

6000 EXECUTIVE BOULEVARD

SKETCH PLAN AMENDMENT NO. 32022007A



Description

Proposed amendments to a previously approved mixed-use redevelopment of up to 806,452 square feet of total development (up to 556,452 square feet of commercial uses and up to 250,000 square feet of residential uses) and include the following: 1) increase the maximum number of dwelling units proposed in Building A; 2) remove all residential units from Building B and change to office use; and 3) reduce the maximum proposed office gross floor area for Building C to keep the total commercial density within the applicable zoning limit.

COMPLETED: 6/27/2025

PLANNING BOARD HEARING DATE: 7/10/2025

MCPB ITEM NO. 7

Planning Staff



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LOCATION/ADDRESS

6000 Executive Boulevard

MASTER PLAN

2018 *White Flint 2 Sector Plan*

ZONE

CR-2.5, C-1.5, R-2.0, H-200

PROPERTY SIZE

8.52 acres

APPLICANT

CPH 6000, LLC

ACCEPTANCE DATE

April 3, 2025

REVIEW BASIS

Chapter 59

Summary:

- Staff recommends approval of the amendment with conditions and to renew the standard 36-month validity period.
- Sketch Plan No. 320220070 was approved by the Planning Board on March 28, 2022, and memorialized in Resolution MCPB No. 18-048. That Plan established a vision to transform a single office building surrounded by surface parking into an urban, mixed-use development with a variety of building types and open spaces.
- The Applicant received a 30-day administrative extension approved by the Planning Director from 7/2 to 8/1/25.
- The Amendment proposes to make modifications to the approved land use in one of the proposed buildings and density from 927,420 sf. (2.5 FAR) to 806,452 sf. (2.17 FAR).
- The Amendment does not propose any changes to previously approved site layout, building heights, open spaces, circulation routes, or public benefits. The Amendment includes an update to the parking table (minimum & maximum).
- The Project continues to provide a minimum of 15% MPDUs.
- Staff has not received public correspondence on this Application.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

SKETCH PLAN 32022007A

Staff recommends approval of 6000 Executive Boulevard, Sketch Plan No. 32022007A, for up to 806,452 square feet of density on 8.52 acres, zoned CR-2.5, C-1.5, R-2.0, H-200, in the 2018 *White Flint 2 Sector Plan*. The following site development elements are binding under Section 59.7.3.3.F:

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

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

This Amendment modifies condition nos. 1 and 6 below from the previously approved conditions. All other previously approved conditions remain in full force and effect:

1. Density
The Sketch Plan is limited to a maximum of ~~927,420~~ 806,452 square feet of total development on the Subject Property, which may include up to a maximum of 556,452 square feet of commercial uses and ~~741,936~~ 250,000 square feet of residential uses. The maximum number of and distribution of residential dwelling units and non-residential uses will be determined at Preliminary and Site Plan.
6. The Applicant must submit a Site Plan within 36 months after the mailing date of the Sketch Plan No. 32022007A resolution.

SECTION 2: SITE DESCRIPTION

VICINITY

The Subject Property (“Subject Property” or “Property,” outlined in blue in Figure 1 below) is described as Parcel N606, Part of Parcel D, Washington Science Center, and is located at 6000 Executive Boulevard in North Bethesda, at the southwest corner of the intersection of Executive Boulevard and Old Georgetown Road (MD 187). The Subject Property is part of the gateway to the White Flint district and is roughly a half mile walk to the North Bethesda Metro. To the north, across the 120-foot right-of-way of Executive Boulevard, the Subject Property faces land that is currently developed with three office buildings (also known as Rose Village).



Figure 1 – Vicinity Map

To the northeast, diagonally across the intersection of Executive Boulevard and Old Georgetown Road, is the high-density, mixed-use Pike and Rose development, which has a variety of building types and sizes, including multifamily residential, office, restaurant, retail, and a hotel. To the east, across the 150-foot right-of-way of Old Georgetown Road, the Gables White Flint project has been approved for a multifamily building with 476 dwelling units and an adjacent parking garage that will also serve the Kennedy Shriver Aquatic Center. To the south, the Property abuts detached homes in the R-200 zone. To the west, the Subject Property abuts property developed with a single office building.

PROPERTY DESCRIPTION

The 6.78-acre Property is zoned CR 2.5, C-1.5, R-2.0, H-200, and has a tract area of 8.52 acres. It is currently developed with a seven-story office building containing the Applicant's corporate offices as well as medical and other offices with a total of 128,571 square feet, and 374 surface parking spaces. The Subject Property currently has two (2) vehicular access points on Executive Boulevard. In the northwest corner of the Site is a full-movement, signalized access drive directly opposite the entrance to the Willco property across the street. Closer to Old Georgetown Road is a one-way, right-out access point. The southern end of the Property includes trees, a grassy area currently occupied by a utility easement, stormwater facilities, and a culvert that holds the headwaters of Old Farm-Neilwood Creek. The creek emerges from the culvert in the southwest corner of the Subject Property and runs west, behind the office buildings on the south side of Executive Boulevard. The Subject Property also contains a grassy lawn area between the existing office building and Old Georgetown Road to the east. A Ride On bus stop is located along the Subject Property's Executive Boulevard frontage.

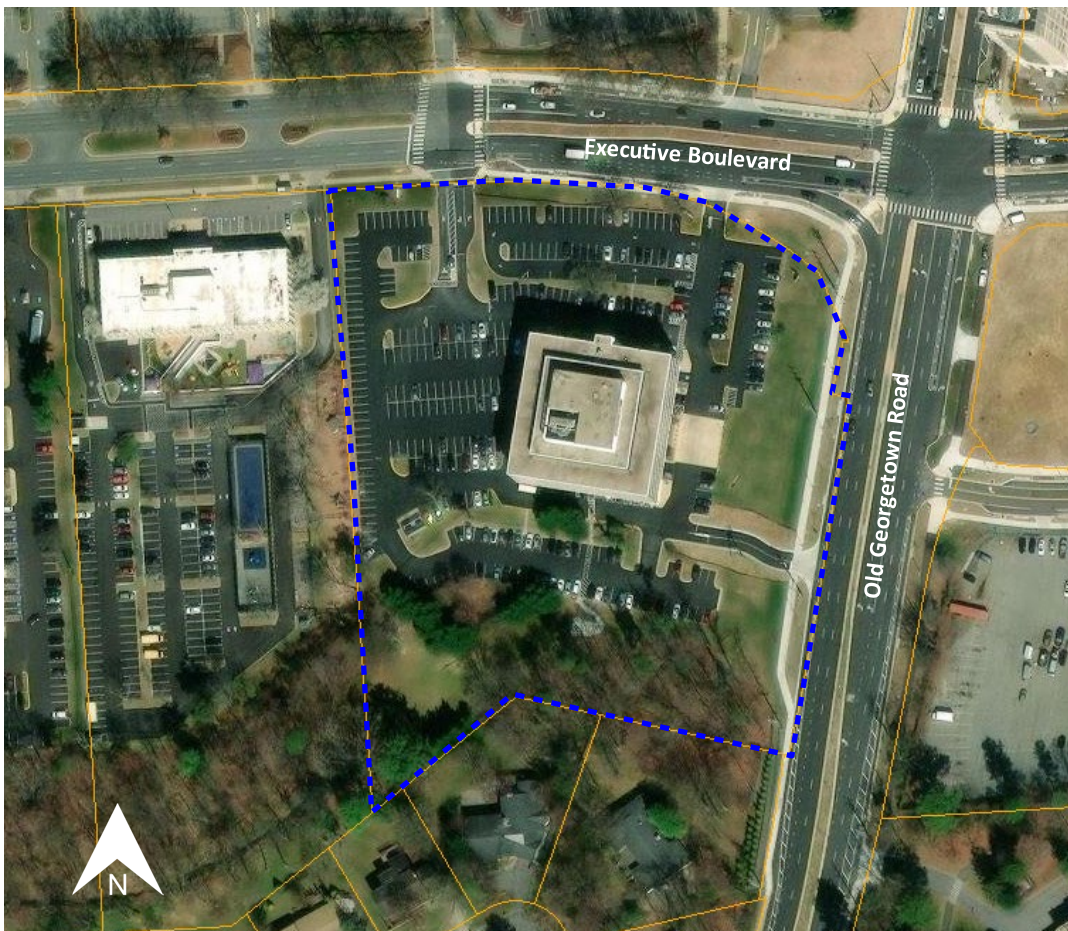


Figure 2 – Subject Property (outlined in blue)

SECTION 3: PROJECT DESCRIPTION

PREVIOUS APPROVALS

Sketch Plan No. 320180140

Sketch Plan No. 320180140 was approved on August 1, 2018, via Corrected Resolution MCPB No. 18-048, to redevelop the Property with a mixed-use project containing a maximum of 927,420 square feet of development, which may include up to a maximum 556,452 square feet of commercial uses and 741,936 square feet of residential uses. Section 59.7.3.3.G of the Zoning Ordinance states that if a sketch plan is approved, a site plan under Section 7.3.4 must be submitted within 36 months after the date the resolution is sent, unless a longer period is established by the resolution. Based on the prior Sketch Plan's approval date of August 1, 2018, the Applicant was required to submit a site plan by August 1, 2021. The Applicant did not satisfy that requirement, therefore, the original approval associated with Sketch Plan No. 320180140 expired.

Sketch Plan No. 320220070

Sketch Plan No. 320220070 was approved by the Planning Board through Resolution MCPB No. 22-018 to seek new approval of the previously approved Sketch Plan No. 320180140 without modifying the approved elements. As initially proposed, the new Sketch Plan was approved for an office and retail tower at the corner of Executive Boulevard and Old Georgetown Road, an active adult, age restricted residential building at a lower height farther west on the site, and an active adult, age-restricted low-to-mid-rise residential building on the southern portion of the Property with 15% Moderately Priced Dwelling Units (MPDUs).

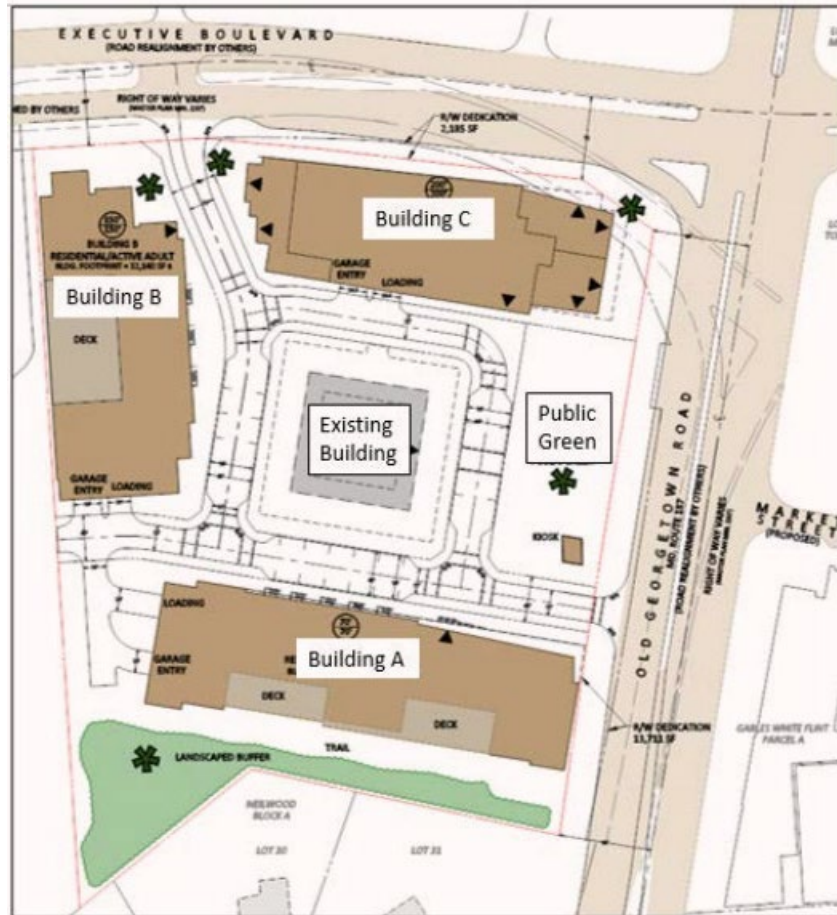


Figure 3 – Approved Sketch Plan No. 320220070

PROPOSAL

Since the Sketch Plan's initial approval in 2022, sweeping national and regional market shifts have occurred. These changes have resulted in the Applicant's inability to redevelop the site with residential high-rise buildings as initially proposed. To move forward with the redevelopment, the Sketch Plan Amendment proposes the following modifications:

1. Building A
 - Increase the maximum number of dwelling units by 94, from 131 units to 225.
2. Building B
 - Eliminate all previously approved 233¹ residential units and replace with commercial use.
 - Reduce the conceptual building footprint from approximately 32,140 square feet to approximately 28,000 square feet.
 - Adjust the density and parking tables to reflect the change in use to commercial.
3. Building C
 - Reduce the maximum proposed office gross floor area for Building C by 64,516 square feet, from 281,641 square feet to 217,125 square feet, to keep the total commercial density within the applicable zoning limit.

As previously approved, the existing seven-story, 128,571-square-foot office building in the center of the Property will remain, and the Applicant still intends to extend the partial top floor and enclose space on the open ground floor and second floor to expand the usable area.

Table 1: Proposed Amendment Changes

	Approved Sketch Plan No. 320220070	Proposed Amendment No. 32022007A
Total Development	927,420 sq. ft.	806,452 sq. ft.
Residential Development	741,936 sq. ft.	250,000 sq. ft.
Commercial Development	556,452 sq. ft.	No Change
Building A	Residential (131 age-restricted units)	Residential (225 age-restricted units)
Building B	Residential (233 age-restricted units)	Commercial (retail – 7,500 sq. ft.)
Building C	Commercial (office – 281,641 sq. ft.) (restaurant – 9,300 sq. ft.)	Commercial (office – 217,125 sq. ft.) (restaurant – no change)

¹ The shifts in residential uses proposed between Buildings A and B results in the net loss of 139 residential units in the overall Project.

The Project was previously proposed to occur in three (3) redevelopment phases. This Amendment does not include changes to the previously proposed phasing schedule. As a result of this Amendment, the Property would receive a new Sketch Plan validity period for 36 months prior to submission of a Site Plan.

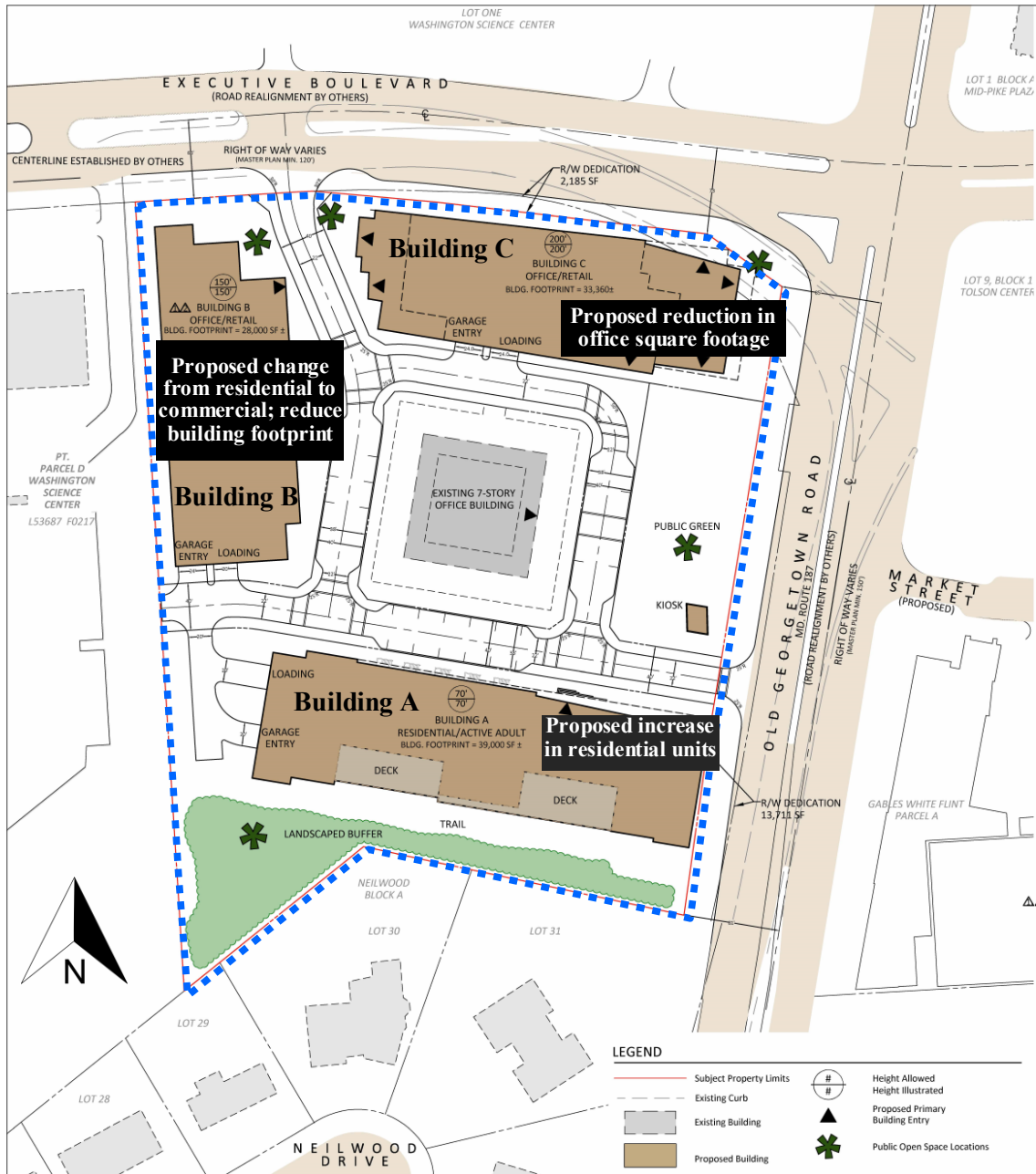


Figure 4 – Proposed Amended Sketch Plan

BUILDING/ARCHITECTURE

There are no proposed changes to the previously approved building heights and footprint of Buildings A and C. Architectural details for the new use and building will be submitted with future applications.

OPEN SPACE

There are no proposed changes to the previously approved public open space, which will include a pedestrian/bicycle path along the southern border of the Property, as well as urban plazas, pocket greens, and a half-acre neighborhood green along Old Georgetown Road. As previously approved, the public open space will exceed the 10% minimum requirement with the provision of 26% (75,000 square feet) of the site area as open space.

There are no proposed changes to the approved public benefit points. The required recreational amenities proposed for the Property will be submitted with Site Plan(s).

TRANSPORTATION

There are no proposed changes to prior circulation plans. As originally approved, the Applicant will remove the easternmost curb cut from Executive Boulevard. The Applicant will build an internal roadway out to a future right-in/right-out access point planned on Old Georgetown Road.

The minimum and maximum required parking spaces are proposed to change in association with the proposed change of use and will be finalized at the time of Site Plan. However, no changes are proposed to the number of proposed parking spaces (1,347) or the circulation features shown on the approved Sketch Plan.

SECTION 4: COMMUNITY OUTREACH

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

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

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

SECTION 5: SKETCH PLAN 32022007A FINDINGS AND ANALYSIS

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

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

Table 2: 6000 Executive Boulevard Data Table for CR Zone, Optional Method, Section 59.4.5.4

Development Standard	Approved Sketch Plan No. 320220070	Proposed Sketch Plan No. 32022007A
Tract Area	370,698 sf. (8.52 ac.)	No change
Tract Area - Prior Dedication	75,227 sf. (1.73 ac.)	No change
Tract Area - Proposed Dedication	15,897 sf. (0.36 ac.)	No change
Tract Area – Right-of-way acquisition	3,046 sf. (0.07 ac.)	No change
Site Area¹ (tract area minus dedications)	282,890 sf. (6.49 ac.)	No change
Mapped Density		
CR 2.5 C1.5 R2.0 H200 Residential (GFA/ FAR)	741,936 sf.	250,000 sf.
Commercial (GFA/FAR)	556,452 sf.	No change
Total Mapped Density (GFA/FAR)	927,420 sf.	806,452 sf.
MPDU requirement	15%	No change
Total GFA/FAR	2.5 FAR	2.17 FAR
Building Height, max average	Up to 200 ft.	No change
Public Open Space (min s.f.)	26% (75,000 sf.)	No change

¹ Site area is determined by tract area minus any previous and proposed dedications per Section 59.4.1.7.A.

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

The proposed Amendment remains consistent with the general and specific Sector Plan recommendations for the Subject Property. The Property is located within the Executive Boulevard South District in the 2018 *White Flint 2 Sector Plan*. There are both general and specific Plan recommendations that apply to the Subject Property. As a traditional suburban office park, the Sector Plan envisions that several existing Executive Boulevard “office buildings will be retained and complemented by new residential and non-residential development, especially properties that are near new infrastructure and development in the 2010 *White Flint Sector Plan* area” (p.31).

Further, the “existing environmental resources can provide the framework for new infill development and some redevelopment to create a sustainable and innovative district” (p.31).

Density and Building Height

The Sector Plan recommends that the redevelopment of 6000 Executive Boulevard “must transition from a maximum of 200 feet high at the northeastern corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot-wide landscape area must be retained on the southern portion of the property that will include preserved and new trees, the pedestrian-bike path called for in this Plan and required utility easements. Public open space on this property should consist of a combination of an urban greenway, plazas or pocket greens” (p.34).

The development is consistent with the Sector Plan’s recommendations for the Commercial Residential (CR 2.5 C1.5 R2.0 H200) Zone. Buildings A (70 feet), B (150 feet) and C (200 feet) are consistent with the Sector Plan height recommendations for this Property. The Application’s request for development up to 2.17 FAR is also consistent with the Plan’s density recommendation for this Property.

Design and Connectivity

The Sector Plan’s design and connectivity recommendations for Executive Boulevard South are to:

- Create an architectural gateway into the greater White Flint area.
- Locate maximum building heights along Executive Boulevard and away from the adjacent single-family residential community.
- Establish a pattern of short blocks and internal streets to promote walkability (p.35).

The Sketch Plan Amendment continues to achieve these recommendations since Building C, which is still envisioned for 200 feet in height, creates a gateway feature at the intersection and is the maximum height for the development. The proposed Amendment for a change in use from residential to commercial for Building B does not have an impact on the Project’s ability to achieve the Plan’s design and connectivity visions. The amended development plan layout continues to create internal streets with sidewalks that promote walkability.

Affordable Housing

The Sector Plan’s housing chapter requires “15% MPDUs as the highest priority public benefit for all new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park” (p.59). There are no proposed changes for the provision of MPDUs. The development is proposing 15% MPDUs for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing.

Public Facilities

The Sector Plan does not recommend any new public facilities, as the adjacent 2010 *White Flint Sector Plan* already recommends an array of new public facilities, including a fire station and recreation center. However, the 2018 Sector Plan requires that “each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans” (p.96). The previously approved Sketch Plan findings concluded that using the property as a school site is infeasible due to size requirements and the configuration of infill development, with the existing building to remain in the center of the property. In lieu of land for a school site, the Applicant is supporting the top priority Sector Plan benefit by including a financial contribution towards a school or park within the Sector Plan area.

Public Open Space

The Sector Plan recommends that new public open spaces should “consolidate the areas designated for public use space as part of the development process into substantial, programmable, and accessible spaces” (p.26). And, in mixed-use settings, public open spaces should be created “for community use that are framed and activated by surrounding development and uses, where the public feels welcome to gather and linger” (p.26). The public green, between Buildings C and A, will implement a key public open space identified in the Executive Boulevard South District and especially for this Property.

Environment/Sustainability

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

Natural Resources

- Preserve the existing forested stream area south and west of Executive Boulevard and adjacent to the Luxmanor residential community.
- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green spaces (p.62).

Water Quality

- Prioritize environmental public benefit points for tree canopy cover in the CR zone.
- Promote the use of environmental site design (ESD) techniques to reduce impervious areas (p.63).

Air Quality

- Incorporate building design features that keep roofs cool, such as green roofs or cool roofs.
- Prioritize environmental public benefit points for tree canopy cover and energy conservation.
- Promote site and building design for energy conservation (p.64).

The Sector Plan also recommends the development of a path/trail in the Executive Boulevard South area while minimizing any encroachment into the stream and environmental buffers. The Sketch Plan Amendment continues to fulfill several of the Sector Plan's environmental goals. The project is infill development on an existing surface parking lot. The project will also provide more public open space than required, retain a portion of the existing forested/wooded area, and be landscaped with native species. These features advance the Sector Plan's sustainability recommendations. At the Site Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as a higher than required LEED standard or energy conservation measures.

Public Benefits

The Sector Plan recommends many public benefits that include but are not limited to the dedication of land for needed school sites as the highest priority public benefit; 15% MPDUs; the provision of major public facilities other than a school site, quality building and site design, and the protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p.62-24 and 104).

This Application supports the top priority Sector Plan public benefit goals by including a proportional financial contribution towards a school or park, and providing neighborhood open spaces, 15% MPDUs, exceptional design, and a portion of the trail envisioned in the Sector Plan.

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

This Sketch Plan Amendment is a continuation of the current approval, which includes redevelopment of an existing surface parking lot surrounding an existing commercial building with a mix of residential, office, and retail uses. The Proposal is for a compact and efficient use of space where existing surface parking areas will be transformed into structured parking, short blocks for better circulation, and open spaces. With the exception of a slightly smaller building footprint for proposed Building B, the Sketch Plan Amendment layout allows for the existing building to be maintained and eventually refurbished while creating infill development around the perimeter and creating a series of different types of open space.

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

While the Sketch Plan amendment proposes an overall net reduction of 139² housing units, the Project will continue to provide 225 age-restricted, multifamily housing units that will enhance the housing choices close to the North Bethesda Metro Station. In addition to creating Metro-accessible senior housing, the Project will enhance other types of mobility options. The first segment of a sector-planned trail connection will be provided on the western side of the Property, eventually linking the Luxmanor Elementary School and Park with the future projected bikeway on Executive Boulevard. Bike lanes along both Property frontages were completed as part of the Western Workaround transportation project. A private street network will provide internal circulation and vehicle links to the abutting roads. Commercial services, including retail and office services, will be provided on the Property. When the Project is complete, there will be no parking between the buildings and the abutting roads. The interim parking area will be screened by a fence with a mural and habitat plantings. The Project will provide a half-acre neighborhood green that will provide a visual termination to Market Street (a 2010 *White Flint Sector Plan* recommendation).

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

The Amendment will continue to provide a mix of residential and commercial uses at a Metro-accessible location and at the previously approved building heights. Proposed Building C, located at the intersection of Old Georgetown Road and Executive Boulevard,

² Out of the 233 dwelling units proposed for removal from Building B, 94 of those units are proposed to be shifted to Building A.

will be the tallest building at 200 feet. The height will transition down towards the southern end of the Property, adjacent to the existing detached houses. Proposed Building A is located closest to the residential community to the south of the Property and will be set back at least 50 feet from the southern Property line. Proposed Building A will have a maximum height of 70 feet on the northern side and will transition to a height of 50 feet on the southern side closest to the existing detached houses.

Overall, the Project achieves compatibility with surrounding development by stepping down the densities and heights near the existing residential development. Thus, the heights and densities remain compatible and provide appropriate transitions to the areas surrounding the development.

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

Despite the Application's request to shift one of the approved residential buildings (Building B) to commercial use, the Project continues to provide new residential housing opportunities for seniors, including 15% MPDUs through proposed Building A, in addition to office and retail uses (Buildings B and C) that will create many employment opportunities close to the North Bethesda Metro Station and other residential communities. In fact, the Amendment Application seeks to increase the maximum number of dwelling units proposed in Building A by 94, from 131 units to 225 units. Therefore, the Amended Project continues to integrate an appropriate balance of employment and housing opportunities.

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

The Sketch Plan Amendment does not propose any changes to the public benefit points previously approved under Sketch Plan No. 32022007A. The Project will provide the required 100 public benefit points from a minimum of four (4) categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

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

As discussed in finding 1a, the Sketch Plan Amendment substantially conforms to the recommendations of the 2018 *White Flint 2 Sector Plan*.

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

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

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

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

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

Although Building B is proposed to change to commercial instead of residential under the proposed Sketch Plan Amendment, the Project remains compatible with existing and pending nearby development. The Sketch Plan achieves compatibility with the varied uses in its immediate vicinity. At the south end of the Property, the first 50 feet of space will contain landscaping, trees, and a pedestrian/bike path open to the public. As conditioned in the previously approved Sketch Plan, the Applicant will provide trail entrance features to make the path easy to find and recognizable as a public amenity, and directional signs to other nearby recreational and cultural sites. Proposed Building A will be residential in use and character, starting off at a height of 50 feet closest to the property line and rising to 70 feet. Architectural features are proposed to break up the mass into three sections, keeping the building at a scale that is compatible with abutting detached homes. The lower height building will serve as a transition from residential uses to a more urban, mixed-use environment.

From this residential building, the existing office building and proposed Building B will initiate the transformation of the site from a lower-scale, residential focus to a higher-scale, mixed-use character, in keeping with the existing office use abutting to the west and the multi-unit development approved across Old Georgetown Road to the east. Proposed Building A, also with residential use, and the existing building to remain will be similar in height to the Gables Building planned to the east. At 150 feet in height, Building B will be appropriate next to two properties to the west that are recommended in the Sector Plan for a maximum height of 150 feet. Proposed Building C will complete the transition to high-density mixed-use with office and retail in a 200-foot, "iconic" tower that will serve as a gateway building at a key White Flint intersection.

The size, design, and use of proposed Building C will be compatible with the existing office buildings of varying sizes on the Willco property across Executive Boulevard, and with the mixed-use development the Sector Plan recommends on the Willco property. Building C will also be compatible with the high-density, mixed-use development diagonally across the intersection at Pike and Rose, which includes mid-rise and high-rise residential, shops,

restaurants, entertainment venues, and offices. The existing and proposed buildings will frame a neighborhood green that will be a highly visible amenity for residents, workers, and the surrounding area.

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

The proposed Sketch Plan amendment continues to provide adequate multimodal access and circulation primarily through Executive Boulevard and Old Georgetown Road. As conditioned in the previously approved Sketch Plan No. 320220070, the Applicant will construct bicycle infrastructure along both Property frontages as part of the Western Workaround project and will build the first segment of a sector-planned trail in the southern portion of the Property, providing a connection with properties to the west. Proposed private roads will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

As part of the Sketch Plan Amendment, the Applicant proposes to update the parking data table to reflect the change in use for Building B from residential to office. The Applicant's revised parking table also reflects the proposed addition of 94 residential units to proposed Building A. A summary of the proposed changes in the required minimum and maximum parking based on land use is shown in Table 3. Furthermore, since the approval of Sketch Plan No. 320220070, Zoning Text Amendment No. 23-10 was approved by Ordinance No. 20-11 which made amendments to Division 6.2. for "Parking, Queuing, and Loading" and Section 6.2.3. for "Calculation of Required Parking". Per Section 6.2.3.I.8, residential uses are exempt from the baseline parking 20 minimums in the parking table under Section 6.2.4.B. if located the following distance from transit: i. within ½ mile of a Metro station; ii. within ½ mile of a Purple Line station; or iii. within ¼ mile of an existing Bus Rapid Transit station or a Bus Rapid Transit station that has been funded for construction in the 6-year CIP at the time of application. Therefore, the total parking requirements for the proposed residential use will be finalized with the future Site Plan approval.

Table 3: Required Parking Summary

	Approved Sketch Plan No. 320220070	Proposed Sketch Plan No. 32022007A
Minimum parking permitted/ Maximum allowed	Min. 1,164 spaces Max. 1,932 spaces	Min. 1,138 Max. 1,736
Building A* (residential)	Min. 66 spaces Max. 91 spaces	Min. 113 spaces Max. 159 spaces
	1 bdrm. – 49 1 bdrm. MPDU – 7 2 bdrm. – 62 2 bdrm. MPDU – 13 =131 units	1 bdrm. – 96 1 bdrm. MPDU – 16 2 bdrm. – 77 2 bdrm. MPDU – 18 3 bdrm. – 18 =225 units
Building B (residential)	Min. 117 spaces Max. 162 spaces	N/A
	1 bdrm. – 90 1 bdrm. MPDU – 16 2 bdrm. – 108 2 bdrm. MPDU – 19 =233 units	0
Building B (office)	0	Min. 285 Max. 428
Building B (retail)	0	Min. 26 Max. 45
Building C (office)	Min. 563 spaces Max. 845 spaces	Min. 434 Max. 651
Building C (restaurant)	Min. 22 spaces Max. 67 spaces	No Change
Existing Office	Min. 258 spaces Max. 386 spaces	No Change
Total Parking Proposed in Sketch Plan	1,319 - off-street 28 - on-street 1,347 – total spaces	No Change

**The minimum and maximum parking for proposed age-restricted dwelling units in Building A reflects a 50% reduction permitted under Section 59.6.2.3.1.2 of the Zoning Ordinance.*

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

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

For the proposed development, the Zoning Ordinance requires 100 points in four (4) categories. The Applicant proposes to exceed the requirement utilizing five (5) categories and providing 144 points total. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table shows both the categories and points for the public benefits that were approved with Sketch Plan No. 320220070 to demonstrate the project's ability to meet the requirement to provide sufficient benefit points. There are no proposed changes to the public benefit categories or points with the Sketch Plan amendment application.

Table 4: Public Benefits Approved with Sketch Plan No. 320220070

Public Benefit	Incentive Density Points	
	Max Allowed	Approved in Concept
59.4.7.3.A: Major Public Facility		
Trail Connection	70	5
Proportional Financial Contribution towards a School or Park		25
59.4.7.3.B: Transit Proximity		
Full Site within ¼ mile of Level 1 Transit Station	50	30
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Exceptional Design	10	10
Public Open Space	20	16
Structured Parking	20	13
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)	30	15
Total	-	144

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

The Project previously proposed redevelopment across three (3) phases. As previously noted, the proposed public benefits were envisioned to occur in three (3) phases for a total of 144 points. This Amendment does not include changes to the previously proposed phasing schedule. The public benefit categories and points will be finalized with a future Site Plan(s). As a result of this amendment, the previously conditioned Sketch Plan validity period (Sketch Plan No. 320220070 Condition No. 6) will restart to coincide with the Sketch Plan Amendment resolution mailing date.

SECTION 6: CONCLUSION

As conditioned, the Sketch Plan Amendment application satisfies the findings under Sections 59.4.5.4 and 59.7.3.3, the applicable standards of the Zoning Ordinance, and substantially conforms to the recommendations of the 2018 *White Flint 2 Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan Amendment with the conditions specified at the beginning of this report.

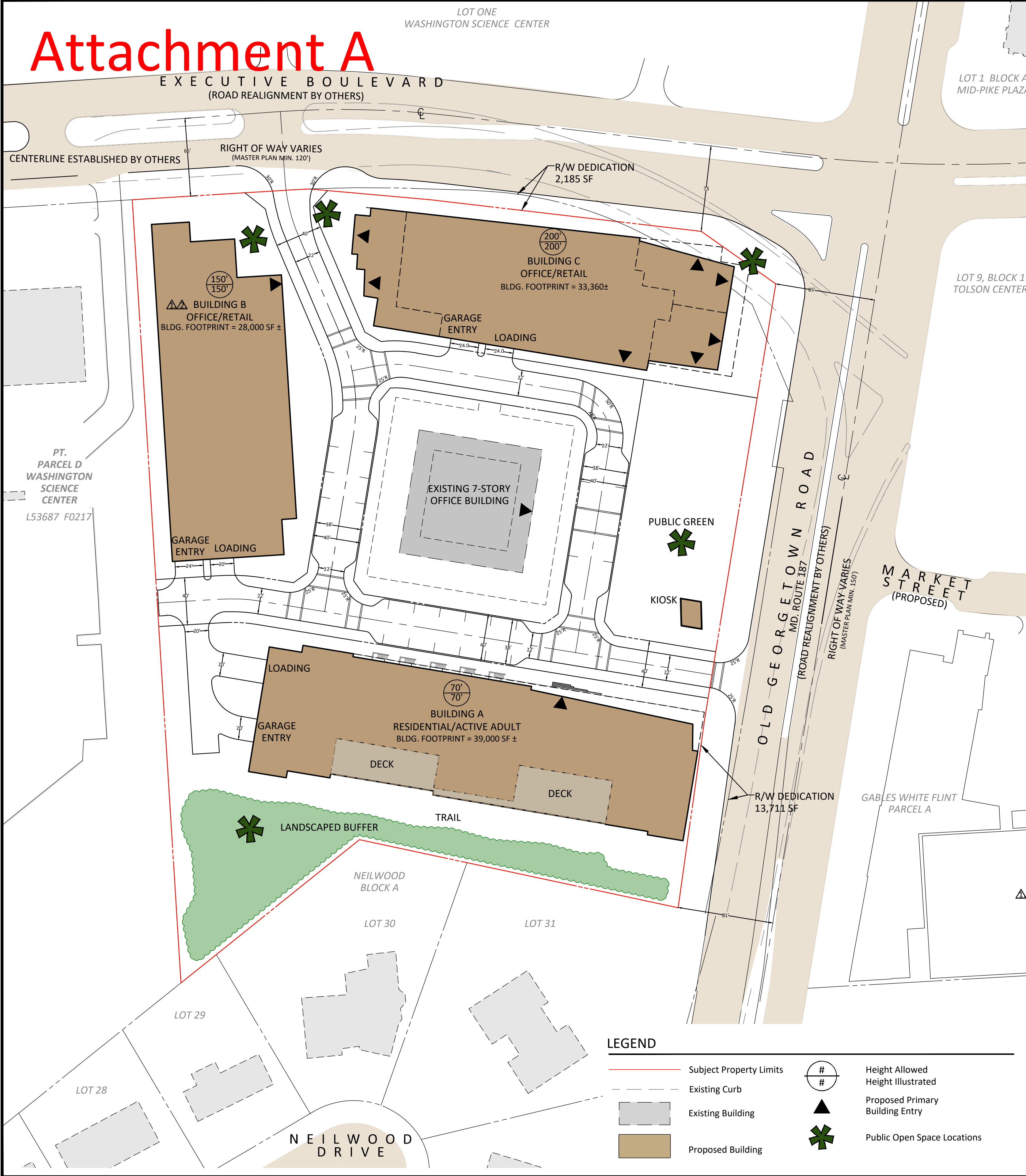
ATTACHMENTS

Attachment A: Sketch Plan Amendment

Attachment B: Prior Approval

Attachment C: Agency Letter

Attachment A



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Subject Property Limits

Existing Curb

Existing Building

Proposed Building

Height Allowed

Height Illustrated

Proposed Primary Building Entry

Public Open Space Locations

PUBLIC BENEFITS SUMMARY

32022005A - 6000 Executive Boulevard	
Public Benefits Summary	
59-4.7.3.A: Major Public Facility	
Trail Connection	5.0
Financial Contribution to School/Park Site	25.0
59-4.7.3.B: Transit Proximity	
Full Site within 1/2 mile of White Flint Metro Entrance	30.0
59-4.7.3.D: Diversity of Uses & Activities	
F. Moderately Priced Dwelling Units	30.0
59-4.7.3.E: Quality Building & Site Design	
B. Exceptional Design	10.0
D. Public Open Space	16.0
F. Structured Parking	13.0
59-4.7.3.F: Protection & Enhancement of the Natural Environment	
A. Building Lot Termination (BLT)	15.0
Total Public Benefit Points	144.0
Total Number of Categories:	5

PROJECT SUMMARY

Property Area Data	SF	ACRES
Net Lot Area	282,890	6.49
Plus Previous Dedication Executive Blvd. and Old Georgetown Road	69,155	1.59
Plus Original Dedication Old Georgetown Road	6,072	0.14
Plus proposed dedication Executive Blvd	2,185	0.05
Plus Proposed Dedication Old Georgetown Road	13,712	0.31
Less Previous Rt. of Way to be Acquired	-3,046	-0.07
Existing Gross Tract Area	370,968	8.52

Density Calculation	GTA	Allowable GFA	Proposed GFA Up To	Proposed FAR Up To
CR-2.5 (C-1.5, R-2.0, H200')	370,968	927,420	927,420	2.50
Commercial Density	370,968	556,452	556,452	1.50
Residential Density	370,968	741,936	250,000	0.67

Building Height	Maximum Allowed	Maximum Proposed
Building A	70'	70'
Building B	150'	150'
Building C	200'	200'

Public Open Space (based on Proposed Net Lot Area)	Required	Provided
Public Open Space %	10.0%	up to 26%
Public Open Space SF	28,289	75,000
Right of Way Streetscape %	N/A	Up to 7%
Right of Way Streetscape SF	N/A	20,000

Note: Public Use Space provided not to be less than 10% for entire development. However, public use space provided in each individual site plan phase may be higher or lower than 10%. The Open Space provided includes the 10% required. Public Benefit Points calculated on the amount of Open Space provided over the amount required.

Residential MF Unit Mix [2]										
Building A	studio	studio MPDU	1br	1br MPDU	2br	2br MPDU	3br	3br MPDU	total	50% Adjustment per 59-6.2.3.1.2
Units	0	0	96	16	77	18	18	0	225	
Minimum Rate	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000		
Maximum Rate	1,000	1,000	1,250	1,250	1,500	1,500	2,000	2,000		
Minimum Parking Requirement	0.000	0.000	96.000	16.000	77.000	18.000	18.000	0.000	225.000	113
Maximum Parking Requirement	0.000	0.000	120.000	20.000	115.500	27.000	36.000	0.000	318.500	160

Overall Parking Summary [2]									
Use	GFA/Units Proposed [1]	Baseline Minimum	Baseline Maximum	Adjustment	Adjusted Minimum	Adjusted Maximum	Provided in Garage	Provided Surface/ On-Street	Total Parking Provided [2, 3]
Building A: Residential Units, Age-Restricted Housing	225	225.000	318.500	50%	112.500	159.250	360	5	365
Building B: Office	142,500	285.000	427.500	n/a	285.000	427.500	389	5	394
Building B: Retail	7,500	26.250	45.000	n/a	26.250	45.000	40	0	0
Building C: Office	217,125	434.250	651.375	n/a	434.250	651.375	530	18	548
Building C: Restaurant	9,300	22.320	66.960	n/a	22.320	66.960			
Existing Office	128,572	257.144	385.716	n/a	257.144	385.716			
Totals		1,250.000	1,896.000		1,138.000	1,736.000	1,319	28	1,347

NOTE: Project will provide a minimum of 15% MPDUs
[1] GFA/units proposed are estimates based on initial massing and may be revised during Site Plan and Preliminary Plan review, along with related required elements.
[2] Parking calculations, including ADA, motorcycle, & bicycle parking will be calculated at Site Plan & based on the Montgomery County, MD Zoning Ordinance, based on approved GFA/unit counts.
[3] Final reduction allowances to meet code standards will be determined at Site Plan.

32022007A Amendment List:

- Change the use of Building B from residential to office;
- Reduce the conceptual footprint of Building B;
- Adjust the parking table to reflect the change in use; and
- Extend the Sketch Plan validity period.

The vicinity map shows the project site at the intersection of Executive Boulevard and Old Georgetown Road. It highlights the site's proximity to major roads including Montrose Road, Rockville Pike, Randolph Road, and Rte. 187. The map also shows the location of Wall Park and Nicholson Lane.

VICINITY MAP
SCALE: 1" = 2,000'

- The Sketch Plan drawings are conceptual and represent proposed development in an illustrative manner. Final building locations, dimensions, heights, floor plans, layouts, materials, uses, phasing, density, development standards and programs shall be determined at time of site plan applications.

6000 EXECUTIVE BOULEVARD

Owner/Applicant /
Master Developer:

CPH 6000 LLC
c/o Guardian Realty Management, Inc.
6000 Executive Boulevard
Suite 400
North Bethesda, MD 20852

Attorney:

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Contact: Miguel Iraola

Traffic Engineer:

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Silver Spring, MD 20910
301.448.1333
Contact: Nancy Randall

Land Planners/Landscape
Architects/Civil Engineers:

VIKA Maryland, LLC
20251 Century Boulevard
Suite 400
Germantown, MD 20874
301.916.4100
Contact: Ian P. Duke

Δ	Date	Revision
	3/27/25	Initial Submission

SKETCH PLAN

SHEET NO.

SK100
32022007A

The scale bar indicates distances of 0, 25, 50, and 100 feet. The north arrow points towards the top of the page, with a scale of 1" = 50'.

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Attachment B

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 22-018
Sketch Plan No. 320220070
6000 Executive Boulevard
Date of Hearing: April 7, 2022

APR 26 2022

RESOLUTION

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

WHEREAS, on November 17, 2022, CPH 6000, LLC ("Applicant") filed an application for approval of a sketch plan for up to 927,420 square feet of total development, with up to 556,452 square feet of commercial uses and up to 741,936 square feet of residential uses on 8.52-acres of CR-2.5, C-1.5, R -2.0, H-200 zoned-land, located at the southwest corner of the intersection of Executive Boulevard and Old Georgetown Road ("Subject Property") in the *White Flint 2 Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320220070, 6000 Executive Boulevard ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated March 28, 2022, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on April 7, 2022, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Commissioner Rubin, seconded by Vice Chair Verma, with a vote of 5-0; Chair Anderson, Commissioners Cichy, Patterson, Rubin and Verma voting in favor.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320220070, 6000 Executive Boulevard, for construction of up to 927,420 square feet of total development, with up to 556,452 square feet of commercial uses and

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www.montgomeryplanningboard.org | mcp-chair@mncppc.org

Approved as to

Legal Sufficiency: /s/ Emily Vaias

M-NCPPC Legal Department

up to 741,936 square feet of residential uses on the Subject Property, subject to the following binding elements and conditions:¹

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

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

All other elements are illustrative.

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

1. Density

The Sketch Plan is limited to a maximum of 927,420 square feet of total development on the Subject Property, which may include up to a maximum 556,452 square feet of commercial uses and 741,936 square feet of residential uses. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Preliminary and Site Plan.

2. Height

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

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Major Public Facility, achieved through delivering a portion of a trail envisioned in the *White Flint 2 Sector Plan* and a proportional financial contribution towards a school or park within the Sector Plan area, with the amount to be determined when the Phase 1 Site Plan is approved;

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

- b. Transit Proximity, achieved through Property's location within ½ mile of the White Flint Metro Station (Level 1);
- c. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs;
- d. Quality of Building and Site Design, achieved through exceptional design, public open space, structured parking; and
- e. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

4. Public Spaces

The Applicant must provide the pedestrian/bicycle path within the landscaped buffer, the neighborhood green, plazas, and pocket greens, as conceptually shown on the Sketch Plan, that will be privately owned and maintained. While these spaces must be in the approximate location, size, and quantity as shown on the Sketch Plan, the exact size, location and design will be determined at the time of Site Plan(s).

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

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

- a. The approximately 3,045-square foot area of land in the northeast corner of the proposed lot must be abandoned by Montgomery County or otherwise conveyed to the Applicant prior to plat recordation.
- b. Design of the neighborhood green should minimize the visual prominence of the utility poles along Old Georgetown Road. The neighborhood green should be provided, in whole or in part, as early as possible in the second and third phases of the project.
- c. During Phase 1 or as soon as practicable after completion of the Western Workaround, a fence with a mural and a planted border must be installed to screen the temporary parking area.
- d. Energy efficiency in building design features.
- e. Appropriate architectural treatments on Building B's western façade.
- f. A strong pedestrian connection between the existing office building and the proposed neighborhood green along Old Georgetown Road.
- g. Views to the service areas of the existing building from the proposed residential buildings.
- h. Dedication of right-of-way consistent with the *White Flint 2 Sector Plan* and the Western Workaround.
- i. Coordination with the Montgomery County Department of Transportation (MCDOT) and the Planning Department regarding the proposed Bus Rapid Transit (BRT) Corridor 6 and the station location.
- j. ADA compliance.

- k. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15).
 - l. Bike sharing station(s).
 - m. Explore providing an easement to an applicable County Agency, or similar entity, for access to the southwest portion of the Property related to stream restoration work.
 - n. Provide adequate screening of the garage entrances to Buildings A and B, if necessary, to minimize headlight glare to adjoining properties.
 - o. Provide adequate screening of any above-grade parking.
 - p. The Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT to assist in achieving and maintaining the staging provisions for the non-auto driver mode share (NADMS) goals in the White Flint Policy Area and participate in the North Bethesda Transportation Management District. The Agreement must include funding for a bike sharing station.
6. The Applicant must submit a Site Plan within 36 months after the mailing date of the Sketch Plan resolution.

BE IT FURTHER RESOLVED that Sketch Plan No. 320220070 will not alter the overall character of the previously approved Sketch Plan No. 320180140 and remains consistent with the original Sketch Plan findings, as set forth in Corrected Resolution MCPB No. 18-048. During review of this Sketch Plan No. 320220070, the Planning Board and its Staff re-evaluated each of the required findings and determined that the Subject Application remains consistent with the prior approval; and

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

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

The Subject Property includes a tract area of approximately 8.52 acres zoned CR-2.5, C-1.5, R-2.0, H-200. The data table below demonstrates the Application's conformance to

Table 1: Sketch Plan Data Table

Section	Description	Required/Permitted	Provided
Density and Height			
4.5.4.B.2.b	Maximum Density	Total 927,420 SF Commercial 556,452 Residential 741,936	Up to 927,420 SF total Up to 556,452 SF commercial Up to 741,936 SF residential
4.5.4.B.2.b	Maximum Height	200 ft.	200 ft.
4.5.4.A.4/ 4.1.8.B	Height Compatibility	No structure may protrude beyond a 45-degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the abutting or confronting Residential zone.	Project complies with height compatibility requirements as measured from property lines with all abutting single-family lots.
Placement and Form			
4.5.4.B.3	Setbacks	Determined by site plan	To be set by site plan
4.5.4.A.4/ 4.1.8.B	Setback Compatibility	The minimum rear setback is equal to 1.5 times the minimum rear setback required for a detached house on the abutting property.	Project complies with setback compatibility requirements as measured from property lines with all abutting single-family lots.
4.5.4.B.4	Form	Determined by site plan.	To be addressed by site plan.
Open Space and Parking			
4.5.4.B.1	Minimum Open Space	10% Public Open Space or 28,289 SF	Minimum 28,289 SF to be provided; Sketch Plan anticipates approx. 45,000 SF
6.2.4.B	Minimum Parking Permitted/Maximum Allowed	Minimum 1,164 spaces Maximum 1,932 spaces	Sketch Plan anticipates 1,319 spaces.

b. Intent of the Zone

The Sketch Plan conforms to the intent of the CR Zone as described below.

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

The Property is located within the Executive Boulevard South District in the Approved and Adopted 2018 White Flint 2 Sector Plan. The Sector Plan recommended rezoning the property from the EOF 0.75 H-100T Zone to the CR- 2.5, C-1.5, R-2.0, H-200 Zone. As a traditional suburban office park, the Sector Plan envisions that several existing Executive Boulevard “office buildings will be retained and complemented by new residential and non-residential development, especially properties that are near new infrastructure and development in the 2010 White Flint Sector Plan area” (p.31). Further, the “existing environmental resources can provide the framework for new infill

MCPB No. 22-018
Sketch Plan No. 320220070
6000 Executive Boulevard
Page 5

the applicable development standards of the zone. The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in the following Data Table:

development and some redevelopment to create a sustainable and innovative district” (p.31).

Density and Building Height

Specifically, for 6000 Executive Boulevard, the Sector Plan recommends that development on this property “must transition from a maximum of 200 feet high at the northeastern corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot wide landscape area must be retained on the southern portion of the property that will include preserved and new trees, the pedestrian-bike path called for in this Plan and required utility easements. Public open space on this property should consist of a combination of an urban greenway, plazas or pocket greens” (p.34).

The development is consistent with the Sector Plan’s recommendations for the Commercial Residential (CR 2.5 C1.5 R2.0 H200) Zone. Buildings A (70 feet), B (150 feet) and C (200 feet) are consistent with the Sector Plan height recommendations for this Property. The existing 7-story office building is also consistent with the Sector Plan’s building height recommendation. The 2.50 FAR is also consistent with the Plan’s density recommendation for this Property.

Design and Connectivity

The Sector Plan’s design and connectivity recommendations for Executive Boulevard South are to:

- Create an architectural gateway into the greater White Flint area.
- Locate maximum building heights along Executive Boulevard and away from the adjacent single-family residential community.
- Establish a pattern of short blocks and internal streets to promote walkability (p.35).

The Sketch Plan achieves these recommendations since Building C, which is approved at 200 feet, creates a gateway feature at the intersection and is the maximum height for the development. The development plan layout creates internal streets with sidewalks that promote walkability.

Affordable Housing

The Sector Plan’s housing chapter requires “15 percent MPDUs as the highest priority public benefit for all new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park” (p.59). The development is proposing 15 percent MPDUs for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing.

Public Facilities

The Sector Plan does not recommend any new public facilities since the adjacent 2010 White Flint Sector Plan recommends an array of new public facilities, including a fire

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

The Subject Property is approximately 6.5 acres excluding past and proposed dedications, and has an existing office building in the center of the site. An urban format elementary school site would require at least four to five acres of the Property. A middle or high school require would require much more land, a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size and the location of the existing building. Comparing the small size of the potential building footprints for infill development with the space needs for a public school at any level, a workable school site at this location would not be possible in conjunction with infill development. However, the Applicant is supporting the top priority Sector Plan benefit by including a financial contribution towards a school or park within the Sector Plan area.

Public Open Space

The Sector Plan recommends that new public open spaces should “consolidate the areas designated for public use space as part of the development process into substantial, programmable, and accessible spaces” (p.26). And, in mixed-use settings, public open spaces should be created “for community use that are framed and activated by surrounding development and uses, where the public feels welcome to gather and linger” (p.26).

The public green, between Buildings C and A, will implement a key public open space identified in the Executive Boulevard South District and especially for this Property.

Environment/Sustainability

The Sector Plan provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. It also provides more specific goals within each of those categories as follows:

Natural Resources

- Preserve the existing forested stream area south and west of Executive Boulevard and adjacent to the Luxmanor residential community.
- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green spaces (p.62)

Water Quality

- Prioritize environmental public benefit points for tree canopy cover in the CR zone.
- Promote the use of environmental site design (ESD) techniques to reduce impervious areas (p.63).

Air Quality

- Incorporate building design features that keep roofs cool, such as green roofs or cool roofs.
- Prioritize environmental public benefit points for tree canopy cover and energy conservation.
- Promote site and building design for energy conservation (p.64).

The Sector Plan also recommends the development of a path/trail in the Executive Boulevard South area while minimizing any encroachment into the stream and environmental buffers.

The Application fulfills several of the Sector Plan's environmental goals. The project is infill development on an existing surface parking lot. The project will also provide more than the required amount of public open space, retention of a portion of the existing forested/wooded area, and landscaping with native species. These features advance the Sector Plan's sustainability recommendations. At the Site Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as a higher than required LEED standard or energy conservation.

Public Benefits

The Sector Plan's recommended public benefits are the following (in priority order):

- 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 a school site, 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 (p.104).

This Application supports the top priority Sector Plan public benefit goals by including a proportional financial contribution towards a school or park, and providing neighborhood open spaces, 15% MPDUs, exceptional design, and a portion of the trail envisioned in the Sector Plan.

Transportation-SSP and Tax District

The Sector Plan recommended an amendment to the 2016-2020 Subdivision Staging Policy (SSP) to permit the extension of the White Flint Metro Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards for three properties, including the Subject Property. These properties will have the higher White Flint MSPA congestion standard for signalized intersections, which has a volume-to-capacity ratio of 1.13. This translates into an average vehicle delay equivalent of 120 seconds per vehicle.

Associated with this SSP amendment, the existing White Flint Special Taxing District was extended to the Subject Property. The tax district, which imposes an ad valorem tax, exempts these properties from LATR and uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the White Flint Sector Plan.

White Flint Staging

The Council's approval of the White Flint 2 Sector Plan increased the Phase 1 and Phase 2 staging limits in the 2010 White Flint Sector Plan to accommodate development from 6000, 6001, 6003 and 6011 Executive Boulevard and a portion of the Wilgus properties. Phase 1 has increased from 3,000 dwelling units and 2 million square feet of non-

residential development to 4,800 dwelling units and 2.75 million square feet of non-residential development. Phase 2 has increased from 3,000 dwelling units and 2 million square feet of non-residential development to 3,700 dwelling units and 2.18 million square feet of non-residential development.

This Application will be subject to the updated White Flint staging limits and the implementation rules and procedures established in the Planning Board approved White Flint Implementation Guidelines, including Staging Allocation Request (SAR).

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

This Sketch Plan includes redevelopment of an existing surface parking lot surrounding an existing commercial building with a mix of residential, office, and retail uses. The site is a compact and efficient use of space - all previously surface-parked areas will be transformed to structured parking, streets, or open spaces. The layout allows an existing building to be maintained and eventually refurbished while creating infill development around the perimeter and creating a series of different types of open space for the community to shop, live, and work.

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

The Project will provide age-restricted, multi-family housing that will enhance the housing choices in close proximity to the White Flint Metro Station. In addition to the creation of Metro-accessible senior housing, other types of mobility options will be enhanced by this Project. The first segment of a sector-planned trail connection will be provided on the western side of the Property that will eventually link the Luxmanor Elementary School and Park with the future projected bikeway on Executive Boulevard. Bike lanes will be included along both Property frontages as part of the Western Workaround. A private street network will provide internal circulation and vehicle links to the abutting roads.

Commercial services, including retail and office services will be provided on the Property. When the Project is complete, there will be no parking between the buildings and the abutting roads. The interim parking area will be screened by a fence with a mural and habitat plantings. The Project will provide a neighborhood green that is well situated to provide a visual termination to Market Street (a 2010 White Flint Sector Plan recommendation).

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

The Project will provide a mix of residential and commercial uses at a Metro-accessible location. Building C, at the intersection of Old Georgetown Road and Executive Boulevard, will be the tallest building at 200 feet tall. Height will transition down towards the southern end of the Property adjacent to the existing detached houses. Building A is located closest to the residential community to the south of the Property. Building A will be 70 feet on the northern side of the building and will transition to 50 feet on the southern side closest to the existing detached houses. Further, Building A will be set back at least 50 feet from the southern Property line.

The Project achieves compatibility with surrounding development by stepping down the densities and heights near the existing residential development. Thus, the heights and densities are compatible and provide appropriate transitions to the surrounding development.

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

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

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

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

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

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

3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of any development plan or schematic development plan in effect on October 29, 2014.

The Sketch Plan is not subject to a development plan or schematic development plan.

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

The Sketch Plan successfully achieves compatibility with the varied uses in its immediate vicinity. At the south end of the Property, the first 50 feet of space will contain landscaping, trees, and a pedestrian/bike path open to the public. The Applicant will provide trail entrance features to make the path easy to find and recognize as a public amenity, and to provide directions to other nearby recreational and cultural sites. The adjacent Building A will be residential in use and character, starting off at a height of 50 feet closest to the property line and rising to 70 feet. Architectural features will break up the mass into three sections and keep the building at a scale that is compatible with abutting detached homes. As a multi-family building for active adults ages 62 and over, Building A will be compatible with the adjoining residential neighborhood from a use perspective. The age restriction will likely result in lower levels of noise and activity than a typical multi-unit building might produce, and the lower-scale building will serve as a transition from residential uses to a more urban, mixed-use environment.

From this residential building, the existing office building and Building B will start to transition the site from a lower-scale, residential focus to a higher-scale, mixed-use character, in keeping with the existing office use abutting to the west and the multi-unit development approved across Old Georgetown Road to the east. Building A and the existing building will be similar in height to the Gables Building planned to the east. At 150 feet in height, Building B will be appropriate next to two properties to the west that are recommended in the Sector Plan for a maximum height of 150 feet.

Building C will complete the transition to high-density mixed-use with office and retail in a 200-foot, "iconic" tower that will serve as a gateway building at a key White Flint intersection. The size, design and use of Building C will be compatible with the existing office buildings of varying sizes on the Willco property across Executive Boulevard, and with the mixed-use development the Sector Plan recommends on the Willco property. Building C will also be compatible with the high-density, mixed-use development

diagonally across the intersection at Pike & Rose, which includes mid-rise and high-rise residential, shops, restaurants, entertainment venues, and offices.

The existing and proposed buildings will frame a neighborhood green that will be a highly visible amenity for residents, workers, and the surrounding area.

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

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Vehicle and pedestrian access will be available from Executive Boulevard and Old Georgetown Road. Bicycle infrastructure will be provided along both Property frontages as part of the Western Workaround project, and the Applicant will build the first segment of a sector-planned trail in the southern portion of the Property, providing a connection with properties to the west. Private roads will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

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

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

Table 2: Public Benefits

Outline of Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Approved in Concept
59.4.7.3.A: Major Public Facility		
Trail Connection	70	5
Proportional Financial Contribution towards a School or Park		25
59.4.7.3.B: Transit Proximity		
Full Site within ½ mile of Level 1 Transit Station	50	30
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Exceptional Design	10	10
Public Open Space	20	16
Structured Parking	20	13
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)	30	15
Total	-	144

Major Public Facility

Trail connection: The Applicant requests five points for the construction of the first segment of a sector-planned trail along the southern and western edges of the Executive Boulevard South area. This is appropriate given the Sector Plan recommendation to link Luxmanor Elementary School and Park and the future protected bikeway on Executive Boulevard via an eight-foot wide trail. The Applicant's portion of the trail will be enhanced with a bike repair station, benches and lush plantings to help create a buffer between the development and the existing single-family homes to the south. This trail is to be completed with the first phase of development.

Financial contribution towards a school or park: The Applicant requests up to 25 points for making a proportional financial contribution towards a school or a park within the Sector Plan area. The highest priority public benefit for this Sector Plan area is

dedication of land for needed school sites. Land for school athletic fields is another high priority public benefit. The Applicant's financial contribution will help offset the cost to acquire land, or to construct or renovate a facility within the Sector Plan area. Details about the contribution amount and points awarded will be determined at Phase 1 site plan approval.

Transit Proximity

The entire Property is located between one-quarter and one-half mile from the White Flint Metrorail (level 1) Station and the Applicant requests 30 points as allowed in the Zoning Ordinance. The points for this category will be phased across the Sketch Plan development.

Diversity of Uses and Activities

Moderately Priced Dwelling Units: The Applicant seeks to gain approval for 30 points for providing 15% MPDU's, one of the highest White Flint 2 Sector Plan goals. The project will provide 15% MPDUs, 2.5% above the minimum required. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. The Planning Board supports the Applicant's request based on the following calculation:

$[15\% (\text{percentage MPDUs provided}) - 12.5\% (\text{percentage MPDUs required})] * 12 = 30 \text{ points.}$

Quality of Building and Site Design

Exceptional Design: The Applicant requests 10 points for building or site design visual and functional impacts of which exceptionally enhance the character of a setting. Per the Incentive Density Guidelines, 10 points are appropriate for development that meets all six design criteria for building or site design. The Applicant explains that the Project will meet all of the design criteria listed below:

- Provide innovative solutions in response to the immediate context.
- Creating a sense of place and serves as a landmark.
- Enhancing the public realm in a distinct and original manner.
- Introducing materials, forms or building methods unique to the immediate vicinity or applied in a unique way.
- Designing compact infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site.
- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

Public Open Space: The Applicant seeks approval for 16 out of a possible 20 points for this category for providing public open space in excess of the Zoning Ordinance requirements. The required 10% - 28,289 square-feet provided in Phase 1 with the trail connection/buffer & enhanced stream area. The neighborhood public green, which the Applicant will strive to phase in during Phase 2, will be completed during Phase 3. Points estimated in each phase are based on the amount of open space anticipated above the 10% requirement for the Site. The 16 points are based on the following calculation:

$$[45,233 \text{ (public open space provided in square feet)} / 202,704 \text{ (net lot area in square feet)}] \times 100 = 16 \text{ points.}$$

Structured Parking: The Applicant seeks 13 points out of a possible twenty for providing structured parking across all three phases of the development. The Planning Board supports the request based on the following preliminary calculation:

$$[(784 \text{ above grade spaces} / 1,347 \text{ total spaces}) \times 10] + [(535 \text{ below-grade spaces} / 1,347 \text{ total spaces})] \times 20 = 13.8.$$

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 15.9 points permitted for the purchase of approximately 1.35 BLTs. The Planning Board supports the Applicant's request for 15.9 points at this time based on the following calculation:

$$(927,420 \text{ (optional method density in square feet)} - 185,484 \text{ (standard method density in square feet)}) \times 7.5\% \text{ (percentage of incentive density floor area)} / 31,500 \text{ (square feet of gross floor area required per BLT)} \times 9 \text{ (points per BLT purchased)} = 1.76 \text{ BLTs \& 15.9 points.}$$

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

The Applicant intends to follow this Sketch Plan application with a preliminary plan application and a site plan application for Phase 1 of the development. Although identified presently as Phases 1, 2, and 3 based on current plans, phases may occur in any order or may be combined and the timing of site plan applications for Phase 2 and Phase 3 has not been determined. The elements of the project that are planned to be included in each phase are defined in the Project Description section of this report.

Public Benefits will be phased by percentage of density planned for each of the three projected phases for this development as follows:

Table 3 –Phasing of Public Benefits

Public Benefit	Incentive Density Points Approved in Concept			
	Total	Phase 1 (312,789 GFA-34%)	Phase 2 (299,688 GFA-32%)	Phase 3 (314,941 GFA-34%)
59.4.7.3.A: Major Public Facility				
Trail Connection	5	5	-	-
Proportional Financial Contribution towards a School or Park	25	25	-	-
59.4.7.3.B: Transit Proximity				
Full Site within ½ mile of Level 1 Transit Station	30	10.1	9.7	10.2
59.4.7.3.D: Diversity of Uses and Activities				
Affordable housing- 15% MPDUs	30	10.8	19.2	-
59.4.7.3.E: Quality of Building and Site Design				
Exceptional Design	10	3.4	3.2	3.4
Public Open Space	16	3.0	5.0	8.0
Structured Parking	13	3.5	3.8	5.7
59.4.7.3.F: Protection and Enhancement of the Natural Environment				
Building Lot Termination (BLTs)	15	7	4.7	3.3
Total Points (percentage of points)	144	67.8 (47%)	45.6(31%)	30.6 (22%)

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

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

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of SKETCH PLAN 6000 EXECUTIVE BOULEVARD 320220070, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

MCPB No. 22-018
Sketch Plan No. 320220070
6000 Executive Boulevard
Page 19

BE IT FURTHER RESOLVED that this Resolution constitutes the written
opinion of the Board in this matter, and the date of this Resolution is APR 26 2022
(which is the date that this Resolution is mailed to all parties of record);

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Rubin, seconded by Vice Chair Verma, with Commissioners Patterson, Rubin, Cichy, and Chair Anderson voting in favor at its regular meeting held on Thursday, April 21, 2022, in Wheaton, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board

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Ian P. Duke
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Attachment C



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher Conklin
Director

May 21, 2025

Ms. Tamika Graham, Planner III
Midcounty Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 32022007A
6000 Executive Blvd

Dear Ms. Graham:

We have completed our review of the above-referenced, sketch plan amendment uploaded to Eplans on May 2, 2025. This letter supersedes the previous letter dated May 23, 2018. This plan is tentatively scheduled to be heard at the June 26, 2025, Planning Board meeting. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

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

1. All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

letter and all other correspondence from this department should be included in the package.

2. We defer to MSHA for access and improvements to Old Georgetown Road (MD 187).
3. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM (“Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents”).
4. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
5. This project is located in the White Flint Sector Plan area; therefore, it is exempt from submitting a Traffic Impact Study (TIS).
6. ***At the preliminary plan stage:***
 - A. Submit a private streets justification per Section 4.3.E.4 (b) of the County Code.
 - B. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
 - C. Submit storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
 - D. Provide a roadway cross section for Executive Boulevard.
 - E. Submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
 - F. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.

7. At or prior to the recording of the record plat, the applicant must provide a confirmation email/letter from Mr. Wayne Miller of our Division of Transit Services stating that all necessary improvements to the RideOn bus facilities in the vicinity of this project are accurately reflected on the certified preliminary plan. Mr. Miller may be contacted at 240-777-5836 or wayne.miller2@montgomerycountymd.gov.
8. At or prior to the recording of the record plat, the applicant must provide a confirmation email/letter from Mr. Matt Johnson of our Transportation Engineering Section at matt.johnson@montgomerycountymd.gov or at 240-777-7237 stating that the planned bicycle facilities along Executive Boulevard and Montgomery Avenue are accurately reflected on the certified preliminary plan.
9. Per the Countywide Transitway Master Plan: Provide a dedicated Bus Rapid Transit (BRT) Lane with a minimum 150 ft of ROW along Old Georgetown Road (MD 187). At or prior to recording the plat, the applicant must provide a confirmation email/letter from Mr. Justin Willits stating that no additional dedication or improvements are required as part of BRT to the MCDPS ROW Section. Mr. Willits can be reached at justin.willits@montgomerycountymd.gov.
10. Transportation Demand Management (TDM): To promote the use of non-auto modes of transportation, transit-oriented and sustainable development, given the fact that the NADMS goal expressed in the White Flint 2 Sector Plan (21.3 percent) is aggressive with recommended higher goals for properties in the Executive Boulevard and Rockville Pike-Montrose North districts nearby, the Project should incorporate the below listed TDM and TDM-supporting measures. At or prior to the recording of the record plat, the applicant must provide a confirmation email/letter from Mr. Samuel Damesa (samuel.damesa@montgomerycountymd.gov or 240-777-8384) of MCDOT – Commuter Services Section stating that they have verified the following TDM and BikeShare comments are accurate and up-to-date:

It has been documented that during the Sketch Plan No. 320180140 application process, the applicant received prior stipulations and conditions of approval outlined in the MCDOT letter. These conditions were originally intended to be incorporated into the execution of what was then referred to as the Traffic Mitigation Agreement (TMAg), which has since been replaced by the current

Transportation Demand Management (TDM) Plan. In light of this, we can recommend a new TDM Plan for this project, provided that the recommendations and TDM measures specified in the earlier MCDOT correspondence are integrated into the current plan. These measures are intended to support the owner/applicant in the implementation of the revised TDM strategy and in achieving the project's targeted Non-Auto Driver Mode Share (NADMS) goal.

Building on these requirements, the TDM provisions outlined in County Code 42A-26 are applicable to this development project application. Any owner or applicant proposing a new development or construction project within a Transportation Management District (TMD)—including applications for subdivision, optional method development, site plan, conditional use, or building permit—must obtain approval from the Department for a Project-Based TDM Plan.

An owner or applicant for a development located in a District in a **Red Policy Area** must submit a **Level 3 Project-based TDM Results Plan** for a project with more than 40,000 gross square feet. The 6000 Executive Boulevard project, located in the North Bethesda TMD (White Flint 2 MP) and Red Policy Area, proposes to develop more than 40,000 gsf. The Level 3 TDM Results Plan must be approved by MCDOT and submitted **prior to issuance of any building permit by DPS**.

A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a project Non-Auto Driver Mode Share (NADMS) goal of 55% for employees/56% for residents, which is 5% higher than the base Plan (50% for employees/51% for residents) NADMS goal for the North Bethesda (White Flint 2 MP), and related commuting goals for that project. The Level 3 TDM Results Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS. Level 3 Project-Based TDM Results Plans require the following:

- A. Appoint a Transportation Coordinator (a person to work with MCDOT and TMD representatives to achieve NADMS and other commuting goals);
- B. Notify the Department of the Coordinator's contact information within 30 days of receipt of final use and occupancy (U&O) certificate;
- C. Provide space in the project for the promotion of TDM;
- D. Display TDM-related information in highly visible location(s) visible to employees, residents and other project users;

- E. Select specific TDM actions to be implemented in order to achieve 5% higher than the base Plan (50% for employees/51% for residents) NADMS goal for the North Bethesda (White Flint 2 MP)
 - F. Conduct independent monitoring to determine if the project is meeting its goals, until the project's goals are achieved;
 - G. Additional and/or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by six (6) years after final occupancy, revisions to the plan or strategies initially selected may be required;
 - H. Additional Funding: Commit funding if the project does not achieve the goal within 6 years of final occupancy. Provide higher additional funding if the project has not achieved the goal within 8 years of final occupancy.
11. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat. The permit may include, but not necessarily be limited to the following improvements:
- A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
 - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
 - C. Street lights.
 - D. Street trees.
 - E. Permanent monuments and property line markers.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact William Whelan, our Development Review Area Engineer for this project, at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,

William Whelan

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

Ms. Tamika Graham
Sketch Plan No. 32022007A
May 21, 2025
Page 6

SharePoint\teams\DOT\Director's Office\Development Review\WhelaW\32022007A 6000 Executive Blvd - MCDOT review letter 052125.docx

cc: SharePoint\Correspondence Folder FY-25

cc-e:	Brian Lang	CPH 6000, LLC
	Ian Duke	VIKA, Inc.
	Francoise Carrier	Bregman, Brebert, Schwartz
	Kwesi Woodroffe	MSHA District 3
	Samuel Damesa	MCDOT CSS
	Wayne Miller	MCDOT DTS
	Sam Farhadi	MCDPS RWPR
	Daniel Sheridan	MCDOT DTE
	Matt Johnson	MCDOT DTE