


## Zom Bethesda Sketch Plan No. 320180050

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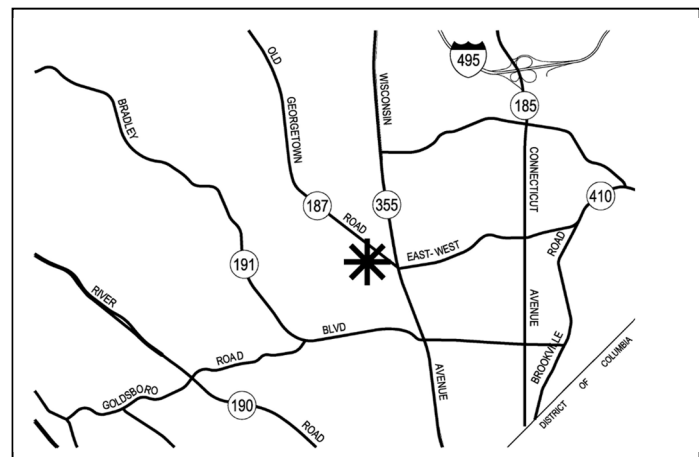
-  Matthew Folden, Planner Coordinator, Area 1, [matthew.folden@montgomeryplanning.org](mailto:matthew.folden@montgomeryplanning.org), 301.495.4539
-  Elza Hisel-McCoy, Supervisor, Area 1, [Elza.Hisel-McCoy@montgomeryplanning.org](mailto:Elza.Hisel-McCoy@montgomeryplanning.org), 301.495.2115
-  Robert Kronenberg, Chief, Area 1, [Robert.Kronenberg@montgomeryplanning.org](mailto:Robert.Kronenberg@montgomeryplanning.org), 301.495.2187

Completed: 11/17/17

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### Description

- Construction of a residential project of up to 257,675 total square feet with up to 235 multifamily dwelling units; project includes an allocation of Bethesda Overlay Zone density;
- Current use(s): Commercial/ office in single-family dwellings;
- Located on the east side of Arlington Road, between Moorland Lane and Edgemoor Lane;
- 1.84 acres or 80,381 gross square feet of tract area zoned CR 2.25 C 0.5 R 2.25 H60, CR 2.0 C 0.25 R 2.0 H60, and CR 1.0 C 0.25 R 1.0 H60 in the 2017 *Bethesda Downtown Sector Plan*;
- Applicant: ZMA Development, LLC;
- Acceptance date: August 25, 2017.



### Summary

- Staff recommends approval of the Sketch Plan with conditions.
- The project includes an allocation of Bethesda Overlay Zone density of up to 172,708 square feet.
- The proposal will redevelop the site with a residential building including 15% moderately priced dwelling units, structured parking, a vegetated roof and public art.
- The 90-day Sketch Plan schedule was extended for a period up to 30-days, through November 30th, by the Planning Director pursuant to Section 59.7.3.3.C of the Zoning Ordinance.

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## SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Sketch Plan No. 320180050, for a residential building of up to 257,675 total square feet for up to 235 dwelling units, on 80,381 square feet of land, zoned CR 2.25 C 0.5 R 2.25 H60; CR 2.0 C 0.25 R 2.0 H60; and CR 1.0 C 0.25 R 1.0 H60. The Project includes an allocation of Bethesda Overlay Zone density of up to 172,708 square feet. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the conditions below:

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

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Site Plan.

This approval is subject to the following conditions:

1. Density  
The Sketch Plan is limited to a maximum of 257,675 square feet of total development, exclusive of 68,270 square feet previously transferred to the Christopher Condominium and including an allocation of up to 172,708 square feet of Bethesda Overlay Zone density, on the Subject Property for up to 235 dwelling units. The maximum number of dwelling units will be determined at Preliminary Plan.
2. Height  
The development is limited to a maximum height of 60 feet, as specified in the Zoning Ordinance.
3. Incentive Density  
The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.
  - a. Connectivity and Mobility, achieved through minimum parking;
  - b. Diversity of Uses and Activities, achieved through dwelling unit mix, enhanced accessibility for the disabled;
  - c. Quality of Building and Site Design, achieved through exceptional design, public art, and structured parking; and
  - d. Protection of the Natural Environment, achieved through building lot termination, energy conservation and generation, recycling facility plan, and a vegetated roof.
4. Building Design
  - a. On the Arlington Road façade, the Applicant must step back the building above the sixth floor at a height-to-step-back ratio of 1:1.
  - b. The Applicant must submit their architectural design concept to the Design Advisory Panel prior to submittal of Site Plan.

5. Open Space  
The Applicant must provide a minimum of 5,565 square feet (10 percent of the Site) of public open space off-site per section 59.6.3.6.C of the Zoning Ordinance.
6. Park Impact Payment (PIP)  
At the time of Site Plan, the Applicant must identify the amount of BOZ density being purchased and allocated to the Site.
7. Streetscape  
The Applicant must install the Bethesda Streetscape Standard along the Site Frontage, including the undergrounding of utilities.
8. Bicycle Facilities  
The Applicant must coordinate with the Montgomery County Department of Transportation to participate in the implementation of master planned bicycle facilities along the project frontages, including:
  - a. Separated bicycle lanes on Arlington Road, and
  - b. Separated bicycle lanes on Edgemoor Lane
9. Building Lot Terminations (BLTs)  
Prior to release of any building permit, the Applicant must provide proof of purchase and/or payment for the required BLTs.
10. Moderately Priced Dwelling Units (MPDUs)  
The Applicant must provide on the Subject Property a minimum of 15% of the total units as Moderately Priced Dwelling Units. The development must provide MPDUs in accordance with Chapter 25A.
11. Future Coordination for Preliminary and Site Plan  
In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan, as appropriate:
  - a. Fire and Rescue access and facility details;
  - b. Streetscape details;
  - c. Provide details and cross sections showing appropriate soil volumes associated with the new plantings per the Sector Plan;
  - d. Provide a tree-save plan addressing any impacts to the neighboring trees.
  - e. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
  - f. Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
  - g. Noise analysis;
  - h. Necessary public right-of-way dedication;
  - i. Transportation Impact Study and ADA evaluation within 500-feet of the site;
  - j. Written coordination with the adjacent Christopher Condominium building demonstrating good faith effort to consolidate the vehicular access point within the existing Christopher driveway on Moorland Lane;
  - k. Traffic Mitigation Agreement to participate in the Bethesda Transportation Demand Management District and achieve the Sector Plan 55% NADMS goal; and
  - l. SWM concept approval (and subsequent plan) which also address the Bethesda Downtown Plan recommendations regarding SWM.
  - m. Coordination with MCDOT in accordance with that agency's letter, dated November 20, 2017.

## SECTION 2: SITE DESCRIPTION

### Site Vicinity and Analysis

#### *Subject Property*

The subject site (Subject Property or Property) consists of an assemblage of properties in the “Edgemoor” subdivision, located on the east side of Arlington Road, between Moorland Lane and Edgemoor Lane, in the Arlington North District of the Bethesda Downtown area. The Property has a tract area of approximately 1.84 acres, or 80,381 square feet.

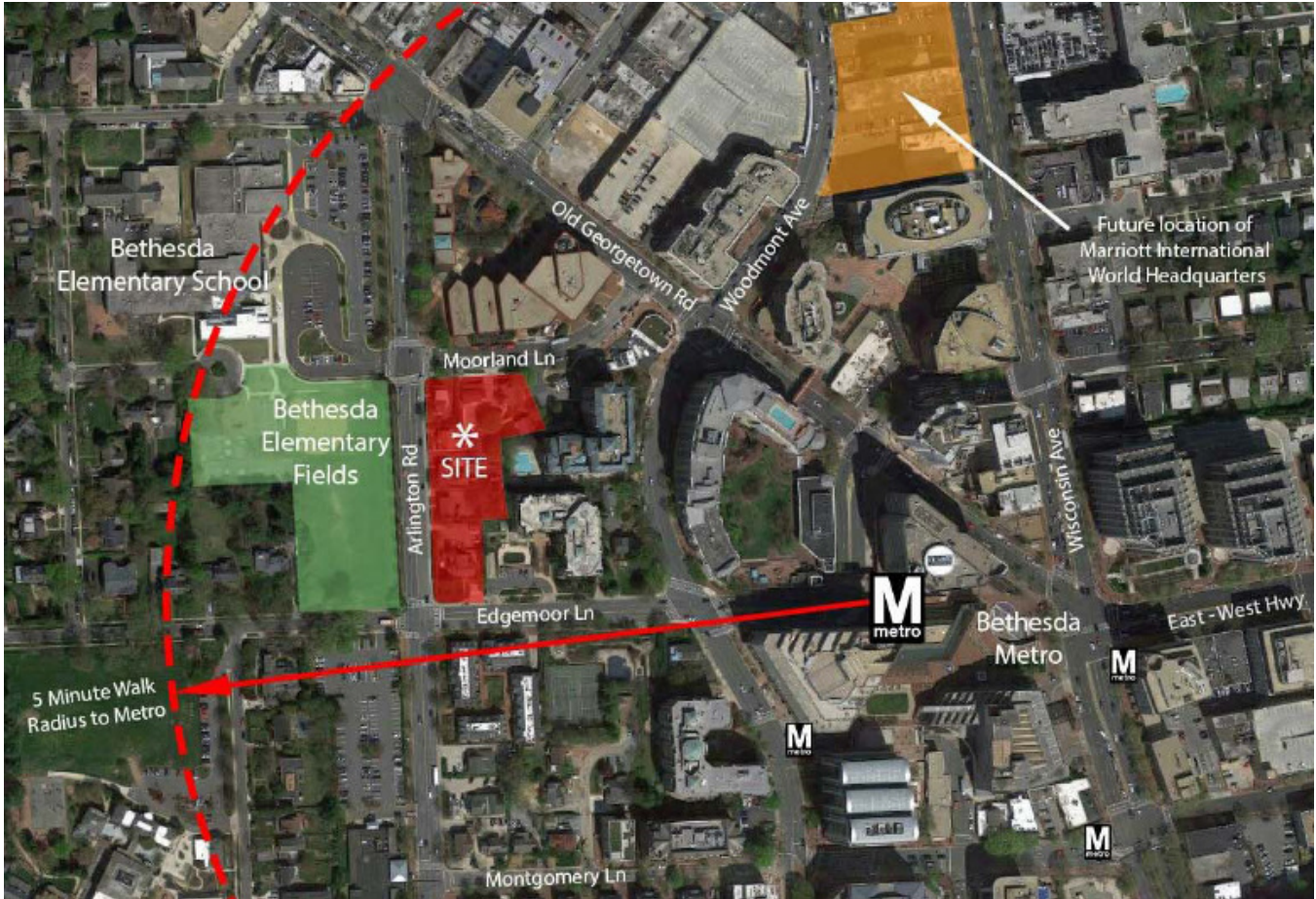


Figure 1-Aerial View

The Property is within the area encompassed by the 2017 Bethesda Downtown Sector Plan (the Sector Plan). The Property is located within a ¼ mile of the Bethesda Metro Station and falls within the area identified for future expansion of the Bethesda Parking Lot District (PLD); however, the Site is not currently within the PLD.

### *Site Analysis*

The Property is zoned CR 2.25 C 0.5 R 2.25 H60, CR 2.0 C 0.25 R 2.0 H60, and CR 1.0 C 0.25 R 1.0 H60. The Site is comprised of several separate lots, each of which is improved with single-family detached buildings containing commercial/ professional uses. These lots have frontage on Moorland Lane, Arlington Road, and Edgemoor Lane. There are no known rare, threatened, or endangered species on site; there are no 100-year floodplains, stream buffers, or wetlands on site. There are no historic properties on site.

### *Surrounding Uses*

The Property is surrounded by a mix of residential, office, and institutional uses. Directly to the west of the Property, across Arlington Road, is the Bethesda Elementary School (R-60). Across Moorland Lane, to the north, is the 7700 Old Georgetown (Garden Plaza) office building (CR 3.0 C 3.0 R 2.75 H110). Immediately adjacent to the east are residential buildings, including “The Christopher,” (CR 2.25 C 0.5 R 2.0 H150) and Edgemont Bethesda<sup>1</sup> (CR 2.5 C 0.25 R 2.5 H90). To the south of the site, across Edgemoor Lane, is a townhouse development (CR 1.75 C 0.25 R 1.75 H50).

## **SECTION 3: PROJECT DESCRIPTION**

### **Proposal**

The Sketch Plan application (Project) proposes to redevelop the Property with up to a maximum of 257,675 gross square feet of development, for up to 235 multi-family units, in a 60-foot tall residential building. The Project also includes 15% Moderately Priced Dwelling Units (MPDUs). The project includes an allocation of density from the Bethesda Overlay Zone of up to 172,708 square feet. The Project will meet its public open space requirement of 10% of the Site (5,565 square feet) off-site at a location to be determined at the time of Site Plan. The final amount of density to be purchased from the BOZ will be determined at Site Plan, where final density for the entire Project will be approved.

### Buildings

Although building architecture is conceptual at the time of Sketch Plan, the concept envisions the proposed building as a transition between the higher density downtown Bethesda core and the lower-density residential uses to the west. As presented to the Design Advisory Panel on November 8, 2017, the building is anticipated to activate its three frontages through the implementation of a highly articulated building and Bethesda streetscape. The base of the building is anticipated to include two small vegetated courtyards on Arlington Road as well as a landscaped façade along the building’s east frontage that will serve as front stoops for the ground-level residential units.

The Design Advisory Panel recommended the following during their meeting on November 8, 2017:

1. Exceptional Design Points: The design is headed in a positive direction to achieve at least the 10 out of 30 points requested in this category, based on the upgrade to a concrete construction type, quality materials and building articulation.
2. Create more distinction between the north and south portions of the building to break-up the long Arlington Road façade and bring in more natural light at the transition.
3. Coordinate with the adjacent properties to better configure and maximize the proposed outdoor spaces between buildings to the east of the Site.
4. Integrate a way to provide sun shading on the long west-facing façade along Arlington Road.

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<sup>1</sup> Edgemont Bethesda is currently the subject of combined Sketch and Preliminary Plan applications designated 320180030 and 11984058A.



Additional context and discussion for the DAP's recommendations are included in the November 8, 2017 DAP meeting summary (Attachment B).



Figure 2-Proposed Sketch Plan

The proposed building height measuring point is on Moorland Lane, near the vehicular access point and main residential lobby. The topography falls approximately seven-feet from Moorland Lane to Edgemoor Lane, resulting in an additional (seventh) story within the Project's 60-foot height limitation. As conditioned, this additional story is stepped-back from the building façade so that the building is perceived as six stories from Arlington Road.

The Arlington Road façade constitutes the Project's longest public frontage and is comprised of a series of three well-proportioned masses that include terraces, balconies, and projecting metal bay windows for views up and down Arlington Road. The façade is articulated to present the building as one of varying heights, plane changes, and material transitions to add visual interest for pedestrians on the adjacent public sidewalk. The building's sixth floor is intended to be a metal and glass crown that compliments the building's five-story masonry base and reduce the upper-floor mass, as viewed from the street.



*Figure 3- Illustrative Elevation (Arlington Road, looking southeast)*



*Figure 4- Illustrative Elevation (Edgemoor Lane, looking northeast along Arlington Road)*





*Figure 5- Illustrative Elevation (Moorland Lane, looking southeast)*



*Figure 6- Illustrative Elevation (Christopher Driveway, looking west)*

### Open Space

With a Site area of 55,646 square feet, the Applicant must provide 10% of the Site, or 5,565 square feet, as public open space. Given the constrained depth of the Site, from Arlington Road to the eastern property line, the Applicant will meet this requirement through the provision of open space off-site, consistent with section 59.6.3.6.C of the Zoning Ordinance. The details and precise location of the open space will be determined at the time of Site Plan.

### Environment

#### *Forest Conservation*

A Forest Conservation Exemption has been confirmed through Section 22A-5(s)(1) under application 42017154E. The project qualifies for the small property exemption because the net tract area is less than 1.5 acres with no existing forest or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet. (Attachment C). Staff notes that the project size is at the upper threshold for the small property exemption and that the exemption does not address any off-site limits of disturbance (LOD) (for streetscape, utilities etc.) which will increase the net tract area and possibly invalidate the exemption. If the ultimately proposed LOD invalidates the exemption, the Applicant must submit a Natural Resources Inventory/ Forest Stand Delineation and subsequently a Forest Conservation Plan. Additionally, a Tree Save Plan may be required based on the final determination of the Site LOD relative to neighboring trees.

#### *Noise*

The project proposes residential units to be built adjacent to an arterial roadway that carries more than 5,000 cars per day. As a result, a noise analysis is needed at time of Preliminary Plan submission.

#### *Stormwater Management (SWM)*

A Stormwater Management Concept Plan is not required at the time of Sketch Plan. Submission of the concept to the Department of Permitting Services (DPS) and approval will be required at the time of Preliminary Plan. The ultimate SWM plan approval should also address the Bethesda Downtown Plan recommendations regarding SWM.

### Transportation

#### *Access and Circulation*

Pedestrian access to the site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Site frontages, consistent with the Bethesda Streetscape Standards.

Vehicular access to the Property is proposed directly from Moorland Lane through a consolidated garage access point and loading bay (two separate, but adjacent entrances) at the northeast corner of the site. This configuration is driven by an existing access easement, previously granted to the Christopher, that precludes use of the existing Christopher driveway by the Applicant. An on-going dispute, between the Christopher and the Applicant has impacted the Applicant's ability to utilize this area of the Site for vehicular access.

Although Staff's preference is that the loading and garage access point be located off the existing driveway for the Christopher residential building, rather than a new curb cut off Moorland Lane, the Applicant has been unable to gain approval to share the Christopher's driveway. As conditioned, Staff recommends that the Applicant continue coordination with the Christopher in hopes of consolidating the vehicular access points.

Resident vehicle parking is proposed to be contained within a structured below-grade garage, with the final quantity of parking spaces and ingress/ egress into the parking structure determined at Site Plan based on the



final number of residential dwelling units. Pedestrian and bicycle access to the Property will be provided along both Moorland Lane and Edgemoor Lane, though pedestrian and bicycle access will be prioritized along the Edgemoor Lane frontage through the provision of a Metro station lobby and bicycle parking room (Figure 7).

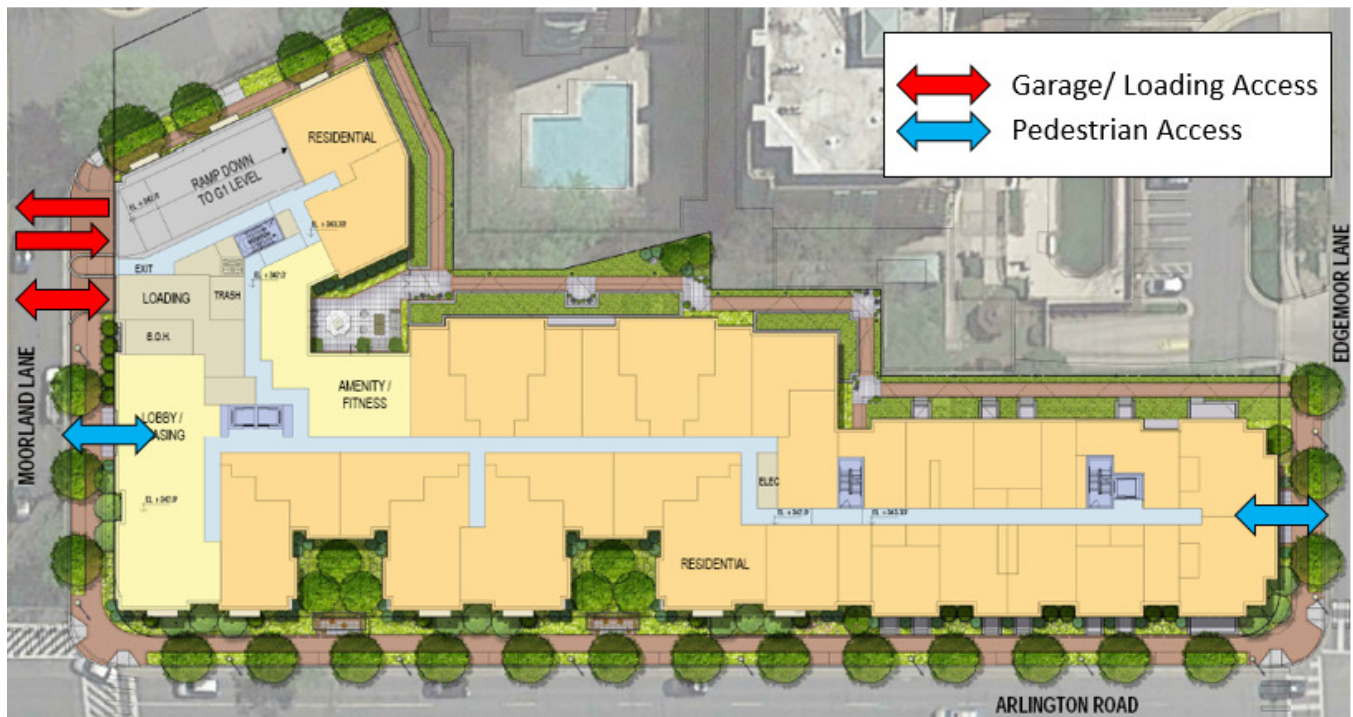


Figure 7-Pedestrian and Vehicular Circulation

**Transit Connectivity**

The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station (located within ¼ mile of the site), Metrobus, RideOn, the Bethesda Circulator and future Purple Line.

**Master Plan Roadways and Pedestrian/Bikeway Facilities**

The 2017 *Bethesda Downtown Sector Plan* recommends the following along property frontages:

1. Moorland Lane, along the northern site frontage, as a Business District Street with a minimum right-of-way width of 70 feet;
2. Arlington Road, along the western site frontage, as an arterial roadway (A-82) with a minimum right-of-way width of 80’ and separated bicycle lanes (LB-2); and
3. Edgemoor Lane along the southern site frontage, as a Business District Street with a minimum right-of-way width of 80 feet and separated bicycle lanes (LB-8).

**Sector-Planned Transportation Demand Management**

The Sector Plan encourages a Non-Auto Driver Mode Share (NADMS) of 55%, averaged between employees and residents of downtown Bethesda. In order to meet this goal, downtown Bethesda is organized into a Transportation Demand Management District (TMD) that strives to promote travel by means other than single occupancy vehicles. As a residential project of more than 100 dwelling units within the Bethesda TMD, the development is required to enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and Montgomery County Department of Transportation (MCDOT) to participate in the Bethesda TMD. Specific details of the TMAg will be determined during the Preliminary Plan review.

### *Adequate Public Facilities*

The Project is estimated to generate 130 morning peak-hour trips and 159 evening peak-hour trips. Since the Project will generate more than 50 net new person trips, the Applicant must submit a transportation impact study in accordance with the Local Area Transportation Review requirement at the time of Preliminary Plan.

### **Community Outreach**

The Applicant held a pre-submittal public meeting at the Bethesda-Chevy Chase Regional Services Center on July 26, 2017 and has complied with all submittal and noticing requirements. Over the course of the regulatory review associated with this application, Staff met with a resident of the adjacent Christopher Condominium to discuss the proposed building and application process. Resident correspondence received as of the date of this staff report is included in Attachment D.

### **SECTION 4: PROJECT ANALYSIS AND FINDINGS**

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The Sketch Plan must:"

1. *meet the objectives, general requirements, and standards of this Chapter;*

The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in the Data Table below:

Table 1: Data Table

<b>Sketch Plan Data Table</b>			
<b>Section</b>	<b>Development Standard</b>	<b>Permitted/ Required</b>	<b>Proposed</b>
<b>59.4</b>			
	<b>Gross Tract Area per Zone</b> CR 2.25 C-0.5 R-2.25 H-60 CR 2.0 C-0.25 R-2.0 H-60 CR 1.0 C-0.25 R-1.0 H-60 <b>Total Gross Tract Area</b>	 n/a  n/a	51,229 sf (1.18 ac) 8,820 sf (0.20 ac) 20,332 sf (0.46 ac) <b>80,381 sf (1.84 ac)</b>
	Prior Dedication Proposed Dedication <b>Net Lot Area</b>	n/a n/a n/a	22,789 sf (0.52 ac) 1,946 sf (0.04 ac) <b>55,646 sf (1.28 ac)</b>
	<b>Residential Density (GFA/ FAR)*</b> CR 2.25 C-0.5 R-2.25 H-60** CR 2.0 C-0.25 R-2.0 H-60 CR 1.0 C-0.25 R-1.0 H-60 Residential Density Subtotal	46,995 sf/ (2.25) 17,640 sf/ (2.00) 20,332 sf/ (1.00) 84,967 sf/ (1.05)	46,995 sf/ (0.58) 17,640 sf (0.22) 20,332 sf (0.25) 84,967 sf (1.05)
	<b>Bethesda Overlay Zone Density</b>	n/a	172,708 sf (2.14)
	<b>Total FAR/GFA</b>	n/a	<b>257,675 sf (3.21)</b>
	<b>Building Height</b>	60 feet	60 feet
	<b>Public Open Space (min)</b>	10% (5,565 square feet)	10% (5,565 square feet)
	<b>Minimum Setbacks</b>	0	0

\*No commercial density is proposed with the Subject Application.

\*\*Prior density transfer of 68,270 square feet removed from GFA/ FAR density.

The Application will provide the minimum required number of bicycle parking spaces within the building, which will be determined at the time of Site Plan. The final number of vehicular parking spaces will be determined at Site Plan based on the residential units and retail square footage.



The Sketch Plan conforms to the intent of the CR zone as described below.

a) *Implement the recommendations of applicable master plans.*

The Project substantially conforms to the recommendations for the Property included in the 2017 *Bethesda Downtown Sector Plan*. The Property is designated as sites 128, 129, and 130 on page 145 of the Plan. The Property is located in the area of the Plan designated as the “Arlington North District,” a transitional zone between the urban core and single-unit neighborhoods to the west of the Sector Plan area. Specifically, the Project addresses the following goals as outlined in the Arlington Road District section of the Plan:

- *Retain the residential scale along Arlington Road as a transition between the urban core and suburban neighborhoods.*

The Project will provide up to 235 residential dwelling units in a building of no more than 60 feet in height. The proposed building will serve as a transition from the taller Christopher Condominium building (approximately 145-feet in height) and Edgemont building (approximately 85-feet in height), to the east, to the lower-scale two-to-three story residential neighborhoods west of Arlington Road.

- *Improve access, mobility, and pedestrian safety along Arlington Road.*

The Project will consolidate existing vehicular access points to a single point on Moorland Lane, thus eliminating vehicular access entirely from this block of Arlington Road. The Project will construct the Bethesda streetscape on its three frontages and will participate in the implementation of new separated bicycle lanes on Arlington Road and Edgemoor Lane. Each of these improvements will improve access, mobility, and pedestrian safety along Arlington Road.

- *Promote redevelopment opportunities for under-utilized sites such as single-unit homes.*

The Project will redevelop eight existing single-family homes that are currently occupied by non-residential uses. Given the Site’s proximity to the Metro station and the downtown Bethesda core, these structures are under-utilized and will better contribute to the area as a mid-rise residential building and as a gradual height transition from the core to the adjacent neighborhoods.

- *Limit commercial and retail uses to preserve residential urban village character.*

The Sector Plan recommends that commercial and retail uses be limited to the ground floor of buildings along Woodmont Avenue. The Project complies with this recommendation by providing a purely residential building.

- *Create a new neighborhood park adjacent to Bethesda Elementary School.*

The Sector Plan identifies a potential area for a new neighborhood park on the west side of the Bethesda Elementary School playing fields. Although the potential future park location is within the Arlington North District, it is not near the Subject Property and will therefore not be implemented as part of the Project. Since the Application will not meet its open space

requirement onsite, the Applicant will work with Staff to identify public open space off-site improvements. Final determination of the public open space off-site improvement will be made at the time of Site Plan.

The Project is in general conformance with the *2017 Bethesda Downtown Plan*.

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

The Project will redevelop the existing low-density commercial sites with a higher-density residential building with underground parking to maximize residential development in close proximity to the Metro. The Project meets the objective of this finding.

- c) *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 encourages such development by proposing market-rate residential units in a variety of unit types as well as 15% MPDUs, offering housing opportunities for a range of incomes proximate to the numerous transit options of downtown Bethesda. The Project facilitates all modes of transit – pedestrian, bicycle, and vehicular – in close proximity to the Metro and bus service by improving the streetscape along its three frontages. The Project does not propose any parking between the building and the street frontages.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Sector Plan identifies this area as a priority for residential uses and as an area of transition from the higher density downtown Bethesda core to the surrounding lower density residential neighborhoods. The Project will provide residential uses on-site as well as a height and density that is compatible with the desired character of the Arlington North District.

- e) *Integrate an appropriate balance of employment and housing opportunities.*

The Sector Plan identified several distinct districts within Downtown Bethesda to guide development compatibility. The Subject Property is within the Arlington North District, which is intended primarily for residential development along the edge of the Downtown area. As proposed, the purely residential project provides the appropriate land use, as recommended in the Sector Plan.

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

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

2. *substantially conform with the recommendations of the applicable master plan;*

As discussed in Finding 1.a. above, the Project substantially conforms to recommendations of the *2017 Bethesda Downtown Sector Plan*. The Project will increase the supply of housing to serve a variety of income levels, redevelop under-utilized properties, and provide streetscape improvements that improve the safety and character of the existing streets.

3. *satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *achieve compatible internal and external relationships between existing and pending nearby development;*

The building design is compatible in height and scale with the existing and pending nearby development in the Arlington North District. The Project achieves compatibility with the building heights by providing a transition between the higher building heights of the downtown Bethesda core, to the east, and the lower density residential neighborhoods to the west. At the time of Site Plan submission and review, the Applicant must continue to show the seventh story at a 1:1 height-to-step back ratio to reduce the perceived height on Arlington Road. From a compatibility perspective, the step-back is necessary to comply with the goals of the Sector Plan, which recommend the perceived height along Arlington Road be no more than six stories.

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

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The Project appropriately locates vehicular access and loading on Moorland Lane, thus eliminating curb cuts from Arlington Road, and provides a pedestrian/ bicycle lobby on Edgemoor Lane to strengthen the Project's relationship with the nearby Bethesda Metrorail station. Although the proposed vehicular access on Moorland Lane will be safe and adequate, the Applicant should continue good faith efforts with the Christopher to consolidate the proposed access point with the existing Christopher driveway.

6. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, Staff finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 100 points in four categories. Although at the time of Sketch Plan review only the categories need be approved, Table 2 shows both the categories and points for the public benefits recommended at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefits

<b>Public Benefits Calculations</b>		
<b>Public Benefit</b>	<b>Incentive Density Points</b>	
	<b>Max Allowed</b>	<b>Requested</b>
<b>59.4.7.3C: Connectivity and Mobility</b>		
<b>Minimum Parking*</b>	<b>20</b>	<b>11.49</b>
<b>59.4.7.3D: Diversity of Uses and Activities</b>		
<b>Dwelling Unit Mix*</b>	<b>10</b>	<b>10</b>
<b>Enhanced Accessibility for the Disabled</b>	<b>20</b>	<b>20</b>
<b>59.4.7.3E: Quality of Building and Site Design</b>		
<b>Exceptional Design*</b>	<b>30</b>	<b>10</b>
<b>Public Art</b>	<b>15</b>	<b>15</b>
<b>Structured Parking</b>	<b>20</b>	<b>20</b>
<b>59.4.7.3F: Protection and Enhancement of the Natural Environment</b>		
<b>BLTs</b>	<b>30</b>	<b>4.66</b>
<b>Energy Conservation and Generation*</b>	<b>15</b>	<b>10</b>
<b>Vegetated Roof</b>	<b>20</b>	<b>15</b>
<b>Recycling Facility Plan</b>	<b>10</b>	<b>10</b>
<b>TOTAL</b>		<b>126</b>

*\*Denotes Sector Plan priority*

Connectivity and Mobility

*Minimum Parking:* The Applicant requests 11.49 points for providing fewer than the maximum allowed number of parking spaces. Points for this incentive are granted on a sliding scale from no points for providing the maximum allowable number of on-site spaces to 20 points for providing no more than the minimum numbers of spaces on site. Final determination will be made at Site Plan and Staff supports the Applicant’s request.

Diversity of Uses and Activities

*Dwelling Unit Mix:* The Applicant requests 10 points for providing a mix of units, including studios, one-bedroom units, two-bedroom units, and three-bedroom units, in accordance with the CR Zone Incentive Density Implementation Guidelines, which require a minimum of 7.5% efficiency units, 8% one- and two-bedroom units, and 5% three or more bedroom units. The final unit mix will be determined at Site Plan. Staff supports the Applicant’s request at this time.

*Enhanced Accessibility for the Disabled:* The Applicant requests 20 points for providing at least 7% of the Project’s units in accordance with ANSI A117.1 Residential Type A standards. The final percentage of accessible units will be determined at Site Plan. Staff supports the Applicant’s request at this time.

Quality of Building and Site Design

*Exceptional Design:* The Applicant requests 10 points for building or site design that enhances the character of a setting. Per the CR Guidelines, incentive density of 10 points is appropriate for development that meets all of the guideline criteria. As a site receiving an allocation of Bethesda Overlay Zone density, the Project is subject to the Design Advisory Panel review, which will award points based on the quality of the design. The Applicant asserts that the Project provides innovative solutions in response to the immediate context;

creates a sense of place and serves as a landmark; enhances the public realm in a distinct and original manner; introduces materials, forms, or building methods unique to the immediate vicinity or applied in a unique way; and integrates low-impact development methods into the overall design of the site and building, beyond green building or site requirements. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights, and because this category is a priority in the Sector Plan. Based on the conceptual materials submitted with the Application, staff supports the Applicant's request at this time.

*Public Art:* The Applicant requests 15 points for providing public art at strategic points around the perimeter of the Project. At this time, the Applicant is coordinating with local artists to refine the art concept and will provide additional detail with the Site Plan submittal. Staff supports the Applicant's request at this time.

*Structured Parking:* The Applicant requests 20 points for providing structured parking in a below-grade parking structure. Staff supports this request at this time.

#### Protection and Enhancement of the Natural Environment

*Building Lot Termination (BLT):* The Applicant requests 4.66 points for the purchase of BLT easements or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5% incentive density floor area. Points are granted by the calculation of BLTs as provided in Section 59.4.7.3.F of the Zoning Ordinance. Staff supports the Applicant's request at this time.

*Energy Conservation and Generation:* The Applicant requests 10 points for providing a project that exceeds the energy efficiency standards for new buildings by 10% through high efficiency mechanical, electrical, and plumbing systems. Further refinement will be determined at the time of Site Plan and Staff supports the Applicant's request at this time. This category is a priority in the Sector Plan.

*Vegetated Roof:* The Applicant requests 15 points for providing vegetated roofs with a soil depth of at least eight inches and covering at least 33% of the total roof excluding space for mechanical equipment. The CR Guidelines recommend 20 points for development that provides a vegetated roof with a soil depth of at least four inches over at least 33% of the rooftop, excluding space for mechanical equipment. At the time of Site Plan, the Applicant will provide additional details on meeting the vegetated roof criteria. Staff supports the Applicant's request at this time.

*Recycling Facility Plan:* The Applicant requests 10 points for providing a recycling facility plan that exceeds the minimum requirements set forth in the Zoning Ordinance. The final details of this plan will be determined at the time of Site Plan and Staff supports the Applicant's request at this time.

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

The Project will be built in one phase.

## **CONCLUSION**

The Sketch Plan application satisfies the findings under Section 59.4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the 2017 *Bethesda Downtown Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.



**ATTACHMENTS**

- A. Sketch Plan
- B. Design Advisory Panel Comments
- C. Forest Conservation Exemption 42017154E
- D. Correspondence
- E. Bethesda Overlay Zone Density Allocation as of 11/17/17.