



**Federal Plaza West - 1776 East Jefferson Street
Sketch Plan and Preliminary Plan
Statement of Justification and Narrative Description**

I. Introduction

Federal Realty Investment Trust (the “Applicant” or “Federal Realty”) is submitting applications for approval of a Preliminary Plan of Subdivision and Sketch Plan, for consideration by the Montgomery County Planning Board (the “Planning Board”), for the property located at 1776 E. Jefferson Street, North Bethesda, Maryland (the “Property”). The Property is currently improved with a dated, and mostly vacant, retail structure and a large surface parking lot. The Applicant is proposing to transform this underutilized site into a thriving mixed-use development containing up to 500 units, up to a total of 108,965 square feet of retail uses (103,965 square feet of existing to be retained, and up to 5,000 square feet new), a half-acre public open space, and street-scape improvements. The orientation of the development along East Jefferson Street, combined with the implementation of the road diet (discussed within), will begin to transform this suburban-styled area of North Bethesda into a more urbanized, walkable community in furtherance of the County’s goals.

II. Property Description

A. Property Location, Characteristics and Existing Conditions

The Property is located at 1776 East Jefferson Street in North Bethesda, Maryland at the southeast quadrant of Rollins Avenue and East Jefferson Street. The Property is more particularly identified as Lot P2, “Memco’s Addition to Montrose” Subdivision as recorded among the Land Records of Montgomery County, Maryland (the “Land Records”) at Plat No. 10407. The Property consists of 283,914 square feet (or 6.52 acres) of gross tract area. The Property is located within the boundaries of the *2018 Approved and Adopted White Flint Sector Plan 2 Sector Plan* (the “Sector Plan”) and the *Urban Design Guidelines for Rock Spring & White Flint 2*.

The Property is part of the overall Federal Plaza Shopping Center. The vast majority of the retail uses associated with Federal Plaza are located on adjacent Lot 1, located to the east of the Property with frontage on Rockville Pike. A portion of the Federal Plaza retail is located in the existing retail structure located on Lot 2, but this retail fronts on Lot 1 and reads as part of the overall development on Lot 1.

The Property, also known as Federal Plaza West, is currently improved with approximately 135,446 square feet of retail, including a Planet Fitness gym and other retailers located in a two/three story structure constructed along the Property’s shared property line with Lot 1. As a result of the existing grades, the structure appears as two stories along its eastern façade on Lot 1, and three stories along the western façade on the Property. Access from the Property to Lot 1 is through the building and a flight of stairs. A Panera Bread pad site and associated surface parking is located in the southwest quadrant of the Property. Approximately 60 percent of the Property is occupied by a large surface parking lot, containing approximately 500 parking spaces.

The Property has very little green space and landscaping, and there are no known stormwater management facilities on the Property.

B. Zoning and Permitted Uses

The Property is zoned CRT – 2.25, C-0.75, R-1.5, H-150. Pursuant to Section 3.1.6 of the Montgomery County Zoning Ordinance (the “Zoning Ordinance”), multi-family residential and retail are permitted uses in the CRT Zone. As discussed in this Statement, the Project satisfies the various requirements of the CRT Zone.

C. Surrounding Zoning and Land Uses

The Property is surrounded primarily by commercial and residential uses. The Property's immediate surroundings are more specifically described as follows:

- North: The properties located immediately north of Project are commercial uses with frontage on Rollins Avenue that are located within the City of Rockville.
- South: To the south of the Property is a residential multi-family housing unit development zoned R-20, known as Miramont Villas and Miramont Apartments, containing a combination of rental and condominium units.
- East: To the east of the Property is Federal Plaza, zoned CR-2.25, C-0.75, R-1.5, H-15. Federal Plaza is a suburban styled shopping center with a large surface parking lot containing 125,000 square feet of retail uses including several primary tenants, including Trader Joe's grocery store.
- West: The Property is bordered to the west by East Jefferson Street. Across East Jefferson Street are detached, single-family housing units located within the City of Rockville. On the west side of East Jefferson Street further to the south is a large senior living complex and the Charles E. Smith Jewish Day School.

III. Proposed Development

In line with the County's goals to transform Rockville Pike into a strong mix of residential and commercial uses, the Applicant is requesting approval to develop the Property with two midrise seven-story residential/mixed use buildings containing a total residential and commercial density of up to 583,016 square feet (including up to 500 units) with a total of 702 parking spaces. Approximately 103,965 square feet of the existing 135,446 square feet of existing retail uses on the Property will be retained. A key component of the Project is a half-acre (21,780 square foot) neighborhood green urban park (the “Urban Park”) which will include varied seating and gathering options, special paving and open green space, providing opportunities for passive and active recreation.

To help activate the Urban Park, the ground floor residential units fronting the Park will have direct access to the outside from each unit. The southern portion of the Project will be oriented along East Jefferson Street to help frame the street. A specially paved woonerf will be located in the center of the Property, providing access from East Jefferson Street to the parking garage located in the southeast quadrant of the Property. The upper story western façade of the parking garage will be lined with residential units to help conceal the parking structure.

As a result of the existing Panera Bread lease, the Project will be constructed in two phases, with the first phase containing the northern building, the parking structure and the Urban Park. Pursuant to Panera's lease, the parking field surrounding the restaurant will be preserved during the first phase of development. Upon expiration of the Panera lease, the second and final phase of the Project will be completed.

The first phase of the Project will contain up to 300 units. Phase 1 anchors the east side of the Urban Park. It includes seven total levels (87 feet) of residential use supported by a private courtyard that contributes to the substantial exterior amenities on the projects. The building's lobby will be on the southwest corner to activate the neighborhood green and woonerf space. Additionally, walk-up units on the Urban Park to the west help activate the space. It also includes a parking structure to park both the phase 1 building and the future phase 2 building.

The second phase of the Project will contain up to 200 units and provide up to 5,000 square feet for ground floor retail in the northwest corner of the building. The building is 7 levels and helps define the south side of the neighborhood green. Its lobby and amenity space will be located on the north and activate the woonerf space. It too includes a private interior courtyard for additional outdoor amenities that is open to the south. Its parking is provided by the phase 1 parking structure.

The Project will provide 15 percent moderately priced dwelling units ("MPDUs") and, in accordance with Zoning Ordinance section 4.6.2.C.6, will provide an additional 12 feet in height over the mapped zoning height of 75 feet in order to accommodate those MPDUs in excess of 12.5 percent.

The Applicant will provide significant streetscape improvement along the Property's frontage including a bike path, street lined trees, sidewalks, lighting, and brick pavers to engage the pedestrian realm and provide safe pedestrian connections. The site is currently improved with four access points, two in the center of the Property providing access from East Jefferson Street to the site, and two on the northern and southern ends of the Property. The Applicant is proposing to eliminate one of the four access points. In accordance with the recommendations of the Sector Plan, the Applicant will retain the two access points connecting East Jefferson Street to Rockville Pike, on the northern and southern boundaries of the Property. These access points will provide important mid-block east-west connections and provide direct access to the north-south mews located between the existing retail structure and the new residential buildings as well as to the Federal Plaza shopping center to the east of the Property. The Applicant will improve the two existing connections with wide sidewalks and street trees. In addition, the Applicant is proposing the construction of a woonerf in approximately the center of the Property to provide direct access to the proposed parking structure. The woonerf will utilize traffic calming measures, such as special paving materials to safely accommodate concurrent vehicular and pedestrian travel. The woonerf will also have the visual effect of extending the public open space to the phase 2 building.

As detailed in Section VIII.C.i. herein, the Project will provide extensive streetscape frontage improvements, and will provide a separated bike lane and pedestrian improvements that extend well past the Property as part of the implementation of the East Jefferson Street road diet.

A. Architecture and Design

While the proposed massing, site and landscape plans provide the foundation for the proper scale, circulation and function of the public realm, it will be the architectural details that will give the space meaning, character and scale. Large windows, balconies and terraces will overlook the public spaces providing additional layers of interest and activity. A sense of quality will be transmitted by the use of durable materials especially at the areas that can be touched along the pedestrian walkways. Details and scaling elements like bay projections, inset terraces, material changes and horizontal differentiation between different uses will be used to add interest to the street wall. Building elements will utilize strategies designed to break down the mass and reduce the overall appearance of the buildings. All will be designed to give a sense of cohesion and calming unity to the public areas of this new neighborhood center. These details will be developed further during the Site Plan approval process.

B. Parking and Loading

Pursuant to Section 6.2.4 of the Zoning Ordinance, the CRT zone generally requires a minimum of one (1) vehicular parking space per dwelling unit. However, this parking rate may be reduced to .8 spaces per unit based on the aggressive non-auto driver mode share goals of the White Flint Sector Plan and further reduced by other deductions provided by the Zoning Ordinance. The Project will provide 702 vehicular parking spaces and 17 motorcycle spaces.

The Applicant will retain the existing retail structure that will include converting a portion of the first level of the structure to provide approximately 68 parking spaces. The structured parking garage to be located in the southeastern portion of the Property and constructed as part of Phase 1 will provide approximately 597 parking spaces. The garage is directly accessible from the woonerf and will also be accessible from both the northern and southern access drives, via the mews running between the retail structure and the new development. The northern and western façades of the parking structure will be concealed by the phase 1 and phase 2 residential structures, respectively. The Applicant will utilize attractive garage screenings, such as green walls or murals, to help screen the southern and eastern façades of the parking structure. In addition, 54 surface parking spaces will be provided. Two loading bays for the phase 1 building will be provided in the southeast corner of the building accessible from the mews, and two loading bays will be provided in the phase 2 building along its southern façade, accessible from the southern drive aisle.

Section 6.2.4.C of the Zoning Ordinance requires that 0.5 bicycle spaces be provided per dwelling unit, up to a maximum of 100 spaces, for every new multi-family residential building containing 20 or more dwelling units. Of the residential bicycle parking spaces required, 95 percent must be provided as long-term spaces. Accordingly, the Project will provide a total of 100 bicycle parking spaces, of which 95 are required to be long-term spaces that will be located in a secure room within the existing retail building at the ground floor.

C. Public Use Space and Amenities

Pursuant to the Optional Method of Development, based on the tract area of 6.52 acres and frontage only along East Jefferson Street, the Applicant is required to provide a minimum of 10

percent on-site public use space (or 26,407 square feet) and the Project will provide 27,308 square feet of public use space.

The primary public use space is the 21,780 square foot Urban Park, featuring a variety of attractive and functional seating options as well as plantings and landscaping to encourage pedestrian activity and provide a meaningful green space to the community. The provided seating in the Urban Park will be movable to provide additional flexibility for programming and open space. The southern end of the Urban Park will be improved with hardscaping. The Urban Park will be highly visible and easily accessible from East Jefferson Street and will provide a benefit to the entire community. In addition, the Project will provide enhanced sidewalks and green areas along the woonerf and around the phase 2 building.

In addition to the public use space, the Project will provide a generous number of amenities for the Project's future residents. Phase 1 will provide a private, residential courtyard with a mix of pavement and green area for varied types of recreation, and a swimming pool. Phase 2 will provide an elevated outdoor courtyard for passive recreation. In addition, the Project will include community lounges and a gym for the residents. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CRT Zone, will be submitted at the time of Site Plan and will meet or exceed the residential recreational/amenity space requirement.

IV. Sector Plan Conformance

The Property falls within the Rockville Pike – Montrose North District (“Rockville Pike District”) of the *2018 Approved and Adopted White Flint 2 Sector Plan (the “Sector Plan”)*. The Project substantially conforms to the overall goals of the Sector Plan and the specific recommendations for the Rockville Pike District

A. White Flint II Sector Plan

An overarching goal of the Sector Plan is to “strengthen and link an important segment of North Bethesda through new land uses, parks and open spaces, mobility options, community facilities, and design guidelines.” (See page 20). The Sector Plan's key recommendations are centered on the following categories, including: (1) mobility, (2) urban design, (3) housing, (4) parks and open space, and (5) sustainability. The Project, which transforms a dated and environmentally unsuitable back end of a retail center, into quality housing with streetscape improvements in close proximity to the Metro and various transit services, promotes these overall goals and objectives as follows:

i. Transportation and Mobility

The Sector Plan envisions “a safe and efficient multi-modal transportation network that focuses on improving connectivity within the Plan area, as well as with adjacent residential neighborhoods, the 2010 White Flint Sector Plan area, and the City of Rockville.” (See page 70). The Applicant is proposing significant streetscape improvements to encourage multi-modal transportation along East Jefferson Street, including a separated bike path along the Property frontage that will extend well beyond the Property’s boundaries. The building has been oriented toward East Jefferson Street, with the Urban Park directly fronting the street, to define and activate

the pedestrian environment. The preservation and enhancement of the northern and southern drives will promote desired mid-block connections. These streetscape enhancements, coupled with the Property's proximity to the Metro station and other forms of transit, will promote the Sector Plan's goals of reducing vehicular-dependency and promoting walkability/transit ridership.

ii. Urban Design

The Sector Plan states an intention to “concentrate additional density in areas with potential to create mixed-use activity centers in support of ongoing County efforts to transform these areas” as well as to “promote compatibility among new development, adjacent high-density development, and existing low-density residential communities.” (See page 24). In turn, the Sector Plan recommends that redevelopment promote either above-grade or below-grade parking, and encourage quality building and site design elements.

As mentioned above, the building placement and architecture has been designed to define and activate the pedestrian realm. The introduction of the woonerf will provide additional opportunities to engage the pedestrian realm while creating connections to the Project’s structured parking. The mid-rise multi-family structure, with a height of 7 stories, provides an appropriate transition between the single-family homes across East Jefferson Street and the more intensive uses along Rockville Pike where heights up to 150 feet are permitted pursuant to the zoning.

iii. Housing

The Sector Plan recommends “mixed use residential development in transit oriented areas and other strategic locations...to meet future needs and to contribute to the County's long-term vitality.” (See page 58). The Project will provide quality housing including 15 percent MPDUs in close proximity to the Twinbrook Metro station and nearby community amenities. The final unit mix, which will be determined at Site Plan, is anticipated to include one- and two-bedroom units, with varying layouts. This infill development Project provides needed housing opportunities in a transit-oriented area.

iv. Parks and Open Space

The Sector Plan proposes a variety of public parks and green spaces throughout the area. The Sector Plan notes that “parks, trails, and open spaces are essential to providing recreational needs for a diverse population.” (see page 84). As such, the Sector Plan (page 40) recommends two half-acre neighborhood greens on the entire Federal Plaza site to be integrated into new development. While the Property represents only 35 percent of Federal Plaza’s total land area (i.e. Lots 1 and 2), it nonetheless is providing one of the two recommended half-acre parks. The Urban Park will be located on the northern edge of the Property and will include a variety of seating options and green space for passive recreation. The Urban Park is positioned along East Jefferson Street to further engage the entire community.

v. Sustainability

The Sector Plan notes that the recommendations for environmental sustainability “contribute to long-term economic productivity, physical and mental health and well-being, social

equity, and efficient use of resources.” (See page 62). The Project promotes many aspects of sustainability. The Property will introduce stormwater management facilities where none currently exists. Additionally, the Project’s proximity to multi-modal transportation, and the provision of a separated bike lane along East Jefferson Street, supports the Sector Plan’s goals of discouraging vehicular dependency and “reducing per-capita carbon emissions, improve[ing] air quality, and providing healthful exercise.” (See page 64). The proposed building will also comply with the County’s green building law and will provide innovative green roofs with a high void ratio; a white roof; solar panels on the existing retail structure; and electric vehicle charging stations for 10 percent of the total number of parking spaces. In addition, the Project will adaptively reuse the existing structure on the Property.

B. Rockville Pike District Recommendations

The Sector Plan specifically recommends rezoning the Property to “promote more intense mixed use development that contributes to the Sector Plan’s benefits.” (See page 40). The Sector Plan acknowledges that the land use and zoning recommendations for this area “will permit new residential and non-residential development for Federal Plaza and commercial properties along Rockville Pike.” As such, the Applicant is proposing to redevelop the western portion of the existing shopping center into a high quality, mixed-use retail and residential Project, with a half-acre Urban Park and east-west connections to Rockville Pike.

V. White Flint Design Guidelines

The Property falls within the Montrose North District (“Montrose North District”) of the *2019 Approved and Adopted Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans* (the “Design Guidelines”). The Project substantially conforms to the overall goals of the Design Guidelines and the specific recommendations for the Montrose North District. The Design Guidelines for the Montrose North District are organized around six urban design principles as described below:

(1) Promote the conversion of single-use areas into mixed-use places;

As stated previously, the Applicant will convert an outdated retail space into a mixed-use residential community with streetscape improvements within nearby access to retailers and quality housing. Approximately 103,965 square feet of retail space in the existing structure will be retained and the large surface parking lot will be converted into a residential development with a half-acre park. The phase 2 building will provide up to 5,000 square feet of additional retail uses on the Property.

(2) Integrate mobility alternatives with a focus on pedestrian and bike connections to amenities and destinations;

The Project promotes this goal in three distinct ways by: 1. providing a separated bike lane that will extend approximately 1,630 feet along East Jefferson Street and include the Property frontage; 2. constructing the road diet to promote bike and pedestrian movements; and 3. improving the streetscape along the Property’s frontage.

(3) Design buildings, public spaces, and streets for pedestrian engagement and comfort;

The Project was carefully designed to provide safe pedestrian access along East Jefferson Street, which has traditionally served as a primarily vehicular focused right-of-way. The Project's Urban Park and woonerf, directly fronting East Jefferson Street will engage the pedestrian realm. The connecting stoops and entrances, on the ground level of the residential structure to the Urban Park, will further activate the pedestrian space. Additionally, the building height and mass provide an appropriate transition from the single-family homes on the west of East Jefferson Street to the more intensive uses and higher allowable heights along Rockville Pike.

(4) Complement urban development with easily accessible and high-quality public and private parks, and open spaces; and

The proposed half-acre Urban Park will be very accessible to the surrounding neighborhood and is designed to activate the public realm and invite both passive and active recreation opportunities to the site. In addition, the woonerf is designed to functionally extend the open space on the Property and will be accompanied with varied seating and landscaping to further activate the space.

(5) Apply sustainable design practices to protect natural resources and improve the health of residents in the plan areas.

The Project provides desired residential units within walking distance of the Twinbrook Metro station and commercial and retail services. It transforms a suburban parking lot with no stormwater management to a mixed use development complete with green roofs, stormwater management and solar panels.

VI. Zoning Ordinance Conformance

A. Objectives

Section 4.5.1 of the Zoning Ordinance provides that the CRT zone “permit[s] a mix of residential and nonresidential uses at varying densities and heights. The zone promotes economically, environmentally, and socially sustainable development patterns where people can live, work, recreate, and access services and amenities.” Specifically, the CRT zone is “intended for small downtown, mixed-use, pedestrian-oriented centers and edges of larger, more intense downtowns.” The Project responds to the specific objectives of the CRT Zone as follows:

i. Implement the recommendations of applicable master plans;

As discussed in Sections IV and V above, the Project promotes the goals and recommendations of the Sector Plan and associated Design Guidelines.

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

The Project provides an opportunity to redevelop a parking lot associated with the aging rear portion of a retail shopping center with an engaging, pedestrian-oriented residential development and Master Plan recommended Urban Park. The Project will provide additional housing opportunities within walking distance of various transit options and the existing employment base and commercial services within the area.

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

The Project provides desirable, high-quality housing opportunities and an Urban Park within one-half mile of the Twinbrook Metro station. The Project contributes residential living units to this area of North Bethesda, to further support the surrounding commercial uses.

The Project is oriented toward East Jefferson Street and will significantly improve the pedestrian environment, as discussed above. The Urban Park and woonerf will engage the Property's frontage and provide a community amenity in place of an impervious parking lot.

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

The Project is designed in compliance with the Zoning Ordinance requirements, with a maximum height of 87 feet. The Project is appropriately scaled to the adjacent residential neighborhoods to the west.

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

The Project will provide additional housing opportunities to support commercial and employment services throughout North Bethesda and will include 15 percent MPDUs.

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

The Project will provide public benefit points in five different categories in accordance with the requirements in Section 4.5.4.A.2, which is described in detail in Section VI.B of this Statement.

B. Special Regulations for the Optional Method of Development and Development Standards

Properties development under the Optional Method of Development must comply with the general requirements and development standards of the CRT Zone and must provide public benefits under Section 4.5.4.A.2 to obtain greater density and height than allowed under the

Standard Method of Development. The Project complies with the development standards as follows:

PROJECT DATA TABLE: CRT-2.25, C-0.75, R-1.5, H-75		
SUBJECT PROPERTY: 1776 E JEFFERSON STREET		
	PERMITTED / REQUIRED PER THE ZONING ORDINANCE	PROPOSED BY PRELIMINARY / SKETCH PLAN
GROSS TRACT AREA	-	283,914 SF (6.52 AC)
PREVIOUS DEDICATIONS	-	19,840 SF (0.46 AC)
PROPOSED DEDICATIONS	-	N/A
NET LOT AREA	-	264,074 SF (6.06 AC)
FLOOR AREA RATIO (FAR) (FAR = GFA / GTA)	CRT - 2.58 FAR (732,499 SF) C - 0.75 FAR (212,936 SF) R - 1.83 FAR (519,563 SF) ¹	CRT - 2.05 FAR (583,016 SF) C - 0.38 FAR (108,965 SF) R - 1.67 FAR (474,051 SF)
EXISTING COMMERCIAL	-	135,446 SF (103,965 SF TO REMAIN + 31,481 SF TO BE REMOVED)
PROPOSED COMMERCIAL	-	5,000 SF
EXISTING RESIDENTIAL	-	0 SF
PROPOSED RESIDENTIAL	-	474,051 SF
PUBLIC OPEN SPACE (% OF NET LOT AREA)	10% (26,407 SF) PER §4.5.4.B.1	10.3% (27,308 SF)
MAXIMUM BUILDING HEIGHT	75'	87' ²
MODERATELY PRICED DWELLING UNITS (MPDU's)	12% TO 25%	15%
MINIMUM BUILDING SETBACKS		
FRONT (OFF E JEFFERSON ST)	0'	4'
SIDE (NORTH SIDE)	0'	47'
SIDE (SOUTH SIDE)	0'	49'
REAR (EAST SIDE)	4'	162'
BUILD TO AREA (BTA) (MAX SETBACK & MIN % OF FACADE)		
FRONT (OFF E JEFFERSON ST)	TBD BY OPTIONAL METHOD	37.1% WITHIN 15'
BUILDING ORIENTATION		
ENTRANCE FACING STREET OR OPEN SPACE	TBD BY OPTIONAL METHOD	
TRANSPARENCY, FOR WALLS FACING A STREET OR OPEN SPACE		
GROUND STORY	TBD BY OPTIONAL METHOD	
UPPER STORY	TBD BY OPTIONAL METHOD	

¹ THE PROJECT IS PROVIDING 15% MPDUs AND, THEREFORE, QUALIFIES FOR A BONUS DENSITY OF 22% (283,914 * 1.5 * 0.22 = 93,692 SF) UNDER SECTION 59-4.5.2.C.1.a OF THE ZONING ORDINANCE IN ADDITION TO THE BASE ALLOWABLE RESIDENTIAL DENSITY OF 1.5 FAR (425,871 SF).

² AS A PROJECT EXCEEDING 12.5% MPDUs, ADDITIONAL BUILDING HEIGHT OVER MAPPED ZONE HEIGHT OF 75 FEET IS PERMITTED TO PROVIDE THE MPDUs PURSUANT TO THE FORMULA CONTAINED IN SECTION 59-4.5.2.C.7 OF THE ZONING ORDINANCE.

The Applicant requests a parking waiver pursuant to Zoning Ordinance Section 6.2.10. In order to make a minor adjustment to the required drive aisle widths. As required by Section 6.2.5. G., the required drive aisle width is 20 feet. However, the existing column grid requires that this width be reduced by one foot to 19 feet every 20 feet. The 19 foot width will still allow sufficient room for vehicle travel and turning movements within the garage.

The Project will provide the required public benefits to address the Incentive Density Guidelines for the CRT Zone. The Applicant is seeking 371,305 square feet of incentive density above the allowable Standard Method of Development density of 283,914 square feet (1.0 FAR). The Project will achieve at least 79.24 public benefit points from five categories. Specifically, it is anticipated that the Project will provide the following public benefits:

<u>Public Benefit</u>	<u>Total Points Possible</u>	<u>Total Points Achieved</u>
Transit Proximity	25	15
Connectivity and Mobility		
Through-Block Connection	20	10
Diversity of Uses and Activities		
Moderately Priced Dwelling Units	N/A	30
Quality Building and Site Design		
Structured Parking	20	9.24
Building Reuse	100	15
TOTAL POINTS	-	79.24
TOTAL NUMBER OF CATEGORIES	3	5

- Transit Proximity: The Property is located approximately 0.5 miles away from the Twinbrook Metrorail station, qualifying the Property for Level 1 transit proximity. As such, the Property qualifies for 15 public benefit points.

- Through-Block Connection: The Applicant will improve the existing east-west connections between East Jefferson Street and the shared property line with Lot 1. The through-block connection will be enhanced with extended sidewalks to encourage safe pedestrian access and street trees to further engage the pedestrian realm.
- Moderately Priced Dwelling Units: The Project will provide a minimum of 15 percent MPDUs. Per the Zoning Ordinance, 12 public benefit points are available for every 1 percent of MDPUs greater than 12.5 percent. As such, the Project is seeking 30 public benefit points from this category.
- Structured Parking: Of the total 719 proposed parking spaces, 665 will be provided in above-grade parking structures. As such, the Project is entitled to 9.24 public benefit points.
- Building Reuse: The Project is retaining the existing 130,656 square foot retail building and converting approximately 26,691 square feet to parking. The public benefit points calculation is not directly applicable to this adaptive reuse situation. The Applicant is requesting 15 points for the creative adaptive reuse of the existing structure.

VII. Findings Required for Sketch Plan Approval

The purpose of this portion of the Statement is to provide justification that the Sketch Plan satisfies the requirements of Section 7.3.3.E, which govern the approval of a Sketch Plan application. As set forth, the Sketch Plan satisfies each of these requirements:

- A.** *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

As discussed in this statement, this Application satisfies the objectives, general requirements, and standards of the CRT Zone.

- B.** *The Sketch Plan substantially conforms with the recommendations of the applicable master plan.*

The Project's conformance with the goals and objectives of the Sector Plan and associated Design Guidelines is discussed in Section IV and V above.

- C.** *The Sketch Plan satisfies any development plan or schematic development plan in effect on October 29, 2014.*

This provision is not applicable.

- D.** *The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The Project adheres to the height and density recommendations contained in the Zoning Ordinance. The Project will provide attractive, quality housing and public use amenities at a scale comparable with the existing uses in the vicinity.

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

As discussed in this Statement, the Project provides safe and efficient vehicular, pedestrian, and bicyclist access circulation and parking. The Project includes a separated bike path that extends beyond the Property's frontage on East Jefferson Street. The Applicant has proposed to consolidate the access points to the Property along East Jefferson Street from four to three, and will transform the access point in the middle into a woonerf. The woonerf will allow concurrent travel for both pedestrian and vehicular travel. The Applicant will also retain the east-west connections between East Jefferson Street and Rockville Pike, and will improve the connecting roads with street trees, lighting, and sidewalks. The proposed Urban Park will front on East Jefferson Street, activating the pedestrian realm and providing opportunities for passive and active recreation in close proximity to the Twinbrook Metro station.

Access to loading and parking to serve the proposed residential use will occur internal to the Property and will not interfere with the public road system. The Applicant will also provide parallel parking spaces along the east-west connections between East Jefferson Street and Rockville Pike.

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

As described in detail in Section VI.B, the public benefit points being provided as part of this Project are appropriate for the incentive density and will provide a number of important benefits to the community.

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

The Project will be completed in two separate phases. Importantly, the Urban Park will be delivered with phase 1. The streetscape improvements and the implementation of the road diet will be delivered with phase 2.

VIII. Findings Required for Preliminary Plan Approval

The purpose of this portion of the Statement is to provide justification that the Preliminary Plan satisfies the applicable provisions of Section 50.4.2.D of the Subdivision Regulations.

A. Subdivision Regulation Compliance

The Preliminary Plan demonstrates that the size, width, shape, and orientation of the proposed lot will be appropriate for the location of the proposed subdivision.

B. Substantial Conformance to the Master Plan

The Project substantially conforms to the Master Plan, which is described in detail in Section IV of this Statement.

C. Adequate Public Facilities

i. Traffic

Pursuant to the LATR filed in conjunction with this application, the existing Property generates 355 AM person trips and 907 PM person trips and 189 AM vehicle trips and 468 PM vehicle trips. The Project will generate 534 AM person trips and 1,076 PM person trips and 281 AM vehicle trips and 562 PM vehicle trips, thus resulting in a net increase of 179 AM person trips and 169 PM person trips and 98 AM vehicle trips and 94 PM vehicle trips.

As provided in the LATR, the Applicant proposes the following:

- Improve the four curb ramp ADA deficiencies with new ADA compliant curb ramps at the northern and southern site driveways and install a continuous sidewalk at the consolidated center site driveway where two ramped driveway crossings currently exist.
- Install three new streetlights along East Jefferson Street adjacent to the site. Two lights would be installed along the east side of the roadway along the site frontage and one would be installed on the west side of the roadway. This would result in adequate spacing of 150-ft on alternating sides of the road for a currently deficient section with a gap of 600-ft between existing streetlights.
- Implement the Road Diet along East Jefferson Street from the Rollins Avenue intersection to approximately 1,630 feet to the south terminating at the pedestrian HAWK signal located adjacent to Bender JCC of Greater Washington, to include the following:
 - The road diet package includes approximately 175 feet of off-site improvements north of the site, 500 feet of improvements along the site and 960 feet of improvements to the south of the site.
 - Replace the existing: 35-mph roadway with four to five lane section with two (2) 12-ft wide northbound lanes, two (2) 12-ft wide southbound lanes and a two-way left-turn lane at some locations with a 25-mph roadway with one (1) 11-ft wide northbound lane, one (1) 11-ft wide southbound lane and a two-way left-turn lane at some locations.
 - Maintain the northbound approach at the Rollins Avenue intersection with a separate right-turn lane.
 - Restripe the southbound approach of East Jefferson Street at the Rollins Avenue intersection to convert the shared through-left lane to a left-turn only lane.
 - Provide a striped buffer along the west side of the roadway with breaks for bus stops. The reduction in speed and provision of this buffer would improve the Pedestrian Level of Comfort along the west side of the roadway to acceptable levels within the study area.

- Provide a two-way separated bikeway along the east side of the roadway with a width of ten feet plus a two-foot striped buffer with flexible bollard posts between the bikeway and the adjacent northbound vehicular travel lane. The provision of this bike facility would complete the Bicycle Master Plan required facilities within the Project study area.
- Provide a boarding island adjacent to the site between the northbound vehicular lane and the bikeway to accommodate a bus stop with shelter. At this location, the bikeway would ramp up and narrow to 8-ft in width.
- Provide a shared cycle track style bus stop to the south of the site at the existing Ride-On stop 28228.

Importantly, approximately 235 feet of the proposed 1,630 foot bikeway and road-diet is located beyond the southern border of the Pedestrian Level of Comfort, streetlight and Bicycle System adequacy test boundaries. The provision of this additional segment by the Project offsets any Project related impact within the study areas where deficiencies were identified that may not be specifically addressed within the above listed improvement program.

ii. School Capacity

The Project is assigned to Farmland Elementary School, Tilden Middle School, and Watkins Mill High School. Based on the FY2022-2023 Annual School Test, the Project will generate 25 elementary school students (.051 * 500), 12 middle school students (.024 * 500), and 15 high school students (.030 * 500). Tilden Middle School and Walter Johnson High School have adequate capacity and will not require Utilization Premium Payments. However, Farmland Elementary School has a surplus of approximately 86 students, and thus will require a Tier 1 Utilization Premium Payment.

iii. Other Services

The Property is already served by existing water and sewer. The Property is located within water and sewer categories W-1 and S-1. Water and sewer needs are expected to be met by the Washington Suburban Sanitary Commission (“WSSC”) through connections to the existing water and sewer lines.

Electric, gas and telecommunications services will also be available. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently adequate and will continue to be sufficient following construction of the Development. Therefore, the public facilities will be more than adequate to support and service the area of the proposed subdivision.

D. Forest Conservation

The Property is subject to the requirements of Chapter 22A of the Montgomery County code (the Forest Conservation Law). A Natural Resources Inventory/Forest Stand (“NRI/FSD”) has been submitted for review and approval.

E. Sediment Control/Water Quality

As noted there is currently no stormwater management on the Property. The Project will provide a combination of bio-retention planters, green roofs and a waiver request to meet the required stormwater management standards.

IX. Community Outreach

The Applicant hosted its pre-submission outreach meeting virtually on the evening of February 15, 2022. Notice was properly given for the pre-submission community meeting in accordance with the standards set forth in the Development Review Procedures Manual. The sign-in sheet and meeting minutes are being submitted concurrently as part of this Application.

X. Conclusion

As demonstrated by this Statement, the Application complies with all applicable requirements of the Zoning Ordinance that govern Optional Method of Development under the CRT Zone. Furthermore, the Project substantially complies with the recommendations of the Sector Plan and associated Design Guidelines. The Project will transform this prominent, automobile oriented Property into a transit-oriented, pedestrian friendly residential development. For all of those reasons, the Application should be approved.