

Montgomery Planning

LOEHMANN'S PLAZA

PRELIMINARY PLAN AMENDMENT NO. 12024010A

SITE PLAN AMENDMENT NO. 82024012A



Description

The Applicant proposes to widen Lauderdale Drive from 65 to 68 feet to accommodate large trucks (WB-67) for delivery to a future grocer and provide other minor adjustments.

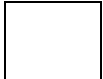
COMPLETED: 7-21-2025

PLANNING BOARD HEARING

DATE: 7/31/2025

MCPB ITEM NO. 10

Planning Staff



Troy Leftwich, Planner III, East County Planning, Troy.Leftwich@montgomeryplanning.org, (301) 495-4553



Katie Mencarini, Acting Supervisor, East County Planning, Katherine.Mencarini@montgomeryplanning.org, (301) 495-4549



Carrie Sanders, Chief, East County Planning, Carrie.Sanders@montgomeryplanning.org, (301) 495-4653

LOCATION/ADDRESS

5200 Randolph Road, Rockville, MD, 20852

MASTER PLAN

2018 *White Flint 2 Sector Plan*

ZONE

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

PROPERTY SIZE

11.27 acres

APPLICANT

Rosenfeld Investment, LLC

ACCEPTANCE DATE

April 26, 2024

REVIEW BASIS

Subdivision Regulations – Chapter 50
Zoning – Chapter 59

Summary:

- Staff recommends approval of the Preliminary Plan Amendment and Site Plan Amendment with conditions.
- The Applications propose widening Lauderdale Drive to accommodate large trucks, as well as other minor adjustments to the previously approved plans.
- Staff did not receive community correspondence about the Subject Applications.

TABLE OF CONTENTS

SECTION 1: RECOMMENDATIONS AND CONDITIONS	3
PRELIMINARY PLAN 12024010A.....	3
SITE PLAN 82024012A.....	4
SECTION 2: SITE DESCRIPTION.....	6
VICINITY.....	6
PROPERTY DESCRIPTION.....	7
SECTION 3: PROJECT DESCRIPTION.....	9
PREVIOUS APPROVALS.....	9
PROPOSAL	11
SECTION 4: COMMUNITY OUTREACH	13
SECTION 5: PRELIMINARY PLAN NO. 12024010A FINDINGS AND ANALYSIS.....	13
SECTION 6: SITE PLAN NO. 82024012A FINDINGS AND ANALYSIS.....	14
SECTION 7: CONCLUSION	15
ATTACHMENTS	15

SECTION 1: RECOMMENDATIONS AND CONDITIONS

PRELIMINARY PLAN 12024010A

Staff recommends approval with conditions of Preliminary Plan Amendment No. 12024010A to widen Lauderdale Drive on the Subject Property for a phased mixed-use redevelopment. All site development elements shown on the latest electronic version of the Preliminary Plan Amendment No. 12024010A as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions. The following Conditions 4, 7, 12, and 26 modify the previously approved condition language. All other conditions remain in full force and effect.

Modified Conditions

OUTSIDE AGENCIES

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated ~~July 9, 2025~~ ~~November 4, 2024~~, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.

7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated November 6, 2024, ~~and amended on June 17, 2025~~, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letters, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

TRANSPORTATION

Loading

12. Prior to certification of the Preliminary Plan, the Applicant must submit a Loading Management Plan that limits the Site to a loading design vehicle no larger than a ~~WB-50~~ ~~67~~ truck. ~~WB-50-67~~ loading operations are limited to an inbound westbound left-turning movement at the intersection of Randolph Road and Lauderdale Drive and an outbound westbound right-turn at the Parklawn Drive driveway access. All other loading inbound and outbound movements are limited to a single-unit truck (SU-30). Final signage locations to be reviewed and approved by DPS at the time of right-of-way permit associated with the Phase 1

Site Plan. Any future modifications to the Loading Management Plan allowing the use of larger trucks can be approved administratively by the Planning Director.

CERTIFIED PRELIMINARY PLAN

26. Before submitting the Certified Preliminary Plan, the Applicant must make the following changes:
- a) Show resolutions and approval letters on the certified set.
 - b) Delineate the limits of the following future streets. The book and page number must be shown on the record plat for the applicable phases.
 - i. Covenant for Future Dedication on Macon Road.
 - ii. An easement/covenant that allows the possibility to extend Longstone Way to Parklawn Drive if the Parklawn Drive and Randolph Road intersection is realigned.
 - iii. An easement/covenant that allows the possibility to extend Private Street West to Randolph Road if the Parklawn Drive and Randolph Road intersection is realigned.
 - c) Update labels of curb radii on plans for consistent labeling.
 - d) Show directional curbs ramp on the northeast and southeast corners of the Macon Road and Parklawn Drive intersection.
 - e) Provide a loading management plan that includes the quantity and location of the required roadway signage for truck size restrictions for the Site.
 - f) Remove the interim Section K-1 from the Lauderdale Road street section.
 - g) On the lotting plan (Sheet No. PP7), ensure the labels and the square footage table correspond.
 - h) The Applicant must submit for review and approval, a loading management plan with the building management company monitoring and coordinating the frequency of daily and weekly deliveries to be confirmed by MCDOT and Planning Staff.

SITE PLAN 82024012A

Staff recommends approval of Site Plan Amendment No. 82024012A, for the widening of Lauderdale Drive to accommodate large trucks. The development must comply with the binding elements and/or conditions of approval for Sketch Plan No. 320230050 as listed in the MCPB Resolution No. 23-110 dated December 14, 2023, Preliminary Plan No. 120240100 as listed in the MCPB Resolution No. 24-112 dated January 31, 2025, and Preliminary Plan Amendment No. 12024010A, all as may be amended. All site development elements shown on the latest electronic version of the Site Plan, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the

following conditions.¹ Condition No. 3 is to be removed and Condition No. 13 modifies the previous, and all other conditions will remain in full force and effect:

Modified Conditions

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

TRANSPORTATION & CIRCULATION

13. Transportation

- a) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated ~~September 26, 2024~~ June 30, 2025 (which includes the prior letter of September 26, 2024) and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in their memo, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

¹ For the purposes of these conditions, the term “Applicant” shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

SECTION 2: SITE DESCRIPTION

VICINITY

The Subject Property (“Property”), outlined in blue in Figure 1 below, is located within the Randolph Hills District and is bounded by Randolph Road to the north, Parklawn Drive to the west and northwest, Putnam Road to the east, and the Walnut Grove Condominiums to the south.



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

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

PROPERTY DESCRIPTION

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

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

The Subject Property also includes a large, underutilized surface vehicular parking lot that fronts onto Randolph Road, drive aisles, and rear loading areas.² The Subject Property is currently served by three vehicular access points including one signalized access from Randolph Road and two unsignalized vehicular access points from Putnam Road and Parklawn Drive, which also serve deliveries.

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

The area for the submitted Site Plan Amendment (“Site” or “Project”) is approximately 11.27 acres of the Subject Property and is outlined in Figure 2.

² Surface parking located in front of the building line is not permitted in the CR zone, but this was an existing condition when the Property was rezoned.



Figure 2: Boundaries for the Subject Property (blue dash).

SECTION 3: PROJECT DESCRIPTION

PREVIOUS APPROVALS

Site Plan No. 819950290

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

Sketch Plan No. 320230050

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

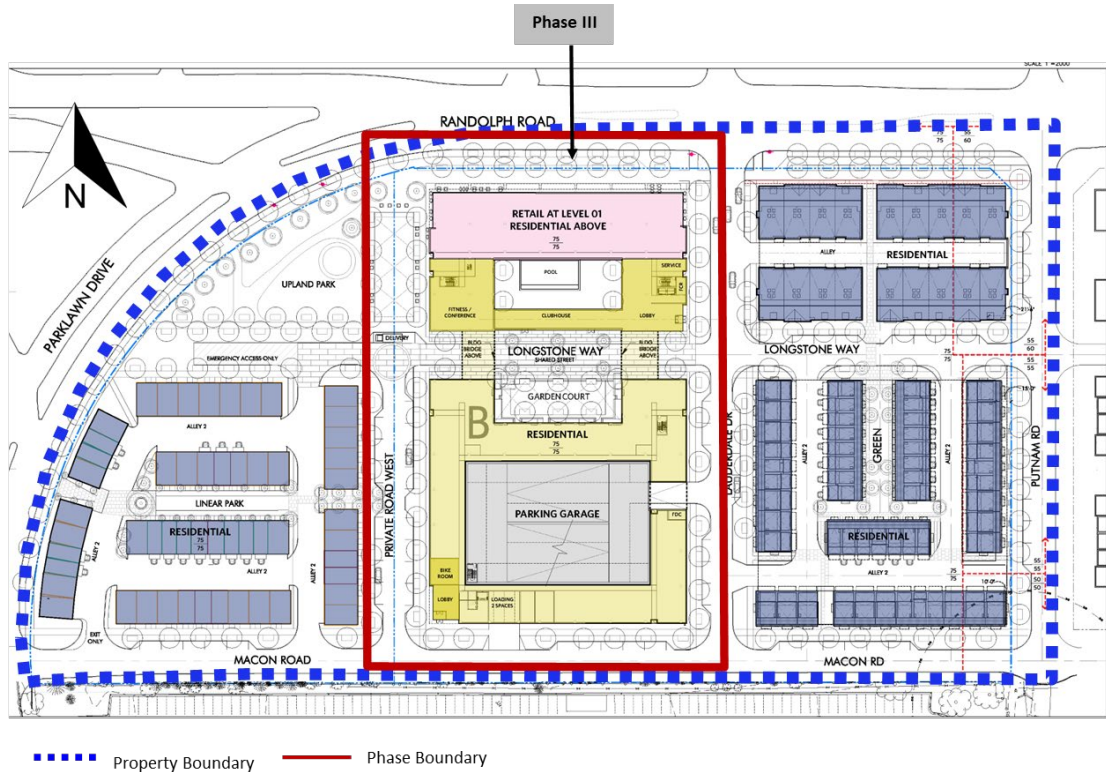


Figure 3: Approved Sketch Plan – Full Buildout in Phase III

Preliminary Plan No. 120240100, Site Plan No. 820240120 (Phase I), & Forest Conservation Plan No. F20240680

Preliminary Plan No. 120240100, Site Plan No. 820240120 (Phase I), & Forest Conservation Plan No. F20240680 were submitted for concurrent review and received Planning Board approval on November 21, 2024 and memorialized in MCPB Resolutions No. 24-112, No. 24-113, and No. 24-114 respectively, to subdivide and construct an infill development project over several phases with up to 710,000 square feet of residential uses and up to 40,000 square feet of commercial uses for a cumulative density of up to 750,000 square feet of mixed-use development, with 15% Moderately Priced Dwelling Units (MPDUs), open space, pedestrian and bicycle improvements, and public benefits to support the requested incentive density. A total of 89 townhouses were approved as part of Phase I.



Figure 4: Rendering of the massing diagram of the view looking west on Randolph Road.

PROPOSAL

Rosenfeld Investment, LLC, the applicant, (“Applicant”) proposes to make modifications to Lauderdale Drive to accommodate the grocery delivery trucks up to the size of a WB-67. The following are items to be modified:

- Modify 12-foot ingress lane and 12.5-foot street buffer to two ingress lanes of 11 feet and 10.5 feet (which will mirror the east side of the road in width) and modify the western street buffer to 6 feet from 12.5 feet (6-foot sidewalk and 1-foot maintenance buffer to remain as is).

The results of the above identified revisions will be as follows:

- Right-of-way section for Lauderdale Drive will increase from 65 feet to 68 feet, requiring a lot line adjustment.
- The vehicular/pedestrian signals at the intersection of Randolph Road and Lauderdale Drive will need to be reconfigured.
- New separate crossings for the bicycles and pedestrians at this intersection crossing will be provided.
- The western ingress lane will become a right-turn-only lane into the existing large retail parking lot at Longstone Way.
- Westbound WB-67 trucks on Randolph Road will be able to access the Property (egress of the WB 67 trucks will remain onto northbound Parklawn Drive).

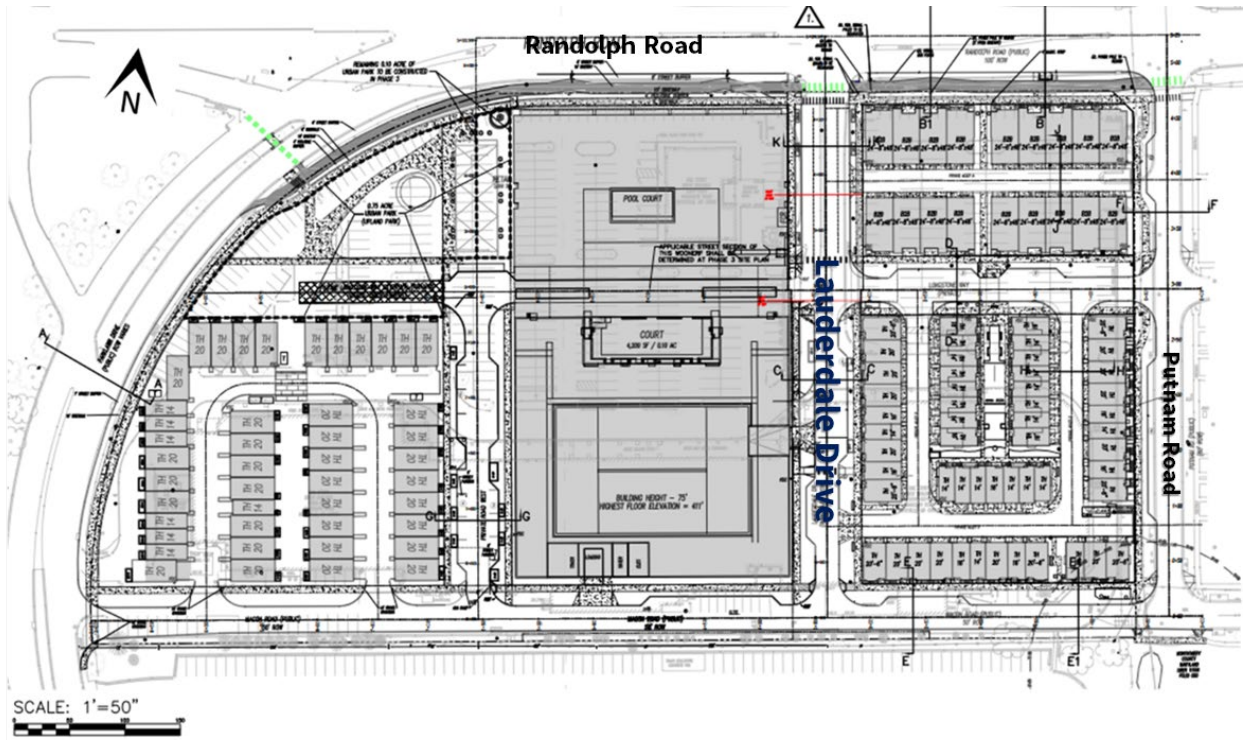


Figure 5 –Preliminary Plan and Site Plan Amendment Proposal

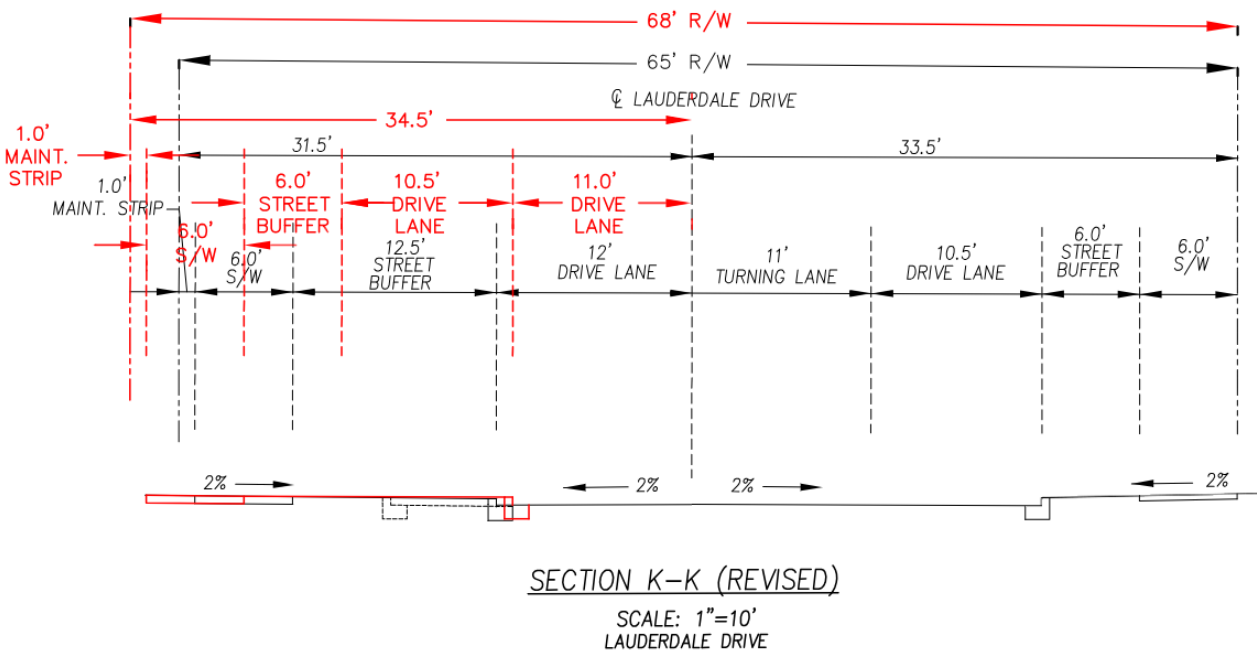


Figure 6 – Redline Lauderdale Drive Cross Section

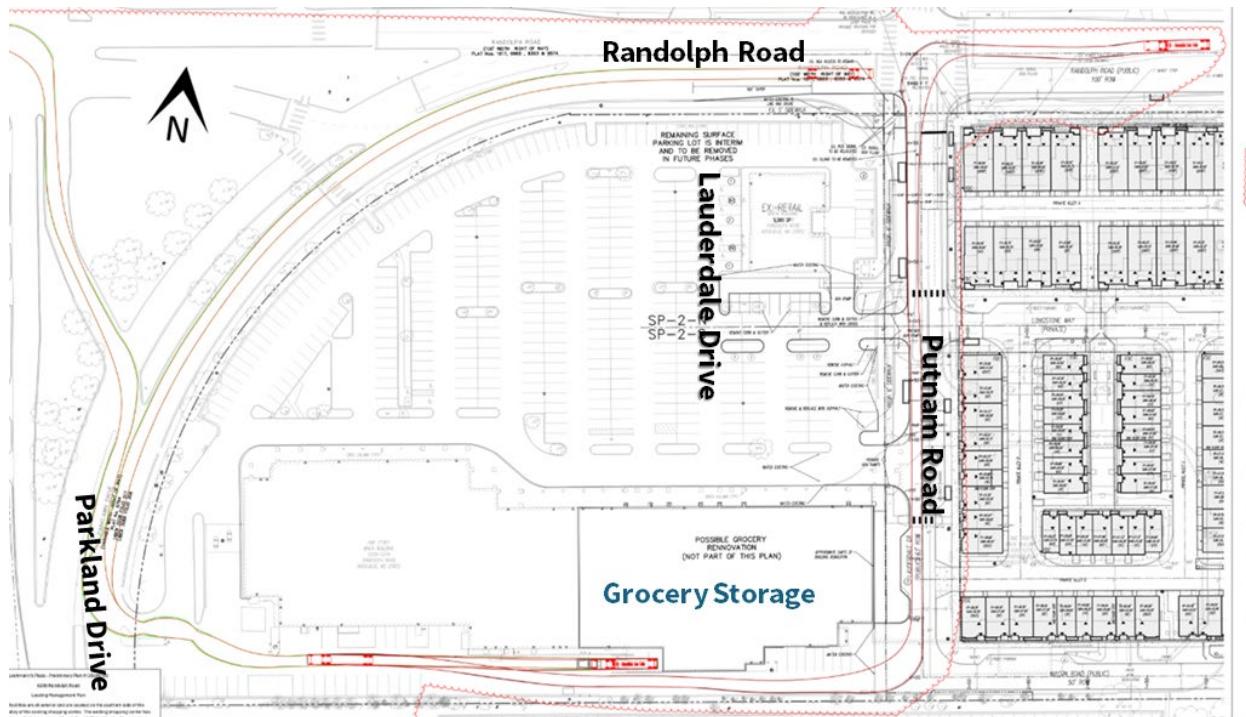


Figure 7 – Redline Loading Plan

SECTION 4: COMMUNITY OUTREACH

The Applicant has complied with all submittal and noticing requirements. As of date of this Staff Report, no correspondence has been received.

SECTION 5: PRELIMINARY PLAN NO. 12024010A FINDINGS AND ANALYSIS

The Planning Board approved Preliminary Plan No. 120240100, MCPB No. 24-112, to create four (4) lots and six (6) parcels for a maximum density of up to 710,000 square feet of residential uses and up to 40,000 square feet of commercial uses on the Subject Property with conditions.

Preliminary Plan Amendment No. 12024010A requests to widen Lauderdale Drive and make other minor adjustments to the Site design. The proposed Preliminary Plan Amendment does not alter the intent of the previous findings, which remain applicable, except as modified below.

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

a) Roads and other Transportation Facilities

ii. Proposed public transportation infrastructure

Lauderdale Drive will be a two-lane public road with a 68-foot-wide ROW (increased width of 3 feet). The road runs north to south, connecting to Randolph Road to the north and Macon Road to the south. Both sides of the road will have six-foot-wide street buffers and six-foot-wide sidewalks, with limited areas of eight-foot-wide street buffers to provide on-street parking consistent with the *2024 Complete Streets Design Guide*. A covenant for future dedication will be provided to allow a future extension of Lauderdale Drive to the property to the south if and when that property is redeveloped.

All other transportation aspects of the Property will remain the same and all public facilities remain adequate to serve the Property.

SECTION 6: SITE PLAN NO. 82024012A FINDINGS AND ANALYSIS

The Planning Board approved Site Plan No. 820240120, MCPB No. 24-113, to construct an infill development project over several phases with up to 710,000 square feet of residential uses and up to 40,000 square feet of commercial uses for a cumulative density of up to 750,000 square feet of mixed-use development on the Subject Property with conditions.

Site Plan Amendment No. 82024012A requests to widen Lauderdale Drive to accommodate large trucks (WB-67) for delivery to a future grocer. The proposed Site Plan Amendment does not alter the intent of the previous findings, which remain applicable, except as modified below.

2. To approve a Site Plan, the Planning Board must find that the proposed development:

d) satisfies applicable use standards, development standards, and general requirements under this Chapter;

iii. Division 59-6 General Development Standards

(2) Division 6.2 Parking, Queuing and Loading

The Amendment makes no changes to the existing onsite parking and no queuing is anticipated for the Site.

The loading access will be limited to trucks no larger than a WB-67, which is a change from the previously analyzed and approved WB-50 (smaller truck). WB-67 trucks must access the site from the east along Randolph Road and are limited to westbound left-turn movements. WB-67 trucks will exit the Site via the existing driveway access on Parklawn Drive. All other loading is limited to

SU-30 size trucks (box trucks) and is proposed to occur on the private alleys and both of the public and private streets onsite.

All other development standards remain unchanged and satisfy the requirements of Chapter 59.

SECTION 7: CONCLUSION

As conditioned, the Preliminary Plan Amendment and Site Plan Amendment applications each satisfy the findings under Sections 59-7.3.4 and the applicable standards of the Zoning Ordinance, substantially conform to the recommendations of the 2018 *White Flint 2 Sector Plan* and satisfy the findings of the Subdivision Regulations. Therefore, Staff recommends approval of the two Applications with the conditions specified at the beginning of this report.

ATTACHMENTS

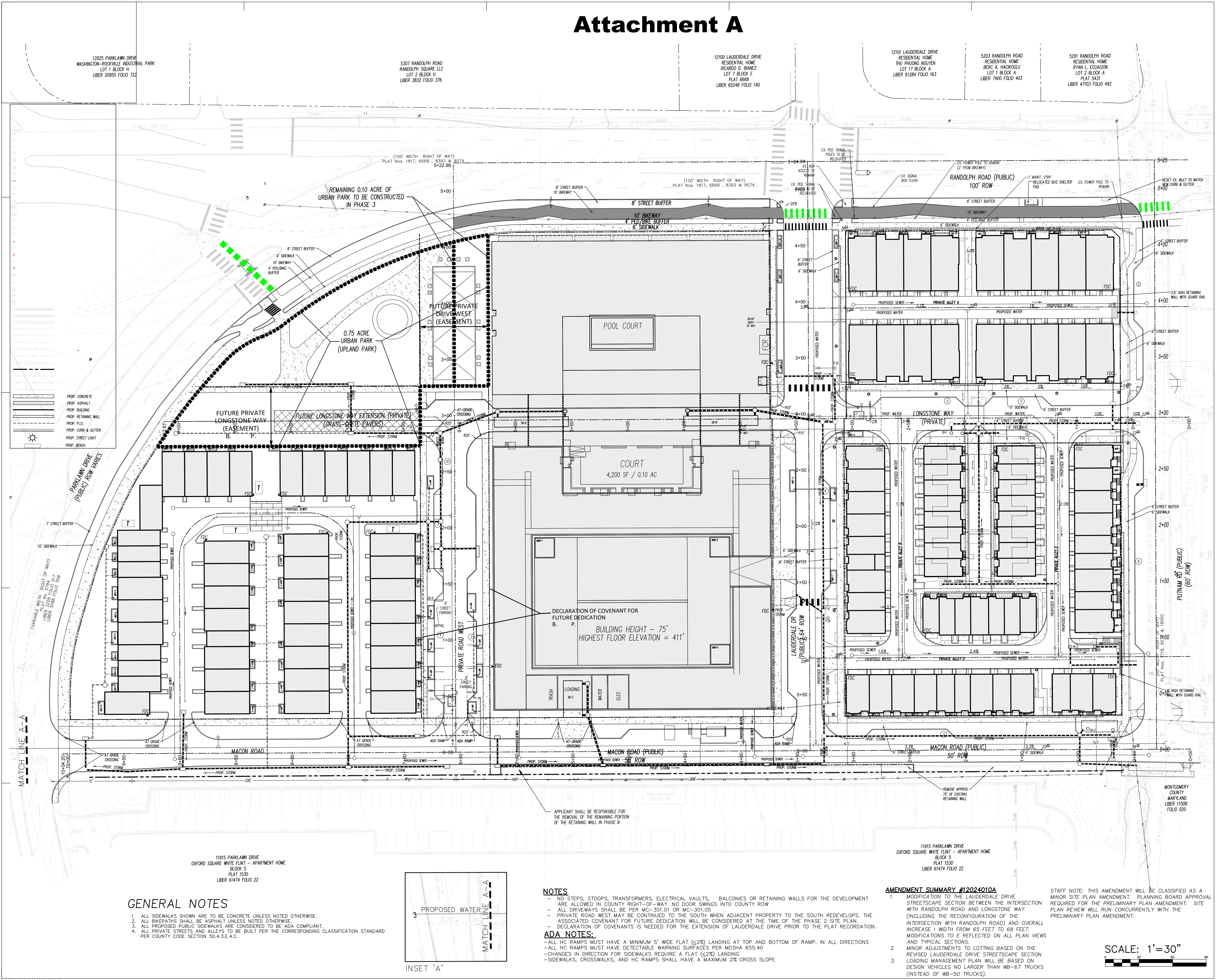
Attachment A: Preliminary Plan Amendment

Attachment B: Site Plan Amendment

Attachment C: Prior Approvals

Attachment D: Agency Letters

Attachment A



mv+a

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

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

CIVIL ENGINEER
Johnson Bernat & Assoc., INC
205 North Frederick Ave, STE 100
Gaithersburg, MD 20877
Tel: 301.963.1133 X227

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

**PRELIMINARY PLAN
APPLICATION
#120240100**

**LOEHMANN'S PLAZA
REDEVELOPMENT**

5200-5296 RANDOLPH RD
ROCKVILLE, MD
20852

**PRELIMINARY PLAN
PHASE III**

REV.	ISSUE	DATE
120240100		01/31/2025

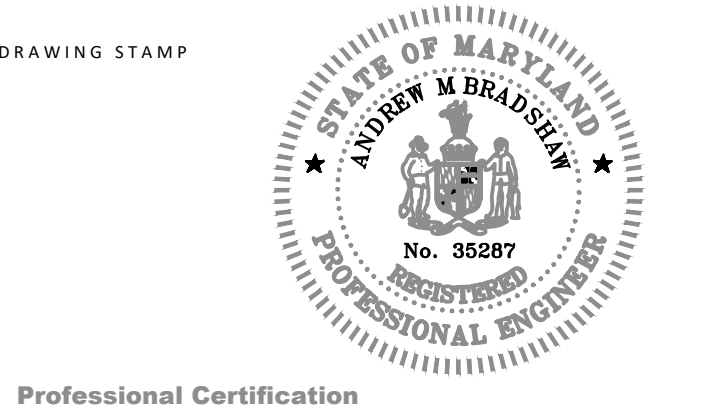
- GENERAL NOTES**
- ALL SIDEWALKS SHOWN ARE TO BE CONCRETE UNLESS NOTED OTHERWISE.
 - ALL BIKEPATHS SHALL BE ASPHALT UNLESS NOTED OTHERWISE.
 - ALL PROPOSED PUBLIC SIDEWALKS ARE CONSIDERED TO BE ADA COMPLIANT.
 - ALL PRIVATE STREETS AND ALLEYS TO BE BUILT PER THE CORRESPONDING CLASSIFICATION STANDARD PER COUNTY CODE SECTION 50.4.3.E.4.C.

- NOTES**
- NO STEPS, STOOPS, TRANSFORMERS, ELECTRICAL VAULTS, BALCONIES OR RETAINING WALLS FOR THE DEVELOPMENT ARE ALLOWED IN COUNTY RIGHT-OF-WAY; NO DOOR SWINGS INTO COUNTY ROW
 - ALL DRIVEWAYS SHALL BE PER MC-301.01 OR MC-301.05
 - PRIVATE ROAD WEST MAY BE CONTINUED TO THE SOUTH WHEN ADJACENT PROPERTY TO THE SOUTH REDEVELOPS. THE ASSOCIATED COVENANT FOR FUTURE DEDICATION WILL BE CONSIDERED AT THE TIME OF THE PHASE 2 SITE PLAN.
 - DECLARATION OF COVENANTS IS NEEDED FOR THE EXTENSION OF LAUDERDALE DRIVE PRIOR TO THE PLAT RECORDATION.
- ADA NOTES**
- ALL HC RAMPS MUST HAVE A MINIMUM 5' WIDE FLAT (±2%) LANDING AT TOP AND BOTTOM OF RAMP, IN ALL DIRECTIONS
 - ALL HC RAMPS MUST HAVE DETECTABLE WARNING SURFACES PER MSHA 655.40
 - CHANGES IN DIRECTION FOR SIDEWALKS REQUIRE A FLAT (±2%) LANDING
 - SIDEWALKS, CROSSWALKS, AND HC RAMPS SHALL HAVE A MAXIMUM 2% CROSS SLOPE

- AMENDMENT SUMMARY #12024010A**
- MODIFICATION TO THE LAUDERDALE DRIVE STREETSCAPE SECTION BETWEEN THE INTERSECTION WITH RANDOLPH ROAD AND LONGSTONE WAY (INCLUDING THE RECONFIGURATION OF THE INTERSECTION WITH RANDOLPH ROAD) AND OVERALL INCREASE I WIDTH FROM 65 FEET TO 68 FEET. MODIFICATIONS TO E REFLECTED ON ALL PLAN VIEWS AND TYPICAL SECTIONS.
 - MINOR ADJUSTMENTS TO LOTTING BASED ON THE REVISED LAUDERDALE DRIVE STREETSCAPE SECTION
 - LOADING MANAGEMENT PLAN WILL BE BASED ON DESIGN VEHICLES NO LARGER THAN WB-67 TRUCKS (INSTEAD OF WB-50 TRUCKS).

STAFF NOTE: THIS AMENDMENT WILL BE CLASSIFIED AS A MINOR SITE PLAN AMENDMENT. PLANNING BOARD APPROVAL REQUIRED FOR THE PRELIMINARY PLAN AMENDMENT. SITE PLAN REVIEW WILL RUN CONCURRENTLY WITH THE PRELIMINARY PLAN AMENDMENT.

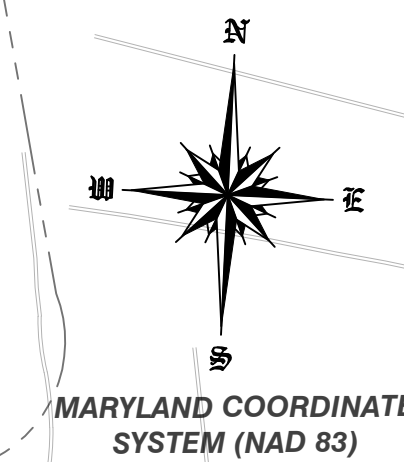
SCALE: 1"=30'



Professional Certification
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.
License No.: 36287
Expiration Date: 01-07-26

DRAWING STAMP
SHEET NUMBER
PP-6

Attachment B



- ### LEGEND
- GROUND SHOT
 - SIGN
 - MAIL BOX
 - STAND PIPE
 - FIRE HYDRANT
 - WATER METER
 - WATER VALVE
 - WATER MH
 - TRAP, LIGHT POLE
 - DROP INLET-STD.
 - STORM MH
 - CLEAN OUT
 - SANITARY MH
 - GAS METER
 - GAS LINE MARKER
 - GAS VALVE
 - ELEC. METER
 - CITY WIRE
 - LIGHT POLE
 - POWER POLE
 - HC RAMP/SPACE
 - DOOR
 - BOLLARD
 - TRVERSE
 - P.K. NAIL
 - IRON PIPE FOUND
 - ELY STATION
 - FLUSH CURB & GUTTER
 - TRANSITION CURB & GUTTER
 - FULL HEIGHT CURB & GUTTER
 - STORM PIPE
 - SEWER PIPE
 - WATER LINE
 - UNDER GAS
 - OVERHEAD ELEC.
 - BUILDING LINE
 - PROPERTY LINE
 - WOOD FENCE
 - CHAIN LINK FENCE
 - HAND RAIL
 - PROP. CONCRETE
 - PROP. ASPHALT
 - PROP. BUILDING
 - PROP. RETAINING WALL
 - PROP. P.I.E.
 - PROP. CURB & GUTTER
 - PROP. STREET LIGHT

- ### GENERAL NOTES
1. ALL SIDEWALKS SHOWN ARE TO BE CONCRETE UNLESS NOTED OTHERWISE.
 2. ALL BIKEPATHS SHALL BE ASPHALT UNLESS NOTED OTHERWISE.
 3. ALL PROPOSED PUBLIC SIDEWALKS ARE CONSIDERED TO BE ADA COMPLIANT.
 4. ALL PRIVATE STREETS AND ALLEYS TO BE BUILT PER THE CORRESPONDING CLASSIFICATION STANDARD PER COUNTY CODE SECTION 50.4.3.E.4.C.
 5. ALL STRIPING AND/OR SIGNAGE SHOWN IS CONCEPTUAL AND WILL BE ESTABLISHED AT PERMIT STAGE.

- ### AMENDMENT SUMMARY #8204012A
1. MODIFICATION TO THE LAUDERDALE DRIVE STREETSCAPE SECTION BETWEEN THE INTERSECTION WITH RANDOLPH ROAD AND LONGSTONE WAY (INCLUDING THE RECONFIGURATION OF THE INTERSECTION WITH RANDOLPH ROAD) AND OVERALL INCREASE IN WIDTH FROM 65 FEET TO 68 FEET. MODIFICATIONS TO E REFLECTED ON ALL PLAN VIEWS AND TYPICAL SECTIONS.
 2. MINOR ADJUSTMENTS TO LOTTING BASED ON THE REVISED LAUDERDALE DRIVE STREETSCAPE SECTION.
 3. LOADING MANAGEMENT PLAN WILL BE BASED ON DESIGN VEHICLES NO LARGER THAN WB-67 TRUCKS (INSTEAD OF WB-50 TRUCKS).
- STAFF NOTE:** THIS AMENDMENT WILL BE CLASSIFIED AS A MINOR SITE PLAN AMENDMENT. PLANNING BOARD APPROVAL REQUIRED FOR THE PRELIMINARY PLAN AMENDMENT. SITE PLAN REVIEW WILL RUN CONCURRENTLY WITH THE PRELIMINARY PLAN AMENDMENT.

- ### NOTES
- NO STEPS, STOOPS, TRANSFORMERS, ELECTRICAL VAULTS, BALCONIES OR RETAINING WALLS FOR THE DEVELOPMENT ARE ALLOWED IN COUNTY RIGHT-OF-WAY. NO DOOR SWINGS INTO COUNTY ROW
 - ALL DRIVEWAYS SHALL BE PER MC-301.01 OR MC-301.05

- ### ADA NOTES:
- ALL HC RAMP MUST HAVE A MINIMUM 5' WIDE FLAT (≤2%) LANDING AT TOP AND BOTTOM OF RAMP, IN ALL DIRECTIONS
 - ALL HC RAMP MUST HAVE DETECTABLE WARNING SURFACES PER MDSA 655.40
 - CHANGES IN DIRECTION FOR SIDEWALKS REQUIRE A FLAT (≤2%) LANDING
 - SIDEWALKS, CROSSWALKS, AND HC RAMP SHALL HAVE A MAXIMUM 2% CROSS SLOPE

DEVELOPER'S CERTIFICATE

The Undersigned agrees to execute all the features of the Site Plan Approval No. 8204012A including Approval Conditions, Development Program, and Certified Site Plan.

Developer's Name: Rosenfeld Investment, LLC

Contact Person: Andrew K. Brown
Address: 4909 Cordell Avenue, 2nd Floor
Bethesda, MD 20814
Phone: 301-718-1804

Signature: _____

SCALE: 1" = 30'

SITE PLAN APPLICATION #8204012A

LOEHMANN'S PLAZA REDEVELOPMENT
5200-5296 RANDOLPH RD
ROCKVILLE, MD 20852

OVERALL SITE PLAN PHASE I

PROJECT NUMBER: 22036.00

REV.	ISSUE:	DATE
82040120		01/31/2025

KEY PLAN

DRAWING STAMP

SHEET NUMBER

SP-8

Attachment C

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

DATE MAILED:

January 31, 2025

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza (Phase I)

Date of Hearing: November 21, 2024

RESOLUTION

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

WHEREAS, on March 4, 2024, Rosenfeld Investment, LLC (Applicant") filed an application for approval of a Phase I Site Plan, along with a forest conservation plan and preliminary plan, for a maximum of 170,000 square feet of residential development on Lot Nos. 1 and 2 for up to 89 townhouses on 9.74 acres of Commercial Residential (CR-1.75, C-0.5, R-1.5, H-75) zoned-land, generally bounded by Randolph Road to the north, Parklawn Drive to the west and northwest, and Putnam Road to the east, located at 5200 Randolph Road, Rockville, MD ("Subject Property") in the North Bethesda Policy Area and Randolph Hills area of the 2018 *White Flint 2 Sector Plan* (Sector Plan) ; and

WHEREAS, the site plan application for the Subject Property was designated Site Plan No. 820240120, Loehmann's Plaza ("Site 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 November 8, 2024, providing its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on November 21, 2024, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Commissioner Hedrick, seconded by Vice Chair Pedoeem, with a vote of 4-0; Chair Harris, Vice Chair Pedoeem, and Commissioners Hedrick and Linden voting in favor. Commissioner Bartley necessarily absent.

2425 Reedie Drive, Floor 14, Wheaton, MD 20902 | Phone: 301-495-4605
www.montgomeryplanningboard.org | mcp-chair@mncppc.org

Approved as to
Legal Sufficiency:

/s/ Emily Vaias
M-NCPPC Legal Department

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 2

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves the Phase I Site Plan No. 820240120 for up to 89 townhouses, common open space, and roadways, on the Subject Property, subject to the following conditions:¹

Density, Height & Housing

1. Density

The Phase I Site Plan is limited to a maximum of 170,000 square feet of residential development on Lot Nos. 1 and 2 for up to 89 townhouses.

2. Height

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

Outside Agencies

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

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs (“DHCA”), in its letter dated October 15, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary or Site Plan approval.

Open Space, Facilities and Amenities

5. Common Open Space, Facilities, and Amenities

a) In Phase I, the Applicant must provide a minimum of 9,270 square feet (8.7% of Phase I Site Plan net lot area) of common open space.

b) Before release of any portion of the surety bond, the Applicant must construct the streetscape improvements-along the Property’s frontage on Randolph Road, consistent with the White Flint 2 Streetscape Standards.

c) Before the release of any portion of the surety bond for the residential development, all common space areas on the Subject Property must be completed.

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

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 3

- d) The Applicant must provide the landscape buffer (between sidewalk and street) where shown on the Certified Plan.
- e) The record plat must reference the Common Open Space Covenant recorded at Book 28045 Page 578 (Covenant).

6. Public Benefits

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

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

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 4

7. Recreation Facilities

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

8. Maintenance of Public Amenities

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

Environment

9. Noise Attenuation

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

10. If any changes occur to the Site or Preliminary Plan which affect the validity of the noise analysis dated January 24, 2024, acoustical certifications, and/or noise attenuation features, a new noise analysis will be required to reflect the changes and new noise attenuation features may be required.

11. Before issuing any Use and Occupancy Certificate or Final Inspection, whichever is relevant, for any of the noise impacted units, a Professional Engineer must certify to the Planning Department and Department of Permitting Services that the noise impacted units have been constructed in accordance with the certification of an engineer that specializes in acoustical treatments.

12. For all noise impacted residential dwelling units, the Applicant/developer/builder must disclose in writing to all prospective purchasers or tenants that those homes are impacted by transportation noise. Such notification may be accomplished by inclusion of this information and any measures to reduce the impacts in brochures and promotional documents and must be included in any noise impacted sales contracts, any illustrative site plan(s) on display within any sales or leasing related offices(s); in Homeowner Association documents; with all Deeds of Conveyance of noise impacted units; and by inclusion on all signature subdivision and site plans. A copy of this notification must be provided to the Planning Department and Montgomery County Department of Permitting Services, Site Plan Enforcement Section prior to the issuance of a Use and Occupancy Certificate or final inspection, whichever is relevant, for any noise impacted residential unit.

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 5

Transportation & Circulation

13. Transportation

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

14. Pedestrian & Bicycle Circulation

- a) Before issuance of the Use and Occupancy permit for the 89th townhouse, the Applicant must provide the following master planned pedestrian and bicycle facilities, the exact location, design and construction of which must comply with the requirements of the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations.
 - i. Randolph Road between Putnam Road and Lauderdale Drive: 6-foot-wide sidewalk, 7-foot-wide pedestrian and bike buffer, 10-foot-wide two-way separated bikeway, with 5-foot-wide street buffer from traffic.
 - ii. Putnam Road: 6-foot-wide sidewalk, with 6-foot-wide street buffer from traffic.
 - iii. Lauderdale Drive: 6-foot-wide sidewalk, with 6-foot-wide street buffer from traffic.
 - iv. Macon Road between Putnam Road and Lauderdale Drive: 6-foot-wide sidewalk, with 6-foot-wide street buffer from traffic.

Site Plan

15. Site Design

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

16. Lighting

- a) Before certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 6

(Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).

- b) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- c) Deflectors will be installed on all proposed fixtures to prevent excess illumination and glare.
- d) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by street lights within the right-of-way.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

17. Site Plan Surety and Maintenance Agreement

Before issuance of any building permit, sediment control permit, or Use and Occupancy Certificate (excluding core and shell), whichever comes first, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

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

18. Development Program

The Applicant must construct the development in accordance with a development

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 7

program table that will be reviewed and approved before the approval of the Certified Site Plan.

19. Certified Site Plan

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

- a) Include the stormwater management concept approval letter, development program, and Site Plan resolution on the approval or cover sheet(s).
- b) Add the following notes:
 - i. "M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading."
 - ii. "Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services."
 - iii. "The Applicant must schedule a preconstruction meeting (pre-con), preferably on-site, with staff from the Department of Permitting Services (DPS) responsible for Certified Site Plan conformance and compliance, upon approval of the Certified Site Plan (CSP). The pre-con must occur before any site development work commencement and before any work that is covered by the site plan surety and maintenance agreement. The Applicant, along with their representatives, must attend the pre-con with DPS CSP Staff. A copy of the approved Certified Site Plan along with any subsequent amendments is required to be on-site at all times."
- c) Include approved Fire Department Access Plan.
- d) Modify data table to reflect development standards approved by the Planning Board.
- e) Ensure consistency of all details and layout between Site and Landscape plans.
- f) Remove reference to the park dedication Preliminary Plan Sheet No. PP-7.
- g) Revise the proposed road cross-sections as follows:
 - i. Eliminate on-street parking on Lauderdale Drive immediately south of the intersection with Randolph Road.
 - ii. Update the Lauderdale Drive Street Section K-K to reflect the removal of on-street parking. The space shown as on-street parking must be modified to provide both a wider street buffer and southbound travel lane.
 - iii. Update the south leg of the Lauderdale Drive and Randolph Road intersection to show the existing median being cut back to the south to remove conflicts with truck turning templates for an SU-30 vehicle.
- h) Remove any Site Plan notes for Phase I that state that the drawings are conceptual including on Sheet A1.01.
- i) Update the Landscaping Schedule as follows:
 - i. Species – Revise "typical street tree" with appropriate tree and shrub symbols/labels that correspond between the legend and the drawing.

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 8

- ii. Provide abbreviations for the identification of shrubs.
- iii. Provide details for the landscape beds between garages.
- iv. Provide additional landscaping to the eastern end of proposed Private Alley D to screen from view.
- v. Provide a table of substitute plantings.
- vi. Update plan notes as follows:
 - a) Revise the footnote on landscaping sheets which states: “final plant species and quantities may be adjusted, subject to MNCPPC staff approval, site plan amendment will not be required.” Remove the words “site plan amendment will not be required.”
 - b) Remove footnote on landscaping sheets which states: “Landscaping shown on the approved landscape plan as part of the approved site plan are for illustrative purpose only and may be changed at the time of detailed plan review of the sediment control/storm water.”
- j) Revise the public benefit table to reflect that transit proximity points are for Level 2 category.
- k) Provide the bedroom mix for the public benefit points requested in the Phase I Site Plan.
- l) Update the Phase II boundary on the Open Space Exhibit to match the overall Phasing Plan and clarify that the future 3,000 square foot pad site is included in Phase II.
- m) Update the Recreation Plan:
 - i. Remove the Supply & Demand Adequacy Report that is currently shown on the Approvals sheet (No. SP 5). Rename the report to correspond with the Recreation Plan and relocate with the recreation plan drawing.
 - ii. Provide the Recreation Plan on a separate sheet that delineates the location and detail of the recreation facilities, where appropriate, in a manner that is clear and corresponds to the posted surety and maintenance agreement.
 - iii. Add a footnote that future Site Plan(s) will be subject to the Recreation Guidelines and additional recreation provisions.
- n) Update the bus stop placement and design to reflect coordination with MCDOT.

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 9

- o) Clarify the site details on Site Plan Sheet No. 6A:
 - i. Provide fencing details for the pet relief area.
 - ii. Remove “potential” from various site improvements.

Future Site Plan(s)

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

BE IT FURTHER RESOLVED that all site development elements shown on the latest electronic version of Loehman's Plaza Site Plan No. 820240120, submitted via ePlans to the M-

Attachment C

MCPB No. 24-113
Site Plan No. 820240120
Loehmann's Plaza
Page 10

NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that having considered the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

1. *The development satisfies any previous approval that applies to the site.*

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

2. *The development satisfies the binding elements of any development plan or schematic development plan in effect on October 29, 2014.*

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

3. *The development satisfies any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment.*

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

4. *The development satisfies applicable use standards, development standards, and general requirements under the Zoning Ordinance.*

- a. Use Standards

The residential uses within the Project are allowed in the CR Zone and the Site Plan fulfills the general purposes of the zone.

- b. Development Standards

The Site Plan meets the dimensional requirements for the CR zone as specified in the Zoning Ordinance and as shown in Table 1 below, in relation to maximum density, height, and minimum open space. The Application also provides the minimum required amount of parking spaces associated with the uses, which is summarized in the subsequent report sections.

Attachment C

MCPB No. 24-113
 Site Plan No. 820240120
Loehmann's Plaza
 Page 11

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

Development Standard	Permitted/ Required	Approved
Tract Area	n/a	490,804 sq. ft. (11.27 ac.)
Prior Dedication	n/a	66,352 sq. ft.
Proposed Dedication (Phase I)	n/a	45,972 sq. ft.
Proposed Dedication (Phase II & III)	n/a	39,615 sq. ft.
Site Area (Subject Property)	n/a	338,865 sq. ft. (7.77 ac.)
Maximum Density of Development – CR-1.75, C-0.5, -1.5, H-75 (GFA/FAR)	858,907 sq. ft. (1.75 FAR)	750,000 sq. ft. (1.53 FAR)
Residential (GFA/ FAR)	736,206 sq. ft. (1.5 FAR)	710,000 sq. ft. (1.44 FAR)
Commercial (GFA/FAR) (Future Phase III)	245,402 sq. ft. (0.5 FAR)	40,000 sq. ft. (0.08 FAR)
MPDU requirement	15%	15%
Building Height (max)	75 feet	75 feet
Principal Building Setbacks (min.)		
<i>Residential</i>		
Front	Determined by site plan	3 ft.
Side Street	Determined by site plan	2 ft.
Rear Alley	Determined by site plan	5 ft.
Residential Parking (Phase I)	89 spaces (min.)	
<i>Townhouse living – 2 spaces per dwelling unit²</i>	178 spaces (max.)	132 spaces
Public Open Space (min.)	10% ³ (14,234 sq. ft. ⁴)	23% (32,170 sq. ft.)

² Minimum parking spaces/ unit with reductions under Section 59.6.2.3.I.2.b. Adjustments to the minimum number of required parking spaces must not result in a reduction below 50% of the baseline parking minimum per Section 59.6.2.3.I.1.a.

³ The total Site Area that requires public open space is 142,354 square feet, which reflects proposed areas of dedication in Phases I and II.

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

Attachment C

MCPB No. 24-113
Site Plan No. 820240120
Loehmann's Plaza
Page 12

<i>Neighborhood Green Urban Park</i>	0.75-acre (32,670 sq. ft.)	0.75-acre (32,752 sq. ft.) ⁵
Common Open Space (min.)	10% ⁶ (19,401 sq. ft.)	11.2% (19,754 sq. ft.) ⁷
Combined Open Space areas	53,017 sq. ft.	52,506 sq. ft. ⁸

Optional Method Public Benefits

In accordance with the Zoning Ordinance, Section 59.4.7.1, the redevelopment of the Subject Property will provide over 100 public benefit points in four (4) categories to satisfy the minimum requirements. These points have been refined since the Sketch Plan. The calculations and 52.9 points associated with the Phase I Site Plan are detailed below. Calculations for categories associated with future phases will be reviewed and analyzed with the applicable future Site Plans.

⁵ To off-set the required square footage, the Applicant proposes additional square footage to the south of the park which is identified as potentially interim public open space in Phase II associated with the western portion of the Property. Refer to the open space summaries within the Staff Report.

⁶ The total Site Area that requires common open space is 194,033 square feet, which reflects proposed areas of dedication in Phase I.

⁷ The Preliminary Plan proposes public open space that includes 11,410 square feet for an easement that may reduce the open space and be converted into a western roadway connection of Longstone Way in the future.

⁸ To be refined in future Site Plan phases to the west of Lauderdale Drive.

Attachment C

Table 2: Public Benefit Calculations - Division 59-4.7

Public Benefit	Total Overall Points Proposed by Applicant	Approved Phase I	Future Phase II*	Future Phase III*
Major Public Facility (park)	15.4	0	15.4	0
Transit Proximity	30	30	---	---
Connectivity and Mobility				
Minimum Parking	6.5	1.2	0.8	4.5
Diversity of Uses and Activities				
Moderately Priced Dwelling Units (15.3% plus 3-bedroom units)	50.6	14.8	9.6	26.2
Quality of Building & Site Design				
Architectural Elevations	5	5	---	---
Structured Parking	6.9	---	---	6.9
Natural Environment				
Building Lot Terminations (BLT)	10.8	1.85	---	8.95
Cool Roof	5	0	0	5
Total Points Proposed*	130.2	52.9	25.8	51.5

**Subject to future Site Plans.*

Transit Proximity

The Applicant requests a total of **30 points** for transit proximity because the Property is abutting a proposed Bus Rapid Transit (BRT) stop. The Incentive Density Guidelines identifies Level 2 Transit based on “proximity to an existing or master planned station or stop along a rail or bus line with a dedicated, fixed path; this level excludes a site that is within one mile of an existing or master-planned MARC station.” Given the existing bus stop at the corner of Randolph Road near Putman Road, the Board concurs that 30 points may be granted based on Level 2 Transit where the entire tract is abutting or confronting and within the CR Zone.

Connectivity and Mobility

Minimum Parking

Up to 10 points for minimum parking can be provided for fewer than the maximum allowed number of parking spaces, where a maximum is applicable. The Applicant requests 6.5 points for the provision of minimum parking based on the following:

$$\frac{[(\text{Maximum Allowed Spaces} - \text{Proposed Spaces}) / (\text{Maximum Allowed Spaces} - \text{Minimum Required Spaces})]}{1} \times 10$$

$$[(1,221 - 834) / (1,221 - 628)] = 0.656 \times 10 = \mathbf{6.5 \text{ points}}$$

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 14

A total of 132 spaces will be provided with the Phase I Site Plan. The Applicant has provided a preliminary estimate of the breakdown of units by bedroom count, which informs the required amount of parking for the proposed multifamily building. During the future Site Plan associated with the multi-family units, the Applicant's final parking layout and uses with the calculation will be vetted.

Diversity of Uses and Activities

Affordable Housing (Moderately Priced Dwelling Units)

The Applicant seeks 50.6 points for providing 15.3% MPDUs, which is one of the highest *White Flint 2 Sector Plan* goals, along with larger bedroom units. While 15% MPDUs is required, projects in the C/R and Employment zones are permitted to earn public benefit points for providing more than 12.5%⁹. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Further, an additional five (5) points can be granted for every 1 percent of 3-bedroom MPDUs subject to the following calculation:

$$\begin{aligned} & ((\% \text{ MPDUs provided}) - (\% \text{ MPDUs required}) \times 12) + ((\% \text{ 2-bedroom MPDUs} \\ & \text{required, not otherwise required}) \times 2) + ((\% \text{ 3-bedroom MPDUs provided}) \times 5) = \\ & (15.3\% - 12.5\%) = 2.8 \times 12 = 33.6 + (0\% \text{ (2-bedroom MPDUs required, not} \\ & \text{otherwise required)}) \times 2 = 0 + \\ & ((3.4\% \text{ 3-bedroom MPDUs provided}) \times 5) = 17 = \mathbf{50.6 \text{ points}} \end{aligned}$$

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

Quality Building and Site Design

Architectural Elevations

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

Protection and Enhancement of the Natural Environment

Building Lot Terminations (BLT)

⁹ Section 59.4.7.1.B. of the Zoning Ordinance states: "Except for providing MPDUs exceeding 12.5% of a project's dwelling units, granting points as a public benefit for any amenity or project feature otherwise required by law is prohibited."

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 15

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

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

(7.5% x Incentive FAR)

(7.5% x 504,598 square feet = 37,844.85 square feet)

(37,844.85 square feet/ 31,500 square feet = 1.20) (1.20 x 9 pts.) = 10.8 points

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

Natural Environment for Energy Conservation & Generation and Vegetated Roof

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

c. General Requirements

i. *Site Access*

Per Section 59.6.1.3. of the Zoning Ordinance for general access requirements, any development must: 1) allow a vehicle, pedestrian, or bicycle to enter and exit the property to and from a street or an abutting site safely; 2) limit vehicle access across a primary pedestrian, bicycle, or transit route wherever feasible; 3) allow a vehicle to enter and exit any on-site parking area in a forward motion; and 4) allow a vehicle to access any pad site from within the site. The proposed Site Plan complies.

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

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 16

and private roads that provide porosity and new non-motorized infrastructure that will connect the new neighborhood to existing public transit options nearby.

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

Lauderdale Drive, a north to south running public road, will be extended south through the Site. It will provide connections to Private Alley A, Longstone Way, Private Alley D and Macon Road. Macon Road, another public road which runs east to west, will be extended west into the site, providing a new connection between Putnam Road and Lauderdale Drive. Longstone Way, a private street, will also provide an east to west connection between Putnam Road and Longstone Way as well as connections to Private Alley B and Private Alley C. The new public and private road design is consistent with the *2024 Complete Streets Design Guide*, providing 6-foot-wide sidewalks and 6-foot-wide to 7-foot-wide street buffers as well as some limited 8-foot-wide on-street parking areas. The private alley designs are also consistent with the *2024 Complete Streets Design Guide*.

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

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

Pedestrian and bicycle access to the Site will be provided via improved frontages on Randolph Road and Putnam Road. Randolph Road frontage improvements will be provided between Putnam Road on the east and Lauderdale Drive on the west. The improvements include a 5-foot-wide street buffer, 10-foot-wide two-way separated bike lanes, a 7-foot-wide landscaped pedestrian/bicycle buffer, and 6-foot-wide sidewalk. Separate crossings for pedestrians and bicycles will be provided at Putnam Road. Putnam Road frontage improvements include a 6-foot-wide sidewalk, 6-foot-wide street buffer, and some limited 8-foot-wide on-street parking areas.

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 17

ii. *Parking, Queuing, and Loading*

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

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

iii. *Open Space and Recreation*

Per Section 59.6.3.1 of the Zoning Code, open space must provide adequate light, air, circulation, and recreation and encourage preservation and enhancement of natural resources, including improvement of water and air quality. As required, the Site Plan is providing public open space associated with the townhouses. In addition to the open space requirements, Section 59.6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with the M-NCPPC 2017 Recreation Guidelines for Private Residential Development. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities. In Phase I, recreation is proposed to be satisfied via the Recreation Elements category in the form of picnic/seating and bikeways. Future Site Plans will be subject to the Recreation Guidelines for additional recreation facilities.

iv. *General Landscaping and Outdoor Lighting*

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

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 18

the site landscaping elements contribute to stormwater management measures (where approved by MCDPS).

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

v. *Screening*

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

5. *The development satisfies the applicable requirements of Chapters 19 and 22A of the Montgomery County Code.*

a. Chapter 19, Erosion, Sediment Control, and Stormwater Management

The Stormwater Management Section of the Montgomery County Department of Permitting Services (MCDPS) issued a letter accepting the stormwater management concept dated November 4, 2024. The Application includes environmental site design ("ESD") techniques that will filter and retain stormwater on-site such as micro bioretention areas and planters. Plantings approved by MCDPS will also be used in ESD's to the greatest extent practicable. Accordingly, the requirements of Chapter 19 are satisfied.

b. Chapter 22A, Forest Conservation

The Board finds that as conditioned the accompanying Forest Conservation Plan No. F20240680, including a variance for three (3) trees, complies with the requirements of the Forest Conservation Law.

The Project also conforms to the Environmental Guidelines and meets all the necessary requirements for forest mitigation through various conditions of approval for FCP No. F20240680 and will meet the Forest Conservation Law through forest banking then fee-in-lieu.

6. *The development provides safe, well-integrated parking, circulation patterns, building massing, and where required, open spaces and site amenities.*

Parking and Circulation

The Project will provide safe, efficient, and integrated on-street and structured parking to serve the proposed land uses, as outlined in the section above.

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 19

The Site Plan will deliver new public and private roads and alleyways to facilitate internal site circulation. The Plan also considers a future scenario described in the 2018 *White Flint 2 Sector Plan* which recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. Following the approval of Sketch Plan No. 320230050, the Planning Board transmitted a letter to MCDOT dated November 29, 2023, that requested they prioritize a study to evaluate the Sector Plan recommendation, and if deemed feasible, to determine the optimal path forward. The 2024 Randolph Road at Parklawn Drive Intersection Study (“the Study”) is underway and is expected to be completed before the end of the year. However, preliminary findings suggest that this realignment may not be feasible.

Since the MCDOT Study is ongoing and there is currently no design or funding to complete the realignment, it was considered in the development of the plan by providing an alternative development layout for the Site. Additionally, easements to allow Longstone Way and Private Drive West will be provided. This will allow Longstone Way to extend to the west to connect with Parklawn Drive and Private Drive West to connect to Randolph Road if the intersection of Parklawn Drive and Randolph Road is realigned. If the realignment project advances into design, future phases should further determine if and how this realignment should modify the proposed development along Parklawn Drive.

Open Spaces and Site Amenities

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

Building Massing

The Project’s scale and massing of the 89 townhomes will be complementary to the surrounding community, particularly with the existing townhouses to the east along Putnam Road. The architectural design proposed reflects the architectural guidance provided in the *Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans* and is compatible with surrounding existing uses. The designs focus on the ground floor design along Randolph Road, Lauderdale Drive, and Private Road West (future phase) to create a human-scale ground level with respect to the smaller-scale housing across the street and articulation of the larger mixed-use building.

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 20

- 6. The development substantially conforms to the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan.*

Land Use

Overall, the Planning Board finds that the Site Plan substantially conforms to the 2018 *White Flint 2 Sector Plan* regarding recommendations that are applicable to the Loehmann's Plaza area and are summarized below, including directing infill development to existing surface parking lots.

Density and Building Height

The Site Plan's density and building heights are consistent with the Sector Plan's recommendations for new residential uses to this area. The Property is zoned Commercial Residential (CR-1.75, C-0.5, R-1.5, H-75) and the development is a maximum of 1.75 FAR. The maximum building height is up to 75 feet. In Phase I, the eastern portion of the Property with townhouses will have lower building heights to be compatible with the Randolph Hills residential community and townhomes east of Putnam Road. The taller mixed-use building will be placed in the center of the Site and the height of the development will step down moving towards the western edge of the Property along Parklawn Drive.

Design and Connectivity

The Site Plan meets the Sector Plan's design and connectivity recommendations for Loehmann's Plaza which includes, but is not limited to, providing a mix of uses and development types, focusing redevelopment along Randolph Road and Parklawn Drive, providing internal roads and pedestrian connections, and providing a 0.75-acre neighborhood green urban park.

Moderately Priced Dwelling Units (MPDUs)

The Site Plan will meet the minimum 15 percent MPDU requirement for the development (14 of 89 units in Phase I); therefore, it is consistent with the Sector Plan recommendations. Further details of the Project's remaining MPDUs will be provided with subsequent Site Plans for future phases.

Public Facilities

The 2018 Sector Plan recommends that *"each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan's direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under*

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 21

these plans” (p. 96). During the Sketch Plan review, the Applicant evaluated the Subject Property’s suitability for a potential school site. Based on that evaluation, it was determined that the Sector Plan goals may be best satisfied through either the provision of a proportional financial contribution toward a future school or park in the plan area or enhanced public amenities within the neighborhood green urban park. As conditioned, details about the enhanced public amenities within the neighborhood green urban park must be provided during the Site Plan review for Phase II of the Project, when the park will be constructed.

Public & Common Open Space

The Project demonstrates compliance with common open space in Phase I and substantial conformance with the Sector Plan and its recommendation for a 0.75-acre neighborhood green urban park that will be provided as a privately owned public space (POPS). Chapter 59 of the Montgomery County Zoning Ordinance requires that the Project provide 10% of the Site area as common open space for the townhouses and 10% of the Site Area as public open space for the multi-family building. The Plan proposes to provide a combined total of approximately 12% of the Site area or 52,506 square feet of public open space and common open space spread across the Site. Overall, the Site Plan illustrates how common open space will be satisfied in the first phase of the redevelopment.

Public Benefits

The Plan will advance the Sector Plan’s recommended public benefits through improvements such as the public open space, minimum parking, affordable housing, and Building Lot Termination (BLTs).

Environment

The 2018 *White Flint 2 Sector Plan* provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. Some recommendations include but are not limited to directing infill development to existing surface parking lots, prioritizing tree canopy cover, and promoting site and building design for energy conservation. The Project has allocated public benefit points across the three (3) phases of the development dedicated to Protection and Enhancement of the Environment for Building Lot Termination (BLT) and Cool Roofs. As conditioned, the Applicant must seek to provide additional sustainable features to enhance the development in future phases, including vegetated roofs, tree canopy, and energy conservation and achievement of a national rating standard for the development to further the recommendations as prioritized by the 2018 *White Flint 2 Sector Plan*.

Transportation

The Project’s frontage improvements along Randolph Road are consistent with the

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 22

2018 *White Flint 2 Sector Plan*, 2019 *Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans*, 2018 *Bicycle Master Plan*, and the 2024 *Complete Streets Design Guide*. The Project will provide a covenant for future dedication for Longstone Way to connect to Parklawn Drive if the Parklawn Drive and Randolph Road intersection is realigned as envisioned in the 2018 *White Flint 2 Sector Plan*.

The 2018 *White Flint 2 Sector Plan* recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. As conditioned during Sketch Plan, the Project will provide a public access easement to allow the extension of Longstone Way to the west to allow for a future connection with Parklawn Drive, if the potential realignment occurs.

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

Bikeway Network

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

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

With respect to placement of the bikeway and the existing utilities, the Planning Board determined that the relocation of the existing overhead utilities and installation of conduit for future undergrounding is not required for this Project. As conditioned, the enhancement of amenities and the evaluation of sustainable development features

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 23

will be addressed in detail at subsequent applications. The Applicant is required to comply with the recommendations of the MCDOT intersection study findings.

- 7. The development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities.*

The Subject Property is located within the W-1 and S-1 water and sewer categories and will be served by adequate public facilities (APF). Dry utilities (electric, gas, and communications) will be provided and the Project will be serviced by adequate police, fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. School enrollment and capacity projections are satisfactory.

- 8. On property in a Rural Residential or Residential zone, the development is compatible with the character of the residential neighborhood.*

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

- 9. The development is compatible with existing and approved or pending adjacent development.*

The redevelopment of the Property into a mixed-use center is in substantial conformance with the recommendations of the *White Flint 2 Sector Plan* as well as compatible with the adjacent and confronting uses and pending developments. The Site Plan introduces residential uses into an existing shopping center which supports the Sector Plan's goals for new housing in this Plan area. The new housing units are designed to complement the existing residential character of the neighborhood. The proposed layout of the townhouses establishes a compatible relationship with the abutting townhouses and creates uniformity. These residential units avoid front loaded driveways onto Randolph Road and surrounding roads and direct those movements towards internal alleyways.

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

Attachment C

MCPB No. 24-113

Site Plan No. 820240120

Loehmann's Plaza

Page 24

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

- 10. For a site plan that includes a restaurant with a drive-thru, there is a need for the approved use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the approved location will not result in a multiplicity or saturation of similar uses in the same general neighborhood.*

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

- 11. For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, the decrease in gross floor area devoted to Retail/Service Establishment uses will not have an adverse impact on the surrounding area.*

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

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 this Site Plan shall remain valid as provided in Montgomery County Code § 59-7.3.4.H; and

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

January 31, 2025

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

Attachment C

MCPB No. 24-113
Site Plan No. 820240120
Loehmann's Plaza
Page 25

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

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Hedrick, seconded by Vice Chair Pedoeem, with a vote of 3-0-1; Chair Harris, Vice Chair Pedoeem, and Commissioner Hedrick voting in favor of the motion, with Commissioner Bartley abstaining and Commissioner Linden necessarily absent at its regular meeting held on Thursday, January 23, 2025, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board

Attachment C

Brian Hooker
PO Box 2202
North Bethesda, MD 20852

Alison Dewey
Randolph Civic Association
5003 Macond Road
Rockville, MD 20852

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

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

Khursheed Bilgrami
100 Edison Park, 4th Floor
Gaithersburg, MD 20878

Benet Tribble
201 West Gude Drive
Rockville, MD 20850

Michael Magnarelli
4800 Hampden Lane, Suite 800
Bethesda, MD 20814

Michael Majestic
4800 Hampden Lane, Suite 800
Bethesda, MD 20814

Andy Brown
4909 Cordell Avenue
Bethesda, MD 20814

Robert Harris
7600 Wisconsin Avenue, Suite 700
Bethesda, MD 20814

Andy Bradshaw
205 North Frederick Avenue
Suite 100
Gaithersburg, Maryland 20877

Carole Twitmyer
1200 G Street, NW, Suite 250
Washington DC 20005

Marius Flemmer
1131 Benfield Boulevard
Suite L
Millersville, Maryland 21108

David Judd
6416 GROVEDALE DRIVE
SUITE #100-A
ALEXANDRIA, VIRGINIA

Loehmann's Plaza, Preliminary Plan
No. 120240100, Site Plan No.
820240120, and Forest Conservation
Plan No. F20240680

Attachment C

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

DATE MAILED:

January 31, 2025

MCPB No. 24-112
Preliminary Plan No. 120240100
Loehmann's Plaza
Date of Hearing: November 21, 2024

RESOLUTION

WHEREAS, under Montgomery County Code Chapter 50, the Montgomery County Planning Board is authorized to review preliminary plan applications; and

WHEREAS, on March 4, 2024, Rosenfeld Investment, LLC (“Applicant”) filed an application for approval of a preliminary plan of subdivision, along with a forest conservation plan and site plan, to create four (4) lots for up to 710,000 square feet of residential uses (for up to 134 townhouse units and up to 546 multi-family dwelling units (up to 680 units total)) and 40,000 square feet of commercial uses, and six (6) open space and roadway parcels on 9.74 acres of Commercial Residential (CR-1.75, C-0.5, R-1.5, H-75) zoned-land, generally bounded by Randolph Road to the north, Parklawn Drive to the west and northwest, and Putnam Road to the east, located at 5200 Randolph Road, Rockville, MD (“Subject Property”) in the North Bethesda Policy Area and Randolph Hills area of the 2018 *White Flint 2 Sector Plan* (Sector Plan); and

WHEREAS, Applicant’s preliminary plan application was designated Preliminary Plan No. 120240100, Loehmann’s Plaza (“Preliminary 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 November 8, 2024, providing its analysis and recommendation for approval of the Application, subject to certain conditions (“Staff Report”); and

WHEREAS, on November 21, 2024, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Commissioner Hedrick, seconded by Vice Chair Pedoeem, with a vote of 4-0; Chair Harris, Vice Chair Pedoeem, and Commissioners Hedrick and Linden voting in favor. Commissioner Bartley necessarily absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board APPROVES Preliminary Plan No. 120240100 to create four (4) lots for up to 710,000 square feet of residential uses (for up to 134 townhouse units and up to 546 multi-family dwelling units (up to

2425 Reedie Drive, Floor 14, Wheaton, MD 20902 | Phone: 301-495-4605
www.montgomeryplanningboard.org | mcp-chair@mncppc.org

Approved as to
Legal Sufficiency: /s/ Emily Vaias
M-NCPPC Legal Department

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 2

680 units total)) and 40,000 square feet of commercial uses, and six (6) open space and roadway parcels on the Subject Property, subject to the following conditions:¹

General Approval

1. This Preliminary Plan is limited to four (4) lots for a total of 710,000 square feet of residential development for up to 134 townhouse units and up to 546 multi-family dwelling units (up to 680 units total) and 40,000 square feet of commercial retail sales/service² uses, and six (6) parcels for roads and open space.

Adequate Public Facilities

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

Plan Validity Period

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

Outside Agencies

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated November 4, 2024, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Water Resources Section in its stormwater management concept letter dated November 4, 2024, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDPS – Water

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

² Permitted residential and commercial retail sales/service uses must comply with the approved vehicle circulation and loading management plan.

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 3

Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.

7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated November 6, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

Other Approvals

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

Future Site Plan Approval Required

9. If an approved site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration, widths, or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan or site plan amendment.
10. The Applicant must provide the remainder of the Phase I common open space along with the required common open space and public open space for future development phases.

Transportation

Loading

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

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 4

Frontage Improvements on Existing Roads

12. Before the recordation of the first plat for the construction of Phase I (89 townhouses), the Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:
 - a) All land necessary to accommodate seventy-two feet (72 ft.) from the existing pavement centerline along the Subject Property frontage for Randolph Road between Putnam Road and Lauderdale Drive.
13. Before the recordation of plat(s) for future phases, the Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:
 - a) All land necessary to accommodate seventy-two feet (72 ft) from the existing pavement centerline along the Subject Property frontage for Randolph Road between Lauderdale Drive and Parklawn Drive, except where such dedication cannot be made to accommodate the streetscape cross-section shown on the Certified Plan.
 - b) All land necessary to fully accommodate the frontage improvements as shown on the certified plan along the Subject Property frontage for Parklawn Drive.
14. Before the recordation of plat(s) for Phase I, the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of the following frontage improvements:
 - a) A 5-foot-wide street buffer, 10-foot-wide two-way separated bikeway, a 7-foot wide pedestrian and bicycle buffer, and 6-foot-wide sidewalk along the Property frontage on Randolph Road between Putnam Road and Lauderdale Drive.
15. Before the recordation of plat(s) for future phases, the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of the following frontage improvements:
 - a) A 5-foot-wide street buffer, 10-foot-wide two-way separated bikeway, a 7-foot wide pedestrian and bicycle buffer, and 6-foot-wide sidewalk along the Property frontage on Randolph Road between Lauderdale Drive and Parklawn Drive.
 - b) A 7-foot-wide street buffer and 10-foot-wide sidepath along the Property frontage on Parklawn Drive.
 - c) A 6-foot-wide street buffer and 6-foot-wide sidewalk along the Property frontage on Putnam Road.

New Roads

16. Before the recordation of plat(s) for Phase I, the Applicant must dedicate the rights-of-way and ensure construction of all necessary road improvements for the following public streets on the Property, as shown on the Preliminary Plan, to the design standards imposed by all applicable road codes:

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 5

- a) Lauderdale Drive
- b) Macon Road (between Putnam Road and Lauderdale Drive)

17. Before the recordation of plat(s) for the final phase, the Applicant must dedicate the rights-of-way and ensure construction of all necessary road improvements for the following public streets on the Property, as shown on the Preliminary Plan, to the design standards imposed by all applicable road codes.

- a) Macon Road (between Lauderdale Drive and Parklawn Drive)

Private Roads

18. The Applicant must provide Private Roads Longstone Way, Private Road West, Private Alley A, Private Alley B, Private Alley C, Private Alley D, and Private Alley G, including any sidewalks, bikeways, storm drainage facilities, street trees, street lights, private utility systems and other necessary improvements as required by either the Preliminary Plan or the subsequent Site Plans within the delineated private road areas (collectively private roads and private alleys are referred to as the "Private Roads"), subject to the following conditions:

- a) The record plat at each phase must show the Private Roads in a separate parcel for all Private Roads except Longstone Way between Lauderdale Drive and Private Road West, which may have structures above the Private Road. For this segment of Longstone Way, the record plat must clearly delineate the Private Road and include a metes and bounds description of the boundaries of the Private Road.
- b) The Private Roads must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338, and the terms and conditions in the Montgomery County Code § 50-4.3.E *et seq.* regarding private roads. The Covenant includes, but is not limited to the following requirements/conditions:
 - i) The Applicant, at its expense, shall design, construct and maintain the Private Roads.
 - ii) The Applicant, at its sole cost and expense, shall properly and continually maintain (including ordinary and capital maintenance and removal of snow, ice, litter, and other obstructions and hazards as soon as conditions reasonably allow), repair, and replace any portion of the Private Roads and all improvements located within the Private Roads, in good condition and repair for safe use and operation of the Private Roads. The Applicant must maintain a commercially reasonable budget (operating and capital, as applicable) to address both short-term and long-term maintenance, and reserves for capital repairs. The Applicant must provide certification of the reserves to the Planning Board or its Staff every two (2) years (or every five

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 6

(5) years in the event there are no below-ground parking structures in the Private Roads). The reserves must be adequate to cover the costs of needed repairs.

- iii) The Applicant must post and retain signage to notify the public that the Private Roads are not publicly maintained and to provide contact information to handle complaints, concerns or questions regarding the Private Roads.
- c) Before issuance of the first building permit for each phase the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the Private Roads within that phase have been designed and the applicable building permits will provide for construction in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may be modified on this Preliminary Plan or a subsequent Site Plan, and that the roads have been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.
- d) Before approval to release any portion of the Site Plan performance bond, the Applicant must deliver to the Planning Department and MCDPS inspector certification by a professional engineer licensed in the State of Maryland that any Private Road has been constructed in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may be modified on the Preliminary Plan or Site Plan, including in-place density testing of the roadway soil sub-grade, aggregate base, and asphalt, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.

Record Plats

- 19. There shall be no clearing or grading of the site before recordation of applicable plats for each phase.
- 20. The record plat must show necessary easements.
- 21. The record plat must reflect common ingress/egress and utility easements over all shared driveways.

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 7

Notes and Labels

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

Moderately Priced Dwelling Units (MPDUs)

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

Certified Preliminary Plan

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

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 8

- e) Provide a loading management plan that includes the quantity and location of the required roadway signage for truck size restrictions for the Site.
- f) Remove the interim Section K-1 from the Lauderdale Road street section.
- g) On the lotting plan (Sheet No. PP7), ensure the labels and the square footage table correspond.

BE IT FURTHER RESOLVED that having considered the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

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

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

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

The Preliminary Plan meets the dimensional requirements for the CR zone as specified in the Zoning Ordinance and as shown in the Table below, in relation to maximum density, height, and minimum open space. The proposed lotting plan meets the dimensional requirements for the CR zone.

Attachment C

MCPB No. 24-112
Preliminary Plan No. 120240100
Loehmann's Plaza
Page 9

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

Development Standard	Permitted/ Required	Approved
Tract Area	n/a	490,804 sq. ft. (11.27 ac.)
Prior Dedication	n/a	66,352 sq. ft.
Proposed Dedication (Phase I)	n/a	45,972 sq. ft.
Proposed Dedication (Phase II & III)	n/a	39,615 sq. ft.
Site Area (Subject Property)	n/a	338,865 sq. ft. (7.77 ac.)
Maximum Density of Development (GFA/FAR)	858,907 sq. ft. (1.75 FAR)	750,000 sq. ft. (1.53 FAR)
Residential (GFA/ FAR)	736,206 sq. ft. (1.5 FAR)	710,000 sq. ft.
Commercial (GFA/FAR) (Future Phase III)	245,402 sq. ft. (0.5 FAR)	40,000 sq. ft.
MPDU requirement	15%	15%
Building Height, max avg.	75 feet	75 feet
Principal Building Setbacks (min.)		
Residential		
Front	Determined by site plan	3 ft.
Side Street	Determined by site plan	2 ft.
Rear Alley	Determined by site plan	5 ft.
Residential Parking (Phase I)	89 spaces (min.)	
Townhouse living – 2 spaces per dwelling unit³	178 spaces (max.)	132 spaces
Public Open Space (min.)	10% ⁴ (14,234 sq. ft. ⁵)	23% (32,170 sq. ft.)
Neighborhood Green Urban Park	0.75-acre (32,670 sq. ft.)	0.75-acre (32,752 sq. ft.) ⁶
Common Open Space (min.)	10% ⁷ (19,401 sq. ft.)	11.2% (19,754 sq. ft.) ⁸
Combined Open Space areas	53,017 sq. ft.	52,506 sq. ft. ^{8, 9}

³ Minimum parking spaces/ unit with reductions under Section 59.6.2.3.I.2.b. Adjustments to the minimum number of required parking spaces must not result in a reduction below 50% of the baseline parking minimum per Section 59.6.2.3.I.1.a.

⁴ The total Site Area that requires public open space is 142,354 square feet, which reflects areas of dedication in Phases I and II.

⁵ Under the White Flint 2 Sector Plan, a 0.75-acre (32,670 sq. ft.) public park is required, which exceeds the 10% (21,385 square feet) Zoning Code public open space requirement.

⁶ To off-set the required square footage, the Applicant proposes additional square footage to the south of the park which is identified as potentially interim public open space in Phase II associated with the western portion of the Property. Refer to the open space summary.

⁷ The total Site Area that requires common open space is 194,033 square feet, which reflects areas of dedication in Phase I.

⁸ The Preliminary Plan's public open space includes 11,410 square feet for an easement that may reduce the open space and be converted into a western roadway connection of Longstone Way in the future.

⁹ To be refined in future Site Plan phases to the west of Lauderdale Drive.

Attachment C

MCPB No. 24-112
Preliminary Plan No. 120240100
Loehmann's Plaza
Page 10

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

a) **Land Use**

Overall, the Planning Board finds that the Preliminary Plan substantially conforms to the White Flint 2 Sector Plan regarding recommendations that are applicable to the Loehmann's Plaza area and are summarized below, including directing infill development to existing surface parking lots.

Density and Building Height

The Preliminary Plan's density and building heights are consistent with the Sector Plan's recommendations for new residential uses to this area. The Property is zoned Commercial Residential (CR-1.75, C-0.5, R-1.5, H-75) and the development is a maximum of 1.75 FAR. The maximum building height is up to 75 feet. In Phase I, the eastern portion of the Property with townhouses will have lower building heights to be compatible with the Randolph Hills residential community and townhomes east of Putnam Road. The taller mixed-use building will be placed in the center of the Site and the height of the development will step down moving towards the western edge of the Property along Parklawn Drive.

Design and Connectivity

The Preliminary Plan meets the Sector Plan's design and connectivity recommendations for Loehmann's Plaza which includes, but is not limited to, providing a mix of uses and development types, placing lower density along Putnam Road, the creation of a neighborhood pattern of streets and blocks, providing internal roads and pedestrian connections, and providing a 0.75-acre neighborhood green urban park.

Moderately Priced Dwelling Units (MPDUs)

The Preliminary Plan will meet the minimum 15 percent MPDU requirement for the development (14 of 89 units in Phase I); therefore, it is consistent with the Sector Plan recommendations. Further details of the Project's remaining MPDUs will be provided with subsequent Site Plans for future phases.

Public Facilities

The 2018 Sector Plan recommends that *"each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan's direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans"* (p. 96). During the Sketch Plan review, the Applicant evaluated the Subject Property's suitability for a potential school site. Based on that evaluation, it was determined that the Sector Plan goals may be best satisfied through either the provision of a proportional financial contribution toward a future school or park in the

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 11

plan area or enhanced public amenities within the neighborhood green urban park. As conditioned, details about the enhanced public amenities within the neighborhood green urban park must be provided during the Site Plan review for Phase II of the Project, when the park will be constructed.

Public & Common Open Space

The Project demonstrates compliance with common open space in Phase I and substantial conformance with the Sector Plan and its recommendation for a 0.75-acre neighborhood green urban park that will be provided as a privately owned public space (POPS). Chapter 59 of the Montgomery County Zoning Ordinance requires that the Project provide 10% of the Site area as common open space for the townhouses and 10% of the Site Area as public open space for the multi-family building. The Preliminary Plan proposes to provide a combined total of approximately 12% of the Site area or 52,506 square feet of public open space and common open space spread across the Site. Overall, the Preliminary Plan illustrates how open space will be satisfied across all three (3) phases of the redevelopment.

Public Benefits

The Preliminary Plan will advance the Sector Plan's recommended public benefits through improvements such as the public open space, minimum parking, affordable housing, and Building Lot Termination (BLTs). The *White Flint 2 Sector Plan* recommends undergrounding utilities from the Major Public Facility category and increased tree canopy and energy conservation Public Benefit Points from the Protection and Enhancement of the Natural Environment category. However, based on Section 50.4.3.1. of the County Code, the Board may determine if the undergrounding of existing utilities is necessary based upon the size and density of a proposed subdivision. The Board discussed the various issues including the size and density of the project, proposed phasing, engineering considerations, and input from Pepco. The Board determined it was not necessary as part of this Preliminary Plan and the Project would still substantially conform to the Sector Plan.

b) *Environment*

The 2018 *White Flint 2 Sector Plan* provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. Some recommendations include but are not limited to directing infill development to existing surface parking lots, prioritizing tree canopy cover, and promoting site and building design for energy conservation. The Project has allocated public benefit points across the three (3) phases of the development dedicated to Protection and Enhancement of the Environment for Building Lot Termination (BLT) and Cool Roofs. As conditioned, the Applicant must seek to provide additional sustainable features to enhance the development in future phases, including vegetated roofs, tree canopy, and energy conservation and

Attachment C

achievement of a national rating standard for the development to further the recommendations as prioritized by the *White Flint 2 Sector Plan*.

c) *Transportation*

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

The 2018 *White Flint 2 Sector Plan* recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. As conditioned during Sketch Plan, the Project will provide a public access easement to allow the extension of Longstone Way to the west to allow for a future connection with Parklawn Drive, if the potential realignment occurs.

Randolph Road is a Town Center Boulevard with four travel lanes and a center turn-lane. Parklawn Drive is also a Town Center Boulevard with four travel lanes and a center median. Putnam Road is a Neighborhood Street with two travel lanes. All new internal roadways, both private and public, will be designed based on the 2024 *Complete Streets Design Guide*. This includes providing six-foot-wide sidewalks with a six-foot-wide landscape buffer. The new travel lanes will be 10.6-foot-wide. Alleys will have two ten-foot-wide drive lanes with landscaping on each side.

Bikeway Network

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

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

Attachment C

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

d) *Roads and other Transportation Facilities*

i. *Existing Facilities*

The primary existing roads that serve the Site include Randolph Road, Parklawn Drive, and Putnam Road. Randolph Road is a Town Center Boulevard with a 100-foot-wide ROW that includes four travel lanes and a center turn-lane, and 5-foot-wide-sidewalks. Parklawn Drive is a Town Center Boulevard with a variable width ROW due to the current curved design of the roadway as it approaches the intersection with Randolph Road. Putnam Road is a Neighborhood Street with a 61-foot-wide ROW. The road has two travel lanes, limited on street-parking on the east side of the road, and a 5-foot-wide sidewalk on the west side of the roadway.

The Subject Property is also well served by transit. A bus stop with an associated shelter is located on the Subject Property frontage just west of the Randolph Road and Putnam Road intersection. This bus stop will be reconstructed further to the west as part of Phase I of the Project.

ii. *Proposed public transportation infrastructure*

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

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

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 14

Undergrounding of Utilities

Planning Staff initially recommended and conditioned the Applicant to underground existing utilities. The Applicant indicated a financial burden on the 89 townhouses and on the broader project regarding the undergrounding of utilities. Generally, Section 50.4.3.1. of the Subdivision Regulations states: “The developer may also be required to underground any above-ground or overhead utilities along the frontage of the property being subdivided, if the Board determines it is necessary based upon the size and density of a proposed subdivision.” Based on the size and other merits of the Project, the Planning Board did not require the undergrounding of the utilities on Randolph Road, or any conditions of approval requiring undergrounding or conduits.

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

Intersection Reconfiguration

The 2018 *White Flint 2 Sector Plan* recommends the realignment of the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. Following the approval of the Sketch Plan No. 320230050, the Planning Board transmitted a letter to MCDOT dated November 29, 2023, that requested that the agency prioritize a study to evaluate the Sector Plan recommendation, and if deemed feasible, to determine the optimal path forward. This 2024 Randolph Road at Parklawn Drive Intersection Study (“the Study”) is underway and is expected to be completed before the end of the year. However, preliminary findings suggest that this realignment may not be feasible.

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

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 15

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

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

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

Since Macon Road straddles the southern property boundary, which also has some significant changes in grade, the south side of the road will not include a street buffer or sidewalk. These will be constructed by others in the future when the property to the south redevelops. Additionally, portions of an existing retaining wall will remain along the southern property boundary. This will not be included in the dedicated right-of-way. Instead, the limits of a covenant for future dedication will be delineated on the Certified Preliminary Plan and the book and page number must be shown on the record plat for the applicable phases. The Applicant will be responsible for removal of the remaining retaining wall. The ultimate right-of-way will be 61 feet wide.

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

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 16

Design Exceptions

The Applicant sought two (2) right of way truncation design exceptions – one located at the intersection of Macon Road and Putnam Road and another at the intersection of Lauderdale Drive and Macon Road. Under Section 50-4.3.E.2.f.iii. of the County Code, the right of way lines of corner lots at an intersection are required to be truncated by straight lines joining points 25 feet from the theoretical property line intersection in each quadrant. The Applicant sought a waiver of this requirement, as permitted under Section 50-38 of the County Code, to allow the design of the right-of-way lines to intersect without any truncation. Standard truncation at the corners will have an impact on the townhouse and multi-family building design. There will be no adverse impacts to vehicular, pedestrian, or bicycle traffic if approved. Therefore, the Planning Board approves the design exceptions at both locations.

iii. *Proposed private transportation infrastructure*

Two new private roads will be constructed with the Project. Longstone Way runs east to west through the Subject Property and is anticipated to be completed in phases. In Phase I, it connects Putnam Road on the east to Lauderdale Drive on the west. It will include a six-foot-wide street buffer and six-foot-wide sidewalk with limited eight-foot-wide on-street parking. In future phases, an additional segment of the roadway is anticipated to be constructed as a shared street, extending the roadway connection to the west to Private Street West. As conditioned, an easement will be recorded to allow Longstone Way to connect to Parklawn Drive if the Parklawn Drive and Randolph Road intersection is realigned into a four-way intersection. The private road is justified because of anticipated special paving for the shared street, a future multi-family building extension over the street, and a major water meter vault located on the east side of the Site that would not be allowed under public road standards.

Private Road West runs north to south within the Subject Property, connecting Longstone Way on the north to Macon Road on the south. This road would be constructed in Phase II of the development. It will include a 6-foot-wide street buffer and 6-foot-wide sidewalk with limited 8-foot wide on-street parking. As conditioned, an easement will be recorded to allow Private Street West to connect to Randolph Road if the Parklawn Drive and Randolph Road intersection is

Attachment C

MCPB No. 24-112

Preliminary Plan No. 120240100

Loehmann's Plaza

Page 17

realigned into a four-way intersection. Justification for this private road is due to it serving as an internal access way for a limited number of dwelling units and that it will not serve as a through road.

Several new alleys will also be constructed to provide circulation within the Site. Private Alleys A, B, C, and D will be constructed in Phase I and provide access to rear loaded townhomes from Lauderdale Drive, Macon Road, and Longstone Way. Private Alley G will be constructed in the future phase, providing access to rear loaded townhomes from Macon Road. The MCDOT letter (Attachment E of the associated Staff Report dated 11/8/24) states that the sight distance for Private Alley G onto Macon Road is not met, and as conditioned, before certification of the Phase II Site Plan, the Applicant must receive approval of the updated sight distance forms for Alley G from MCDOT. This may require modification to the alley layout and access location.

e) Local Area Transportation Review (LATR)

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

Attachment C

Table 2: Trip Generation Analysis (Final Build Out)

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

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

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

Table 3: Trip Generation Analysis (Phase I)

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

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

Attachment C

Table 4: Trip Generation Analysis (Phase II)

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

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

f) Schools

The Project will be served by Garrett Park Elementary School, Tilden Middle School and Walter Johnson High School. Under the FY25 Annual School Test, this Project is estimated to generate 69 elementary school students, 38 middle school students and 51 high school students. The estimated number of students generated does not exceed the adequacy ceilings identified for each school. Therefore, no additional UPPs are required, and neither are partial payments across multiple UPP tiers.

g) Other Public Facilities and Services

The Subject Property is located within the W-1 and S-1 water and sewer categories. Dry utilities (electric, gas, and communications) will be provided and the Project will be serviced by adequate police, fire, and health services. The Planning Board finds that school enrollment and capacity projections for public facilities are satisfactory.

4. *The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code Chapter 22A.*

Forest Conservation

The Board finds that as conditioned, the accompanying Forest Conservation Plan No. F20240680, including a variance for three (3) trees, complies with the requirements of the Forest Conservation Law. The Project also conforms to the Environmental Guidelines

Attachment C

MCPB No. 24-112
Preliminary Plan No. 120240100
Loehmann's Plaza
Page 20

and meets all the necessary requirements for forest mitigation through various conditions of approval for FCP No. F20240680 and will meet the Forest Conservation Law through forest banking then fee-in-lieu.

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

The Stormwater Management Section of the Montgomery County Department of Permitting Services (MCDPS) issued a letter accepting the stormwater management concept dated November 4, 2024. The Project includes environmental site design (“ESD”) techniques that will filter and retain stormwater on-site such as micro bioretention areas and planters. Plantings approved by MCDPS will also be used in ESD’s to the greatest extent practicable. Accordingly, the requirements of Chapter 19 are satisfied.

6. Any other finding(s) that were required as a part of the approval.

No other provisions apply to the Subdivision.

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

January 31, 2025

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

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

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Hedrick, seconded by Vice Chair Pedoeem, with a vote of 3-0-1; Chair Harris, Vice Chair Pedoeem, and Commissioner Hedrick voting in favor of the motion, with Commissioner Bartley abstaining and Commissioner Linden necessarily absent at its regular meeting held on Thursday, January 23, 2025, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board

Attachment D



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

July 9, 2025

Mr. Troy Leftwich, Planner III
MidCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Dr
Wheaton, MD 20902

RE: Preliminary Plan No. 12024010A
Loehmann's Plaza
Preliminary Plan Letter

Dear Mr. Leftwich:


We have completed our review of the preliminary plan uploaded to eplans on June 26, 2025. This plan is scheduled for the July 31st, 2025, Planning Board meeting. We recommend approval of the plans subject to the following comments:

Significant Comments

1. All comments from our previous preliminary plan letter dated November 4, 2024, continue to apply to this Preliminary Plan amendment unless revised in this letter.
2. Lauderdale Drive is the proposed south extension that connects Randolph Road to the proposed Macon Road. MCDOT accepts the amended applicant's roadway cross-section as follows:
 - a. Section C-C entire cross-section west to east (64-ft ROW):
 - 1-foot maintenance strip
 - 6-foot sidewalk
 - 6-foot buffer
 - * 8-foot parking lane
 - 11.5-foot drive lane

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

montgomerycountymd.gov/311  301-251-4850 TTY

Attachment D

- 10.5-foot drive lane
- * 8-foot parking lane
- 6-foot buffer
- 6-foot sidewalk
- 1-foot maintenance strip

Note: On-street parking is only available on one side of the road at all times. When there is no on-street parking, the street buffer on that side increases in width to 14 feet.

- b. Section K-K entire cross-section west to east (68-ft ROW):
 - 1-foot maintenance strip
 - 6-foot sidewalk
 - 6-foot buffer
 - 10.5-foot drive lane
 - 11-foot drive lane
 - 11-foot turning lane
 - 10.5-foot drive lane
 - 6-foot buffer
 - 6-foot sidewalk
3. Through this amendment, the applicant is responsible for relocating the traffic light post and its appurtenances. The protected cross-section will be completed, with separate crosswalks for pedestrians and bicycles. .
 - a. Since the proposed development will alter or impact existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) as well as the communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), the developer will be required to submit plans of proposed and impacted facilities, please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 or at kamal.hamud@montgomerycountymd.gov for proper executing procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.
 - b. Include the development review team in all correspondence.
4. The site is designed for circulation for vehicles up to a single-unit truck (SU-30), with the added amendment for a sized WB-67 truck. The WB-67 loading is restricted to a westbound left-turning movement at the intersection of Randolph Road and Lauderdale Drive and a eastbound right-turn

Attachment D

at the Parklawn Drive/driveway access. All other loading movements are limited to a single unit truck (SU-30).

- a. The Applicant is responsible for modifying the existing median island at the intersection of Randolph Road and Lauderdale Drive to ensure there is enough mountable curb for the WB-67 truck to make a westbound left turn without encroaching on the southbound curb of Lauderdale Drive.
 - b. The Applicant is responsible for providing adequate truck apron per DPS standard at the west-bound corner at the intersection of Lauderdale Drive and Macon Road for the WB-67 truck to make a safe right-turn movement into Macon Road/existing drive.
 - c. The Applicant is responsible for modifying the existing Parklawn Drive access for the WB-67 to allow a eastbound right turn at the Parklawn Drive/driveway access without encroaching on the existing median island on Parklawn Drive. This involves removing the existing private median island at the access point and replacing it with a mountable island, removing the pylon sign and bollards, and providing a mountable truck apron at the existing north side curb per DPS standard.
5. Replace the "Macon Road (50' ROW)" Label for phase 2 with "Declaration of Covenant for future dedication."
 6. Prior to Certified Preliminary Plan, the applicant must submit for review and approval, a loading management plan with the building management company monitoring and coordinating the frequency of daily and weekly deliveries to reduce potential conflicts. The Plan will include the following items:
 - a. Include route restrictions for commercial deliveries as shown in the turning template plans.
 - b. Frequency of the deliveries for vehicles larger than SU 30.
 - c. The tenant and building management company will monitor and coordinate the frequency of daily and weekly deliveries to reduce potential conflicts.
 - d. All delivery vehicles must comply with the Montgomery County Noise Ordinance per 31B-5 and 31B-6.
 - e. The facility's point(s) of contact, including Name, Address, and Phone Number, must be provided prior to issuance of the first certificate of occupancy.

The plan must be approved by MCDOT and Planning staff prior to issuance of the first above grade building permit.

7. The Parklawn Drive and Macon Road/existing driveway intersection will be reevaluated at the time of the submittal of the Phase 2 Site Plan.
 - a. The Applicant must submit a sight distance analysis for the intersection of Parklawn Drive and Macon Road/existing driveway that demonstrates that minimum County safety

Attachment D

requirements are met. Otherwise, access to this entrance will need to be restricted accordingly.

- b. The Applicant must submit truck turning movements for the currently proposed WB-67 for further analysis, and all safety requirements must be met to allow its movements.

8. **Sight Distance:**

- a. No changes from the previous application.
- b. For comments, please refer to the Preliminary Plan letter that was previously issued on November 4, 2024.

9. **Storm Drain Study:**

- a. The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan. This amendment does not add significant changes to the previous application.

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

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

[SharePoint\teams\DOT\Transportation Policy\Director's Office\Development Review\Brenda\Preliminary Plan\PP12024010A_Loehmann's Plaza\12024010A-Loehmann's Plaza-DOT Preliminary Plan Letter 7.9.25](#)

Attachments: 120240100 Loehmann's Plaza Preliminary Plan Letter, issued November 4, 2024

cc-e:	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP

Attachment D



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

November 4, 2024

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

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

Dear Ms. Graham:

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

Significant Comments

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

Existing Roadways

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

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

montgomerycountymd.gov/311 301-251-4850 TTY

Attachment D

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

Attachment D

- 6-foot buffer
- 6-foot sidewalk

Proposed Roadways

5. Lauderdale Drive is the proposed south extension that connects Randolph Road to the proposed Macon Road. MCDOT accepts the applicant's the following roadway cross-section:

- a. Section C-C from centerline to property line (62-ft ROW):
 - 10.5-foot drive lane
 - 8-foot parking
 - 6-foot buffer
 - 6-foot sidewalk
 - 1-foot maintenance strip next to the proposed townhouse side only
- b. Section K-K entire cross-section west to east (65-ft ROW):
 - 1-foot maintenance strip
 - 6-foot sidewalk
 - 12.5-foot buffer
 - 12-foot drive lane
 - 11-foot turning lane
 - 10.5-foot drive lane
 - 6-foot buffer
 - 6-foot sidewalk

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

6. Macon Road is the proposed extension connecting the eastern side of Macon Road to Parklawn Drive. MCDOT accepts the applicant's interim roadway cross-section:

- a. Section E-E from centerline to the proposed building (50-ft ROW):
 - 10.5-foot drive lane
 - 8-foot parking
 - 6-foot buffer
 - 6-foot sidewalk
- b. Section E1-E1 from centerline to the proposed building (50-ft ROW):
 - 10.5-foot drive lane

Attachment D

- 14-foot buffer
 - 6-foot sidewalk
- c. Note that there is an existing retaining wall that will need to be removed by the applicant for the construction of the proposed extension of Macon Road. Before the issuance of the first building permit associated with the Phase 3 Site Plan, the applicant must remove any remaining sections of the retaining wall along Macon Road and underground any utilities to accommodate future Macon Road frontage improvements on the south side of the road.
7. Before submittal of the Phase 2 Site Plan, the applicant must submit a sight distance analysis for the intersection of Parklawn Drive and Macon Road/existing driveway that demonstrates minimum County safety requirements are met. Otherwise, access to this entrance will need to be restricted accordingly.
8. MCDOT agrees with the interim and ultimate designs at the intersection of Lauderdale Drive and Randolph Road:
- a. Interim (Phase 1): The existing island (hot right) along Lauderdale will be removed by the Applicant. The crosswalk will be combined for bicycles and pedestrians, and the traffic post with appurtenances will remain in place.
 - b. Ultimate (Phase 3): The applicant will relocate the traffic light post and appurtenances. At this stage, the protected cross section will be finalized, with separate crosswalks for pedestrians and bicycles.
9. The access onto Alley G and Exit from Alley G onto Macon Road are too close to the Parklawn Drive intersection. At the time of the site plan, reconfigure the southwest residential block to gain access from the Private Road West, thus eliminating both accesses shown on Macon Road. Additionally, the sight distance at this intersection does not meet the requirements.
10. The applicant will improve the intersection at Putman and Macon Road by removing the existing turnaround curvature to create a T intersection.
11. **Road Grade:**
- a. The horizontal and vertical grades for the proposed County Maintained Road meet ASHTO and Montgomery County's standards.
12. **Sight Distance:**
- a. The following sight distance studies have been accepted. A copy of the accepted Sight Distances Evaluation certification forms is enclosed for your information and reference. The applicant is responsible to ensure sight distance which should be clear of any existing or proposed obstructions within the line of sight (tree trimming and/or removal, relocation of existing utility pole, removal of street parking etc.) to achieve a minimum sight distance in each direction.

Attachment D

- i. Longstone Way (new) approaching Lauderdale Drive (New)
 - ii. Longstone Way (new) approaching Putnam Road (Exist)
 - iii. Lauderdale Drive (new) approaching Randolph Road (exist)
 - iv. Putnam Road (exist) approaching Randolph Road (exist)
 - v. Putnam Road turning right into Macon Road
 - vi. Lauderdale Drive turning into Macon Road
 - vii. Macon Road turning into Putnam Road
- b. Note that proposed parking impedes sight distance in certain instances; therefore, these parking spaces will need to be removed. The certified plan will have to reflect this change.
- c. The sight distance at the existing driveway leading to Parklawn Drive complies with the County's sight distance requirements, provided that the existing tree obstructing the line of sight is removed. However, the sight distance at Macon Rd (new) approaching Parklawn Drive (existing) **has not been approved**. It will need to be re-examined with MCDOT, Planning, and DPS as per comment 7 above.

13. **Storm Drain Study:** The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.

14. **Transportation Demand Management (TDM) Plan Requirements**

TDM provisions of County Code 42A-26 apply to this development application. An owner or applicant for a development located in a District in an Orange Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 160,000 gross square feet (gsf). The Loehmann's Plaza development project, located in the North Bethesda TMD (White Flint 2 Planning Area) and Orange Policy Area, proposes to develop more than 160,000 gsf. Hence, Level 3 TDM Results Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS.

A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a project Non-Auto Driver Mode Share (NADMS) goal of 52/60 percent, which is 10% higher than the base the 42/50 percent NADMS goal for the White Flint 2 Planning Area (for residents and employees), and related commuting goals for that project.

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

Attachment D

Standard Comments

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

Attachment D

Transportation Systems Engineering Team at (240) 777-2190 or at kamal.hamud@montgomerycountymd.gov for proper executing procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.

27. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
28. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
29. Stop sign locations, crosswalks and markings will be shown on the signing and marking plans and be reviewed and approved at the right-of-way permit stage.
30. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
31. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
32. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
33. Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by MCDPS.
34. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - a. Street grading, paving, buffers, sidewalks, bike facilities and handicap ramps, storm drainage and appurtenances, and street trees along Randolph Road and Parklawn Drive per Significant Plan Review Comments.
 - b. Curbs and gutters, sidewalks and handicap ramps (if any), storm drainage and appurtenances, streetlights and street trees Lauderdale Drive, Macon Road, and Putman Road per Significant Plan Review Comments.

Attachment D

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

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

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

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

Attachments: Approved Sight Distance Study

cc: Correspondence folder FY 2025

cc-e: Mark Terry MCDOT DTEO
Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Rebecca Torma MCDOT OTP

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

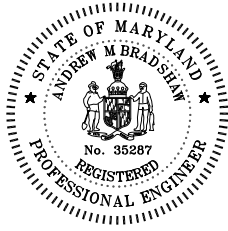
SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradsher

Signature

35287

PLS/PE MD Reg. No

10-10-24

Date

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By: <u>Brenda M. Pardo</u>	
Date: <u>11/4/2024</u>	

Longstone Way (new) approaching Lauderdale Dr (New) – SIGN CONTROLLED INTERSECTION				
CLASS	Secondary Residential			
SPEED (MPH)	25 MPH (Future)			
APPROACHING MOTOR VEHICLES				
VERTICAL		TARGET (FT)	MEASURED (FT)	OK?
	L	155	301	Y
	R	155	315	Y
APPROACHING MOTOR VEHICLES				
HORIZONTAL	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	1.5%	280	Y
	R	1.5%	240	Y
APPROACHING BIKEWAYS				
HORIZONTAL	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	1.5%	80	N/A
	R	1.5%	80	N/A
APPROACHING SIDEWALK (IF DIRECTED)				
HORIZONTAL	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	%	N/A	
	R	%	N/A	
COMMENTS				
Left Sight distance acceptable – no street parking and some street trees. Limited by end of road				
Right Sight distance is acceptable, restricted by an allowable street tree.				
No Bikeway on Lauderdale.				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

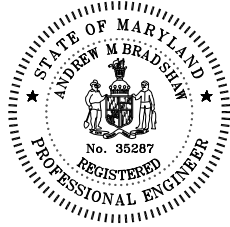
SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradshaw

Signature

35287

PLS/PE MD Reg. No

10-10-24

Date

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By: <i>Brenda M. Pardo</i>	
Date: 11/4/2024	

Longstone Way (new) approaching Putnam Rd (Exist) – SIGN CONTROLLED INTERSECTION					
CLASS		Secondary Residential			
SPEED (MPH)		25 MPH (POSTED)			
APPROACHING MOTOR VEHICLES					
VERTICAL		TARGET (FT)	MEASURED (FT)	OK?	
	L	155	308	Y	
	R	155	300	Y	
APPROACHING MOTOR VEHICLES					
HORIZONTAL		Grade	TARGET (FT)	MEASURED (FT)	OK?
L	5%	290	290	Y	
R	5%	250	250	Y	
APPROACHING BIKEWAYS					
HORIZONTAL		Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	80	N/A	Y	
R	1.3%	80	N/A	Y	
APPROACHING SIDEWALK (IF DIRECTED)					
HORIZONTAL		Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A			
R	%	N/A			
COMMENTS					
Left Sight distance acceptable through the intersection. Limited by a bend in the road					
Right sight distance limited by proposed parking. Parking placed at minimum.					
No Bikeway on Putnam road to evaluate					
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection					

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

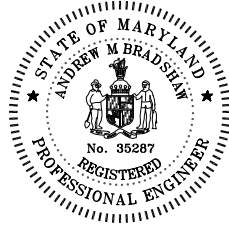
SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradshaw

Signature

35287

PLS/PE MD Reg. No

10-10-24

Date

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<i>Brenda M. Pardo</i>
Date:	11/4/2024

Lauderdale Drive (new) approaching Randolph Road (exist) – SIGNALIZED INTERSECTION				
CLASS		Urban Arterial		
SPEED (MPH)		35 MPH (POSTED)		
APPROACHING MOTOR VEHICLES				
VERTICAL		TARGET (FT)	MEASURED (FT)	OK?
	L	250	452	Y
	R	250	442	N/A
APPROACHING MOTOR VEHICLES				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	390	410	Y
R	1.3%	335	550	Y
APPROACHING BIKEWAYS				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	80	288	Y
R	1.3%	80	294	Y
APPROACHING SIDEWALK (IF DIRECTED)				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A		
R	%	N/A		
COMMENTS				
Left Sight distance limited by existing street curvature and existing light pole. Crosswalk and stop bar to be installed that pushes sight distance measuring point to 30'. Signalized intersection, per AASHTO pg 671, this sight triangle not needed.				
Right Sight distance is not applicable as this is a divided roadway that is controlled by a signal. If evaluated, exceeds minimums set by AASHTO.				
Bikeway sight distance evaluated to be acceptable.				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

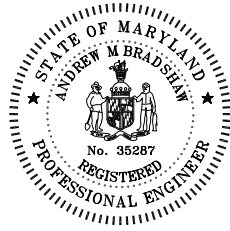
SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradshaw

Signature

35287

PLS/PE MD Reg. No

10-10-24

Date

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By: <i>Brenda M. Pardo</i>	
Date: <u>11/4/2024</u>	

Putnam Rd (exist) approaching Randolph Rd (exist) – SIGN CONTROLLED INTERSECTION				
CLASS		Urban Arterial		
SPEED (MPH)		35 MPH (POSTED)		
APPROACHING MOTOR VEHICLES				
VERTICAL		TARGET (FT)	MEASURED (FT)	OK?
	L	250	390	Y
	R	250	335	Y
APPROACHING BIKEWAYS				
HORIZONTAL		TARGET (FT)	MEASURED (FT)	OK?
	Grade			
L	1.3%	390	550	Y
R	1.3%	335	375	Y
APPROACHING SIDEWALK (IF DIRECTED)				
HORIZONTAL		TARGET (FT)	MEASURED (FT)	OK?
	Grade			
L	%	N/A		
R	%	N/A		
COMMENTS				
Left Sight distance limited by future street trees but exceeds minimums if measured at 6' behind curb.				
Right sight distance, considering newly constructed development meets minimums per AASHTO guidance.				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradsher

Signature

35287

PLS/PE MD Reg. No

10-10-24

Date

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<i>Brenda M. Pardo</i>
Date:	11/4/2024

Putnam Rd turning right into Macon Rd – SIGN CONTROLLED INTERSECTION					
CLASS		Primary Residential			
SPEED (MPH)		25 MPH (POSTED)			
VERTICAL	APPROACHING MOTOR VEHICLES				
		TARGET (FT)	MEASURED (FT)	OK?	
	L	155	350	Y	
	R	155	412	Y	
HORIZONTAL	APPROACHING MOTOR VEHICLES				
	Grade	TARGET (FT)	MEASURED (FT)	OK?	
	L	1.0%	280	450	Y
	R	5.0%	250	255	Y
HORIZONTAL	APPROACHING BIKEWAYS				
	Grade	TARGET (FT)	MEASURED (FT)	OK?	
	L	1.0%	80	N/A	
	R	5.0%	85	N/A	
HORIZONTAL	APPROACHING SIDEWALK (IF DIRECTED)				
	Grade	TARGET (FT)	MEASURED (FT)	OK?	
	L	%	N/A	N/A	
	R	%	N/A	N/A	
COMMENTS					
Left Sight distance Not limited. Existing condition that cannot be changed. No Street parking identified.					
Right sight distance is limited by future proposed street trees.					
Bikeway does not exist on Macon Road					
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection					

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradshaw

Signature

35287

PLS/PE MD Reg. No

10-10-24

Date

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<i>Brenda M. Pardo</i>
Date:	11/4/2024

Lauderdale Drive turning into Macon Rd – SIGN CONTROLLED INTERSECTION				
CLASS		Primary Residential		
SPEED (MPH)		25 MPH (future)		
VERTICAL	APPROACHING MOTOR VEHICLES			
		TARGET (FT)	MEASURED (FT)	OK?
	L	155	280	Y
R	155	380	Y	
HORIZONTAL	APPROACHING MOTOR VEHICLES			
	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	5.0%	290	290
R	1.0%	240	240	Y
HORIZONTAL	APPROACHING BIKEWAYS			
	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	5.0%	80	N/A
R	1.0%	80	N/A	
HORIZONTAL	APPROACHING SIDEWALK (IF DIRECTED)			
	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	%	N/A	N/A
R	%	N/A	N/A	
COMMENTS				
Left Sight distance limited by future street parking and future street trees.				
Right sight distance is limited by future street parking and future street trees.				
Bikeway does not exist on Macon Road				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

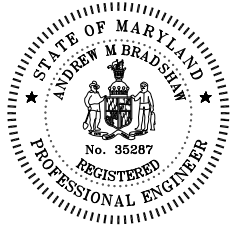
SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradsher

Signature

35287

PLS/PE MD Reg. No

10-10-24

Date

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By: <u>Brenda M. Pardo</u>	
Date: <u>11/4/2024</u>	

Macon Rd turning into Putnam Rd – SIGN CONTROLLED INTERSECTION				
CLASS		Primary Residential		
SPEED (MPH)		25 MPH (future)		
VERTICAL	APPROACHING MOTOR VEHICLES			
		TARGET (FT)	MEASURED (FT)	OK?
	L	155	400	Y
R	N/A	N/A		
HORIZONTAL	APPROACHING MOTOR VEHICLES			
	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	1.0%	280	280
R	0.0%	N/A	N/A	
HORIZONTAL	APPROACHING BIKEWAYS			
	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	1.0%	80	N/A
R	0.0%	80	N/A	
HORIZONTAL	APPROACHING SIDEWALK (IF DIRECTED)			
	Grade	TARGET (FT)	MEASURED (FT)	OK?
	L	%	N/A	N/A
R	%	N/A	N/A	
COMMENTS				
Left Sight distance limited by future street trees and Intersection. Street trees placed to allow for AASHTO requirement.				
Right sight distance is non existent due to type of intersection				
Bikeway does not exist on Putnam Road				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				

Attachment D



MONTGOMERY COUNTY, MARYLAND DEPARTMENT OF TRANSPORTATION DEPARTMENT OF PERMITTING SERVICES

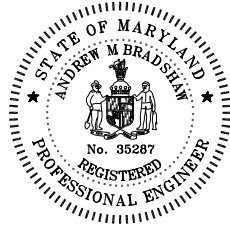
SIGHT DISTANCE EVALUATION

Plan Number: **120240100**

Project Name: **Loehman's Plaza**

ENGINEER/ SURVEYOR CERTIFICATE

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



Andrew M. Bradshaw

Signature

35287

PLS/PE MD Reg. No

11-1-24

Date

Montgomery County Review:	
<input type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	INFORMATION ONLY
	<i>Brenda M. Pardo</i>
Date:	

Macon Rd (exist) approaching Parklawn Dr (exist) – SIGN CONTROLLED INTERSECTION				
CLASS	Urban Arterial			
SPEED (MPH)	30 MPH (POSTED)			
APPROACHING MOTOR VEHICLES				
VERTICAL		TARGET (FT)	MEASURED (FT)	OK?
	L	250	400	N
	R	250	N/A-MEDIAN	N/A
HORIZONTAL APPROACHING MOTOR VEHICLES				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	335	335	Y
R	1.3%	290	N/A-MEDIAN	N/A
HORIZONTAL APPROACHING BIKEWAYS				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	1.3%	80	335	Y
R	1.3%	80	187	Y
HORIZONTAL APPROACHING SIDEWALK (IF DIRECTED)				
	Grade	TARGET (FT)	MEASURED (FT)	OK?
L	%	N/A		
R	%	N/A		
COMMENTS				
Left Sight distance limited by existing street curvature and existing street trees. Condition of this intersection establishes a right turn out only.				
Right Sight distance is not applicable as this is a divided roadway that is controlled by a signal. Bikeway sight distance evaluated as bike in roadway and deemed to be acceptable.				
Sidewalk not evaluated as conditions allow clear observation of pedestrians as they approach the intersection				

Attachment D

DPS-ROW CONDITIONS OF APPROVAL

June 30, 2025

82024012A Loehmann's Plaza

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-BSITE-82024012A-008.pdf V3” uploaded on/ dated “6/26/2025” and

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

1. All DPS-ROW provided comments on the original site plan 820240120 dated September 26, 2024, remain in effect unless specifically modified below.
2. Please replace “Macon Road (50’ ROW)” label for the portion between Lauderdale Drive and Parklawn Parkway with “Declaration of Covenant for future dedication” on all plans that show phase 2 improvements.
3. All public road truck aprons need to be per DPS standard.
4. We defer to MCDOT on the followings:
 - a. Road pavement widths.
 - b. Relocating Signal equipment.
 - c. Loading Management Plan and associated truck turning movements/ improvements.

Attachment D



Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 06-Nov-24
TO: Andrew Bradshaw - abradshaw@jba-inc.net
Johnson Bernat Associates
FROM: Marie LaBaw
RE: Loehmann's Plaza
820240120

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **05-Nov-24**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

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

*** 6/17/2025 Amend: 82024012A approve widening of Lauderdale Drive ONLY ***

Attachment D



Johnson ♦ Bernat ♦ Associates, Inc.

June 16, 2025

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

Re: Loehmann's Plaza – Bethesda, MD
Site Plan Amendment #82024012A

FIRE CODE ENFORCEMENT

Fire Department Access Review

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

BY: SML FM: DPS DATE: 6/17/2025

This letter's intention is to request an amendment to the approved Fire Department Access Plan approved on 11/6/24 for the site plan listed above.

1. A Minor Amendment is being filed for the Loehmann's Plaza shopping center for the addition of a grocer in the existing shopping center. The new grocer will require the use of a WB-67 delivery truck to serve the new tenant.

To accommodate the large delivery vehicle, Lauderdale Drive will be increased in width from Randolph Road to Macon Drive. The added width will allow the WB-67 to maneuver the site from Randolph and will exit at Parklawn Drive. The added width will improve Fire Department Access along Lauderdale Drive from what was previously approved and therefore continue to meet code. No other impacts to Fire Department Access are associated with this Amendment.

Thank you for your consideration.

Sincerely,

Johnson ♦ Bernat ♦ Associates, Inc.

Andrew M. Bradshaw, P.E.



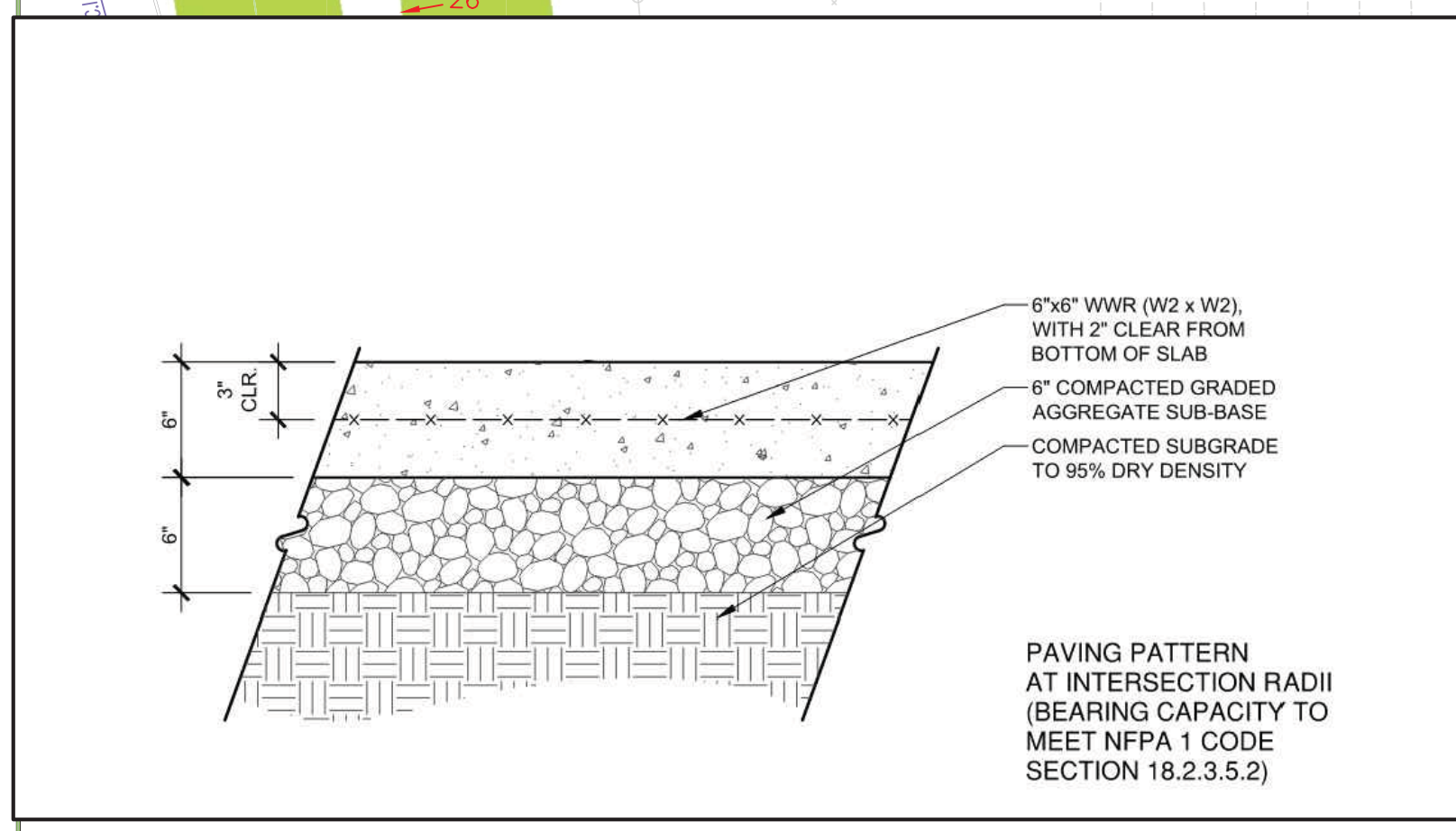
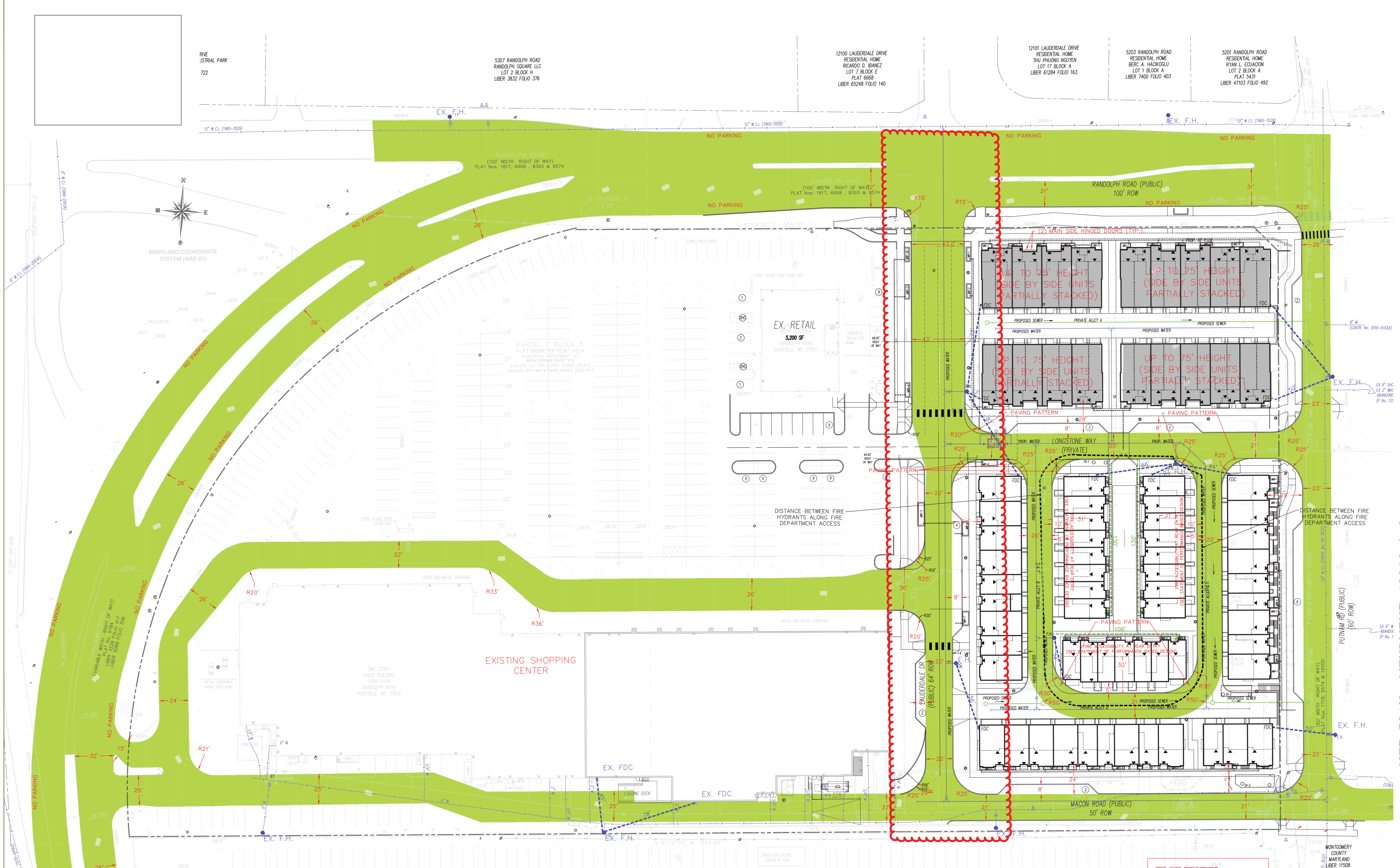
Professional Certification

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

Licence No.: 35287
Expiration Date.: 01-07-26

Engineering ♦ Surveying ♦ Planning

205 N. Frederick Ave., S. 100 ♦ Gaithersburg, MD 20877 ♦ (301) 963-1133 ♦ (301) 963-6306 Fax
www.jba-inc.net



MARKLAWY DRIVE
 WHITE FLINT - APARTMENT HOME
 BLOCK 5
 PLAT 1530
 LIBER 1474 FOLIO 22

AMENDMENT SUMMARY #82024012A

- MODIFICATION TO THE LAUDERDALE DRIVE STREETSCAPE SECTION BETWEEN THE INTERSECTION WITH RANDOLPH ROAD AND LONGSTONE WAY (INCLUDING THE RECONFIGURATION OF THE INTERSECTION WITH RANDOLPH ROAD) AND OVERALL INCREASE J WIDTH FROM 65 FEET TO 68 FEET. MODIFICATIONS TO E REFLECTED ON ALL PLAN VIEWS AND TYPICAL SECTIONS.
- MINOR ADJUSTMENTS TO LOTTING BASED ON THE REVISED LAUDERDALE DRIVE STREETSCAPE SECTION
- LOADING MANAGEMENT PLAN WILL BE BASED ON DESIGN VEHICLES NO LARGER THAN WB-67 TRUCKS (INSTEAD OF WB-50 TRUCKS).

STAFF NOTE: THIS AMENDMENT WILL BE CLASSIFIED AS A MINOR SITE PLAN AMENDMENT. PLANNING BOARD APPROVAL REQUIRED FOR THE PRELIMINARY PLAN AMENDMENT. SITE PLAN REVIEW WILL RUN CONCURRENTLY WITH THE PRELIMINARY PLAN AMENDMENT.

DEVELOPER'S CERTIFICATE

The Undersigned agrees to execute all the features of the Site Plan Approval No. 82024012A including Approval Conditions, Development Program, and Certified Site Plan.

Developer's Name: Rosenfield Investment, LLC
 Contact Person: Andrew K. Brown
 Address: 4909 Cordell Avenue, 2nd Floor
 Bethesda, MD 20814
 Phone: 301-718-1804
 Signature:

FIRE CODE ENFORCEMENT

Fire Department Access Review

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

BY: SAC FM: DPS DATE: 6/17/2025

Professional Certification

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

License No.: 36287
 Expiration Date: 01-07-28

1915 PARKLAWY DRIVE
 OXFORD SQUARE WHITE FLINT - APARTMENT HOME
 BLOCK 5
 PLAT 1530
 LIBER 61474 FOLIO 22

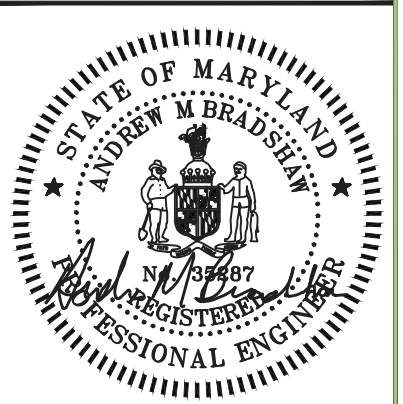
PARTIALLY STACKED
 (ALL OTHER UNITS
 ARE INDIVIDUAL UNITS
 AND ARE NOT STACKED)

SCALE: 1"=30'

SITE PLAN AMENDMENT #82024012A

LOEHMANN'S PLAZA
 FIRE DEPARTMENT ACCESS PLAN

5200 RANDOLPH ROAD
 NORTH BETHESDA, MD 20852



PLAN NO.:
 SCALE: 1"=30'
 DATE: 10/28/2024
 SHEET: FDA-1
 FILE NO: 22-003

J.B.A.
 Johnson + Bernat + Associates, Inc.
 Engineering • Surveying • Planning

REV. NO.	DATE	REVISIONS PRIOR TO APPROVAL
1/31/25	#820240120	

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