

Bethesda Downtown Design Advisory Panel

FROM: Laura Shipman
Design Advisory Panel Liaison

PROJECT: **The Edgemont Bethesda II**
Sketch Plan No. 320180030

DATE: November 29, 2017

*The **Edgemont Bethesda II** project was reviewed by the Bethesda Downtown Design Advisory Panel on **November 29, 2017**. The following meeting notes summarize the Panel's discussion, and recommendations regarding design excellence and the exceptional design public benefits points. The Panel's recommendations should be incorporated into the Staff Report and strongly considered by Staff prior to the certification of the Site Plan. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

Attendance:

Karl Du Puy (Panelist)
George Dove (Panelist)
Damon Orobona (Panelist)
Rod Henderer (Panelist)
Qiaojue Yu (Panelist)
Paul Mortensen (Panelist, Senior Urban Designer in the Director's Office)

Laura Shipman (Design Advisory Panel Liaison)
Stephanie Dickel (Lead Plan Reviewer)
Gwen Wright (Planning Department Director)
Michael Brown (Area 1 Master Plan Supervisor)
Margaret Rifkin (Director's Office)
Neil Sullivan (Area 1 Planner Coordinator)

Pat Harris (Attorney, Applicant Team)
Federico Olivera-Sala (Architect, Applicant Team)
Ben Stoll (Applicant Team)



Discussion Points:

- Response to Woodmont Avenue is very strong, should be congratulated for defining curve and making a street people will want to walk along.
- What is happening in the space between building and the building to north? That is also an important corner to see how it is articulated.
- How are you designing the ground floor?
 - *Applicant response:* Not fully determined, likely amenity spaces with programming to support 275 units. Will likely be a resident lounge or event room with some engagement and activity as people walk along the street. Ground floor retail is unlikely.
- What are the materials going to be? The elevations cause concern because there are too many materials and there should be restraint. Have an accent material and restraint on others because there is so much articulation.
- Happy to see the project is sensitive to orientation and shadows.
- There does not appear to be much correlation of exterior articulation to the floor plans.
- The form of the building is very nice and contributes to the context well.
- This building is presented as soldier building, but corners should be reinforced and calm down other moves. Address north of building and corners. Northeast corner is opportunity to look at because it is most visible to traffic on Woodmont. Should study in 3D.
- Off-site public art is a great idea.
- The double-height treatment on Woodmont is good. Could the double-height treatment be helpful on south façade to simplify the amount of moves in the design? It could get to “pancakey” and horizontal. Maybe the double-height treatment is currently too two-dimensional rather than integral. Integrate moves and quiet the whole building.
- Is the first floor above the sidewalk? Though the ground floor is likely not going to be retail, could the ground floor uses potentially be opened up to the street in the spring/summer, and have people sitting there. This could create an indoor/outdoor relationship to the sidewalk and potential relationship to a midblock connection if it is provided. Part of façade could be residential unit entries to have activated uses in addition to amenity space.
 - *Applicant response:* The applicant is considering opportunities for individual unit entries in addition to ground floor amenity space.
- Is the sidewalk along Woodmont Avenue being increased? The streetscape design will be very important.
 - *Applicant response:* yes.
- Any rooftop amenity?
 - *Applicant response:* yes, pulled to southeast corner to respect the adjacent condo building.
- Where is the entrance?
 - *Applicant response:* the building’s southeast corner.
- Any public utilities above ground?
 - *Applicant response:* will underground utilities.
- Trying to do too much, may benefit the building more to just do glass as a contrast to the existing building rather than brick. Is it important that brick is used? The brick may not work as well in the new building, may instead want a horizontal connection of the brick material or less



materials. The building can be a building unto itself and does not need to relate to too many things. Let it be simplified since the building is so much taller than the existing building.

- *Applicant response:* wanted to make buildings feel connected, but will explore further.
- How close is the proposed building to the existing Edgemont building?
 - *Applicant response:* approx. 30 ft.
- Adjust the proportions of the corner element at Woodmont Avenue and Edgemoor Lane and make it either taller or shorter.
- How are you addressing the driveway and screening?
 - *Applicant response:* providing landscape treatment along western side of new building to help screen the loading dock.
- North arrows on graphics should be corrected.
- Develop the design of the surrounding landscape and public realm generally. Consider a through-block connection east-west to connect to ZOM Bethesda's proposed north south connection.
 - *Applicant response:* exploring landscape design and connection options with the other team.
- Have you developed the ground plane to the north?
 - *Applicant response:* the landscape is tapered to meet grade.
- Where is the parking entrance?
 - *Applicant response:* the new parking connects underground to the existing parking garage.

Panel Recommendations:

The following recommendations should be incorporated into the Staff Report.

1. Exceptional Design Points: The design could get to the requested 20 points at Site Plan, though it is not there yet and should incorporate the following recommendations.
2. Simplify the design to quiet the whole building.
 - a. Reinforce the corners and calm down other moves. Ensure moves are integral to the building and not two-dimensional or "stuck on".
 - b. Provide one accent material and show restraint on other materials because there is so much articulation.
3. Provide more indoor/outdoor relationship from the ground floor uses to the sidewalk. Part of the Woodmont Avenue façade could be residential unit entries to activate the sidewalk in addition to the amenity spaces.
4. Adjust the proportions of the corner element at Woodmont Avenue and Edgemoor Lane and make it either taller or shorter.
5. Develop the design of the surrounding and public realm and landscape generally.
 - a. Consider a through-block connection east-west to connect to ZOM Bethesda's proposed north south connection.
 - b. Improve the pedestrian experience along Edgemoor Lane.
6. Continue to explore the off-site public art opportunities.





DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

November 13, 2017

Mr. Jason Evans, P.E.
VIKA Maryland, LLC
20251 Century Blvd.
Germantown, MD 20874

Re: Stormwater Management **CONCEPT** Request
for The Edgemont
Preliminary Plan #: 11984058A
SM File #: 283225
Tract Size/Zone: 1.38 Ac./CR-2.5
Total Concept Area: 0.37 Ac.
Lots/Block: part of 4 & 5 / 12
Watershed: Little Falls Branch

Dear Mr. Evans:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP by the use of Green roof and micro-bioretenion. Due to site constraints, structural treatment for the remaining volume cannot be done so a partial waiver is granted.

The following **items** will need to be addressed **prior to** Planning Board approval of the Site Plan:

1. Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.
2. You have proposed a minimum of 3,750 square feet of eight-inch green roof. At time of site plan try to increase the square footage of green roof.

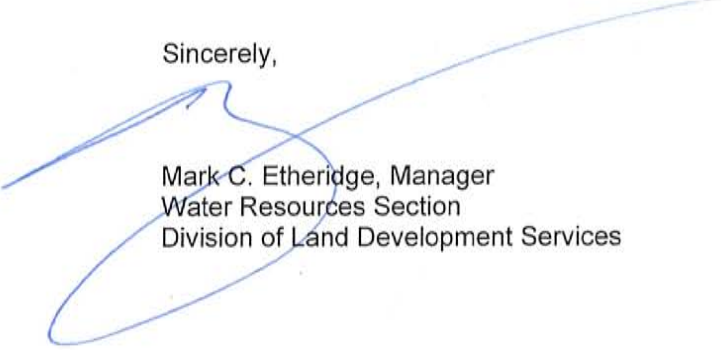
This list may not be all-inclusive and may change based on available information at the time.

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

Mr. Jason Evans
November 13, 2017
Page 2 of 2

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6332.

Sincerely,



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

MCE: CN283225 The Edgemont.DWK

cc: N. Braunstein
SM File # 283225

ESD: Required/Provided 3,317 cf / 1,483 cf
PE: Target/Achieved: 2.6"/1.2"
STRUCTURAL: 0.00 cf
WAIVED: 0.37 ac.



November 9, 2017

Senior Planner
 Environmental Reviewer
 Planning Area I
 M-NCPPC
 8787 Georgia Avenue
 Silver Spring, MD 20910

**Re: Forest Conservation Tree Variance Request, Rev 2
 Edgemont at Bethesda II
 4885 and 4903 Edgemoor Lane, Bethesda, Maryland
 Part of Lots 4 and 5 and Lot 15, Block 12, Edgemoor
 Preliminary Forest Conservation Plan 11984058A
 VIKA # VM1148D**

To whom it may concern,

On behalf of the applicant, Equity Residential, we are submitting this Tree Variance Request to comply with the Natural Resources, Title 5, Section 5-1607 of the Maryland Code that requires the Applicant to file for a variance to remove or impact any tree greater than 30" in diameter-at-breast-height (dbh), any tree with a dbh equal to or greater than 75% of the current state champion, trees that are part of an historic site or associated with an historic structure, any tree designated as the county champion tree, any tree, shrub or plant identified on the rare, threatened or endangered list of the U.S. Fish and Wildlife Service of the Maryland Department of Natural Resources, if a project did not receive Preliminary Forest Conservation Plan Approval prior to October 1, 2009.

The subject property is in the Edgemoor Subdivision of Bethesda, Montgomery County, Maryland at the northwest intersection of Edgemoor Lane and Woodmont Avenue. The 1.37 acre site (1.65 gross tract) comprises two parcels; Part of Lots 4 and 5 (0.37 ac.) and Lot 15 (1 ac.). Related plans for this site include NRI 420171190 for 4885 Edgemoor Lane, approved May 17, 2017, NRI 420180230 for 4903 Edgemoor Lane, approved September 20, 2017, and Sketch Plan 320180030 currently in the application process.

The lot on which the specimen tree is located (Lot 4) is currently developed with a single-family detached residence and until recently was zoned R-60. This property is now zoned a high-density CR 2.5 zone via Sectional Map Amendment H-122. The proposed Sketch and Preliminary Plans will allow for the redevelopment of the aging single-family home with a new high-rise residential building that complements the surrounding densities and the vision of the Master Plan for the area. The building is designed to be integrated into the block with shared underground parking and loading with the existing high-rise residential building on Lot 15.

VIKA Maryland, LLC

20251 Century Boulevard, Suite 400 • Germantown, Maryland 20874 • 301.916.4100 Fax 301.916.2262
 Tysons, VA • Germantown, MD • Washington, DC

www.vika.com

This Tree Variance Request is accompanying the submission of Preliminary Plan 11984058A which will combine the two lots into a new lot, replace the existing single-family residence on Lot 4 with a high-rise residential building while preserving the existing apartment building on Lot 15. The only disturbance to the existing building will be for the purpose of connecting the underground garage and a first-floor pedestrian connection between the two buildings. In the ultimate condition, the two residential buildings will share the existing loading facilities and underground garage entrance while the expansion of the underground garage will connect both buildings. This request proposes allowing removal of the single specimen tree on the subject property, a 33" DBH Southern Magnolia in the front yard of the existing single-family residence on Lot 4.

The Bethesda Downtown Plan (the "Plan") has four overarching goals to increase parks and open spaces, affordable housing, environmental innovation, and economic competitiveness. The later three of which are bolstered by this proposed development in that the project will provide upwards of 24 affordable units, provide SWM treatment where none exists today, will contribute to improved sidewalks and bicycle routes, and is located within a district that has excellent proximity to transit and public opens spaces. The Arlington North District (the "District") has additional goals of improving pedestrian safety, promoting redevelopment of under-utilized sites such as single-family homes, and limiting commercial and retail uses to and preserve residential urban village character which can now be a reality through the recommended and now official rezoning of this property, among others, from R-60 to CR zone reflective of the surrounding density.

In addition to the meeting overarching goals of the "Plan" and the land use and zoning goals of the "District", this project also meets many other recommendations of the "Plan" relating to transportation and urban ecosystems. Although early in the design process, the applicant is willing to commit to certain elements at this time including participation in the master planned separated bike lanes on Woodmont Avenue and Edgemoor Lane, dedication of right-of-way on Edgemoor, providing reduced parking numbers as allowed by the Bethesda Overlay Zone, providing street trees on Edgemoor where none exist today, providing at least 35% green cover, incorporating vegetation into SWM facilities, placing utilities underground, and constructing a LEED rated building.

As previously described, this plan proposes a multi-story residential building informed by the goals and recommendations of the "Plan" and the "District". A result of this proposal is that a specimen tree will be severely impacted to implement the proposal. Table 1, below, lists the Variance specimen tree as identified on the Preliminary Forest Conservation Plan and provides the proposed impact.

Table 1

TREE NO.	BOTANICAL NAME	COMMON NAME	D.B.H. (in.)	CONDITION	CRZ (SF)	CRZ IMPACT (SF)	CRZ IMPACT %	DISPOSITION
612	Magnolia grandiflora	Southern Magnolia	33	Good	7,698	7,698	100	Remove

The assessment of the condition of trees was performed by VIK A Maryland, LLC at the time of the field work for the NRI as a visual, and at-grade-level inspection with no invasive, below grade, or aerial



inspections performed at the time. Decay or weakness may be hidden out of sight for large trees. Impact assessments have been determined by VIKA Maryland, LLC staff with the preparation of the FCP.

1. Tree # 612

33" Southern Magnolia (*Magnolia grandiflora*): Tree 612 is located in the front east corner of the existing single-family residence within 15' of the foundation of the house.

- **Field Condition:** Good
- **Proposed CRZ Impact:** Severe at 100 % as the tree and is also within +/- 25' of the existing retaining wall in the right-of-way that will be are being removed and is located entirely inside the LOD for the proposed building.
- **Disposition:** Tree 612 is specified to be removed.

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

For approval, the Variance Request must:

1. **Describe the special conditions peculiar to the property which would cause the unwarranted hardship;**
 2. **Describe how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas;**
 3. **Verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance; and**
 4. **Provide any other information appropriate to support the request.**
1. This site is particularly narrow; 60' at the narrowest part and just over 100' at the widest part. The typical minimum dimension needed for residential building is somewhere between 60'-75' which allows a double loaded central corridor. The applicant has developed an architectural concept for a building that will fit on the site, but given the trees central location in relation to the site and the narrow width of the lot, there is no opportunity to save this tree while maintaining a viable multi-story residential project.
 2. Variances for other development projects with similar zoning, densities, land uses within the Bethesda downtown area have been granted to other applicants. Not granting the variance effectively means that this property cannot be redeveloped in a manner that responds to the recommendations of the "Plan" including affordable housing, environmental innovation, and economic competitiveness.
 3. There is currently no stormwater management provided on Lot 4. The concept stormwater management plan incorporates environmental site design (ESD) to the maximum extent practicable by using bioretention planter(s) on the ground plane and green roof on the building. In fact, the current plan is that green roof will be at least 8" thick. If the variance is approved, the applicant is prepared to provide mitigation tree plantings to replace the form and function of the lost tree southern magnolia. Using the approved replacement ratio, a total 9 caliper inches of new tree plantings is offered as mitigation. The preliminary forest conse4rvation plan includes a proposal of 3-3" caliper trees in locations that are unencumbered by utilities, easements, are not over structure, and have sufficient soil volumes. These locations are preliminary and may change to other locations on-site. The applicant will coordination with MNCPPC staff during the site plan process when



determining final locations. It should be noted that the specimen tree to be removed is not within a special protection area (SPA) or watershed primary management area (PMA). With tree canopy mitigation provided for and the overall benefit of SWM treatment where none exists today, granting the variance to remove the specimen tree to allow for the redevelopment of this site will not result in any violation of State water quality standards or degradation of water quality.

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

Sincerely,

James Buchheister
Associate
VIKA Maryland, LLC

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EDGEMONT AT BETHESDA II

Owner/Applicant /
Master Developer:

Equity Residential
2 North Riverside Plaza
Chicago, IL 60606
202.971.7085
Contact: Benjamin Stoll

Attorney:

Lerch, Early, Brewer
7600 Wisconsin Avenue, Suite 700
Bethesda, MD 20814
301.841.3832
Contact: Pat Harris

Architect:

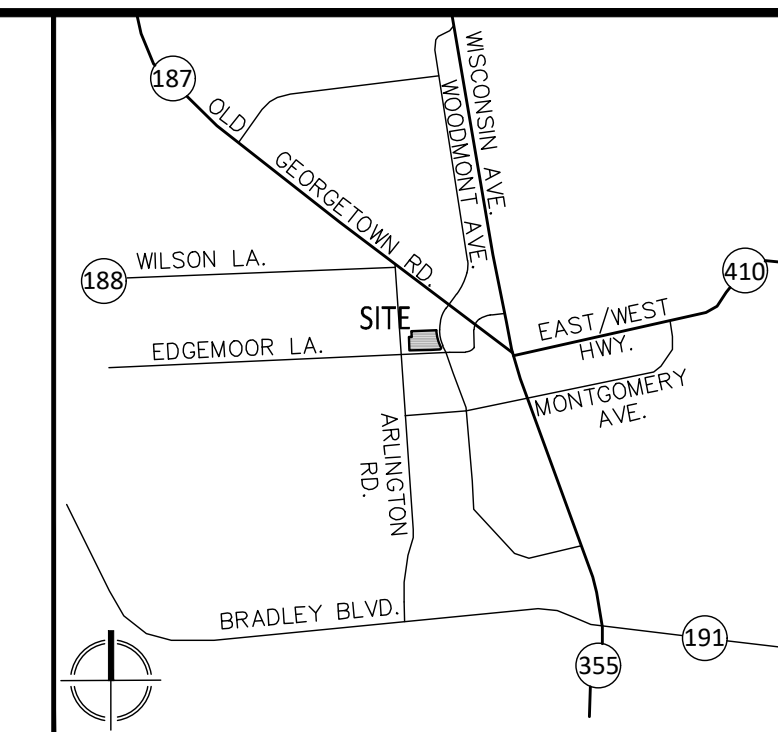
SK + I ARCHITECTURE
4600 East West Highway, Suite 700
Bethesda, MD 20814
240.479.7485
Contact: Federico Olivera Sala

Land Planners/
Civil Engineers/
Landscape Architect:

VIKA Maryland, LLC
20251 Century Boulevard, Suite 400
Germantown, MD 20874
301.916.4100
Contact: James Buchheister

Transportation Planning:

Wells and Associates
1420 Spring Hill Road, Suite 610
Tysons, VA 22102
703.917.6620
Contact: Michael Workosky



VICINITY MAP
SCALE: 1" = 2,000'

- The Sketch Plan drawings are conceptual and represent proposed development in an illustrative manner. Final building locations, dimensions, heights, uses, phasing, density, development standards and programs shall be determined at time of site plan applications. Maximum density and heights for the property pursuant to the CRT Zone and the Westward Sector Plan may be permitted.
- Some of the planimetric information shown on this plan is based on copyrighted GIS Data from M-NCPPC, and may not be copied or reproduced without express written permission from M-NCPPC.

LEGEND

- Height Allowed
- Height Illustrated
- Proposed Building
- Subject Property Limits

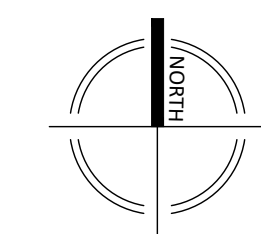
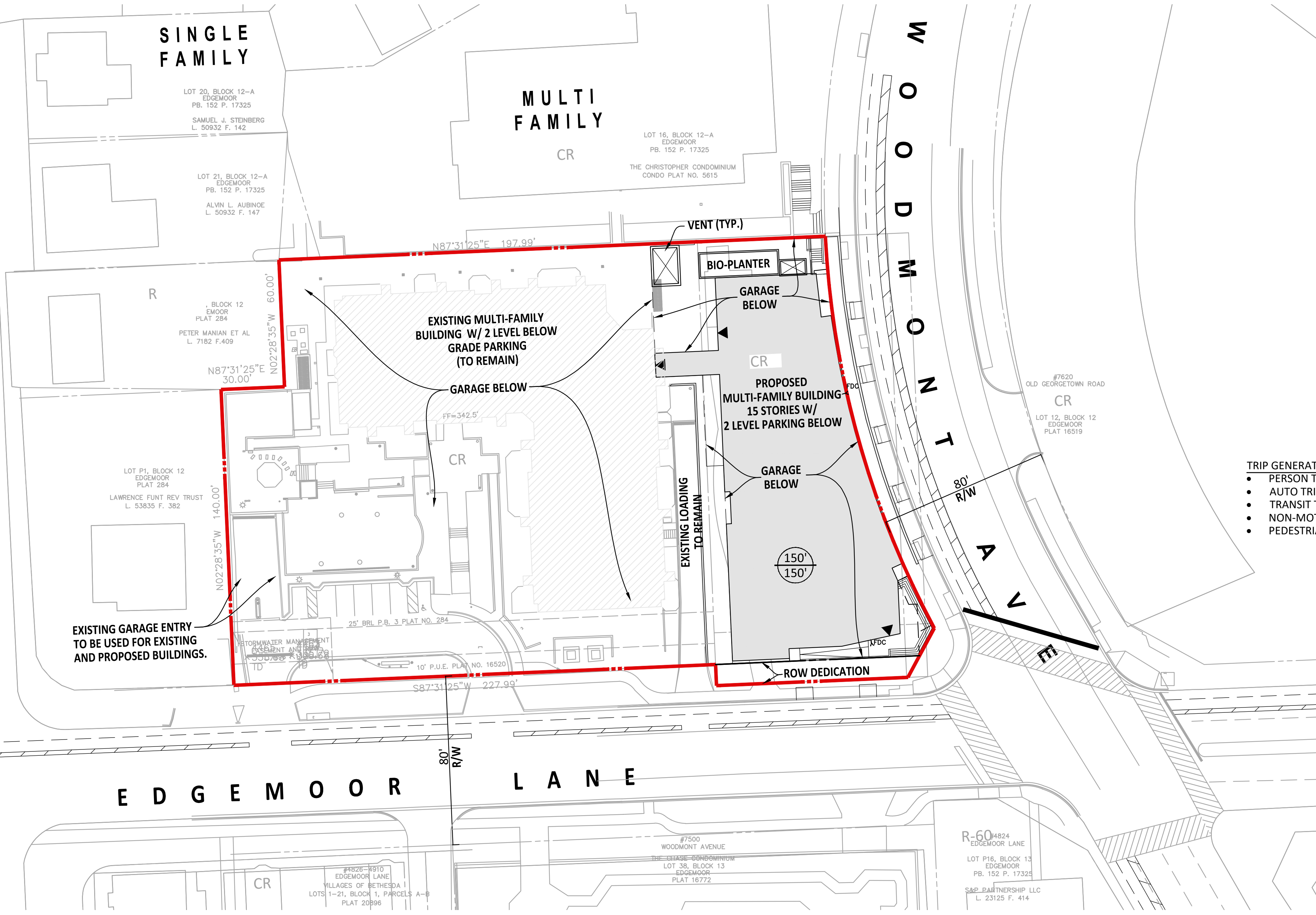
TRIP GENERATION ESTIMATES

- PERSON TRIPS - 83 A.M. PEAK HOUR & 106 P.M. PEAK HOUR
- AUTO TRIPS - 42 A.M. PEAK HOUR & 54 P.M. PEAK HOUR
- TRANSIT TRIPS - 10 A.M. PEAK HOUR & 12 P.M. PEAK HOUR
- NON-MOTORIZED - 14 A.M. PEAK HOUR & 18 P.M. PEAK HOUR
- PEDESTRIAN - 24 A.M. PEAK HOUR & 30 P.M. PEAK HOUR

ARLINGTON ROAD

WOODMONT AVENUE

EDGEMOOR LANE



3	11/9/17	2nd Review
2	10/2/17	DRC Comments
1	7/19/17	Init. Submission
Δ	Date	Revision

SKETCH PLAN

SHEET No:
SK6
320180030

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PREPARED FOR:
EQUITY RESIDENTIAL
 1500 MASSACHUSETTS AVENUE
 SUITE 25
 WASHINGTON, DC, 20005
 CONTACT: BENJAMIN STOLL
 DESIGN CONSULTANTS

ARCHITECTS
SK&I ARCHITECTURE
 4600 EAST WEST HIGHWAY
 SUITE 700
 BETHESDA, MD 20814
 240.479.485
 CONTACT: FEDERICO OLIVERA SALA

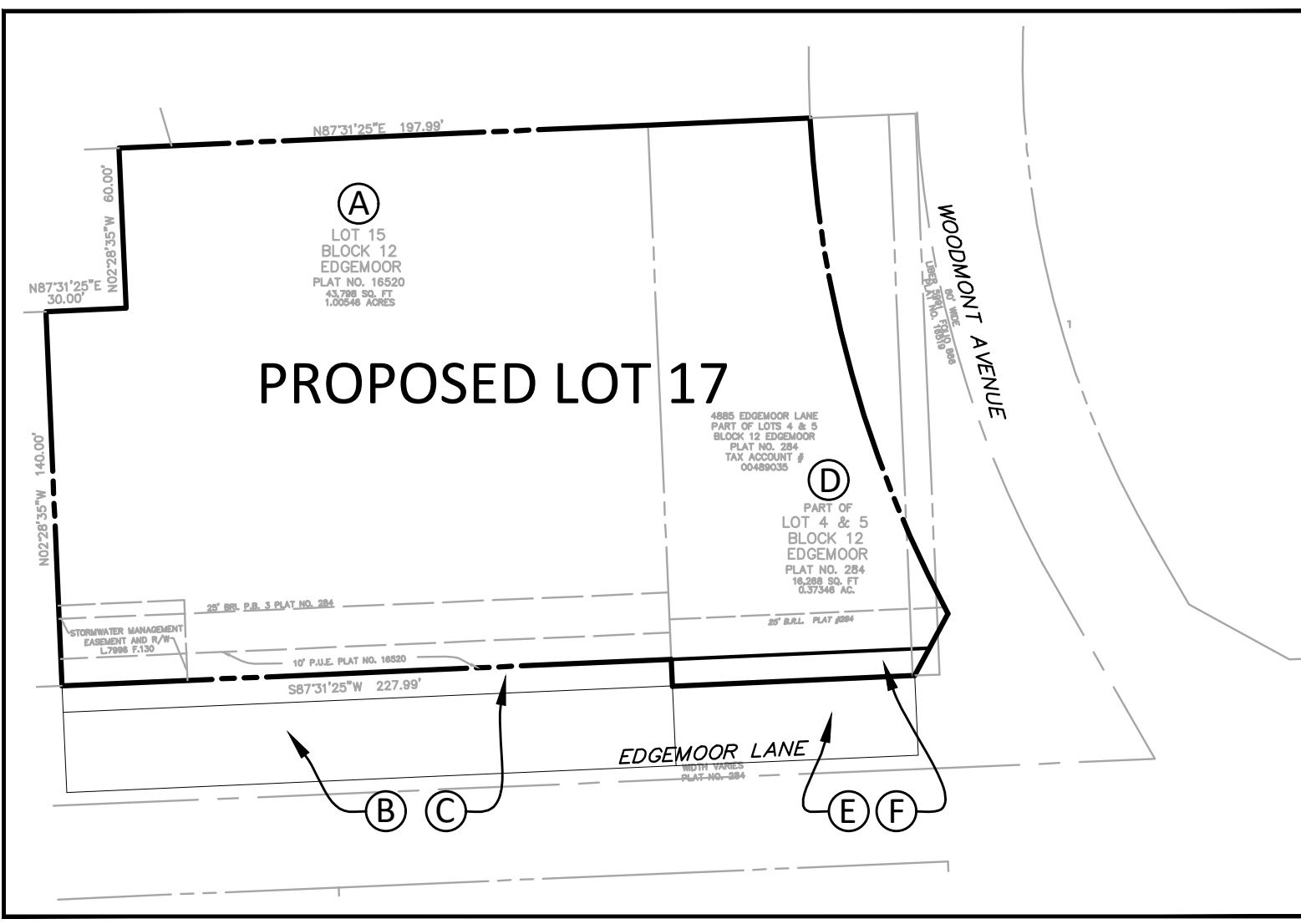
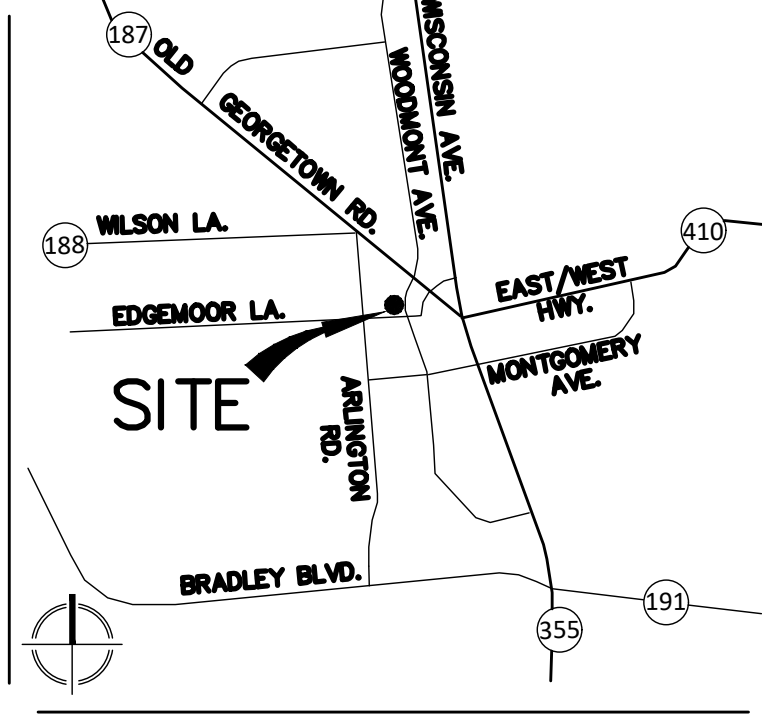
ATTORNEY
LERCH, EARLY, & BREWER
 7600 WISCONSIN AVENUE
 SUITE 700
 BETHESDA, MD 20814
 301.986.1300
 CONTACT: PAT HARRIS

TRAFFIC ENGINEER
WELLS AND ASSOCIATES
 1420 SPRING HILL ROAD
 SUITE 610
 TYSONS, VA 22102
 703.917.6602
 CONTACT: MICHAEL WROKOSKY

CIVIL ENGINEER
VIKA MARYLAND, LLC
 20251 CENTURY BOULEVARD
 SUITE 400
 GERMANTOWN MD, 20874
 301.916.4100
 CONTACT: JASON EVANS

PLAN LEGEND

—CTV—CTV—CTV—	PROPERTY LINES	—8"W—	PROPOSED WATER LINE	●	EXISTING GUY POLE	●	BUILDING HEIGHT MEASURING POINT
—E—E—E—E—E—E—	EXISTING CABLE TELEVISION CONDUIT	—8"S—	PROPOSED SANITARY SEWER WITH STRUCTURE	●	●	●	PROPOSED FIRE HYDRANT
—X—X—X—X—X—X—	EXISTING EDGE OF PAVEMENT	—LOD—	PROPOSED STORM DRAIN/INLET	●	●	●	DOOR LOCATION
—G—G—G—G—G—G—	EXISTING FENCE LINE		PROPOSED LIMITS OF DISTURBANCE	●	●	●	PROPOSED GREEN ROOF
—OHV—OHV—OHV—OHV—	EXISTING OVERHEAD WIRES		EXISTING SANITARY CLEANOUT	●	●	●	PROPOSED BIORENTENTION
—T—T—T—T—T—T—	EXISTING TELEPHONE CONDUIT		EXISTING STORM DRAIN MANHOLE	●	●	●	
—SD—SD—SD—SD—SD—SD—	EXISTING SANITARY SEWER CONDUIT		EXISTING ELECTRICAL JUNCTION BOX	●	●	●	
—V—V—V—V—V—V—	EXISTING WATER CONDUIT		EXISTING FIRE DEPARTMENT CONNECTION	●	●	●	
—520—	EXISTING ZONE LIMITS		EXISTING FIRE HYDRANT	●	●	●	
—524—	PROPOSED 10' CONTOUR		EXISTING GAS MANHOLE	●	●	●	

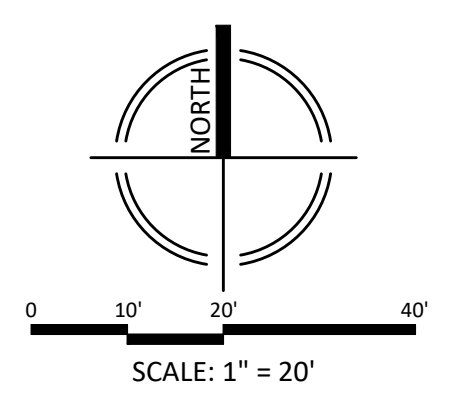
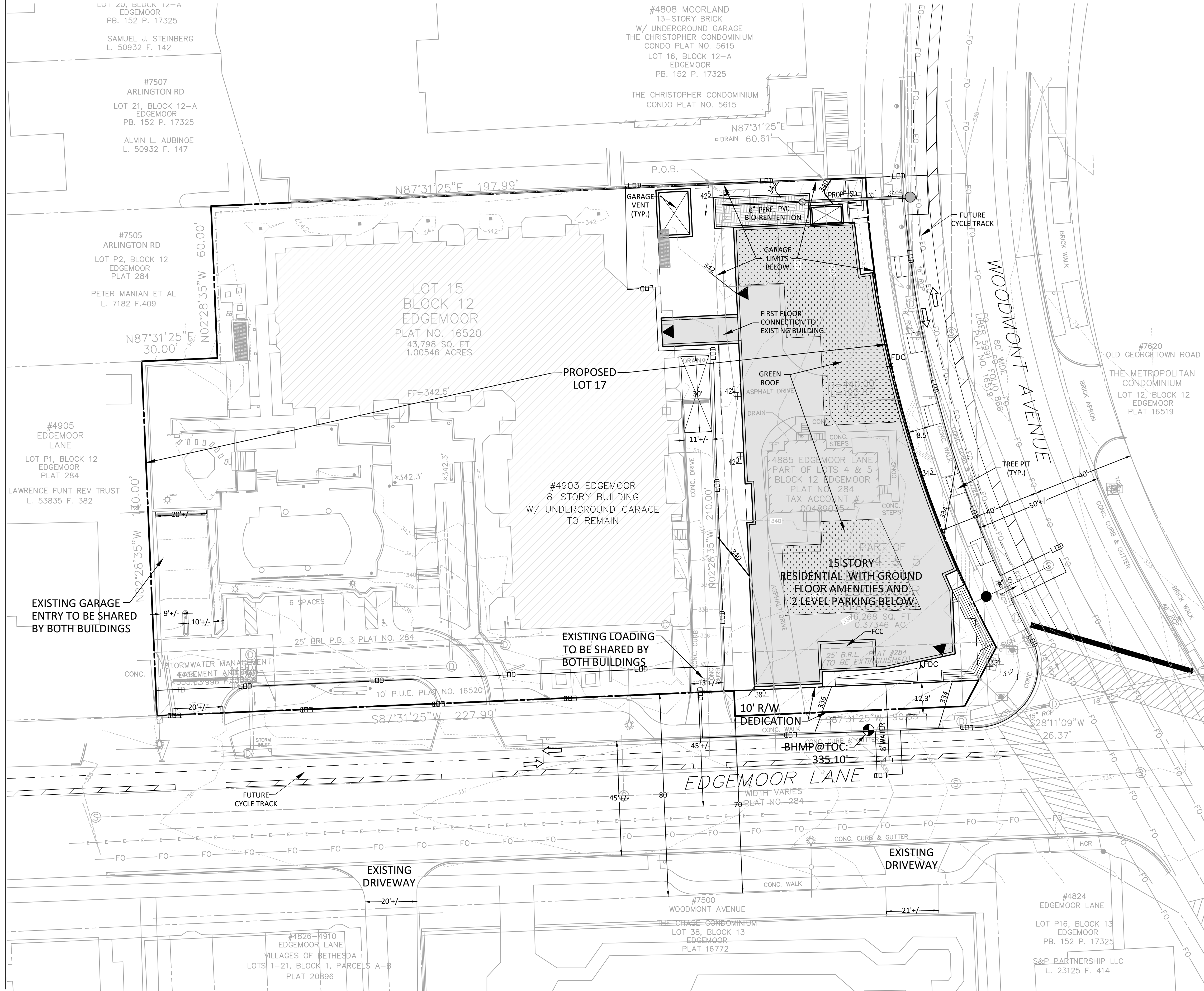


PRELIMINARY LOTTING PLAN & DEDICATIONS
 1"=60'

LOT #15	AREA #	SQ. FT.	ACRES	DESCRIPTION
	A	43,798	1.005	NET LOT AREA
	B	6,840	0.157	PREV. DED. EDGEMOOR LANE (PB. 3 P. 284)
	C	2,280	0.052	PREV. DED. EDGEMOOR LANE (PLAT # 16520)
		52,918	1.214	SUB-TOTAL

LOT # P4	AREA #	SQ. FT.	ACRES	DESCRIPTION
	D	15,332	0.352	NET LOT AREA
	E	2,719	0.062	ORIG. EDGEMOOR LANE DED.
	F	936	0.021	PROPOSED 10' EDGEMOOR LANE DED.
		18,987	0.436	SUB-TOTAL
		71,905	1.650	GRAND TOTAL

DATE	REVISIONS
10/2/17	1
11/9/17	2
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SURVEYOR'S CERTIFICATION
 I hereby certify that the information shown by this plan is complete and accurate in accordance with existing surveys, visual observations and available records.

Signature: _____ Date: _____
 David F. Unger II January 16, 2019
 Printed Name: _____ Expiration Date: _____

MD No.21236

EDGEMONT AT BETHESDA II
 PART OF LOT 4 AND LOT 15, BLOCK 12
 7TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND
 WSSC GRID: 209 NW 5
 TAX MAP: HN22

MNCPPC
11984058A

PRELIMINARY PLAN

DRAWN BY: _____
 DESIGNED BY: _____
 DATE ISSUED: 7/21/2017

SHEET NO. PP-3



Isiah Leggett
*County
Executive*

DEPARTMENT OF TRANSPORTATION

Al R. Roshdiah
Director

December 29, 2017

Ms. Stephanie Dickel, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320180030
Preliminary Plan No. 120170120
Edgemont at Bethesda II

Dear Ms. Dickel:

We have completed our review of the sketch plan and preliminary plan dated November 9, 2017. Previous plans were reviewed by the Development Review Committee at its meeting on September 19, 2017. We recommend approval of the plan subject to the following comments:

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

1. The applicant will must pay \$100,000 to fund the Woodmont Avenue separated bike lanes or another separated bike lane project in the Bethesda CBD. The payment must be made prior to the issuance of the first Use and Occupancy permit. If the County has already completed the project or decides not to implement the separated bike lanes, the applicant will continue to make the payment at a maximum cost of \$100,000 prior to the issuance of the first Use and Occupancy permit. This payment may be used to fund other separated bike lanes in the Bethesda CBD.
2. The applicant will participate in funding the planned Edgemoor Lane separated bike lanes along their street frontage. The applicant must provide an engineer's estimate for the separated bike lanes along their Edgemoor Lane street frontage that will include contingencies and be approved by MCDOT prior to issuance of the right-of-way permit. The cost estimate shall include, but not

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178
FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

be limited to, repaving, restriping, flex posts, signing and other related improvements to the separated bike lanes. The payment must be made prior to the issuance of the first Use and Occupancy permit.

3. MCDOT letter for the project's traffic impact study is dated December 29, 2017.
4. The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.
5. The sight distance studies have been accepted. A copy of the accepted Sight Distance Evaluation certification form is enclosed for your information and reference.
6. Construct Bethesda Central Business District streetscaping along the site's entire Woodmont Avenue and Edgemoor Lane street frontages (including in front of the existing building).
7. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.
8. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
9. In all underground utility installations, install identification tape or other "toning" device approximately 2' above the utility.
10. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
11. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
12. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
13. Parking: MCDOT recommends that this development provide the minimum amount of on-site parking. If the site can be included in an extension of the PLD to enable provision of less on-site parking that solution should be explored.
14. Prior to the issuance of any building permits by MCDPS, the applicant will need to work with this Department to execute a Traffic Mitigation Agreement. Contact MCDOT for a copy of the most recent TMAg template for residential use. Coordinate with Ms. Sandra Brecher, Chief of Commuter Services Section. Ms. Brecher may be contacted at 240-777-8383. The TMAg may include but not be limited to the following:

- a. Car Sharing Parking. Provide two (2) car sharing vehicle parking spaces in highly visible, preferentially-located spots.
 - b. Electric Car Charging. Provide two (2) electric car charging stations on site or other EV charging arrangements acceptable to MCDOT.
 - c. Bicycle Facilities. Significant bicycle activity will likely occur at this site due to its proximity to bicycle facilities along Arlington Road, nearby planned bike facility infrastructure, and bicycle shops. Provide bike racks/lockers in weather-protected, highly visible/active locations. Consider providing secure bicycle storage area in garage (bike cage) and a small bicycle repair station for resident use.
 - d. Bike Sharing Station. See comment below.
 - e. Real Time Transit Information – See comment below.
 - f. Static Information Displays - Incorporate static display space into residential lobby to provide opportunity for display of transit and other alternative transportation information. Information on alternatives should also be displayed on each level of parking facilities and in elevators.
15. Bikeshare. Bikeshare at this location would provide a needed connection to bikeshare stations and destinations east of Arlington Road. The Applicant must provide space in the Project for a bikeshare docking station (or similar facility required by the County) to enable this form of transportation to be used by residents, employees and visitors at the Project. A typical bikeshare station is 19-docks and requires a space that is 53 feet x 12 feet in dimension. Show a proposed location for a bikeshare station on the project. The final location of this docking station will be selected by the County and the Applicant, based upon the requirements of the bike sharing system and in a highly-visible, convenient and well-lit location on the Project. In the event an appropriate location cannot be located on site that meets bikeshare siting criteria, MCDOT will select an off-site location for the station based upon the requirements of the bikesharing system in the County, as close as possible to the Project. Applicant must pay the capital costs for a 19-dock bikeshare station. All payments must be made to the County or its designee. Applicant must take other actions in concert with MCDOT to promote use of bikesharing among employees and visitors at the Project, in order to accomplish the objectives of the TMD.

Given the proximity of this project to ZOM Bethesda, the Applicant should contact MCDOT to discuss the possibility of sharing financial responsibility for bikeshare proportional to the two developments.

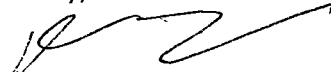
16. Real Time Transit Information: Provide opportunity and connections for monitor to display Real Time Transit Information in the residential lobby. This will enable information to be readily accessed by building residents, employees, visitors, etc. Real Time Transit Information feeds can be incorporated into planned lobby display monitors/software system for the building.

17. At or before the permit stage, please coordinate with Mr. Benjamin Morgan of our Division of Parking Management to coordinate the impacts on public parking facilities in the vicinity of this project. Mr. Morgan may be reached at 240-777-8704 or at benjamin.morgan@montgomerycountymd.gov.
18. We recommend that the applicant coordinate with Mr. Matt Johnson of our Transportation Engineering Section regarding bicycle facilities along Edgemoor Lane. Mr. Johnson can be reached at matt.johnson@montgomerycountymd.gov or at 240-777-7237.
19. We recommend that the applicant coordinate with Mr. Robert Gonzales Johnson of our Transportation Engineering Section regarding bicycle facilities along Woodmont Avenue. Mr. Gonzales can be reached at robert.gonzales@montgomerycountymd.gov or at 240-777-7296.
20. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - a. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances (if necessary), and street trees along Woodmont Avenue and Edgemoor Lane.
 - b. Construct Bethesda Central Business District streetscaping along the site's entire Woodmont Avenue and Edgemoor Lane street frontages.
 - c. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - d. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
 - e. Developer shall ensure final and proper completion and installation of all utility lines underground.
 - f. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Ms. Stephanie Dickel
Preliminary Plan No. 1198405A
Sketch Plan No. 3201800
December 29, 2017
Page 5

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact myself at Rebecca.torma@montgomerycountymd.gov or (240) 777-2118.

Sincerely,



Rebecca Torma, Acting Manager
Development Review Team
Office of Transportation Policy

Sharepoint/transportation/directors office/development review/Rebecca/Bethesda/Edgemont/1198405A Edgemont.docx

Enclosure

cc: Ben Stoll Equity Residential
Jason Evans VIKA Maryland, LLC
Pat Harris Lerch Early and Brewer
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Matthew Folden M-NCPPC Area 1
Sam Farhadi MCDPS RWPR
Matt Johnson MCDOT DTE
Robert Gonzales MCDOT DTE
Sandra Brecher MCDOT CSS
Beth Dennard MCDOT CSS
Benjamin Morgan MCDOT PMS



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

December 29, 2017

Mr. Katie Mencarini, Senior Planner
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Edgemont at Bethesda II
Traffic Impact Study Review

Dear Ms. Mencarini:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review (TIS) report dated June 30, 2017, and prepared by Wells + Associates. Comments were sent to the consultant on October 5, 2017. As noted in your transmittal letter, this study was prepared in accordance with the direction in the 2016-2020 Subdivision Staging Policy. Total development evaluated by the analysis includes:

- A 15-story residential building with 175 apartments and below grade parking.

We offer the following comments:

Adequacy Determination

1. The study indicates that the subject development will generate at least 50 total weekday peak hour person trips; therefore, the Motor Vehicle System Adequacy test is required.
2. The study indicates that the proposed development generates fewer than 50 transit, pedestrian and non-motorized trips. The transportation tests are not required. We agree with the consultant's conclusion.

Motor Vehicle System Adequacy

1. The subject development is required to meet the Local Area Transportation Review (LATR) test for motor vehicle system adequacy. The LATR test for the Bethesda CBD policy area uses the Highway Capacity Manual (HCM) with an average vehicle delay standard of 120 seconds. The consultant studied seven (7) intersections, including three (3) driveway/loading access points. The consultant concluded that the total future conditions for these intersections will not exceed the congestion standard for the Bethesda CBD policy area.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX
www.montgomerycountymd.gov
Located one block west of the Rockville Metro Station

Ms. Katie Mencarini
Edgemont at Bethesda II
December 29, 2017
Page 2

Pedestrian and Bicycle Impact Statement


1. The consultant provided an evaluation of the pedestrian and bicycle access and circulation in the vicinity of the site and the transit and other non-automotive operations in the study area. The consultant provided the location of sidewalks, pedestrian signal heads, accessible ramps and bus stops within the study area.
2. The applicant determined that the off-site study intersections provided adequate "Walk" time and flashing "Don't Walk" time.
3. The consultant discussed planned and programmed bicycle facilities for the existing approved Bikeway Master Plan. The consultant did not discuss the proposed Bikeway Master Plan, which recommends separated bike lanes along Edgemoor Lane.
4. The applicant provided the locations of bus stops and the routes; however, no amenities at the stops were identified.

SUMMARY

1. We concur with the consultant's conclusion regarding the motor vehicle, transit and bicycle system adequacy. The motor vehicle delay will not exceed the Bethesda CBD policy threshold.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact myself for this project, at Rebecca.torma@montgomerycountymd.gov or (240) 777-2118.

Sincerely,


Rebecca Torma, Acting Manager
Development Review Team
Office of Transportation Policy

[sharepoint/transportation/directors office/development review/Bethesda/Edgemont/11984058A Edgemont at Bethesda II TIS.docx](#)

cc: Michael J. Workosky Wells + Associates, Inc.
Kevin A. Berger Wells + Associates, Inc.
Christopher L. Kabatt Wells + Associates, Inc.
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Matthew Folden M-NCPPC Area 1
Stephanie Dickel M-NCPPC Area 1



Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 16-Jan-18
TO: Jason Evans
VIKA, Inc
FROM: Marie LaBaw
RE: Edgemont at Bethesda II
11984058A 320180030

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **16-Jan-18**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



January 15, 2018

S Marie LaBaw, PhD, PE
Fire Department Access and Water Supply
Department of Permitting Services
255 Rockville Pike
2nd Floor
Rockville, MD 20850

Preliminary Plan # 11984058A
Sketch Plan # 320180030

Dear Ms. LaBaw,

This letter is in reference to the 4885Edgemoor Lane Project in Bethesda, Maryland. Per your January 10, 2018 email, we are formally submitting the Fire Access Plan for the above-named project. The Fire Access Plan for this project adheres to the prescriptive code requirements for fire access.

In order to meet the prescriptive code requirements for this project we have provided access to the structural bioretention facility that abuts the building. This access includes a ladder and handrails. Further details will be provided, per our email coordination, during the site plan submission.

Please contact us with any questions regarding this submission.

Sincerely,

VIKA Maryland, LLC

Jason Evans, P.E.
Associate

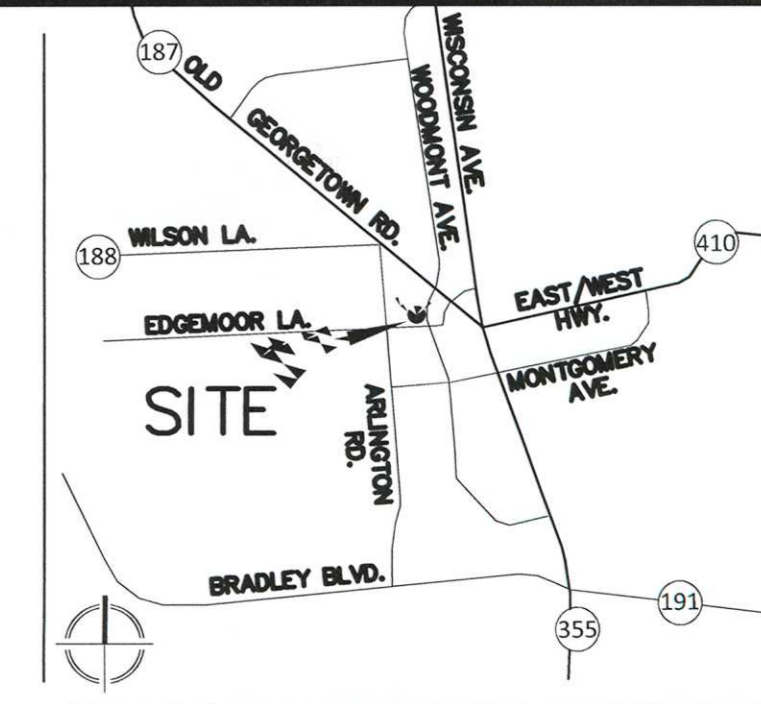


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PLAN LEGEND

<ul style="list-style-type: none"> PROPERTY LINES EXISTING CABLE TELEVISION CONDUIT EXISTING ELECTRICAL CONDUIT EXISTING EDGE OF PAVEMENT EXISTING FENCE LINE EXISTING NATURAL GAS CONDUIT EXISTING OVERHEAD WIRES EXISTING TELEPHONE CONDUIT EXISTING PUBLIC UTILITIES EASEMENTS EXISTING SANITARY SEWER CONDUIT EXISTING STORM DRAIN CONDUIT EXISTING WATER CONDUIT EXISTING ZONE LIMITS PROPOSED 10' CONTOUR PROPOSED 2' CONTOUR 	<ul style="list-style-type: none"> PROPOSED WATER LINE PROPOSED SANITARY SEWER WITH STRUCTURE PROPOSED STORM DRAIN/INLET PROPOSED LIMITS OF DISTURBANCE PROPOSED STORM WATER EASEMENT EXISTING PARKING LABEL EXISTING SANITARY CLEANOUT EXISTING STORM DRAIN MANHOLE EXISTING ELECTRICAL JUNCTION BOX EXISTING ELECTRICAL MANHOLE EXISTING FIRE DEPARTMENT CONNECTION EXISTING FIRE HYDRANT EXISTING GAS MANHOLE 	<ul style="list-style-type: none"> EXISTING GUY POLE EXISTING GAS VALVE EXISTING LIGHT POLE EXISTING PHONE PEDESTAL EXISTING PHONE MANHOLE EXISTING UTILITY POLE EXISTING SANITARY MANHOLE EXISTING TRAFFIC CONTROL BOX EXISTING TRAFFIC SIGNAL POLE EXISTING TREE EXISTING CABLE TELEVISION PEDESTAL EXISTING UNKNOWN UTILITY MANHOLE EXISTING WATER METER EXISTING WATER MANHOLE EXISTING WATER VALVE 	<ul style="list-style-type: none"> EXISTING BOLLARD EXISTING SIGN POST EXISTING WOOD POST EXISTING INLETS EXISTING CURB INLET EXISTING CONCRETE EXISTING CURB AND GUTTER EXISTING BUILDING EXISTING STORY EXISTING ELECTRICAL TRANSFORMER EXISTING ASPHALT EXISTING EASEMENT EXISTING REINFORCED CONCRETE PIPE EXISTING CORRUGATED METAL PIPE EXISTING BUILDING RESTRICTION LINE EXISTING RIGHT-OF-WAY 	<ul style="list-style-type: none"> BUILDING HEIGHT MEASURING POINT PROPOSED FIRE HYDRANT DOOR LOCATION
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VKA
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 GERMANTOWN, MARYLAND 20874
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 FAX: (301) 916-2262
 GERMANTOWN, MD. MCLEAN, VA.

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 WASHINGTON, DC, 20005
 202.971.7085
 CONTACT: BENJAMIN STOLL
 DESIGN CONSULTANTS

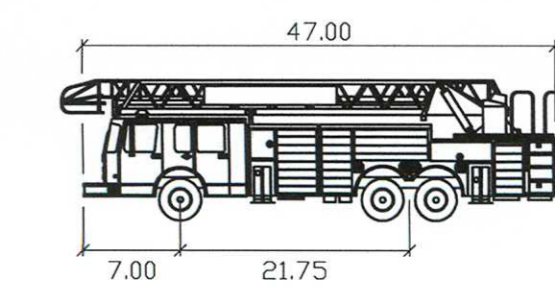
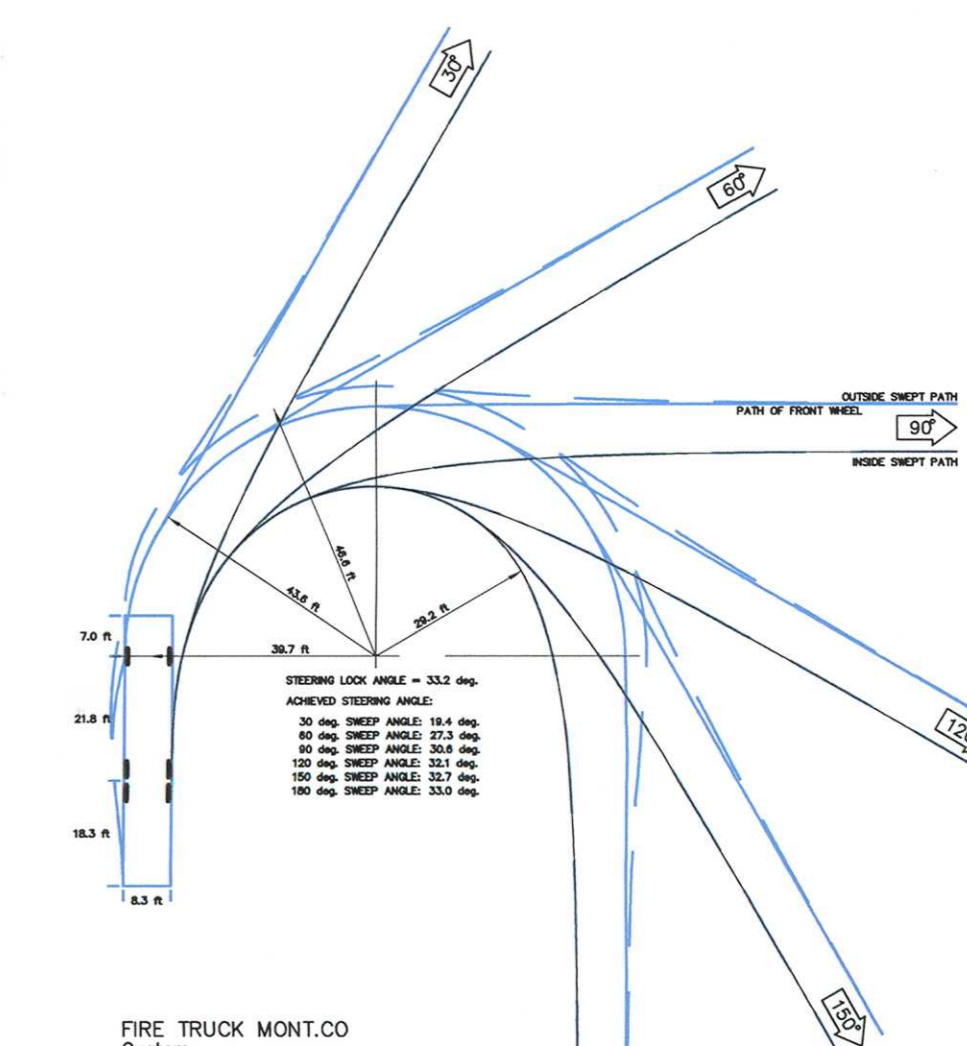
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 SUITE 700
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 240.479.485
 CONTACT: FEDERICO OLIVERA SALA

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 CONTACT: PAT HARRIS

TRAFFIC ENGINEER
WELLS AND ASSOCIATES
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 SUITE 610
 TYSONS, VA 22102
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 CONTACT: MICHAEL WORKSOKY

CIVIL ENGINEER
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 CONTACT: JASON EVANS

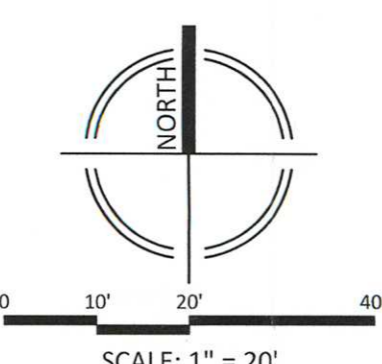
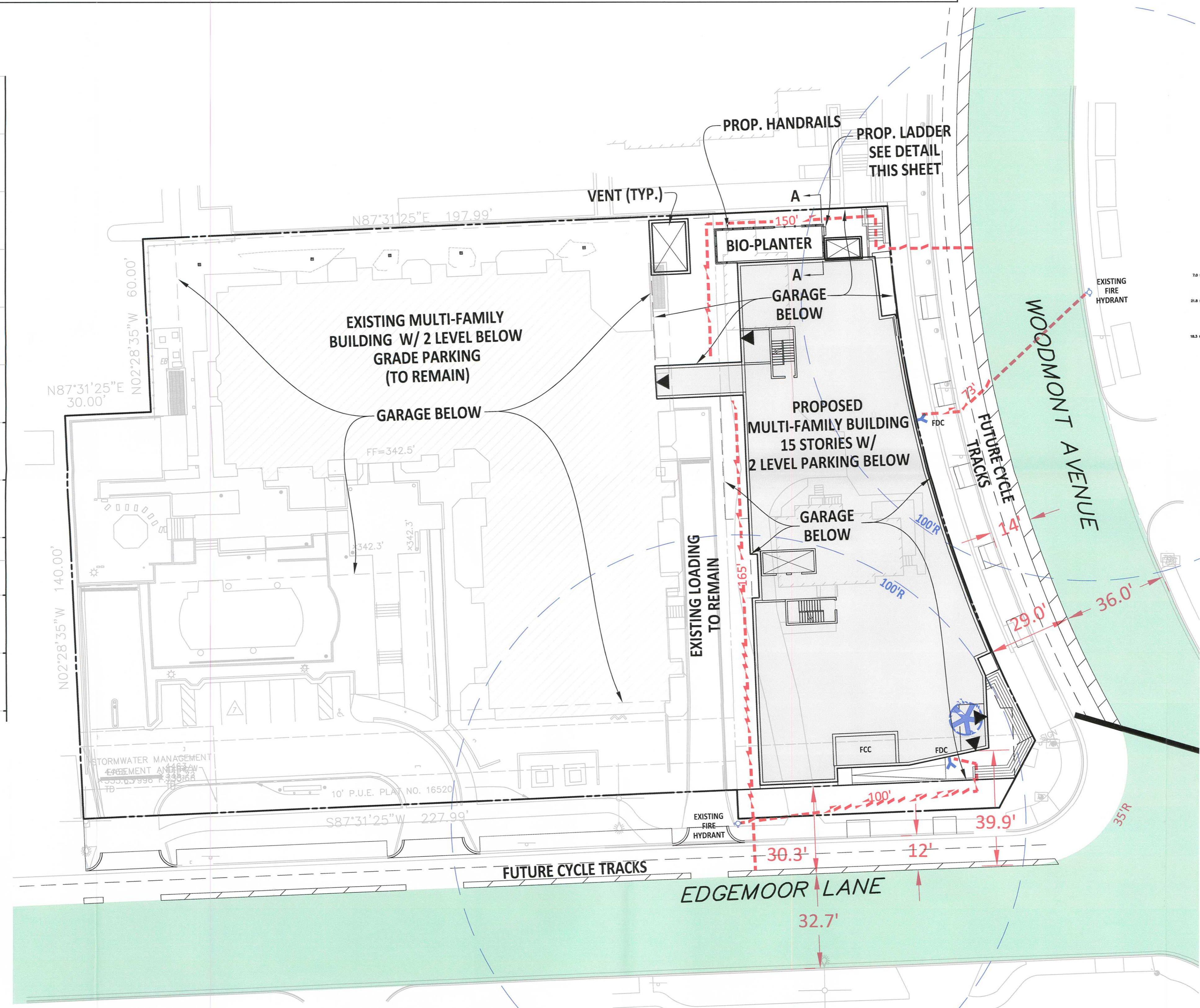
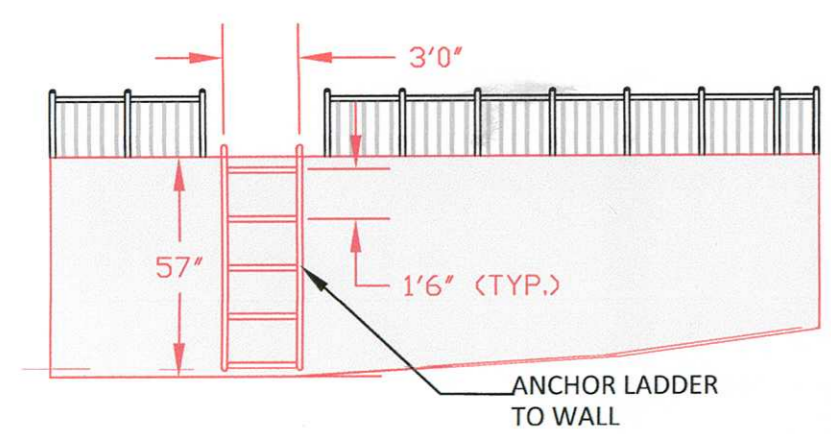
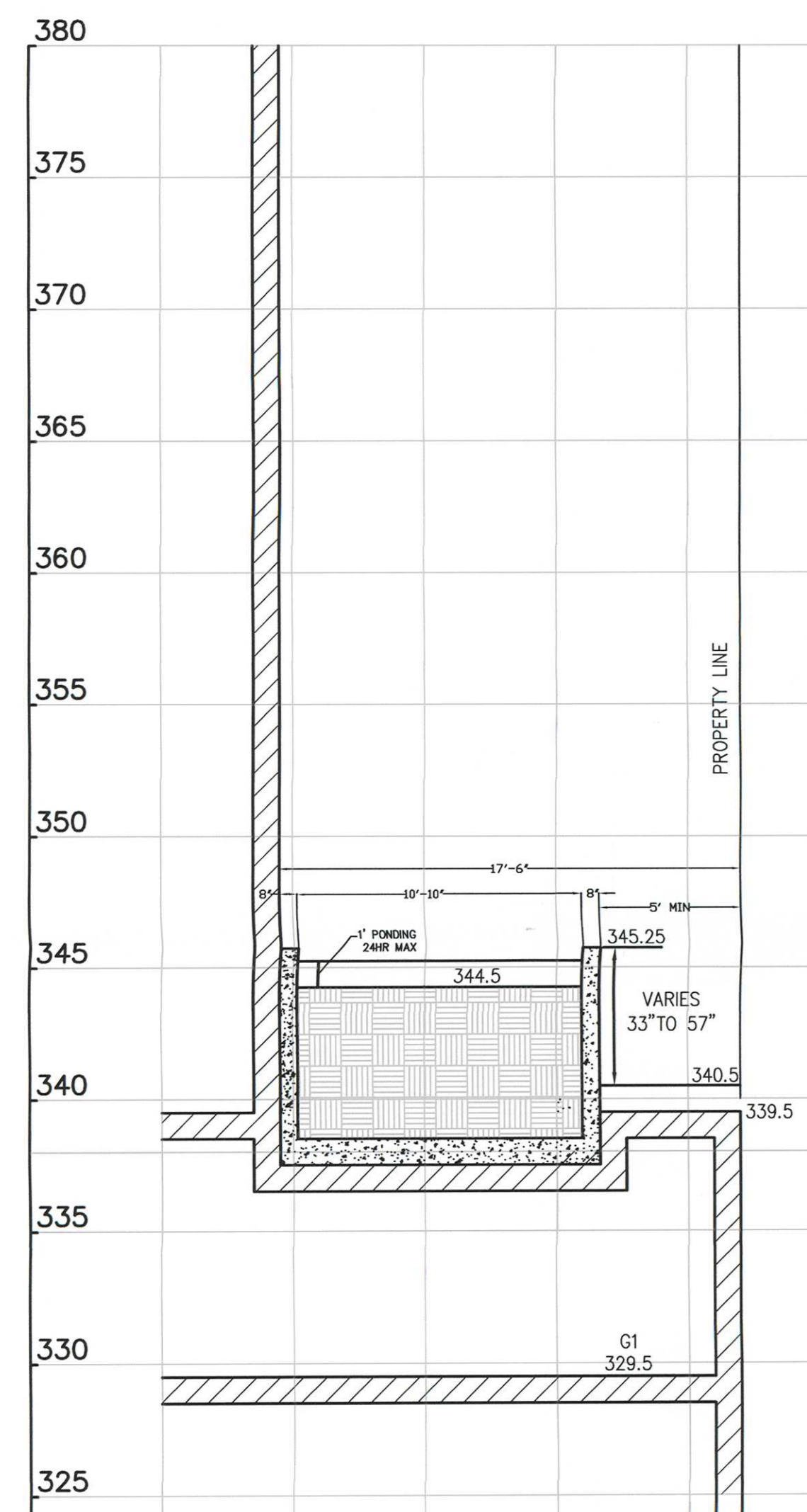
DATE	REVISIONS
10/21/17	DRC COMMENTS
11/9/17	SECOND REVIEW



LEGEND

- INTENDED MULTI FAMILY BUILDING ENTRY POINTS
- FIRE ACCESS AREA
- WALKABLE PATH
- EXISTING FIRE HYDRANT

FIRE CODE ENFORCEMENT
 Fire Department Access Review
 Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.
 BY: SJC FM: 43 DATE: 1/16/2018



PROFESSIONAL SEAL

 I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
 JASON A. EVANS
 LICENSE NO. 39865
 EXPIRATION DATE: JANUARY 16, 2019

EDGEMONT AT BETHESDA II
 PART OF LOT 4 AND LOT 15, BLOCK 12
 7TH ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 WSSC GRID: 209 NW 5
 TAX MAP: HN22
MNCPPC
 11984058A

FIRE ACCESS PLAN

DRAWN BY: _____
 DESIGNED BY: _____
 DATE ISSUED: 7/21/2017

SHEET NO. **FIRE**