



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

MCPB No. 18-060
Sketch Plan No. 320180160
7607 Old Georgetown
Date of Hearing: July 19, 2018

SEP 13 2018

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on April 23, 2018, Washington Property Company ("Applicant") filed an application for approval of a sketch plan for construction of up to 228,000 square foot mixed-use building including 225,000 square feet of residential and 3,000 square feet of non-residential development on 0.44 acres of CR 5.0 C 5.0 R 4.75 H-225 zoned-land, located at the northeast corner of the intersection of Old Georgetown Road and Commerce Lane ("Subject Property") in the Bethesda CBD Policy Area and 2017 *Bethesda Downtown Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320180160, 7607 Old Georgetown Road ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated July 6, 2018, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on July 19, 2018, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320180160, 7607 Old Georgetown Road, for construction of an up to

Approved as to
Legal Sufficiency:

228,000 square foot mixed-use building including 225,000 square feet of residential and 3,000 of non-residential development on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

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

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 228,000 total square feet, including up to 225,000 square feet of residential development and up to 3,000 square feet of non-residential uses. The maximum number of dwelling units and use mix will be determined at Preliminary Plan. The maximum density includes up to 133,615 square feet of density from the Bethesda Overlay Zone (BOZ) with a Park Impact Payment (PIP). The final square footage will be determined at Site Plan.

2. Height

The development is limited to a maximum height of 225 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. and this Sketch Plan is amended. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Major Public Facilities, achieved through providing an offsite bikeshare station. This location must be accepted by both the Montgomery County Department of Transportation and the M-NCPPC.

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

- b. Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance and BOZ overlay, and trip mitigation that exceeds the required minimums;
- c. Diversity of uses and activities, achieved by providing small business opportunities;
- d. Quality of Building and Site Design, achieved through architectural elevations, exceptional design, structured parking, and a tower step-back; and
- e. Protection and Enhancement of the Natural Environment, achieved through building lot terminations and energy conservation and generation by incorporating materials and systems that exceed the required minimums.

4. Building & Site Design

Prior to the submittal of the Site Plan, the Applicant must:

- a. Provide a minimum 12-foot building setback, or as determined at site plan, on Commerce Lane and 20-foot building setback on Old Georgetown from the curb to nearest point of the building façade including overhangs, cantilevers, or other building architectural elements/ features;
- b. Coordinate with appropriate agencies to remove above-grade signal boxes and other utility obstructions from the pedestrian way;
- c. Coordinate with appropriate agencies to provide additional pedestrian area and to enhance traffic safety at the northeast corner of Old Georgetown Road and Commerce Lane, such as through chamfering building and/or reducing curb radius.

5. Park Impact Payment (PIP)

The Park Impact Payment (PIP) must be paid to the M-NCPPC prior to the release of the first above-grade building permit. The final amount will be determined at Site Plan.

6. Streetscape

The Applicant must install the Bethesda Streetscape Standard along the Site Frontage.

7. Building Lot Terminations (BLTs)

Prior to release of any building permit, the Applicant must provide proof of purchase and/or payment for the required BLTs.

8. Moderately Priced Dwelling Units (MPDUs)

The Applicant must provide on-site a minimum of 15% of the total units as Moderately Priced Dwelling Units. The development must provide MPDUs in accordance with Chapter 25A.

9. Bicycle Facilities

The Applicant must participate with the Montgomery County Department of Transportation to implement the master planned separated bicycle lanes along the Project's Old Georgetown Road frontage, details of which will be evaluated at Preliminary Plan.

10. MCDOT letter

The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated June 21, 2018 and hereby incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

11. Future Coordination for Preliminary and Site Plan

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan, as appropriate:

- a. Fire and Rescue access and facility details;
- b. Streetscape details;
- c. Necessary public right-of-way dedication;
- d. Demonstrate how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- e. Study alternatives for the proposed cantilever at Commerce Lane with a focus on minimizing the degree of overhang above the sidewalk, and submit street level perspectives with Site Plan showing impact of any cantilever into the pedestrian realm;
- f. Explore pedestrian access entrances into Bethesda Place Plaza in coordination with adjacent Property Owner(s);
- g. Explore provision of a minimum of two street trees on each ROW frontage per the Streetscape Standards and Design Guidelines and provide appropriate clearance for canopy to mature without significant obstruction from building overhangs;
- h. Submit a site distance analysis at time of Site Plan to determine if tree placement will obstruct views from loading and garage entrance;
- i. Further develop circulation and loading strategy to reduce visual impacts along Commerce Lane;
- j. Traffic Mitigation Agreement to participate in the Bethesda Transportation Demand Management District and exceed the Sector Plan 55% NADMS goal;
- k. Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
- l. SWM concept approval (and subsequent plan) which also address the Bethesda Downtown Sector Plan recommendations regarding SWM;

- m. At the time of Site Plan, the Applicant must show 35% of net lot area of intensive green roof (or onsite canopy plantings) to meet 35% green cover requirement for the site as described in Section 2.4.1 Urban Green (page 60) of the Master Plan and Section 2.3.2 of the associated Design Guidelines (page 63);
- n. Address Bird-Safe Design per pages 80-81 of Bethesda Downtown Sector Plan Design Guidelines;
- o. Provide a noise analysis at time of Preliminary Plan, or a waiver may be submitted per Section 2.2.2 of the 1983 Noise Guidelines.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.

a. Development Standards

The Subject Property includes approximately 0.44 acres zoned CR 5.0 C 5.0 R 4.75, H-225. The data table below demonstrates the Application's conformance to the applicable development standards of the zone.

Data Table

Sketch Plan Data Table			
Section	Development Standard	Permitted/ Required	Proposed
59.4			
	Tract Area per Zone		
	CR 5.0 C-5.0 R-4.75 H-225	n/a	19,239 sf (0.44 ac)
	Prior Dedication	n/a	4,362 sf (0.10 ac)
	Proposed Dedication	n/a	1,100 sf (0.02 ac)
	Site Area	n/a	13,777 sf (0.32 ac)
	Residential Density (GFA/ FAR)	91,385 sf (4.75)	91,385 sf (4.75)
	Commercial Density (GFA/FAR)	96,195 sf (5)	3,000 sf (0.16)
	Bethesda Overlay Zone Density	n/a	133,615 sf (6.94)
	Total FAR/GFA	n/a	228,000 sf (11.85)
	Building Height		
	CR 5.0 C-5.0 R-4.75 H-225	225 feet	225 feet
	Public Open Space (min)	0	0
	Minimum Setbacks	0	0

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

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

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

The Application substantially conforms to the recommendations for the Subject Property included in the 2017 *Bethesda Downtown Sector Plan*. Specifically, this Sketch Plan builds on the past successes of Downtown Bethesda to create a sustainable downtown by focusing on components that will bolster the elements most in need of enhancement. The recommendations increase:

1. **Parks and open spaces**, including new civic greens at Veteran's Park, Bethesda Farm Women's Cooperative Market, Capital Crescent Trail and new urban parks, pathways and gateways.
2. **Affordable housing**, including the preservation of existing market-rate affordable housing, providing a mix of housing options and the provision of Moderately Priced Dwelling Units in exchange for development incentives.

3. **Environmental innovation**, including more energy-efficient buildings, better stormwater management, improved sidewalks and bicycle routes, and other measures to enhance community health and quality of life.
4. **Economic competitiveness**, based on new development, public amenities and proximity to public transit to attract businesses and visitors from throughout the region, and foster entrepreneurship and innovation.

The Subject Property is designated as site 70 on page 100 of the Sector Plan, in the "Wisconsin Avenue Corridor District." The Wisconsin Avenue Corridor is the main artery through the center of Downtown Bethesda. With the existing Bethesda Metrorail Station, future Purple Line and bus rapid transit (BRT) options, Wisconsin Avenue is a critical focus area for improved access, mobility and pedestrian safety. The corridor is envisioned as a symbolic downtown center that reflects the character of adjacent neighborhoods and overall identity of Bethesda through innovative building designs and active public spaces. The Application addresses the following goals as outlined in the Overarching Goals and Wisconsin Avenue Corridor sections of the Plan:

- *Encourage infill and reinvestment on underutilized commercial sites and private surface parking lots.*

The Sketch Plan provides an opportunity for infill development of an underdeveloped commercial site within a block of the Metro station, as recommended by the Sector Plan, by converting a single-story commercial building and surface parking lot to a mixed-use development with up to 200 multi-family dwelling units and up to 3,000 square feet of retail.

- *Encourage mixed-income/affordable housing near transit stations.*

The Application will provide residential dwelling units within a block of the Metro station in an area dominated by commercial and office uses and provide much needed affordable housing in the form of additional MPDUs. The 15 percent MPDUs will result in up to 30 additional MPDUs in Downtown Bethesda. This proposed influx of MPDUs will help to further one of the primary goals of the Sector Plan and Bethesda Overlay Zone,] thereby

ensuring that affordable housing opportunities exist in transit-oriented locations.

- *Develop compact nodes that place the highest intensity in those centers, provide distinctive infill buildings and step down to lower densities and heights near the edges.*

The Application will place high density residential uses and street activating retail uses in the core of Downtown Bethesda, incorporating urban design elements that provide visual interest further defining the skyline in the Wisconsin Avenue Corridor District.

- *Economic competitiveness based on new development, public amenities and proximity to public transit to attract businesses and visitors from throughout the region, and foster entrepreneurship and innovation.*

The Application will provide infill redevelopment within the highest intensity center in Downtown Bethesda, which is dominated by office buildings and retail that serves the office customer base. The project will provide an influx of residents to the Metro Core area providing much needed around-the-clock activity contributing to a more vibrant mixed-use identity. The combination of multifamily dwelling units, ground floor retail uses, and amenities proposed will increase the customer base of nearby shops, restaurants and services in the Metro Core during nighttime and on weekends that does not exist today.

- *Encourage high-performance buildings and sites nearest the established centers.*

The Sketch Plan proposes to incorporate energy efficient building systems to exceed the ASHRAE 90.1 standard by a minimum of 17.5%, as required by the Bethesda Overlay Zone. In addition, intensive green roof systems are proposed to maximize the Property's overall green cover.

The design of the Project generally conforms to the Sector Plan Design Guidelines except for two components. The Guidelines recommend a 25'-30' Build-To Line along Urban Boulevards such as Old Georgetown Road. While the Application only proposes a 20-foot setback at this time, the building setback responds to the existing

development along the street on either side of the Subject Property and will contribute to a continuous street wall.

The Design Guidelines also call for a 15'-20' Build-To Line along Downtown Mixed-Use Streets, such as Commerce Lane. The proposal allows for a 15' setback for the ground floor of the project along Commerce Lane, however a proposed second-story cantilever of approximately 8' will encroach into the recommended Build-To Line and pedestrian realm. Page 72, Section 2.4.4 of the Bethesda Design Guidelines states, "Avoid cantilevering the majority of the building mass over the Frontage Zone, public sidewalk, or public open space to prevent interfering with street trees and blocking access to sunlight and sky views for pedestrians."

As a uniquely shaped and undersized lot, the Subject Property is constrained. However, a cantilever of this size could negatively impact the pedestrian realm and increase conflicts with the existing signal pole and cabinet at the corner of Old Georgetown and Commerce Lane. Given that Commerce Lane is designated as a canopy corridor, this also raises potential conflicts with street tree placement and development potential. This approval is conditioned on the Applicant providing a minimum 12-foot setback on Commerce Lane from the curb to the nearest point of the building façade, including overhangs, cantilevers, or other building architectural elements/ features, with an acknowledgement that the Planning Board may find a lesser setback to be appropriate at time of site plan after considering comments from the Design Advisory Panel. Before submitting a site plan application, the Applicant is required to study alternatives for the proposed cantilever at Commerce Lane with a focus on minimizing the degree of overhang on the sidewalk. The Applicant is also encouraged to explore methods to retain existing street trees along the Subject Property's street frontages.

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

The Application will redevelop the existing single-use lot that contains a single-story restaurant and private parking lot to build a mixed-use building that will house high density residential and allow for ground floor retail, all within proximity to the Metro. The Sketch Plan meets the objective of this finding.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and*

amenities, where parking is prohibited between the building and the street.

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

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

The Sector Plan identifies the Wisconsin Ave District as an area that should emphasize mixed land uses that focus on employment, high density residential, and distinctive infill buildings. The Application will provide residential uses on-site as well as a height and density that is compatible with the desired character of infill development within the Wisconsin Ave District.

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

The Subject Property is within the Wisconsin Ave District of the Sector Plan, which is intended primarily for the mix of land uses and a focus on integrating residential in an area that is largely dominated by commercial and office. As approved, the mixed-use project containing high density residential and retail provides the appropriate land use, as recommended in the Sector Plan.

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

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

The Bethesda Overlay Zone (BOZ) was adopted July 18, 2017, specifically to implement the recommendations of the *Bethesda Downtown Sector Plan* as it relates to density, building heights, affordable housing, parks, and design. The BOZ set a cap of overall development (32.4 million square feet) whereby the zoning approved for most properties retains the base density but increases the heights on respective sites. An Applicant can request an allocation of density over the base density to build to the maximum height permitted by the Zone, as needed. An allocation of density from the BOZ requires a park impact payment of \$10/square foot based upon the density requested and facilitates acquisition of parkland in the downtown Bethesda area. This Application requests an allocation of 133,615 square feet from the BOZ, initiating a Park Impact Payment (amount to be determined during Site Plan review) to be paid at the time of building permit. The amount of density allocated from the BOZ for Application is deducted from the 32.4 million cap.

2. Substantially conform with the recommendations of the applicable master plan;

As discussed in Finding 1.a above, the Application substantially conforms to the recommendation of the 2017 Bethesda Downtown Sector Plan. The proposed development will provide a mixed-use building with ground floor retail in an Established Center of Activity within the Wisconsin Avenue District, increase the supply of housing to serve a variety of income levels, redevelop an underutilized property, and provide streetscape improvements that improve the safety and character of Old Georgetown Road and Commerce Lane.

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

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

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

At 225' in height, the building will be taller than the surrounding existing buildings, as this is one of the few sites in the vicinity to redevelop under the *Bethesda Downtown Sector Plan* which allows for increased building height. The proposed massing also provides setbacks as recommended by the Bethesda Design Guidelines to ensure compatibility with existing buildings and public open space. The Applicant has stated in their Statement of Justification that they are coordinating with the adjacent property owners of

Bethesda Place Plaza to allow access from the rear of the building into the public space. Additionally, the future building and site design has been conditioned to pursue this coordination to achieve an external relationship with the existing public open space.

5. Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading:

The Application provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Vehicular access and loading will be located along Commerce Lane to avoid traffic congestion along Old Georgetown Road. The Project has been conditioned to coordinate with MCDOT to participate in the future construction of separated bicycle lanes along the north side of Old Georgetown Road. Additionally, the Applicant will provide an offsite bikeshare station as part of their Public Benefit package, onsite bicycle storage for tenants, and underground parking for residents and the retail tenant. The Subject Property is located within the Parking Lot District and as such, the Applicant is providing less parking than the maximum required by zoning.

Pedestrian access to the Subject Property will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Subject Property frontages and right-of-way dedication along Old Georgetown Road as recommended by the Bethesda Design Guidelines. The current configuration of the Old Georgetown Road and Commerce Lane intersection conflicts with pedestrian access due to existing obstructions such as the signal pole and above-grade utility box. The Application is conditioned on the Applicant coordinating with appropriate agencies during subsequent reviews to seek remedies such as relocating the signal pole, undergrounding the signal box, and/or modifying the curb radius.

6. Propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community:

Taking into account the considerations in Section 59.4.7.1.B and the Public Benefit Points established with the Bethesda Overlay Zone in Section 59.4.9.2.C.4, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For this Application, the Zoning Ordinance requires 100 points in four categories; however, the Applicant has provided five categories for consideration. Although at the time of Sketch Plan review only the categories need be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Public Benefits Calculations		
Public Benefit	Incentive Density Points	
	Max Allowed	Requested
59.4.7.3A: Major Public Facilities		
Bikeshare	70	9
59.4.7.3C: Connectivity and Mobility		
Minimum Parking ¹	20	17.86
Trip Mitigation	20	10
59.4.7.3D: Diversity of Uses and Activities		
Small Business Opportunities	20	10
59.4.7.3E: Quality of Building and Site Design		
Architectural Elevations	30	30
Exceptional Design ¹	30	30
Structured Parking	20	20
Tower Step-Back	20	10
59.4.7.3F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLT)	30	1.8
Energy conservation and generation ¹	25	15
TOTAL		153.66

¹Denotes Sector Plan priority

Major Public Facilities

Bikeshare station: The Applicant requests 9 points for providing an off-site 19-dock bikeshare station. Points for this incentive are granted based on the amount of land conveyed to, actual construction of, or financial contributions made to major public facilities. The location of the offsite bikeshare station will need to be identified at Site Plan. The Planning Board supports the category at this time.

Connectivity and Mobility

Minimum Parking: The Applicant requests 17.86 points for providing fewer than the maximum allowed number of parking spaces. Points for this incentive are granted on a sliding scale from no points for providing maximum allowable number of on-site spaces to 20 points for providing no

more than the minimum numbers of spaces on-site. Final determination will be made at Site Plan. The Planning Board supports the category at this time.

Trip Mitigation: The Applicant requests 10 points for executing a binding traffic mitigation agreement (TMAg) with MNCPPC and MCDOT prior to certification of a Site Plan Application for the Project. Points for this incentive are granted for entering into binding agreements to reduce the number of weekday morning and evening peak hour trips attributable to the site in excess of any other regulatory requirement. The Public Benefits Section of the ordinance requires a minimum of 50% reduction, however the Bethesda Downtown Sector Plan recommends a reduction of trips by 55%. Points are given when the Project exceeds regulatory requirements, and details will be determined during the Preliminary Plan review. The Planning Board supports the category at this time.

Diversity of Uses and Activities

Small Business Opportunities: The Applicant requests 10 points for providing retail space for small businesses. Points for this incentive are granted when the project will be designed for small, neighborhood-oriented businesses and the Applicant records covenants that reflects restrictions. One ground floor retail bay of 3,000 square feet is currently proposed. The Planning Board supports the category at this time.

Quality of Building and Site Design

Architectural Elevations: The Applicant requests 30 points for providing architectural elevations as part of the Certified Site Plan showing particular elements of the design such as minimum amounts of transparency, maximum separation between doors, and other design priorities of the applicable Sector Plan and implementing design guidelines. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. The Planning Board supports the category at this time with further details and refinement to be provided at the time of Site Plan.

Exceptional Design: The Applicant requests 30 points for building and/or site design that enhances the character of a setting. As a development receiving an allocation of Bethesda Overlay Zone density, the Application is subject to the Design Advisory Panel review, which will award points based on the quality of the design. The Applicant asserts that the Sketch Plan fulfills many recommendations of the Downtown Bethesda Sector Plan and Design Guidelines.

The proposed massing is inspired by the unique trapezoidal shape of the Property and provides a distinct base with two towers that are stepped back and angled in response to the conditions of each frontage. The Applicant's

Statement of Justification envisions a design that is sustainable in form and material, and sustainable in practice with use of rain screen technologies and mechanical systems. The construction materials are intended to be a combination of metal or ceramic panels, and masonry or concrete panels that will create a simple pattern that compliments the overall building form. Based on the conceptual materials submitted with the Application, the Planning Board supports the category at this time.

The Design Advisory Panel recommended the following during their April 4, 2018 meeting:

- Public Benefit Points: The project is on track to achieve at least the minimum 10 Exceptional Design points required in the Bethesda Overlay Zone. It is an example of an excellent submission, particularly on a small infill site
- Provide more detail on the interplay between the building and Bethesda Place Plaza
- Reduce the visual impact of the loading and access area along Commerce Lane

Structured Parking: The Applicant requests 20 points for providing structured parking in a below grade parking structure. The Planning Board supports the category at this time.

Tower Step-Back: The Applicant requests 10 points for providing a tower step back on the building's upper floors by a minimum of six feet behind the first-floor façade. The step back must be retained across at least 70 percent of the frontage on any right-of-way or open space. The Planning Board supports the category at this time.

Protection and Enhancement of the Natural Environment

BLTs: The Applicant requests 1.8 points for the purchase of two BLT easements or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5% incentive density floor area. Points are granted by the calculation of BLTs as provided in Section 59.4.7.3.F of the Zoning Ordinance. The Planning Board supports the Applicant's request at this time.

Energy Conservation and Generation: The Applicant requests 15 points for incorporating high efficiency building materials and mechanical systems that exceed energy efficient standards for the building type by 17.5%. For Projects located within the High-Performance Area of Downtown Bethesda, this is a required public benefit category for which the Applicant must achieve 15 points. The Planning Board supports this request at this time.

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

The Project will be built in one phase.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Sector Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of 7607 Old Georgetown Road, Sketch Plan No. 302180160, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is SEP 13 2018 (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Cichy, seconded by Commissioner Patterson, with Chair Anderson and Commissioners Fani-González, Cichy, and Patterson voting in favor, and Vice Chair Dreyfuss absent at its regular meeting held on Thursday, July 19, 2018, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board