





Saul Centers White Flint Sketch Plan No. 320140010

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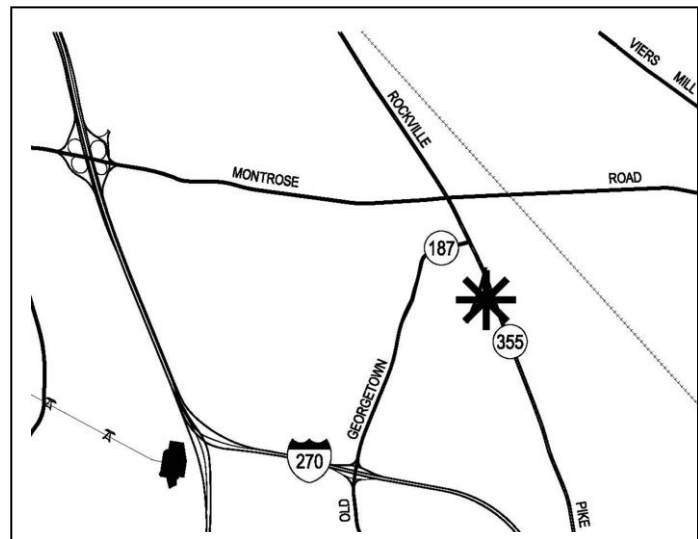
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Completed: 04/04/2014

Description

- Construction of 1.64 million square feet of development, including up to 1,436,526 square feet of residential and a minimum of 205,218 square feet of non-residential uses;
- Current uses: an office building, commercial strip retail centers and a drive-thru restaurant;
- Located in the Northwest and Northeast quadrants of the intersection of Rockville Pike and Nicholson Lane;
- 9.42 gross acres zoned CR 4.0: C 3.5, R 3.5, H 300 in the White Flint Sector Plan area;
- Applicant: Saul Holdings Limited Partnership filed on September 18, 2013.



Summary

- Staff recommends approval of the Saul Centers White Flint Sketch Plan with conditions and the adoption of the Resolution.
- The proposed development will transform existing office building and retail strip centers into a mixed-use development of multifamily residential and retail uses with public use spaces and a grid circulation system.
- The proposed development does not provide the land use mix envisioned in the White Flint Sector Plan.
- The owner of the property to the immediate south is in opposition to the current proposal.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of the Saul Centers White Flint Sketch Plan No. 320140010, for a maximum of 1,641,744 square feet of development on 9.42 gross acres of land zoned CR 4: C 3.5, R 3.5, H 300. The following site development elements shown on the Sketch Plan stamped "Received" by the M-NCPPC on March 21, 2014 are binding under Section 59-C 15.43(d):

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

All other elements of the Sketch Plan are illustrative.

This approval is subject to the following conditions:

1. Density
The development is limited to 1,641,744 square feet of total development, including a minimum of 205,218 square feet of non-residential uses, with the balance up to the maximum total square footage permitted to be residential uses. The final amount of non-residential development and residential dwelling units will be determined at subsequent Site Plan(s).
2. Height
The development is limited to the maximum height of 300 feet.
3. Incentive Density
The development must be constructed with the public benefits listed below, unless modifications are made under Section 59-C-15.43(d). Total points must equal at least 100 and be chosen from at least 4 categories as required by Section 59-C-15.82(a). The requirements of Division 59-C-15 and the Implementation Guidelines must be fulfilled for each public benefit proposed.
 - a. Major Public Facility achieved through the provision of land area for bike sharing stations;
 - b. Transit Proximity;
 - c. Connectivity and mobility, achieved through minimum parking, public parking, and wayfinding;
 - d. Diversity of Uses and Activities, achieved through enhanced accessibility;
 - e. Quality of Building and Site Design, achieved through structured parking, public art, public open space and exceptional design; and
 - f. Protection and Enhancement of the Natural Environment, achieved through tree canopy, vegetated roof, cool roof, and the purchase of Building Lot Terminations.

4. Building Lot Terminations (BLTs)

Prior to issuance of the first core and shell building permit for each phase of the project, the Applicant must provide proof of purchase and/or payment to the Department of Permitting Services (DPS) for one (1) BLT per phase for each of the first three (3) phases with the balance of the required 3.59 BLTs provided for the fourth phase.

5. Moderately Priced Dwelling Units (MPDUs)

The development must provide MPDUs in accordance with Chapter 25A.

SECTION 2: SITE DESCRIPTION

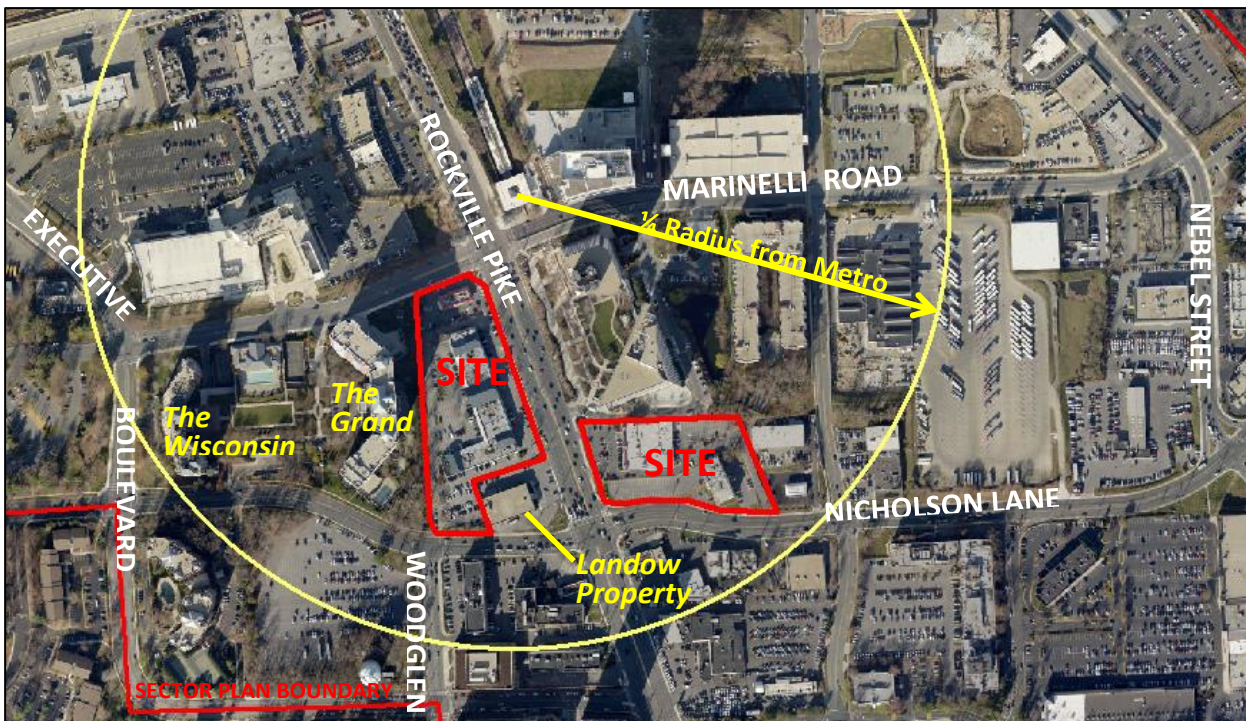
Site Vicinity

The subject site (Site) is a combination of several properties located on both sides of Rockville Pike (MD 355). 11520, 11560 and 11564 Rockville Pike are located on the west side of Rockville Pike south of Marinelli Road, north of Nicholson Lane, and east of the proposed Woodglen Drive Extended. 11503 Rockville Pike and 5541 Nicholson Lane are located at the northeast corner of the intersection of Rockville Pike and Nicholson Lane. The properties west of Rockville Pike are located in the “Metro West District” and the properties east of Rockville Pike are located in the “NRC District” as identified by the 2010 *White Flint Sector Plan* (Sector Plan). The entire Site falls within a ¼-mile radius from the existing White Flint Metro Station entrance.

The group of properties west of Rockville Pike is bound on the west by The Grand- a high-rise rental apartment building, and The Wisconsin- The Grand’s companion high-rise condominium building. To the south, the properties are bound by Nicholson Lane and a one-story retail building on a one-acre lot known as the Landow Property. To the north, the properties are bound by Marinelli Road across from the Bethesda North Marriott Hotel and Conference Center.

The group of properties east of Rockville Pike is bound on the north by the Nuclear Regulatory Commission (NRC) buildings and Strathmore Court, a four-story apartment building. To the east, the properties are bound by one story retail structures. To the south, the properties are bound by Nicholson Lane.

The neighborhood surrounding the Site is predominately commercial and includes retail shopping centers, midrise office buildings, auto-related uses, multifamily housing and surface parking.

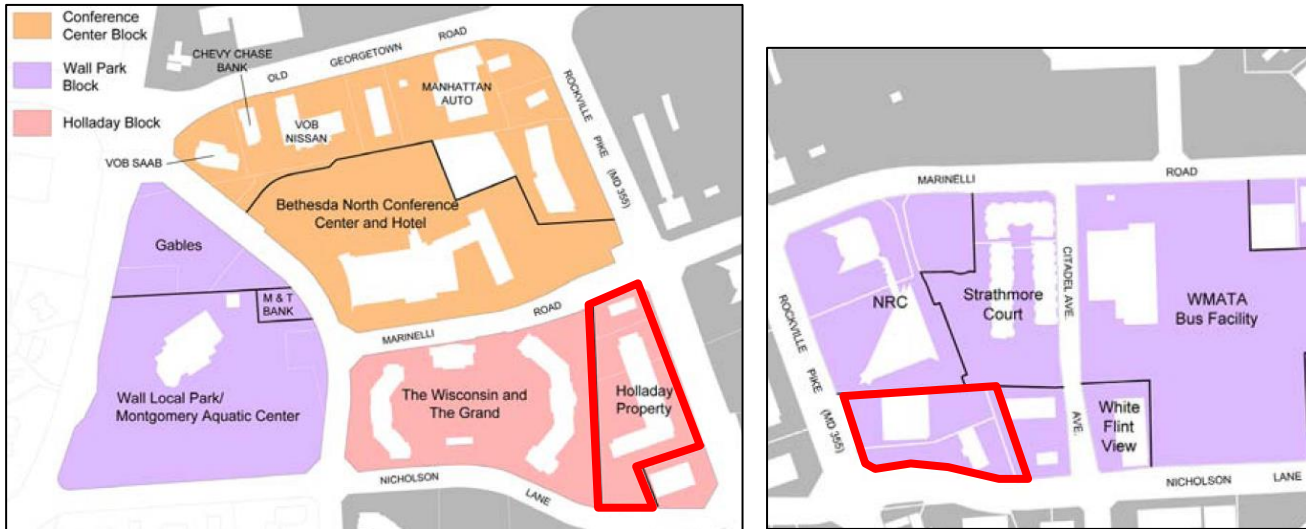


Vicinity Aerial

Site Analysis

The 9.42-acre Site comprises the following ownership entities:

- Metro Pike Center LLC (5.48 acres) referred to as the “Holladay Property” which is the name of the previous property owner in the “Metro West District” of the Sector Plan.
- 11503 Rockville Pike LLC (3.94 acres) in the “NCR District” of the Sector Plan.



Aerial view of the Metro West District, left and the NCR District, right (2010 White Flint Sector Plan)

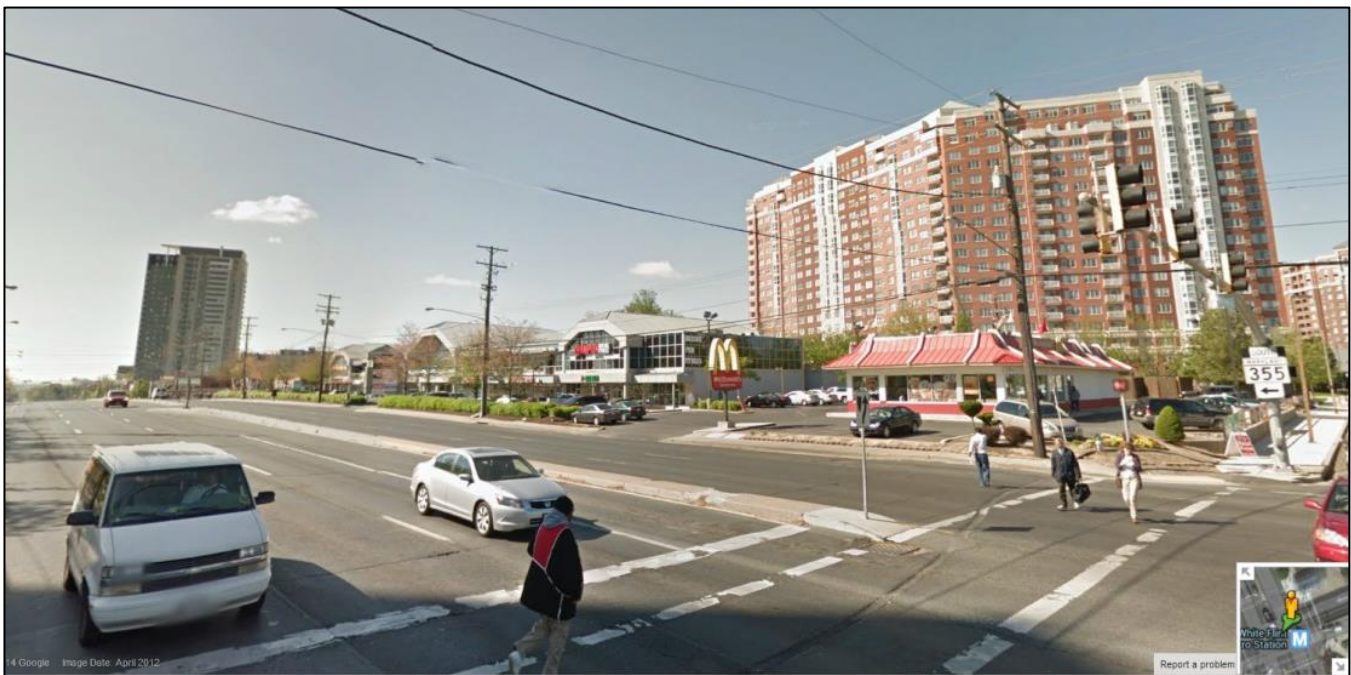
All properties are zoned CR4.0: C3.5, R3.5, H300. The Site west of Rockville Pike is currently improved with approximately 66,000 square feet of a variety of retail stores in a two-story strip center and a fast-food restaurant. East of Rockville Pike, the Site is currently improved with a variety of retail uses and office space in two multi-story buildings. Both portions have significant amounts of surface parking.

The Site is currently served by public water and sewer. West of Rockville Pike, the Site generally slopes north to south with an elevated center. East of Rockville Pike, the Site slopes down from west to east with an approximately forty-foot grade change between the northwest and southeast corners of the Site.

Staff approved a Natural Resource Inventory/Forest Stand Delineation Plan (NRI/FSD #420131570) on May 29, 2013. There are no known rare, threatened, or endangered species on site; there are no forests, 100-year floodplains, stream buffers, wetlands, or other environmentally sensitive features on the Site, which is not within a Special Protection Area. The Site is located within the Rock Creek and Cabin John watersheds, which are State Use Class I streams. The property has 9 trees (between 24” and 30” DBH) and five trees (≥30” DBH). Slopes 25% and greater are located along the eastern property boundary of the Site east of Rockville Pike. There are no known historic properties or features on the Site.



Aerial view of the Site highlighted



Street level view from the intersection of Rockville Pike and Marinelli Road looking south

SECTION 3: PROJECT DESCRIPTION

Previous Approvals and Master Plan Staging

On January 22, 2008, the Montgomery County Council approved Rezoning Application and Development Plan No. G-860 Metro Pike Center for the properties on the west side of Rockville Pike for redevelopment of up to 448,045 square feet of residential and non-residential uses under TS-M zoning as recommended by the 1992 North Bethesda-Garrett Park Master Plan. The approved maximum density was 2.22 FAR, with up to 247 dwelling units, including 15% MPDUs, and 201,822 gross square feet of commercial space.

The Planning Board supported the rezoning request citing the project was in substantial compliance with the zoning, land use, and density recommendations of the 1992 North Bethesda-Garrett Park Master Plan; provided street oriented retail and public open space areas; and improved Metro access and pedestrian circulation in the area. With the approval of this Sketch Plan application, the approved Development Plan will no longer apply.



Approved Development Plan No. G-860 site plan (top) and east elevation along Rockville Pike (bottom)

Within the White Flint Sector Plan area, new developments are subject to phasing restrictions, which require Planning Board approval of a Staging Allocation Request (SAR) for each development prior to the submission of building permits. The Sector Plan allows 3,000 dwelling units and 2.0 million square feet of non-residential development in Phase I. Since the adoption of the Sector Plan in 2010, only one SAR for Pike and Rose-Phase I (formerly Mid-Pike Plaza) was granted for 481 residential dwelling units and 262,800 square feet of non-residential development.

The Sector Plan states: “Any development approvals that predate the approval of this Sector Plan are considered to be in conformance with this Plan. For such approvals, only the difference between the amount of the prior approval and any requested increase would be subject to the phasing caps.” (p. 69). County Council Resolution No. 17-213 adopted on July 19, 2011 specifically exempts the Metro Pike Center project with 247 dwelling units and 201,822 sf of non-residential square footage from the Sector Plan’s phasing caps. The proposed development in excess of this exemption will be subject to SAR approval by the Planning Board.

Proposal

The proposed Sketch Plan application (Project) proposes a mixed-use development in five buildings consisting of office and multifamily residential uses with street oriented retail and public open spaces as follows: three buildings west of Rockville Pike and two buildings east of Rockville Pike. Mid-block connections organize the site into five smaller blocks, each housing one structure.

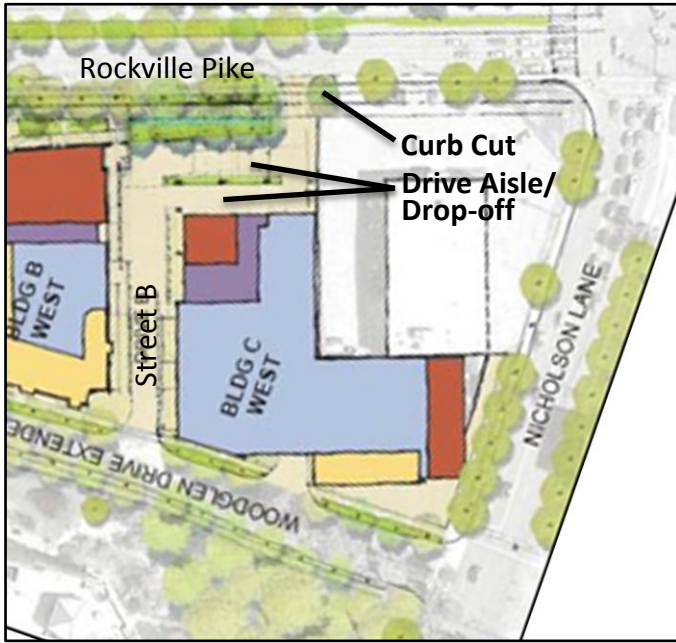


Perspective of proposed development looking west of Rockville Pike

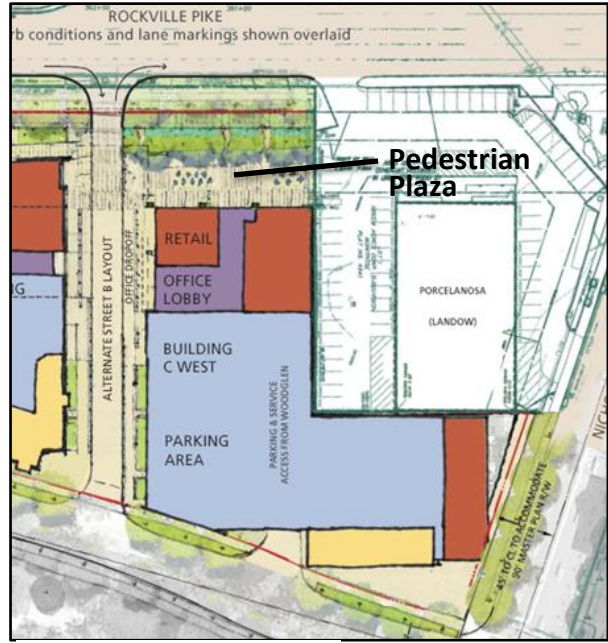
Alternate Street B Layout

In an effort to reduce the number of access points along the west side of Rockville Pike, and retain the southernmost access purposed for parking, loading, and service of *Building C West* adjacent to the Landow property for shared use, the Applicant originally proposed providing access for *Street B* to Rockville Pike by connecting it to the access drive adjacent to the Landow property (see graphic below). This created a driveway/drop-off area between *Building C West* and Rockville Pike. Staff found this configuration to adversely affect the quality of the public realm by weakening the relationship between the building, sidewalk and the proposed promenade along Rockville Pike. Staff was not convinced that the design would meet the goal and intent of the CR Zone, the Sector Plan or White Flint Urban Design Guidelines. Consequently, Staff requested the Applicant to explore an alternative that would eliminate the drive aisles and drop-off lane in front of *Building C West* and connect *Street B* directly to Rockville Pike (*Alternate Street B layout*).

The revised layout will eliminate the curb cut nearest the Landow property and parking, loading, and service areas for Building C West will be accessed from the Woodglen Drive Extended only. The drive aisle and drop-off area in front of *Building C West* along Rockville Pike will be replaced with a plaza for pedestrians only. The Project described below and reviewed for analysis and findings in this report is based on the Alternative Street B Layout.



Street B Original Layout



Alternate Street B Layout

Uses and Density

The Project proposes to develop up to 1,641,744 square feet of development (the maximum 4.0 FAR allowed for this Site) consisting of up to 1,436,526 square feet (3.5 FAR) in residential uses (approximately 1,430 units) with a minimum of 205,218 square feet (0.5 FAR) in non-residential uses (office and retail). Residential development above commercial development will predominate throughout the Site. Office use above retail is proposed on the West Side in the structure nearest the intersection of Rockville Pike and Nicholson Lane. A small amount of non-residential uses is proposed east of Rockville Pike. Parking will be provided by above and below-grade parking structures.

The Applicant proposes utilizing the CR density averaging provision by “transferring” 115,836 square feet of permitted residential densities from the West Side to the East Side.

| Development Program | | | | | | |
|---------------------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | West Side | | | East Side | | |
| BUILDING | A-West | B-West | C-West | A-East | B-East | TOTALS |
| Retail (sf) | 12,000 | 7,000 | 5,000 | 2,500 | None | 26,500 |
| Office (sf) | None | None | 178,500 | None | None | 178,500 |
| Residential (sf) | 360,000 | 360,000 | None | 380,000 | 336,526 | 1,436,526 |
| Residential Unit Count | ±360 | ±360 | None | ±380 | ±330 | ±1,430 |
| TOTAL PROGRAM (sf) | 372,000 | 367,000 | 183,500 | 382,500 | 336,526 | 1,641,744* |

*The Applicant seeks approval for the maximum allowable density.



Illustrative Ground Floor Plan

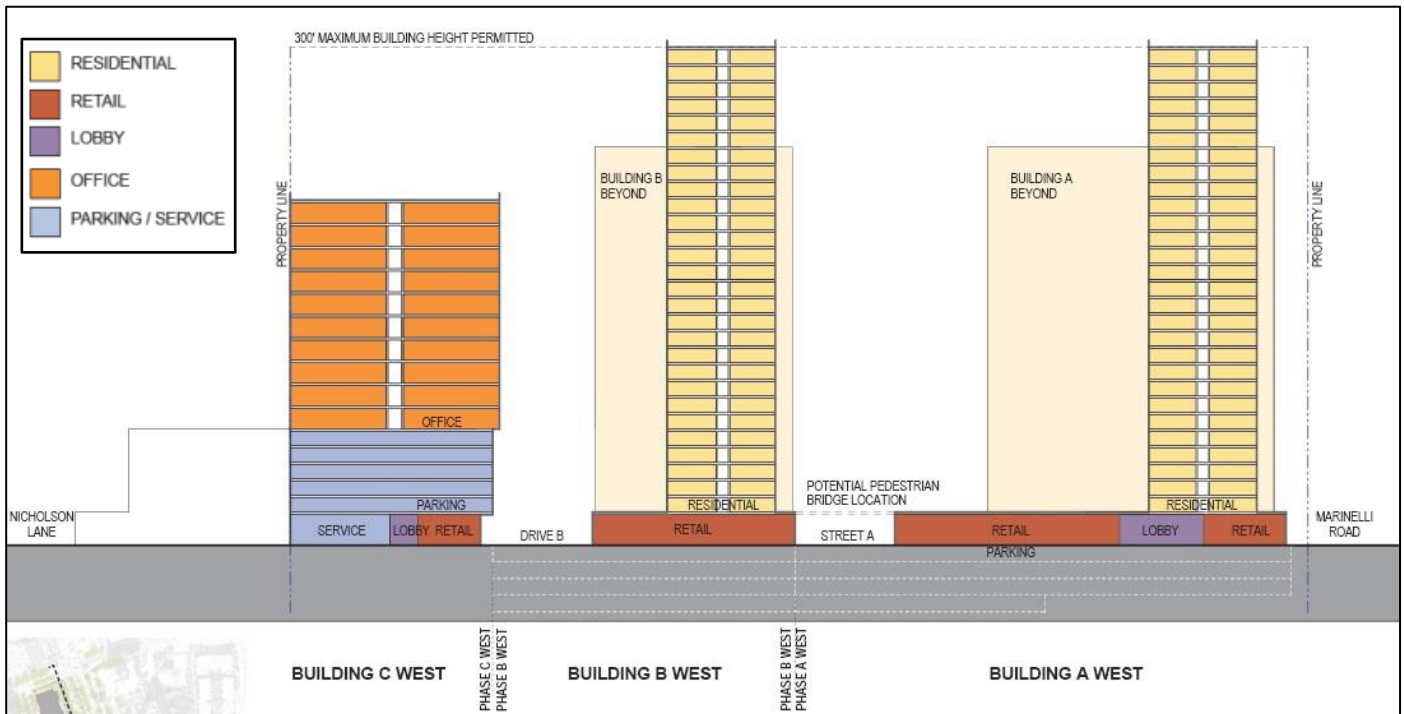
Buildings

Of the three buildings proposed along the west side of Rockville Pike, the taller, residential buildings are closest to the Metro Station along Marinelli Road with the shorter, office building in the southernmost portion.

Building A West is the closest to the Metro Station with frontage along Marinelli Road. It is proposed as a 300-foot residential building with retail uses on the ground level along Marinelli Road and Rockville Pike and residential uses on the ground level at the rear and side of the building. Parking for *Building A West* will be provided in a below-grade facility.

Building B West is located south of *Building A West* along Rockville Pike. This building, also up to 300 feet, will have residential units with retail uses on the ground floor fronting Rockville Pike. Residential uses are proposed on the ground level at the rear and side of the building. Parking for *Building B West* will be provided in a below-grade facility.

Building C West is the southernmost building, on the west side of Rockville Pike, with approximately 230 feet of height. Office uses are proposed above the retail uses on the ground level fronting Rockville Pike and Nicholson Lane. Residential uses are also proposed on the ground level along Woodglen Drive Extended. Parking for *Building C West* will be provided in an above-grade facility. The parking floors are proposed to be treated with distinctive architectural facades articulation to enhance the appearance of the above grade parking levels.

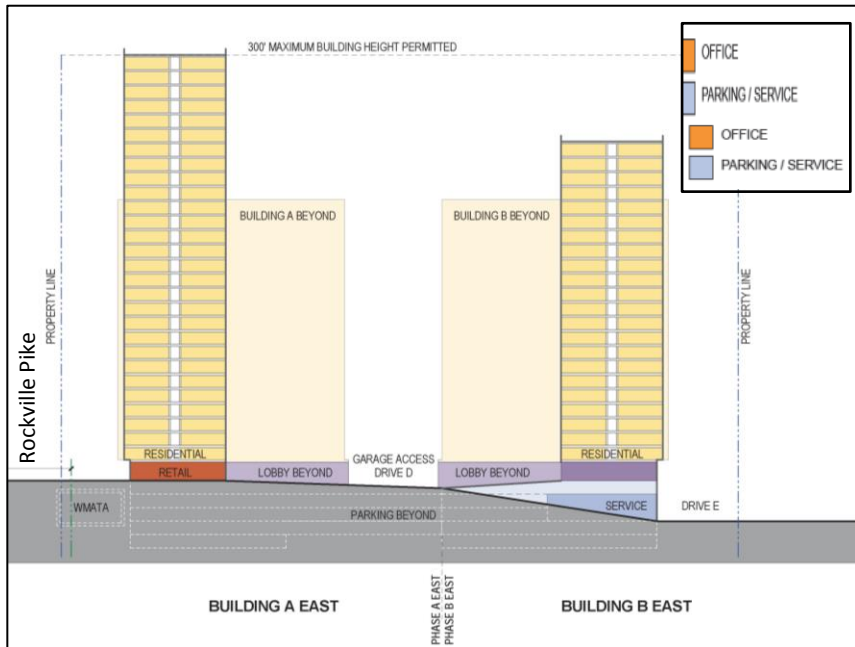


Illustrative Section through the West Site looking west

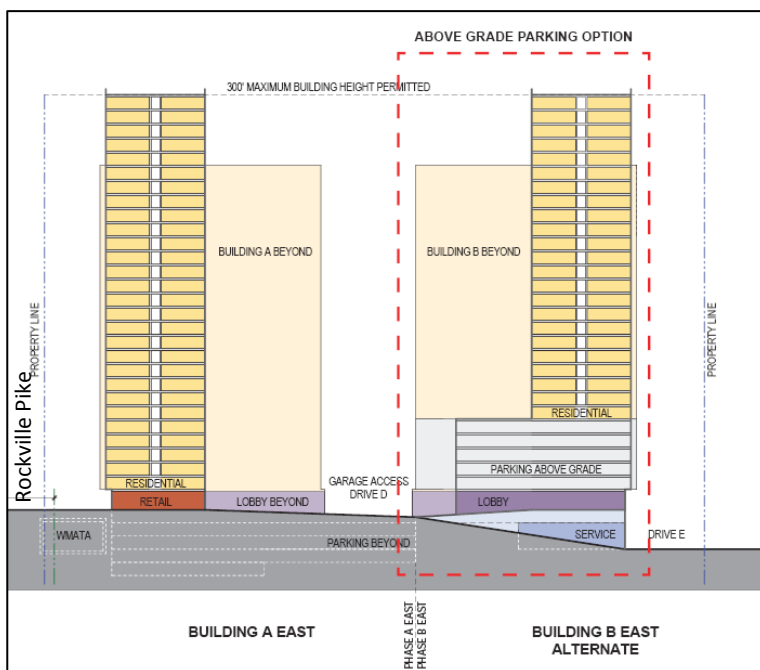
On the east side of Rockville Pike, two buildings are proposed along Nicholson Lane separated by a mid-block connection. *Building A East* fronts Rockville Pike and is proposed as a residential building

with up to 300 feet of height. On the ground level, residential uses are proposed along Rockville Pike with retail uses at the corner of Rockville Pike and Nicholson Lane. Parking for *Building A East* will be provided in a below-grade facility.

Building B East is east of *Building A East* along Nicholson Lane and is proposed as a residential-only building with parking in a below-grade facility. However, because of the significant change in topography, the Applicant is providing an 'Above Grade Parking Option' alternative with final determination to be made at Preliminary and/or Site Plan. Providing above-grade parking would minimize geotechnical disturbance of the Site.



Illustrative Section through the East Site along Nicholson Lane



Illustrative Section through the East Site with Above Grade Parking Option

Open Space and Environment

The Project focuses the open space concept around the pedestrian experience starting from the Metro Station. At the corner of Marinelli Road and Rockville Pike across from the Metro entrance, an arrival plaza is proposed with interactive water features, café seating and other urban design elements to mark it as the nexus of activity. The street wall along Rockville Pike is setback at a slight angle to the street to create the arrival plaza and tapers down as you move south. The plaza is envisioned as a lively gateway to points further south. This plaza space will be connected to a proposed promenade along Rockville Pike. A collection of spaces fronting retail uses and lobbies with interactive elements are designed for resting and passive activities.

Building C West is setback to honor an existing building restriction line that is shared with the adjacent property to the south. This setback will allow for a second plaza fronting retail uses and the office lobby of Building B West. This plaza is also proposed with urban elements to accommodate passive activities.

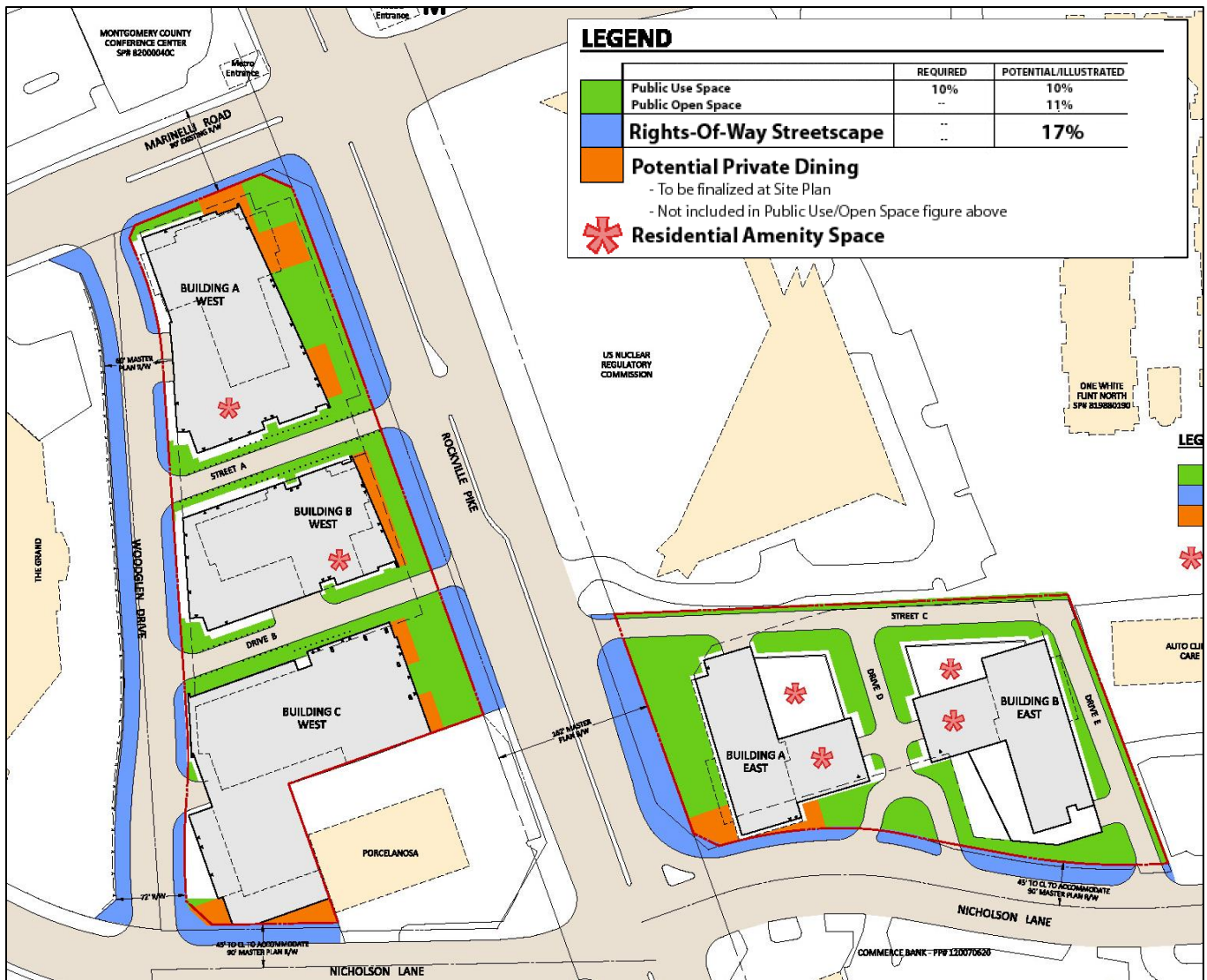
Woodglen Drive Extended and the through-block connections are proposed with more passive spaces creating a transition between the more active, commercial areas along Rockville Pike and the residential character to the west. Ground-floor residential units, lobby entrances and patios proposed along these spaces are envisioned to activate them with pedestrian activity and passive uses.



Illustrative views of proposed open space at the corner of Rockville Pike and Marinelli Road (top) and along Nicholson Lane on the East Side (bottom)

East of Rockville Pike, the Project's open space concept is organized around a large plaza along Nicholson Lane. With a landmark water feature, café seating and other landscaping elements, this plaza will serve as the main entry point for the two residential buildings on the East side. Complementing the existing section of the Promenade fronting NRC, the Project will extend the promenade south to Nicholson Lane with a wide walkway and large landscape buffer utilizing the existing WMATA easement.

The Project incorporates a sustainable design strategy into the design to promote efficient, energy-conscious technologies. This twofold strategy is intended to (1) reduce the active use of energy through the design of the mechanical systems and (2) reduce the inherent energy requirements through the building's skin design and material choices. The proposed stormwater management practices will consist of micro-bioretenion planters, green roofs, and green streets utilizing Environmental Site Design techniques to the maximum extent practicable.



Open Space Concept

Transportation

Circulation

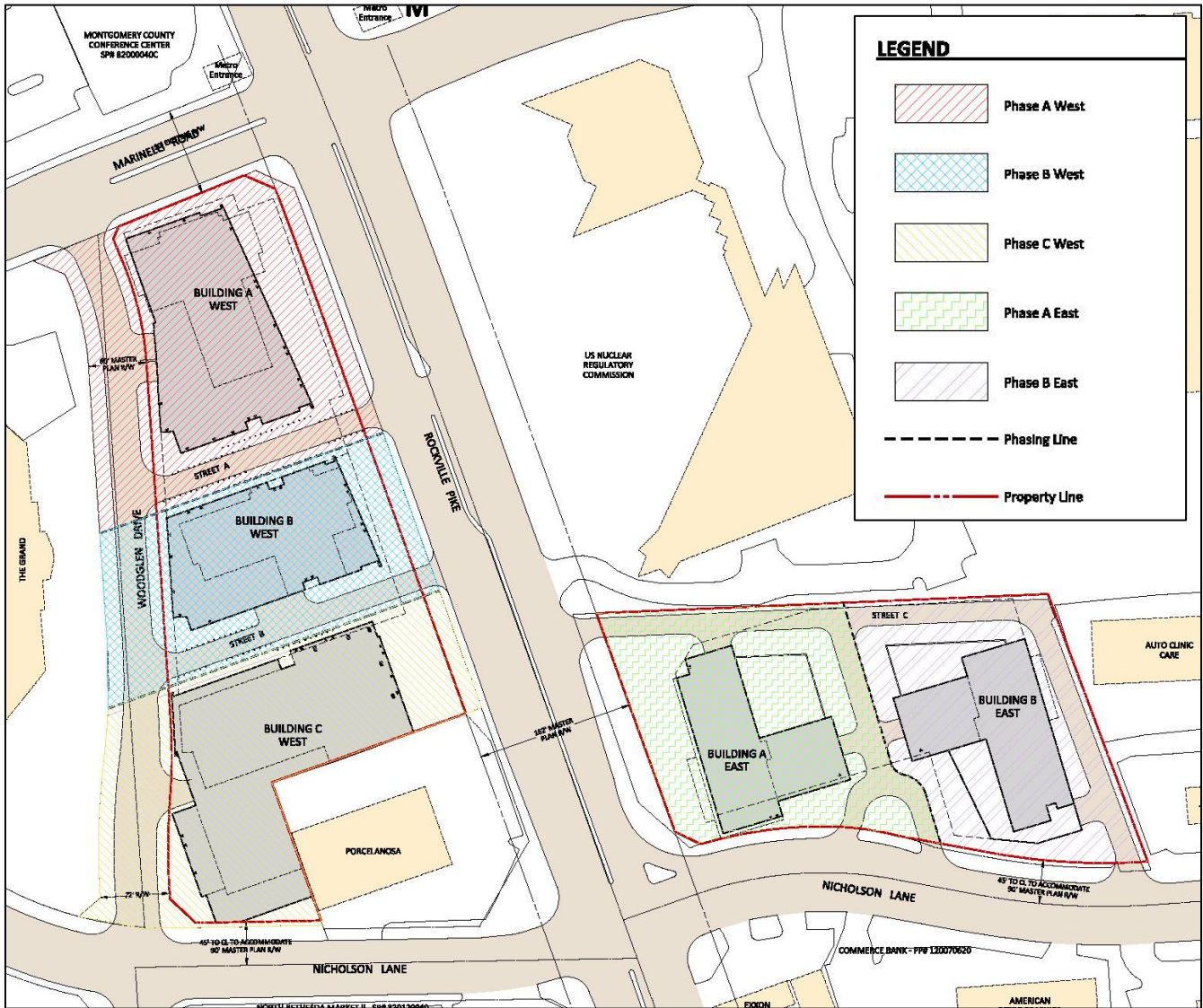
The sketch plan proposes development of two long, narrow sites with frontage along three public streets: Marinelli Road; Rockville Pike; and Nicholson Lane. Proposed private streets and master-planned right-of-way will divide the property into five smaller blocks. Woodglen Drive Extended will run along the western property line between Nicholson Lane and Marinelli Road. Proposed private *Streets A* and *B* between Rockville Pike and the proposed Woodglen Drive Extended will be the main access to the three buildings while a private driveway from Woodglen Drive will provide parking and loading access to Building C West.

Along the east side of Rockville Pike, *Street C* will run along the northern edge of the site abutting the NRC property. Two north-south connectors, *Drive D* and *Drive E*, are proposed to connect *Street C* and Nicholson Lane. These streets will provide access to service areas and parking facilities. All streets will have sidewalks and streetscape to support a walkable environment. The Project accomodates bike paths/lanes along frontages of Rockville Pike and Marinelli Road, as well as the recreation loop along Nicholson Lane as prescribed by the Sector Plan. Woodglen Drive extended will have a Shared Use Path on the west side with a bike lane on the east side. Connections to existing Metrobus and Ride On service will be provided via the pedestrian circulation system.

Phasing

The proposed development will be built in five phases. The Applicant requests flexibility to sequence the phasing in any order and/or combination. The Applicant also notes that phasing boundaries may be adjusted and the density of phases shifted at the time of Preliminary Plan or Site Plan review to reflect demands of the market at the time. The table below summarizes the proposed phasing plan:

| Phasing Plan | |
|---------------------|---|
| Phase A West | Building A West; Street A; and Woodglen Drive between Marinelli Rd and Street A |
| Phase B West | Building B West; Street B; and Woodglen Drive between Street A and Street B |
| Phase C West | Building C West; and Woodglen Drive between Street B and Nicholson Lane |
| Phase A East | Building A East; Rockville Pike Promenade; Street C between Rockville Pike and Drive D; and Drive D |
| Phase B East | Building B East; Drive E; and Street C between Drive D and Drive E |



Phasing Plan

Master Plan Conformance

Proposed development on the West Side would provide approximately 720,000 square feet of residential use and 202,500 square feet of non-residential use. As noted earlier, this portion of the Site abuts The Grand and The Wisconsin multifamily developments. The Sector Plan states: “There is already substantial residential development in this block and redevelopment should focus on employment and retail uses” (p.29).

The Sector Plan made recommendations for this Site in recognition of Approved Development Plan No. G-860: Metro Pike Center. In addition to the language above, the Sector Plan also proposed a Local Street (p. 51) and Public Use Space (p.59) that mirrors the Development Plan. Staff believes that the Sector Plan’s illustrations of proposed local streets and public use space provided flexibility in their alignment and location. While the Sector Plan’s language for this block indicates the Plan’s preference

for retail and employment uses over residential, the Plan's recommended zoning (CR4.0: C3.5, R3.5, H300) allows equal area for either residential or commercial development. Given this zoning recommendations, Staff found that a predominately residential development could be acceptable, although not preferred. The Applicant has asserted that in providing the flexibility through the zoning recommendations, the Sector Plan recognizes long-term planning with implementation based on market demand, which currently does not favor office uses.

In an effort to achieve, at the very least, the minimal amount of employment and retail uses as proposed in this application, Staff recommends a condition of approval that the Applicant deliver a minimum of 205,218 square feet of non-residential development, which equates to 0.5 of the maximum allowable total density.

While the application meets the minimum Public Benefit requirement of the CR Zone, Staff also requested the Applicant to consider additional benefits in return for not providing a focus of employment and retail as envisioned. Staff strongly emphasized Affordable Housing as it is highly desired for the area and is highlighted in the Sector Plan (p.25). Other benefits mentioned in the Sector Plan—Neighborhood Services and Care Center—would be appropriate as well. Staff also suggested Dwelling Unit Mix and Adaptive Building for providing structures capable of accommodating various types of uses with minor modification. In response, the Applicant modified the Public Benefit packet to add Major Facility for the provision of bike sharing station locations but declined to add others.

Community Outreach

The Applicant has met all signage, noticing, and submission meeting requirements. On April 30, 2013, the Applicant held a pre-submittal public meeting at the Bethesda North Marriott Hotel and Conference Center. The development team also presented the Project to the White Flint Implementation Advisory Committee on July 8, 2013 at the Kennedy Shriver Aquatic Center.

Staff has received two letters. One from the Wisconsin Condominium Board of Directors in support of the project provided it implements the additions that "considerably improved the earlier plans." The additions included changes to retail along Rockville Pike and a revised landscape plan with water features, benches and trees.

The second letter was from a member of the White Flint Implementation Committee concerned with the proper use of density averaging and an error in the application form. Staff responded to the citizen and flagged the error in the application for correction.

In response to Development Review Committee comments, the Applicant worked with neighboring property owners, Forest City Enterprises (owners of the Grand) to the immediate west, and Landow & Company (owners of the one-story commercial) to the immediate south, to address concerns of design compatibility and abutting roadway/driveway. The Applicant subsequently revised the original application to the satisfaction of Forest City Enterprises. Conversations with Landow & Company could not reach a compromise. Consequently, they do not support the Project for the following reasons:

- Locating the proposed *Building C West* at the shared property line will not allow for adequate light and air for future development on the Landow site; and

- The existing agreements for access easements and building restriction lines between the two properties have not been addressed. The agreement binds a portion of the Landow property for the benefit of the Saul Center property and binds a portion of the Saul Center property for the benefit of the Landow property.

The Applicant asserts that a concerted effort was made to reach a general agreement with Landow & Company for the future redevelopment of both properties. The current proposal was developed utilizing the information provided by Landow & Company. In the event Landow & Company solidifies development plans for their site prior to the submittal of a Site Plan for Building C West, Staff encourages the Applicant to consider any alternative designs that would provide the maximum compatibility. Staff also recommends that the existing agreement between the properties be extinguished prior to filing a Preliminary Plan, if possible.

Coordination for Future Regulatory Reviews

In addition to other requirements of Chapter 50, Subdivision Regulations, and Chapter 59, Zoning Ordinance, the Applicant must address the following during the applicable Preliminary and Site Plan reviews:

1. Demonstrate how the proposal will achieve the sustainability recommendation of the White Flint Sector Plan.
2. Dedication of rights-of-way along the Rockville Pike (MD 355), Nicholson Lane, Woodglen Drive Extended, and Marinelli Road.
3. Remove references to on-street parking, a new centerline, and other features for Rockville Pike (MD 355).
4. Issues detailed in the Montgomery County Department of Transportation (MCDOT) letter dated April 3, 2014.
5. Issues raised in the Maryland State Highway Administration (SHA) letter dated March 26, 2014.
6. Coordinate with MCDOT and M-NCPPC to address the following topics:
 - i. Rockville Pike cross-section per MCDOT Capital Improvements Program Project No. 501116.
 - ii. Proposed unmarked bike lane or signed shared roadway within Marinelli Road existing right-of-way.
 - iii. Modifications to the cross-section of Woodglen Drive Extended within the 60-foot right-of-way proposed.
 - iv. Improved, safe pedestrian crossings of Nicholson Lane and Marinelli Road at the appropriate locations.

- v. Provision of at least one location for a bike sharing dock approximately 8 by 40 feet in a centralized location.
7. Prior to release of any record plat, execute a draft Traffic Mitigation Agreement with the Planning Department and MCDOT to participate in the North Bethesda Transportation Management District (“TMD”) in order to assist in achieving and maintaining the non-auto driver mode share (NADMS) goals of the *White Flint Sector Plan*. The Traffic Mitigation Agreement may include, but not limited to, the following:
 - i. Cooperate with MCDOT and/or the Transportation Management Organization (TMO) to obtain residential and non-residential tenant participation in the TMD Annual Commuter Survey.
 - ii. Provide permanent information displays in a highly used location in the lobbies of the buildings.
 - iii. Provide space and power for real time transit information signs at highly-used locations.
 - iv. Make a good faith effort to promote the Guaranteed Ride Home Program and any other emergency ride programs that are available in the region for commuters who carpool, vanpool, use transit, or other commuter options.
 - v. Provide carpool and vanpool parking spaces for retail employees.
 - vi. Provide car sharing parking spaces in highly visible locations.
 - vii. Provide electric vehicle charging stations in highly visible locations.
 - viii. Cooperate with MCDOT and/or TMD in their implementation of marketing efforts designed to attract employees working on-site or nearby to purchase or rent housing within the subject development.
 - ix. Provide an annual summary report to MCDOT and/or TMO outlining the on-site traffic mitigation efforts.
8. The final extent, delineation and alignment of any private rights-of-way will be determined at the time of Preliminary Plan. Easements for private streets must be approved by the Planning Board and MCDOT. The Applicant must enter into a Maintenance and Liability Agreement for each easement, which must identify the Applicant’s responsibility to maintain all the improvements within the easement areas in good fashion and in accordance with applicable laws and regulations.
9. Provide bike parking spaces based on the final approved densities and uses as required by the Zoning Ordinance, including:
 - i. Public bike racks (inverted-U or equivalent approved by Staff that conform to American Pedestrian and Bicycle Professionals Guidelines) located near main building entrances and near retail businesses in safe, convenient and visible locations.
 - ii. Private bike lockers or secured bike rooms located in the parking garages near an elevator or access points.

10. Extinguishment of the existing access easement agreement with Landow and Company on land to be dedicated for public rights-of-way or as necessary to be counted towards public use space or public open space.
11. Consideration of alternative design for Building C West for maximum compatibility with future redevelopment of Landow and Company property.
12. Dedication agreement for right-of-way of Woodglen Road Extended with Forest City Enterprises regarding the ultimate alignment.
13. Creation of a wayfinding system.
14. Review of public art program by the Public Arts Trust Steering Committee.
15. Creation of a concept plan for the pedestrian promenade recommended in the White Flint Sector Plan along the site frontage on the east side of Rockville Pike.
16. Coordination with Washington Metropolitan Area Transit Authority (WMATA) for approval to:
 - a. Build adjacent to the WMATA easement for the Red Line tracks; and
 - b. Make improvements on the WMATA easement including the tree species selection for the pedestrian promenade.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

Section 59-C-15.43(c) of the Zoning Ordinance states: “In approving a sketch plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The sketch plan must:”

1. *meet the objectives, general requirements, and standards of this Division [59-C-15];*

I. The Sketch Plan meets the objectives of Section 59-C-15.2. Specifically, the proposed development will:

i. *Implement the policy recommendations of applicable master and sector plans.*

The Project will transform an auto-oriented suburban development pattern into an urban center of residences and businesses where people walk to work, shops and transit;

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

The Project will redevelop single-use commercial strip centers, a multi-story commercial building and drive-thru restaurant all surrounded by surface parking, with high-intensity mixed-use development;

iii. *Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities.*

The Project will provide a high-intensity, mixed use development with public facilities and amenities within ¼ mile from the White Flint Metro Station;

iv. *Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighbors.*

The Project includes a mix of uses to achieve the recommended density and building height in the Sector Plan. The building and site design achieves compatibility with existing and approved-but-unbuilt building heights that range between 150 feet and 300 feet, while minimizing the impacts on existing view sheds of adjoining neighbors;

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

The Project will offer a variety of housing options including market-rate units, MPDUs, and enhanced accessible units for the disabled. The Project also provides non-residential uses in the form of ground floor retail and an office building; and

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

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

- II. The Sketch Plan meets the general requirements of Section 59-C-15.6 as follows:

Section 15-C-15.61 - Master Plan and Design Guidelines Conformance

The Project conforms to the Sector Plan and Design Guidelines as outlined in Finding #2 below.

Section 59-C-15.62 - Bicycle Parking Spaces and Commuter Shower/ Change Facility

The Project provides accommodation for the minimum required number of bicycle parking spaces for residents and visitors and commuter shower/change facilities within each building. Details will be provided at the time of Site Plan(s).

Section 59-C-15.63 - Parking

The proposed number of parking spaces satisfies the minimum and maximum as outlined in the Section. The final number of parking spaces will be determined at Site Plan(s) based on the number of residential dwelling units, retail and office square footage.

III. Section 59-C-15.7 - Development Standards

The Sketch Plan meets the development standards of Section 59-C-15.7, as shown in the Data Table below:

| Project Data Table | | | |
|---------------------------|---|---|---|
| Section 59 - C | Development Standard | Permitted/ Required | Proposed |
| | Gross Tract Area (sf) WEST: CR4, C3.5, R3.5, H300 EAST: CR4, C3.5, R3.5, H300 TOTAL | n/a n/a | 238,597 <u>171,839</u> 410,436 |
| 15.71 | Density (sf) <i>Non-residential (C)</i> WEST EAST subtotal | 835,089 <u>601,437</u> 1,436,526 (3.5 FAR) | 202,500 <u>2,500</u> 205,218¹ (0.5 FAR) |
| | <i>Residential (R)</i> WEST EAST subtotal | 835,089 <u>601,437</u> 1,436,526 (3.5 FAR) | 720,000 <u>716,526²</u> 1,436,526 (3.5 FAR) |
| | TOTAL CR DENSITY | 1,641,744 (4.0 FAR) | 1,641,744 (4.0 FAR) |
| 15.71 | Building Height (feet) | 300 | (up to) 300 |
| 15.72 | Minimum Setback | n/a | n/a |
| 15.73 | Minimum Public Use Space (%) | 10 | 10 |
| 15.74 | Residential Amenity Space (sf) | Determined at Site Plan based on final unit count. | |
| 15.631 | Parking (spaces) | | 2,188 |
| | <i>Minimum</i> <i>Maximum</i> | 1,188 2,461 | |

¹ Applicant seeks 0.5 FAR of non-residential square feet to achieve the maximum allowed 4.0 FAR for a mixed-use development.

² Applicant is utilizing the CR density averaging provision by “transferring” 115,089 square feet of permitted residential density from the West Side to the East Side.

2. *further the recommendations and objectives of the applicable master or sector plan;*

The proposed sketch plan is consistent with, and furthers, the recommendations of the 2010 White Flint Sector Plan. The western portion is located in the Metro West District (Block 3: Holladay), while the eastern segment is in the NRC District. The western segment is identified in the Sector Plan as the Holladay property, after the name of the previous property owner.

The Sector Plan states that the “Wisconsin and The Grand multifamily developments reflect earlier success with high-rise residential development, while the [proposed] Holladay development along Rockville Pike represents the type of mixed-use envisioned in this Plan. There is already substantial residential development in this block and redevelopment should focus on employment and retail uses” (p.29).

The Plan recommends to “rezone the TS-M zoned Holladay property, located at Marinelli Road and Rockville Pike and the C-2 property at the corner of Nicholson Lane and Rockville Pike to the CR-4: C3.5, R3.5, H300 Zone. The Holladay property is currently subject to a development plan with a maximum 2.2 FAR. If the owners choose to take advantage of the greater potential FAR of the CR Zone, the new plan will be subject to the requirements of the CR Zone” (p.29). While the Sector Plan contains the recommendation for a focus on employment and retail use, the rezoning provides the flexibility for a redevelopment project to be predominantly residential in response to market demands.

The eastern portion of Saul Center White Flint is located at the northeastern quadrant of Rockville Pike and Nicholson Lane in the NRC District. The Sector Plan noted that properties south of the Nuclear Regulatory Commission (NRC), including the subject site, “may be more appropriate for primarily non-residential uses” (p.43). Nevertheless, the Sector Plan recommended that the properties be rezoned to the CR-4: C3.5, R3.5, H-300, thereby allowing this portion of the development to be predominantly residential as well.

Density and Building Height

The sketch plan densities adhere to the Sector Plan’s recommendations for density and height. *Buildings A, B, and C West* are 230-300 feet high and *Building A and B East* with a maximum height of 300 feet are consistent with the Sector Plan building height recommendations. The Above Grade Parking Option, proposed as an alternative for *Building B East* would also be consistent with recommended height.

Transportation Network

The proposed streets are consistent with Sector Plan recommendations and White Flint Urban Design guidelines for public and private streets.

Rockville Pike

Along Rockville Pike (M-6), the Sector Plan envisions the reconstruction of the roadway into an urban boulevard with improved pedestrian sidewalks, on-road bicyclist accommodation, and bus priority lanes (p.53). Rockville Pike is designated as a six-lane divided major highway, with a

recommended 162-foot wide right-of-way. The Applicant is dedicating 81 feet from the centerline of Rockville Pike on both sides.

The *Approved and Adopted (2013) Countywide Transit Corridors Functional Master Plan* recommends two-lane median BRT treatment for the MD 355 South Corridor within the Sector Plan area. The Montgomery County Department of Transportation (MCDOT) and SHA will conduct future design studies for this Corridor.

According to the Sector Plan, Woodglen Drive Extended (B-3) can “carry traffic as part of the determination of master plan transportation system adequacy” (p.51). The Sector Plan identifies eight conditions for Woodglen Drive Extended and three other streets, including:

- “public easements must be granted for the roadway and be reviewed and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and Department of Transportation (MCDOT) for connectivity and consistency with Figure 43 of the White Flint Sector Plan prior to acceptance of the easement” and
- the “design of the road must follow or improve the corresponding Road Code standard for a similar public road, unless approved by MCDOT and the Planning Board at subdivision review stage or otherwise specified in the Sector Plan” (p.52).

Woodglen Drive Extended along the subject property’s western frontage is designated as a two-lane business district street, B 3, with a 60-foot wide right-of-way. A 60-foot wide right-of-way is proposed.

Nicholson Lane is designated as a four-lane arterial, A-69, with the recommended 90-foot wide right-of-way, including bike lanes, BL-27, and the recreation loop on the south/opposite side. At Preliminary Plan review, right-of-way dedication will be required because the existing right-of-way varies from 83 to 93 feet.

Marinelli Road is designated as a four-lane business district street, B-6, with a 90-foot wide right-of-way, a shared use path, SP-41, on the north side, and a signed shared roadway (i.e., bike lanes without signing). Details regarding dedication will be solidified at Preliminary Plan review because the existing right-of-way varies from 86 to 93 feet.

Private Streets

Street A and *Street C* are private local streets that are illustrated in the Sector Plan (p.56). Furthermore, the White Flint Urban Design Guidelines note that local streets may include features, such as a street right-of-way that is 60 feet or less; alternative roadway pavement; and character elements that can distinguish the neighborhood (p.10). As proposed, both streets along with additional private streets, *Street B*, *Drive D* and *Drive E*, are consistent with the Sector Plan and the Design Guidelines.

Public Use

The proposed public use spaces are consistent with the Sector Plan recommendations. The Sector Plan recommends a hierarchical public use space system in which each space contributes variety in function and setting (pg.20). The Project provides urban plazas and promenades with design

elements that include public art, street furniture, bicycle racks, planted areas, and way-finding devices to enhance the neighborhood experience of residents, workers, shoppers, and visitors.

Bikeway Network and Recreation Loop

The Sector Plan recommends Shared Use Paths for Rockville Pike (LB-5), Marinelli Road (SP-41) and Woodglen Drive Extended (SP-41), and bike lanes for Nicholson Lane (BL-27). Woodglen Drive Extended will have a bike lane and shared use path. This segment will complete the route from the White Flint Metro Station to the Bethesda Trolley Trail to the south at the intersection of Woodglen Drive and Edison Lane. The Applicant will dedicate required right-of-way along Nicholson Lane, Marinelli Road and Rockville Pike for the implementation of the bikeway/paths.

The Sector Plan establishes a recreation loop, “a signed pathway that is to be incorporated into the street right-of-way as part of the sidewalk” (p.61). The cross-section for Nicholson Lane accommodates the recreation loop.

Pedestrian Promenades

The Sector Plan recommends using the existing WMATA easement along the eastern side of MD 355 as a pedestrian promenade, envisioned as a “distinctive streetscape [that] lends character and importance to the pedestrian experience” (p.18). The proposed Project illustrates the easement; however, it does not illustrate how this space can become a distinctive streetscape. This will be clarified at Site Plan.

Environment

The Sector Plan contains several recommendations to create an environmentally sustainable district. Minimization of carbon emissions; reduction of energy through site design and energy-efficient buildings; improving air and water quality; and usage of environmental site design techniques are some of the Plan’s recommendations. The proposed Project illustrates vegetated and cool roofs throughout the development along with bio-filters and stormwater vaults. At Site Plan(s), the Applicant must demonstrate how each recommendation in the Plan will be achieved.

White Flint Design Guidelines

The Project furthers the recommendations and objectives of the *Approved White Flint Urban Design Guidelines* (Design Guidelines). The Design Guidelines provide specific recommendations for the Metro West and NRC districts. As proposed, the *Buildings A West* and *B West* are consistent with the intent of the Design Guidelines. The Design Guidelines recommend to “locate and size taller building components to reduce the impact of their shadows on streets and public use spaces,” and illustrate a build-to-line along Rockville Pike (p.29). *Building B West* is perpendicular to Rockville Pike so it reduces shadows on *Street A* and the public use space proposed at the intersection of Marinelli Road and Rockville Pike. At Site Plan, the above-grade garage for *Building C West* and possibly *Building B East* must be designed in a manner that will address the Design Guidelines.

The *Alternate Street B Layout* supports the Design Guidelines objectives of having building and site design that enhance pedestrian activity by limiting vehicular intrusions in pedestrian priority places (pg. 12); integrating private space with adjacent public rights-of-way (pg. 12); surrounding the public space by building walls with ground floor activating uses to the maximum extent (pg. 14); and designing building components that work together to ensure that public spaces around buildings create a quality of place (pg. 16).

The Sector Plan makes no specific recommendations for the NRC District, but the Design Guidelines illustrate an east-west local street and build-to-lines for the area at Rockville Pike and Nicholson Lane.

3. *achieve compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses;*

The proposed buildings and open spaces are compatible with existing nearby buildings, open spaces and uses. This compatibility is achieved through:

- Building heights similar to those of the NRC campus (approx. 190 feet), residential buildings of the Grand (approx. 226 feet), existing North Bethesda Market I (approx. 289 feet) approved-but-unbuilt North Bethesda Market II (approx. 300) and approved-but-unbuilt North Bethesda Gateway (approx. 250);
- Strong definition of blocks that transform the suburban, auto-oriented land use in the area;
- Creation of defined streetscapes and open spaces;
- Replacement of surface parking with structured parking creating a stronger relationship between buildings, sidewalks, and streets; and
- Continuation of the Rockville Pike Promenade along the East side.

4. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The proposed Project enhances circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists. Specifically, it provides:

- A finer, urban street grid for cars, pedestrians, and bicyclists to increase mobility options;
- Off-street loading areas for the residential and non-residential uses on side streets alleviating congestion on Rockville Pike, Nicholson Lane, and Marinelli Road;
- Sidewalks, shared use paths and bike lanes to facilitate the safe movement of pedestrians and bicyclists throughout the Site;
- Increased parking for bicycles and sufficient vehicular parking, mostly below-grade, for residents and visitors; and
- Woodglan Drive Extended with bike lanes to connect the White Flint Metro Station to the Bethesda Trolley Trail (also known as the North Bethesda Trail).

5. *propose an outline of public benefits that supports the requested incentive density;*

The Application includes public benefits that address the general incentive and density considerations required by Section 59-C-15.83. The public benefits:

- a. Take into consideration “the recommendations, objectives, and priorities of the applicable master or sector plan” by providing the diversity of housing, general sustainability measures, and connectivity improvements;
- b. Meet “the CR Zone Incentive Density Implementation Guidelines and any design guidelines adopted for the applicable master plan area” by providing the proper calculations and criteria for each public benefit and proposing public open space, structured parking, and public art as recommended in the Design Guidelines;
- c. Are appropriate for “the size and configuration of the tract.” They improve the existing configuration of surface parking lots by replacing them with structured parking to allow for public use and public open spaces close to Metro;
- d. Adequately address “the relationship of the site to adjacent properties” by designing the building at an appropriate scale for the surroundings with heights and a layout that contributes to the framework for this emerging, urban area;
- e. Consider “the presence or lack of similar public benefits nearby” through the provision of environmental benefits, public open space along Rockville Pike for sitting, and dining, and public art, all which are currently lacking in this area; and
- f. Provide “enhancements beyond the elements listed in the individual public benefit descriptions or criteria that increase public access to or enjoyment of the benefit,” which will be developed and assessed during preliminary and site plan reviews.

| Public Benefits Calculations | | | |
|---|---------------------------------|------------------|--------------------|
| Public Benefit | Incentive Density Points | | |
| | Max Allowed | Requested | Recommended |
| 59-C-15.851: Major Public Facilities | 70 | 5 | 5 |
| 59-C-15.852: Transit Proximity | 50 | 50 | 50 |
| 59-C-15.853: Connectivity and Mobility | | | |
| Minimum Parking | 10 | 2 | 2 |
| Public Parking | 25 | 2 | 2 |
| Wayfinding Signage | 10 | 3 | 3 |
| 59-C-15.854: Diversity of Uses and Activities | | | |
| Enhanced Accessibility | 20 | 6 | 6 |
| 59-C-15.855: Quality of Building and Site Design | | | |
| Structured Parking | 20 | 15 | 15 |
| Public Art | 15 | 4 | 4 |
| Public Open Space | 20 | 14 | 14 |
| Exceptional Design | 10 | 4 | 4 |
| 59-C-15.856: Protection and Enhancement of the Natural Environment | | | |
| Building Lot Terminations | 30 | 5 | 5 |
| Tree Canopy | 15 | 4 | 4 |
| Vegetated Roof | 15 | 3 | 3 |
| Cool Roof | 10 | 3 | 3 |
| TOTAL | 320 | 120 | 120 |

Major Public Facilities

Bikeshare Station Location: The Applicant requests 5 points for providing a potential location for a bike sharing station on each side of Rockville Pike. This provision will support the County’s Capital Bikeshare Program in White Flint and contribute towards Sector Plan goals of minimizing carbon emission and increasing alternative modes of transportation. At Site Plan, the Applicant must provide a detailed layout and acceptance by an appropriate public agency, community association, or nonprofit organization. Staff supports this request.

Transit Proximity

The Site is across the street from the White Flint Metro Station, which allows the development to be eligible for Level 1 transit as defined in the Zoning Ordinance. Staff recommends the full 50 points as suggested in the *2012 Commercial/Residential Zones Incentive Density Implementation Guidelines* (CR Guidelines).

Connectivity between Uses, Activities, and Mobility Options

Minimum Parking: The Applicant requests 2 points for providing less than the maximum allowed number of parking spaces. Per the CR Guidelines, the incentive density is calculated on a sliding scale. The Applicant's initial estimate of 2,188 proposed parking spaces less than the maximum allowed 2,461 spaces yields a total of 2 points with final parking counts to be determined at site plan. Staff supports the request.

Public Parking: The Applicant requests 2 points for providing 85 parking spaces as public parking. Per the CR Guidelines, the incentive density is calculated on a sliding scale. Initial estimate of parking calculation yields a total of 2 point with final parking counts to be determined at Site Plan. Staff supports the request.

Wayfinding Signage: The Applicant requests 3 points for design and implementation of a way-finding system orienting pedestrians and cyclists to major open spaces, cultural facilities, and transit opportunities. Per the CR Guidelines, an incentive density of up to 5 points is appropriate for installing wayfinding signage in proposed open spaces and public spaces. The Applicant has identified potential locations and conceptual design for wayfinding devices to destinations such as the Wall Park, White Flint Recreation Loop, Bethesda Trolley Trail, and the Metro Station. Final design and layout will be approved by applicable agencies prior to permit. Staff supports the Applicant's request.

Diversity of Uses and Activities

Enhanced Accessibility for the Disabled: The Applicant requests 6 points for constructing dwelling units that Satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard. The incentive density points are calculated on a sliding scale as a percentage of complying units. The Applicant's initial estimate of providing 29 accessible units yields 6 points. Final location and area to be determined at Site Plan. Staff supports the Applicant's request.

Quality of Building and Site Design

Structured Parking: The Applicant requests 15 points for structured parking (above and below grade). This incentive is granted on a sliding scale based on the percentage of spaces provided above and below grade. The initial estimate of 1,050 spaces above grade and 1,138 below-grade yields a total of 15 points with final parking counts to be determined at Site Plan, and includes the above-grade parking alternative for *Building B East*. At the time of Preliminary and/or Site Plan, the Applicant may be eligible for additional points if parking is provided in a below-grade facility. Staff supports 15 points for this benefit.

Public Art: The Applicant requests 4 points for the installation of public art to be reviewed by the Arts and Humanities Council. Per the CR Guidelines, 7.5 points are appropriate for public art that is found to fulfill at least five of the eight stated criteria including achieving aesthetic excellence; ensuring an appropriate interaction between the art and the architectural setting in terms of scale, materials, and context; and ensuring public access and inviting public participation. The Applicant has identified plazas, green spaces, and significant corners that will have highest visibility and frequency of interaction with the public. While the public art concept

is still evolving, Staff finds enough evidence to support the request for 4 points. Review by the Public Arts Trust Steering Committee by function of the Art Review Panel must be completed prior to any Board hearing on a Site Plan.

Public Open Space: The Applicant requests 14 points for open space in addition to the minimum 10% public use space required. Points for this incentive are granted on a sliding scale based on the percentage of the net lot area. The conceptual layout yields 40,000 square feet of additional open space above the required square feet of public use space for a total of 14 points. Staff supports this request.

Exceptional Design: The Applicant requests 4 points for building or site design that enhance the character of a setting. Per the CR guidelines, incentive density of 5 points is appropriate for development that meets at least four of the six criteria. Staff finds that the project satisfies the following three criteria: creating a sense of place and serves as a landmark; enhancing the public realm in a distinct and original manner; and using design solutions to make compact, infill development living, working and shopping environments more pleasurable and desirable. Since the applicant is requesting only 4 points, Staff supports this request.

The Project features an arrival plaza at the intersection of Rockville Pike and Marinelli Road. This space is designed with streetscape elements and interactive water features to create a distinct landmark. Moving south along Rockville Pike, a collection of public spaces are proposed with design elements along with green spaces, stormwater management areas that double as passive landscape amenities, gathering areas, and walking paths.

The Project lines a portion of Woodglen Extended and the two intimately-scaled through-block connections with residential units and residential lobbies. The proposed design of these open spaces featuring public art, street furniture, bicycle racks, and planted areas will create an urban residential-street typology unique to White Flint area. Staff supports the request of 4 points.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 5 points for the purchase of 3.59 BLT easements. Points are granted by the calculation of BLTs as provided in Section 59-C-15.87(a) of the Zoning Ordinance. Staff supports this request.

Tree Canopy: The Applicant requests 4 points for tree canopy coverage at 15 years of growth of at least 25% of the on-site open space. The CR Guidelines finds 7.5 points appropriate for development that meets the requirements of the Zoning Ordinance. Staff supports the 4 points requested by the applicant because the Project meets the requirement of the Zoning Ordinance.

Vegetated Roofs: The Applicant requests 3 points for providing vegetated roofs with a soil depth of at least 4 inches and covering at least 33% of the total roof excluding space for mechanical equipment on four buildings. The CR Guidelines recommends 7.5 points for development that meets the Zoning Ordinance requirements. Staff supports the 3 points

requested by the applicant because the Project meets the requirement of the Zoning Ordinance.

Cool Roofs: The Applicant requests 3 points for constructing roof area that is not covered by a vegetated roof with a minimum solar reflectance index (SRI) of 75 for roofs with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12. Per the CR Guidelines, an incentive density of 5 points is appropriate for sites greater than one acre. The Project proposes 90% cool roof on available roof area throughout the 9.42-acre site. Staff supports this request.

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

As described earlier, the proposed development may be built in a maximum of five (5) phases.

The table below shows the public benefits Staff recommends by each phase of development:

| Public Benefits Calculations Phased | | | | | | |
|--|--------------------|--------------|--------------|--------------|--------------|--------------|
| | Points Recommended | Phases | | | | |
| | | Bldg A West | Bldg B West | Bldg C West | Bldg A East | Bldg A East |
| Major Public Benefit | 5 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Transit Proximity | 50 | 10 | 10 | 10 | 10 | 10 |
| Connectivity between Uses, Activities, and Mobility Options | | | | | | |
| Minimum Parking | 2 | 0.25 | 0.25 | 1.0 | 0.25 | 0.25 |
| Public Parking | 2 | 0.5 | 0.0 | 1.0 | 0.5 | 0.0 |
| Way finding Signage | 3 | 1.5 | 0.0 | 0.75 | 0.75 | 0.0 |
| Diversity of Uses and Activities | | | | | | |
| Enhanced Accessibility | 6 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 |
| Quality of Building and Site Design | | | | | | |
| Structured Parking | 15 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Public Art | 4 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 |
| Public Open Space | 14 | 3.5 | 3.0 | 3.5 | 2.0 | 2.0 |
| Exceptional Design | 4 | 1.25 | 1.0 | 1.0 | 0.75 | 0.0 |
| Protection and Enhancement of the Natural Environment | | | | | | |
| Building Lot Terminations | 5 | 1.25 | 1.25 | 1.25 | 1.25 | 0.0 |
| Tree Canopy | 4 | 1.0 | 0.75 | 1.0 | 0.75 | 0.5 |
| Vegetated Roof | 3 | 0.75 | 0.75 | 0.5 | 0.5 | 0.5 |
| Cool Roof | 3 | 0.75 | 0.75 | 0.5 | 0.5 | 0.5 |
| TOTAL | 120 | 29.25 | 22.75 | 24.50 | 25.75 | 17.75 |

The required site improvements, circulation facilities, and a proportional amount of public benefits will be provided at each phase. A full development program to establish phasing of the

elements required by this Application will be developed and analyzed during subsequent Preliminary and Site Plan reviews.

APPENDICES

- A. Agency Letters
- B. Community Correspondence



ATTACHMENT A AGENCY LETTERS

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

April 3, 2014

Mr. Michael Brown, Senior Planner
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320140010
Saul Centers White Flint

Michael:

Dear Mr. Brown:

We have completed our review of the above-referenced sketch plan and the applicant's February 21, 2014 response to our Development Review Committee meeting comments for this project. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

At the Preliminary Plan Stage:

1. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
2. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
3. Show the necessary dedication from the centerline for the future widening of Rockville Pike (MD 355, M-6)) to 150' with an additional 12 feet for right-of-way for boulevard configuration for a total dedication for 162' of right-of-way. On the preliminary plan, we recommend showing MD 355 as six-lane divided with a shared-use path in accordance with the White Flint Sector Plan.

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878
Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080
trafficops@montgomerycountymd.gov

4. Dedicate additional right-of-way along the southern property line, if necessary to accommodate the possible future reconstruction of Nicholson Lane to comply with the White Flint Sector Plan designation for this roadway (i.e., A-69, MC 2004.02 mod).
5. Show the necessary dedication from the centerline for Marinelli Road (B-6) to 90' of right-of-way for a four-lane business street with a shared-use path on the north side in accordance with the White Flint Sector Plan (MC 2005.03 mod.). Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way comply with the White Flint Sector Plan designation for this roadway. If not, the applicant will need to dedicate any necessary additional right-of-way.
6. Show necessary dedication for Woodglen Drive (B-3) extended with a 60' right-of-way in accordance with the White Flint Sector Plan (MC 2005.02 mod.).
7. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
8. For consistency with existing upstream bike facilities, we recommend implementing MC 2005.02 with the following modifications:

From the west side to the east side of the proposed Woodglen Drive extension:

- a. 2' maintenance buffer (west side)
 - b. 8' shared-use path
 - c. 5' planter area
 - d. 7' parking lane
 - e. 10.5' southbound travel lane with sharrows
 - f. 10.5' northbound travel lane
 - g. 5' bike lane
 - h. 5' planter area
 - i. 6' sidewalk
 - j. 1' maintenance buffer (east side)
9. Reduce the number of proposed access points on Woodglen Drive to no more than three (3), for closer consistency with the White Flint Sector Plan. This modification will necessitate either eliminating one of the proposed connections between Rockville Pike and Woodglen Drive or relocating one of the garage entrances to one of the side streets. Along with the elimination of one of these access points, the location of the remaining entrance(s) and intersections should be shifted to achieve no less 100' tangent sections between access points per MCDOT policy.

10. Modify the driveway on Nicholson Lane east of Rockville Pike (i.e., horseshoe driveway) to allow right-in, right-out operation. We are willing to consider allowing an off-peak hour eastbound left-in operation provided this driveway operates solely as a “lay-by” for the proposed building and does not provide a vehicular connection to the parking structure or other internal streets. At or before the preliminary plan stage, the applicant should work with MCDOT to develop a driveway design concept that satisfactorily achieves these design objectives. Additional engineering measures may be necessary within the pavement section along Nicholson Lane to further enforce this operation.
11. We recommend showing all proposed private internal streets designed in accordance with the White Flint Sector plan designation and/or applicable Montgomery County roadway standards for business district streets (i.e., MC 2005.01, MC 2005.02). We defer to the Planning Board for the review of all aspects of the internal private streets (including but not limited to horizontal alignment, profile, cross-section, parking, drainage, and maintenance) outside the public rights-of-way.
12. We do not support allowing full-movement operations at the intersection of proposed Woodglen Drive and Marinelli Road. As a result, the applicant will need to extend the median on Marinelli Road west of Rockville Pike west of Woodglen Drive to enforce the right-in, right-out only configuration of northbound Woodglen Drive at that intersection. Also, relocate the median to implement bike lanes, per recommended dimensions proposed by MCDOT in the forthcoming preliminary plan letter.

We have safety concerns related to pedestrians crossing at the proposed intersection of Woodglen Drive & Marinelli Road, along Nicholson Lane east of Rockville Pike, and along Rockville Pike between Marinelli Road and Nicholson Avenue at unanticipated, uncontrolled locations. The intersection of Rockville Pike & Marinelli Road is within a high incidence area for pedestrian crashes, as identified by MDSHA. Furthermore, the White Flint Sector Plan recommends that the sector plan area be established as a “State of Maryland Bicycle Pedestrian Priority Area”.

We recommend that the proposed median extension on Marinelli Road include a non-traversable median feature to discourage uncontrolled crossings away from the pedestrian signal at Rockville Pike (i.e., 200' east). At or before the preliminary plan stage, the applicant will need to work with our Traffic Engineering Studies Section to develop the design concept for this median modifications.

13. Grade establishments for all new public streets. Tentative profiles are to be submitted with the preliminary plan. Demonstrate how the proposed roadway alignments comply with the approved master plan.
14. Provide storm drainage and/or flood plain studies, with computations, in accordance with the November 7, 2013 updated MCDOT Drainage Design Criteria, for any site drainage to County-maintained storm drain facilities. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. Include spread computations in the impact analysis.

15. Show the location and access configuration of proposed driveways on the preliminary plan. Show the proposed driveway on Nicholson Lane as right-in/right-out only.

For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.

16. At the preliminary plan stage, submit completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
17. Preliminary plan and record plat to reflect a reciprocal access and public utilities easement to serve the lots served by a common driveway.
18. We recommend site entrances be consolidated, to the maximum extent possible, to facilitate multi-modal traffic operations on the proposed street network. (i.e., Nicholson Lane entrances).
19. Improvements in the public rights-of-way will need to comply with Executive Regulation No. 31-08AM (“Context Sensitive Road Design”).

The preliminary plan submission should address how this Executive Regulation has been satisfied – particularly with respect to target speeds, typical sections for the existing and proposed public streets, locations of existing and proposed public utilities, and stormwater management within the public rights-of-way.

20. Coordinate with the appropriate public utility company representatives to determine the requirement for Public Utilities Easements along Rockville Pike, Nicholson Lane, Marinelli Road, and Woodglen Drive (proposed). We support requiring the applicant to submit a color-coded utility concept plan as part of the preliminary plan package for coordinated review.

In those situations where provision of a public utility easement is not feasible due to zero-foot building setbacks, MCDOT will work with the M-NCPPC, the applicant, and the public utility companies to ascertain the best location for utility service to the buildings. MCDOT’s preference for the location of underground “dry” utilities is as follows, in order of priority:

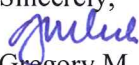
- a. In alleys and privately owned open space behind the buildings where access by utility maintenance vehicles is available.
 - b. Under the sidewalk between the building and the street.
 - c. Under the on-street parking lanes.
 - d. Under a travel lane.
21. Record plat to reflect any denial of access along Rockville Pike (MD 355) except for MDSHA-approved access points. Access and improvements along MD 355 per MDSHA.

22. If a LATR study is not provided at the Preliminary Plan stage, submit a Traffic Statement and provide the following information as part of the Preliminary Plan submission:
 - a. Projected peak hour inbound and outbound traffic volumes at each of the proposed site entrances onto County-maintained roads.
 - b. Projected turning movement volumes and delay & queuing analyses for proposed streets and entrances on County-maintained roads, the intersections of Woodglen Drive & Marinelli Road, Rockville Pike & Marinelli Road, Woodglen Drive & Nicholson Lane, and Rockville Pike & Nicholson Lane
23. At the preliminary plan stage, submit a DRAFT Traffic Mitigation Agreement in electronic form for review. The trip reduction elements should be coordinated with Ms. Sandra Brecher, Chief of our Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-8380. The trip reduction measures in this Agreement and the preliminary plan should include:
 - a. Design building lobbies to provide two-way visibility for transit or shuttles.
 - b. Minimize the number of parking spaces provided on-site. The applicant should be encouraged to take advantage of the shared parking provisions in the Zoning Ordinance to reduce the total amount of parking and provide for efficient of parking facilities.
 - c. Ensure existing bus stops on Rockville Pike (MD 355) and Nicholson Lane remain.
 - d. Carpool/Vanpool and Car Sharing Parking. Provide adequate numbers of carpool/vanpool and car sharing parking spaces in highly visible, preferentially-located spots.
 - e. Electric Car Charging. Provide at least two electric car charging stations on-site for each development.
 - f. Provide Park and Ride Spaces within the proposed parking garage to replace spaces in the existing lot; these spaces need to be designated for commuter parking only.
 - g. Provide weatherproof bike racks and bike lockers.
 - h. Consider providing showers and changing rooms in the office buildings for employees.
 - i. Provide space for bike sharing stations in anticipation of applicant being required to implement bike sharing in conjunction with the site. The number and scale of bike sharing stations will be subsequently determined based on coordination with the Transit Services/Commuter Services Section.
24. Delineate and dimension the existing private access easement to the Landow Property (NW corner of Nicholson/MD 355 intersection) on the plan; retain same.
25. Waiver from the Montgomery County Planning Board for lot(s) on a private right of way.
26. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.

27. Recorded Maintenance and Liability Agreement for proposed streetscaping within the public rights-of-way. This Agreement is to remain in effect until an Urban District has been created (for such maintenance).
28. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
29. On the preliminary and site plans, delineate the location and dimensions of the proposed truck loading and dumpster spaces.
30. Truck loading space requirements are to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.
31. At the preliminary plan stage, submit a truck circulation plan for review by the M-NCPPC and MCDPS. Delineate truck turning movements on the plan. The forthcoming preliminary plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travelways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
32. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
33. Coordinate with MCDOT's White Flint West CIP Project (CIP #501116). Contact Mr. Daniel Sheridan, Project Manager in our Division of Transportation Engineering Planning and Design Section, at (240) 777-7283.
34. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements:
 - a. Construct the extension of Woodglen Drive between Marinelli Road and Nicholson Lane in accordance with MCDOT Design Standard No. MC-2005.02 (modified per comment no. 6 of this letter)
 - b. Reconstruction of the Marinelli Road median in accordance with comment no. 10 of this letter
 - c. Additional improvements to the public right of way, if any are required, will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.

Mr. Michael Brown
Sketch Plan No. 320140010
April 3, 2014
Page 7

Thank you for the opportunity to review this pre-preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. William Haynes, our Development Review Area Engineer for this project, at (240) 777-2132 or william.haynes@montgomerycountymd.gov.

Sincerely,

Gregory M. Leck, Manager
Development Review Team

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GML:wh

cc: Brian Downie Saul Holdings LP
Daniel Ashtary Torti Gallas
Ian Duke VIKA, Inc.
Jim Lapping VIKA Maryland, LLC
Nancy Randall Wells & Associates
Michael Vergason Michael Vergason Landscape
Bob Dalrymple Linowes & Blocher
Dee Metz MC CAO's Office
Scott Newill MDSHA AMD
Glenn Kreger M-NCPPC Area 2
Joshua Sloan M-NCPPC Area 2
Edward Axler M-NCPPC Area 2
Sketch Plan folder
Sketch Plan letters notebook

cc-e: Catherine Conlon M-NCPPC DARC
Amy Butler Stevens MCDPS SWFMP
Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Mark Etheridge MCDPS RWPR
Bill Campbell MCDPS WRM
Marie LaBaw MCFRS
Bruce Johnston MCDOT DTE
Patricia Shepherd MCDOT DTE
Dan Sheridan MCDOT DTE
Stacy Coletta MCDOT DTS
Sande Brecher MCDOT DTS
Beth Dennard MCDOT DTS
Joseph Madison MCDOT DPM
Dan Sanayi MCDOT DTEO
Fred Lees MCDOT DTEO
Kyle Liang MCDOT DTEO
Bruce Mangum MCDOT DTEO
Will Haynes MCDOT DTEO

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



James T. Smith, Jr., *Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

March 26, 2014

Ms. Cathy Conlon
Montgomery County Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Montgomery County
MD 355 (Rockville Pike)
Saul Centers White Flint
SHA Tracking No: 13APMO050xx
MNCPPC File No: 320140010
Mile Post: 6.17

Dear Ms. Conlon:

Thank you for the opportunity to review the sketch plan titled Alternate Street B Layout, dated February 24, 2014, for the proposed Saul Centers White Flint in Montgomery County. The State Highway Administration (SHA) offers the following comments:

Access Management Division (AMD) Comments:

1. It is noted that proposed Street B and the access to the proposed Building C West has been consolidated to what is now denoted as "Alternate Street B". As a result, the revised plans reduce the number of potential conflict points along MD 355 from three to two. Furthermore, the location for Street B satisfies the SHA Access Manual requirements for street connection spacing and offset from adjacent properties and is deemed acceptable at this stage of the project.
2. Currently, the existing median opening allows access to the existing Metro Pike Shopping Center. It is anticipated that the new development will generate far more traffic due to the size of the development and the change in access from a standard commercial entrance to a public street connection that will connect with another roadway (proposed Woodglen Drive) to the rear of the development. Woodglen Drive will act as a secondary access road to the new development. The traffic analysis submitted via email on March 13, 2013 by Mr. Michael Brown of the Montgomery County Planning Department evaluated the turning movements at Street A and the existing median opening. The results of the analysis conclude that the development will not experience any queuing or delay issues at the access point. Additionally, the existing left turn bay will be able to accommodate the MD 355 northbound left turn volume demonstrated in the CLV analysis. The AMD is willing to accept the median opening at this time with the understanding that as the project progresses into preliminary and site plan development stages, SHA will reassess the turning movements not only in terms of operational functionality but from a safety standpoint.
3. It is understood that the applicant is not proposing left turns from the proposed Street A. Under the existing conditions, left turns are not prohibited. Due to the increased traffic for the development, measures must be taken to encourage drivers who intend to travel northbound on MD 355, to use Woodglen Drive to Marinelli Road as an alternative route. This is a safer alternative because it allows drivers to utilize the existing traffic signal at Marinelli Road and MD 355 instead of attempting to cross 4 lanes of traffic on MD 355 southbound. Please consider adding signing that restricts left turns and/or utilizing a modified *porkchop* that restricts left turning movements from Street A onto MD 355 northbound.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

4. SHA has no objection to the sketch plan approval for the proposed Saul Centers White Flint development subject to the designer addressing the above comments at the Preliminary Plan and Site Plan stage. An access permit will be required for all proposed streets, entrances and work within the SHA right of way.

Further plan submittals should reflect the above comments. Please submit six (6) sets of revised plans, a CD containing the plans and supporting documentation in PDF format as well as a point by point response to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Erich Florence. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Erich Florence at 410-545-0447, by using our toll free number in Maryland only at 1-800-876-4742 (x0447) or via email at eflorence@sha.state.md.us.

Sincerely,



for Steven D. Foster, Chief/Development Manager
Access Management Division

SDF/JWR/EMF

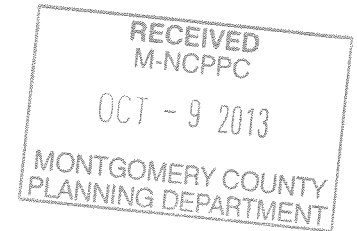
cc: Mr. Ed Axler, Montgomery County Planning/ ed.axler@montgomeryplanning.org
Mr. Michael Brown, Montgomery County Planning/ michael.brown@montgomeryplanning.org
Mr. Brian Downie, Metro Pike Center, LLC and 11503 Rockville Pike, LLC/
c/o Saul Centers, Inc. / brian.downie@bfsaulco.com
Mr. Ian Duke, VIK A Maryland, LLC/ duke@vika.com
Mr. Victor Grafton, SHA – District 3 Utility Engineer
Mr. Mark McKenzie, SHA – Access Management Division Assistant Regional Engineer
Ms. Anyesha Mookherjee, SHA – District 3 Assistant District Engineer - Traffic
Mr. Scott Newill, SHA - Access Management Division Regional Engineer
Mr. John Ritter, SHA – District 3 Resident Maintenance Engineer – Fairland Shop
Mr. Brian Young, SHA – District 3 Engineer
Catherine.Conlon@montgomeryplanning.org.

Josh 

**ATTACHMENT B
COMMUNITY CORRESPONDENCE**

October 7, 2013

To: Development Application and Regulatory Coordination Division
8787 Georgia Avenue
Silver Spring, MD 20910-3760



In re the Development Plan proposed by the Saul Centers White Flint (Sketch Plan No. 320140010) and the Planning Board Hearing scheduled for December 12, 2013.

The Wisconsin condominium is located at 5809 Nicholson Lane, in close proximity to BF Saul's proposed development of five high rise buildings (Nicholson Lane and Route 355). Three of the proposed buildings will be located on the same square block as our condominium. Accordingly, we are keenly interested and closely follow the plans being offered by BF Saul.

The Wisconsin condominium has been a strong supporter of White Flint development projects and is represented on both the White Flint Implementation Committee (WFIC) and the White Flint Downtown Advisory Committee by Paul Meyer, a resident of our condominium.

At the May 2013 WFIC meeting, Mr. Meyer and several other attendees made clear their strong disappointment with the BF Saul plan for failing to comply with the "essence" of the White Flint plan. Attendees observed that the plan would result in a concrete jungle with five large buildings and little else.

Subsequently Wisconsin representatives Paul Meyer and Bernie Meyers met informally with BF Saul representatives Brian Downie and C. Robert Dalrymple. The meeting disclosed major plan changes to include retail space on the first level of the building fronting on 355 as well as the wrap around side on Nicholson Lane. A revised landscaping plan was also put forth which included water features, benches and trees. The Wisconsin representatives agreed that these *additions considerably improved the earlier plans.*

BF Saul also presented these new plans to the WFIC and to residents of the Wisconsin.

The Wisconsin's continued support of the BF Saul project is contingent on BF Saul including these changes in the detailed plan. We urge implementation of the representations made by BF Saul officials regarding retail space and landscaping consistent with those made on the three prior occasions spelled out above.

We thank the Planning Board for considering our comments.

A handwritten signature in cursive script, appearing to read "Jerry Pruzan".

Jerry Pruzan
President, Board of Directors
Wisconsin Condominium

11111 Jolly Way
Kensington, MD 20895
October 11, 2013

Mr. Michael Brown, Lead Reviewer
Development Application and Regulatory Coordination Division (DARC)
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910-3760

Re: Sketch Plan No. 320140010, Saul Centers, White Flint

Dear Mr. Brown:

I am writing in regard to Sketch Plan No. 320140010, Saul Centers, White Flint. I believe the application is incorrectly using density averaging for the east and west parcels of land, and instead the density of each parcel should be individually calculated.

The CR zone states in Section 59-C-15.122. Density Averaging:

"Permitted density may be averaged over 2 or more **directly abutting or confronting lots or parcels** in one or more CRN, CRT, or CR zones, provided that: . . . "

The two parcels, one consisting of Buildings A, B, and C West; and the other parcel consisting of Buildings A and B East; are not adjacent to each other, nor do they confront each other. I believe the data calculations should be revised for each of these parcels to reflect the residential and non-residential density taking place on each parcel and to determine if each parcel is in conformance with the CR zone density limitations. This is necessary in order to assure conformance with the CR zone.

On an additional note, the Sketch Plan Application, page 5, indicates that the property is not in a Special Taxing District. The County Council established the White Flint Taxing District for all properties being developed within the Sector Plan area.

Thank you for considering my comments.

Sincerely,



Natalie T. Goldberg