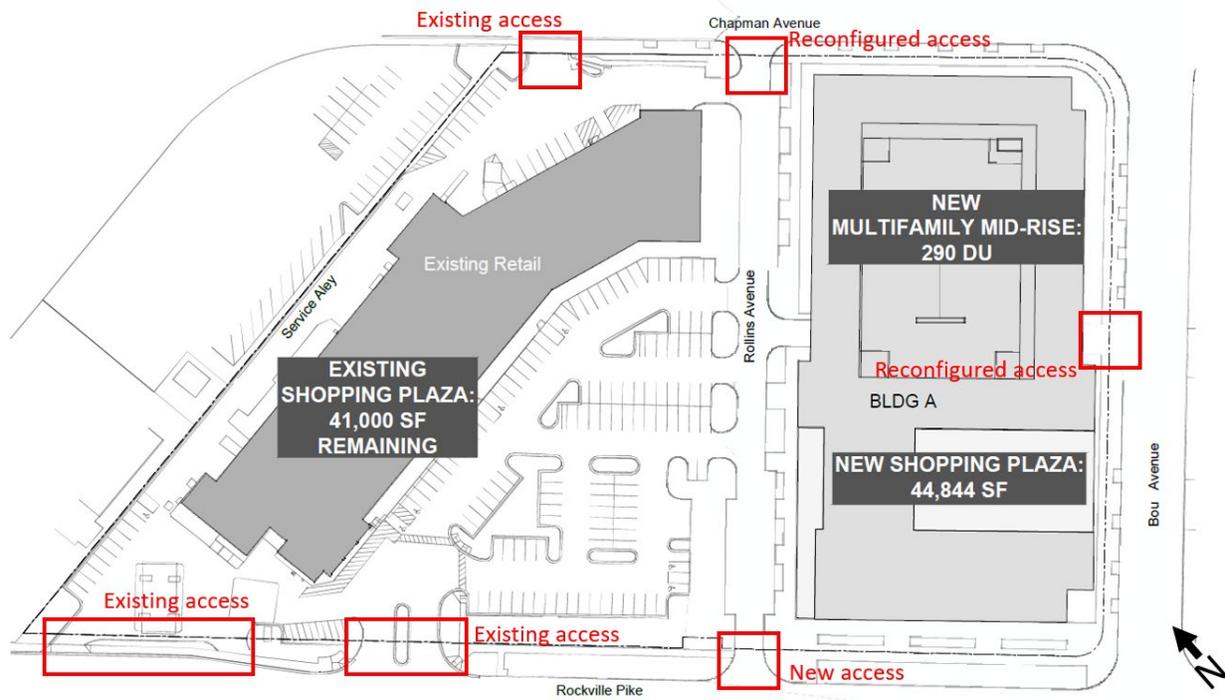
## TRANSPORTATION

Vehicular access is provided via three public roads, Rockville Pike (MD 355) on the east, Bou Avenue on the south, and Chapman Avenue on the West. As previously noted, there are two access points on Rockville Pike (MD 355). One is a signalized intersection, and the other is a right-in/right-out driveway access to an existing gas station located on the north side of the Property. Bou Avenue has one full access driveway, and there are two service entrance driveway access points on Chapman Avenue.



*Figure 10: Existing Vehicular Access*

The Project is proposed to be developed in two phases. In Phase I, two (2) new access points will be provided via a new private street (Private Street A/Rollins Avenue) providing a connection between Chapman Avenue and Rockville Pike (MD 355). This street's intersection with Chapman Avenue is anticipated to have full movement, while the connection to Rockville Pike (MD 355) will be a right-in/right-out access. The existing southern service driveway entrance on Chapman Avenue will be eliminated, but all other access points will remain including the signal on the northernmost access point on Rockville Pike. The access on Bou Avenue will be modified as part of the Project.



*Figure 11: Proposed Phase I Vehicular Access*

In Phase II of the Project, the northern right-in/right-out driveway access on Rockville Pike (MD 355) that serves the existing gas station will be removed. All other access points will remain but both the signalized access on Rockville Pike (MD 355) and the service drive access on Chapman Avenue will be reconfigured. Additionally, another new private street (Private Street B) will be constructed to connect the signalized intersection at Rockville Pike (MD 355) and the private street constructed in Phase I (Private Street A/Rollins Avenue).

The specific location of access points and associated allowable movements will be determined during the subsequent Preliminary Plan review.

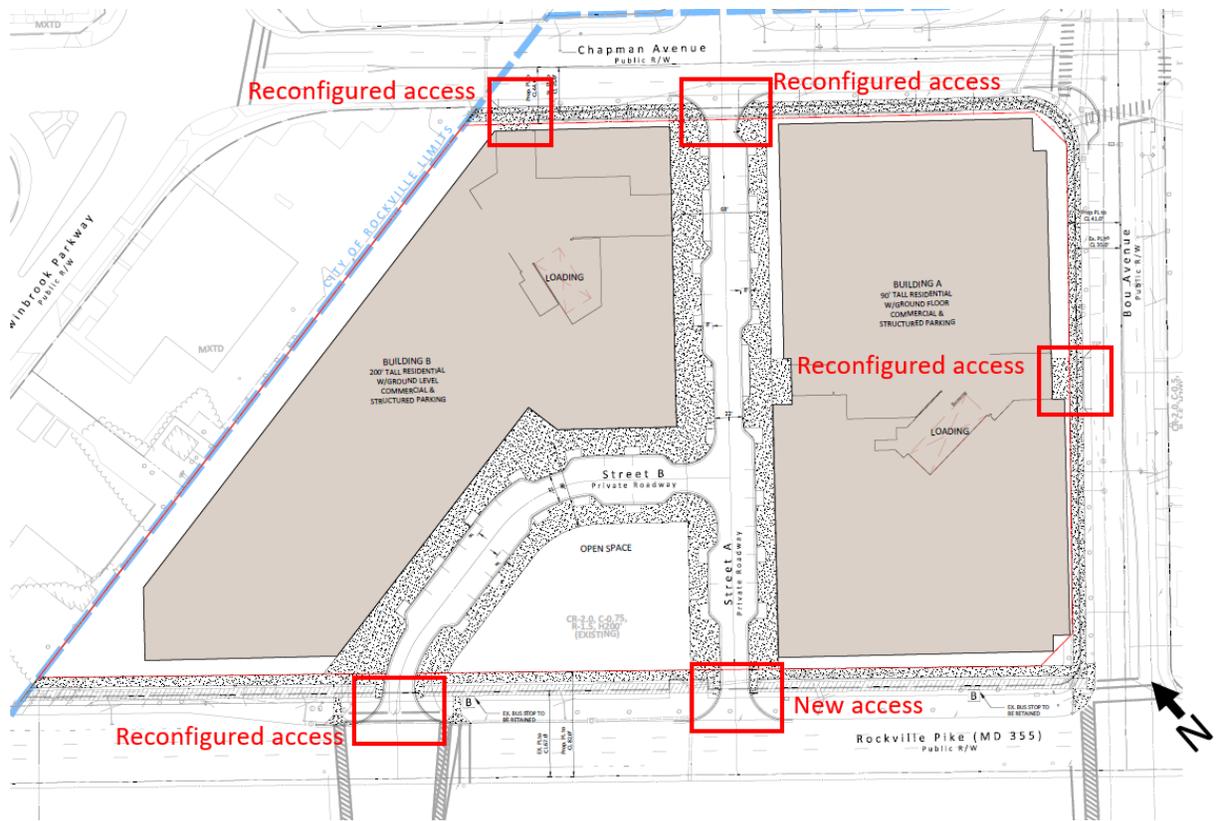


Figure 12: Proposed Phase II Vehicular Access

Pedestrian and bicycle access to the Site is proposed via improved frontages along the roadways. The 2018 *Bicycle Master Plan*, 2018 *White Flint 2 Sector Plan*, and 2019 *Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans* identify a two-way separated bike lane facility along Rockville Pike (MD 355) on the Property's frontage which is buffered from the travel lanes with a landscape buffer. A separate sidewalk is also planned. Both Bou Avenue and Chapman Avenue are planned to have a sidepath and a street buffer along the Property frontages. The new internal private road (Private Street A) is an extension of Rollins Avenue and will also include sidewalks and street buffers. The exact design and dimensions of these improvements will be determined at the time of the Preliminary Plan in consultation with MCDOT, MDOT State Highway Administration (SHA), and the City of Rockville as the project borders the City boundary.

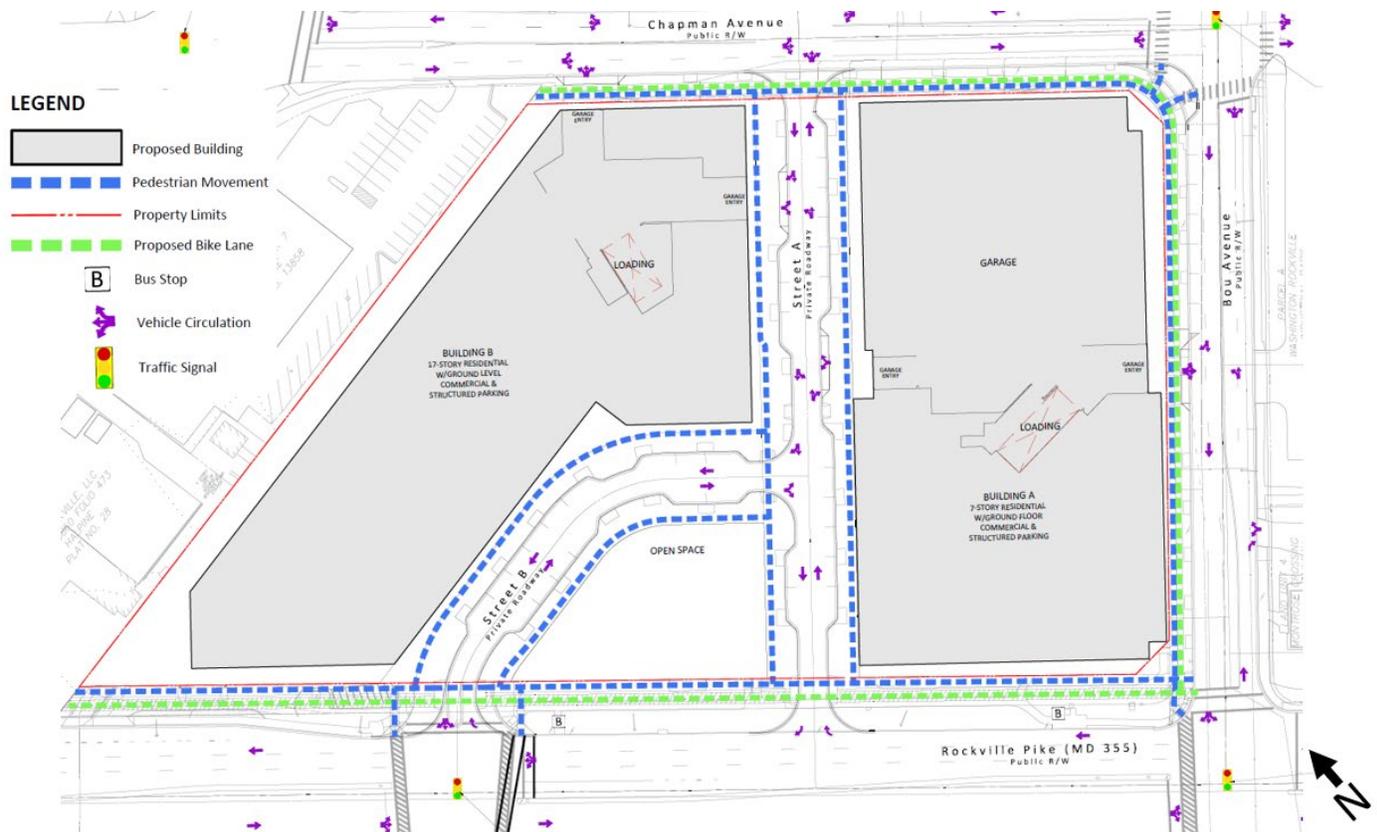


Figure 13: Final Build Out (Phase II) Vehicular Circulation

There are currently two bus stops along the Property’s Rockville Pike (MD 355) frontage. One is located just north of the intersection with Bou Avenue and includes a shelter, bench and trash can. A second is located further to the north, just south of the existing signalized access to the Property. This stop includes a flag stop with no other improvements. Both stops are served by Ride On Route 46 which provides service between Montgomery College-Rockville and the NIH-Medical Center Metrorail Station. The two bus stops will be maintained, and any improvements will be determined at the time of the Preliminary Plan in consultation with MCDOT.

Additionally, this segment of Rockville Pike (MD 355) is identified as a future BRT corridor with exclusive center running transit lanes for buses. The frontage improvements along Rockville Pike (MD 355) will therefore be designed with this future transit facility in mind at the time of the Preliminary Plan.

## ENVIRONMENT

The Property is currently developed with a commercial center and associated surface parking lot. There are no environmental features on site and only small trees are located within the existing surface parking lot. The proposed development will include higher density development without an increase in impervious surfaces and will include greener and more energy efficient construction close to transit.

## 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 Project as required under the Zoning Ordinance and the Administrative Procedures for Development Review. A pre-submittal community meeting is not required for a Local Map Amendment application per the noticing standards of Section 59.7.5.1 of the County Code. Nevertheless, the Applicant held a virtual community meeting on June 28, 2024.

Questions raised from community members and local businesses in attendance include the following. The information to address these questions has been explained in the Proposal section of this report.

1. Timing of construction of each of the project phases;
  - a. Response: *The first phase would begin in the near to mid-term (three to ten years) and the second phase would likely follow at a minimum of three years after the first phase is open and occupied.*
2. Amenity details of the proposed park;
  - a. Response: *The space programming details of the proposed neighborhood green will be provided with the next application submission.*
3. Timing of a traffic study;
  - a. Response: *The Applicant submitted a Local Area Transportation Review (LATR) study, and the traffic generated by the Application will not exceed area capacity and will conform to the LATR Guidelines.*
4. Incorporation of the proposed Bus Rapid Transit (BRT).
  - a. Response: *The future BRT will be accommodated within the proposed right-of-way that will be dedicated along the Project's Rockville Pike frontage.*

Application materials were made available by email request and found on the websites of both the Planning Department and the Office of Zoning and Administrative Hearings.

## SECTION 5: LOCAL MAP AMENDMENT NO. H-155 FINDINGS AND ANALYSIS

Local Map Amendment No. H-155, with Floating Zone Plan, would allow the rezoning of the Subject Property to the CRF-2.5, C-0.75, R-2.25, H-200 (Commercial Residential Neighborhood-Floating) Zone. This Application has been reviewed for compliance with the Montgomery County Code, Chapter 59, Zoning Ordinance. The Application has been reviewed by other applicable State and County agencies.

Per Section 59-7.2.1.E.2 of the Zoning Ordinance, for a Floating zone application, the District Council must find that the floating zone plan will:

**1. Section 59-7.2.1.E.2.a. - substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;**

The Application substantially conforms with the 2018 *White Flint 2 Sector Plan* (Sector Plan) and *Thrive Montgomery 2050* (General Plan), as described below.

### Sector Plan Compliance

The Subject Property falls within the Montrose Crossing sub-area of the 2018 *White Flint 2 Sector Plan*, located north of Montrose Parkway, east of Rockville Pike, and west of the CSX rail tracks (p. 44). The Sector Plan identifies the Subject Property as having “the potential to serve as a major mixed-use destination along Rockville Pike” (p. 44) due to its underutilization as a shopping center with surface parking as well as its proximity (within one mile) to both the North Bethesda and Twinbrook Metro Stations.

The Sector Plan provides specific design and connectivity recommendations for the redevelopment of Subject Property (p. 45), as summarized below:

- Create a network of short blocks and internal streets.
- Provide a 0.5-acre neighborhood green and a local street connection.
- Create building frontages along Rockville Pike and Bou Avenue that enhance the public realm, including landscaping and bicycle infrastructure.

The redevelopment proposes to address these three recommendations by constructing two (2) new private streets within the Property to contribute to a network of short blocks and internal streets, providing the 0.5-acre neighborhood green along the Property’s Rockville Pike frontage, and pulling building frontages up to face Rockville Pike and Bou Avenue. As previously noted, the 0.5-acre open space is not proposed until Phase II (Building B). As conditioned, the Applicant must provide a phasing plan that provides interim open space that can address open space requirements of Phase I (Building A).

Page 79 of the Sector Plan recommends removing the free-right-turn ramp at the Bou Avenue and Chapman Avenue intersection to improve safety for pedestrians and bicyclists. The Applicant will address this recommendation during the Preliminary Plan stage of development.

In addition to the Property-specific recommendations, page 104 of the Sector Plan outlines the priority public benefit points for projects located in the EOF, CRT, and CR zones:

- Dedication of land for needed school sites as the highest priority public benefit.
- Fifteen (15) percent MPDUs as the highest priority 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 sites, including but not limited to: land for school athletic fields; new neighborhood parks and open spaces; public transportation (new Metro 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.

Although the final public benefit points will be determined at time of Site Plan approval, the Applicant is currently proposing to address some of the above-referenced priority points to support the Sector Plan's goals. The Project is initially proposing public benefit points for 15% MPDUs with enhanced accessibility for the disabled; undergrounding of utilities except along the Rockville Pike frontage; cool roofs and Building Lot Termination (BLT) for protection of the natural environment; and quality building and site design for the public open space, structured parking, and exceptional design.

As illustrated, the proposed rezoning addresses numerous Sector Plan recommendations. Overall, the Project would allow for this Sector Plan vision to be realized by bringing denser, mixed-use development with up to 760 new multifamily units (15% MPDUs), 90,000 square feet of non-residential uses, structured parking, and a new public park to the Sector Plan area.

## General Plan Compliance

*Thrive Montgomery 2050*, the County's General Plan, is a long-range planning guide for the development and growth of the community. The proposed rezoning is strongly aligned with two of the General Plan's overarching objectives – promoting compact growth along corridors (p. 70) and diversifying and adding to the housing stock for the County (p. 121).

### Compact Growth: Corridor-Focused Development

The map on page 71 of the General Plan identifies North Bethesda (where the Subject Property is located) as a “large activity center,” meaning it is envisioned as the highest intensity area generally characterized by significant residential and/or commercial density, either existing or planned, and typically close to high-quality transit. This suggests that the North Bethesda area generally has the infrastructure to support additional development to “maximize the efficiency of land use and public investment” (p. 73). This Project in particular proposes infill mixed-use development on a property where the existing surface parking and shopping center has been largely underutilized for years, particularly given its transit-rich location proximate to two Metrorail stations.

Specific policies from the *Compact Growth* chapter addressed by the Application include:

- Improve the environmental sustainability of growth by encouraging infill and redevelopment to curb sprawl and bring areas built out in an era with little or no environmental regulations up to robust standards for stormwater management and other state-of-the-practice environmental standards.
- Limit growth beyond corridors to compact, infill development and redevelopment in Complete Communities to prevent sprawl (p. 73).

### Housing for All

Page 131 of the General Plan states:

*Montgomery County has an insufficient supply of housing. The current supply does not meet the needs of current or future households. A significant mismatch of supply and demand exists, where demand exceeds supply, raising the price of housing for both renters and those who want to own their home.*

The proposed redevelopment would provide up to 760 additional dwelling units helping to address the insufficient supply of housing. One of the primary recommendations of the Housing chapter is to encourage the production of more housing to better match supply with demand (p. 132). Another key recommendation is to diversify the housing stock across incomes, building types, and geography, which this development will achieve through its unit

sizes and typologies, accessibility to disabled individuals, which will be refined during subsequent regulatory reviews.

Specific policies the Application addresses from the *Housing for All* chapter include:

- Expand opportunities to increase residential density, especially along major corridors and in locations where additional housing can assist in the development of Complete Communities.
- Facilitate the development of a variety of housing types in every part of the County but especially in areas near transit, employment, and educational opportunities (p. 132).

In conclusion, the rezoning request is consistent with the *White Flint 2 Sector Plan*, and the General Plan.

**2. Section 59-7.2.1.E.2.b. - further the public interest;**

The General Plan, the *White Flint 2 Sector Plan*, and other countywide plans and policies reflect the mandate for Montgomery County to promote public health, safety, and general welfare and responsible, effective ways to advance the public interest through plans, policies, programs, and new and redevelopments. Generally, this Project furthers the public interest by maximizing the Property's uses, density, and functions and provides housing, transportation improvements, environmental enhancements, and community facilities.

More specifically, the Pike Center Project addresses the public interest through the following:

- Proper and efficient use of the land and appropriate density with respect to the surrounding neighborhood.
- Redevelopment of an obsolescent and inefficient strip center.
- Provision for updated stormwater management and other infrastructure.
- Appropriate building massing that complements the existing character, including density and height, of the surrounding neighborhood.
- Provides adequate light and open space for public access via the neighborhood green.
- Provides a desirable visual environment through good urban design.
- Provision of new road connections that creates permeability for vehicle and non-vehicle travel.
- Provision of new streetscape and a sidewalk along Property's frontages.

- Provision of retail space for economic development.
- Reviving a neighborhood center that anchors the surrounding area and provides goods and services.

These improvements listed can be achieved through the Property’s current CR zoning with 2.0 FAR. However, through the proposed rezoning for an overall increase in 0.5 FAR and for an increase from R-1.5 to R-2.25 for residential uses, the Project would be able to achieve the following:

- Address a need for housing, including moderately priced dwelling units, within close proximity to high-capacity transit, including Metrorail.
- Providing sufficient space for residential dwelling units.

The need for housing has greatly increased since the adoption of the 2018 Sector Plan. In the 2020 *Montgomery County Housing Assessment* and *Thrive Montgomery 2050* General Plan, the lack of housing units and variety of types to match population and job growth projections were identified as the most pressing issues for the County. The Housing Assessment Study found that more than half of the new housing needed to accommodate new households through 2040 is projected to be multifamily rental housing (including apartment and townhome/duplex/triplex/quadplex rentals). Thrive Montgomery also stated that Montgomery County needs housing with a wide variety of prices.

Through the Pike Center rezoning request, the Subject Property, which has unique construction considerations due to its shape, multiple-frontages, and neighborhood context, will be able to yield more residential units vertically. Therefore, the Project with more residential density permitted will help to address the identified housing needs of the County and further the public interest.

- 3. Section 59-7.2.1.E.2.c. - satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter;**

#### Applicability

Section 5.1.3 of the Zoning Ordinance sets forth specific requirements for local map amendment applications that propose the CRF-2.5, C-0.75, R-2.25, H-200 Zone. When requesting a Floating zone for a property with a non-Residential base zone, there are no prerequisites for an application.

#### Intent of Floating Zones

Per Section 59-5.1.2. of the Zoning Ordinance, the intent of the Floating zones is to:

**A. Implement comprehensive planning objectives by:**

**1. furthering the goals of the general plan, applicable master plan, and functional master plans;**

The Project furthers the recommendations set forth in *Thrive Montgomery 2050* as previously described in detail in the report section above. The Property is subject to the *White Flint 2 Sector Plan* and is within the Rockville Pike Montrose North District. The Sector Plan states that Pike Center has “the potential to serve as a major mixed-use destination along Rockville Pike,” (p. 44) but recognizes that existing long-term commercial leases will likely influence the pace of redevelopment. Accordingly, the build-out of the Project will be phased over several years. The Sector Plan also states that new, mixed-use redevelopment is appropriate since the Site is proximate to the North Bethesda (formerly White Flint) and Twinbrook Metrorail stations. (p. 44-45).

The Sector Plan recommends new street connections in Pike Center to improve vehicular and pedestrian circulation and a new half-acre neighborhood green, which the Project will deliver. The Project also proposes to meet the recommendations of the 2018 *Bicycle Master Plan*, 2024 *Montgomery County Complete Streets Design Guide*, and 2021 *Advancing the Pike District Streetscape Guidelines*. The Project advances these countywide plans through proposed roadway and bikeway improvements within the right-of-way.

The Project also proposes to provide several right-of-way dedications to meet the long-term transportation needs of the Rockville Pike Montrose North District. An additional five feet of right-of-way dedication will be provided on Chapman Avenue along the site frontage to realize the Sector Plan recommended 80-foot width. The Project proposes a new 10-foot-wide side path along the west side of Chapman Avenue. An additional six feet of dedication will be provided along Bou Avenue to the south to incorporate a 10-foot-wide side path and potential on-street parking between Chapman Avenue and the garage entry for Building A. The Project proposes dedicating 15 feet of right-of-way to Rockville Pike towards the Sector Plan recommended 164-foot cross-section and will construct an eight-foot-wide bike path and an eight-foot-wide sidewalk with buffer in an interim condition until MDOT SHA builds the ultimate design with Bus Rapid Transit.

Lastly, new internal streets are proposed to be shared streets designed for vehicles and bicycles, on-street parking, and a landscape buffer. Therefore, through these major improvements to the buildings, park, and transportation, the LMA Application meets the intent of the General Plan, Sector Plan, and other applicable countywide functional plans. However, the exact design and dimensions of these improvements

will be determined at the time of the Preliminary Plan in consultation with MCDOT, MDOT SHA, and the City of Rockville as the project borders the City boundary.

**2. *ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging, and applicable public facilities requirements; and***

The Application is in balance with existing and planned infrastructure in the area and proposes mobility and accessibility improvements that are recommended from approved and adopted planning documents. The Project proposes providing pedestrian and bicycle infrastructure and new connector roads that complement the existing urban street grid. Further, as demonstrated in the Application's Local Area Transportation Review (LATR) study, the traffic generated by the Application will not exceed area capacity and will conform to the LATR Guidelines.

The Property is also supported by existing public water and sewer. Additionally, the Property is served by existing nearby school facilities that include Walter Johnson High School, Tilden Middle School, and Farmland Elementary School. In accordance with the 2020-2024 *Growth and Infrastructure Policy*, future applications for the Project will be examined under the applicable Annual School Test to determine if all three school levels serving the Property currently have adequate capacity. The proposed commercial uses will not generate any school-aged children to impact school capacity. However, the remaining residential portion of the Project may require a Utilization Premium Payment at the time of building permits for one or all the schools. Further assessment of school capacity will be conducted at the time of the Preliminary Plan.

**3. *allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the Property; and***

The Project furthers the goals of the Sector Plan and General Plan as described in the Section 59-7.2.1.E.2.a. findings above. The proposed development capitalizes on the Project's convenient and transit accessible location to increase the amount of housing available in an area with the infrastructure to support it. The Project represents efficient and sustainable land use by redeveloping an underutilized site that will connect future residents to the surrounding community and regional destinations.

**B. *Encourage the appropriate use of land by:***

**1. *providing flexible applicability to respond to changing economic, demographic, and planning trends that occur between comprehensive District or Sectional Map Amendments;***

The *Thrive Montgomery 2050* General Plan illuminates the changes to economic, demographic, and planning trends that will impact the future of the County. Amongst a myriad of drivers, the need for more housing, more compact forms of development, and a diversity of uses within a short distance of transit stations are guiding the future of development and redevelopment. The LMA Application proposes to address the recommendations of the Sector Plan and General Plan while also responding to the recent real estate development direction of re-purposing outdated properties that are located centrally in population and commerce centers and along major corridors with existing infrastructure.

The Applicant's request for an additional 0.5 FAR of maximum density ("CR") and additional 0.25 FAR of residential density ("R"), will result in a better project because it can be built with Type I concrete construction to provide more units, including MPDUs, within walking distance of two Metrorail stations. Proposed Building B will be located on a narrow block due to the proposed neighborhood green and the new Private Street B alignment with the existing intersection on Rockville Pike; therefore, the rezoning allows flexibility with the vertical construction to overcome the limitations to expand horizontally. There is also flexibility with the Applicant's proposal because the full commercial density of the property is still yet to be realized. There remains flexibility to adjust if future phases of the development require it through additional approvals.

**2. *allowing various uses, building types, and densities as determined by a Property's size and base zone to serve a diverse and evolving population; and***

The Application proposes a mix of residential and non-residential uses at a density that is suitable for the Property based on its size and the base zone. Due to the existing CR zoning and the Property exceeding three acres in tract area, total density of up to 8.0 FAR, with "C" or "R" density of up to 6.0 FAR, is permitted. The density requested by this Application is within these limits. Furthermore, the Subject Property is located in a fast-growing corridor of the county that is slated for new residential uses and mixed-uses to serve a broader range of needs. Therefore, the Proposal would serve the future needs of a growing, diverse, and evolving population in the White Flint/North Bethesda area.

**3. *ensuring that development satisfies basic sustainability requirements, including open space standards and environmental protection and mitigation; and***

Currently, the Property does not meet either modern sustainability goals or current stormwater management standards. The large swath of surface parking is exposed to high amounts of solar radiance creating a heat island effect and the parking lot's imperviousness can contribute to flooding during extreme weather. The proposed

redevelopment would bring the Property into compliance with current stormwater management regulations and treat water run-off on-site. Through the construction of structured parking, the planting of trees for shade and landscaping, and a new park, the heat island effect would be reduced.

**C. *Ensure protection of established neighborhoods by:***

**1. *establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density, and uses;***

The proposed development is compatible with the land use, scale, and density of the existing urban context. As previously noted, the Staff defined neighborhood consists of commercial and retail uses directly along the Rockville Pike corridor and expands to the west and east which includes a mix of commercial and residential uses within roughly a half-mile walking distance to the Property. The two proposed mixed-use buildings with residential uses on the upper floors will be compatible with the existing high-rise condominium building to the south of the Property, across Bou Avenue and other multifamily residential properties at the periphery of the defined neighborhood boundaries. The Project proposes to appropriately locate the highest density within the defined neighborhood along a commercial corridor.

**2. *providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and***

The Project proposes to complement the character of the adjacent neighborhoods through building mass, varied building heights, and street activation. The proposed building massing aims to provide a mid-rise enclosure around the neighborhood green and internal streets. Building B is proposed with a taller height on the north side of the neighborhood green. The ground level of the buildings is designed to activate the streetscape with transparent commercial storefronts and residential lobbies.

The Project proposes to protect the character of the adjacent neighborhoods by providing appropriate transitions. Moving from Rockville Pike towards Chapman Avenue, the proposed storefront facades transition into residential stoops. Also proposed Building B steps down in height to be compatible with Building A along the Rollins Avenue Extension (Private Street A) and Chapman Avenue. This proposed change in scale reinforces the transition from mixed-use towards a residential character that defines the edges of the defined neighborhood boundary.

**3. *allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.***

## Development Standards

The design of the development will be finalized and reviewed by the Montgomery County Planning Board at the time of the subsequent Preliminary Plan and Site Plan review. The Project will meet the Development Standards for the CRF-2.5, C-0.75, R-2.25, H-200 (Commercial Residential Neighborhood-Floating) zone as illustrated in the table below. The height and principal building setbacks from the Site boundaries are established and shown on the Floating Zone Plan, whereas the internal setbacks will be established at the time of Site Plan. Further, the minimum lot sizes will also be established at the time of Site Plan.

*Table 1: Development Standards and Parking Requirements for the CRF Zone*

<b>Site</b>		
<b>Development Standard</b>	<b>Permitted/ Required</b>	<b>Proposed</b>
<b>Tract Area</b>	n/a	358,752 sq. ft. (8.24 ac.)
Prior Dedication	n/a	66,312 sq. ft. (1.52 ac.)
Proposed Dedications	n/a	19,085 sq. ft. (0.44 ac.)
<b>Site Area</b>	n/a	273,355 sq. ft. (6.27 ac.)
<b>Density</b>		
Residential	807,192 sq. ft. (2.25 FAR)	806,880 sq. ft. (2.25 FAR)
Commercial	269,064 sq. ft. (0.75 FAR)	90,000 sq. ft. (0.25 FAR)
<b>Minimum Lot Area</b>	Determined at Site Plan	To be determined
<b>Minimum Lot Frontage</b>	Determined at Site Plan	To be determined
<b>Minimum Lot width at B.R.L.</b>	Determined at Site Plan	To be determined
<b>Maximum Lot Coverage</b>	Determined at Site Plan	To be determined
<b>Building Height</b>	200 ft.	90 ft. (Bldg. A); 200 ft. (Bldg. B)
<b>Principle Building setbacks<sup>2</sup> (min.)</b>		
Front	Determined at FZP	9 feet
Side Street (Bou Ave.)	Determined at FZP	2 feet
Side (interior lot line to a structure)	Determined at FZP	25 feet
Rear (Chapman Ave.)	Determined at FZP	2 feet
<b>Site Plan Required</b>	Yes	Future application
<b>Public Open Space</b>	27,336 sq. ft. (10% of Site area)	27,500 sq. ft.

<sup>2</sup> Measurement of setbacks per Section 59.4.1.7.B.1.

Table 2: Parking Requirements for the CRF Zone

	<b>Permitted/ Required*</b>	<b>Proposed*</b>
<b>Multifamily Residential</b> <i>1 space - Efficiency</i> <i>1.25 spaces - 1 BR unit</i> <i>1.5 spaces - 2 BR units</i> <i>2.0 spaces for 3 BR units</i>	Determined at Site Plan	1,274 spaces <sup>3</sup>
<b>Commercial</b> <i>5 spaces per 1,000 sf. of gross leasable space for retail sales and service</i>	Determined at Site Plan	To be determined

\*Final parking spaces to be determined at the time of Site Plan.

---

<sup>3</sup> The LMA Application has not provided the proposed bedroom mix in the two (2) proposed buildings to confirm parking figures at this approval stage. The Site Plan will determine the required parking count by unit type.

**4. Section 59-7.2.1.E.2.d. - be compatible with existing and approved adjacent development;**

The Project is compatible with existing and approved adjacent development. There are existing commercial and retail uses that line both sides of Rockville Pike in the Project's vicinity. While the area is mostly commercial in nature, there are existing residential uses that are proximate to the Property. It is near the approximately 18-story condominium building, Midtown Bethesda North Condos, to the south of the Property, across Bou Avenue. There is a residential zone with residential uses located behind the shopping centers opposite Rockville Pike from the Property which falls within the Staff defined neighborhood. To the northwest of Pike Center, on the north side of Twinbrook Parkway, is another residential development that is located outside of the Staff defined area because it's within the limits of the City of Rockville.

As previously stated, areas within close walking distance and within one to two blocks from the corridor would be impacted by and benefit from major corridor improvements. The mix of residential and commercial uses proposed through the Project will be compatible with both the commercial and retail uses along MD 355 as well as the nearby residential uses.

The Subject Property and all surrounding and nearby areas are zoned for significantly greater density and height than are currently developed and, given the age of the adjacent and surrounding commercial uses, it is likely that they will redevelop in time at a similar scale as that proposed by the Project.

Approved adjacent development includes the Federal Plaza West Shopping Center located to the west of Pike Center. In 2023, Federal Plaza West, located at 1776 E. Jefferson Street, received Sketch Plan (No. 320220100) and Preliminary Plan (No. 120220140) approval to redevelop the outdated shopping center with 583,016 square feet of development (500 dwelling units and approximately 109,000 square feet of retail), including development on a surface parking lot, adaptive reuse of a commercial building, and retention of existing commercial space. This development aims for many of the same efficient design features that are proposed for the Pike Center Application and both projects will be connected via sidewalks that tie into Rockville Pike.

There are other underutilized commercial shopping centers in the area that are also zoned for higher densities and future redevelopment in years to come could be expected. The density proposed with this Project is aligned with future development along the corridor at higher densities with mixed-uses, as envisioned in the Sector Plan. The Pike Center is also in close proximity to the Pike and Rose mixed-use shopping center to the south of the staff defined neighborhood boundary. The redevelopment of this Property is in keeping

with major redevelopment projects in the area. Therefore, the Subject Application is compatible with existing and approved or pending adjacent development.

**5. Section 59-7.2.1.E.2.e. - generate traffic that does not exceed the critical lane volume or volume/ capacity ratio standard as applicable under the Planning Board’s LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrates an ability to mitigate such adverse impacts; and**

The 2020-2024 *Growth and Infrastructure Policy* (GIP) requires evaluation of all transportation modes, including: auto-driver, transit, walking, and biking. Mode-specific adequacy tests are required for any project estimated to generate 50 or more net new peak hour person trips.

A Local Area Transportation Review (LATR) study was submitted with the LMA Application that analyzed the Floating Zone Plan’s access concept and proposed density in accordance with the 2020-2024 GIP.

As a proposed development with 290 mid-rise multifamily units, 470 high-rise multifamily units, and 90,000 square feet of retail, the Project is estimated to generate 805 total peak hour person trips in the morning and 1,066 total peak hour person trips in the evening. After accounting for peak hour person trips currently associated with the existing 81,000 square feet of retail on the Site, (193 morning peak hour person trips and 347 evening peak hour person trips), the Project is estimated to generate 612 net new morning peak hour person trips and 719 net new evening peak hour person trips. As a result of the estimated transportation impact, the Project must determine multimodal adequacy for the LATR.

*Table 3: Pike Center Estimated Person Trip Generation*

Land Use	Morning Peak Hour	Evening Peak Hour
<b>Existing (credit)</b>		
Shopping Plaza (no supermarket) 81,000 square feet	193	347
<b>Proposed</b>		
Multifamily Housing (Mid-Rise) 290 units	179	174
Multifamily Housing (High-Rise) 470 units	188	224
Shopping Plaza (with supermarket) 90,000 square feet	438	668
Net New Person Trips	+612	+719

Source: Local Area Transportation Review (LATR) Study by Wells and Associates dated October 21, 2024, modified by Planning Staff

Since the Property is located within an Orange Policy area (North Bethesda), a motor vehicle adequacy test is required. The intersection congestion standard for the policy area is 71 seconds of delay per vehicle.

The Property is immediately adjacent to two Red Policy Areas, Twinbrook and White Flint. Per the LATR Guidelines, Red Policy areas do not have a congestion standard. However, the Applicant was asked to analyze these intersections for informational purposes only.

Additionally, the Applicant also analyzed two different future condition scenarios. The first reflected their preferred proposed plan. The second was developed in consultation with MCDOT, and assumed more limited access to the Subject Property. Specifically, this scenario assumed that the driveway access on Bou Avenue would be limited to right-in-right-out movements only. The scenario also assumed the intersection of Chapman Avenue and Rollins Avenue would be signalized and that the driveway access on Chapman Avenue would be limited to service vehicles only. MCDOT has not yet determined if these restrictions will be required. However, the Applicant was requested to study this scenario to understand the worst case access scenario.

As demonstrated in Table 4, each of the intersections that were studied remain within acceptable levels of congestion.

*Table 4: Existing and Future Traffic Impact*

<b>No.</b>	<b>Intersection Name</b>	<b>Policy Area Type</b>	<b>Policy Standard</b>	<b>Existing AM Peak Hour Delay (s)</b>	<b>Existing PM Peak Hour Delay (s)</b>	<b>Background AM Peak Hour Delay (s)</b>	<b>Background PM Peak Hour Delay (s)</b>	<b>Total Future AM Peak Hour Delay (s)*</b>	<b>Total Future Conditions PM Peak Hour Delay (s)*</b>
<b>1</b>	Rockville Pike (MD 355) / Bou Avenue	Orange	71	28.4	29.6	29.3	48.4	32.5	69.7
<b>2</b>	Rockville Pike (MD 355) / Federal Plaza	Orange	71	4.0	9.4	3.9	10.3	4.8	10.7
<b>3</b>	Rockville Pike (MD 355) / Gas Station Driveway <sup>4</sup>	Orange	71	0.1	0.2	0.1	0.1	Closed	Closed
<b>4</b>	Rockville Pike (MD 355) / Rollins	Red	N/A	18.3	20.5	17.7	30.5	19.0	32.9

<sup>4</sup> Intersection No. 3 is anticipated to be closed at the time of full build out of the project.

No.	Intersection Name	Policy Area Type	Policy Standard	Existing AM Peak Hour Delay (s)	Existing PM Peak Hour Delay (s)	Background AM Peak Hour Delay (s)	Background PM Peak Hour Delay (s)	Total Future AM Peak Hour Delay (s)*	Total Future Conditions PM Peak Hour Delay (s)*
	Avenue / Twinbrook Parkway								
5	Chapman Avenue / Twinbrook Parkway	Red	N/A	35.5	57.5	37.6	61.2	38.0	66.8
6	Chapman Avenue / Pike Center Driveway North	Orange	71	0.1	0.4	0.1	0.4	0.1	0.2
7	Chapman Avenue / Rollins Avenue	Orange	71	1.3	3.2	1.3	3.4	9.1	13.1
8	Chapman Avenue / Pike Center Driveway South <sup>5</sup>	Orange	71	0.1	0.1	0.1	0.1	Closed	Closed
9	Bou Avenue / Chapman Avenue	Orange	71	13.9	17.4	14.5	19.7	14.8	21.1
10	Bou Avenue / Pike Center	Orange	71	0.5	1.3	0.5	1.3	0.5	1.7
11	East Jefferson Street / Rollins Avenue	Orange (located in the City of Rockville)	71	20.0	20.4	16.9	24.1	17.1	24.1
12	Rockville Pike (MD 355) / Hubbard Drive	Red	N/A	11.9	16.1	22.4	27.5	24.2	27.3
13	Twinbrook Parkway / Parklawn Drive	Red	N/A	20.8	31.2	20.2	31.2	20.2	31.0
14	Nebel Street / Randolph Road	Red	N/A	22.8	39.9	27.5	55.5	28.1	55.9
15	Rockville Pike (MD 355) /	Orange	71	8.5	23.1	8.0	23.8	8.2	24.2

<sup>5</sup> Intersection No. 8 is anticipated to be closed at the time of full build out of the project.

No.	Intersection Name	Policy Area Type	Policy Standard	Existing AM Peak Hour Delay (s)	Existing PM Peak Hour Delay (s)	Background AM Peak Hour Delay (s)	Background PM Peak Hour Delay (s)	Total Future AM Peak Hour Delay (s)*	Total Future Conditions PM Peak Hour Delay (s)*
	Hubbard Drive								
16	Chapman Avenue / Randolph Road	Red	N/A	10.0	22.3	8.2	22.0	8.0	22.0
17	Chapman Avenue / Thompson Avenue	Red	N/A	3.8	5.3	3.8	5.3	3.8	5.3
18	Rockville Pike (MD 355) Pike Center Driveway	Orange	71	N/A	N/A	N/A	N/A	0.2	0.4

\*The Total Future Conditions shown in this table reflect the most restricted access scenario developed in coordination with MCDOT.

Additional traffic analysis may be requested by MCDOT at the time of the Preliminary Plan.

In addition to the auto-driver assessment, other modal tests were also completed as set forth in the LATR Guidelines.

- Transit system adequacy was evaluated by inventorying four bus stops located within 1,500 feet of the Property. Where shelters and associated amenities are not provided, the Applicant must install the standard amenities in coordination with MCDOT.

Several bus stops within the study area do not have bus shelters. At the time of Preliminary Plan/Site Plan, the Applicant will coordinate with Planning Staff and MCDOT to determine the improvements or fair contribution toward mitigation.

- Pedestrian system adequacy was evaluated within 1,000 feet of the Property. Mitigation will be required to achieve a Pedestrian Level of Comfort (PLOC) greater than 2 (Somewhat Comfortable), and/or deficiencies identified for streetlamps within the scoped boundary. The Pedestrian system adequacy also requires mitigation for ADA deficiencies identified within 500 feet of the Property.

Several segments in the study area do not meet PLOC standards, primarily due to insufficient buffers between travel lanes and the sidewalk. While

streetlights are in generally good operational condition, further analysis will be needed to determine if all streetlights meet current MCDOT standards. ADA analysis demonstrated that there are several locations where there is ADA noncompliance. Mitigation will be needed to address these issues and will be determined in coordination with Planning Staff, MCDOT, and MDOT SHA at the time of Preliminary/Site Plan.

- Bicycle system adequacy was evaluated by analyzing bikeways within 1,000 feet of the Property. Mitigation will be required to achieve a Level of Traffic Stress 2 (LTS-2) or lower, consistent with the Bicycle Master Plan.

Several deficiencies were noted in the study area, particularly along Rockville Pike (MD 355) and Twinbrook Parkway. At the time of Preliminary Plan/Site Plan, the applicant will work with Planning Staff, MCDOT, and MDOT SHA to determine mitigations to address these conditions.

A preliminary analysis indicates that public facilities will be adequate for the proposed development. Further Local Area Transportation Review (LATR) will be required at the at the time of Preliminary/Site Plan.

**6. *Section 59-7.2.1.E.2.f. - when applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.***

This is not applicable as the Application seeks to apply a non-Residential Floating zone to the Subject Property that is currently zoned CR-2.0, C-0.75, R-1.5, H-200, which is not a residential detached zone.

## SECTION 6: FOREST CONSERVATION PLAN F20240990 FINDINGS AND ANALYSIS

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

The Property is subject to the Montgomery County Forest Conservation Law, Chapter 22A of the County Code, and requires a Forest Conservation Plan (FCP). The FCP complies with the Montgomery County Environmental Guidelines and the Forest Conservation Law as described below.

### NATURAL RESOURCE INVENTORY/FOREST STAND DELINEATION PLAN

Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) No. 420240570 was approved on November 16, 2023. The Property is currently developed with a commercial shopping center and associated surface parking. There are no streams, wetlands, floodplains, environmental buffers, or forest on the Property. There are numerous small trees in the islands of the parking lot and five specimen trees on adjacent properties. The Property is located in the Cabin John and Rock Creek watersheds, both Use Class I watersheds.

### FOREST CONSERVATION PLAN

Preliminary FCP No. F20240990 was submitted and is consistent with Local Map Amendment H-155. There is no forest on the Property. The Property has a Tract Area of 6.71 acres and is in the Mixed-Use Development land use category. The addition of 0.65 acres of off-site disturbance produces a Net Tract Area of 7.36 acres and generates an afforestation requirement of 1.10 acres, which will be met off-site in a forest conservation bank or by payment of fee-in-lieu.

### Variance Request

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

The Applicant is proposing to impact five (5) Protected Trees (Table 5). Two (2) of these trees are proposed to be impacted but saved, and three (3) are proposed for removal. The Protected Trees are located on adjacent properties and require property owner’s permission in order to remove them.

Table 5: Proposed Impacted/Removed Protected Trees

Tree #	Species (Scientific Name)	Species (Common Name)	D.B.H (inches)	Impact (%)	Tree Condition	Status
1	<i>Morus alba</i>	White mulberry	41"	41.3%	Poor	Remove
3	<i>Nyssa sylvatica</i>	Blackgum	30"	46.4%	Good	Remove
4	<i>Morus alba</i>	White mulberry	33"	41%	Good	Remove
5	<i>Morus alba</i>	White mulberry	32"	15.6	Good	Save
6	<i>Liriodendron tulipifera</i>	Tulip poplar	41"	12.8	Good	Save

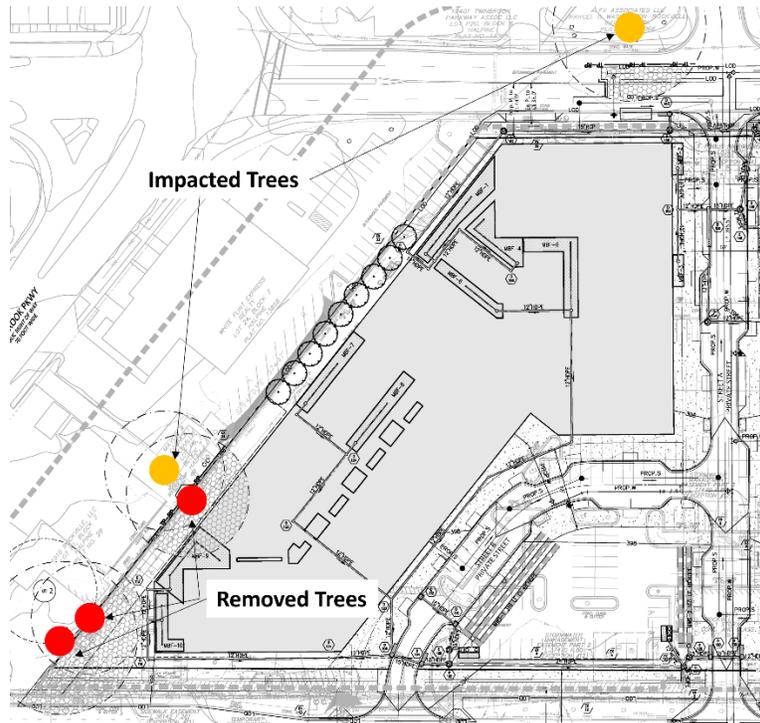


Figure 14: Proposed Protected Trees to be Impacted but Retained and Removed

### Unwarranted Hardship

In accordance with Section 22A-21(a), the Applicant requested a Variance (Attachment B). Staff agrees that the Applicant would suffer unwarranted hardship by being denied reasonable and significant use for the redevelopment of the Subject Property in accordance with the recommendations of the Sector Plan and Zoning Ordinance without the Variance. The Applicant would not be able to demolish the existing development or make improvements to the ROW.

## Variance Findings

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

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

Granting the variance will not confer a special privilege on the Applicant as the disturbance is to demolish the existing development and construct the proposed development. If the Applicant were not able to impact the Protected Trees, the Applicant would not be able to redevelop the Property.

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

The Applicant has restrained the Limits of Disturbance (LOD) to the Property, except for minor areas of disturbance in the right-of-way. The off-site Protected Trees are located on or near the Property line and would be disturbed by the demolition of the existing on-site development.

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

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

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

The Property's existing conditions include a shopping center and associated surface parking with no environmental features. Proposed redevelopment includes Environmental Site Design to the maximum extent practicable. Mitigation is required to replace the lost water quality functions of the three (3) variance trees being removed. Therefore, granting the variance will not adversely impact water quality and should improve the existing water quality.

Mitigation for Trees Subject to the Variance Provisions

The variance request includes removal of three (3) Protected Trees with a total of 104 inches DBH. Per Section 22A-21, these trees will be replaced at a ratio of 1-inch caliper for every 4 inches removed using trees that are a minimum of 3 caliper inches in size. This results in a total mitigation required of 26 inches. The Applicant is proposing to plant nine (9) 3-inch caliper trees to meet this requirement.

Although these trees will not be as large as the trees lost, they will provide some immediate benefit and ultimately replace the canopy lost by the removal of these trees. These mitigation trees must be overstory trees native to the Piedmont Region of Maryland and installed on the Subject Property outside of any rights-of-way and/or utility easements.

#### Recommendation on the Variance

Staff recommends approval of the variance with mitigation as proposed.

## SECTION 7: RECOMMENDATION

The proposed CRF-2.5, C-0.75, R-2.25, H-200 (Commercial Residential Neighborhood-Floating) zone and accompanying Floating Zone Plan comply with the standards and requirements for approval of a Local Map Amendment. The proposed zone and use (mixed use with residential and commercial) are consistent with the goals and recommendations of the 2018 *White Flint 2 Sector Plan* and Thrive 2050, are in the public interest, and will not alter the character of the surrounding neighborhood. Staff recommends approval of the Local Map Amendment and the associated Floating Zone Plan with the proposed binding elements.

As conditioned, the Forest Conservation Plan application satisfies the findings under Chapter 22A, Forest Conservation Law and the Environmental Guidelines. Therefore, Staff recommends approval of Forest Conservation Plan No. F20240990 with the conditions specified at the beginning of this report.

---

### ATTACHMENTS

*Attachment A: Floating Zone Plan*

*Attachment B: Forest Conservation Plan & Variance Request*

*Attachment C: Agency Letters*









# Attachment C



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary  
William Pines, P.E.  
Administrator

March 27, 2025

Mr. Michael Workosky  
Wells + Associates  
1420 Spring Hill Road, Suite 610  
Tysons, VA 22102

Dear Mr. Workosky:

Thank you for the opportunity to review the Third (3<sup>rd</sup>) Local Area Transportation Review (LATR) prepared by Wells + Associates, received on February 10, 2025, for the Pike Center redevelopment (SHA Tracking #24-AP-MO-021-XX) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete, and we are pleased to respond.

- Proposed access to the 290 mid-rise and 470 high-rise apartment dwelling units and up to 90,000 square-feet of retail space is via five (5) access points on Rockville Pike (MD 355), Bou Avenue, and Chapman Avenue.
- The following intersections were analyzed under existing, background and future conditions:
  1. MD 355 intersection with Bou Avenue
  2. MD 355 intersection with Federal Plaza / Pike Center
  3. MD 355 intersection with Gas Station Driveway
  4. MD 355 intersection with Rollins Avenue / Twinbrook Parkway
  5. Chapman Avenue intersection with Twinbrook Parkway
  6. Chapman Avenue intersection with Pike Center Driveway North
  7. Chapman Avenue intersection with Rollins Avenue
  8. Chapman Avenue intersection with Pike Center Driveway South
  9. Bou Avenue intersection with Chapman Avenue
  10. Bou Avenue intersection with Pike Center
  11. East Jefferson Street intersection with Rollins Avenue
  12. MD 355 intersection with Halpine Road
  13. Twinbrook Parkway intersection with Parklawn Drive
  14. Nebel Street intersection with Randolph Road
  15. MD 355 intersection with Hubbard Drive
  16. Chapman Avenue intersection with Randolph Road
  17. Chapman Avenue intersection with Thompson Avenue

- The report concludes that the study intersections will continue to operate within the applicable congestion standard threshold during the AM and PM peak hours.

Based on the information provided, please address the following comments in a point-by-point response:

**District 3 Traffic Comments (by Alvin Powell):**

1. We note that there is a discrepancy between the existing PM peak hour turning movement count data presented in Appendix C of the LATR submitted previously and the TMC volumes presented in Figure 2-5 at Intersection 4 (MD 355 and Twinbrook Parkway/Rollins Avenue). Please verify and update the turning movement count volumes presented in the figure. Please also update the turning movement count volumes in the Existing PM Synchro/SimTraffic model accordingly.
2. We note that there is a discrepancy between the number of conflicting pedestrians and bicyclists entered in the models for left and right turn movements and the peak hour pedestrian and bicyclist counts presented in Figure 2-6 and Figure 2-7. Please update accordingly.
3. Based on the Synchro/SimTraffic models provided, we note that the study intersections along MD 355 (Rockville Pike) are projected to operate at acceptable levels of service and delays under Phase 1 and Phase 2 build-out conditions for the proposed development. We do note some failing movements particularly left turn movements.
4. Based on the SimTraffic models provided and the queuing results provided, SHA notes the following:
  - a) Northbound and Southbound 95<sup>th</sup> percentile queues on MD 355 (Rockville Pike) appear to be worse during the PM peak hour under Total Future Phase 1 and 2 conditions.
  - b) Northbound and southbound 95<sup>th</sup> percentile left turn queues significantly exceeded the existing available storage at the following key state-owned, operated and maintained intersections:
    - i. MD 355 (Rockville Pike) and Bou Avenue
    - ii. MD 355 (Rockville Pike) and Federal Plaza/Pike Center
5. Based on the Sim Traffic models, and queuing results provided, we note that the existing and projected 95<sup>th</sup> percentile left turn queues at MD 355 (Rockville Pike) and Twinbrook

Mr. Michael Workosky  
SHA Tracking No.: 24APMO021XX  
Page 3 of 4  
March 27, 2025

Parkway are adequately accommodated within the existing available storage. SHA also notes that under Total Future Phase 1 and 2 conditions southbound left turn queues at MD 355 (Rockville Pike) and Twinbrook Parkway significantly exceed the available storage as shown in the table below.

6. SHA notes the ongoing design and planned construction of the Flash Bus Rapid Transit (BRT) project in Montgomery County. The BRT project will impact the section of MD 355 adjacent to Pike Center. Coordination of the impact of the Pike Center project and the BRT project on the adjacent roadway network will be necessary to ensure that the issues identified are adequately addressed in the future condition.

**Travel Forecasting and Analysis Division (TFAD) Comments (by Scott Holcomb):**

1. Any revised signal timings are not described/displayed in the memorandum. This should be noted.
2. On Page 3, it is stated that Intersection 10 (Bou Avenue/Pike Center Driveway) is proposed to be modified to restrict access to right-in/right-out only and to be operated as a stop-controlled intersection. Figures 2-1 and 2-2 all identify this location to be full-movement access in the future. Please clarify and revise as necessary.
3. The Phase 2 preferred access future Synchro models show a shorter MD 355 south leg at Hubbard Drive compared to other scenarios. For a better sense of back of queue assessment, we would like the entering links to be sufficiently long to accommodate traffic demand.

Please submit electronically (via our online system <https://mdotsha.force.com/accesspermit>) the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <https://www.roads.maryland.gov/mdotsha/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at [kwoodroffe@mdot.maryland.gov](mailto:kwoodroffe@mdot.maryland.gov) or [shaamdpermits@mdot.maryland.gov](mailto:shaamdpermits@mdot.maryland.gov).

Sincerely,



3/27/2025

for Derek Gunn, P.E.

District Engineer, SHA District 3

Mr. Michael Workosky  
SHA Tracking No.: 24APMO021XX  
Page 4 of 4  
March 27, 2025

DG/ym

**cc:** Mr. Alvin Powell, SHA – D3 Traffic  
Mr. Brant McKinney, Wells + Associates – Associate  
Mr. Kwesi Woodroffe, SHA – Access Management Regional Engineer, District 3  
Mr. Deepak Somarjan, Montgomery County MCDOT  
Ms. Qianyu Hu, SHA – D3 Traffic  
Ms. Rebecca Torma, Montgomery County MCDOT  
Mr. Richard Brockmyer, Montgomery County Planning Department  
Mr. Robert Owolabi, SHA – D3 Traffic  
Ms. Rola Daher, SHA – TFAD  
Mr. Scott Holcomb, SHA – TFAD

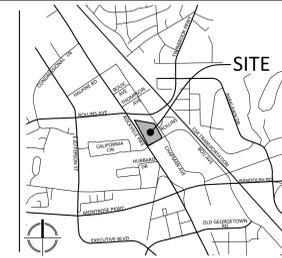




# ATTACHMENT B

# PIKE CENTER

# PRELIMINARY/FINAL FOREST CONSERVATION PLAN F20240990



VICINITY MAP  
SCALE: 1" = 2000'



VIKA MARYLAND, LLC  
20251 Century Blvd., Suite 400  
Germantown, MD 20874  
301.916.4100 | vika.com  
Our Site Set on the Future.

PREPARED FOR:  
**KIMCO REALTY CORPORATION**  
SUITE 285  
TIMONUM, MARYLAND 21093  
ATTN: ABBEY OKLAK  
PHONE: (443) 257-9589  
EMAIL: AOKLAK@KIMCOREALTY.COM

DESIGN CONSULTANTS:

ATTORNEY  
**WIRE GILL, LLP**  
HEATHER DLHOPOLSKY

ARCHITECT & LANDSCAPE ARCHITECT  
**HORD COPLAN MACHT**  
MIGUEL IRAOLA

ENVIRONMENTAL PLANNER  
**VIKA MARYLAND, LLC**  
JOSHUA SLOAN

TRAFFIC CONSULTANT  
**WELLS + ASSOCIATES**  
MICHAEL J. WORKOSKY

## GENERAL NOTES

- THE GROSS TRACT AREA IS 6.71 ACRES.
- THE SUBJECT PROPERTY COMPRISES THE PROPERTY WITH THE FOLLOWING:  
TAX ACCOUNT: 04-00134890  
OWNER: KIMCO REALTY CORPORATION  
C/O REAL PROPERTY TAX DEPT  
500 N BROADWAY STE 201  
JERICHO, NY 11753
- CURRENT PROPERTY ZONE: CR-2.0, C-0.75, R-1.5, H-200'
- THE HORIZONTAL DATA IS BASED ON NAD 83 MARYLAND COORDINATE SYSTEM. THE VERTICAL DATUM IS BASED ON NGVD29 DATUM.
- SURVEY WAS PERFORMED BY VIKA MARYLAND, LLC, DECEMBER 10, 2022.
- NRI 420240570 FOR THE SUBJECT PROPERTY WAS APPROVED 11/16/23.
- THE SUBJECT PROPERTY IS LOCATED IN THE CABIN JOHN AND ROCK CREEK WATERSHEDS, USE CLASSES I, P AND L, RESPECTIVELY.
- THIS SITE IS NOT WITHIN AN SPA OR PMA.
- PER NRI 420240570, THERE ARE NO PERENNIAL OR INTERMITTENT STREAMS OR THEIR ASSOCIATED BUFFERS LOCATED ON, OR WITHIN 200' OF THE SUBJECT PROPERTY.
- PER NRI 420240570, THERE ARE NO WETLANDS OR THEIR ASSOCIATED BUFFERS LOCATED ON THE SUBJECT PROPERTY OR WITHIN THE REMAINDER OF THE NRI STUDY AREA.
- THE SUBJECT PROPERTY IS LOCATED IN ZONE "X" (AREA OF MINIMAL FLOOD HAZARD) AS SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 24031C0361D, FOR MONTGOMERY COUNTY, MARYLAND, DATED SEPTEMBER 29, 2006.
- IN A LETTER DATED 09/18/2023, THE WILDLIFE AND HERITAGE DIVISION OF THE MD DNR STATED THAT THERE ARE NO FEDERAL OR STATE RECORDS OF RARE, THREATENED OR ENDANGERED SPECIES ON THE SUBJECT PROPERTY OR WITHIN THE NRI STUDY AREA. NO RARE, THREATENED OR ENDANGERED SPECIES WERE NOTED DURING THE FIELD WORK.
- THE SUBJECT PROPERTY IS NOT IDENTIFIED IN THE MONTGOMERY COUNTY HISTORIC PRESERVATION ON-LINE MAPPER <http://www.montgomeryplanning.org/gis/interactive/historic.shtm>.
- PER NRI 420240570, THERE ARE NO AREAS OF EXISTING FOREST AS DEFINED BY MONTGOMERY COUNTY FOREST LEGISLATION LOCATED ON THE SUBJECT PROPERTY OR WITHIN THE REMAINDER OF THE NRI STUDY AREA.
- SEE THE SIGNIFICANT AND SPECIMEN TREE TABLE AND PLAN FOR LOCATIONS AND INFORMATION ABOUT SIGNIFICANT AND SPECIMEN TREES ON THE SUBJECT PROPERTY AND WITHIN THE REMAINDER OF THE NRI STUDY AREA.
- THERE ARE NO CHAMPION TREES OR TREES 75% OF THE STATE CHAMPION ON THE SUBJECT PROPERTY OR WITHIN THE REMAINDER OF THE NRI STUDY AREA.
- ALL TREES <24" DBH WITHIN THE LOD ARE TO BE REMOVED. ALL SIGNIFICANT AND SPECIMEN TREES TO BE REMOVED ARE SHOWN WITH AN 'X' AS DETAILED IN THE LEGEND.
- A VARIANCE REQUEST HAS BEEN SUBMITTED WITH THIS PLAN FOR SPECIMEN TREES TO BE IMPACTED OR REMOVED. SEE THE SIGNIFICANT & SPECIMEN TREE TABLE FOR DETAILS. THIS PLAN PROPOSES 26" OF REPLACEMENT NATIVE SHADE TREES AS MITIGATION FOR THE REMOVAL OF SPECIMEN TREES AS PER THE SPECIMEN TREE MITIGATION TABLE SHOWN ON THIS SHEET. THE FINAL LOCATION AND SPECIES WILL BE ESTABLISHED BY THE FFPCP.
- FIELD WORK FOR NRI WAS CONDUCTED BY VIKA MARYLAND, LLC STAFF ON AUGUST 9, 2023. A 'D' TAPE WAS USED TO MEASURE TREES. TREES SHOWN WERE EITHER SURVEY LOCATED OR ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED ON VISUAL OBSERVATIONS.

## FCP WORKSHEET- WITHIN SAME PRIORITY WATERSHED, SPA OR PMA

FOREST CONSERVATION WORKSHEET PIKE CENTER									
<b>NET TRACT AREA:</b>									
A. Total tract area ...	6.71								
B. Additions to tract area (Off-Site Work, etc.; construction required by this plan)...	0.62								
C. Land dedication acres (parks, county facility, etc.) ...	0.00								
D. Land dedication for roads or utilities (construction not required by this plan) ...	0.00								
E. Area to remain in commercial agricultural production/use ...	0.00								
F. Other deductions (specify) .....	0.00								
G. Net Tract Area .....	7.33								
<b>LAND USE CATEGORY:</b> (from Chapter 22A-3. Definitions) Input the number "1" under the appropriate land use, limit to only one entry.									
ARA	CDR	MDR	IDA	HDR	MPD	CIA			
0	0	0	0	0	1	0			
G. Afforestation Threshold ...	15%		x G =		1.10				
H. Conservation Threshold ...	20%		x G =		1.47				
<b>EXISTING FOREST COVER:</b>									
I. Existing forest cover .....	0.00								
J. Area of forest above afforestation threshold .....	0.00								
K. Area of forest above conservation threshold .....	0.00								
<b>BREAK EVEN POINT:</b>									
L. Forest retention above threshold with no mitigation .....	0.00								
M. Clearing permitted without mitigation .....	0.00								
<b>PROPOSED FOREST CLEARING:</b>									
N. Total area of forest to be cleared .....	0.00								
O. Total area of forest to be retained .....	0.00								
<b>PLANTING REQUIREMENTS:</b>									
P. Reforestation for clearing above conservation threshold .....	0.00								
Q. Reforestation for clearing below conservation threshold .....	0.00								
R. Credit for retention above conservation threshold .....	0.00								
S. Total reforestation required .....	0.00								
T. Total afforestation required .....	1.10								
U. Credit for landscaping (may not be used to meet reforestation requirement if project is located outside an Equity Focus Area (EFA). For projects within EFA, may not exceed 20% of "S") .....	0.00								
V. Total reforestation and afforestation required .....	1.10								

## FCP WORKSHEET- OUTSIDE SAME PRIORITY WATERSHED, SPA OR PMA

FOREST CONSERVATION WORKSHEET PIKE CENTER									
<b>NET TRACT AREA:</b>									
A. Total tract area ...	6.71								
B. Additions to tract area (Off-Site Work, etc.; construction required by this plan)...	0.62								
C. Land dedication acres (parks, county facility, etc.) ...	0.00								
D. Land dedication for roads or utilities (construction not required by this plan) ...	0.00								
E. Area to remain in commercial agricultural production/use ...	0.00								
F. Other deductions (specify) .....	0.00								
G. Net Tract Area .....	7.33								
<b>LAND USE CATEGORY:</b> (from Chapter 22A-3. Definitions) Input the number "1" under the appropriate land use, limit to only one entry.									
ARA	CDR	MDR	IDA	HDR	MPD	CIA			
0	0	0	0	0	1	0			
G. Afforestation Threshold ...	15%		x G =		1.10				
H. Conservation Threshold ...	20%		x G =		1.47				
<b>EXISTING FOREST COVER:</b>									
I. Existing forest cover .....	0.00								
J. Area of forest above afforestation threshold .....	0.00								
K. Area of forest above conservation threshold .....	0.00								
<b>BREAK EVEN POINT:</b>									
L. Forest retention above threshold with no mitigation .....	0.00								
M. Clearing permitted without mitigation .....	0.00								
<b>PROPOSED FOREST CLEARING:</b>									
N. Total area of forest to be cleared .....	0.00								
O. Total area of forest to be retained .....	0.00								
<b>PLANTING REQUIREMENTS:</b>									
P. Reforestation for clearing above conservation threshold .....	0.00								
Q. Reforestation for clearing below conservation threshold .....	0.00								
R. Credit for retention above conservation threshold .....	0.00								
S. Total reforestation required .....	0.00								
T. Total afforestation required .....	1.10								
U. Credit for landscaping (may not be used to meet reforestation requirement if project is located outside an Equity Focus Area (EFA). For projects within EFA, may not exceed 20% of "S") .....	0.00								
V. Total reforestation and afforestation required .....	1.10								

## RESOURCE DATA TABLE

Forest Conservation Data Table			
<b>Number of Acres</b>			
Tract	6.7		
Remaining in Agricultural Use	-		
Road & Utility ROWs <sup>1</sup>	1.5		
Total Existing Forest	-		
Forest Retention	-		
Forest Cleared	-		
<b>Land Use &amp; Thresholds<sup>2</sup></b>			
Land Use Category	MPD	ARA, MDR, IDA, HDR, MPD, or CIA.	
Conservation Threshold	20%	percent	
Afforestation Threshold	15%	percent	
<b>Total Channel Length (ft.)</b>			
Stream(s)	-	-	
<b>Average Buffer Width (ft.)<sup>3</sup></b>			
-			
<b>Acres of Forest in</b>			
Wetlands	Retained	Cleared	Planted
100-Year Floodplain	-	-	-
Stream Buffers	-	-	-
Priority Areas	-	-	-

<sup>1</sup> Only Road or Utility ROWs not to be improved as part of development application.  
<sup>2</sup> Information from FC Land Use Categories & Thresholds document.  
<sup>3</sup> Measured from stream edge to buffer edge.

## SOILS TABLE

SYMBOL	SOIL*	CHARACTERISTICS				
		PRIME FARMLAND	FARMLAND OF STATEWIDE IMPORTANCE	HIGHLY ERODIBLE	HYDRIC SOIL	HYDROLOGIC GROUP
400	URBAN LAND	NO	NO	NO	--	--

SOURCES: USDA NRCS WEB SOIL SURVEY (<http://websoilsurvey.sc.egov.usda.gov>)  
HIGHLY ERODIBLE SOILS STATUS FROM MONTGOMERY COUNTY ENVIRONMENTAL GUIDELINES

## SIGNIFICANT & SPECIMEN TREE TABLE

TREE NO.	BOTANICAL NAME	COMMON NAME	D.B.H. (in.)*	VARIANCE TREE	CONDITION	CRZ RADIUS (FT)	CRZ (SF)	CRZ IMPACT (SF)	CRZ IMPACT %	DISPOSITION
1	Morus alba	White mulberry	41	✓	Poor	61.5	11,882	4,910	41.32	REMOVE
2	Nyssa sylvatica	Blackgum	28		Good	42	5,542	0	0.00	SAVE
3	Nyssa sylvatica	Blackgum	30	✓	Good	45	6,362	2,954	46.43	REMOVE
4	Morus alba	White mulberry	33	✓	Good	49.5	7,698	3,792	49.26	REMOVE
5	Morus alba	White mulberry	32	✓	Good	48	7,238	1,130	15.61	SAVE
6	Liriodendron tulipifera	Tulip Poplar	41	✓	Good	61.5	11,882	683	5.75	SAVE

**ROUND TEXT = SPECIMEN TREE 30" OR GREATER DBH**  
\*DIAMETER AT BREAST HEIGHT

## SPECIMEN TREE MITIGATION TABLE

TREE TO REMOVE	DBH (INCHES)	MITIGATION REQUIRED @ 1" DIAMETER REMOVED	# OF 3" CALIBER REPLACEMENT TREES
1	41	10.25	3.42
3	30	7.5	2.50
4	33	8.25	2.75
<b>TOTAL</b>	<b>104.0</b>	<b>26.0</b>	<b>9.0</b>

PROPOSED		
CALIBER (in.)	# OF TREES	TOTAL MITIGATION INCHES
3.0"	9	27



"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO [www.call811.com](http://www.call811.com) or <http://www.missutility.net> 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all utility entities concerned with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 50A of the Montgomery County Code.

## SHEET INDEX

- PFCP 001 FCP COVER
- PFCP 002 APPROVALS
- PFCP 003 COMPOSITE FCP

DEVELOPER'S CERTIFICATE	
The undersigned agrees to execute all the features of the Approved Preliminary Forest Conservation Plan No. F20240990, including financial bonding, forest planting, maintenance, and all other applicable agreements, as may be modified by the final forest conservation plan.	
Developer's Name:	KIMCO REALTY CORPORATION
Contact Person:	ABBEY OKLAK
Address:	2080 YORK ROAD, SUITE 285, TIMONUM, MD 21093
Phone and Email:	443.257.9589 AOKLAK@KIMCOREALTY.COM
Signature:	_____ Date: _____

**PIKE CENTER**  
4TH ELECTION DISTRICT  
MONTGOMERY COUNTY,  
MARYLAND  
WSSC GRID: 216NW06  
TAX MAP: GQ63

## PRELIMINARY FOREST CONSERVATION PLAN COVER

F20240990

PROFESSIONAL SEAL



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME AND THAT I AM A DULY LICENSED REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND. JOSHUA SLOAN LICENSE NO. 3378 EXPIRES DATE 08/15/2025

INFORMATIONAL DESIGN AND CONTENT OF THESE DRAWINGS OR DOCUMENTS ARE PROPRIETARY TO VIKA MARYLAND, LLC AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MUST NOT BE FORWARDED, SHARED, COPIED, DIGITALLY CONVERTED, MODIFIED OR USED FOR ANY PURPOSES IN ANY MANNER, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKA MARYLAND, LLC. APPROVED, SIGNED AND DATED: JOSHUA SLOAN. THESE DRAWINGS MAY BE UTILIZED FOR CONSTRUCTION PURPOSES.

© 2025 VIKA MARYLAND, LLC

DRAWN BY: IPD/NT  
DESIGNED BY: IPD  
DATE ISSUED: 07/19/2024  
VIKA PROJECT VM50594B  
DRAWING NO. PFCP 001

SHEET NO.



# Attachment C



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary  
William Pines, P.E.  
Administrator

March 27, 2025

Mr. Michael Workosky  
Wells + Associates  
1420 Spring Hill Road, Suite 610  
Tysons, VA 22102

Dear Mr. Workosky:

Thank you for the opportunity to review the Third (3<sup>rd</sup>) Local Area Transportation Review (LATR) prepared by Wells + Associates, received on February 10, 2025, for the Pike Center redevelopment (SHA Tracking #24-AP-MO-021-XX) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete, and we are pleased to respond.

- Proposed access to the 290 mid-rise and 470 high-rise apartment dwelling units and up to 90,000 square-feet of retail space is via five (5) access points on Rockville Pike (MD 355), Bou Avenue, and Chapman Avenue.
- The following intersections were analyzed under existing, background and future conditions:
  1. MD 355 intersection with Bou Avenue
  2. MD 355 intersection with Federal Plaza / Pike Center
  3. MD 355 intersection with Gas Station Driveway
  4. MD 355 intersection with Rollins Avenue / Twinbrook Parkway
  5. Chapman Avenue intersection with Twinbrook Parkway
  6. Chapman Avenue intersection with Pike Center Driveway North
  7. Chapman Avenue intersection with Rollins Avenue
  8. Chapman Avenue intersection with Pike Center Driveway South
  9. Bou Avenue intersection with Chapman Avenue
  10. Bou Avenue intersection with Pike Center
  11. East Jefferson Street intersection with Rollins Avenue
  12. MD 355 intersection with Halpine Road
  13. Twinbrook Parkway intersection with Parklawn Drive
  14. Nebel Street intersection with Randolph Road
  15. MD 355 intersection with Hubbard Drive
  16. Chapman Avenue intersection with Randolph Road
  17. Chapman Avenue intersection with Thompson Avenue

- The report concludes that the study intersections will continue to operate within the applicable congestion standard threshold during the AM and PM peak hours.

Based on the information provided, please address the following comments in a point-by-point response:

**District 3 Traffic Comments (by Alvin Powell):**

1. We note that there is a discrepancy between the existing PM peak hour turning movement count data presented in Appendix C of the LATR submitted previously and the TMC volumes presented in Figure 2-5 at Intersection 4 (MD 355 and Twinbrook Parkway/Rollins Avenue). Please verify and update the turning movement count volumes presented in the figure. Please also update the turning movement count volumes in the Existing PM Synchro/SimTraffic model accordingly.
2. We note that there is a discrepancy between the number of conflicting pedestrians and bicyclists entered in the models for left and right turn movements and the peak hour pedestrian and bicyclist counts presented in Figure 2-6 and Figure 2-7. Please update accordingly.
3. Based on the Synchro/SimTraffic models provided, we note that the study intersections along MD 355 (Rockville Pike) are projected to operate at acceptable levels of service and delays under Phase 1 and Phase 2 build-out conditions for the proposed development. We do note some failing movements particularly left turn movements.
4. Based on the SimTraffic models provided and the queuing results provided, SHA notes the following:
  - a) Northbound and Southbound 95<sup>th</sup> percentile queues on MD 355 (Rockville Pike) appear to be worse during the PM peak hour under Total Future Phase 1 and 2 conditions.
  - b) Northbound and southbound 95<sup>th</sup> percentile left turn queues significantly exceeded the existing available storage at the following key state-owned, operated and maintained intersections:
    - i. MD 355 (Rockville Pike) and Bou Avenue
    - ii. MD 355 (Rockville Pike) and Federal Plaza/Pike Center
5. Based on the Sim Traffic models, and queuing results provided, we note that the existing and projected 95<sup>th</sup> percentile left turn queues at MD 355 (Rockville Pike) and Twinbrook

Mr. Michael Workosky  
SHA Tracking No.: 24APMO021XX  
Page 3 of 4  
March 27, 2025

Parkway are adequately accommodated within the existing available storage. SHA also notes that under Total Future Phase 1 and 2 conditions southbound left turn queues at MD 355 (Rockville Pike) and Twinbrook Parkway significantly exceed the available storage as shown in the table below.

6. SHA notes the ongoing design and planned construction of the Flash Bus Rapid Transit (BRT) project in Montgomery County. The BRT project will impact the section of MD 355 adjacent to Pike Center. Coordination of the impact of the Pike Center project and the BRT project on the adjacent roadway network will be necessary to ensure that the issues identified are adequately addressed in the future condition.

**Travel Forecasting and Analysis Division (TFAD) Comments (by Scott Holcomb):**

1. Any revised signal timings are not described/displayed in the memorandum. This should be noted.
2. On Page 3, it is stated that Intersection 10 (Bou Avenue/Pike Center Driveway) is proposed to be modified to restrict access to right-in/right-out only and to be operated as a stop-controlled intersection. Figures 2-1 and 2-2 all identify this location to be full-movement access in the future. Please clarify and revise as necessary.
3. The Phase 2 preferred access future Synchro models show a shorter MD 355 south leg at Hubbard Drive compared to other scenarios. For a better sense of back of queue assessment, we would like the entering links to be sufficiently long to accommodate traffic demand.

Please submit electronically (via our online system <https://mdotsha.force.com/accesspermit>) the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <https://www.roads.maryland.gov/mdotsha/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at [kwoodroffe@mdot.maryland.gov](mailto:kwoodroffe@mdot.maryland.gov) or [shaamdpermits@mdot.maryland.gov](mailto:shaamdpermits@mdot.maryland.gov).

Sincerely,



3/27/2025

for Derek Gunn, P.E.

District Engineer, SHA District 3

Mr. Michael Workosky  
SHA Tracking No.: 24APMO021XX  
Page 4 of 4  
March 27, 2025

DG/ym

**cc:** Mr. Alvin Powell, SHA – D3 Traffic  
Mr. Brant McKinney, Wells + Associates – Associate  
Mr. Kwesi Woodroffe, SHA – Access Management Regional Engineer, District 3  
Mr. Deepak Somarjan, Montgomery County MCDOT  
Ms. Qianyu Hu, SHA – D3 Traffic  
Ms. Rebecca Torma, Montgomery County MCDOT  
Mr. Richard Brockmyer, Montgomery County Planning Department  
Mr. Robert Owolabi, SHA – D3 Traffic  
Ms. Rola Daher, SHA – TFAD  
Mr. Scott Holcomb, SHA – TFAD



DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

April 10, 2025

Mr. Richard Brockmyer,  
Transportation Planning Supervisor  
Midcounty Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive, 14th floor,  
Wheaton, MD 20902

RE: Pike Center  
H-155 Local Map Amendment (LMA)  
Local Area Transportation Review and  
Transportation Policy Area Review  
(LATR) Review

Dear Mr. Brockmyer:

We have completed our review of the revised supplemental Local Area Transportation Review (LATR) report dated February 10, 2025, prepared by Wells and Associates Inc. The existing retail shopping center of approximately 81,000 square feet (S.F.) and commercial uses is proposed to be redeveloped with up to 290 mid-rise and 470 high-rise apartment dwelling units and up to 90,000 S.F. of retail space (including a supermarket). The proposed development is expected to occur in two phases with phase one expected to be built in 2034 and phase two in 2039.

The subject property is also fronting the public street maintained by the Maryland State Highway Administration (MDSHA). Therefore, MCDOT does not have any jurisdiction other than the maintenance and operation of the traffic signal, sidewalk, bus stop, bus shelter, or shared use path. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT may provide recommendations about the frontage improvements along MDSHA-maintained roadways per the review of the TIS for the attention of the concerned agencies.

This development will be required to submit an LATR study as part of the preliminary plan submission in the future. The following comments are based on the review of the revised supplemental LATR dated February 10, 2025, by Wells and Associates, as part of the LMA submitted to MCDOT.

**Office of the Director**

---

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*

1. Bou Avenue and MD 355 intersection. This intersection is failing during the PM peak hour with extensive delays. The applicant proposed to mitigate this intersection by reducing the time allowed from Bou Ave and adding time to MD 355 for the traffic signal. We explained that this traffic signal modification timing is not feasible due to the maximum allowed green time along the corridor. In addition, the applicant had the wrong timings. Once the applicant corrected the synchro models with MCDOT-provided timings, and the restriction on the proposed access points (intersection # 10 and intersection # 6) the proposed synchro model with the proposed signal for phase 2 at Chapman Ave and Rollins Ave/access-intersection #7 (full built out and not including the changes at MD 355 and Bou Ave) seems to have no major delays. Therefore, we have the following conditions for the approval of the LMA which must be completed prior to MCDOT writing the preliminary plan letter:
  - a. The proposed entrance at Bou Avenue (intersection# 10) should be converted from full-movement access to a right-in/right-out.
  - b. Proposed Access (Intersection# 6-Loading Only) on Chapman Avenue should be closed.
  - c. The applicant shall install the traffic signal at Rollins Avenue/Proposed Private Street and Chapman Avenue (intersection# 7). However, the signal warrant analysis needs to be re-evaluated at the preliminary plan stage for both phase I and phase II.
  - d. Additional mitigation may be required as part of the Preliminary plan LATR Study review.
2. We agree with MDSHA comments issued on March 27, 2025, which should be resolved prior to the preliminary plan's approval.
3. The design of the proposed access points with restrictions as mentioned above and the traffic signal at Rollins Avenue/Proposed Private Street and Chapman Avenue must be included with the first submission of the right-of-way plans for this building. This access and the traffic signal shall be constructed and operational prior to the issuance of the occupancy permit for this building.
4. There are additional comments as part of the review of this LATR that should be addressed at the preliminary plan stage. The applicant submitted a signal warrant analysis for Chapman Ave and Rollins Ave/access (intersection# 7). There are some inconsistencies in the analysis submitted as part of this review which are discussed below:
  - a. The supplemental analysis report indicates that this intersection meets the warrant analysis during the PM peak for Phase 2. However, the signal warrant analysis indicates that Warrant 1 (8 hours) and 2 (4 hours) meet but not Warrant 3, which is the peak hour warrant. Please clarify.
  - b. Where did the full traffic volumes come from? What % increase was the increase for the proposed future volume?
  - c. The speed for the intersection warrants parameters should not be greater than 40 mph along Chapman Ave.

- d. The number of lanes utilized for the minor street should be 1 and not 2.
- e. Based on the table below from the warrant analysis, what volume are for AM and PM?

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	734	713	168	92
2	712	692	163	89
3	697	677	160	87
4	653	635	150	82
5	580	563	133	73
6	573	556	131	72
7	565	549	129	71
8	514	499	118	64
9	506	492	116	63
10	499	485	114	63
11	433	421	99	54
12	404	392	92	51
13	396	385	91	50
14	294	285	67	37
15	294	285	67	37
16	206	200	47	26
17	117	114	27	15
18	117	114	27	15
19	66	64	15	8
20	37	36	8	5
21	22	21	5	3
22	7	7	2	1
23	7	7	2	1
24	7	7	2	1

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

Sincerely,

Deepak Somarajan, Engineer III  
Development Review Team  
Office of Transportation Policy

Mr. Richard Brockmyer  
Pike Center TIS  
April 10, 2025  
Page 4

cc: SharePoint\Correspondence FY-25

cc-e: Michael J. Workosky	Wells and Associates.
Kwesi Woodroffe	MDSHA District 3
Matthew Folden	MNCPPC
Tamika Graham	MNCPPC
Atiq Panjshiri	MCDPS
Sam Farhadi	MCDPS
Mark Terry	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Oscar Yen	MCDOT DTEO
Rebecca Torma	MCDOT OTP