

8000 WISCONSIN AVENUE

Owner/Applicant /
Master Developer:

Aksoylu Properties
9705 Liberia Avenue, Suite 325
Manassas, VA 20110
301.335.6060
Contact: Ahmet Aksoylu

Attorney:

LINOWES AND BLOCHER
7200 Wisconsin Avenue, Suite 200
Bethesda, MD 20814
301.961.5208
Contact: Robert Dalrymple

Architect:

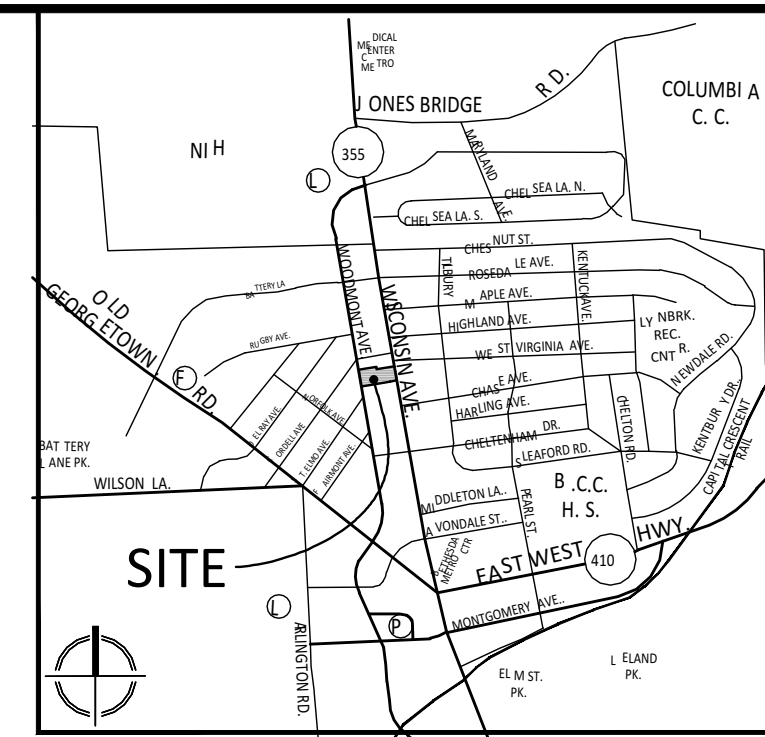
SK + I ARCHITECTURE
4600 East West Highway, Suite 700
Bethesda, MD 20814
240.479.7485
Contact: Federico Olivera Sala

Land Planners/
Civil Engineers/
Landscape Architect:

VIKA Maryland, LLC
20251 Century Boulevard, Suite 400
Germantown, MD 20874
301.916.4100
Contact: Josh Sloan

Transportation Planning:

THE TRAFFIC GROUP
9900 Franklin Square Drive, Suite H
Baltimore, MD 21236
410.931.6600
Contact: Joe Caloggero



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.

LEGEND

Height Allowed
Height Illustrated

Proposed Building

Subject Property Limits

PUBLIC BENEFITS

Public Benefits Calculations Summary	
8000 WISCONSIN SKETCH PLAN 320180120	
CONNECTIVITY & MOBILITY	10.00
Minimum Parking	
DIVERSITY OF USES & ACTIVITIES	150.00
Affordable Housing	
QUALITY BUILDING & SITE DESIGN	10.00
Exceptional Design	
Structured Parking	20.00
NATURAL ENVIRONMENT PROTECTION & ENHANCEMENT	15.00
Energy Conservation & Generation	
TOTAL POINTS	205

DATA TABULATION

Property Area Data	CR-3.0-C-3.0-R-2.75-H-175		CR-5.0-C-5.0-R-5.0-H-175		Combined Site	
	Area	SF	Area	SF	Area	SF
Tract	97.894	0.8607	5.294	0.0756	40.788	0.0964
Previous Dedications	17.250	0.1664	750	0.0172	8000	0.1837
Proposed Dedications	3,119	0.0716	444	0.0102	3,563	0.0818
Site	87,125	0.4927	0,100	0.0482	29,325	0.6799

Density Calculations (sf)	CR-3.0-C-3.0-R-2.75-H-175			CR-5.0-C-5.0-R-5.0-H-175		
	Commercial Density	Residential Density	Total Density	Commercial Density	Residential Density	Total Density
Allowed Base						
Gross Floor Area	112,482	103,109	112,482	16,470	16,470	16,470
FAR	3.00	2.75	3.00	5.00	5.00	5.00

Combined Zones	Commercial Density			Residential Density			Total Density		
	Area	Density	Total	Area	Density	Total	Area	Density	Total
Allowed Base									
Gross Floor Area	128,952	119,579	128,952						
FAR	3.16	2.93	3.16						

Existing Uses (to be removed)	Commercial Density			Residential Density			Total Density		
	Area	Density	Total	Area	Density	Total	Area	Density	Total
Allowed Base									
Gross Floor Area	39,538	0	39,538						

Proposed (1)	Commercial Density			Residential Density			Total Density		
	Area	Density	Total	Area	Density	Total	Area	Density	Total
Allowed Base									
Gross Floor Area	28,000	410,000	438,000						
MPOU Area (exempt from calc)	n/a	82,000	n/a						

BOZ Density Requested (2), (3)	Commercial Density			Residential Density			Total Density		
	Area	Density	Total	Area	Density	Total	Area	Density	Total
Allowed Base									
Gross Floor Area	0.49	8.04	8.53						

Height (feet)	Maximum	
	Allowed	Proposed
Maximum Allowed	175'	175'
Maximum Proposed	199'	199'
Additional Building Height Requested for (2) Floors		
Average Residential Floorplate (sf)	21,712	
Average Dwelling Unit Size (sf)	738	
MPOUs Provided Above 55%	44 units	
Gross Floor Area for MPOUs Above 55% (sf)	32,472	

Building Setbacks	From Site PL		From R.O.W.	
	Wisconsin Avenue	Woodmont Avenue	Wisconsin Avenue	Woodmont Avenue
Required SF	0'	0'	0'	0'
Proposed SF	0'	0'	0'	0'

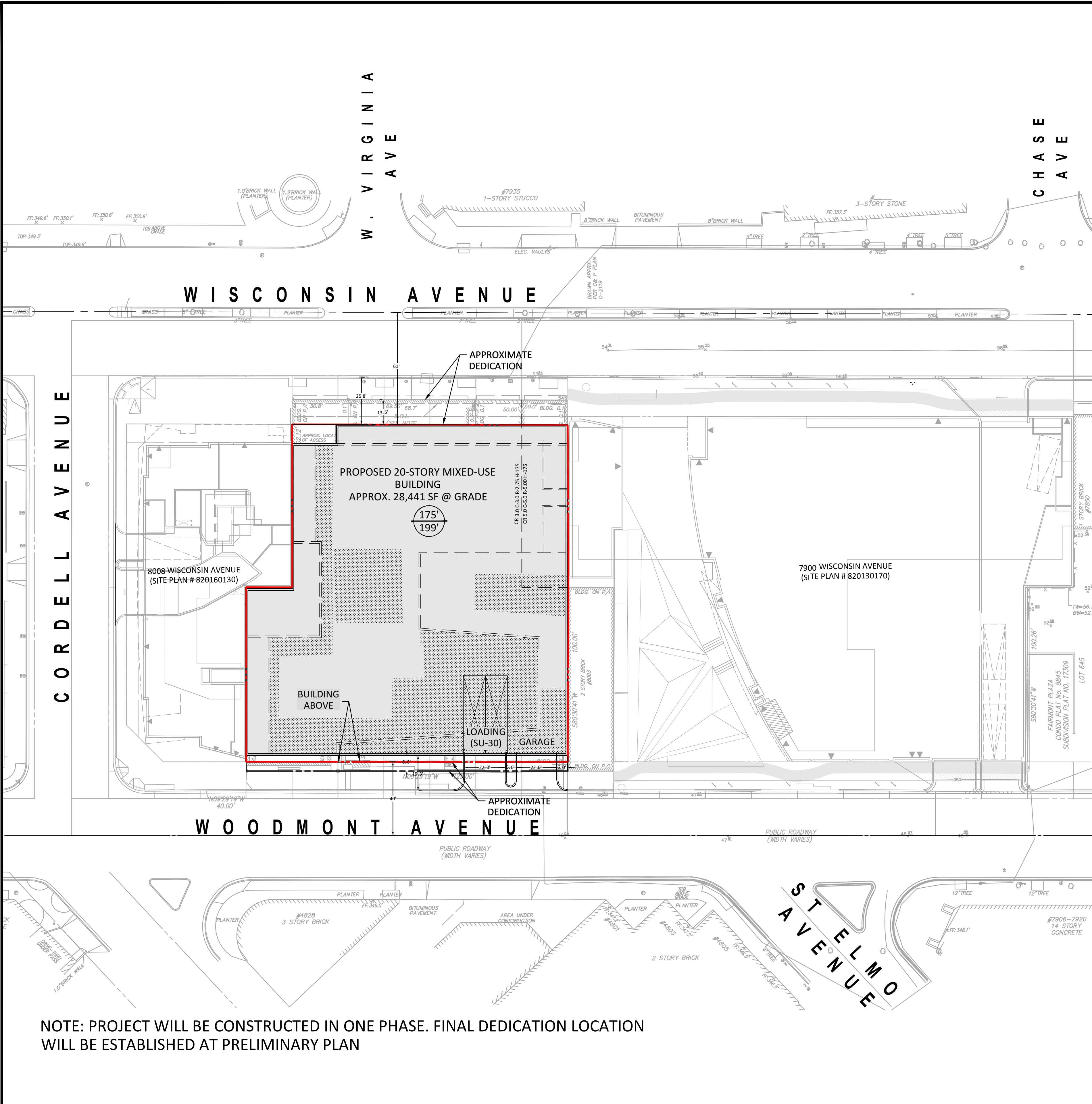
Open Space (sf)	Required SF		Proposed SF	
	Site Area	Public Open Space	Site Area	Public Open Space
Required SF	29,275	0%	29,275	0%
Proposed SF	0	0%	0	0%

Green Cover (%)	Required %		Proposed %	
	Site Area	Green Cover Area	Site Area	Green Cover Area
Required %	29,275	35%	29,275	35%
Proposed %	0	0%	0	0%

Parking Tabulations (4)	Maximum Area		Minimum Area		Minimum Allowable		Proposed	
	Efficiency	MPOU	Efficiency	MPOU	Efficiency	MPOU	Efficiency	MPOU
Efficiency Residential Unit	0.4sq/1.5sp	16	13	16				
Efficiency MPOU	0.4sq/1.25sp	6	2	8				
SR Residential Unit	0.4sq/1.25sp	182	146	228				
SR MPOU	0.4sq/1.25sp	61	24	77				
SR Residential Unit	0.4sq/1.5sp	118	93	174				
SR MPOU	0.4sq/1.5sp	38	15	57				
SR Residential Unit	0.4sq/2.0sp	16	13	32				
SR MPOU	0.4sq/2.0sp	6	2	12				
Subtotal of MPOUs (25% provided)		111		111				
Subtotal of all Residential Units (5)	n/a	441	308	604	313			
Required		2	33	33				
Total (6)		443	341	638	313			

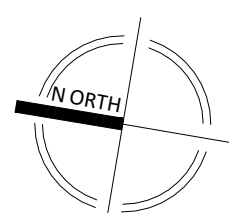
Bicycle Spaces	Maximum		Minimum		Minimum Allowable		Proposed	
	Residential (1)	Legal	Residential (1)	Legal	Residential (1)	Legal	Residential (1)	Legal
Required (1)	0.5/100sf	441	0.5/100sf	441	0.5/100sf	441	0.5/100sf	441
Proposed	0.5/100sf	210	0.5/100sf	210	0.5/100sf	210	0.5/100sf	210
Total		102		102		102		102

Notes:
 (1) The proposed density for the project will exceed the property's total mapped density of a 3.0/5.0 FAR, which will be permitted within the height allowances for the CR Zone of the property through an allocation of density from the Bethesda Density Zone at the time of site plan approval.
 (2) Under Section 59-4.9.2.C.3.c.ii of the Zoning Ordinance, if a development includes at least 25% MPOUs, a Park Impact Payment is not required for any residential gross floor area. This project will provide at least 25% MPOUs and is, thus, exempt from the PIP for residential gross floor area allocated from the BOZ. Additionally, no commercial density is required as an allocation from the BOZ; thus, the PIP is not applicable to any of the commercial density proposed.
 (3) The project is seeking to implement up to 301,048 square feet of residential gross floor area above the property's mapped density (inclusion of 25% MPOUs provided).
 (4) Minimum required parking rate has been reduced by 20% per BOZ. The numbers provided are illustrative based on the Sketch Plan conceptual architecture and will be finalized at site plan.
 (5) Calculations are shown at the current sketch plan design of up to 441 dwelling units, with final unit counts and parking calculations to be determined at the time of Site Plan approval.
 (6) The site is within the Bethesda PUD and the minimum may be reduced by several other factors, such as NADMS goal, unbundling, etc. A determination of which additional deductions may be taken will be finalized at site plan.



NOTE: PROJECT WILL BE CONSTRUCTED IN ONE PHASE. FINAL DEDICATION LOCATION WILL BE ESTABLISHED AT PRELIMINARY PLAN

0 15' 30' 60'
SCALE: 1"=30'-0"



SKETCH PLAN BUILDING MASSING, HEIGHT, AND USE

SHEET No:
SK-1
320180120

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MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

August 2, 2012

Rick Siebert, Chief
Division of Parking Management
Montgomery County Department of Transportation
100 Edison Park Drive, Fourth Floor
Gaithersburg, MD 20878

Subject: Sale of Public Parking Lot #43
Mandatory Referral No. 2012027

Dear Mr. Siebert,

The Montgomery County Planning Department has reviewed Mandatory Referral No. 2012027 for the sale of Public Parking Lot 43, located on Woodmont Avenue in Bethesda. As described in your application, sale of the property is subject to a General Development Agreement (GDA) between the County and JBG Associates, LLC, effective September 27, 2011. Under the terms of the GDA, JBG will redevelop the property as part of a mixed-use project, entitled "7900 Wisconsin Avenue," and pursue all land use approvals for the private development.

Our staff is currently reviewing the Project Plan application by JBG/Wisconsin Developer, LLC, for 7900 Wisconsin Avenue, Project Plan No. 920120030, that includes Public Parking Lot 43. Because the sale of the parking lot will place it in private ownership as part of that development, the Planning Board will review the whole project under the Project Plan. Planning Board review of the Project Plan is currently scheduled for September 27, 2012.

In that context, this mandatory referral is limited solely to the sale of Public Parking Lot #43. The mandatory referral falls within the purview of administrative review, and is approved administratively.

We appreciate the opportunity to review this sale of public land and look forward to working closely and cooperatively with Montgomery County as this project proceeds.

Sincerely,

Rose Krasnow
Acting Director

RK:ehm:cp

RECEIVED

AUG - 6 2012

Division of
Parking Management

8787 Georgia Avenue, Silver Spring, Maryland 20910 Director's Office: 301.495.4500 Fax: 301.495.1310

www.MontgomeryPlanning.org



For illustrative purposes only

SKETCH PLAN PLAN NO. 320180120



8000 Wisconsin Ave.

Bethesda, MD

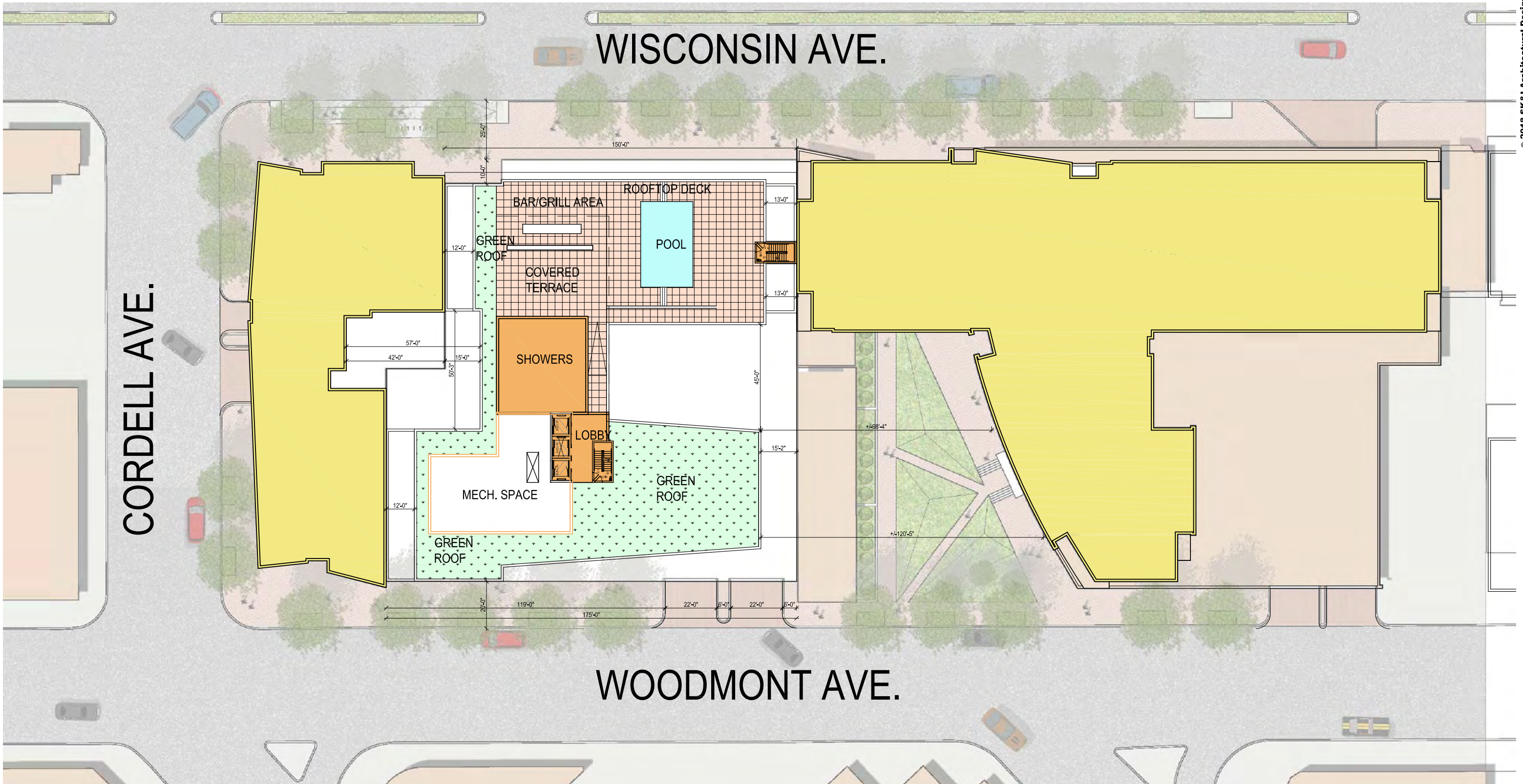
April 11, 2018

1.05

FIRST LEVEL FLOOR PLAN

1"=40'





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SKETCH PLAN PLAN NO. 320180120



8000 Wisconsin Ave.

Bethesda, MD

April 11, 2018

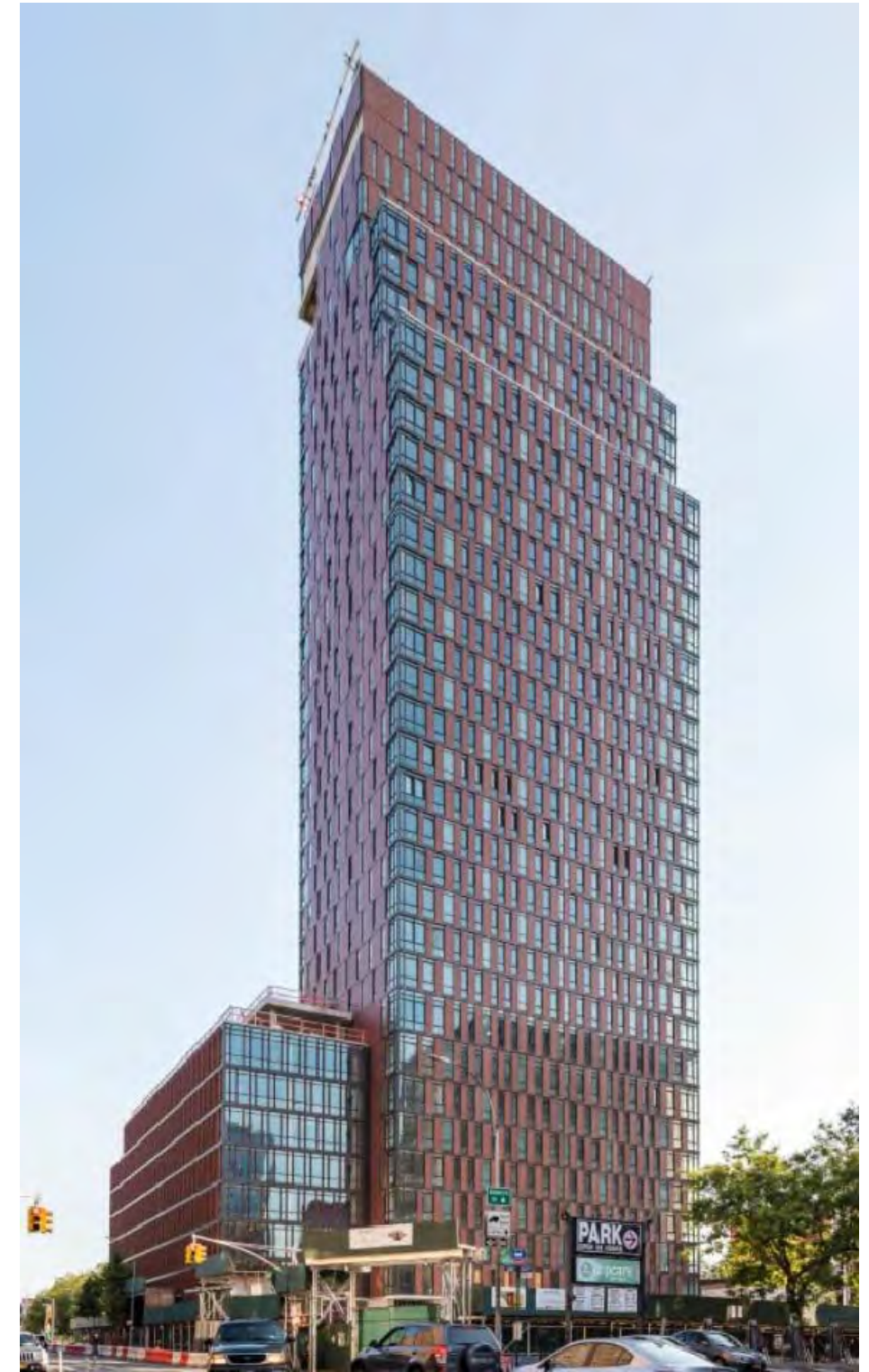
1.09



TYPICAL TOP LEVEL FLOOR PLAN

1"=40'





Inspirations for volumetric massing, geometric forms, wall / window arrangements, and multiple readings / single building

AKSOYLU

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ARCHITECTURE

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8000 Wisconsin Ave. | Bethesda, MD

ARCHITECTURAL PRECEDENTS

SKETCH PLAN PLAN NO. 320180120

April 11, 2018

1.20

NTS



Inspirations for volumetric massing, geometric forms, wall / window arrangements, and multiple readings / single building

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8000 Wisconsin Ave.

Bethesda, MD

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SKETCH PLAN PLAN NO. 320180120

April 11, 2018

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1.21



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Inspirations for volumetric massing, geometric forms, wall / window arrangements, and multiple readings / single building

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Bethesda, MD

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SKETCH PLAN PLAN NO. 320180120

April 11, 2018

NTS

1.22



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Inspirations for scaling down at building base / pedestrian level from tower

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AKSOYLU

8000 Wisconsin Ave.

Bethesda, MD

SKETCH PLAN PLAN NO. 320180120

April 11, 2018

1.23

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ARCHITECTURAL PRECEDENTS

NTS

Bethesda Downtown Design Advisory Panel

FROM: Laura Shipman
Design Advisory Panel Liaison

PROJECT: 8000 Wisconsin Avenue (Artena Bethesda)
Sketch Plan No 320180120

DATE: April 4, 2018

*The **8000 Wisconsin Avenue (Artena Bethesda)** project was reviewed by the Bethesda Downtown Design Advisory Panel on **April 4, 2018** after an initial review on February 28, 2018 (notes attached). 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)
Qiaojue Yu (Panelist)

Laura Shipman (Design Advisory Panel Liaison)
Matt Folden (Lead Reviewer)
Gwen Wright (Planning Department Director)
Robert Kronenberg (Area 1 Division Chief)
Elza Hisel-McCoy (Area 1 Regulatory Supervisor)
Michael Brown (Area 1 Master Plan Supervisor)
Leslye Howerton (Area 1 Planner Coordinator)
Grace Bogdan (Area 1 Planner Coordinator)
Stephanie Dickel (Area 1 Planner Coordinator)
Atul Sharma (Area 2 Planner Coordinator)

Andrew Czajkowski (Architect, Applicant Team)
Sami Kirkdil (Architect, Applicant Team)
Chanda Beaufort (Applicant Team)
Robert Dalrymple (Attorney, Applicant Team)



(continued on next page)

Matthew Gordon (Attorney, Applicant Team)

Carlos Montenegro (Attorney-Manager, Applicant Team)

Naomi Spinrad (Member of the Public)

Amanda Farber (Member of the Public)

Discussion Points:

- Public Comments:
 - The residents are going to be looking at a massive block.
 - Woodmont Avenue presents a lot better than Wisconsin. Over 1000 units, presents as a Wisconsin wall. With 1000 units how will deliveries happen and where will vehicles pull over?
 - If the public could feel like the Veterans Park expansion is going to happen it would help to assure us that this much density is ok here, but we don't have a guarantee.
- Rod Henderer comments in absentia:
 - First thank you for coming back with revisions to the design and keeping it very conceptual. Below you will find my concerns and observations.
 - **Lack of Separation** - My primary concern is there has not been any attempt to create a separation between building that that both the master plan and guidelines call for and we as a panel requested. While I do not have the benefit of hearing the verbal presentation, I interpret the presentation to imply the blank walls of the adjacent properties need to be covered up. While little is known what of the wall on 8008 and there certainly is evidence 7900 has a wall that may not have a lot of glass in it, but it is well articulated and could easily stand on its own.

I do appreciate the example you suggested in Spain in the previous presentation and do agree there are many great precedents for continuous street walls not only in Spain, but in many cities around the world. But the missing point here is that both master plan and design guidelines have been deliberate in articulating the need for light and air between towers in downtown Bethesda. No doubt this master plan is implemented over the years a new topology will for the town will emerge. While it is not a great example you get a glimpse of this in looking at your drawing labeled "future existing conditions "and seeing the gap between 7900 Wisconsin and its neighbor to the south.



The lack separation between towers is not only evident on Wisconsin, but in the view looking north on St. Elmo and again seeing the relationship between 8000 and 7900. It looks very crowded.

As not only an architect, but also as a Bethesda area representative I am aware the community bought into the new master plan when they were assured that the combination of guidelines and height limitation would become the controlling mechanisms for approval, not the more conventional planning constraints such as FAR. The following paragraph on page 4 – section 1.2 is particularly pertinent.

“Given the availability of density from a variety of sources in Downtown Bethesda, it is ultimately the combination of building height limits and the design guidelines that is expected to be a more predictable tool than Floor Area Ratio (FAR) to control the shape of future buildings and public spaces. Guidelines may, therefore, serve to limit the amount of density that can be built on a site. However, because of their importance in achieving the planning goals of Downtown Bethesda, these guidelines should be met even where it may not be possible for a site to be developed to its maximum theoretical density.”

This implies that the volume of the building may need to be reduced to achieve what is being asked for in the guidelines.

- **Image/Elevations** - I see a great deal of effort in conceptually relating your project with the two adjacent buildings. If in fact you do create a separation between adjacent properties, you may not need to work so hard to meld the properties together. In fact, it may give you more freedom to appear as free-standing tower on Wisconsin as you are attempting to do on Woodmont.
- **Building Base** – I find the lack of alignment between in the building base between 7900 Wisconsin and 8000 Wisconsin a bit strange. From my perspective they should be either aligned or offset further.
- At this time, I cannot recommend any exceptional design points be awarded to the project.
- What is different from the last time we saw the proposal?
 - *Applicant response:* We gathered more information, carved the mass, exposing adjacent balconies, trying not to reveal too much blank wall and created a composition to complete the block.
- You are keeping the plane of 7900 to expose balconies which is good.



- If you wanted to match 8008 and cut back to 7900, why didn't it happen the other way, horizontally to achieve goal of exposing 7900? If it was the other way, it would have a purpose. More similar to what you are doing on Woodmont Avenue.
 - *Applicant response:* We can study that
- Could be a shifting plane and not angled.
- Are you maxed out on height?
 - *Applicant response:* Yes.
- How many square feet?
- If the bar got narrower on Wisconsin Avenue would that move in the right direction?
 - *Applicant response:* We lose about 18% of project if we do that. There is a nice gap there with the adjacent through-block connection. Would not want to put a building facing blank wall.
- Agree with allowing form to deviate by angling back from north to south. We mentioned this previously and we haven't seen that you have tried it. Doesn't need to be a single shift.
 - *Applicant response:* Can look at this deflection.
- Is there any public space on your project? Should relate to 8008 Wisconsin.
 - *Applicant response:* Just streetscape improvements.
- Is this approvable without tower separation from 7900? Or can there be shifting of planes or canting of facades moving forward?
- Needs to be a strong gesture and should be explored as condition of sketch plan. Need to break the visual fatigue of a long façade along Wisconsin Avenue.
- Shouldn't make too many moves, its about subtle plane movements.
- How will the base of the building look in relationship to the street? It should be able to stand alone.
- Bring the project back before site plan with revisions.
- Prefer shifting planes to canting the building.
- Hard to envision the building without materials.



Panel Recommendations:

The following recommendations should be incorporated into the Staff Report.

1. Public Benefit Points: The applicant should return to the panel prior to Site Plan submission to ensure that the proposal is on track to receive the minimum 10 Exceptional Design points required in the Bethesda Overlay Zone and has incorporated the following recommendations.
2. Break up the long imposing façade along Wisconsin Avenue through increased tower separation and tower step-backs or a meaningful alternative treatment method such as shifted or angled facades.
3. Explore the relationship of the building base to the street and pedestrian scale and ensure that the base is articulated with varied height and not too monolithic or overpowering. Either align the base with the adjacent properties or offset further.
4. Clarify the relationship of the building with the public space on the 7900 Wisconsin site. Show how the building will be viewed and articulated.



Bethesda Downtown Design Advisory Panel

FROM: Laura Shipman
Design Advisory Panel Liaison

PROJECT: 8000 Wisconsin Avenue (Artena Bethesda)
Sketch Plan No. 320180120

DATE: Feb. 28, 2018

*The **8000 Wisconsin Avenue** project was reviewed by the Bethesda Downtown Design Advisory Panel on **Feb. 28, 2018**. The following meeting notes summarize the Panel's initial discussion. The Panel requested that the applicant return to the Bethesda Downtown Design Advisory Panel with revised concepts prior to providing recommendations for the Planning Board.*

Attendance:

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

Laura Shipman (Design Advisory Panel Liaison)
Neil Sullivan (Lead Plan Reviewer)
Gwen Wright (Planning Department Director)
Robert Kronenberg (Area 1 Division Chief)
Elza Hisel-McCoy (Area 1 Regulatory Supervisor)
Michael Brown (Area 1 Master Plan Supervisor)
Matt Folden (Area 1 Planner Coordinator)
Margaret Rifkin (Director's Office)

Robert Dalrymple (Attorney, Applicant Team)
Matthew Gordon (Attorney, Applicant Team)
Mike Goodman (Engineer, Applicant Team)
Andrew Czajkowski (Architect, Applicant Team)
Fedrico Olivera-Sala (Architect, Applicant Team)
Carlos Montenegro (Attorney-Manager, Applicant Team)

Naomi Spinrad (Member of the Public)
Mary Flynn (Member of the Public, Mayor of the Town of Chevy Chase)



Discussion Points:

- *Public Comments:*
 - Concerned with massing overall on this block and the lack of open space on this block. Relying on storefronts to be interesting but there is a lack of open space. This is overpowering as a block of tall buildings.
 - *Planning Staff Response: The triangular piece on 7900 and through-block connection is public space.*
 - We applaud affordable housing, but no Park Impact Payment is required and there is a need for more open space here.
 - Given those comments, we would object to an even larger building if less of BRT setback is required.
- Does the setback for the BRT count as public open space?
 - *Applicant Response: There is no public open space requirement for this site.*
- Need elevations of adjacent properties in drawings to help understand the building relationships and controlling lines, and the relationship to the passageway and adjacent open space. You owe yourself to show these adjacent buildings to sell the building.
- *Public Comments (cont.):*
 - What is the size of the adjacent open space, is it certain to be built?
 - *Planning Staff Response: yes, the building, public space and through block connection are under construction. The Master Plan does not require open space on this block. If there is not a public space requirement and the Master Plan does not require open space on this block it is hard to request that of the applicant.*
- How does the building conform with the design guidelines? The proposed building does not appear to have step-backs that the guidelines call for.
 - *Applicant Response: There is a step-back on the Woodmont side. But on the Wisconsin side there are two approved buildings under the old zoning with no setback required. We could create an adverse impact with blank facades on each side. We are trying to mitigate the design of this building with the adjacent building design and not create an adverse impact.*
- Guidelines call for separation between properties, really you are filling up the entire block and haven't heard any discussion about the fact that you are not providing separation along Wisconsin. Goal is to provide light and air along large blocks, you can achieve continuity along the building edge with the podium.
 - *Applicant Response: On the Wisconsin side the building should be an infill project. Separation will create two blank facades on each side of the building. The guidelines are not mandates they are guidelines.*
- Qiaojue Yu comments (*in absentia*)
 - There is no setback from the adjacent building at the lower levels.
 - The narrative mentioned there will be 35% green coverage, but currently the plan does not seem to have enough green coverage.
 - *Applicant Response: That is a mistake in the drawings.*



- The facade design does not seem to serve as a landmark as stated in the narrative. It lacks character.
- Understanding this project strives to provide 25% MPDU, and it is not the icon building as the Marriott HQ, I think right now it is heading the right direction to achieve 20 points, but it is not there yet.
- Applicant suggested midblock site is difficult. However, urbanistically I would argue this is one of the most fun sites possible on this stretch of roads. There is a missing opportunity to address views from St Elmo and West Virginia because these are important axes and could help solve some of the concerns and help break up facades.
- In terms of massing, the base is the same along the entire width of the building and is too monolithic and overpowering. Maybe create less fragmentation of the top and more at the bottom it would improve the way the building is perceived by the neighborhoods and particularly for pedestrians.
- By flipping the H you could bring more light and air into a larger courtyard and be a better neighbor.
- Want to know what the corners of the neighbors are like and the gap and you could acknowledge gap on your site to bring in light and air. It's not clear what the nature of the corner is along Wisconsin.
- Woodmont Avenue development overall is more successful than Wisconsin.
- Objective of the guidelines is to not create continuous wall that is 200 feet tall.
 - *Applicant response: There are different arguments. Looking at examples in Europe in Spain such as Paseo de la Castellana there are ten continuous blocks, a seamless block should be embraced.*
- However, in Toronto where there are limitations on footprints you get very narrow towers.
 - *Applicant response: I prefer Spain.*
- The proposal is carving away the massing of the building in a way that could be very successful but agree that the Wisconsin base is too continuous.
- Unfortunate that the vertical element on Woodmont terminates in loading, this could be improved if the loading entrance is moved.
- You have to really wrestle with the design guidelines issues including separation and step back along Wisconsin.
- A step-back along Wisconsin could be accommodated by pushing into the courtyard and could relate to the corner of the adjacent building. Could you do what you are doing on Woodmont side and bend the building in plan?
- The building is highly articulated and congratulate that, but the massing isn't quite right. You should quickly develop the massing through studies and bring it back. Could come back in March and wouldn't affect the review schedule.
- The question is what are the elevations of the neighbors and what would affect the result?
- Instead of a straight façade on Wisconsin, there might be options you want to explore there. Could provide some light and air between building to south along Wisconsin.



Panel Recommendations:

1. The project will return to the Design Advisory Panel in March for final Sketch Plan recommendations.





DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

April 5, 2018

Mr. Matthew Folden, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RECEIVED

APR 10 2018

MONTGOMERY PLANNING/Area 1

RE: Sketch Plan No. 320180120
8000 Wisconsin Avenue

Dear Mr. Folden:

We have completed our review of the revised sketch plan dated March 19, 2018. A previous plan was reviewed by the Development Review Committee at its meeting on February 27, 2018. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

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

1. MCDOT does not object to the applicant submitting a preliminary plan for this project.

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

Mr. Matthew Folden
Sketch Plan No. 320180120
April 5, 2018
Page 2

2. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
3. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
4. Woodmont Avenue
 - a. Provide typical section for Woodmont Avenue. Based on plat #9448 Woodmont Avenue has a right-of-way of 35-feet from the centerline and is classified as an Arterial street.
 - b. The Bethesda Downtown Master Plan calls for an 80 foot of right-of-way (40 feet from the centerline).
5. Wisconsin Avenue
 - a. Provide a typical section for Wisconsin Avenue.
 - b. The Bethesda Downtown Master Plan classifies the road as a major highway.
6. At the preliminary plan stage:
 - a. Street frontage improvements along Woodmont Avenue to be determined at preliminary plan stage.
 - b. Storm drainage and/or flood plain studies, with computations for any portion of the subject site that drains to the Montgomery County public storm drain system. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
 - c. Show the location of proposed driveways on the preliminary plan.
 - d. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty-four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten

Mr. Matthew Folden
Sketch Plan No. 320180120
April 5, 2018
Page 3

- (10) feet.
- e. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
 - f. Delineate the location and dimensions of the proposed truck loading and dumpster spaces.
 - g. Submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travelways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
 - h. Submit a Traffic Impact Study if required, by the Planning Department.
7. Driveways and intersections are to be spaced opposite one another or located at least one hundred feet apart. Any deviation from this standard, the applicant will submit a Design Exception for our Review.
8. Maintain a minimum 6-foot-wide continuous open pathway (no grates) along all public streets.
9. Upgrade pedestrian facilities at intersections along the site frontage & at adjacent intersections to comply with current ADA standards.
10. Prior to the issuance of any building permits by MCDPS, the applicant will need to work with this Department to finalize the draft Traffic Mitigation Agreement submitted with the preliminary plan amendment application. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of Commuter Services Section. Ms. Brecher may be contacted at 240-777-8383. The TMAg will include but not be limited to the following:

Mr. Matthew Folden
Sketch Plan No. 320180120
April 5, 2018
Page 4

- a. Electric Car Charging. Provide at least two (2) electric car charging stations on site or other EV charging arrangements acceptable to MCDOT.
 - b. Bicycle Facilities. In addition to the long- and short-term bicycle parking spaces planned, provide bike lockers in weather-protected, highly visible/active locations. Provide a secure bicycle storage area (bike cage) in garage for resident use as well as a small bicycle repair station for resident use.
 - c. Bike Sharing Station. See comment below.
 - d. Real Time Transit Information – See comment below.
 - e. 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.
11. Bikeshare. 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. On the preliminary plan, show a proposed location for a 15-dock station along Woodmont Avenue, the pad for which requires a space that is 43' x 7' in size and is 2' off the curb. The station must receive a minimum of 4 hours of solar exposure per day. Streetscaping or tree plantings along Woodmont should be adequately designed or spaced to accommodate a bikeshare station. 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 15-dock bikeshare station, whether on- or off-site. Currently, capital expenses for a 15-dock station are approximately \$60,000. All payments must be made to the County or its designee. Applicant must take other actions in concert with MCDOT to promote

Mr. Matthew Folden
Sketch Plan No. 320180120
April 5, 2018
Page 5

use of bikesharing among employees and visitors at the Project, in order to accomplish the objectives of the TMD.

12. Real Time Transit Information: Provide a 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.
13. We recommend the applicant coordinate with Mr. Matt Johnson of our Transportation Engineering Section at matt.johnson@montgomerycountymd.gov or at (240) 777-7237 regarding the bikeway facilities along Edgemoor Lane.
14. We recommend that the applicant coordinate with Ms. Joana Conklin, the Rapid Transit System Development Manager for Montgomery County. Ms. Conklin can be reached at 240-777-7195 or at joana.conklin@montgomerycountymd.gov.
15. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
16. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements (to be determined at preliminary plan stage):
 - a. Underground utility lines.
 - b. Bethesda Streetscaping.
 - c. Street lights.
 - d. Street trees in amended soil panels.
 - e. Permanent monuments and property line markers.

Mr. Matthew Folden
Sketch Plan No. 320180120
April 5, 2018
Page 6

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

Sincerely,



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

Sharepoint/DOT/director's office/development review/Rebecca/developments/Bethesda/32018120 8000 Wisconsin DOT.docx

cc: Ahmet Aksoylu, Owner
Shannon Flickinger, Vika Maryland, LLC
Bob Dalrymple, Linowes & Blocher

cc-e: Sandra Brecher, MCDOT OTP
Beth Dennard, MCDOT OTP
Joana Conklin, MCDOT
Matt Johnson, MCDOT DTE

From: Schwartz, Lisa
Sent: Friday, March 30, 2018 2:50 PM
To: 'neil.sullivan@montgomeryplanning.org' <neil.sullivan@montgomeryplanning.org>
Subject: DHCA Comments on 8000 Wisconsin Sketch Plan

Neil,

I have completed DHCA's eplans review of the Sketch Plan for 8000 Wisconsin Avenue, as follows:

#320180120, 8000 Wisconsin Avenue:

Status: Revisions Requested

Comments:

1. As noted in previous comments, the Parking Tabulations on Sheet SK-1 show one more efficiency MPDU than allowed. Please adjust so that there is one less efficiency MPDU and one more either two-bedroom or three-bedroom MPDU. While we acknowledge the applicant's comment that they intend to address the overall bedroom mix at Preliminary Plan/Site Plan, we do not want to have the Sketch Plan show an incorrect mix.
2. Please review the MPDU Minimum Specifications at the following link: http://montgomerycountymd.gov/DHCA/pubs_forms.html#MPDU.
3. Please schedule a meeting with DHCA to review schematic floor plans before submitting future plans to the Planning Department.

Lisa

Lisa S. Schwartz
Senior Planning Specialist
Montgomery County Department of Housing and Community Affairs
1401 Rockville Pike, 4th Floor
Rockville, MD 20852
(240) 777-3786 - office (240) 777-3691 - fax
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We've moved! Our new location is:
1401 Rockville Pike, 4th Floor; Rockville, Maryland 20852



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

December 14, 2017

Aksoylu Properties
c/o Ahmet Aksoylu
9705 Liberia Avenue, Suite 325
Manassas, VA 20110

Re: Forest Conservation Exemption Request and Simplified NRI/FSD No. 42018105E
Property Name: 8000 Wisconsin Avenue
Action Taken: Exemption Confirmed & Simplified NRI/FSD Approved on 12/14/2017

Dear Ahmet Aksoylu:

On December 12, 2017, Montgomery County Planning Department Staff received a revised Simplified Natural Resource Inventory / Forest Stand Delineation "Simplified NRI/FSD" for 8000 Wisconsin Ave. The Simplified NRI/FSD is part of a Chapter 22A-5(s)(1) Exemption Request for an activity on a small tract of land of less than 1.5 acres. The revised Simplified NRI/FSD shows the existing features and significant trees. A Sketch Plan and Preliminary Plan of Subdivision are being filed in conjunction with this forest conservation exemption request.

A Chapter 22A-5(s)(1) Exemption Request, is for an activity on a tract of land of 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.

Six pieces of land makeup the project's tract area. The approximate size of "8000 Wisconsin Avenue is 0.75 acres. The total disturbance area is 0.75 acres. This activity does not trigger afforestation requirements. No forest, specimen tree or champion tree exists within the project tract area.

Forest Conservation Exemption Request No. 42018105E for 8000 Wisconsin Avenue is confirmed. The Simplified NRI/FSD submitted for the project is approved.

Any changes from the confirmed Forest Conservation Exemption Request and approved Simplified NRI/FSD may constitute grounds to rescind or amend any approval actions taken.

Sincerely,

Stephen Peck
Senior Planner
Development Applications and Regulatory Coordination
M-NCPPC - Montgomery County Planning Department

CC: Chanda Beaufort, VIKA Maryland, LLC