

Current Project - Department Review Status

520210150

Rev Cycle	Group Name	Reviewer Name	Review Status	Review Comments
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	SEDIMENT & STORMWATER	Andrew Kohler andrew.kohler@montgomerycountymd.gov	Comments Provided	SWM concept is required.
	STATE HIGHWAY ADMINISTRATION	Kwesi Woodroffe kwoodroffe@sha.state.md.us	Comments Provided	no comments.
	WSSC		Incomplete	
	PEPCO		Incomplete	
	MCPS	< MAKE SELECTION >	Incomplete	
	ZONING & ENFORCEMENT		Incomplete	
	PLANNING DESIGN	Paul Mortensen paul.mortensen@montgomeryplanning.org	Comments Provided	Please refer to Natasha Fahim's comments in Area Design for the coordinated design comments from staff.
	AREA SITE PLAN	Tamika Graham Tamika.Graham@montgomeryplanning.org	Comments Provided	<p>1.The SOJ is silent on possible phasing, but in the future, we'll need to see how the intended deployment of all the proposed density and the new roads. This will impact the timing of the various recommendations provided by Staff.</p> <p>2.Interim conditions moving towards full build-out should be clarified. Will there be usable community space in between being subdivided and before redeveloped?</p> <p>3.Considering the amount of residential square footage proposed, we would expect the first phase of the project to deliver as much public amenities as possible.</p> <p>4.Please clarify if MPDUs can reach 20% in this proposal.</p> <p>5.Considering the bulk of the proposed 2.1 million SF is residential, we anticipate a significant housing mix proposed.</p> <p>6.The plan proposes that ground floor retail may become flex space that could also be residential or flex office/commercial amenity space. We strongly urge a mix of uses instead of multiple multi-family buildings only and the utilization of ground floor spaces for activating uses such as retail. Please clarify if live/work units have been contemplated in these flex areas.</p> <p>7.Zoning Section 50.4.3.C.1.a states: "Lot size, width, shape, and</p>

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			<p>orientation must be appropriate for the location of the subdivision and for the type of development or use contemplated, considering the recommendations of the master plan.” The proposed mega-block section formed around the existing parking structure and north of the site near Montrose Parkway should be revised to comply.</p> <p>8. In a future Sketch Plan, Staff would like to continue working with the Applicant on their proposed categories and ways to maximize provided points.</p> <p>9. The SOJ does not mention undergrounding of utilities (existing and proposed), but that is an expectation of this project and should be reflected on future submissions.</p> <p>10. The White Flint 2 Sector Plan also requires that new sites evaluate the feasibility of a school site. The plan suggests that a payment will be provided. Please provide the necessary evaluation for a school siting for an urban setting as required.</p> <p>11. Nearly the entire perimeter of the proposed central park is surrounded by parking spaces. Please reconsider parking placement and consider landscaped bump outs that enhance the greenery and views of the park.</p> <p>12. Please provide a sun and shadow study of the central park.</p> <p>13. Please reorient the proposed retail spaces to help activate the park and pavilion.</p> <p>14. This redevelopment has the opportunity to consider any on-street parking as flex space for pedestrian oriented uses.</p> <p>15. A community garden is a recommended amenity for the 2,000+ residents proposed. Please address in the next submittal.</p> <p>16. Please ensure that all proposed public open space area meet the dimensional requirements provided in Article 59-6.</p> <p>17. Per Zoning Code Section 50.4.3.B.1.c.: The Board may require paths for pedestrian access to schools, playgrounds, parks, and other public areas and through long blocks. Please address opportunities to enhance pedestrian permeability throughout the site.</p> <p>18. Building entrances should face the street with a direct connection to sidewalks. In some cases, additional building entrances should be considered to provide pedestrian ease of access and connection to sidewalks.</p> <p>19. Please mark the main entries for existing buildings to remain.</p> <p>20. Please address Section 50.4.3.B.1.3, “The Board must review and approve the design and arrangement of access roads within a subdivision for multi-unit or apartment dwellings, together with the required parking facilities and pedestrian walks, to determine that resulting blocks are a suitable length and width for pedestrian and vehicle circulation.”</p> <p>21. The Concept Plan identifies several gateways. Please clarify special treatments (i.e. public art/sculpture, light post banners, or other unique</p>
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				<p>elements) that elevate these new intersections to the status of gateways.</p> <p>22.The Applicant should be aware of corner lot requirements under Chapter 49.</p> <p>23.Please address Section 50.4.3. Sustainability should be addressed for anticipated regulatory plans with design and materials that minimize carbon emissions, maximize energy conservation, and preserve water and air quality. The Sector Plan priorities include tree canopy, solar orientation, and renewable energy.</p>
	WASHINGTON GAS	Jared Martin WGLMontReviews@enengineering.com	Comments Provided	<p>There are WGL facilities in the project limits. See the attached quad map for details. When final plans are available, please provide them to WGL for final review.</p>
	AREA DESIGN	Natasha Fahim Natasha.Fahim@montgomeryplanning.org	Comments Provided	<p>Staff is pleased to see this proposal within the White Flint 2 Master Plan area and adjacent to Pike and Rose. This development would take full advantage of the new Old Georgetown Road/Towne Road realignment and expand on the compact, street-focused, mixed-use development patterns begun at Pike and Rose which will continue through additional developments directly to the north (Wilgus) and south of this important site. Walkable, compact blocks with narrow pedestrian-oriented streets focused around a central active public space are integral to creating great neighborhoods and communities. We hope this development will continue that effort and hopefully trigger further compact development to the west and southwest of this site.</p> <p>Given the site's prominent location and its transformative potential for White Flint area, Staff has worked diligently to understand the proposed development and provide comprehensive comments at this Concept Plan stage. We have referenced several sections from the Sector Plan and Urban Design Guidelines to communicate the intent of these two important documents in our comments. Given the complexity of such a large proposal, we have organized our comments by topic.</p> <p>We look forward to working with the applicant through the Concept Plan and future applications with a shared goal of creating a transformative development in White Flint that furthers the Sector Plan's vision and maximizes benefits for the greater community.</p> <p>A: CIRCULATION AND SITE LAYOUT</p> <p>Street Network:</p>

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			<p>The White Flint 2 Sector Plan recommends the following on page 32: “The Willco property occupies 21.9 acres, with three office buildings (6001, 6003 and 6011 Executive Boulevard), and associated surface and structured parking. It has the greatest potential to accommodate new and infill development. The future land use mix for this property should include primarily residential development since most of the existing office buildings will be retained. This property should provide important street network linkages, including the extensions of Rose Avenue and Stonehenge Place, and a civic green that should be dedicated to the Parks Department.”</p> <p>The White Flint 2 Sector Plan recommends the following on pages 32- 33: Redevelopment of the Willco property must:</p> <ul style="list-style-type: none"> • Establish a neighborhood patter of blocks and internal streets that are compatible with the Pike & Rose property across Towne Road. • Consider building heights along Towne Road that are compatible with heights on the Pike & Rose property. Heights should taper down from Towne Road toward the western end of this property. • Anchor the northwest corner of Towne Road and Executive Boulevard to create an architectural gateway into the greater White Flint area. • Create a public north-south connection between Executive Boulevard and Montrose Parkway, to align with Stonehenge Place to the north. Consider extending Rose Avenue from the Pike & Rose property to this property and connect it with the proposed north-south connection to Stonehenge Place mentioned above (map 15 on page 33) <ul style="list-style-type: none"> • At a minimum, one-acre civic green must be provided on this property. The green could be divided into two smaller parks, but the total acreage must remain at least one usable acre. Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use. • Enhance the pedestrian areas of properties along Executive Boulevard by including wider sidewalks, passive recreation, and other amenities for pedestrians. • All properties in this area should provide inter-parcel access with adjacent properties. Specific locations of inter parcel connections should be determined at the time of development approval. <p>The White Flint 2 Sector Plan recommends the following on page 71: Extend Rose Avenue from its terminus with Towne Road onto the Willco property in the Executive Boulevard North area as a business street (B-3).</p>
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			<p>Staff agrees with the concept of extending the street grid through this site since these new public and private streets will create more connections to the surrounding communities as well as create compact blocks for future development projects. Please refer to the transportation comments from Elwyn Gonzalez for further guidance on the recommended network of streets.</p> <p>Retail locations:</p> <ol style="list-style-type: none"> 1. The Ground Floor Plan on Sheet A-2.0 shows potential retail locations in several disjointed locations. Clearly, concentrating the retail uses in one location that is highly visible and accessible will be important to the success of this use. We would suggest that the most ideal location would be at or adjacent to the intersection of Streets A and B and Road B-2 around the Pavilion and at each of these street corners. It could also be extended to Executive Boulevard and in front of the expanded block adjacent to the Park along Street B. Any of the retail shown adjacent to Montrose Parkway will be very difficult to support and maintain due to the character of that connector street. <p>Bikeways:</p> <p>The White Flint 2 Sector Plan recommends the following on pages 75- 77: Provide linkages to existing and proposed public transit facilities, as well as to outlying bicycle and trail networks by implementing the planned bicycle network as shown in Map 59 and discussed in Table 3.</p> <ol style="list-style-type: none"> 2. Built two-way separated bike lanes along the west side of Towne Rd, per the Urban Design Guidelines for Rock Springs and White Flint II Sector Plans (page 114) and the Bicycle Master Plan. 3. Built two-way separated bike lanes along the north side of Executive Blvd, per the Urban Design Guidelines for Rock Springs and White Flint II Sector Plans (page 124) and the Bicycle Master Plan. <p>For the complete list of the required bikeways facilities and the specifications please refer to the Transportation comments from Elwyn Gonzalez.</p> <p>Parks and open space:</p> <p>The White Flint 2 Sector Plan recommends the following on pages 88-89:</p> <ul style="list-style-type: none"> • Provide linkages and signature gateways to the major trail systems and major gathering areas. • Create livable communities by providing walkways to open spaces with amenities for all ages. • Create green parks when redevelopment occurs within the Plan area. • Improve the function of existing publicly accessible open spaces.
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			<p>The Urban Design Guidelines for White Flint 2 Sector Plan recommends the following on page 9:</p> <ul style="list-style-type: none"> • Complement urban development with easily accessible and high-quality public and private parks and open spaces: <p>The new open spaces should support vibrant and sustainable urban centers by including facilities that are comfortable, attractive easily accessible, safe and provide a range of experiences, including festivals and outdoor events.</p> <p>4. Staff recommends that the applicant refers to “Park, Recreation, and Open Space Plan- 2017” document as well as “Designing Public Spaces- Energized Public Spaces Design Guidelines- 2019” for more information on program types, key features and site placement of a civic green.</p> <p>B: BUILDING MASSING & ARCHITECTURE</p> <p>Building Placement: The Urban Design Guidelines for White Flint 2 Sector Plan recommend the following on page 22: Locate buildings to frame streets and open space and create comfortable “rooms” for pedestrians.</p> <ul style="list-style-type: none"> • Place the base of buildings along the edges of streets, parks and open spaces to enclose and define the public realm. • Locate the façade of the building base within the build-to-area or along the build-to-line. • Provide greater building setbacks, where appropriate, to improve pedestrian amenities, including more space for tree planting, sidewalks, forecourt plazas and other publicly accessible open spaces. <p>Corner Treatments: The Urban Design Guidelines for White Flint 2 Sector Plan recommend the following on page 24: Anchor street intersections with a continuous building wall and striking design features.</p> <ul style="list-style-type: none"> • Provide signature design elements on prominent corners or intersections that will establish a distinctive identity for the plan areas. Prominent locations include sites adjacent to open spaces and sites that terminate view corridors within the two plan areas. • The full height of tall buildings may be expressed at corners as a way to provide emphasis and variation along the building’s facades. • Consider placing retail, when feasible, and other activating uses, such as entrance lobbies, at prominent / visible locations.
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			<p>After completion of the Western Workaround and realignment of Executive Boulevard and Towne Road, this intersection will be transformed to an urban setting that requires active uses along the frontage as well as signature design elements on this prominent corner which establish a distinctive identity as a gateway into the development. Unfortunately, the proposed Building F has a massive setback from the intersection and storm water retention has been proposed at this location.</p> <p>1. Staff suggests that the building should be the feature of this corner rather than a storm water facility. Providing a signature design element with a great streetscape at this prominent corner can work with the Pallas building across the street at Pike and Rose to create a tremendous gateway to and from Old Georgetown Road. Additionally, this new tower can and should create a visual terminus from the Old Georgetown axis from the south.</p> <p>Frontage along Montrose Parkway: It appears that Building H might be an expansion of the Existing Parking Garage, even though it is shown in some drawings as residential.</p> <p>2. Staff would strongly support residential uses screening this garage and facing the new residential development north of the Montrose Parkway. If Building H is an addition to the Parking Garage, perhaps it could be lined with liner townhouses with porches and stoops that face onto Montrose Parkway and share a portion of the new garage for their parking needs. It seems that there is enough space between the new building and the Parkway ROW for this liner of 2 or 3-story townhouses.</p> <p>Building A and B: The buildings facing directly onto the 6101 Executive Boulevard site seem very close to the property line suggesting that blank party walls could face this site.</p> <p>3. Staff suggests that all residential building faces or ends that face onto this site should be set back far enough to allow windows into units on those sides. If this adjacent site is eventually redeveloped or improved, or stays the same, it is hoped that the facing units can have views to the west and south rather than “walling off” towards this site.</p> <p>C: PUBLIC REALM</p> <p>Street Activation:</p>
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			<p>The Urban Design Guidelines for White Flint 2 Sector Plan recommend the following on page 23: Provide ground floor and base design elements that engage with the sidewalk and street environment.</p> <ul style="list-style-type: none"> • Provide frequent entries, transparency and operable storefronts where possible to encourage visual and physical connections between a building’s ground floor and public sidewalk. Avoid long blank walls along the sidewalk. • Orient private balconies and terraces toward the street to encourage an interface between the private and public realms and provide eyes on the street. • Include elements such as public art, awnings, signage, plantings and seating to create a visually engaging and inviting ground floor to frame the sidewalks and open spaces. <p>Staff is not commenting on the architectural design at this point. This will be reviewed in detail at Site Plan application. Staff recommends focusing on the design of the ground floor along all streets and providing semi-public outdoor spaces such as patios, balconies and terraces to the greatest extent possible. Regardless of the architectural vocabulary, buildings should have a clear delineation of the base, middle and top. The base should support and frame the sidewalks and contain the first one or two floors. The tops should give character to the skyline from afar and should be created by stepping the building mass back, a change of materials and/or special features.</p> <p>Servicing and Parking:</p> <p>The Urban Design Guidelines for White Flint 2 Sector Plan recommend the following on page 30: Loading, servicing and parking should be designed to minimize conflicts between vehicles, pedestrians and cyclists while reducing the visual impacts of vehicle access and parking on the public realm. Site design should prioritize public sidewalks and bikeways over private vehicular driveways.</p> <p>It appears that the applicant is proposing most of the parking spaces in the elevated floor plates above retail/amenity uses and below residential. Accounting for all the areas for service, loading and parking access, it appears that the ground level of these structures might not have many active uses within them. Staff strongly recommends that the applicant provide active uses and pedestrian egress from the buildings in order to create a wonderful pedestrian environment along all the streets and open spaces.</p>
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			<p>1. All effort should be made to minimize exposure of parking structures towards the public realm of the streets and open spaces. If possible, above grade parking structures should be lined with residential or office uses at these locations. Above grade parking at higher floors should be screened from public view.</p> <p>2. Staff understands that the existing surface parking lot along Towne Road is being used by existing Office II. Due to the amount of parking spaces proposed in the development, perhaps the office workers of this existing office building can use the adjacent parking structure and the surface parking could be replaced with a building or park.</p> <p>Street trees:</p> <p>3. All of the streets should be framed with a dense line of large street trees to create a buffer between sidewalks and the moving traffic, and to provide environmental benefits such as the reduction of storm water runoff and cooling in the summer months.</p> <p>Interim placemaking:</p> <p>4. Staff recommends the applicant develop an interim placemaking plan that shows how the site will be used during interim phases with a focus on providing gathering spaces and programming for the wider community.</p> <p>Utilities:</p> <p>5. Utilities along exiting public streets and new private streets should be undergrounded. Transformers, junction boxes, etc. should be placed away from public view in such a way as to not obstruct pedestrian walkways and public open spaces.</p> <p>Rain Gardens:</p> <p>6. Rain gardens should be incorporated into the normal urban design of the building and site. Tree wells and planting strips can enhance these features. Larger, suburban rainwater swales and/or natural triangular or amorphous forms should be avoided at this mostly dense urban setting.</p> <p>Sustainability:</p> <p>7. Considering the County's drive to reduce greenhouse gas (GHG)</p>
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				<p>emissions by 80% by 2027 and 100% by 2035, staff strongly suggests investigating the implementation of green energy production technologies at all new buildings. Elements such as green roofs, geo-thermal heating and cooling, solar panels, gray water reuse, localized micro sewage treatment and high efficiency electrical and water fixtures and monitoring, etc. should all be considered, implemented and promoted as a part of this project.</p>
	<p>AREA TRANSPORTATION</p>	<p>Elwyn Gonzalez Elwyn.Gonzalez@montgomeryplanning.org</p>	<p>Comments Provided</p>	<p>1) Overall, staff is supportive of the Applicant’s proposal to craft a mixed-use community expanding on the success of neighboring developments, with smaller block sizes, and new street connections, to further the goals of the Parking Lots To Places: White Flint and Rock Spring Design Guidelines (Urban Design Guidelines).</p> <p>2) The creation of a complete grid network as it relates to surrounding redevelopments, trails, bikeways, and existing/planned high capacity transit is critical. As such, there is an opportunity to establish short and long-term solutions with small block lengths and frequent intersections along Montrose Parkway, Executive Blvd, and Towne Rd. Seamless walkable connections between Pike & Rose, Wilgus, and Rose Village, among other developments, will further create a more urban neighborhood in the immediate area over time to further reduce automobile dependency and meet NADMS goals. While staff understands that the two existing office buildings and parking garage will be retained for the time being, the street network should be prepared for the eventuality when the three structures pass their usable lives and are redeveloped, to complete the street grid. Please see the uploaded document titled “Area Transportation Comments - Grid Network” as it relates to the following comments:</p> <ul style="list-style-type: none"> a. Separate Building D into two buildings to accommodate Road B-3 b. Shift Building B slightly to the south and/or reduce footprint of Building C to accommodate Road B-3 c. Realign Street C to provide north to south connectivity through development d. Reduce footprint of Building A to accommodate “Street D” <p>3) The following roadways are identified in the Master Plan of Highways and Transitways:</p> <ul style="list-style-type: none"> a. Towne Road (M-4a) - Major Highway (Planned) with a planned right-of-way of 120-feet b. Executive Blvd (B-7) <ul style="list-style-type: none"> i. Business (Planned) with a planned right-of-way of 120-feet ii. Business with a planned right-of-way of 120-feet c. Montrose Pkwy (PW-3) – Parkway with a planned right-of-way of 130-

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			<p>feet</p> <p>d. Stonehenge PI Extended (B-2) - Business (Planned) with a planned right-of-way of 60-feet</p> <p>e. Rose Ave Extended (B-3) - Business (Planned) with a planned right-of-way of 70-feet</p> <p>4) The Applicant must provide the following master planned bike and pedestrian facilities, the exact location, design, and construction of which must comply with requirements set forth by the MCDOT, Division of Traffic Engineering and Operations. In urban areas where buildings are not set back from the street, the maintenance buffer is constructed as part of the sidewalk:</p> <p>a. Towne Road: per the Urban Design Guidelines (page 114) and the Bicycle Master Plan, the following must be provided along the property frontage:</p> <ul style="list-style-type: none"> i. Street Buffer: 6-foot-wide ii. Bikeway: 8-foot-wide two-way separated bike lanes at intermediate level along the west side of Towne Road iii. Sidewalk: 8-foot-wide iv. Maintenance Buffer: 1-foot-wide <p>b. Executive Blvd: per the Urban Design Guidelines (page 124) and the Bicycle Master Plan, the following must be provided along the road's north side:</p> <ul style="list-style-type: none"> i. Street Buffer: 6-foot-wide v. Bikeway: 12-foot-wide two-way separated bike lanes at intermediate level along the north side of Executive Blvd ii. Ped/Bike Buffer: 7-foot wide iii. Sidewalk: 8-foot-wide iv. Maintenance Buffer: 2-foot-wide <p>c. Road B-2 (Stonehenge PI Extended): per the Urban Design Guidelines (page 118), the following must be provided along the road's north side (see figure 4 for Cross-Section):</p> <ul style="list-style-type: none"> i. Street Buffer: 7-foot-wide ii. Sidewalk: 6-foot-wide iii. Maintenance Buffer: 2-foot-wide <p>d. Road B-3 (Rose Ave Extended): per the Draft Complete Street Design Guide, the street frontage should be constructed to the "Downtown Street" standard, including:</p> <ul style="list-style-type: none"> i. Street Buffer: 6-foot-wide ii. Sidewalk: 10-foot-wide <p>e. Montrose Pkwy: per the Urban Design Guidelines (page 113), the following must be provided along the road's north side:</p> <ul style="list-style-type: none"> i. Street Buffer: keep the street buffer at a minimum of 10-foot-wide ii. Sidepath: convert the existing sidewalk into an 8-foot-wide sidewalk
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			<p>(preferably, this will be upgraded to an 11-foot-wide sidepath, per the Complete Streets Design Guide section for Boulevards)</p> <p>iii. Planting Area: 7-foot-wide</p> <p>5) Protected Intersections per the Draft Complete Street Design Guide at the following intersections:</p> <ul style="list-style-type: none"> a. Towne Rd and Montrose Parkway (southwest corner) b. Towne Rd and Executive Boulevard (northwest corner) <p>6) Parking and loading access as shown creates pedestrian conflict points. In general, the residential access of each building should face the sidewalk to activate the area, and the buildings should have a single parking and loading access curb-cuts (as proposed for Buildings B, D, and E):</p> <ul style="list-style-type: none"> a. For Building A, consider removing the internal driveway by placing the residential entrance facing the sidewalk and redesigning the parking and loading access to have a single curb-cut rather than the proposed two curb-cuts b. For Buildings C and F, consider removing the internal driveway by placing the residential entrance facing the sidewalk c. For the “Existing Office II” building, consider redesigning the two curb-cut driveways on Towne Road into a single curb-cut driveway (or removing it completely) d. Consider removing the parking lot north from the “Existing Office II” building, or reducing it to be only for ADA parking <p>7) Provide high-visibility crosswalks wherever an internal sidewalk crosses an internal road</p> <p>8) Provide Cross-sections for each of the following streets:</p> <ul style="list-style-type: none"> a. Towne Rd b. Executive Blvd c. Road B-2 (Stonehenge PI Extended) – update the included cross section to reflect staff comments d. Road B-3 (Rose Ave Extended) – update the included cross section to reflect staff comments e. Montrose Pkwy <p>9) Bicycle Parking:</p> <ul style="list-style-type: none"> a. The applicant must provide the following minimum of bicycle parking spaces: <ul style="list-style-type: none"> i. A total of 665 long-term bicycle parking spaces (95 spaces in each of the residential buildings A to G) ii. A total of 35 short-term bicycle parking spaces (5 spaces for each of the residential buildings A to G) b. The long-term spaces must be in a secured, well-lit bicycle room on the ground floor of each of the seven buildings (A to G) or bicycle rooms in each building’s parking garage. The long-term spaces must be accessible
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				<p>to the retail tenants at each of the corresponding buildings. See the zoning code Section 6.2.6 for additional details.</p> <p>c. The short-term spaces must be inverted-U racks (or approved equivalent) installed in a location convenient to the main entrance of the retail establishments (weather protected preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Site Plan. See the zoning code Section 6.2.6 for additional details.</p> <p>d. Per the Bicycle Parking Zoning Text Amendment (Zoning Code, Section 6.2.6.) the applicant must provide the following:</p> <ul style="list-style-type: none"> i. at least 1 clothing locker at each of the 7 buildings (A to G) for the retail tenants' use ii. 1 bicycle repair station at each of the seven buildings (A to G) iii. at least 1 outlet for every 5 long-term spaces, evenly distributed throughout the long-term bicycle parking facility, at the long-term bicycle parking facilities (a minimum of 19 outlets at each of the 7 buildings A to G)
	PARK PLANNING	Dominic Quattrocchi Dominic.Quattrocchi@montgomeryparks.org	Comments Provided	<p>Park and open space attributes should be incorporated as part of Phase 1 of the proposed development. This plan proposes significant residential density and minimal park space especially active space. Somewhat contrary to the submitted Statement of Justification, public park resources in this area have deficits and complications regarding additional use and are not typically within walking distance.</p> <p>There is potential for a payment to the new White Flint Park Benefit Payment system from this development.</p> <p>That proposed linear park along Montrose Parkway needs additional thought given to how it will connect to the paved trail that is on the other side of Montrose Parkway and ends at Jefferson.</p>
	AREA MASTER PLAN	Nkosi Yearwood nkosi.yearwood@montgomeryplanning.org	Comments Provided	<p>The proposed Rose Village Concept Plan for the Willco property is consistent with the several recommendations in the 2018 White Flint 2 Sector Plan. Key Sector Plan recommendations for this property are the following:</p> <ul style="list-style-type: none"> ? Extension of Stonehenge Place (B-2) from Montrose Parkway to Executive Boulevard as a public street with a minimum 60-foot right-of-way. ? The extension of existing Rose Avenue as a public street, for the first block, with a minimum 70-foot right-of-way. ? Establish a neighborhood pattern of blocks and internal streets and locate buildings along Towne Road, which are compatible to those at Pike & Rose in terms of height. ? A minimum one-acre Civic Green must be provided on the property.

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				As submitted, the concept plan illustrates several of the key Sector Plan recommendations. At Sketch Plan review, the Applicant should address the public benefits recommended in the Sector Plan.
	HISTORIC PRESERVATION		Incomplete	
	HOUSING & COMMUNITY AFFAIRS		Incomplete	
	AREA ENVIRONMENTAL	Steve Findley steve.findley@montgomeryplanning.org	Incomplete	
	FIRE & RESCUE	Marie LaBaw marie.labaw@montgomerycountymd.gov	Incomplete	Applicant shall produce a fire department vehicular access and water supply plan considering 15ft wide clear and walkable grade at all exposed exterior walls, primary side hinge door access to all ground floor occupancies no farther than 50 feet from edge of compliant FD vehicular access, FDC placement near lobby doors, hydrant spacing, and all other applicable code requirements.
	COUNTY TRANSPORTATION	Brenda Pardo Brenda.Pardo@montgomerycountymd.gov	Comments Provided	Please see comments uploaded to Supporting Documents (MC DOT Comments -Rose Village_4.8.21)