

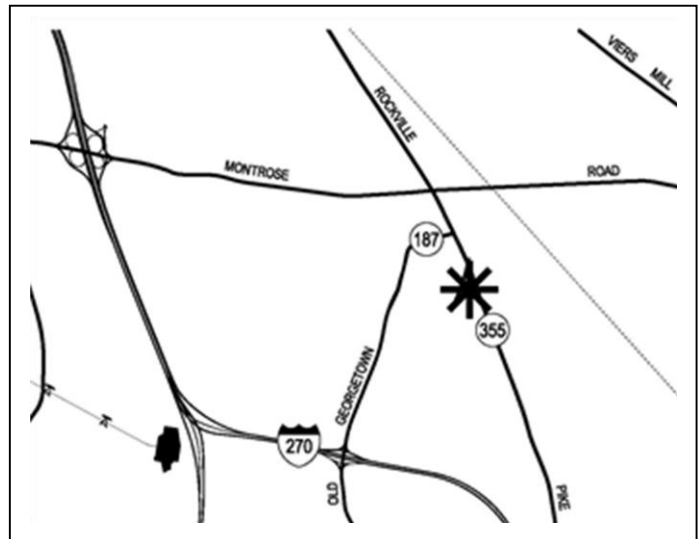
Saul Centers White Flint West, Preliminary Plan 120160080 and Building A West Site Plan 820160030

-  Patrick Butler, Planner Coordinator, Area 2 Division, Patrick.Butler@montgomeryplanning.org, 301.495.4561
-  Michael Brown, Planner Supervisor, Area 1 Division, Michael.Brown@montgomeryplanning.org, 301.495.4566
-  Khalid Afzal, Planner Supervisor, Area 2 Division, Khalid.Afzal@montgomeryplanning.org, 301.495.4650
-  Glenn Kreger, Chief, Area 2 Division, Glenn.Kreger@montgomeryplanning.org, 301.495.4653

Completed: 5/23/2016

Description

- Consolidation of three existing lots into two with entitlement for up to 740,000 square feet of residential uses for up to 655 dwelling units, and up to 204,000 square feet of non-residential uses over the entire 5.48 gross acres;
- Construction of up to 330 dwelling units and up to 15,500 square feet of non-residential uses on 1.91 acres;
- Current uses: commercial strip retail center and a fast-food restaurant;
- 11520, 11560, and 11564 Rockville Pike located in the Southwest quadrant of the intersection of Rockville Pike and Marinelli Road;
- 5.48 gross acres zoned CR 4.0: C 3.5, R 3.5, H 300 in the *White Flint Sector Plan* area.



Summary

- Staff recommends approval with conditions of the Preliminary and Site Plans.
- The Planning Board approved Sketch Plan No. 320140010 by MCPB Resolution No. 14-20, dated May 2, 2014.
- The Preliminary Plan application is for the entire 5.48 gross acres (Property) located on the west side of Rockville Pike, and the Site Plan application is limited to 1.91 acres (Site) of the northernmost portion of the Property.
- Pursuant to Section 7.7.1.B.1, the applications are being reviewed under the standards and procedures of the Zoning Ordinance in effect on October 29, 2014.
- Pursuant to Section 50-20(c)(3)(B), Staff recommends approval of the requested 12-year Adequate Public Facilities (APF) validity period.

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SECTION 1: RECOMMENDATION AND CONDITIONS

PRELIMINARY PLAN

Staff recommends approval of Preliminary Plan No. 120160080 (Attachment A), subject to the following conditions:

1. This Preliminary Plan is limited to two (2) lots for a maximum of 740,000 square feet of residential development for up to 655 dwelling units, of which a minimum of 12.5% must be Moderately-Priced Dwelling Units (MPDUs), and up to 204,000 square feet of non-residential uses.
2. Prior to Site Plan approval for Parcel B and/or Phase II, the Applicant must amend the Preliminary Plan to address dedications, lotting, and phasing as shown on the Preliminary Plan.
3. The Applicant must comply with the conditions of approval of the Preliminary Forest Conservation Plan 120160080 and variance request:
 - a. The Final Forest Conservation Plans must be consistent with the Preliminary Forest Conservation Plan.
 - b. Prior to issuance of the final Use and Occupancy permit, the Applicant must plant three 4-inch caliper native shade trees as mitigation for the removal of protected specimen trees with the timing specified by the Site Plan. All mitigation trees must be located at least 5 feet outside of any stormwater management areas, and outside of the public right-of-way.
4. The Applicant must submit a noise analysis to be reviewed for uses associated with each subsequent site plan.
5. The Applicant must participate in the White Flint Special Taxing District, and make the required special taxing district payment, which will constitute APFO approval for transportation.
6. The Applicant must provide Private Road A, subject to the following conditions:
 - a. The Private Road must be shown as a 48-foot-wide Private Road Easement, or Staff approved equivalent, on the record plat within the proposed lot (Parcel A). The terms of the Easement must include design, construction, operations and maintenance of the Private Road, which is subject to approval by the M-NCPPC Office of General Counsel and must, at a minimum, meet the conditions specified by the subsequent Site Plan and be recorded in the Land Records with the Liber and Folio referenced on the record plat.
 - b. The Private Road must be designed and constructed according to the Montgomery County Road Code Standard MC-2005.01 per the modified typical section specified by the subsequent Site Plan. Prior to recordation of the plat, the Applicant must provide certification to MCDPS by a structural engineer that the Private Road has been designed to these specifications.
 - c. The Private Road must also provide for other necessary improvements as required by the subsequent Site Plan, including sidewalks, bikeways, storm drainage facilities, stormwater management, street trees and street lights.
 - d. The Private Road must meet all necessary Montgomery County Department of Fire and Rescue Service (MCDFRS) requirements for emergency access.
7. The Applicant must dedicate (or in the case of Woodglen Drive dedicate and facilitate dedication by others) and show on the record plat(s) (with frontage dedicated with the record plat following site plan approval for each phase of development) the following dedications:
 - a. Approximately 21 feet for a total right-of-way (ROW) of 81 feet from the centerline along the Property's Rockville Pike frontage in two phases as shown on the Preliminary Plan;
 - b. Approximately 5 feet for a total ROW of 45 feet from the centerline along the Property's Nicholson Lane frontage in the second phase as shown on the Preliminary Plan; and

- c. In conjunction with dedication to be made by the adjacent property owner to the west, approximately 60 to 72 feet, in two phases, as shown on the Preliminary Plan, along Woodglen Drive Extended consisting of:
 - i. The ROW for Woodglen Drive as part of the record plat for the Woodglen Drive frontage associated with Parcel A and/or Phase I as shown on the Preliminary Plan (including ROW from the property owner to the west per previous agreement).
 - ii. The ROW for Woodglen Drive as part of the record plat for the Woodglen Drive frontage associated with Parcel B and/or Phase II as shown on the Preliminary Plan (including ROW from the property owner to the west per previous agreement).
- 8. Prior to the release of any building permit, the Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and the Montgomery County Department of Transportation (MCDOT) to participate in the North Bethesda Transportation Management Organization (TMO), as required by the *White Flint Sector Plan*, to help achieve the Sector Plan's recommended non-auto driver mode share of 34%.
- 9. The Applicant must construct all protected bike lanes (cycle tracks), sidewalks, and roads as shown on the Certified Preliminary Plan according to the timing established by subsequent Site Plan approvals.
- 10. The Applicant must construct the protected bike lane (cycle track) along the Property's Nicholson Lane frontage with the final alignment, design, and timing to be determined during review of the subsequent Preliminary Plan Amendment and Site Plan(s).
- 11. The Applicant must provide a separate pedestrian and bicycle crossing of Marinelli Road on the west side of Woodglen Drive Extended within existing ROW, with final design and alignment (including whether crossing is separate) to be determined by MCDOT and the M-NCPPC staff. Final crossing must be shown on the Certified Site Plan.
- 12. The Applicant must provide ROW truncation of at least 10 feet on the east side of Woodglen Drive at the intersection of Woodglen Drive and Marinelli Road. The Applicant must not reduce the truncation by more than 15 feet from the typical requirement of 25 feet.
- 13. The Applicant must provide ROW truncation of at least 14 feet on the south side of Marinelli Road at the intersection of Marinelli Road and Rockville Pike. The Applicant must not reduce the truncation by more than 11 feet from the typical requirement of 25 feet.
- 14. The Applicant must coordinate with MCDOT and the M-NCPPC staff regarding Rockville Pike cross-section and the following planning efforts:
 - a. MCDOT's Capital Improvements Program (CIP) Project No. 501116, White Flint West Workaround regarding Rockville Pike cross-section between Flanders Avenue and Hubbard Drive.
 - b. The functional-master-planned Bus Rapid Transit Corridor No. 4 MD 355 South and its station near the White Flint Metrorail Station.
- 15. The Applicant must provide a 19-dock bikeshare station (52 feet by 6 feet, with an additional 6 feet of clearance) on the Subject Property and south of Private Road A, unless an alternate size bikeshare station and/or location is approved by MCDOT.
- 16. The Planning Board accepts the recommendations of the Maryland State Highway Administration (SHA) in its letter dated January 20, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by SHA provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
- 17. The Planning Board accepts the recommendations of the MCDOT in its letter dated May 5, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.

18. Prior to recordation of plat(s), the Applicant must satisfy the provisions for access and improvements as required by MCDOT.
19. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) – Water Resources Section in its stormwater management concept letter dated April 22, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
20. The Planning Board accepts the recommendations of the Montgomery County Fire and Rescue Service – Fire Code Enforcement Section in its letter dated February 18, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by Montgomery County provided that the amendments do not conflict with other conditions of Preliminary Plan approval.
21. Prior to the recordation of any plat, Site Plan No. 820160030 must be certified by the M-NCPPC Staff.
22. No clearing or grading of the site, or recording of plats are permitted prior to Certified Site Plan approval.
23. In the event that a subsequent site plan and/or site plan amendment approval substantially modifies the subdivision shown on the approved Preliminary Plan with respect to lot configuration, ROW width, or alignment, the Applicant must obtain approval of a Preliminary Plan amendment prior to certification of the Site Plan.
24. The Property is within the Walter Johnson High School cluster area. The Applicant must make a School Facilities Payment to MCDPS at the high school level for the multifamily high-rise with structured parking unit rate for all units for which a building permit is issued and a School Facilities Payment is applicable. The timing and amount of the payment will be in accordance with Chapter 52 of the Montgomery County Code.
25. The Adequate Public Facilities (APF) validity period for the non-transportation elements of the approval for the residential uses is subject to the following phasing schedule:
 - Phase I – Issuance of building permits for Parcel A for 330 residential units, which must include 12.5 % MPDUs, within 84 months from the 30th day after the Resolution is mailed; and
 - Phase II – Issuance of building permits for Parcel B for 325 residential units, which must include 12.5% MPDUs, within 60 months from the expiration date of the Phase I validity period.
26. The record plat must show necessary easements.
27. The Certified Preliminary Plan must contain the following note:

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 by the 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. Other limitations for site development may also be included in the conditions of the Planning Board’s approval.

SITE PLAN

Staff recommends approval, with conditions, of Site Plan No. 820160030 (Attachment B), for up to 385,000 square feet of residential development for up to 330 dwelling units, and up to 15,500 square feet of non-residential development on 1.91 acres. All site development elements shown on the latest electronic version as of the date of this Staff Report, May 23, 2016, submitted via ePlans to the M-NCPPC are required except as modified by the following conditions:

1. Sketch Plan Conformance
The Applicant must comply with the binding elements and conditions of approval for Sketch Plan 320140010 as listed in MCPB Resolution No. 14-20, dated May 2, 2014.
2. Preliminary Plan Conformance
The Applicant must comply with the conditions of approval for Preliminary Plan No. 120160080.
3. Staging Allocation Request
Prior to issuance of core and shell building permits, the Applicant must receive staging allocation approval by the Planning Board for development in excess of the exemption outlined in the Staging Allocation Request Regulations (COMCOR 50.35.02.01).
4. Forest Conservation & Tree Save
The Applicant must comply with the conditions of the Final Forest Conservation Plan No. 820160030:
 - a. The limits of disturbance shown on the Sediment Control Plan must be consistent with the limits of disturbance on the Final Forest Conservation Plan.
 - b. Prior to any on site land disturbance, or demolition the Applicant must record, in the Montgomery County Land Records, a Certificate of Compliance to use an off-site forest mitigation bank equal to 0.37 acres of credit.
5. Noise Attenuation
 - a. Prior to Certified Site Plan approval, the Applicant must submit a noise study to the M-NCPPC Staff. If the plan changes in any manner that affects the validity of the noise analysis for acoustical certifications and noise attenuation features, the Applicant must conduct a new noise analysis to reflect the revised plans, and new noise attenuation features may be required.
 - b. Before issuance of the any building permit, the Applicant must provide certification to the M-NCPPC Staff from an engineer who specializes in acoustical treatment that:
 - a. The location of the noise mitigation techniques to attenuate current noise levels to no more than 60 dBA Ldn for the areas of common outdoor activity are adequate.
 - b. The building shell for residential dwelling units affected by exterior noise levels above 65 dBA Ldn noise contour is designed to attenuate projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.
 - c. Before issuance of any Use and Occupancy Certificate for residents, the Applicant must certify that the noise impacted units have been constructed in accordance with the certification of the engineer that specializes in acoustical treatments.
 - d. For all residential dwelling units to be constructed within the projected 65, 60 or 55 dBA Ldn noise contour, the Applicant must disclose in writing to all prospective purchasers that those units are impacted by [transportation] noise.

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, as amended, for each one.

- a. Major Public Benefit
 - Prior to issuance of the final Use and Occupancy Certificate, the Applicant must provide an onsite location for a bikeshare station. The exact location, design and construction of the bikeshare station must comply with requirements set forth by the Montgomery County Department of Transportation, and must be shown on the Certified Site Plan. The Applicant must contribute to the cost of bikeshare facilities and service in the North Bethesda Transit Management District in accordance with County Code and other regulations in place at the time of occupancy.
- b. Transit Proximity
- c. Connectivity between Uses, Activities, and Mobility Options
 - i. Minimum Parking - The development must include up to 419 parking spaces (415 structured parking spaces and 4 surface parking spaces) to be finalized at Certified Site Plan.
 - ii. Public Parking - The development must include a minimum of 40 parking spaces available for public use.
- d. Diversity of Uses and Activities
 - i. Enhanced Accessibility for the Disabled - The Applicant must construct a minimum of 7 dwelling units that satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard. Locations of such units will be finalized at Certified Site Plan.
 - ii. Structured Parking - The development must include up to 415 parking spaces in a below-grade parking structure as shown on the Certified Site Plan.
- e. Quality of Building and Site Design
 - i. Public Open Space - The development must include a minimum of 3,800 square feet (7% of net lot area) of on-site open space in addition to the minimum required Public Use Space, as shown on the Certified Site Plan.
 - ii. Exceptional Design - The Applicant must construct the building and site design with visual and functional elements that enhance the character of the setting, as shown on the Certified Site Plan.
- f. Protection and Enhancement of the Natural Environment
 - i. Building Lot Terminations (BLTs) - Prior to issuance of the first building permit, the Applicant must provide proof of purchase and/or payment of 0.897 BLTs to the Department of Permitting Services (DPS).
 - ii. Tree Canopy - The Applicant must plant a minimum of three shade trees in addition to canopy trees used to satisfy Forest Conservation requirements for on-site tree canopy coverage at 15 years of growth, as shown on the Certified Site Plan.
 - iii. Vegetated Roofs - The Applicant must install plantings in a minimum of 4 inches of soil covering a minimum of 9,124 square feet of the site as shown on the Certified Site Plan.
 - iv. Cool Roof - The Applicant must provide a minimum solar reflectance index (SRI) of 75 for roofs with a slope at or below a ration of 2:12, and a minimum SRI of 25 for slopes above 2:12, as shown on Certified Site Plan.

7. Public Use Space, Facilities, and Amenities

- a. The Applicant must provide a minimum of 8,961 square feet of Public Use Space (5,161 sf) and Public Open Space (3,800 sf) for a total 17.36% of net lot area on-site as shown on the Certified Site Plan.
- b. Prior to release of final Use and Occupancy Certificate for the residential development all public use and open space must be completed.

8. Recreation Facilities

- a. Prior to Certified Site Plan, the Applicant must meet the square footage requirements for all of the applicable recreational elements and demonstrate to Planning Staff that each required recreational element is in conformance with the approved 1992 M-NCPPC Recreation Guidelines.
- b. The Applicant must provide at a minimum the following recreation facilities conforming to the 1992 M-NCPPC Recreation Guidelines:
 - i. Four Picnic/Sitting areas
 - ii. Pedestrian System
 - iii. Bike System
 - iv. Swimming Pool
 - v. Indoor Community Space
 - vi. Indoor Exercise Room

9. Maintenance of Public Amenities

The Applicant is responsible for maintaining and ensuring the long term maintenance of all publicly accessible amenities including, but not limited to, paving, plantings, lighting, benches, public art, tables and bike racks as shown on the Certified Site Plan.

10. Pedestrian & Bicycle Circulation

- a. The Applicant must provide a minimum of 100 private, and a minimum of 10 public, bicycle parking spaces.
- b. The private spaces must be located in a secured, well-lit bicycle room adjacent to the covered parking area. The public spaces must be inverted-U racks or equivalent, installed along the building's retail frontages in a location convenient to the main entrance and must be identified on the Certified Site Plan.
- c. Prior to the release of the final Use and Occupancy Certificate, the Applicant must construct Woodglen Drive extended and the master planned pedestrian and bicycle facilities, the exact location, design and construction of which must comply with requirements set forth by the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations as shown on the Certified Site Plan.
- d. Prior to the release of the final Use and Occupancy Certificate, the Applicant must construct the private road along with the associated pedestrian facilities, as shown on the Certified Site Plan.

11. Fire and Rescue

The Planning Board accepts the recommendations of the Montgomery County Fire and Rescue Service – Fire Code Enforcement Section in its letter dated February 18, 2016, and hereby incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by Montgomery County provided that the amendments do not conflict with other conditions of Site Plan approval.

12. Moderately Priced Dwelling Units (MPDUs)

- a. The Applicant must provide 12.5 percent MPDUs on-site in accordance with the requirements of Chapter 25A of the County Code.
- b. Prior to issuance of the first building permit, the Applicant must execute the MPDU agreement-to-build with the Department of Housing and Community Affairs (DHCA).
- c. The Planning Board accepts the recommendations of DHCA in its letter dated May 11, 2016, and hereby incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by DHCA provided that the amendments do not conflict with other conditions of the Site Plan approval.

13. Lighting

- a. Prior to issuance of any above-grade building permit, 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 (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 fixtures.
- c. Deflectors must be installed on all fixtures to prevent excess illumination and glare.
- d. Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at any property line abutting public roads and residentially developed properties.
- e. Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.
- f. On the rooftop of the building, the light pole height must not exceed the height illustrated on the Certified Site Plan.

14. Site Plan Surety and Maintenance Agreement

Prior to issuance of any building permit or sediment control permit, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the 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-D-3.5(d) 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, including, but not limited to plant material, on-site lighting, indoor and outdoor recreational facilities, site furniture, mailbox pad sites, trash enclosures, retaining walls, fences, railings, private roads and sidewalks, paths and associated improvements of development. The surety must be posted before issuance of the 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 inspection and potential reduction of the surety.
- d. The bond or surety shall be clearly described within the Site Plan Surety & Maintenance Agreement including all relevant conditions and specific Certified Site Plan sheets depicting the limits of development.

15. Private Road

The Applicant must design, construct, and maintain Private Road A as identified on the Site Plan, subject to the following conditions:

- a. The Private Road must be created by a Private Road Easement, or Staff approved equivalent, that reflects this Condition of Site Plan approval, including that Applicant is fully responsible for the design, construction, operation and maintenance of the improvements as required by the Site Plan, including sidewalks, bikeways, storm drainage facilities, stormwater management, street trees and street lights within the Easement (collectively, the "Private Road"). The format, terms, and conditions of the Private Road Easement are subject to approval by the M-NCPPC Office of General Counsel. The Private Road Easement may not be revised or terminated without a Preliminary Plan and Site Plan Amendment.
- b. Prior to Use and Occupancy Permit, Applicant must provide certification to MCDPS by a structural engineer that the Private Road has been constructed in accordance with the paving detail and cross-section specifications of the Preliminary Plan and Site Plan.
- c. Utilities may be located within the Private Road Easement as private connections.
- d. The Private Road must remain open for pedestrians and both motorized and non-motorized vehicles at all times as part of the project common area, except for temporary closures as allowed under the terms of the Private Road Easement. This access is not intended to create a public-right-of-way under the International Building Code ("IBC").
- e. Structures are permitted above or below the designated Private Road Easement. The Applicant must provide bi-annual third-party certifications to MCDPS that the structural integrity of the Private Road, and any below-ground structures, have been properly maintained in good fashion and in accordance with applicable laws and regulations.
- f. The Applicant must enter into a Maintenance and Liability Agreement, subject to approval by the M-NCPPC Office of General Counsel, that identifies the Applicant's responsibility to properly maintain all of the improvements within the Private Road Easement in good condition and in accordance with applicable laws and regulations. At a minimum, Applicant is obligated to remove snow and provide repairs to keep the Private Road open and in good repair.
- g. The Applicant must maintain commercially reasonable capital reserves as part of the project operating budget to address both short and long-term maintenance of the Private Road. The amount of the reserves will be at least 5% of the construction cost of the Private Road as approved with the Site Plan Surety. The applicant must include bi-annual certification of the reserves to MCDPS.

16. Development Program

The Applicant must construct the development in accordance with a development program that will be reviewed and approved by Staff prior to the approval of the Certified Site Plan.

17. Certified Site Plan

The following revisions must be made and/or information provided subject to Staff review and approval for inclusion on the Certified Site Plan:

- a. Include the Final Forest Conservation Plan approval letter, stormwater management concept approval letter, development program, and Planning Board Resolutions for Sketch, Preliminary and Site plans in the Certified Site Plan set.
- b. Add a note stating that "M-NCPPC Staff must inspect all tree-save areas and protection devices prior to demolition, clearing and grading".

- c. Add a note stating that “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.”
- d. Provide additional Public Improvement Easement to include the sidewalk ramps on private property or redesign ramps to completely fit in the public ROW.
- e. Provided onsite signage restricting unsafe turning movements into the loading docks.
- f. Remove specialty paving of Private Road A from public ROW.
- g. Add note on title page that all specialty pavements will require maintenance and liability agreement.
- h. Modify data table to reflect development standards approved by the Planning Board.
- i. Ensure consistency of all details and layout between site and landscape plans.

SECTION 2: SITE DESCRIPTION

Site Vicinity

The 5.48-acre Property is a combination of three lots (11520, 11560 and 11564 Rockville Pike) located on the west side of Rockville Pike between Marinelli Road and Nicholson Lane, east of the proposed Woodglen Drive Extended. The Property is located in the “Metro West District” as identified by the 2010 *White Flint Sector Plan* (Sector Plan), and falls within a ¼-mile radius from the existing White Flint Metro Station entrance.

The Property is bounded 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 Property is bounded by Nicholson Lane and a one-story retail building on a one-acre lot known as the Landow Property. To the north, it is bounded by Marinelli Road. Bethesda North Marriott Hotel and Conference Center are located on the north side of Marinelli Road. The neighborhood surrounding the Property is predominately commercial and includes retail shopping centers, midrise office buildings, auto-related uses, multifamily housing, and surface parking.



Figure 1: Vicinity Map

Site Analysis

The Property is zoned CR4.0: C3.5, R3.5, H300 and is currently improved with approximately 66,000 square feet of a variety of retail stores in a two-story strip center and a McDonald’s, with related surface parking. The Property generally slopes north to south with an elevated center. It is currently served by public water and sewer.

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 Property, which is not within a Special Protection Area. It is located within the Rock Creek watershed, which are State Use Class I streams. It has 9 trees (between 24" and 30" DBH) and five trees (≥ 30 " DBH). There are no known historic properties or features on the Property.



Figure 2: Aerial view of the Property with area subject to Preliminary Plan application in red

SECTION 3: PROJECT DESCRIPTION

Previous Approvals and Sector Plan Staging

On January 22, 2008, the Montgomery County Council approved rezoning application and Development Plan No. G-860, Metro Pike Center for the Property 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 approved Sketch Plan No. 320140010 by MCPB Resolution No. 14-20 dated May 2, 2014, for two tracts of land separated by Rockville Pike; the tract on the west side of Rockville Pike (the Property) is the subject of this application. The approval of the Sketch Plan voided the binding elements of the approved Development Plan No. G-860 and established several binding elements on the entire tract that can be modified by the Site Plan per Section 59-C-15.43(d). The Sketch Plan approved binding elements are as follows:

1. Maximum total density of 1,641,744 square feet of development including a minimum of 205,218 square feet of non-residential uses, with a maximum building height of 300 feet;
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 benefits schedule.

Table 1: Public Benefits Calculations Phased						
	Approved Points	Phases				
		Bldg A West	Bldg B West	Bldg C West	Bldg A East	Bldg B East
Major Public Facilities (Bikeshare Station)	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
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	10	3.33	3.33	0.0	3.34	0.0
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	1.0	1.0	1.0	1.0	1.0
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	112	27.83	22.83	20.50	25.09	15.75

**Totals depicted in the table above replace/correct the totals on p.18 of Sketch Plan 320140010 Resolution MCPB 14-20*

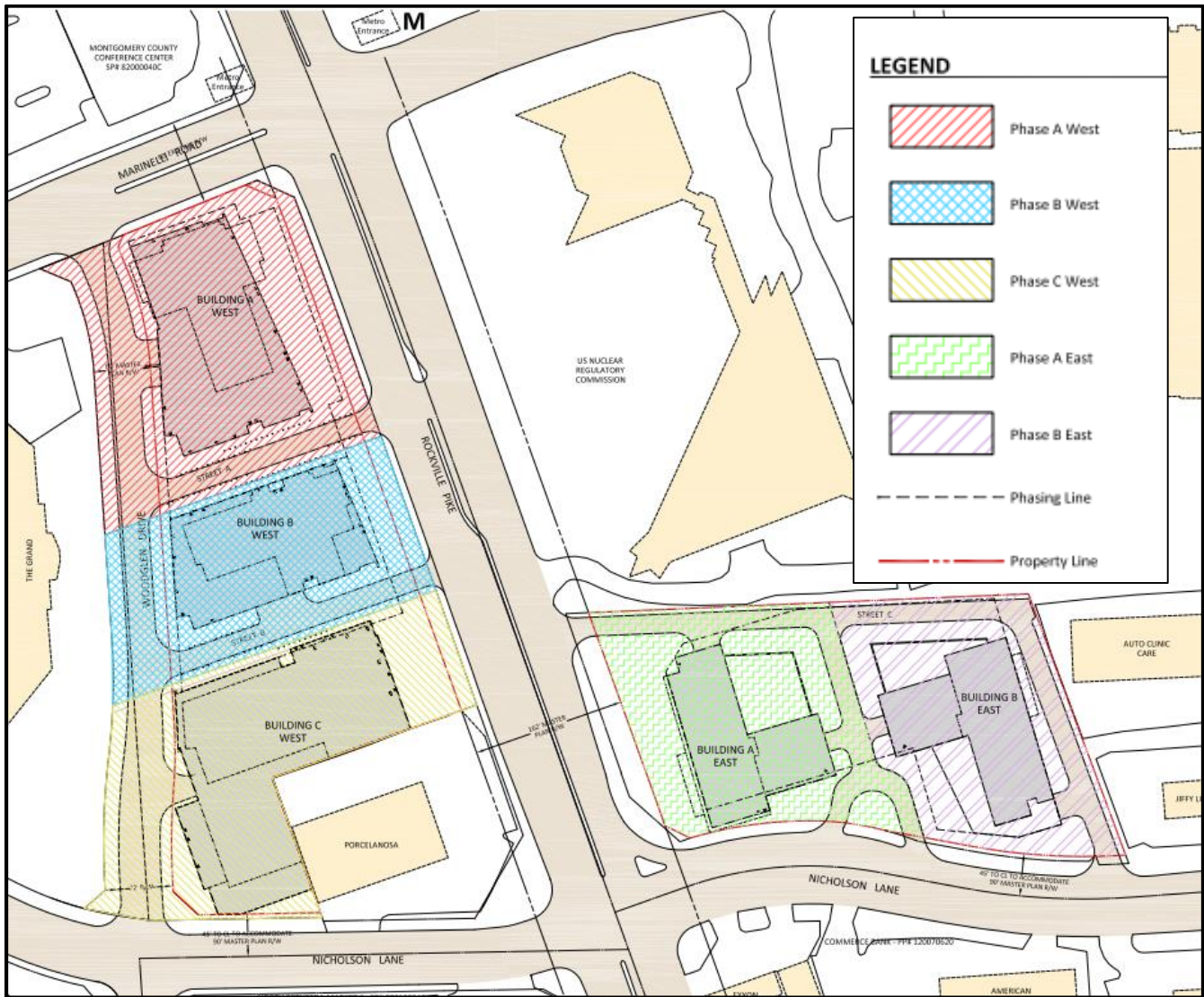


Figure 3: Phasing Plan of the approved Sketch Plan. Site Plan application includes Phase A West. Preliminary Plan application includes Phase A West, Phase B West, and Phase C West.

New developments in the Sector Plan area are subject to phasing caps. The Sector Plan and the 2011 *White Flint Sector Plan Implementation Guidelines* requires Planning Board approval of a Staging Allocation Request (SAR) prior to the submission of building permit applications. It states: “Any development approvals that predate the approval of this Sector Plan are considered to be in conformance with the Sector 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 square feet 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.

A Pre-Preliminary Plan (No. 720150080) was submitted and reviewed at Staff level to discuss and achieve consensus between agencies how to implement the proposed private road; how they should be delineated on any future preliminary plan, site plan, and record plat; and the timing of right-of-way dedication for Rockville

Pike and Woodglen Drive. Planning staff, with staff from MCDPS and MCDOT generally reached consensus at the time of this review that responsibility for review, approval, and enforcement of the private road would be shared amongst the agencies. Furthermore, the Sector Plan was approved with the understanding and agreement that at least four master-planned roads, and potentially the roads delineated as Local Roads, could be accepted as private roads, and that MCDPS and MCDOT would be sharing responsibility in the review, approval, and enforcement of those roads. However, MCDPS and MCDOT no longer agree with this framework. MCDPS and MCDOT now feel that they should have no direct role in reviewing, approving, or enforcing private roads, and that the Planning Board should be responsible instead. MCDPS has agreed to enforce any Planning Board conditions related to private roads as part of Site Plan enforcement, including the requirement to collect certification from the Applicant's engineer stating that the private road was constructed to standards required at the time of approval.

Proposal

Subdivision

The Preliminary Plan application proposes to consolidate three existing lots into two new lots for approval of up to 740,000 square feet of residential development for up to 655 dwelling units, and up to 204,000 square feet of non-residential uses. A new platted lot (Parcel A) will be created for the proposed Site Plan development. It will establish the right-of-way dedication for portions of Rockville Pike and the Woodglen Drive extension, and provide a portion of the bicycle and pedestrian connections recommended along Woodglen Drive as part of the concurrent Site Plan. Parcel A will include Private Road A, which provides a through connection from Woodglen Drive to Rockville Pike. Private Road A will be placed within a private road easement. This easement must be recorded in the land records prior to record plat. The easement must be delineated on the plat, and the easement's Liber and Folio must be referenced on the record plat.

The Application will also create a second new platted lot (Parcel B) for the existing improvements which will remain operational on that lot until Parcel B is ready for redevelopment. Right-of-way dedication for the portions of Rockville Pike and Woodglen Drive extension are not proposed for Parcel B at this time, because they overlap with the existing improvements and the required dedication would render them unusable. At such time that Parcel B is ready for redevelopment, an amendment to the Preliminary Plan will be required to dedicate the remaining portion of the Woodglen Drive extension, Rockville Pike, and Nicholson Lane rights-of-way, consolidate Parcels A and B into one new platted lot (Parcel C), and complete the necessary bicycle and pedestrian connections along Woodglen Drive and Nicholson Lane.

The proposed development will create a new urban block bound by Rockville Pike (MD 355), Marinelli Road, Woodglen Drive, and Private Road A. The main vehicular access to the underground garage is proposed from Private Road A with access to the loading dock from Woodglen Drive. The Applicant must dedicate and construct a portion of Woodglen Drive from Marinelli Road to Private Road A as part of Phase I. Sidewalks are proposed on all sides to facilitate and encourage pedestrian movement.

The proposed development is situated where many planned pedestrian and bicycle facilities converge to provide access to the Metro Station. Woodglen Drive is proposed with a two-way separated bike lane, located adjacent to the sidewalk. With the implementation of the first phase, this facility will establish a portion of the separated bike lane and sidewalk along the west side of Woodglen Drive, which will ultimately connect to the existing bike lane and pedestrian facilities to the south of the development.

Vehicular access points are proposed from Rockville Pike and Woodglen Drive extended, and Private Road A will also provide vehicular access by providing a short private road connection between Woodglen Drive extended and Rockville Pike. Only right-in/right-out vehicular movements will be permitted between Private Road A and Rockville Pike. Left-turns onto Rockville Pike from Private Road A will not be permitted. At the intersection of Marinelli Road and Woodglen Drive, as previously stated, left turns will not be permitted from Woodglen Drive onto Marinelli Road in order to protect the bicycle and pedestrian movements crossing Marinelli Road at this intersection. Right and left turns from Marinelli Road onto Woodglen Drive will be permitted.

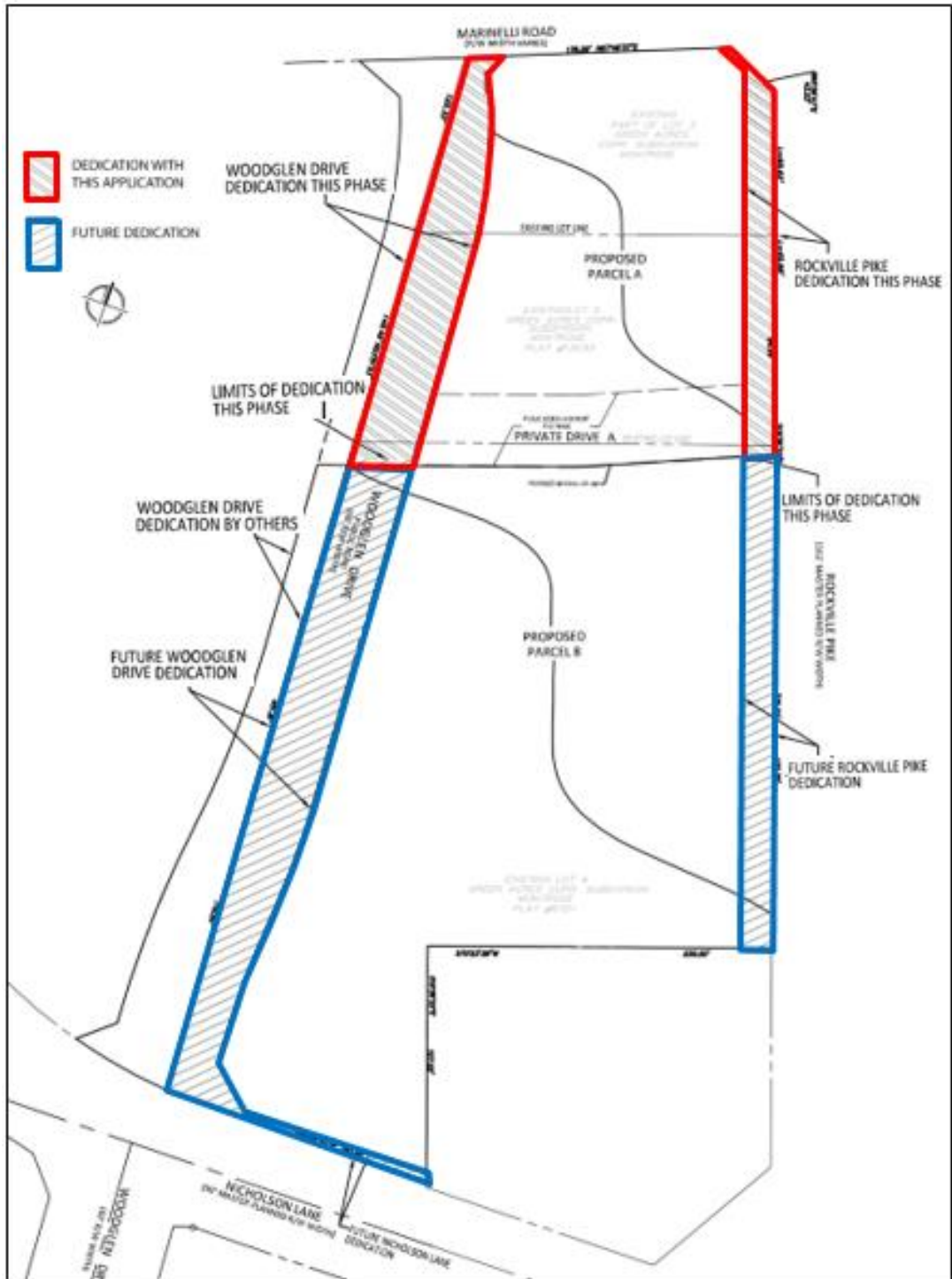


Figure 4: Proposed Lotting Diagram

Site Plan

The Site Plan application proposes development of the 1.91-acre proposed Parcel A (Phase 1) in the northernmost portion of the 5.48-acre Property. It will include the construction of Private Road A and a portion of the Woodglen Drive Extended from Marinelli Road south to the proposed Private Road A, which will serve as an east-west street. A large landscape median is proposed between Private Road A and a vehicular drive aisle

that will facilitate circulation for the portion of the existing shopping center to remain. Interim landscape improvements are proposed along Rockville Pike until the implementation of the planned bus rapid transit.

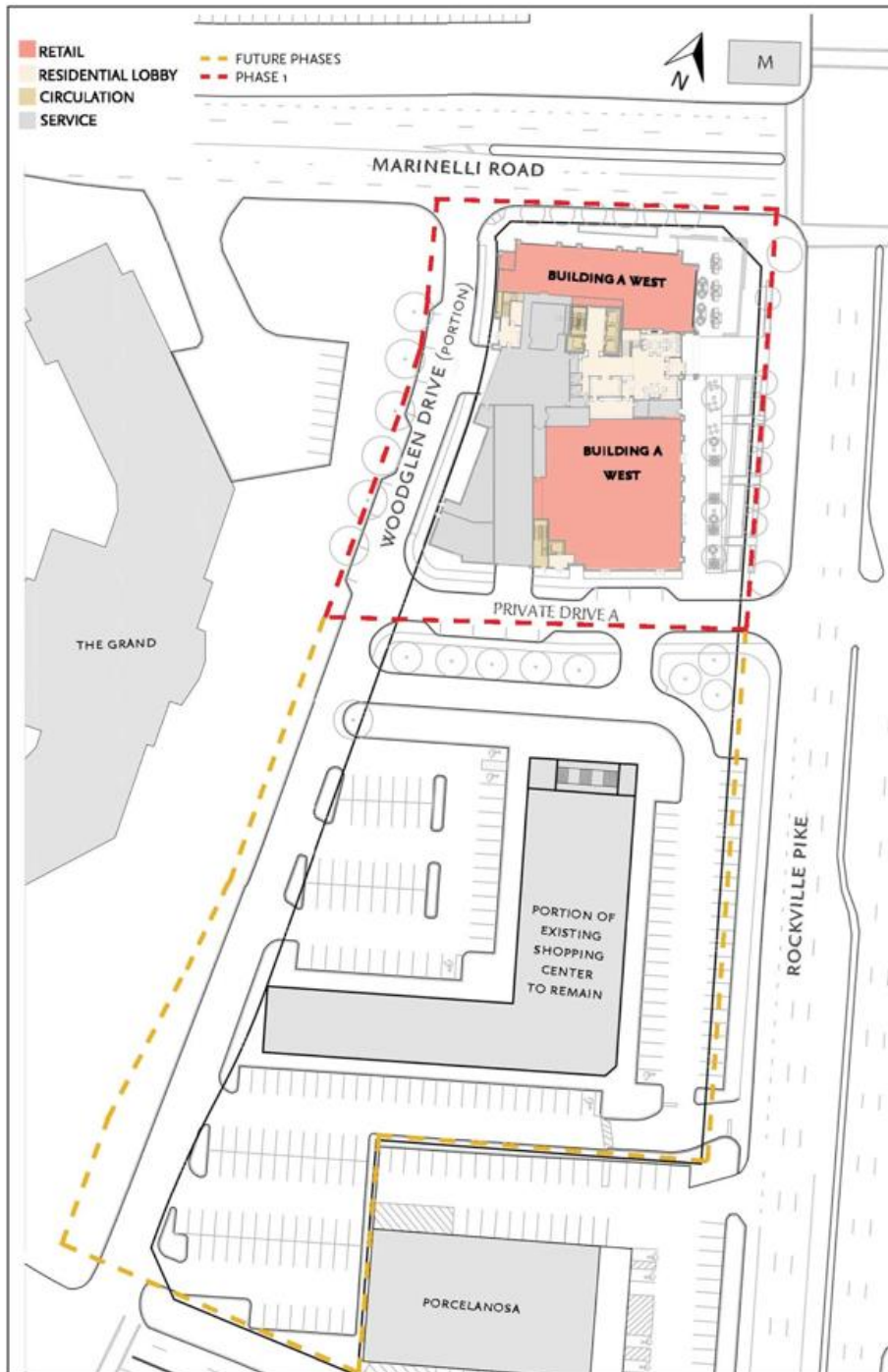


Figure 5: Proposed improvements illustrating ground floor uses

Proposed Building

The proposed 300-foot high building closely resembles the layout of the Building A West as shown in the approved Sketch Plan. It consists of 400,500 square feet of development, including 15,500 square feet of non-residential uses on the ground floor, and 385,000 square feet of residential uses for up to 330 dwelling units above. Along Rockville Pike and Marinelli Road, the ground floor will be activated with retail and/or restaurant

space. The main residential lobby will be located along Rockville Pike. There will be a four-story, below grade garage to accommodate up to 415 parking spaces.

The building comprises two major components: a six-story base to define the streetscape to create a pedestrian scaled environment and an “L” shape tower element approximately 250 feet high above the six-story base. Along Rockville Pike, the tower element steps back to allow for light and air between the proposed building and future Building B West and to minimize obstruction to views for The Grand-- an existing high-rise rental apartment building to the west.



Figure 6: Proposed Building A West



Figure 7: Proposed Private Road A

Open Space and Environment

The proposed open space is oriented towards Rockville Pike. It is designed to create a vibrant, urban space that enhances the commercial viability and creates a pedestrian-friendly zone. At the corner of Marinelli Road and Rockville Pike, across from the Metro entrance, an “arrival” plaza has civic-focused elements such as a fountain and outdoor dining framed by retail and restaurant uses. Along Marinelli Road, a sidewalk along retail storefronts provides circulation with potential for outdoor café seating. The Woodglen Drive streetscape includes micro-bioretenion planters to define the street edge and provide a buffer between vehicular traffic and pedestrian and bicycle circulation. Street trees will be planted along all roads to provide buffers, shading, and greenery.

The proposal features a sustainable design strategy that includes bioretention areas, vegetated roof, and cool roof. Together, these areas will help reduce urban heat island effect, capture carbon, and improve water quality of stormwater runoff.



Figure 8: Proposed open space along Rockville Pike and Marinelli Road

Parking

The proposed number of parking spaces will be determined for the future two phases at their site plan review in accordance with the permitted/required number by the Zoning Ordinance. The proposed project (Phase I), has 419 parking spaces (415 structured parking spaces and 4 surface parking spaces), which is more than the minimum required 309 spaces, but less than the maximum permitted 706 spaces per the Zoning Ordinance.

Public Benefits

The elements of the proposed public benefit package are unchanged from the Sketch Plan approval. However, the Applicant is seeking additional points for certain categories which is discussed in the next section of this report. As listed in the conditions and detailed in the findings, this phase of the proposed development will provide the following public benefits:

- Major Public Facility
- Transit Proximity
- Minimum Parking
- Public Parking
- Enhanced Accessibility
- Structured Parking
- Public Open Space
- Exceptional Design
- Tree Canopy
- Vegetated Roof
- Cool Roof
- Building Lot Termination

Phasing

The proposed development is Phase One of the Property and is in accordance with the phasing plan of the approved Sketch Plan 320140010.

Community Outreach

The Applicant has met all proper signage, noticing, and submission meeting requirements. The Applicant also held the required pre-submission community meeting on September 17, 2015 at the Bethesda North Marriott Hotel & Conference Center located at 5701 Marinelli Road. Staff has not received any correspondence on this application.

SECTION 4: PRELIMINARY PLAN REVIEW

Master Plan Conformance

The Application is in substantial conformance with the recommendations of the 2010 *White Flint Sector Plan* (Sector Plan). The Property is located in the Metro West District (Block 3: Holladay) and 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 Sector Plan. There is already substantial residential development in this block and redevelopment should focus on employment and retail uses” (p.29).

Density and Building Height

The Sector 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’s zoning recommendations focus on employment and retail use, the Zoning Ordinance provides the flexibility for a redevelopment project to be predominantly residential in response to market demands.

The Application proposes a total of 3.87 FAR on the 5.48-acre site (approximately 0.85 Non-Residential and 3.02 Residential), and 300-foot height for Building A, which are consistent with the Sector Plan’s recommendation and the CR Zoning for the Property.

Transportation Network

The proposed street network is consistent with Sector Plan recommendations and the 2010 *White Flint Urban Design Guidelines* (Design Guidelines).

Along Rockville Pike (M-6), the Sector Plan envisions the reconstruction of Rockville Pike (MD 355) 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 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 MCDOT and SHA will conduct future design studies for this Corridor. The Applicant is dedicating 21 feet along the Property’s frontage for a total 81 feet from the centerline of Rockville Pike.

Woodglen Drive Extended along the Property frontage is designated as a two-lane business district street, B-3, with a 60-foot wide right-of-way, and a shared use path, SP-41. Along this frontage, ROW dedication of 60 to 72 feet from the opposite right-of-way line is required since the ROW widens as Woodglen Drive Extended approaches Nicholson Lane in order to align with the existing segment of Woodglen Drive south of Nicholson Lane. The Applicant is providing the 60-foot wide ROW for Woodglen Drive with dedication from the Site. The adjacent property on the west side of Woodglen Drive has already placed the required ROW in escrow, which will be used to widen Woodglen Drive Extended by this Applicant. Dedication for the northern most portion of Woodglen Drive between Marinelli Road and Private Road A will occur with this Application. In order to permit the existing improvements on Parcel B to remain operational, dedication for the remaining Woodglen Drive will occur during a consolidation of Parcel A and Parcel B with the Site Plan(s) for Building B West and/or Building C West as part of the next phase of development. In Fall 2014, Montgomery County opened its first separated bike

lane along Woodglen Drive between Nicholson Lane and Edson Lane as a two-way bikeway along the western curb. Following the request of Planning Staff and MCDOT, the Applicant proposes a separated, two-way bike lane that is located at sidewalk level.

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 signage). While no dedication is required, Planning Staff and MCDOT have reconsidered the Sector Plan's recommendation for bike facilities to ensure safety of bicyclists traveling from the separated bike lane on Woodglen Drive Extended to the White Flint Metro Station. In December 2015, the Planning Board reviewed a proposed separated bike lane network in White Flint, including Woodglen Drive Extended and Marinelli Road. This network will be incorporated into the Bicycle Master Plan that is currently in progress. On Woodglen Drive Extended, there is agreement to provide two-way separated bike lanes on the west side of the street, which will connect with the existing shared use path on the north side of Marinelli. Vehicles heading westbound on Marinelli Road will be able to make a left turn onto Woodglen Drive, but vehicles heading northbound on Woodglen Drive will be restricted to right turns only onto Marinelli Road to protect the bicyclists and pedestrians crossing Marinelli Road. On Marinelli Road, the design of the separated bike lanes depends on whether a traffic signal is provided at the intersection of Marinelli Road and Woodglen Drive Extended, which would facilitate a safe crossing for bicycling and walking. If the signal is approved, the separated bike lanes could be implemented as a two-way bikeway on the north side of the street or a paired, one-way bikeway on both sides of the street. If a traffic signal is not implemented, the separated bike lanes would be a two-way bikeway on the south side of the street.

Nicholson Lane is designated as a four-lane arterial, A-69, with the recommended 90-foot wide ROW, including bike lanes, BL-27, and the recreation loop on the south/opposite side. Dedication along Nicholson Lane will occur during a resubdivision with the Site Plan(s) for Building B West and/or Building C West as part of the next phase of development. The Applicant has agreed to work with Planning Staff and MCDOT to implement the bikeway design at that time, and complete the required bike lanes on the west side of Woodglen Drive between Marinelli Road and Nicholson Lane. On Nicholson Lane, there is agreement to provide paired, one-way separated bike lanes on both sides of the street.

Pedestrian and Bicycle Facilities

The Applicant is required to provide the following pedestrian and bicycle improvements:

1. Public and private bicycle parking as required in the CR zone. For the Phase I Site Plan, three bike racks are proposed to be located along the Private Road A frontage and four bike racks are proposed to be located along the Rockville Pike frontage;
2. 100 private bicycle parking spaces (however, the Applicant is proposing a bike room that can store 200 bicycles on the first level with an access door from Marinelli Road as part of the Phase I Site Plan);
3. A 19-dock Bikeshare Station (52 feet by 6 feet area to be accompanied by an additional 6 feet of clearance) on the Subject Property south of Private Road A, unless an alternate size bikeshare station or location is approved by MCDOT.
4. The Sector-Planned recreation loop on the north side of Nicholson Lane as part of Phase II; and
5. Safe pedestrian and bike crossings at the intersections of Woodglen Drive Extended with Marinelli Road and Nicholson Lane.

Private Streets

Private Road A is designated as a non-master planned local street, as illustrated in the Sector Plan (p.51), and "may be public or private and provide flexibility for operational functions including property access, loading, and parking." The Design Guidelines (p.10) note that local streets might include:

- right-of-way of 60 feet or less;

- streetscape components (sidewalk paving, tree spacing, lighting) compatible with adjoining public streets;
- alternative roadway pavement materials;
- ground floor active uses;
- character elements to distinguish between neighborhoods;
- limited on-street parking;
- roadway width to be determined once streetscape requirements are met;
- may be implemented as private streets, subject to the provisions in the Sector Plan.

As proposed, Private Road A is consistent with the recommendations in the Sector Plan and Design Guidelines. The right-of-way for Private Road A will be approximately 48 feet, and will be located within a private road easement. Streetscape components are consistent and compatible with the adjoining public streets, ground floor active uses in the form of ground floor retail along the eastern half of Private Road A, and limited on-street parking (approximately four spaces on the south side of Private Road A). Applicants are typically required to create separate parcel(s) for private roads in addition to a private road easement; however, in this case, the Applicant is proposing to provide an underground parking garage that would cross lot lines that would be created by the standard requirement creating separate parcels for private roads. MCDPS has determined that an impenetrable firewall would be required to accommodate the proposed garage if a separate parcel is also required for Private Road A, since the structure would be crossing a right-of-way line, and, in effect, would connect two separate properties by a single structure. This would render the proposed underground garage inefficient and infeasible in this urban setting. Therefore, Staff is not recommending that the Applicant be required to create a separate parcel for Private Road A (so that the underground garage can be one continuous space without firewalls), but Private Road A must be located in private road easement granted to M-NCPPC so that it will be a public street in all its functions and rights of the public to use it.

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 proposed development provides an urban plaza and promenade 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.

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 Application provides vegetated and cool roofs throughout the development along with bio-filters and stormwater vaults.

White Flint Urban Design Guidelines

The Application is in substantial conformance with the recommendations and objectives of the Design Guidelines, which provide specific recommendations for the Metro West and NRC districts. As proposed, Building A West is 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 establish a build-to-line along Rockville Pike (p.29). Building A West is perpendicular to Rockville Pike, so it reduces shadows on Private Road A and the public use space proposed at the intersection of Marinelli Road and Rockville Pike.

Public Facilities

Available Transit Service

The following bus routes currently operate along the property's adjacent roadways:

1. Ride On routes 5, 38, & 46 and Metrobus route J5 operate along the property frontage of Rockville Pike; and
2. Ride On routes 26 and 81 operate along the property frontage of Marinelli Road.

No transit routes operate along the Property's Nicholson Lane frontage. The White Flint Metrorail Station is across Marinelli Road at its intersection with Rockville Pike.

Transportation Demand Management

This site is within the North Bethesda Transportation Management District (TMD). As a new development, the Applicant will be required to enter into a Traffic Mitigation Agreement (TMAG) with the Planning Board and MCDOT to participate in the North Bethesda Transportation Management Organization (TMO) and assist in achieving and maintaining the non-auto driver mode share goal of 34% recommended by the White Flint Sector Plan.

The Applicant is proposing at least one Bikeshare Station, and is providing the required bike parking under the CR zone. In addition, the following trip reduction measures should be considered as part of the TMAG:

1. Cooperate with the MCDOT and/or the TMO to obtain residential and non-residential tenant participation in TMD Annual Commuter Survey;
2. Provide permanent information displays in a highly used location in the lobbies of the buildings;
3. Provide space for real time transit information signs at highly-used locations;
4. 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;
5. Provide carpool and vanpool parking spaces for retail employees;
6. Provide car sharing parking spaces in highly visible locations;
7. Provide electric vehicle charging stations in highly visible locations;
8. 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; and
9. Provide an annual summary report (only 1 to 2 pages) to MCDOT and/or TMO outlining the on-site traffic mitigation efforts.

Transportation Public Facilities Review

The Applicant is required to participate, and make the special taxing district payment required for the new development/impact tax district, in the White Flint Sector Plan area in lieu of satisfying the transportation APF test (i.e., the LATR and TPAR tests).

Phased Adequate Public Facilities (APF) Validity

The Applicant has requested the maximum APF Validity for the total 740,000 square feet of residential uses for up to 655 dwelling units on the Property. The Applicant has not requested a phased Validity Period, and will plat both Phase I (Parcel A) and Phase II (Parcel B) within the standard plan validity period of 60 months. Pursuant to Section 50-20(c)(3)(A)(iii) of the Subdivision Regulations (Attachment A), the Planning Board can make an APF determination for "no less than 7 and no more than 12 years after the preliminary plan is approved, as determined by the Board at the time of approval, for any plan approved on or after April 1, 2009, but before

April 1, 2017.” In accordance with Sections 50-20(c)(3)(B) and 50-34(g) of the Subdivision Regulations, the Applicant has provided the required phasing plan for completion of the project to the Planning Board for its approval. To allow a validity period longer than the minimum, the Planning Board must find that the extended validity period would promote the public interest.

Applicant’s Request

The Applicant requests a 12-year (144 month) APF Validity Period subject to the following phasing schedule:

Phase I – Issuance of building permits for Parcel A for 330 residential units, which must include 12.5 % MPDUs, within 84 months from the 30th day after the Resolution is mailed; and

Phase II – Issuance of building permits for Parcel B for 325 residential units, which must include 12.5% MPDUs, within 60 months from the expiration date of the Phase I validity period.

Background

On November 30, 2010, the Montgomery County Council enacted Bill No. 50-10, which established the White Flint Special Taxing District, authorized the assessment of an *ad valorem* tax, and permitted the issuance of bonds to fund certain transportation and infrastructure improvements within the White Flint Sector Plan Area. On that same day, the Montgomery County Council adopted Resolution 16-1570, which, among other things, identified a list of infrastructure improvements to be financed by the White Flint Special Taxing District, and stated that the White Flint Special Taxing District was intended to replace payments associated with adequate public facilities requirements for PAMR and LATR. Additionally, effective July 13, 2011, the Planning Board established Montgomery County Planning Board Regulation 11-01 for implementing the Subdivision Staging Policy’s White Flint Alternate Review Procedure. These regulations establish standards and procedures for allocation of staging capacity under the White Flint Sector Plan at the time of building permit. Therefore, in the White Flint Sector Plan area, there is no APF validity period for transportation.

Staff Review

An APF Validity Period for commercial transportation impact is not applicable because the White Flint Special Taxing District replaced the PAMR and LATR requirements. However, school capacity is still subject to a determination of APF, because schools are not covered by the White Flint Special Taxing District. The extended validity period for the residential units requested above is common and typical of a large, mixed-use multi-phased project, and is consistent with the Subdivision Regulations. Furthermore, the Applicant would like additional time for the tenants in the existing commercial building to make plans before redevelopment of the remainder of the Property during Phase II occurs. Staff agrees with the Applicant that the project is a larger multi-use development that will likely require several years to achieve full build-out, and that granting additional time for the existing building on Parcel B (Phase II) is a reasonable request. The Preliminary Plan approval will allow a maximum density of up to 740,000 square feet of residential uses for up to 655 dwelling units, and up to 204,000 square feet of non-residential uses, on 5.48 gross acres of land zoned CR4.0 C3.5 R3.5 H300. Allowing the longer APF Validity period promotes the public interest by better allowing this development to implement the approved sketch plan (Sketch Plan No. 320140010) and facilitate the recommendations contained in the White Flint Sector Plan, including the transformation of automobile dependent strip mall into a pedestrian friendly, transit-oriented, mixed-use, and urban area.

The road system, open space, and public benefits of the project are site-wide, extensive, and interrelated. Staff agrees that granting additional time will promote the public interest and help achieve the goals and recommendations of the *White Flint Sector Plan*.

Because of the Special Taxing District in White Flint, transportation is not considered as part of the request for a longer APF and/or Plan Validity. Thus, the school test becomes the only APF consideration subject to a validity period. Otherwise, an APF Validity Period would not be necessary. Since the proposed residential units are multi-family high-rise (which typically produce a low yield of school age children), Staff feels that a longer APF Validity Period would not cause a burden on capacity of the local schools.

Based on the analysis above, Staff finds approval of the extended APF Validity Period as requested is desirable to facilitate the achievement of the goals and recommendations of the White Flint Sector Plan, which promotes the public interest.

Therefore, Staff recommends the Planning Board approve the requested 12-year APF Validity period subject to the phasing schedule contained in this report.

Other Public Facilities and Services

Except for schools, other public facilities and services are available and will be adequate to serve the proposed development. The site is served by public water and sewer. Gas, electric, and telecommunications services are also available to serve the property. Police stations, firehouses, and health services are currently operating within the standards set by the effective Subdivision Staging Policy. Pursuant to County Council Resolution 16-1324, adopted April 27, 2010, the Property is exempt from LATR and PAMR analysis because it is subject to payments under the White Flint Special Taxing District. The application has been reviewed and approved by the Montgomery County Fire and Rescue Service (MCFRS), which has determined that the property has adequate access for emergency vehicles.

The Subject Property is within the Walter Johnson High School cluster area. The Applicant must make a School Facilities Payment to MCDPS at the high school level at the multi-family unit rate for all units for which a building permit is issued and a School Facilities Payment is applicable. The timing and amount of the payment will be in accordance with Chapter 52 of the Montgomery County Code.

Environment

Environmental Guidelines

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD #420131570) on May 29, 2013 and recertified on June 29, 2015. The Subject Property lies in the Cabin John watershed, with no forest, streams, or associated buffers on-site.

Forest Conservation

The proposed project is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code) and the Applicant has submitted a Preliminary Forest Conservation Plan (PFCP) for the entire project (Attachment C) in conjunction with the Preliminary Plan and a Final Forest Conservation Plan (FFCP) for the first phase of development (Attachment D) in conjunction with the Site Plan. PFCP 120160080 covers the entire Subject Property and associated off-site disturbance, with a net tract area of 5.44 acres. The FFCPs related to the PFCP will be phased with the associated Site Plans. FFCP 820160030 covers all disturbance associated with demolition of the existing McDonalds and a portion of the existing retail development and development of the proposed Parcel A in the northernmost portion of the Property. It will include the construction of Private Road A and a portion of the Woodglen Drive extension from Marinelli Road south to the proposed Private Road A. The net tract area for FFCP 820160030 is 2.49 acres and reflects the disturbance associated with Phase 1. The remaining 2.95 acres of tract area will be included in future phases.

Forest Conservation Variance

Section 22A-12(b) (3) of the Forest Conservation Law provides criteria that identify certain individual trees as high priority for retention and protection. Any impact to these trees, including removal or disturbance within the tree’s critical root zone (CRZ) requires a variance. An applicant for a variance must provide certain written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law. The law requires a variance to impact trees that: measure 30 inches or greater diameter at breast height (DBH); are part of a historic site or designated with a historic structure; are designated as national, State, or County champion trees; are at least 75 percent of the diameter of the current State champion tree of that species; or trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species.

The Applicant submitted a variance request on September 24, 2015 for the impacts to one tree (Attachment E). The proposed layout will remove one tree that is considered high priority for retention under Section 22A-12 (b) (3) of the County Forest Conservation Law.

Unwarranted Hardship for Variance Tree Impacts

Per Section 22A-21, a variance may only be granted if the Planning Board finds that leaving the requested trees in an undisturbed state will result in unwarranted hardship. The requested variance is necessary due to the location of the existing tree directly adjacent to the location of the required extension of Woodglen Drive from Street A to Nicholson Lane.

Variance Tree Table

Removals

ID	Species	Size	Condition	Notes
10	Tulip poplar	39”	Good	Woodglen Drive extension

Variance Findings

Based on the review of the variance request and the proposed Preliminary Forest Conservation Plan, Staff makes the following findings:

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

Granting this variance will not confer a special privilege on the Applicant as removal of the specified tree is necessary to extend Woodglen Drive, a master-planned road.

2. *The need for the variance is not based on conditions or circumstances which are the result of the actions by the applicant.*

The requested variance is not based on conditions or circumstances that are the result of actions by the Applicant. The variance is necessary due to the location of the tree adjacent to the location of the Woodglen Drive extension.

3. *The need for the variance is not based on a condition relating to land or building use, either permitted or non-conforming, on a neighboring property.*

The requested variance is a result of the location of tree and the required extension of Woodglen Drive.

4. *Granting the variance will not violate State water quality standards or cause measurable degradation in water quality.*

The Applicant will plant three 4-inch caliper native shade trees to replace the form and function of the variance tree proposed for removal.

Mitigation for Trees Subject to the Variance Provisions

The Applicant is requesting a variance to remove one tree. The tree, #10, 39" tulip poplar, will be mitigated at a rate of 1" caliper per 4" DBH removed, using a minimum 3" caliper native shade tree. The Applicant will plant three 4-inch caliper trees which are shown on the Final Forest Conservation Plan.

County Arborist's Recommendation of the Variance

In accordance with Montgomery County Code Section 22A-21(c), the Planning Department is required to refer a copy of the variance request to the County Arborist in the Montgomery County Department of Environmental Protection for a recommendation prior to acting on the request. The County Arborist has reviewed the variance request and recommended approval with mitigation (Attachment F).

Variance Recommendation

Staff recommends that the variance be granted.

Stormwater Management

DPS issued a letter accepting the Stormwater Management Concept for the Site on April 22, 2016. The Stormwater Management Concept proposes to meet required stormwater management goals via green roof, planter boxes, roadside micro bioretention, a stormfilter including a pretreatment structure and a separate storage vault and modifications to the existing underground 48" CMP storage structure.

Compliance with the Subdivision Regulations

The Preliminary Plan has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. The lot size, width, shape and orientation are appropriate for the location of the subdivision taking into account the recommendations in the Sector Plan, and for the type of development and use contemplated. As conditioned, the lots meet all requirements established in the Subdivision Regulations and the Zoning Ordinance and substantially conform to the recommendations of the Sector Plan. Access and public facilities (with the exception of schools, which requires a Schools Facility Payment) will be adequate to serve the lots. The Application has been reviewed by other applicable County agencies, all of whom have recommended approval of the Preliminary Plan (Attachment G).

Conclusion

Staff recommends approval of the Preliminary Plan based on the conditions and analysis contained in the report.

SECTION 5: SITE PLAN REVIEW

Pursuant to Section 7.7.1.B.1 of the current Zoning Ordinance, this application has been reviewed under the standards and procedures of the Zoning Ordinance in effect on October 29, 2014.

Site Plan Findings

Section 59-D-3.4(c)

In reaching its decision the Planning Board must require that:

1. *The Site Plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the Project Plan.*

The Site Plan is not subject to a development plan, diagrammatic plan, schematic development plan, or project plan. It is subject to the binding elements and conditions of Sketch Plan No. 320140010, which may be modified at the time of Site Plan review under Section 59-C-15.43(d). The Site Plan removes the public art public benefit from this phase of development to be provided at another time. The Site Plan conforms to the approved Sketch Plan.

2. *The Site Plan meets all the requirements of the zone in which it is located, and where applicable, conforms to an urban renewal plan approved under Chapter 56.*

The Site Plan is proposed pursuant to the Commercial/Residential Zone and meets the general requirements of Section 59-C-15 as follows:

Section 59-C-15.61 - Master Plan and Design Guidelines Conformance

The Site Plan conforms to the Sector Plan and Design Guidelines as outlined in the Preliminary Plan Findings in this report.

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

The proposed Site Plan provides accommodation for the minimum required number of bicycle parking spaces as detailed in the following development standards table. Commuter shower/change facilities are required of office uses only and therefore not applicable to this Project.

Section 59-C-15.63 - Parking

The proposed number of parking spaces satisfies the minimum and maximum number of parking spaces as specified by the Zoning Ordinance requirements. The Site Plan proposes all parking in a structured facility. The final number of units at Certified Site Plan will determine the final number of required parking spaces.

Section 59-C-15.7 - Development Standards

The proposed Site Plan meets the development standards of Section 59-C-15, as shown in the Project Data Table below:

Table 2: Project Data Table				
Section 59 - C	Development Standard (CR 4.0: C 3.5, R 3.5, H 300 Zone)	Permitted/ Required	Sketch Plan Approval WEST SIDE	Proposed Bldg A West SITE PLAN
	Gross Tract Area (sf)	n/a	238,597	83,366
15.71	Maximum Density (FAR) <i>Non-residential (sf) C-3.5</i> <i>Residential (sf) R-3.5</i> TOTAL CR 4.0	4.0 FAR 835,090 835,090 954,388	3.87 FAR 202,500 720,000 922,500	4.80 FAR* 15,500 385,000 400,500
15.71	Maximum Building Height (ft)	300	300	300
15.72	Minimum Setback	n/a	n/a	n/a
15.73	Minimum Public Use Space (%)	10	10	10
15.74	Residential Amenity Space (sf) <i>Indoor</i> <i>Outdoor</i> TOTAL	5,000 5,000 10,000	- - -	5,000 5,000 10,000
15.62	Minimum Bicycle Parking (spaces) <i>Publicly Accessible</i> <i>Privately Secured</i>	10 100	- -	10 100
15.631	Vehicular Parking (spaces) <i>Maximum</i> <i>Minimum</i>	441 308	-	(up to) 419

*Applicant is utilizing the CR density averaging provision across the entire development on both sides of Rockville Pike, as approved by the Sketch Plan 320140010.

Section 59-E-1.4 – Off-Street Loading Space Criteria

The Zoning Ordinance requires that “For any building or land used for commercial or industrial purposes, adequate space for off-street parking to accommodate loading and unloading of materials shall be provided, consistent with the size and proposed use of the building.”

For this mixed-use development, two (2) proposed loading spaces are adequate given the size and proposed use of the building.

Section 59-C-15.82 – Public Benefits Required

The proposed Site Plan satisfies the minimum public benefits points from the required minimum number of benefit categories. 26.08 points are recommended for the public benefits provided

pursuant to the proposed Site Plan. The remainder of the 122 points in the Sketch Plan approved must be provided by future site plans for the remainder of the Saul Center property.

Section 59-C-15.83 – *General Incentive Density Consideration*

The proposed public benefits with this Site Plan:

- a. Take into consideration “the recommendations, objectives, and priorities of the applicable master or sector plan” by providing ground floor retail, housing units, 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 following the proper criteria for each public benefit and by proposing public open space, structured parking, and through-block connections as recommended in the Design Guidelines;
- c. Are appropriate for “the size and configuration of the tract” by providing the proportionate share of public benefits outlined in the Sketch Plan approval;
- d. Adequately address “the relationship of the site to adjacent properties” by designing the building to consider view sheds of adjacent developments and providing open space and enhanced pedestrian facilities near the Metro station; and
- e. Consider “the presence or lack of similar public benefits nearby” through the provision of environmental benefits, and enhanced vehicular, pedestrian and bicycle connections that are currently lacking in this area.

Section 59-C-15.85 – Individual public benefit descriptions and criteria

Table 3: Public Benefits Schedule				
Public Benefit	Incentive Density Points			
	Sketch Plan Approved Total	Sketch Plan Approved Bldg A West	Applicant Requested Bldg A West	Staff Recommended Bldg A West
59-C-15.851: Major Public Facilities	5.0	2.5	2.5	2.5
59-C-15.852: Transit Proximity	50	10	10	10
59-C-15.853: Connectivity and Mobility Options				
Minimum Parking	2.0	0.25	0.40	0.40
Public Parking	2.0	0.5	1.5	1.0
59-C-15.854: Diversity of Uses and Activities				
Enhanced Accessibility	6.0	2.0	1.45	1.45
59-C-15.855: Quality of Building and Site Design				
Structured Parking	10	3.33	3.65	3.65
Public Art	4.0	1.0	0.0	0.0
Public Open Space	14	3.5	1.33	1.33
Exceptional Design	4.0	1.25	1.25	1.25
59-C-15.856: Protection and Enhancement of the Natural Environment				
Building Lot Terminations	5.0	1.0	1.0	1.0
Tree Canopy	4.0	1.0	1.0	1.0
Vegetated Roof	3.0	0.75	1.0	1.0
Cool Roof	3.0	0.75	1.0	1.0
TOTAL	112	27.83	26.08	25.58

Major Public Benefit

The Applicant requests 2.5 points for providing a bikeshare station near the White Flint Metro Station. Final size and location will be determined at time of Certified Site Plan. Staff supports 2.5 points, as requested.

Transit Proximity

The site confronts the White Flint Metro Station, a Level 1 transit as defined in the Zoning Ordinance. The Planning Board granted a total of 50 points with Sketch Plan approval as suggested in the *Commercial/Residential Zones Incentive Density Implementation Guidelines* (CR Guidelines). Staff supports the proportionate 10 points, as requested for this phase.

Connectivity and Mobility Options

Minimum Parking: The Site Plan will provide up to 419 parking spaces which is the proportionate share of the 2,188 proposed for the entire development (on both sides of Rockville Pike) approved by the Sketch Plan. The Applicant requests and Staff supports 0.40 points for the proposed Phase 1 development.

Public Parking: The Site Plan will provide a minimum 40 parking spaces available for public use. The Applicant originally requested 1.5 points for 62 parking spaces made available to the public. After architectural modification to the garage, approximately 40 spaces remain for public parking. Staff recommends 1.0 point reflecting the adjustment to the number of spaces.

Diversity of Uses and Activities

Enhanced Accessibility for the Disabled: The Sketch Plan approval granted 6.0 points for providing a total of 29 ADA accessible units in four residential buildings. The Applicant will construct 7 ADA accessible dwelling units in this phase that will satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard. The Applicant requests 1.45 points for this phase. Staff supports this request.

Quality of Building and Site Design

Structured Parking: The Site Plan will provide up to 415 parking spaces in a below-grade facility. This provision is the proportionate share of the 2,188 proposed for the entire site at the time of Sketch Plan approval. The Applicant requests and Staff supports 3.65 points.

Public Art: The Sketch Plan approval granted 4 points identifying plazas, green spaces, and significant corners that will serve as locations for public art. The Applicant has not developed the public art concept for review by the Public Arts Trust Steering Committee (PATSC) and therefore, has elected to remove public art points from this phase. The Applicant requests to reserve the option to add public art on this Site Plan at some point in the future subject to review by the PATSC and approval by the Planning Board. Staff supports the request to remove public art benefits points from this phase.

Public Open Space: The Site Plan will provide a minimum of 3,800 square feet of public open space in addition to the required 10%. The Applicant requests 1.33 points, the proportionate share for this phase. Staff supports the request.

Exceptional Design: The Applicant requests 1.25 points for building or site design for this phase that enhances the character of the site. With Sketch Plan approval, the Planning Board found the Project satisfies three criteria as outlined by the CR Zones Incentive Density Implementation Guidelines and recommended a total of 4 points for a project that: creates a sense of place and serves as a landmark; enhances the public realm in a distinct and original manner; and uses design solutions to make compact, infill development living, working and shopping environments more pleasurable and desirable.

The proposed Site Plan features an arrival plaza at the intersection of Rockville Pike and Marinelli Road. This space is designed with streetscape elements and interactive water elements to create a distinct landmark feature. At the corner, a water wall and reflecting pool is proposed to provide vertical interest and a buffer to the surrounding vehicular traffic. Stairs and low walls will define the basin to create an edge to sit upon while accommodating the grade change for pedestrians approaching the retail uses. The reflecting pool will extend south along Rockville Pike creating a collection of public spaces. The linear water feature and band of planted microbioretention areas will define the semi-private spaces at each retail storefront. A series of pedestrian bridges will traverse the microbioretention areas and water feature to create interest and provide additional access to retail. Lastly, the open space will feature a wood deck suspended over non-compact soils allowing tree planting the soil volume needed to grow and provide ample shading. The wood deck also brings variety to the texture of the ground plane.

While some details have evolved, the distinguishing elements remain unchanged from Sketch Plan. The Project continues to provide green spaces, stormwater management areas that doubles as passive landscape amenities, gathering areas, and walking paths. Staff supports this request.

Protection and Enhancement of the Natural Environment

Building Lot Terminations (BLT): The approved Sketch Plan granted a total five points for BLTs. The Applicant requests 1 point for the purchase of 0.897 BLT easements in this phase. Staff supports the requested point.

Tree Canopy: The Site Plan will provide tree canopy coverage at 15 years of growth of at least 25% of the on-site open space in addition to canopy trees used to satisfy Forest Conservation requirements. The Applicant will plant 3 trees for a total tree canopy coverage of 1,185 square feet of the on-site open space for this phase. The Applicant requests 1 point, the proportionate share for this phase. Staff supports the requested point.

Vegetated Roofs: The Site Plan will provide 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. The Applicant will provide a minimum of 9,124 SF of the total roof and requests 1 point, the proportionate share for this phase. Staff supports the requested points.

Cool Roof: The Site Plan will provide 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. The Applicant requests 1 point, the proportionate share for this phase. Staff supports the requested point.

- 3. The location of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

Location of Buildings and Structures

The location of the building and parking structure is adequate, safe and efficient. The building emphasizes the public realm through a continuous street wall along Rockville Pike, Marinelli Road, Private Road A and Woodglen Drive. The parking structure will be below grade reducing the conflicts between vehicles and other modes of transportation. Below grade parking is the most efficient use of land given the urban context envisioned in the Sector Plan and proximity to the Metro Station.

Open Spaces

The locations of proposed open spaces are adequate, safe, and efficient. The open spaces are organized around the building to create an urban block with active sidewalks and streetscape elements. An arrival plaza proposed at the intersection of Rockville Pike and Marinelli Road will create a distinct landmark feature. Open spaces are proposed with trees and stormwater management areas that serve as passive landscape amenities.

Landscaping and Lighting

The proposed landscaping and lighting for the Site will ensure the area will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors. The proposed pedestrian-scale lighting fixture and street lighting fixtures will illuminate the streets, sidewalks, and walking paths. A mix of shade trees, ornamental trees and foundation plantings is proposed throughout the Site.

Recreation Facilities

The Site Plan will provide adequate, safe, and efficient recreation facilities to help residents lead an active and healthy life. The on-site recreation amenities are proposed in accordance with the M-NCPPC Recreation Guidelines. The amenities include seating areas, swimming pool, exercise room, indoor community space, and pedestrian and bike systems. Off-site recreation facilities within 1 mile of the Site include Wall Park.

Pedestrian and Vehicular Circulation Systems

The Site Plan will create an urban block surrounded by streets on four sides: Rockville Pike, Marinelli Road, Woodglen Drive and Private Road A. The vehicular access point to/from the parking garage is proposed from Private Road A and the off-street loading dock is proposed from Woodglen Drive. The separation of these two facilities minimizes potential conflicts with pedestrians and alleviates congestion on the public streets. The proposed pedestrian paths will provide a safe, convenient and attractive walking environment to/from the Metro Station and other destinations in the area. It also provides the first phase of master-planned road, Woodglen Drive, which upon full buildout, will provide an alternative, local route for motorists and bicyclists between Nicholson Lane and Marinelli Road. The proposed pedestrian and vehicular circulation systems are adequate, safe, and efficient.

4. *Each structure and use is compatible with other uses and other Site Plans, and with existing and proposed adjacent development.*

The buildings are compatible with other uses and other Site Plans, and with existing and proposed adjacent development. This compatibility is achieved through:

- a. Building heights similar to the NRC buildings (approx. 190 feet), the high-rise residential building, The Grand (approx. 226 feet), the existing North Bethesda Market I (approx. 289 feet), and the approved but unbuilt North Bethesda Market II (approx. 300), and the approved but unbuilt North Bethesda Gateway (approx. 250);
- b. The proposed "L" shape tower is positioned along the eastern and northern boundaries with a shrinking floor-plate that culminates in the 300-foot-tall tower element at the corner of Rockville Pike and Marinelli Road;
- c. Strong definition of blocks that transform the suburban, auto-oriented land use in the area into mixed-use development similar to North Bethesda Market and Pike & Rose developments;
- d. Creation of defined streetscapes and open spaces;
- e. Replacement of surface parking with structured parking allowing more space on the ground floor to be dedicated to buildings and open spaces; and
- f. Continuation of the Rockville Pike Promenade along the East side.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protections, and any other applicable laws.*

- a. Under Chapter 22A of the Montgomery County Code, the Applicant has provided a Final Forest Conservation Plan that is in compliance with Chapter 22A. FFCP 820160030 covers all disturbance associated with demolition of the existing McDonald's and a portion of the existing retail development and development of the proposed Parcel A in the northernmost portion of the Property. It will include the construction of Private Road A and a portion of the Woodglen Drive extension from Marinelli Road south to the proposed Private Road A. The net tract area for FFCP

820160030 is 2.49 acres and reflects the disturbance associated with Phase 1. Staff recommends that the Planning Board approve the FFCP and accompanying variance request with conditions cited in this Staff Report.

- b. The Department of Permitting Services issued a letter accepting the Stormwater Management Concept for the site on April 22, 2016.

Conclusion

Staff recommends approval of the Site Plan based on the conditions and analysis contained in this report.

ATTACHMENTS

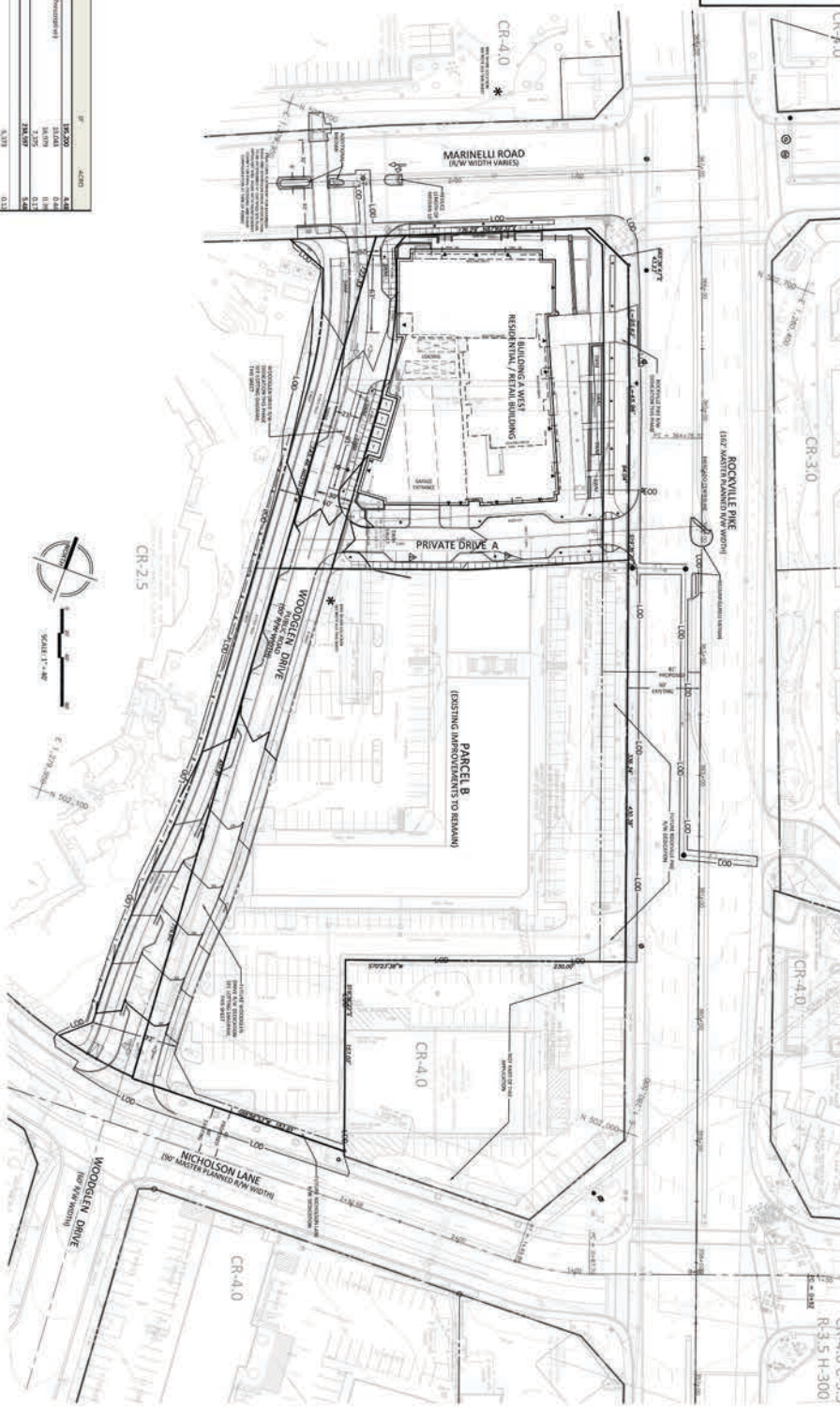
- A. Preliminary Plan
- B. Site Plan
- C. Preliminary Forest Conservation Plan
- D. Final Forest Conservation Plan
- E. Forest Conservation Variance Request
- F. County Arborist's Letter
- G. Agency Letters

VICINITY MAP
 SCALE 1" = 200'



GENERAL NOTES

1. THE SUBJECT PROPERTY IS A 2.46 AC. LOT LOCATED ON PARCEL B, SAUL CENTERS WHITE FLINT WEST, MONTGOMERY COUNTY, VIRGINIA. THE SUBJECT PROPERTY IS LOCATED ON THE WEST SIDE OF MARINELLI ROAD (N.W. WIDTH VARIES).
2. THE SUBJECT PROPERTY IS CURRENTLY OCCUPIED BY A RESIDENTIAL/RETAIL BUILDING.
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Area Schedule (Net)

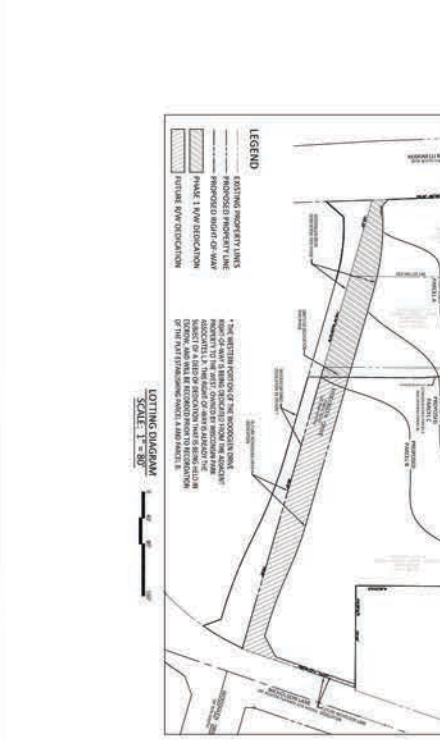
Category	Area (sq. ft.)	Area (sq. ft.)
Existing Building	15,500	4,000
Proposed Building	15,500	4,000
Proposed Parking	15,500	4,000
Proposed Landscaping	15,500	4,000
Proposed Site Work	15,500	4,000
Proposed Stormwater	15,500	4,000
Proposed Utilities	15,500	4,000
Proposed Other	15,500	4,000
Total	15,500	4,000

PLAN LEGEND

Symbol	Description
[Symbol]	EXISTING PROPERTY LINES
[Symbol]	PROPOSED PROPERTY LINES
[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED DRIVE
[Symbol]	EXISTING SIDEWALK
[Symbol]	PROPOSED SIDEWALK
[Symbol]	EXISTING PARKING
[Symbol]	PROPOSED PARKING
[Symbol]	EXISTING LANDSCAPING
[Symbol]	PROPOSED LANDSCAPING
[Symbol]	EXISTING UTILITIES
[Symbol]	PROPOSED UTILITIES
[Symbol]	EXISTING OTHER
[Symbol]	PROPOSED OTHER

Commercial & Residential Areas

Area	Area (sq. ft.)	Area (sq. ft.)
Commercial (C1)	15,500	4,000
Residential (R1)	15,500	4,000
Residential (R2)	15,500	4,000
Residential (R3)	15,500	4,000
Residential (R4)	15,500	4,000
Residential (R5)	15,500	4,000
Residential (R6)	15,500	4,000
Residential (R7)	15,500	4,000
Residential (R8)	15,500	4,000
Residential (R9)	15,500	4,000
Residential (R10)	15,500	4,000
Residential (R11)	15,500	4,000
Residential (R12)	15,500	4,000
Residential (R13)	15,500	4,000
Residential (R14)	15,500	4,000
Residential (R15)	15,500	4,000
Residential (R16)	15,500	4,000
Residential (R17)	15,500	4,000
Residential (R18)	15,500	4,000
Residential (R19)	15,500	4,000
Residential (R20)	15,500	4,000
Residential (R21)	15,500	4,000
Residential (R22)	15,500	4,000
Residential (R23)	15,500	4,000
Residential (R24)	15,500	4,000
Residential (R25)	15,500	4,000
Residential (R26)	15,500	4,000
Residential (R27)	15,500	4,000
Residential (R28)	15,500	4,000
Residential (R29)	15,500	4,000
Residential (R30)	15,500	4,000
Residential (R31)	15,500	4,000
Residential (R32)	15,500	4,000
Residential (R33)	15,500	4,000
Residential (R34)	15,500	4,000
Residential (R35)	15,500	4,000
Residential (R36)	15,500	4,000
Residential (R37)	15,500	4,000
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Residential (R58)	15,500	4,000
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Residential (R95)	15,500	4,000
Residential (R96)	15,500	4,000
Residential (R97)	15,500	4,000
Residential (R98)	15,500	4,000
Residential (R99)	15,500	4,000
Residential (R100)	15,500	4,000



- DESIGN EXCEPTIONS**
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 16. THE SUBJECT PROPERTY IS LOCATED ON THE WEST SIDE OF MARINELLI ROAD (N.W. WIDTH VARIES).
 17. THE SUBJECT PROPERTY IS LOCATED ON THE WEST SIDE OF MARINELLI ROAD (N.W. WIDTH VARIES).

DEVELOPMENT PROGRAM

THE DEVELOPMENT PROGRAM IS DESCRIBED BY THE PLAN TO THE RIGHT OF THIS PAGE.

PRELIMINARY PLAN

DEVELOPMENT TABULATIONS

Table with 2 columns: Item, Quantity. Includes items like 'Area of Site (Acres)', 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

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Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

LOCAL AREA MAP - 1" = 200'

M-NCPPC FILE NUMBER: 820160030

SITE PLAN SAUL CENTERS WHITE FLINT WEST BUILDING A



PUBLIC BENEFIT POINT ALLOCATION PER SPECTRI PLAN PHASE

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

PROJECT TEAM

OWNER/ARCHITECT: SAUL CENTERS... PROJECT MANAGER: SAUL CENTERS... ARCHITECT: SAUL CENTERS...

SHEET INDEX

Table with 2 columns: Sheet Number, Description. Includes sheets like 'GENERAL NOTES', 'LANDSCAPE ARCHITECTURE', 'ARCHITECTURAL PLANS'.

GENERAL NOTES

- 1. THE SPECTRI CENTER IS LOCATED ON 13.46 ACRES... 2. THE SPECTRI CENTER IS LOCATED ON 13.46 ACRES... 3. THE SPECTRI CENTER IS LOCATED ON 13.46 ACRES...

RECREATION TABULATIONS

Table with 2 columns: Item, Quantity. Includes items like 'Total Area (Acres)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)', 'Total Area (Sq Ft)'. Total Area: 124.00 Acres, 5,400,000 Sq Ft.

DEVELOPMENT PROGRAM/PHASING

18. PRELIMINARY PHASING... 19. PRELIMINARY PHASING... 20. PRELIMINARY PHASING...

DEVELOPER'S CERTIFICATE

I, the undersigned, certify that the information provided in this application is true and correct to the best of my knowledge and belief.

REVISIONS

Table with 2 columns: Date, Description. Includes revisions like '1. REVISION', '2. REVISION'.

COVER SHEET

PROJECT: SAUL CENTERS WHITE FLINT WEST BUILDING A... DATE: 03/04/2024... SCALE: 1" = 200'

ATTACHMENT B

SAUL CENTERS WHITE FLINT WEST BUILDING A... M-NCPPC # 820160030... COVER SHEET

FINAL FOREST CONSERVATION PLAN SAUL CENTERS WHITE FLINT WEST BUILDING A

VICINITY MAP
SCALE: 1" = 200'

PREPARED BY:
METRO P&E CENTERS, LLC
1501 WOODBURN AVENUE
SUITE 200
IRVING, TEXAS 75038
BRAND CONSERVATION

FCP WORKSHEET

FINAL FOREST CONSERVATION WORKSHEET

NET TREAT #	Area (Acres)	Priority	Value	Area (Acres)	Priority	Value
A. Stand area to be planted	1,000	100	100,000	B. Stand area to be planted	1,000	100,000
C. Stand area to be planted	1,000	100	100,000	D. Stand area to be planted	1,000	100,000
E. Stand area to be planted	1,000	100	100,000	F. Stand area to be planted	1,000	100,000
G. Stand area to be planted	1,000	100	100,000	H. Stand area to be planted	1,000	100,000
I. Stand area to be planted	1,000	100	100,000	J. Stand area to be planted	1,000	100,000
K. Stand area to be planted	1,000	100	100,000	L. Stand area to be planted	1,000	100,000
M. Stand area to be planted	1,000	100	100,000	N. Stand area to be planted	1,000	100,000
O. Stand area to be planted	1,000	100	100,000	P. Stand area to be planted	1,000	100,000
Q. Stand area to be planted	1,000	100	100,000	R. Stand area to be planted	1,000	100,000
S. Stand area to be planted	1,000	100	100,000	T. Stand area to be planted	1,000	100,000
U. Stand area to be planted	1,000	100	100,000	V. Stand area to be planted	1,000	100,000
W. Stand area to be planted	1,000	100	100,000	X. Stand area to be planted	1,000	100,000
Y. Stand area to be planted	1,000	100	100,000	Z. Stand area to be planted	1,000	100,000

FCP DATA TABLE

Forest Conservation Data Table

Stand #	Area (Acres)	Value	Priority
1	1,000	100,000	100
2	1,000	100,000	100
3	1,000	100,000	100
4	1,000	100,000	100
5	1,000	100,000	100
6	1,000	100,000	100
7	1,000	100,000	100
8	1,000	100,000	100
9	1,000	100,000	100
10	1,000	100,000	100

FINAL FOREST CONSERVATION NOTES (MANPCPC STANDARD)

1. The purpose of this document is to provide a detailed description of the forest resources on the project site and to provide a plan for their conservation. This document is intended to be used as a guide for the implementation of the forest conservation plan and to provide a record of the work done.

2. The forest resources on the project site are described in detail in the following sections: (a) Forest Inventory, (b) Forest Assessment, (c) Forest Management Plan, and (d) Forest Conservation Plan.

3. The forest inventory was conducted using a systematic sampling method. The results of the inventory are presented in the following tables:

Stand #	Area (Acres)	Value	Priority
1	1,000	100,000	100
2	1,000	100,000	100
3	1,000	100,000	100
4	1,000	100,000	100
5	1,000	100,000	100
6	1,000	100,000	100
7	1,000	100,000	100
8	1,000	100,000	100
9	1,000	100,000	100
10	1,000	100,000	100

4. The forest assessment was conducted using a systematic sampling method. The results of the assessment are presented in the following tables:

Stand #	Area (Acres)	Value	Priority
1	1,000	100,000	100
2	1,000	100,000	100
3	1,000	100,000	100
4	1,000	100,000	100
5	1,000	100,000	100
6	1,000	100,000	100
7	1,000	100,000	100
8	1,000	100,000	100
9	1,000	100,000	100
10	1,000	100,000	100

5. The forest management plan was developed based on the results of the forest inventory and assessment. The plan includes the following components: (a) Forest Inventory, (b) Forest Assessment, (c) Forest Management Plan, and (d) Forest Conservation Plan.

6. The forest conservation plan was developed based on the results of the forest inventory and assessment. The plan includes the following components: (a) Forest Inventory, (b) Forest Assessment, (c) Forest Management Plan, and (d) Forest Conservation Plan.

AFFORESTATION / REFORESTATION MANAGEMENT PLAN

1. The purpose of this document is to provide a detailed description of the afforestation and reforestation resources on the project site and to provide a plan for their management. This document is intended to be used as a guide for the implementation of the afforestation and reforestation management plan and to provide a record of the work done.

2. The afforestation and reforestation resources on the project site are described in detail in the following sections: (a) Afforestation and Reforestation Inventory, (b) Afforestation and Reforestation Assessment, (c) Afforestation and Reforestation Management Plan, and (d) Afforestation and Reforestation Conservation Plan.

3. The afforestation and reforestation inventory was conducted using a systematic sampling method. The results of the inventory are presented in the following tables:

Stand #	Area (Acres)	Value	Priority
1	1,000	100,000	100
2	1,000	100,000	100
3	1,000	100,000	100
4	1,000	100,000	100
5	1,000	100,000	100
6	1,000	100,000	100
7	1,000	100,000	100
8	1,000	100,000	100
9	1,000	100,000	100
10	1,000	100,000	100

4. The afforestation and reforestation assessment was conducted using a systematic sampling method. The results of the assessment are presented in the following tables:

Stand #	Area (Acres)	Value	Priority
1	1,000	100,000	100
2	1,000	100,000	100
3	1,000	100,000	100
4	1,000	100,000	100
5	1,000	100,000	100
6	1,000	100,000	100
7	1,000	100,000	100
8	1,000	100,000	100
9	1,000	100,000	100
10	1,000	100,000	100

5. The afforestation and reforestation management plan was developed based on the results of the afforestation and reforestation inventory and assessment. The plan includes the following components: (a) Afforestation and Reforestation Inventory, (b) Afforestation and Reforestation Assessment, (c) Afforestation and Reforestation Management Plan, and (d) Afforestation and Reforestation Conservation Plan.

6. The afforestation and reforestation conservation plan was developed based on the results of the afforestation and reforestation inventory and assessment. The plan includes the following components: (a) Afforestation and Reforestation Inventory, (b) Afforestation and Reforestation Assessment, (c) Afforestation and Reforestation Management Plan, and (d) Afforestation and Reforestation Conservation Plan.

GENERAL NOTES

1. THE PURPOSE OF THIS DOCUMENT IS TO PROVIDE A DETAILED DESCRIPTION OF THE AFFORESTATION AND REFORESTATION RESOURCES ON THE PROJECT SITE AND TO PROVIDE A PLAN FOR THEIR MANAGEMENT.
2. THE AFFORESTATION AND REFORESTATION RESOURCES ON THE PROJECT SITE ARE DESCRIBED IN DETAIL IN THE FOLLOWING SECTIONS: (A) AFFORESTATION AND REFORESTATION INVENTORY, (B) AFFORESTATION AND REFORESTATION ASSESSMENT, (C) AFFORESTATION AND REFORESTATION MANAGEMENT PLAN, AND (D) AFFORESTATION AND REFORESTATION CONSERVATION PLAN.
3. THE AFFORESTATION AND REFORESTATION INVENTORY WAS CONDUCTED USING A SYSTEMATIC SAMPLING METHOD. THE RESULTS OF THE INVENTORY ARE PRESENTED IN THE FOLLOWING TABLES:
4. THE AFFORESTATION AND REFORESTATION ASSESSMENT WAS CONDUCTED USING A SYSTEMATIC SAMPLING METHOD. THE RESULTS OF THE ASSESSMENT ARE PRESENTED IN THE FOLLOWING TABLES:
5. THE AFFORESTATION AND REFORESTATION MANAGEMENT PLAN WAS DEVELOPED BASED ON THE RESULTS OF THE AFFORESTATION AND REFORESTATION INVENTORY AND ASSESSMENT. THE PLAN INCLUDES THE FOLLOWING COMPONENTS: (A) AFFORESTATION AND REFORESTATION INVENTORY, (B) AFFORESTATION AND REFORESTATION ASSESSMENT, (C) AFFORESTATION AND REFORESTATION MANAGEMENT PLAN, AND (D) AFFORESTATION AND REFORESTATION CONSERVATION PLAN.
6. THE AFFORESTATION AND REFORESTATION CONSERVATION PLAN WAS DEVELOPED BASED ON THE RESULTS OF THE AFFORESTATION AND REFORESTATION INVENTORY AND ASSESSMENT. THE PLAN INCLUDES THE FOLLOWING COMPONENTS: (A) AFFORESTATION AND REFORESTATION INVENTORY, (B) AFFORESTATION AND REFORESTATION ASSESSMENT, (C) AFFORESTATION AND REFORESTATION MANAGEMENT PLAN, AND (D) AFFORESTATION AND REFORESTATION CONSERVATION PLAN.

SOILS LEGEND

SYMBOL	SOIL	QUALITIES	REMARKS
403	URBAN	-	-
404	URBAN	-	-
405	URBAN	-	-
406	URBAN	-	-
407	URBAN	-	-
408	URBAN	-	-
409	URBAN	-	-
410	URBAN	-	-
411	URBAN	-	-
412	URBAN	-	-
413	URBAN	-	-
414	URBAN	-	-
415	URBAN	-	-
416	URBAN	-	-
417	URBAN	-	-
418	URBAN	-	-
419	URBAN	-	-
420	URBAN	-	-

SIGNIFICANT & SPECIMEN TREE TABLE

TREE NO.	SCIENTIFIC NAME	COMMON NAME	DBH (IN)	HEIGHT (FEET)	DBH (IN)	HEIGHT (FEET)	DBH (IN)	HEIGHT (FEET)
1	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
2	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
3	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
4	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
5	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
6	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
7	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
8	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
9	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
10	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
11	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
12	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
13	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
14	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
15	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
16	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
17	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
18	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
19	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15
20	FRAXINUS VELUTINA	WHITE BIRCH	2.5	15	2.5	15	2.5	15

REPLACEMENT TREES

1. THE PURPOSE OF THIS DOCUMENT IS TO PROVIDE A DETAILED DESCRIPTION OF THE AFFORESTATION AND REFORESTATION RESOURCES ON THE PROJECT SITE AND TO PROVIDE A PLAN FOR THEIR MANAGEMENT.

2. THE AFFORESTATION AND REFORESTATION RESOURCES ON THE PROJECT SITE ARE DESCRIBED IN DETAIL IN THE FOLLOWING SECTIONS: (A) AFFORESTATION AND REFORESTATION INVENTORY, (B) AFFORESTATION AND REFORESTATION ASSESSMENT, (C) AFFORESTATION AND REFORESTATION MANAGEMENT PLAN, AND (D) AFFORESTATION AND REFORESTATION CONSERVATION PLAN.

3. THE AFFORESTATION AND REFORESTATION INVENTORY WAS CONDUCTED USING A SYSTEMATIC SAMPLING METHOD. THE RESULTS OF THE INVENTORY ARE PRESENTED IN THE FOLLOWING TABLES:

4. THE AFFORESTATION AND REFORESTATION ASSESSMENT WAS CONDUCTED USING A SYSTEMATIC SAMPLING METHOD. THE RESULTS OF THE ASSESSMENT ARE PRESENTED IN THE FOLLOWING TABLES:

5. THE AFFORESTATION AND REFORESTATION MANAGEMENT PLAN WAS DEVELOPED BASED ON THE RESULTS OF THE AFFORESTATION AND REFORESTATION INVENTORY AND ASSESSMENT. THE PLAN INCLUDES THE FOLLOWING COMPONENTS: (A) AFFORESTATION AND REFORESTATION INVENTORY, (B) AFFORESTATION AND REFORESTATION ASSESSMENT, (C) AFFORESTATION AND REFORESTATION MANAGEMENT PLAN, AND (D) AFFORESTATION AND REFORESTATION CONSERVATION PLAN.

6. THE AFFORESTATION AND REFORESTATION CONSERVATION PLAN WAS DEVELOPED BASED ON THE RESULTS OF THE AFFORESTATION AND REFORESTATION INVENTORY AND ASSESSMENT. THE PLAN INCLUDES THE FOLLOWING COMPONENTS: (A) AFFORESTATION AND REFORESTATION INVENTORY, (B) AFFORESTATION AND REFORESTATION ASSESSMENT, (C) AFFORESTATION AND REFORESTATION MANAGEMENT PLAN, AND (D) AFFORESTATION AND REFORESTATION CONSERVATION PLAN.

SHEET INDEX

FCP-1 COVER

FCP-2 DETAILED FINAL FCP

FCP-3 DETAILS

COVER

FINAL FOREST CONSERVATION PLAN

MANPCPC # 82010030

SAUL CENTERS WHITE FLINT WEST BUILDING A

801 ELECTRON DISTRICT

IRVING, TEXAS 75038

MANPCPC # 82010030

DEVELOPER'S CERTIFICATE

THE DEVELOPER CERTIFIES THAT THE INFORMATION CONTAINED IN THIS DOCUMENT IS TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

DATE: _____

SIGNATURE: _____

CONTRACTOR'S CERTIFICATE

THE CONTRACTOR CERTIFIES THAT THE INFORMATION CONTAINED IN THIS DOCUMENT IS TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

DATE: _____

SIGNATURE: _____

FINAL FOREST CONSERVATION PLAN

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FINAL FOREST CONSERVATION PLAN

MANPCPC # 82010030

COVER

FINAL FOREST CONSERVATION PLAN

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SAUL CENTERS WHITE FLINT WEST BUILDING A

801 ELECTRON DISTRICT

IRVING, TEXAS 75038

MANPCPC # 82010030

DEVELOPER'S CERTIFICATE

THE DEVELOPER CERTIFIES THAT THE INFORMATION CONTAINED IN THIS DOCUMENT IS TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

DATE: _____

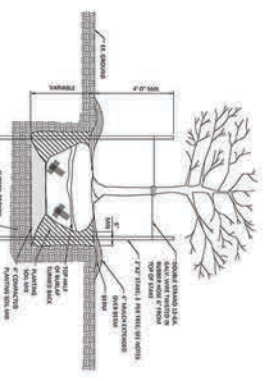
SIGNATURE: _____

CONTRACTOR'S CERTIFICATE

THE CONTRACTOR CERTIFIES THAT THE INFORMATION CONTAINED IN THIS DOCUMENT IS TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

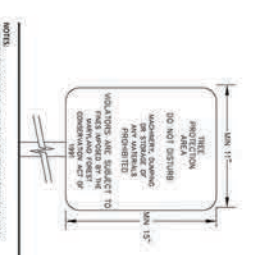
DATE: _____

S



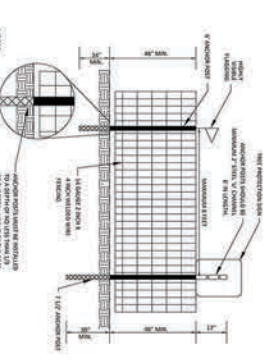
1 TREE PLANTING DETAIL
NOT TO SCALE

- NOTES:**
1. EXISTING TREE TO BE REMOVED TO MAKE ROOM FOR NEW TREE.
 2. EXISTING TREE TO BE REMOVED TO MAKE ROOM FOR NEW TREE.
 3. EXISTING TREE TO BE REMOVED TO MAKE ROOM FOR NEW TREE.
 4. EXISTING TREE TO BE REMOVED TO MAKE ROOM FOR NEW TREE.



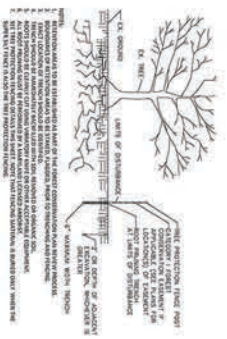
2 CONSTRUCTION TREE PROTECTION FENCE SIGN
NOT TO SCALE

- NOTES:**
1. SIGN TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.
 2. SIGN TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.
 3. SIGN TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.
 4. SIGN TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.



3 CONSTRUCTION TREE PROTECTION FENCE
NOT TO SCALE

- NOTES:**
1. FENCE TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.
 2. FENCE TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.
 3. FENCE TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.
 4. FENCE TO BE PLACED AT EACH CORNER OF TREE PROTECTION FENCE.



4 ROOT PRUNING DETAIL
NOT TO SCALE

- NOTES:**
1. ROOT PRUNING TO BE PERFORMED AT EACH CORNER OF TREE PROTECTION FENCE.
 2. ROOT PRUNING TO BE PERFORMED AT EACH CORNER OF TREE PROTECTION FENCE.
 3. ROOT PRUNING TO BE PERFORMED AT EACH CORNER OF TREE PROTECTION FENCE.
 4. ROOT PRUNING TO BE PERFORMED AT EACH CORNER OF TREE PROTECTION FENCE.

MEMO FIRE CENTER LLC
7500 WOODSON AVENUE
BETHESDA, MD 20814
BRIAN DODSON

REVISIONS	DATE
DATE	DATE
BY	BY
DESCRIPTION	DESCRIPTION

SAUL CENTERS
WHITE FLINT WEST
BUILDING A
MONTGOMERY COUNTY
BETHESDA DISTRICT
15500 GIBBS ROAD, SUITE 200
BETHESDA, MD 20814
TEL: 301.279.1234
FAX: 301.279.1235
WWW.MANPCPC.COM
820160030

DEVELOPER'S CERTIFICATE
I, the undersigned, certify that the information provided herein is true and correct to the best of my knowledge and belief, and that I am the owner of the property described herein.
Developer: Saul Centers
Date: 11/17/15
Signature: _____

DETAILS
FINAL FOREST
CONSERVATION
PLAN
DATE: 11/17/15
SCALE: 1/8\"/>



September 24, 2015

Steve Findley
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910

**Re: Preliminary Forest Conservation Tree Variance Request
Saul Centers White Flint West
North Bethesda, Maryland
120160080
VIKA # VM1273H**

Dear Mr. Findley:

On behalf of the Applicant, Metro Pike Center, LLC, we are submitting this Tree Variance Request to comply with the Natural Resources, Title 5, Section 5-1607 of the Maryland Code that requires the Applicant to file for a variance to impact the critical root zone or remove trees that either have a diameter-at-breast-height (DBH) of 30" or greater.

The subject property, 11520, 11560, and 11564 Rockville Pike, is located on the west side of Rockville Pike just north of its intersection with Nicholson Lane and south of its intersection with Marinelli Road, in the White Flint Sector Plan area (the "Property"). It is zoned CR-4.0 C-3.5 R-3.5 H-300' and is subject to the recommendations of the Sector Plan. There is no existing forest on site. The Montgomery County Planning Department approved Natural Resource Inventory / Forest Stand Delineation (NRI/FSD) No. 420131570 for the Property on May 29, 2013 and recertified June 29, 2015.

The Montgomery County Planning Board approved Sketch Plan No. 320140010 on April 17, 2014, for construction of a maximum of 1,641,744 square feet of development, comprising up to 1,436,526 square feet of residential uses and a minimum of 205,218 square feet of non-residential uses. The Sketch Plan approval requires the extension of Woodglen Drive between Nicholson Land and Marinelli Road. The Sketch Plan applies to both development of the Property and properties located on the east side of Rockville Pike also owned by the applicant. The properties on the east side of Rockville Pike will be the subject of future preliminary plan and site plan application(s).

The Preliminary Plan application proposes the consolidation of the Property's three existing lots into two new lots and provides for the phased dedication of right-of-way and construction of the extension of Woodglen Drive as provided in the approved White Flint Sector Plan. The Site Plan application proposes development of the northern portion of the Property with up to 330 multi-family dwelling units, including 12.5% moderately priced dwelling units, and up to 15,500 square feet of non-residential uses, as well as below-grade parking, public use space, and other public benefits and amenities. Part of the



Woodglen Drive extension will be located on the adjacent property directly to the west of the Property, owned by Wisconsin Park Association LP.

Under the 2004 Zoning Ordinance both a Natural Resources Inventory/Forest Stand Delineation (“NRI/FSD”) and a Preliminary Forest Conservation Plan (“PFCP”) must be prepared. In order to make the necessary findings to approve the Preliminary Plan under the 2004 Zoning Ordinance we are providing the following based on the pending application. There is one (1) specimen tree identified for removal on the adjacent Wisconsin Park Association LP property, necessary in order to accommodate construction of the Woodglen Drive extension.

Table 1 below lists the specimen tree as it is identified on the PFCP and provides the respective estimated impacts. Ultimate impacts and removals will be determined by the grading approved with the Site Plan and will be finalized with the Final Forest Conservation Plan and Variance Request.

Table 1

TAG #	COMMON NAME	BOTANICAL NAME	DBH	RATING	Disposition	CRZ Impact
10	Tulip Poplar	<i>Liriodendron Tulipifera</i>	39	GOOD	Remove	>30%

The assessment was performed by VIKA staff at the time of the field work for the NRI as a visual, at-grade-level inspection with no invasive, below grade, or aerial inspections performed at the time. Decay or weakness may be hidden out of sight for large trees.

Justification Narrative for Tree Disturbance

To grant the requested variance, the Planning Board must find that the request:

1. Describes the special conditions peculiar to the property which would cause the unwarranted hardship;
2. Describes how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas;
3. Verifies that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance; and
4. Provides any other information appropriate to support the request

We submit the following rationale in support of the request for a Forest Conservation Tree Variance.

1. The requested tree variance is necessary for implementation of the Woodglen Drive extension in accordance with the recommendations of the approved White Flint Sector Plan. Woodglen Drive includes provisions for Montgomery County’s cycle track initiative as well as contemporary storm water management treatment. Woodglen Drive is also critical for the full realization of the approved Sketch Plan, which will redevelop the Property’s existing office, retail, and large surface parking lots with two (2) multi-family buildings with ground floor retail and one (1) office building with ground floor retail.



2. Prohibiting removal of the subject tree would deprive the applicant of the rights commonly enjoyed by others who are in the Sector Plan area. Similarly located sites without specimen trees on their perimeters could be developed with improved sidewalks, enhanced streetscaping, new stormwater management facilities, and dedications for the provision of a grid network of walkable streets. Such development would be unavailable to the applicant if the subject tree were retained on the adjacent property. The inability to remove the subject tree on the adjacent property would require major changes to the approved Sketch Plan. It would preclude implementation of the Sector Plan recommendations, and it would prevent redevelopment consistent with the intent of the CR zoning of the Property, the approved Sketch Plan, and the Sector Plan's vision for urban, walkable, and sustainable design.

3. The subject tree is not directly connected to any streams, or part of a riparian buffer system. The proposed stormwater management plan for the new buildings makes provision for stormwater runoff that otherwise would have been intercepted by this tree. SWM calculations show that implementation of the approved Sketch Plan on the Property will improve water quality at the Property. Indeed, granting the variance will allow the installation of stormwater management facilities in Woodglen Drive. In turn, this will increase the project's sustainability and permit the project to meet State and County regulatory requirements to utilize environmental site design to the maximum extent possible. Retaining the subject tree would prevent environmental site design to the maximum extent possible.

Thank you for your consideration of this Tree Variance request. We believe that the supporting information provided with this letter justifies the variance to remove one (1) specimen tree. If you have any questions or need more information, please do not hesitate to contact us so that we may discuss this matter further.

Sincerely,
VIKA Maryland, LLC.



Rob Cohen, RLA
Project Landscape Architect



ATTACHMENT F



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Isiah Leggett
County Executive

Lisa Feldt
Director

November 23, 2015

Casey Anderson, Chair
Montgomery County Planning Board
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Saul Centers White Flint West, ePlan 120160080, NRI/FSD application for recertification accepted on 6/1/2015

Dear Mr. Anderson:

All applications for a variance from the requirements of Chapter 22A of the County Code submitted after October 1, 2009 are subject to Section 22A-12(b)(3). Accordingly, given that the application for the above referenced request was submitted after that date and must comply with Chapter 22A, and the Montgomery County Planning Department ("Planning Department") has completed all review required under applicable law, I am providing the following recommendation pertaining to this request for a variance.

Section 22A-21(d) of the Forest Conservation Law states that a variance must not be granted if granting the request:

1. Will confer on the applicant a special privilege that would be denied to other applicants;
2. Is based on conditions or circumstances which are the result of the actions by the applicant;
3. Arises from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; or
4. Will violate State water quality standards or cause measurable degradation in water quality.

Applying the above conditions to the plan submitted by the applicant, I make the following findings as the result of my review:

1. The granting of a variance in this case would not confer a special privilege on this applicant that would be denied other applicants as long as the same criteria are applied in each case. Therefore, the variance can be granted under this criterion.
2. Based on a discussion on March 19, 2010 between representatives of the County, the Planning Department, and the Maryland Department of Natural Resources Forest Service, the disturbance of trees, or other vegetation, as a result of development activity is not, in and of itself, interpreted as a condition or circumstance that is the result of the actions by the applicant. Therefore, the

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variance can be granted under this criterion, as long as appropriate mitigation is provided for the resources disturbed.

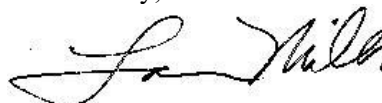
3. The disturbance of trees, or other vegetation, by the applicant does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property. Therefore, the variance can be granted under this criterion.
4. The disturbance of trees, or other vegetation, by the applicant will not result in a violation of State water quality standards or cause measurable degradation in water quality. Therefore, the variance can be granted under this criterion.

Therefore, I recommend a finding by the Planning Board that this applicant qualifies for a variance conditioned upon the applicant mitigating for the loss of resources due to removal or disturbance to trees, and other vegetation, subject to the law based on the limits of disturbance (LOD) recommended during the review by the Planning Department. In the case of removal, the entire area of the critical root zone (CRZ) should be included in mitigation calculations regardless of the location of the CRZ (i.e., even that portion of the CRZ located on an adjacent property). When trees are disturbed, any area within the CRZ where the roots are severed, compacted, etc., such that the roots are not functioning as they were before the disturbance must be mitigated. Exceptions should not be allowed for trees in poor or hazardous condition because the loss of CRZ eliminates the future potential of the area to support a tree or provide stormwater management. Tree protection techniques implemented according to industry standards, such as trimming branches or installing temporary mulch mats to limit soil compaction during construction without permanently reducing the critical root zone, are acceptable mitigation to limit disturbance. Techniques such as root pruning should be used to improve survival rates of impacted trees but they should not be considered mitigation for the permanent loss of critical root zone. I recommend requiring mitigation based on the number of square feet of the critical root zone lost or disturbed. The mitigation can be met using any currently acceptable method under Chapter 22A of the Montgomery County Code.

In the event that minor revisions to the impacts to trees subject to variance provisions are approved by the Planning Department, the mitigation requirements outlined above should apply to the removal or disturbance to the CRZ of all trees subject to the law as a result of the revised LOD.

If you have any questions, please do not hesitate to contact me directly.

Sincerely,



Laura Miller
County Arborist

cc: Amy Lindsey, Planner Coordinator

ATTACHMENT G



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

May 5, 2016

Mr. Patrick Butler, Planner Coordinator
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120160080
Saul Centers White Flint West

Dear Mr. ^{Patrick} Butler:

We have completed our review of the updated preliminary plan dated April 8, 2016. An earlier version of this preliminary plan was reviewed by the Development Review Committee at its meeting on November 9, 2015. We recommend approval of the plan subject to the following comments:

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 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.

NOTE: The following preliminary plan comments relate to the entire site frontage (Marinelli Road to Nicholson Lane, Rockville Pike (MD355) to the western property line) although the project will be developed in phases with staged site plans. It may be necessary to amend these comments, in conjunction with the future site plan reviews, to address site constraints and/or evolving transportation issues.

This letter supersedes our April 3, 2014 Sketch Plan review comments letter.

Office of the Director

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Located one block west of the Rockville Metro Station

Design Exception Package

- Design Exception Request A-1: Right-of-Way Truncation Reduction - (Rockville Pike and Marinelli Road 14 feet)

The applicant is requesting the Planning Board to make a finding to reduce the truncation requirements for the Marinelli Road intersections with Rockville Pike (MD 355) and Woodglen Drive extended. Under Section 50-26 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 twenty-five (25) foot truncation is required unless a larger or smaller truncation is approved by the Planning Board. The applicant proposes to reduce the truncations at the Rockville Pike (MD 355) and Woodglen Drive extended intersections to 14 feet and 10 feet, respectively. These reductions are being requested to reduce "the impact on the design of the public use space along the frontage of the building."

Response: MCDOT defers the decision on these requests to the Planning Board.

With respect to the operational impacts of the request at the intersection with Rockville Pike (MD 355), we defer comments to the Maryland State Highway Administration, as this intersection falls under their jurisdiction.

With respect to the intersection with Woodglen Drive, the applicant provided a conceptual plan for the traffic signal that will be installed at that intersection. This plan shows that there is adequate space for the traffic signal cabinet and related pedestrian equipment in the right-of-way. However, should the final approved signal and/or roadway construction plans require more space for right-of-way improvements, the applicant has agreed (in the April 8, 2016 Design Exception package) to grant a Public Improvement Easement as necessary to accommodate those improvements. Therefore, MCDOT recommends Planning Board approval of not less than a ten (10) foot truncation.

- Design Exception Request A-2: Reduced Driveway Spacing

MCDOT has an access policy to provide a minimum of one hundred (100) feet of tangent distance between the curb returns of proposed entrances for proposed multi-family residential and commercial sites to those of nearby intersections as well as adjacent and opposite driveways. The applicant is proposing a loading entrance to Building A on Woodglen Drive extended. The consultant's letter indicates the distance between the northern edge of the loading dock driveway and the intersection with

Marinelli Road is 57 feet (we scale the plan to be approximately 63 feet) and distance between the southern edge of that driveway and Private Drive A is 81 feet. The total distance between Marinelli Road and Private Drive A is approximately 200 feet, limiting the possibility for a two-bay truck driveway that meets the minimum spacing policy.

Response: The driveway spacing Design Exception request is for only for the loading dock area proposed on Woodglen Drive extended; there will be no access to the proposed underground parking garage at this location (the garage access is proposed off proposed Private Street A). While the location is not ideal, we note the consultant states the truck loading docks will be managed by the building administration, that the residents will be required to make advanced arrangements for the limited number of allowed daily moves, and there will be an insignificant number of daily deliveries for the retail and restaurant tenants located on the ground floor.

Therefore, MCDOT **approves** the request for a reduction in driveway spacing. Due to the geometry of proposed Woodglen Drive extended and the truck loading dock driveway, as well as the limited pavement width on proposed Woodglen Drive, egress from the truck loading docks will be limited to left turn (southbound) movements.

- Design Exception Request A-3: Reduction to the size and number of Required Loading Spaces

The applicant is seeking a waiver from the 1989 Executive Branch Off-Street Loading Space criteria in order to reduce the number and size of the loading spaces required for Building A. The preliminary plan is using the October 29, 2014 Zoning Ordinance standards, which requires properties to comply with that policy. The 1989 policy requires one (1) WB 50 loading spaces and four (4) SU-30 loading space for this level of development. The 2014 Zoning Ordinance requires only two (2) SU-30 loading spaces. The applicant proposes to provide one (1) WB-50 loading space and one (1) SU-30 loading space. Loading for future buildings will be addressed under future site plan(s).

Response: Based on the rationale presented by the applicant above (for Design Exception Request A-2) and since the current loading spaces proposal exceeds that required under the 2014 Zoning Ordinance, MCDOT **approves** the reduced number of loading spaces.

- Design Exception Request A-4: Special Paving Materials for Sidewalks in the Public Right-of-way

The applicant is requesting to use non-standard materials at the main entrances to residential and retail spaces.

Response: MCDOT **approves** the request for non-standard materials in the right-of-way for sidewalks only. The design exceptional approval does not include special paving in the road, since the developer stated that it would be removed from plan. The applicant will be required to maintain the non-standard materials. They will need to execute and record a maintenance and liability agreement to the County for approval prior to issuance of the corresponding right-of-way construction permit.

NOTE: In accordance with Section 49-20 of the County Code, the non-standard paving improvements to be implemented and maintained under this agreement are limited to temporary removable obstructions. Permanent obstructions, which are not easily removed, require a Franchise Agreement approved by the County Council.

- Design Exception Request A-5: Modifications to the Context Sensitive Road Sections

The applicant is seeking a design modification from the road code section MC-2005.02 ("Business District Street – 2 Lanes with Parking on Both Sides") for Woodglen Drive extended in order to comply with the MCDOT and MNCPPC cycle track initiative and due to right-of-way limitations. The context sensitive standard for Woodglen Drive extended is recommended to be modified in the April 2010 Approved and Adopted White Flint Sector Plan.

Response: MCDOT **approves** the modifications to the design standard MC-2005.02. The modification to the standard was recommended by MCDOT in the sketch plan letter.

- Design Exception Request A-6: Layby on Woodglen Drive

Although not specifically requested in the Consultant's Design Exception Package, the plan proposes a non-standard layby (drop off) area on the east side of Woodglen Drive, immediately north of the truck loading docks.

Response: MCDOT approves the proposed layby, subject to the space being restricted for "No Parking Any Time" and being available for use by anyone.

Significant Plan Review Comments

1. Prior to approval of the record plat, the applicant will need to revise and submit the signal warrant analysis for the Marinelli Road and Woodglen Drive extended intersection. The revised traffic signal study should show prohibition of left turns from Woodglen Drive extended onto Marinelli Road westbound. The applicant will be required to design and construct same at their cost. The revised study should be submitted to the MCDOT Division of Traffic Engineering and Operations (DTEO) for their approval.

Prior to recordation of the record plat, the applicant will provide a bond to MCDOT for the full cost to design, permit and construct the traffic signal. The Engineer's Estimate for these costs will need to include contingencies and be approved by the MCDOT DTEO prior to issuance of the bond.

Prior to issuance of the right-of-way permit, the applicant must obtain MCDOT DTEO approval of the design plans to install the new traffic signal. These plans should include the proposed signal phasing, including pedestrian phasing, geometry/lane use, crosswalks and pedestrian ramps, lighting and signing, etc.

Prior to opening Woodglen Drive extended to traffic and/or issuance of the first use and occupancy permit for the building, whichever comes first, the traffic signal installation must be completed and activated.

The prohibition of left turns from Woodglen Drive extended onto Marinelli Road westbound will be further defined by signing and marking plan. In addition, the applicant will submit a concept for a concrete median to prohibit the left turns to MCDOT DTEO at the time of signing and marking plan submission. The applicant must construct the median prior to any occupancy of Building A. At future amended preliminary plan and site plan, after occupancy of Building A, the applicant may request, and MCDOT may consider, whether a left turn may be permitted from Woodglen Drive extended onto Marinelli Road.

NOTE: Depending on the phasing to be proposed for the traffic signal MCDOT may require a WB near side signal indication that the current concept does not address.

2. The applicant shows on the preliminary plan one crosswalk for pedestrians and bicyclists crossing Marinelli Road. This crosswalk and related median are approved conceptually. *"Park and Planning staff have requested a protected intersection, which includes separate crossings for pedestrians and cyclists."* Such design is an operational detail

that will be considered in the final design of the crosswalk. The intersection design will be determined by MCDOT DTEO and DPS at the permit stage.

3. Concurrent with phased construction of Woodglen Drive extended, the applicant must relocate the overhead utilities outside of the dedicated right-of-way.
4. In accordance with Bill 33-13, curb radii at the corner of each intersection of two urban roads must not exceed fifteen (15) feet except as stated in the Bill.
5. WB-50 and SU-30 trucks will not be permitted to making rights out of the loading dock. Also, WB-50 trucks will not be permitted to make a right from eastbound Marinelli Road onto southbound Woodglen Drive; these trucks will need to access the loading area from Rockville Pike (MD 355) or Nicholson Lane. The building manager must alert truck drivers of the restricted ingress and egress routes in advance of the scheduled delivery.

Standard Plan Review Comments

1. Necessary dedication for future widening of Rockville Pike (MD 355), Marinelli Road and Nicholson Lane in accordance with the master plan.
2. Full width dedication and construction of Woodglen Drive extended. Woodglen Drive extended will be dedicated and constructed in phases. The first phase will be dedicated with Building A West as shown on sheet PP-3.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat.
5. The storm drain capacity and impact analyses were reviewed and conceptually accepted by MCDOT.

We also support approval of the stormwater management concept plan; details will be finalized at the permit stage.

6. The sight distances study has been accepted. Copies of the accepted Sight Distance Evaluation certification forms are enclosed for your information and reference.

7. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway. Pursuant to Condition #6 of the Sketch Plan No. 320140010, a private agreement has been recorded in Liber 55160, Folio 491. In accordance with this private agreement, no reciprocal access is required between the applicant's property and the adjacent Landow Property. The applicant must provide a reference to the private agreement on the record plat.
8. Private common driveways and private streets – in particular proposed Private Street "A" - shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. We note the access language in note no. 14 on sheet "PP-1." The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan. We recommend the pavement section be constructed to business district street standards.
9. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
10. In order to ensure adequate driveway capacity, particularly egress volume, provide a minimum fifty (50) foot tangent section before encountering cross traffic on-site, for all driveways.
11. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
12. The public sidewalks should be in the right-of-way or in Public Improvement Easement (PIE). Brick paver sidewalks in the public right-of-way should be built to MC-111.02 standard and in accordance with County Council Resolution 16-931.
13. 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.
14. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, 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.

15. Access and improvements along Rockville Pike (MD 355) as required by the Maryland State Highway Administration.
16. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.

The location of the public utilities in the Woodglen Drive extended right-of-way were not clearly shown on the concept utility plan. In those situations where provision of a public utility easement is not feasible due to zero-foot building setbacks, the applicant and public utility companies will need to work with the Department of Permitting Services to determine the location of utility installations. 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.
17. If the proposed development will alter any existing street lights, 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.
 18. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
 19. 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.
 20. Traffic Mitigation Agreement (TMAg):
 - a. A draft TMAg for this project has been received which will be reviewed for consistency with the White Flint TMAg template. When an amended preliminary

plan is submitted for the next phase of the project, an amended TMAg may be required. MCDOT will determine at the time of submission, whether the TMAg will be amended.

- b. Review by both MCDOT and M-NCPPC should be completed shortly; the agreement should be fully executed prior to Certified Site Plan.
- c. Applicant will be required to comply with the terms of that agreement, including achievement of the Non-Auto Driver Mode Share goals for the White Flint Sector Plan.
- d. The agreement will need to address Transportation Demand Management aspects of this project, including the following elements in addition to those identified above:
 - i. Real Time Information – Provide space for 1 interior display monitor in both office and residential lobbies (with all necessary conduit, electrical and internet connections) for displaying County real time transit information feeds. Feeds can be displayed on the same monitors planned for use in displaying Project-related information. An exterior Real Time Information sign may be required to serve the public open space area and/or a BRT stop serving this Project, in which case the County would install the sign and Applicant would be required to: 1) reimburse payment for the monitor up to a maximum of \$15,000 and, 2) pay for 5 years of maintenance of exterior sign.
 - ii. Concierge/Reception Desk: Ensure that the area is large enough and designed so as to facilitate provision of TDM-related information and pass sales transactions – e.g., obtaining transit information, loading of SmarTrip cards.
 - iii. Parking:
 - Make pay parking available to employees working at the Project at or above market rates to discourage the use of single-occupancy vehicles for commuting to the Project.
 - Office tenant leases should not require a commitment to a minimum number of parking spaces as a precondition to leasing space. (“Unbundling of parking”)

21. Bike Facilities:

- a. It has been noted that this project fosters a bike-friendly environment, through provision of bike parking, storage and bikeshare. Clarification is needed re provisions regarding bike parking and storage facilities – especially regarding numbers of bikes for which parking will be provided in each type of facility.

- b. Provision of a bike storage room with convenient access to bike trail on Woodglen Drive extended should be considered in final design to facilitate resident use of bicycles.

22. Bikeshare:

- a. Note #16 on sheet PP-3 proposes deferring the decision on the bikeshare station location to certified site plan for Building A West. MCDOT is amenable to their proposal; however, we would like to specify that the location must be identified prior to both certified preliminary and site plan.
- b. The off-site location for the bikeshare station on County property north of the project site is shown as a 19-dock station, consistent with earlier recommendations.
- c. However, the on-site location on the south side of Private Drive A is shown as just an 11-dock station. This on-site location should be shown as a 19-dock station. It appears there is enough space to accommodate a 19-dock station at that location, but if there is not then this should be shown as at least a 15-dock station.
- d. The on-site bikeshare station location should not be labeled "Optional," but the off-site location to the north could be labeled "Potential Alternative."
- e. The on-site location on the south side of Private Drive A is shown as within the "Interim Conditions" portion of the Site Plan. We would recommend the line designating "Interim Conditions" be shifted slightly to incorporate the on-site bikeshare station location within the actual Site Plan area vs. within the "Interim Conditions" area, unless the "Interim Conditions" area is being approved as part of the Site Plan as well.

23. Parking:

- a. Project should minimize parking to the extent possible – if possible, for Preliminary Plan, reduce the number of parking spaces beyond the number for which incentive density points were given as part of Sketch Plan approval.
- b. Provide flexibility in design of parking to enable mixed uses to share parking areas to maximize efficient use.
- c. Provide at least two electric vehicle car charging stations (or the number required by law, whichever is greater)
- d. Provide adequate numbers of car/vanpool parking spaces in highly visible, preferentially-located spots
- e. Provide adequate number of carsharing parking spaces in highly visible, preferentially-located spots. If possible these should be placed in locations

accessible to the general public (e.g., surface parking area or along internal street) vs. secure parking areas where the general public cannot access them.

24. Other Transportation Demand Management Related Recommendations:

- a. Design building lobbies to provide two-way visibility for transit
- b. Provide showers and changing facilities in office building for employees who are able to use active commute modes (e.g., walking, biking) to get to work
- c. Flexibility in parking use – Provide flexibility in design/operation of parking areas to enable mixed uses to share parking areas to maximize efficient use.
- d. Ensure that parking for vanpools is provided that can accommodate height requirements.

25. At or before the permit stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.

26. We recommend that the applicant coordinate with Ms. Joana Conklin, the Bus Rapid Transit Development Manager for Montgomery County. Ms. Conklin can be reached at joana.conklin@montgomerycountymd.gov or at 240-777-7155.

27. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:

- a. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, bicycle path, storm drainage and appurtenances, and street trees along Woodglen Drive extended as conceptually shown on sheet PP-1. Provide traffic signal conduit as directed by MCDOT DTEO. The final details of the improvements in the right-of-way will be determined at permit stage.
- b. Four (4) foot lawn panel with minor species street trees and five (5) foot wide concrete sidewalk and handicap ramps along Marinelli Road site frontage. Provide traffic signal conduit as directed by MCDOT DTEO. Provide median improvements to protected pedestrian and bicycle crossing as well as prohibit all northbound left turns from Woodglen Drive extended to westbound Marinelli Road. Replacement of curb and gutter as necessary to meet site conditions.
- c. Improvements along Nicholson Lane and Woodglen Drive extended south of Private Drive A to be determined in the future at amended preliminary plan and/or site plan.
- d. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all

Mr. Patrick Butler
Preliminary Plan No. 120160080
May 5, 2016
Page 12

- drainage easements.
- e. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - f. Erosion and sediment control measures as required by Section 50-35(j) 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 the Department of Permitting Services (DPS) 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 the DPS.
 - g. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
 - h. Developer shall provide street lights 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 Ms. Rebecca Torma, our Development Review Area Senior Planning Specialist for this project at (240) 777-2118 or at rebecca.torma@montgomerycountymd.gov.

Sincerely,
Gregory M. Leck
for Greg
Gregory M. Leck, Manager
Development Review Team
Office of Transportation Policy

m:/subd/tormar01/White Flint/Saul Centers/preliminary plan/120160080 Saul Centers Preliminary Plan letter

Enclosures (4)

cc:	Brian Downie	Metro Pike Center, LLC
	Ian Duke	Vika Maryland, LLC
	Charles Irish	Vika Maryland, LLC
	Nancy Randall	Wells and Associates
	Robert Dalrymple	Linowes and Blocher, LLC
	Glenn Kreger	MNCPPC Area 2
	Khalid Afzal	MNCPPC Area 2
	Michael Brown	MNCPPC Area 2

Mr. Patrick Butler
Preliminary Plan No. 120160080
May 5, 2016
Page 13

Ed Axler MNCPPC Area 2
David Anspacher MNCPPC Functional Planning and Policy
Pranoy Choudhury MSHA District 3
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Dee Metz CE Office
 Atiq Panjshiri MCDPS RWPR
 Sam Farhadi MCDPS RWPR
 Mark Etheridge MCDPS WRM
 William Campbell MCDPS WRM
 Gary Erenrich MCDOT OTP
 Fred Lees MCDOT DTEO
 Mark Terry MCDOT DTEO
 Dan Sanayi MCDOT DTEO
 Bruce Mangum MCDOT DTEO
 Kyle Liang MCDOT DTEO
 Patricia Shepherd MCDOT DTE
 Stacy Coletta MCDOT
 Sandra Brecher MCDOT OTP
 Beth Dennard MCDOT OTP
 Rebecca Torma MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Saul Centers at White Flint Preliminary Plan Number: 1- 20160080

Street Name: Nicholson Lane Master Plan Road Classification: Arterial

Posted Speed Limit: 40 mph

Street/Driveway #1 (Woodglen Drive) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>575</u>	_____	Right _____	_____
Left <u>360</u>	_____	Left _____	_____

Comments: DOT to install, "NO RIGHT TURN ON RED", sign. Comments: _____

GUIDELINES

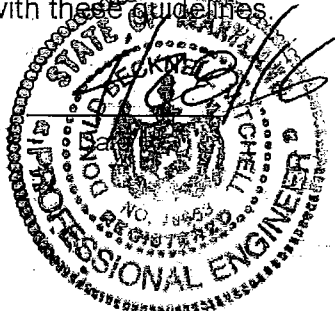
Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
Secondary - 30	200'	
Business - 30	200'	
Primary - 35	250'	
Arterial - 40	325'	
(45)	400'	
Major - 50	475'	
(55)	550'	

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

Signature [Handwritten Signature]
19863
 PLS/P.E. MD Reg. No.



Montgomery County Review:

Approved
 Disapproved:
 By: Rebecca Loman
 Date: 5/5/16



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Saul Centers at White Flint Preliminary Plan Number: 1- 20160080

Street Name: Nicholson Lane Master Plan Road Classification: Arterial

Posted Speed Limit: 40 mph

Street/Driveway #1 (Woodglen Drive) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>575</u>	_____	Right _____	_____
Left <u>360</u>	_____	Left _____	_____

Comments: DOT to install, "NO RIGHT TURN ON RED", sign. Comments: _____

GUIDELINES

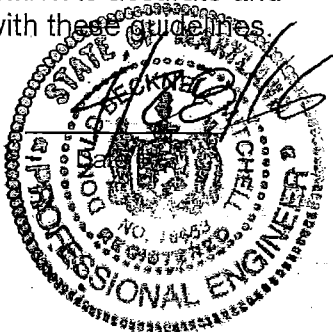
Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
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Business - 30	200'	
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Arterial - <u>40</u>	<u>325</u>	
(45)	400'	
Major - 50	475'	
(55)	550'	

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

Signature: [Handwritten Signature]
19863
 PLS/P.E. MD Reg. No.



Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<u>Rebecca [Handwritten]</u>
Date:	<u>5/5/16</u>



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Saul Centers at White Flint Preliminary Plan Number: 1- 120160080

Street Name: Woodglen Road Master Plan Road Classification: Business - Planned

Posted Speed Limit: 30 mph

Street/Driveway #1 (Entrance #4) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>185</u>	<u>No</u>	Right _____	_____
Left <u>408</u>	<u>Yes</u>	Left _____	_____

Comments: Road right ends in existing T-intersection with Marinelli Road. A design waiver has been requested for the inadequate sight distance. Left: Crest of hill prohibits further sight.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30 ** 25 mph	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

** New speed limit based on Expedited Bill No. 33-13 made effective 12/3/2014

*Source: AASHTO

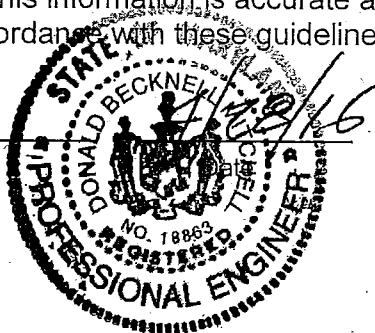
ENGINEER/ SURVEYOR CERTIFICATE

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

Signature _____

19863

PLS/P.E. MD Reg. No.



Montgomery County Review:

Approved

Disapproved:

By: Rebecca Brown

Date: 5/9/16



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Saul Centers at White Flint Preliminary Plan Number: 1- 120160080

Street Name: Woodglen Road Master Plan Road Classification: Business - Planned

Posted Speed Limit: 30 mph

Street/Driveway #1 (Entrance Street "A") Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>250</u>	<u>Yes</u>	Right _____	_____
Left <u>250</u>	<u>Yes</u>	Left _____	_____

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30 ** 25 mph	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

** New speed limit based on Expedited Bill No. 33-13 made effective 12/3/2014

ENGINEER/ SURVEYOR CERTIFICATE

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

Signature _____
18863
 PLS/P.E. MD Reg. No.



Montgomery County Review:

Approved

Disapproved:

By: Avinash Dewani

Date: 05/06/2016

Larry Hogan, *Governor*
Boyd K. Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*
Gregory C. Johnson, P.E., *Administrator*

January 20, 2016

Mr. Jamie Chapman
VIKA Maryland, LLC
20251 Century Boulevard, Suite 400
Germantown, Maryland 20874

RE: Montgomery County
MD 355
Saul Centers White Flint
SHA Tracking No. 13APMO050XX
M-NCPPC Number: 820160030
Mile Point: 6.17

Dear Ms. Chapman:

Thank you for the opportunity to review the Preliminary and Site Plan submittal for the proposed Saul Centers White Flint development in Montgomery County. The State Highway Administration (SHA) has reviewed the plans and we are pleased to respond.

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

District 3 Traffic Comments:

1. Our office has completed its review and offers no comments at this time with the exception that any improvements should conform to SHA's Standards and Specifications.

District 3 Utility Comments:

1. Upon review of the plans we offer no comment.

Cultural Resources Comments:

1. Based on the assessment completed utilizing project plans, as well as cultural resources data, topographic mapping and aerial photography from the SHA-GIS database, the proposed roadway improvements do not have the potential to impact historic properties.

Formal consultation with the Maryland Historical Trust is not recommended.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
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

Highway Hydraulics Division (HHD) Comments:

1. We have received and reviewed your submission, which included the access management / overall site plan. In order for the Highway Hydraulics Division to complete a detailed review of the project, please submit a hydrologic analysis of the existing and proposed site conditions, a complete hydraulic analysis and design of existing and proposed storm drain systems, a narrative describing stormwater management strategies, and erosion/sediment control plans for the proposed project.
2. Once obtained please provide documentation of the local agency's *final* review and approval of both the stormwater management and erosion/sediment control plans.
3. Regarding storm drain system analysis and design (as per the *SHA Drainage Manual*), we have the following comments:
 - a. Please show and label all existing and proposed storm drain structures and pipes on the plans. Please label existing and proposed pipe sizes on the plans and show flow direction with arrows.
 - b. Please provide inlet spread and efficiency (2 year design storm) computations for any new and existing (if impacted) inlet structures; we are particularly concerned about inlets within the SHA right-of-way.
 - i. Per SHA drainage design criteria, gutter spreads cannot exceed 8 feet, inlets must intercept at least 85% of the flow, and flows across entrances cannot exceed 1.0 cfs.
 - c. Please provide computations for storm drain flow analysis (10-year design storm) and HGL (25-year storm analysis).
 - d. Please provide profiles for new and existing (if impacted) storm drain systems.
 - i. Provide Q10 and V10 for each pipe segment and outfall location.
 - ii. Show all existing and proposed utility crossings.
 - iii. Show the 25-year HGL on all profiles.
4. Although we defer to **Montgomery County** for Stormwater Management approval, due to the possible impacts to SHA right-of-way, please provide:
 - a. Existing and Proposed Drainage Area Maps, identifying / including:
 - i. Land uses, soil types, natural resources (e.g. WUS, wetlands, streams, buffers, etc.), topography and planimetrics, labeled POIs and Tc Paths for each drainage area, and a legend.
 - b. Stormwater Management Report, including:
 - i. Hydrologic Analyses for the existing and proposed site conditions, and explanation of analysis methodology (e.g. TR-55).
 - ii. Stormwater Management Analysis quantifying ESD and SWM needs.
 - a) Please provide values for the amounts of impervious surface area within SHA right-of-way that are to be added, to be removed, and to be reconstructed.
 - iii. ESD requirements and design (*2007 Stormwater Management Act and 2010 Updates*), including supporting computations and documentation.
 - iv. Proposed Improvements/Mitigation (as necessary) to address stormwater quality and quantity management needs.

- v. SHA requires the implementation of an ESD and SWM design strategy that clearly demonstrates **no increase** in peak discharges to or from SHA right-of-way. Peak discharges to any existing drainage systems and culverts should not increase from pre-development conditions.
 - vi. SHA requires all new impervious area within the SHA right-of-way be **directly treated** in an ESD facility. Alternatively, an equal amount of existing untreated SHA impervious area may be treated as compensation for any untreated new SHA impervious area. It is not sufficient to treat non-SHA impervious area to compensate for new SHA impervious area.
5. Although we defer to **Montgomery County** for Erosion and Sediment Control approval, due to the possible impacts to SHA right-of-way we have the following comments:
- a. Please provide erosion and sediment control plan(s) for review.
 - i. All sediment-laden runoff should be treated prior to entering or exiting the SHA right-of-way.
 - ii. All Erosion and Sediment Control design should be per the *2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control*.
6. Once finalized, please provide a copy of the signed 'recordable' plat (in SHA format and on SHA border) with accompanying deed for proposed easements, SHA right-of-way dedication, 'rights to discharge', and release of existing SHA drainage easement. For any questions in regards to plat preparation please contact Mr. Jeff Bonnerwith (JBonnerwith@sha.state.md.us) of SHA's Office of Highway Development – Plats and Survey Division.

We may provide additional comments once all design data including calculations have been included in the next submittal. On the submission CD, please include an electronic copy of all hydraulic reports, plans, and computations in PDF format.

Office of Environmental Design (OED) Comments:

1. **Guidance Documents:** Please refer to the latest published versions of 'SHA Environmental Guide for Access and District Permit Applicants', 'SHA Landscape Estimating Manual', and other guidance at <http://www.roads.maryland.gov/index.aspx?PageId=25> when preparing plans for resubmittal.
2. **Plans for Landscape Construction:** Please refer to Chapter 6.0 of the 'Environmental Guide' so that all required landscape plan elements in conformance with Chapter 6.2 such as posted speed limit and graphic scale are included. Please include complete planting plans, hardscape plans, details, etc. for all areas within SHA right of way with the next submittal.
3. **SHA Landscape Notes:** Please refer to Chapter 7 of the Environmental Guide' and include all pertinent Notes. At this time it appears that Notes per the following chapters are appropriate: 7.1, 7.2, 7.3, 7.5, 7.6, 7.9, 7.24 (modified as necessary to indicate the materials) and 7.25. Other Notes may be appropriate depending upon the final design of the project. Please verify the selection of Notes.
4. **Non-SHA Standards:** Please review Chapter of 6.0-e of the 'Environmental Guide' and either delete non-SHA standards or add the note in Chapter 6.0-e to sheets as appropriate.

5. Engineer's Estimate: Please ensure that landscape items and quantities are included in conformance with the recently revised 'SHA Landscape Estimating Manual', and provide the estimate with the next submittal.
6. Revised Landscape Specifications for all sections of SHA Standard Specifications related to landscape construction are available at <http://www.roads.maryland.gov/index.aspx?PageId=25>


Access Management Comments:

1. Please complete a Plan Submittal Checklist and include with your next submittal, ensuring that all checked items are clearly shown on the Access Permit plans. The checklist can be found online at the following location: <http://www.roads.maryland.gov/ohd2/Plan-checklist.pdf>.
2. The State Highway Administration requires that any right-of-way donation (dedication) be platted to SHA standards. Developer Donation Plat Guidelines may be found online at <http://www.roads.maryland.gov/Index.aspx?PageId=29#Plat>. Please contact Ms. Jane Heming, Chief, Records & Research Section, Office of Real Estate at 410-545-2829 or jheming@sha.state.md.us for existing right-of-way information. Note that any plats produced for the SHA shall be on NAD83/91 datum. Please contact Mr. Dan Sain, Assistant Division Chief, Plats and Surveys Division (PSD) at 410-545-8961 or dsain@sha.state.md.us for SHA-GPS control location and information. All subdivision plats that will be showing donated area must be approved by PSD prior to recordation at the County level. The first plat submission shall come through District 3 Access Management to Mr. Pranoy Choudhury. Subsequent plat submissions may be made directly to the Plats and Surveys Division. Please contact Mr. Jeff Bonnerwith, Assistant Division Chief, Plats and Surveys Division at 410-545-8950 or JBonnerwith@sha.state.md.us for additional information about the Donation Plat review process. Additionally, contact Mr. John Wedemeyer, Chief, District 3 Right-of-Way at 301-513-7470 or JWedemeyer@sha.satte.md.us for information about the Donation Deed requirements and procedures.
3. Please list all Maryland Standards (construction and temporary traffic control) being used on the project, on the first sheet of the Access Permit plan set, in the format shown below:
The following standards (construction and temporary traffic control) are required for this project (list them out as shown below):
 - a. MD-xxx.xxx – Name of standard
 - b. MD-xxx.xxx – Name of standard**For all standards referred to on the plans the contractor must go to the Book of Standards which will have the most current version. The Book of Standards can be accessed at:**
<http://apps.roads.maryland.gov/businesswithsha/bizStdsSpecs/desManualStdPub/publicationonline/ohd/bookstd/index.asp>
All items are to be constructed in accordance with the current version of the referenced standard at the time of construction.
4. A valid Professional Engineer's stamp and Certification is required on all Access Permit plan sheets.

5. Please clearly show all locations where proposed full depth and/or milling & overlay will be performed. Add symbols/ shading for each to the legend on the plans.
6. Please label all proposed curb and gutter at reconfigured median and relocated entrance.
7. Show posted speed limit and roadway classification for MD 355.
8. Please show how traffic will be maintained during construction using either maintenance of traffic (MOT) plans or temporary traffic control standards. If using the latter; please add the applicable standards to the list as mentioned in comment #3.
9. Please provide a 10-scale detail of the reconfigured median.
10. Label ADA ramps at their locations with the applicable Maryland standard numbers and add standards to the list as mentioned in comment #3.
11. The proposed water and sewer connections must conform to the conditions of a SHA Utility Permit. The drawings must show any necessary road repairs required in the Permit. You may also contact Mr. John Nesbitt, District 3 Utility Engineer, at 301-513-7350, by using our toll free number in Maryland only at 1-800-876-4742 or via email at JNesbitt@sha.state.md.us.
12. A utility patch (MD578.01) will be required for the proposed sewer connection. Please show this on the plans and add standard to the list as mentioned in comment #3.

Further plan submittals should reflect the above comments. Please submit a CD containing the plans and all supporting documentation in PDF format, including a point-by-point response to reflect the comments noted above directly to Mr. Brian Young at 9300 Kenilworth Avenue, Greenbelt, MD 20770, attention of Mr. Pranoy Choudhury. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via the SHA Access Management web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions or require additional information please contact Mr. Pranoy Choudhury at 301-531-7325, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7325), or via email at pchoudhury@sha.state.md.us.

Sincerely,



Brian W. Young
District Engineer

BWY/ kw

cc: Mr. Sigmond Ajegwu, SHA – District 3 Utilities
Mr. Jeff Bonnerwith, SHA – Plats and Surveys Division
Mr. Pranoy Choudhury, SHA – Access Management
Mr. Greg Cooke, SHA – Plats and Surveys Division
Mr. Brian Downie (Brian.Downie@BFSaulCo.com), Metro Pike Center, LLC
Mr. Mark Etheridge (Mark.Etheridge@montgomerycountymd.gov), Montgomery County
Ms. April Fehr, SHA – EPLD
Mr. Jason Ferner, SHA – HHD

Mr. Jamie Chapman
SHA Tracking No.: 13APMO050XX
Page 6 of 6
January 20, 2016

Ms. Shandale Forbes, SHA – HHD
Mr. Youcef Hamroun, SHA – District 3 Traffic
Ms. Jane Heming, SHA – Office of Real Estate
Mr. John Krouse, SHA – OED
Mr. Aaron Levinthal, SHA – EPLD
Mr. Don Mitchell (DMitchell@Vika.com), VIKA Maryland, LLC
Mr. Dave Murnan, SHA – District 3 Traffic
Mr. John Nesbitt, SHA – District 3 Utilities
Ms. Deborah Pitts, SHA – HHD
Mr. Dan Sain, SHA – Plats and Surveys Division
Mr. Joe Vervier, SHA – OED
Mr. John Vranish, SHA – ICD
Mr. John Wedemeyer, SHA – District 3 Right-of-Way



FIRE MARSHAL COMMENTS

DATE: 18-Feb-16
TO: James Chapman - jchapman@solteszco.com
~~Soltesz, Inc~~ **VICA**
FROM: Marie LaBaw
RE: Saul Centers White Flint West Building A
820160030 120160080

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **18-Feb-16** .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 *****



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett
County Executive

Clarence J. Snuggs
Director

May 11, 2016

Mr. Michael Brown
Area 1 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Saul Centers White Flint West
Preliminary Plan No. 120160080
Saul Centers White Flint West Building A
Site Plan No. 820160030

Dear Mr. Brown:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced Preliminary Plan and Site Plan and recommends Approval of the plans. Please note the following conditions:

1. The applicant must execute an agreement with DHCA that satisfies the requirements of Chapter 25A of the County Code before any residential building permits will be issued.
2. If this building is to be a condominium, DHCA will need to review the draft condominium documents to determine if the Director should restrict any facilities, services or design costs for the MPDUs because they will cause excessive mandatory condominium fees for the MPDU purchasers.

Please provide architectural drawings showing proposed locations and layouts of MPDUs for DHCA's review as soon as they are available.

Sincerely,

Lisa S. Schwartz
Senior Planning Specialist

cc: Ian Duke, VIKA Maryland, LLC

S:\Files\FY2014\Housing\MPDU\Lisa Schwartz\Washington Saul Centers White Flint West DHCA Letter 5-11-2016.doc

Division of Housing

Affordable
Housing Program
FAX 240-777-3709

Multifamily Housing
Programs
FAX 240-777-3691

Landlord-Tenant Affairs
FAX 240-777-3691

Licensing & Registration Unit
240-777-3666
FAX 240-777-3699

100 Maryland Avenue, 4th Floor • Rockville, Maryland 20850 • 240-777-0311 • www.montgomerycountymd.gov/dhca

Mr. Patrick Butler
Preliminary Plan No. 120160080
May 5, 2016
Page 13

Ed Axler MNCPPC Area 2
David Anspacher MNCPPC Functional Planning and Policy
Pranoy Choudhury MSHA District 3
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Dee Metz CE Office
 Atiq Panjshiri MCDPS RWPR
 Sam Farhadi MCDPS RWPR
 Mark Etheridge MCDPS WRM
 William Campbell MCDPS WRM
 Gary Erenrich MCDOT OTP
 Fred Lees MCDOT DTEO
 Mark Terry MCDOT DTEO
 Dan Sanayi MCDOT DTEO
 Bruce Mangum MCDOT DTEO
 Kyle Liang MCDOT DTEO
 Patricia Shepherd MCDOT DTE
 Stacy Coletta MCDOT
 Sandra Brecher MCDOT OTP
 Beth Dennard MCDOT OTP
 Rebecca Torma MCDOT OTP



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Isiah Leggett
County Executive

Lisa Feldt
Director

November 23, 2015

Casey Anderson, Chair
Montgomery County Planning Board
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Saul Centers White Flint West, ePlan 120160080, NRI/FSD application for recertification accepted on 6/1/2015

Dear Mr. Anderson:

All applications for a variance from the requirements of Chapter 22A of the County Code submitted after October 1, 2009 are subject to Section 22A-12(b)(3). Accordingly, given that the application for the above referenced request was submitted after that date and must comply with Chapter 22A, and the Montgomery County Planning Department ("Planning Department") has completed all review required under applicable law, I am providing the following recommendation pertaining to this request for a variance.

Section 22A-21(d) of the Forest Conservation Law states that a variance must not be granted if granting the request:

1. Will confer on the applicant a special privilege that would be denied to other applicants;
2. Is based on conditions or circumstances which are the result of the actions by the applicant;
3. Arises from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; or
4. Will violate State water quality standards or cause measurable degradation in water quality.

Applying the above conditions to the plan submitted by the applicant, I make the following findings as the result of my review:

1. The granting of a variance in this case would not confer a special privilege on this applicant that would be denied other applicants as long as the same criteria are applied in each case. Therefore, the variance can be granted under this criterion.
2. Based on a discussion on March 19, 2010 between representatives of the County, the Planning Department, and the Maryland Department of Natural Resources Forest Service, the disturbance of trees, or other vegetation, as a result of development activity is not, in and of itself, interpreted as a condition or circumstance that is the result of the actions by the applicant. Therefore, the



variance can be granted under this criterion, as long as appropriate mitigation is provided for the resources disturbed.

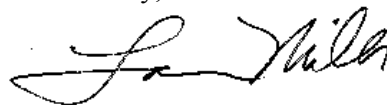
3. The disturbance of trees, or other vegetation, by the applicant does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property. Therefore, the variance can be granted under this criterion.
4. The disturbance of trees, or other vegetation, by the applicant will not result in a violation of State water quality standards or cause measurable degradation in water quality. Therefore, the variance can be granted under this criterion.

Therefore, I recommend a finding by the Planning Board that this applicant qualifies for a variance conditioned upon the applicant mitigating for the loss of resources due to removal or disturbance to trees, and other vegetation, subject to the law based on the limits of disturbance (LOD) recommended during the review by the Planning Department. In the case of removal, the entire area of the critical root zone (CRZ) should be included in mitigation calculations regardless of the location of the CRZ (i.e., even that portion of the CRZ located on an adjacent property). When trees are disturbed, any area within the CRZ where the roots are severed, compacted, etc., such that the roots are not functioning as they were before the disturbance must be mitigated. Exceptions should not be allowed for trees in poor or hazardous condition because the loss of CRZ eliminates the future potential of the area to support a tree or provide stormwater management. Tree protection techniques implemented according to industry standards, such as trimming branches or installing temporary mulch mats to limit soil compaction during construction without permanently reducing the critical root zone, are acceptable mitigation to limit disturbance. Techniques such as root pruning should be used to improve survival rates of impacted trees but they should not be considered mitigation for the permanent loss of critical root zone. I recommend requiring mitigation based on the number of square feet of the critical root zone lost or disturbed. The mitigation can be met using any currently acceptable method under Chapter 22A of the Montgomery County Code.

In the event that minor revisions to the impacts to trees subject to variance provisions are approved by the Planning Department, the mitigation requirements outlined above should apply to the removal or disturbance to the CRZ of all trees subject to the law as a result of the revised LOD.

If you have any questions, please do not hesitate to contact me directly.

Sincerely,



Laura Miller
County Arborist

cc: Amy Lindsey, Planner Coordinator



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

April 22, 2016

Mr. Chad Wyzga
VIKA Maryland, LLC
20251 Century Boulevard, Suite 400
Germantown, MD 20874

Re: **Site Development Stormwater Management Plan** Request for Saul Centers at White Flint West Step 2 Building A, Phase 1
Preliminary Plan #: 120160080
SM File #: 265795
Tract Size/Zone: 4.48 acres/CR4
Total Concept Area: 1.87 acres
Lots/Block: 4,5 and part of 3
Parcel(s): na
Watershed: Lower Rock Creek

Dear Mr. Wyzga:

Based on a review by the Department of Permitting Services Review Staff, the Site Development Stormwater Management Plan for the above mentioned site is **acceptable**. The Site Development Stormwater Management Plan proposes to meet required stormwater management goals via green roof, planter boxes, roadside micro bioretention, a Stormfilter including a pretreatment structure and a separate storage vault and modifications to the existing underground 48" CMP storage structure.

The following **items** will need to be addressed **during/prior to** the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. 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 Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
5. The Stormfilter configuration must include a flowsplitter, separate pretreatment structure, a vault to provide separate volume storage and Stormfilter structure.

Mr. Chad Wyzga
April 22, 2016
Page 2 of 2

6. At the detailed plan stage, provide computations that show how much of the existing 48" CMP structure must remain in place to provide the required volume for the existing/remaining development. If the any part of the existing CMP is damaged that is supposed to remain in place it must be replaced, repair will not be an option.

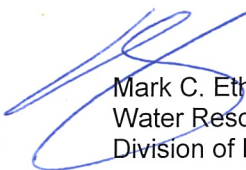
This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. This approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact William Campbell at 240-777-6345.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: wrc

cc: C. Conlon
SM File # 265795

ESD Acres:	1.87 acres
STRUCTURAL Acres:	0.8
WAIVED Acres:	0