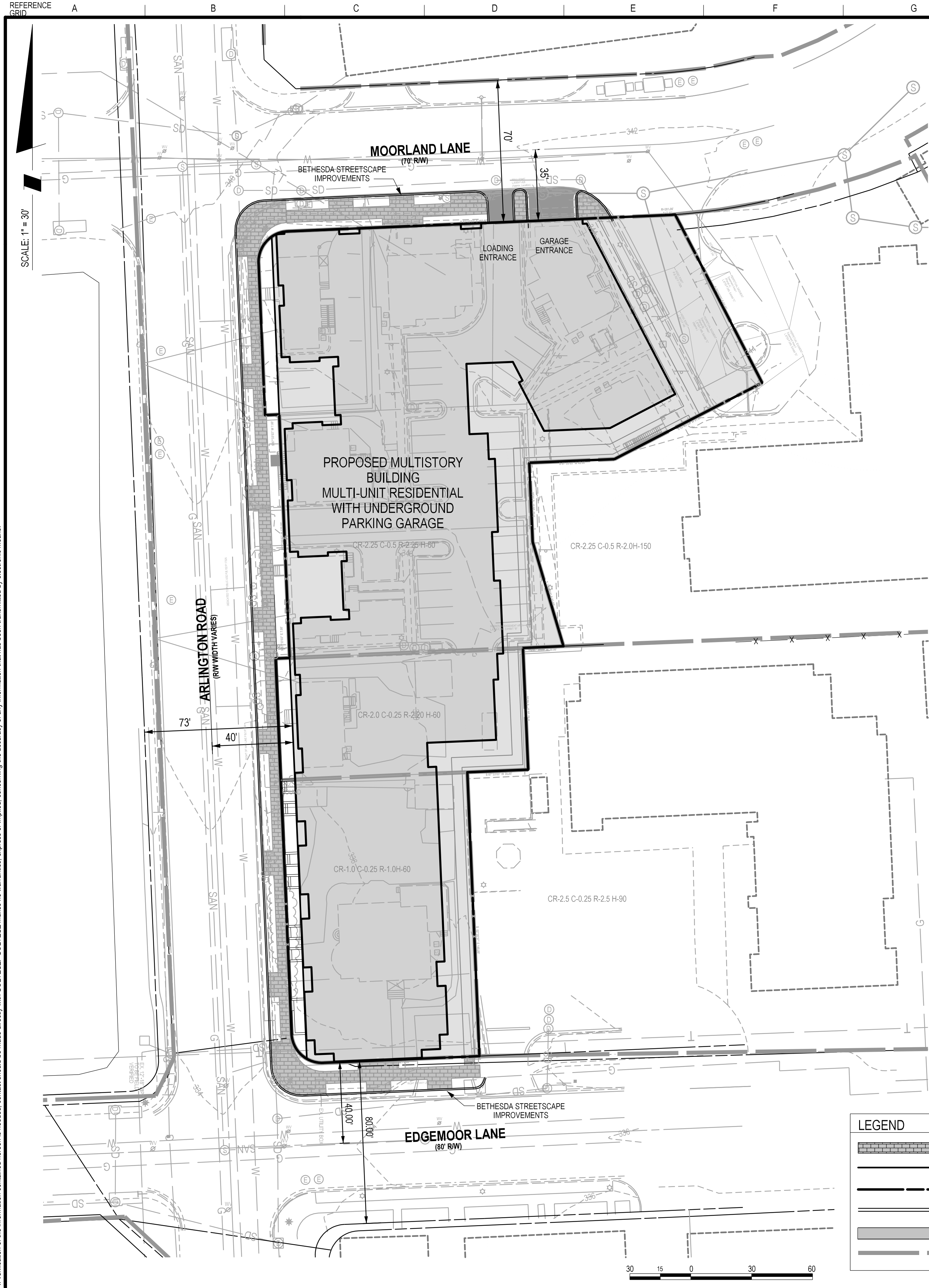


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ZOM Bethesda - FAR Analysis Calculations

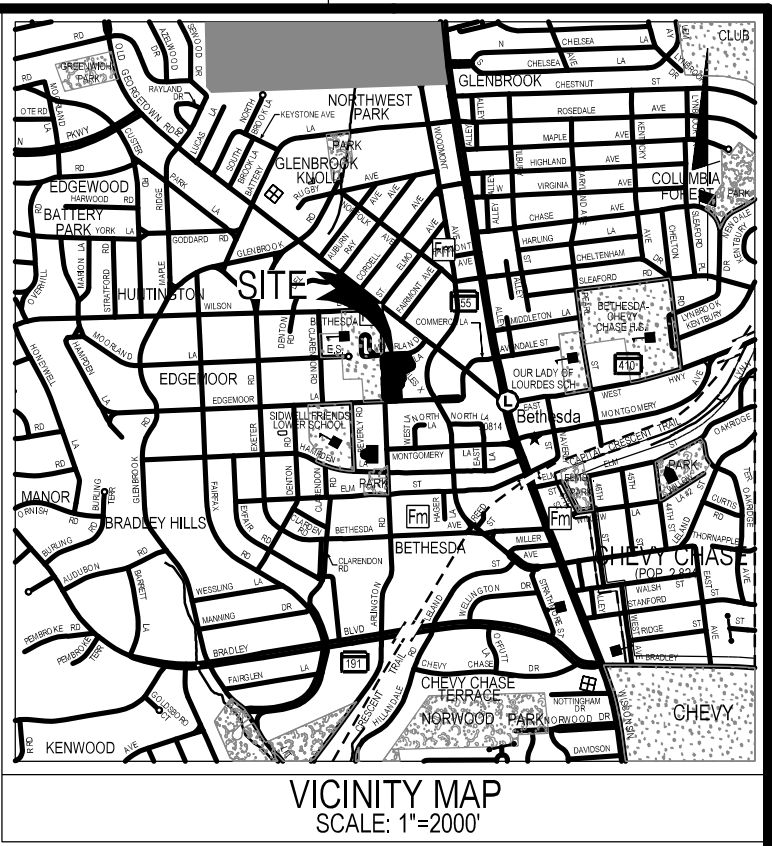
Parcel Address	Lot	Zoning per Bethesda Downtown Sector Plan	Bethesda Downtown Plan Map	Prop. ID Number	Net Lot Area SF	Prior Dedication SF	Gross Tract Area SF	FAR	FAR GSF	Prior Density Allocated to Neighboring Property	Net FAR GSF	Bethesda Overlay Zone (BOZ) Density SF	Proposed GSF	FAR Proposed
4816 Moorland Lane	L 17 B12A	CR-2.25 C-0.5 R-2.25 H-60	No. 128	07-02829796	6,699	975	7,674	2.25	17,266.5	14,919.5	2,347.0			
4820 Moorland Lane	L18 B12A	CR-2.25 C-0.5 R-2.25 H-60	No. 128	07-02829808	5,528	2,142	7,670	2.25	17,257.5	12,525.0	4,732.5			
4910 Moorland Lane	L 19 B12A	CR-2.25 C-0.5 R-2.25 H-60	No. 128	07-02829810	5,153	2,082	7,235	2.25	16,278.8	11,875.0	4,403.8			
7511 Arlington Road	P3 B12A	CR-2.25 C-0.5 R-2.25 H-60	No. 128	07-00486395	5,082	4,750	9,832	2.25	22,122.0	-	22,122.0			
7509 Arlington Road	P1 L20 B12A	CR-2.25 C-0.5 R-2.25 H-60	No. 128	07-02829821	7,320	1,920	9,240	2.25	20,790.0	12,900.5	7,889.5			
7507 Arlington Road	L21 B12A	CR-2.25 C-0.5 R-2.25 H-60	No. 129	07-02829785	7,858	1,920	9,778	2.25	21,550.5	16,050.0	5,500.5			
7505 Arlington Road	P1 L1 & L2 B12	CR-2.0 C-0.25 R-2.0 H-60	No. 129	07-00488100	7,320	1,500	8,820	2.00	17,840.0	-	17,840.0			
4905 Edgemoor Lane	P1 B12	CR-1.0 C-0.25 R-1.0 H-60	No. 130	07-00486863	12,832	7,500	20,332	1.00	20,332.0	-	20,332.0			
					57,592.00	22,789.00	80,381.00	1.91	153,237.25	68,270.00	84,967.25	172,707.75	257,675.00	3.21

PROJECT DEVELOPMENT TABLE

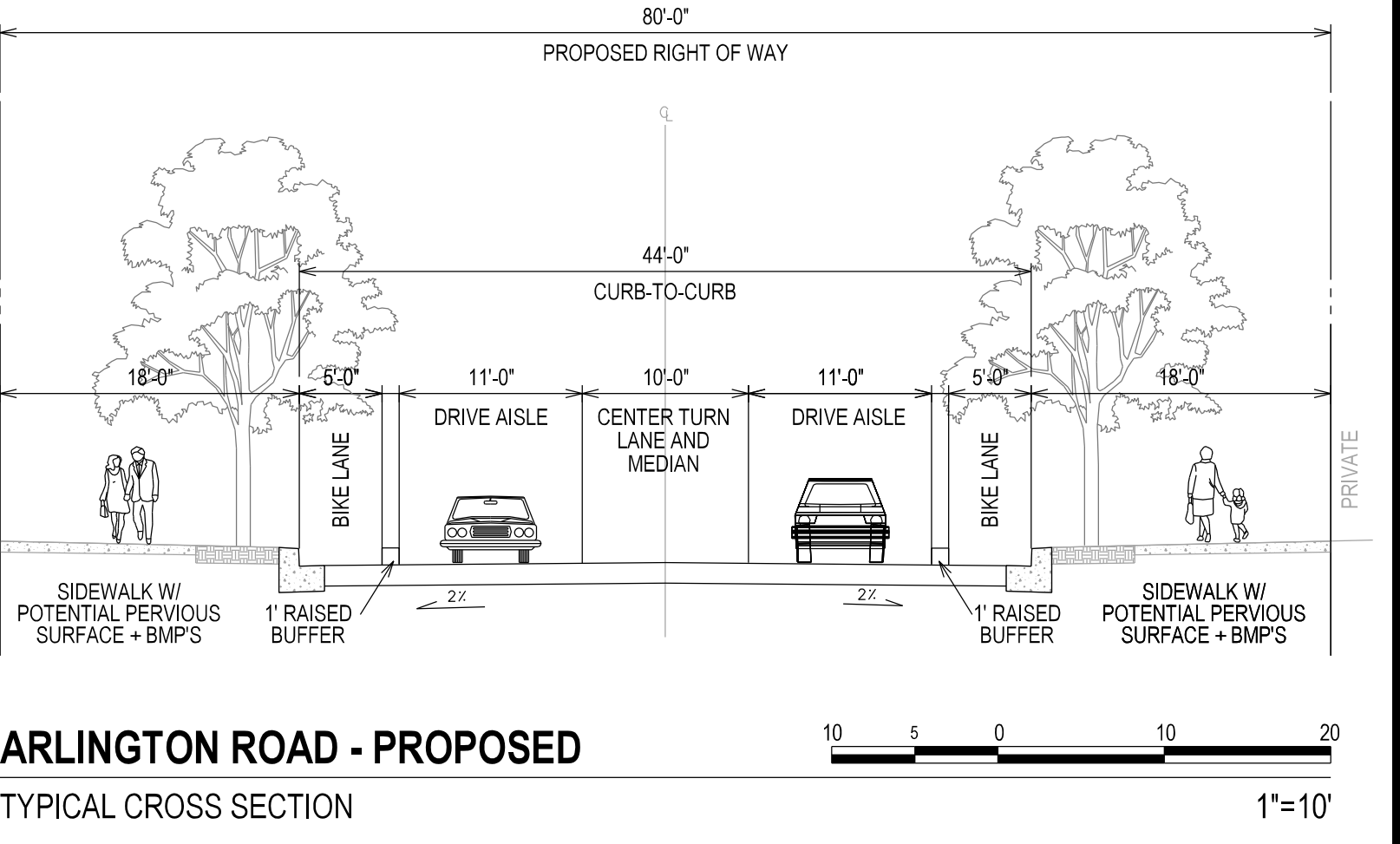
Proposed Use: Multi-Unit Living (Apartment Building)		Permitted in CR Zone (Section 3.1.6.)	
Address	Lot and Block	Zoning	
4816 Moorland Lane	L 17 B12A	CR-2.25 C-0.5 R-2.25 H-60	
4820 Moorland Lane	L18 B12A	CR-2.25 C-0.5 R-2.25 H-60	
4910 Moorland Lane	L 19 B12A	CR-2.25 C-0.5 R-2.25 H-60	
7511 Arlington Road	P3 B12A	CR-2.25 C-0.5 R-2.25 H-60	
7509 Arlington Road	PL120 B12A	CR-2.25 C-0.5 R-2.25 H-60	
7507 Arlington Road	L21 B12A	CR-2.25 C-0.5 R-2.25 H-60	
7505 Arlington Road	PL11 & L2 B12	CR-2.0 C-0.25 R-2.0 H-60	
4905 Edgemoor Lane	P1 B12	CR-1.0 C-0.25 R-1.0 H-60	
		Permitted / Required	Proposed
Gross Tract Area		NA	1.84 ac (80,381 sf)
Previous Dedication		NA	0.52 ac (22,789 sf)
Future Dedication		NA	0.34 ac (1,946 sf)
Proposed Net Lot Area Total		NA	1.28 ac (55,646 sf)
CR Zone, Optional Method Development Standards (Section 4.5.4)			
Public Benefit Points (Site greater than 10,000 SF or 1.5 FAR)		Permitted / Required	Proposed
Benefit Point Categories (min)		4	4
Public Benefit Points (min)		100	126.15
1 Site			
Open Space (min)		Permitted / Required	Proposed
Open space (Three ROW Frontages): 10% Net/Lot Area		10%	TBD at Site Plan
2 Lot and Density			
Lot (min.)		Permitted / Required	Proposed
Lot Area		NA	1.28 Acres
Density (max)		Permitted / Required	Proposed
FAR - Residential (Optional Method)		NA	3.21
Efficiency Units			TBD at Site Plan
1 Bedroom Units			TBD at Site Plan
2 Bedroom Units			TBD at Site Plan
3 Bedroom Units			TBD at Site Plan
Total Units			Up to 235
MPDU'S		Permitted / Required	Proposed
Efficiency Units			TBD at Site Plan
1 Bedroom Units			TBD at Site Plan
2 Bedroom Units			TBD at Site Plan
3 Bedroom Units			TBD at Site Plan
Total Units		15%	15%
Total Gross Floor Area of Multi-Unit Living Building		Permitted / Required	Proposed
		NA	267,675 SF
3 Placement			
Principle Building Setbacks (min)		Permitted / Required	Proposed
Front Setback (Moorland Lane)		0'	TBD at Site Plan
Side Street Setback (Arlington Road)		0'	TBD at Site Plan
Side Street Setback (Edgemoor Lane)		0'	TBD at Site Plan
Side Yard Setback		0'	TBD at Site Plan
4 Height			
Height (max)		Permitted / Required	Proposed
Principal building		60'	60'
Parking (Section 6.2.4.B)			
Residential*		Permitted / Required	Proposed
(Additional reductions to Minimum Parking may apply and will be detailed at Site Plan)			
Efficiency Units (baseline minimum 1 space/maximum 1 space per DU)		Min TBD Max TBD	TBD at Site Plan
1 Bedroom Units (baseline minimum 1 space/maximum 1.25 spaces per DU)		Min TBD Max TBD	TBD at Site Plan
2 Bedroom Units (baseline minimum 1 space/maximum 1.50 spaces per DU)		Min TBD Max TBD	TBD at Site Plan
3 Bedroom Units (baseline minimum 1 space/maximum 2 spaces per DU)		Min TBD Max TBD	TBD at Site Plan
Total		Min TBD Max TBD	TBD at Site Plan
Handicap Parking			TBD at Site Plan
Motorcycle Parking (2% of vehicle spaces to a max. of 10 spaces)			TBD at Site Plan
Electric Vehicle Charging Station		Min TBD Max TBD	TBD at Site Plan
*Reduced Parking Area baseline minimum.			
Loading (Section 6.2.8)		Permitted / Required	Proposed
Loading		1	1
1 Space for 50 DU's and above			
Bicycle Parking (Section 6.2.4.C)			
Residential (Minimum 0.5 per DU/maximum 100)		Permitted / Required	Proposed
Short Term (5% total)		Max 5	TBD at Site Plan
Long Term (95% total)		Max 95	TBD at Site Plan
Total		Max 100	TBD at Site Plan

TRIP GENERATION: The proposed project (up to 235 mid-rise apartments) is expected to generate up to 130 AM peak hour and 159 PM peak hour person trips, up to 66 AM peak hour and 81 PM peak hour auto driver vehicle trips, up to 15 AM peak hour and 19 PM peak hour transit trips, up to 22 AM peak hour and 26 PM peak hour non-motorized (bicycle) trips, and up to 37 AM peak hour and 45 PM peak hour pedestrian trips. Additional information regarding anticipated peak hour trips will be provided at the time of Preliminary Plan of Subdivision as required.

NOTE: EXISTING OVERHEAD UTILITIES WILL BE PLACED UNDERGROUND.



ZOM BETHESDA PUBLIC BENEFIT CALCULATIONS	
Public Benefit Category	Points Proposed
Connectivity and Mobility	
Minimum Parking	11.49
Through-Block connection	0
Diversity of Uses and Activities	
Dwelling Unit Mix	10
Enhanced Accessibility for the Disabled	20
Quality Building and Site Design	
Exceptional Design	10
Public Art	15
Structured Parking	20
Protection and Enhancement of the Natural Environment	
Building Lot Termination (BLT)	4.66
Energy Conservation and Generation	10
Recycling Facility Plan	10
Vegetated Roof	15
TOTALS	126.15



ARLINGTON ROAD - PROPOSED
TYPICAL CROSS SECTION

SECTION PROVIDED FOR INFORMATION ONLY.
Bike lanes on Arlington Road and Edgemoor Lane as recommended by the Bethesda Downtown Plan to be constructed by others.

THE SKETCH PLAN DRAWINGS ARE CONCEPTUAL ONLY AND REPRESENT THE MASSING, BUILDING FOOTPRINTS AND GENERAL CIRCULATION SYSTEMS PROPOSED FOR THE DEVELOPMENT IN AN ILLUSTRATIVE MANNER.

Engineering
Surveying
Planning
Environmental Sciences

DATE: OCTOBER 2017
DESIGNED: SAI

ROCKVILLE OFFICE
2 Research Place, Suite 100
Rockville, MD 20850
P. 301.948.2750 F. 301.948.9067
www.solteszcoo.com

TECHNICIAN: SAI
CHECKED: JLF

SKETCH PLAN

ZOM BETHESDA
4900 MOORLAND LANE

LOT 17, 18, & 19, PART OF LOT 3, PART OF LOT 20,
PART OF LOT 21 - BLOCK 12A
LOT 1 & 2, PART OF LOT 1 - BLOCK 12A EDGEMOOR

BETHESDA (7TH) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND

1" = 30'

SHEET **1**
OF **1**

PROJECT NO.
3565-02-00

Bethesda Downtown Design Advisory Panel

FROM: Laura Shipman
Design Advisory Panel Liaison

PROJECT: ZOM Bethesda
Sketch Plan No. 320180050

DATE: November 8, 2017

*The **ZOM Bethesda** project was reviewed by the Bethesda Downtown Design Advisory Panel on **November 8, 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)
Paul Mortensen (Panelist, Senior Urban Designer in the Director's Office)

Laura Shipman (Design Advisory Panel Liaison)
Matthew Folden (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)
Leslye Howerton (Area 1 Planner Coordinator)

Heather Dhopolsky (Attorney, Applicant Team)
Andy Czajkowski (Architect, Applicant Team)
Trini Rodriguez (Landscape Applicant Team)
Andrew Cretal (Applicant Team)
Phil Dales (Attorney, Applicant Team)



Discussion Points:

- The project checks a lot of boxes in terms of urban planning and streetscape, it is a sound design, but is this exceptional design? Could more be done from materials perspective to make this exceptional?
- A passageway could come across the site from east to west. That through-block connection could make buildings more distinct and make the block smaller. This could create a natural place to stop and gather along Arlington Road. Could just be a 1st floor passageway.
 - *Applicant response:* This makes internal workings much more difficult. The grades are problematic and essentially prevent such a connection. Would not necessarily connect to any destinations because the connection would not reach all the way through to Woodmont Avenue.
- The design is heading in a strong direction. However, it is a long building which is a challenge for pedestrians. Courtyards are positive to add articulation along the Arlington façade, and the pavilions are very nice along the northern portion of the building. However, a bit more attention to the transition between the north and south buildings along Arlington Road might help. Right now, it is an abrupt clash. Perhaps a recessed plane or joining element of some sort could be more effective in easing the change of architectural facade treatments.
- Materiality feels dark, may consider lighter metal panel to make the upper floors less prominent (though there were dissenting opinions that dark may look best with brick).
- Should the lobby be placed along Arlington as the major road?
 - *Applicant response:* Main entrance on Moreland is better for pick-up/drop-off.
- Because of the Arlington Road façade's orientation with a long western exposure, could metal panel become dark brick instead, and with those cost savings add solar-shading/sunscreens to this façade?
- Units along southern portion ground floor of the building with direct access stoops are great.
- Is there any way to bring natural light into the very long hallway on southern end? Two separate buildings would solve this problem, but as an alternative you could consider flipping the fire stair to bring in light.

Panel Recommendations:

The following recommendations should be incorporated into the Staff Report.

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 facade 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.





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

Attachment C

July 12, 2017

Zom Mid-Atlantic
c/o Chris Love
7900 Westpark Drive, Suite T-605
McLean, VA 22102

Re: Forest Conservation Exemption Request and Simplified NRI/FSD No. 42017154E
Property Name: Zom Bethesda
Action Taken: Exemption Confirmed & Simplified NRI/FSD Approved on 7/12/2017

Dear Chris Love:

On July 11, 2017, Montgomery County Planning Department Staff received a revised Simplified Natural Resource Inventory / Forest Stand Delineation "Simplified NRI/FSD" for Zom Bethesda. 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 Preliminary Plan of Subdivision is 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.

Zom Bethesda is on a tract of land approximately 1.32 acres in size. The total disturbance area is 1.32 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. 42017154E for Zom Bethesda is confirmed. The revised Simplified NRI/FSD 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: JL Fisher, Soltesz

askasten@verizon.net
Letter of Support of the ZOM living Project

Dear Mr. Anderson,

I am writing to support the ZOM Living project, which will transform the 7500 block of Arlington Road in Bethesda from a series of outdated single family homes used for commercial purposes to a multi-family six-story residential community.

As an area resident of Bethesda and artist, I ardently support the project's design and aesthetic for many reasons, but here a few for your consideration:

- **The project uses art to integrate beautifully with the neighborhood.** Specifically, a proposed sculpture walk enhances the pedestrian experience and creates an enjoyable transition into the greater community that can be appreciated by all.
- **The project fits with the neighborhood as many of us residents envision it evolving.** It complements the mixed-use, diverse character of downtown Bethesda and will be a welcome replacement to the current single-family homes that occupy the 7500 block.
- **The project is pedestrian-friendly for all.** The plan features several green pathways that create not only a safe and welcoming experience for all citizens, but also a pleasing visual transition from the mixed-used, residential environment to the taller office buildings of downtown Bethesda.

Thank you for including my support in your consideration for the project.

Best regards,

Alex

Alex Kasten | Sculptor

Kasten Studios
Exhibits | Commissions
9210 Topeka Street
Bethesda, MD 20817
Ph. 301-335-9435
kastenstudios.com



**7511 Arlington Road
Bethesda, Maryland 20814
(301) 907-8670
www.rudolphfields.com**

E-Mail: bfields@rudolphfields.com
Direct Line: (301) 907-8672

November 16, 2017

VIA U.S. MAIL AND E-MAIL

Mr. Matthew Folden
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Folden:

My name is Brandon Fields and I am writing to support ZOM's proposed redevelopment along Arlington Road in Bethesda, filed as Sketch Plan No. 320180050 (the "Application"). I am a lifelong resident of Montgomery County. I attended elementary school, middle school, and high school in Bethesda and currently live in Potomac with my wife and three (3) children. I received my JD and MBA from University of Maryland and opened my office, Rudolph Fields LLP, over seven (7) years ago at 7511 Arlington Road in Bethesda.

ZOM's proposed redevelopment would be an excellent addition to downtown Bethesda and fit well with Bethesda's current and future landscape. The proposed site is approximately 400 feet from any single family residence, and the fields of Bethesda Elementary provide ample buffer from the Edgemoor community. The Bethesda metro station and the new Marriott headquarters are both within 2 blocks of the proposed redevelopment site.

I support the Application in full and specifically support its improvements to the public right-of-way, the exceptional design and architecture, and the height of the proposed development. Other residential buildings located on the block are The Christopher, which is thirteen (13) stories, and The Edgemont Apartments, which is eight (8) stories. The proposed development of a six (6) story multi-family building will be less height than neighboring buildings while still allowing ZOM to construct a higher design building of the type needed in downtown Bethesda.

I am excited for the direction of downtown Bethesda and I hope the Planning Board takes this opportunity to approve a project that will benefit current and future residents of Montgomery

Mr. Folden
Page 2 of 2

County by providing multi-family units within a short walk to the metro. This is an exciting time to be a resident of, and employer located in, Montgomery County.

Please contact me should you wish to discuss further.

Sincerely,



Brandon J. Fields

Cc: Members of the Montgomery County Planning Board
via email to MCP-Chair@mncppc-mc.org

Chy8art@aol.com

Subject: Letter of Support ZOM Bethesda

Dear Planning Board Chair,

As a native Bethesda sculptor, lifelong Montgomery County resident, and living just a few blocks from the development, I believe that ZOM Living's plans for the 7500 block of Arlington Road present an exciting opportunity for us to enhance our community.

I am especially excited about the vision for an Art Walk as it builds upon Bethesda's strong history of commitment to the arts. This new amenity will help people reconnect to those roots. Introducing sculpture into the natural landscape will open the eyes of people to new ideas, inspire dialogue, and improve access to the arts. The Art Walk will also help connect the community to local attractions, municipal venues, and businesses such as the Bethesda Jazz and Supper Club, the Round House Theater, and Bethesda Urban Partnership.

I find that the building's design is tastefully done, and will appropriately blend in with the taller commercial buildings on the east side of Arlington Road. The proposed enhancements to make the landscaping and sidewalks more pedestrian-friendly are also much needed, and will be a major benefit to both residents and visitors of the site. Overall, ZOM Living's plans provide an innovative and unique blend of both improvements to the residential aspects of the neighborhood and conformity to the nearby residential and commercial area.

Please consider supporting their thoughtful plans.

Best,

Jeff Chyatte
7605 Honeywell Lane
Bethesda, MD 20814
202-203-8084

kreap01@gmail.com

Subject: ZOM Living – 7500 Block Arlington Road

11/16/2017

Casey Anderson

Chair, Montgomery County Planning Board

8787 Georgia Avenue

Silver Spring, MD 20910

Dear Chairman Anderson,

My wife and I are residents in downtown Bethesda, and are fully supportive of ZOM Living's plans for the 7500 block of Arlington Road.

We are huge proponents of continued development of the downtown area, as we'd like to see an increase in the amount of nearby amenities for local residents. We also enjoy being able to walk around our neighborhood. As such, we are particularly looking forward to the improved walkability the project will bring to the site. One of the biggest assets of living in an urban environment like ours is the ability to get to nearby amenities such as shops, restaurants, and supermarkets without having to get in a car. So it is critical for us to ensure that streets and sidewalks in our neighborhoods are pedestrian-friendly.

With plans to start a family in this area and a child on the way, pedestrian safety is of extreme importance to us. ZOM Living's vision to widen the sidewalks and add trees, plants, and seating areas will help make the pedestrian experience on Arlington Road safer and more enjoyable. We also appreciate their proposal for a new six-story residential structure, and feel that a building of this moderately sized height will fit in nicely with the surrounding community. Please support ZOM Living's plans to enhance this area of Arlington Road. Thank you.

Respectfully,

Kevin Reap

4853 Cordell Avenue

Bethesda, MD 20814

301-279-6604

Project	Regulatory Stage			Planning Board Hearing	Density (sf)			PIP Payment*
	Sketch	Preliminary	Site		Base	BOZ	Total	
4540 Montgomery Avenue	320180010	Not filed	Not filed	1/11/18	61,250	N/A	61,250 (100 du's, 3,063 retail)	N/A
Edgemont at Bethesda II	320180030	11984058A	Not filed	1/11/18	46,467	138,533	186,000 (160 du's)	\$1,385,330
ZOM Bethesda	320180050			11/30/17	84,967	172,708	257,675 (235 du's)	\$1,727,080
Marriott International Headquarters	320180060	120180020	820180030	12/14/17	490,860	559,140	1,050,000	\$5,591,400
Artery Plaza	32015005B	11983015C	81984002D	11/30/17			14,500	N/A
7359 Wisconsin Avenue	320180070	120180040	820180040	1/18/18	535,000	214,795	749,795	\$2,147,950

*Final PIP amount determined at Site Plan

BOZ Density*				
Bethesda Density Cap	Available Square Footage	Density Approved by Planning Board at Sketch Plan	Total Density Allocated by Planning Board at Site Plan**	Remaining Density Available based upon Site Plan Allocation
32.4 Million SF	6.1 Million SF	2.32 Million SF (2,319,220 SF)	1.81 Million SF (1,814,295 SF)	4.29 Million SF
*Reflects BOZ and mapped density				

**Density is allocated for the PIP at the time of Site Plan



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

November 20, 2017

Mr. Matthew Folden, 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. 320180050
ZOM Bethesda

Dear Mr. Folden:

We have completed our review of the sketch plan dated October 11, 2017. This plan was reviewed by the Development Review Committee at its meeting on September 19, 2017. 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.
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. Moorland Lane - Provide typical section for Moorland Lane. Based on plat #17325 Moorland Lane has a right-of-way of 70-feet and is classified as a Business District street.

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

5. Arlington Road - Provide typical section for Arlington Road. Necessary dedication for Arlington Road in accordance with the master plan. Arlington Road is classified as an Arterial Road with 80 feet of right-of-way.
6. Edgemoor Lane - Provide typical section for Edgemoor Lane. Edgemoor Lane has 80 feet of right-of-way and is classified as a Business District street.
7. Submit 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.
8. Show the location of proposed driveways on the preliminary plan.
9. 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 (10) feet.
10. At the preliminary plan stage, 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.
11. 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 need to submit a Design Exception for our Review.
12. On the preliminary and site plans, delineate the location and dimensions of the proposed truck loading and dumpster spaces.
13. Maintain a minimum 5 ft continuous open pathway (no grates) along all public streets.
14. Upgrade pedestrian facilities at intersections along the site frontage & at adjacent intersections to comply with current ADA standards.
15. Street frontage improvements along Arlington Road, Edgemoor Lane and Moorland Lane to be determined at preliminary plan stage.
16. At the preliminary plan stage, 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.

17. At the preliminary plan stage, submit a Traffic Impact Study if required, by the Planning Department.
18. 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 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:
 - Car Sharing Parking. Provide two (2) car sharing vehicle parking spaces in highly visible, preferentially-located spots.
 - Electric Car Charging. Provide at least two (2) electric car charging stations on site or other EV charging arrangements acceptable to MCDOT.
 - 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 for resident use (bike cage) as well as a small bicycle repair station for resident use.
 - Bike Sharing Station. See comment below.
 - Real Time Transit Information – See comment below.
 - 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.
19. 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. The 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, residents and visitors at the Project, in order to accomplish the objectives of the TMD.

20. 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.
21. Design Elements: We recommend the following design elements intended to facilitate the use of non-auto modes of transportation be incorporated in the building design:
 - Design building frontages/lobbies to provide two-way visibility for transit vehicles, shuttles and taxis
 - Provide electric and water connections in outdoor settings to enable outreach events to be staged more readily.
 - Provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
22. On-site 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.
23. 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 planned bikeway facilities along Edgemoor Lane.
24. We recommend the applicant coordinate with Mr. Mark Terry of our Traffic Engineering and Operations Section at mark.terry@montgomerycountymd.gov or at (240) 777-2190 regarding the planned bikeway facilities along Arlington Road.
25. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The

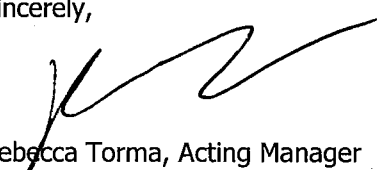
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permit will include, but not necessarily be limited to the following improvements (to be determined at preliminary plan stage):

- A. 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.
- B. Enclosed storm drainage and/or engineered channel in all drainage easements.
- C. Underground utility lines.
- D. Bethesda Streetscaping.
- E. Street lights.
- F. Street trees in amended soil panels.
- G. Permanent monuments and property line markers.

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

Sincerely,



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

Sharepoint/DOT/director's office/development review/Rebecca/Bethesda/320180050 ZOM DOT sketch plan.docx

cc:	Chris Love	ZOM Mid-Atlantic
	Dan Pino	Soltesz, Inc.
	Heather Dlhopsky	Linowes And Blocher, LLP

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

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Mark Terry

MCDOT DTEO