



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

MCPB No. 18-121
Sketch Plan No. 320190010
Strathmore Square
Date of Hearing: November 8, 2018

DEC 05 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 August 3, 2018, Five Squares Development, LLC ("Applicant") filed an application for approval of a sketch plan for construction of up to a maximum of 1,905,219 square feet of total development, with up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses (excluding 15% or greater MPDUs) on 14.72 acres of CR-3.0, C-0.5, R-2.75, H-300 and CR-0.5, C-0.25, R-0.5, H-300 zoned land, located at the southeast corner of the intersection of Rockville Pike (MD 355) and Tuckerman Lane ("Subject Property") in the 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* ("Master Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320190010, Strathmore Square ("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 October 29, 2018 setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on November 8, 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, on November 8, 2018 the Planning Board voted to approve the Application subject to conditions, on the motion of Commissioner Cichy, seconded by Commissioner Patterson, with a vote of 4-0; Commissioners Anderson, Fani-Gonzalez, Cichy and Patterson voting in favor and Commissioner Dreyfuss absent.

Approved as to
Legal Sufficiency:

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320190010, Strathmore Square for construction of up to 1,905,219 square feet of mixed use 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 1,905,219 square feet of total development on the Subject Property, for up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses (excluding 15% or greater MPDUs). The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Preliminary and Site Plan.

2. Height

The development is limited to a maximum height of 300 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan (not including additional height that may be allowed under Section 59-4.7.3.D.6.c.i for exceeding 12.5% MPDUs). Building height and step-backs within the "Transition Zone" along Tuckerman Lane must conform with the section on page 41 (Figure 20) of the *Grosvenor-Strathmore Metro Area Minor Master 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. 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 59.4.7.1 and the *CR Zone Incentive Density*

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.

Implementation Guidelines must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Major Public Facility achieved through a bike share station and other major public facility/facilities to be determined prior to the approval of the first Site Plan;
- b. Transit Proximity achieved through Property's location adjacent to the Grosvenor-Strathmore metro station (level 1);
- c. Connectivity and mobility, achieved by providing less than the maximum number of parking spaces and wayfinding;
- d. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs;
- e. Quality of Building and Site Design, achieved through public open space, public art and structured parking; and
- f. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

4. Building and Site Design

- a. All above-ground parking, except for the façade abutting the WMATA garage, must be lined with uses and mechanically ventilated, or screened to be artistically significant or indistinguishable from the remainder of the building.
- b. On Tuckerman Lane, buildings should be located a sufficient distance from the street curb to accommodate adequate Curb Zone, Planting/Furnishing Zone, Pedestrian Zone and Frontage Zone as shown in Figures 26 and 27 (on pages 53 and 54) of the *Grosvenor-Strathmore Metro Area Minor Master Plan*. Around Building 4 and Building 6 (where the building faces the WMATA Kiss and Ride), there should be a minimum of 16-20 feet between the face of the building and the curb. The design of the shared street along the Private Road might be unique and may require a different approach.
- c. At the time of the first Site Plan, the Applicant must develop an interim placemaking plan and refine the overall placemaking plan with Staff's approval as the project continues to develop.

5. Transportation

Subsequent Preliminary Plans and/or Site Plans must address the following, subject to MCDOT, MSHA, and/or WMATA approval as appropriate:

- a. Improve the access to Building 6.
- b. Design a protected pedestrian intersection at the intersection of the private spine road and Tuckerman Lane that may include the following elements: striped crosswalks, pedestrian timing signals, curb extensions, ADA compliant curb ramps, reduced curb radii, clearly marked bike lane transitions through the intersection, and textured or colored pavement within the intersection.

- c. Improve the pedestrian crossing from the central park to the Metro station, potentially including a wider striped crosswalk, flashing beacons/signal, and/or textural pavement.
- d. A plan for removal of the channelized right-turn lane at the northeast corner of the intersection of Tuckerman Lane and MD-355.
- e. Vehicular access points from Tuckerman Lane are consolidated to the greatest degree possible (e.g. colocate loading docks and parking entrances).
- f. Where adjacent to travel lanes, the bike buffer on Tuckerman Lane should be at least four feet wide but may be reduced to three feet wide in constrained areas.
- g. The two-way separated bike lanes on Tuckerman Lane between Cloister Drive and Strathmore Park Court should be between 8 and 10 feet wide.
- h. The bike lanes and buffers should be grade separated from travel lanes and parking.
- i. Provide a protected bicycle transition across Strathmore Park Court, including a motorist yield zone, pedestrian/bicycle refuge island, and painted pavement demarcating bicycle lanes crossing the intersection.
- j. Ensure that where the separated bike lane cross driveways, the bike lanes will bend back toward the sidewalk to provide a protected corner island that is a minimum of six-feet wide where feasible. Driveways should ramp up to and ramp down from the separated bike lane. The separated bike lane should not be ramped down to driveway-level.
- k. Provide a phasing plan for the full implementation of the 350-space secure bicycle parking station recommended in the Bicycle Master Plan, including identification of occupancy levels or other factors that will trigger facility expansion.
- l. The treatment of the shared street must be extended to the south, up to the edge of the drive lane for WMATA buses. The crosswalks should be redesigned so pedestrians are not forced to cross the Private Street via the median. In coordination with Planning and Department of Permitting Services staff, reduce the 30-foot turning radius since the curbs will be mountable in the Shared Street for fire trucks and emergency vehicles.

6. Sketch Plan Validity

The Sketch Plan is valid for seven years from the Planning Board resolution mailing date within which the initial Site Plan for a portion of the multi-phase Project must be submitted.

7. Future Coordination for Preliminary Plan(s) and Site Plan(s)

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 Plan or Site Plan:

- a. Fire and Rescue access and facility details;

- b. Streetscape details;
- c. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- d. Draft Traffic Mitigation Agreement (TMAg);
- e. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15);
- f. Location of bike sharing station(s);
- g. Phasing and ultimate heights of signature building(s);
- h. Sustainability elements recommended in the Master Plan, including block and building orientation to maximize passive solar heating, cooling, and lighting, and to offer optimal siting for solar energy generation;
- i. Assess the potential for recreation on top of the WMATA garage; and
- j. Prior to approval of a Site Plan, the Applicant must come to an agreement with Staff about a major public facility (or facilities) that will be provided pursuant to page 81 of the *Grosvenor-Strathmore Metro Area Minor Master Plan*.

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.*

1. Development Standards

The Subject Property includes approximately 14.72 acres zoned CR-3.0, C-0.5, R-2.75, H-300 and CR-0.5, C-0.25, R-0.5, H-300. The data table below demonstrates the Application's conformance to the applicable development standards of the zones.

Data Table

Section	Description	Required/Permitted	Approved
	Tract Area	n/a	635,073 sf/14.56 ac ¹
4.5.4.B.2.b	Maximum Density		
	Total	1,905,219 sf/3.0 FAR	1,905,219 sf/3.0 FAR
	Commercial	317,537 sf/0.5 FAR	Up to 317,537 sf/0.5 FAR
	Residential (excluding MPDUs)	1,746,451 sf/2.75 FAR	Up to 1,746,451 sf/2.75 FAR
4.7.3.D.6.c.iii	15% MPDU Density²	n/a	261,967 sf/0.41 FAR
	Total residential density (including MPDUs)	n/a	2,008,418 sf/3.16 FAR
4.5.4.B.2.b	Maximum Height	300 ft.	300 ft.
4.5.4.B.1	Minimum Public Open Space	10%/64,142 sf	Minimum 10%/64,142 sf to be provided; Sketch Plan anticipates up to 15%/96,000 sf
6.2.4.B	Vehicle Parking Spaces	Varies based on different development scenarios	Estimated 2,008

¹ Does not include 6,346 sf part of Parcel C that is being used for land area only; no density is generated from this parcel. The total project area is 641,149 sf/14.72 ac.

² Under Section 4.7.3.D.6.c.iii, when providing at least 15% MPDUs, the gross floor area of all MPDUs are exempt from the calculation of FAR.

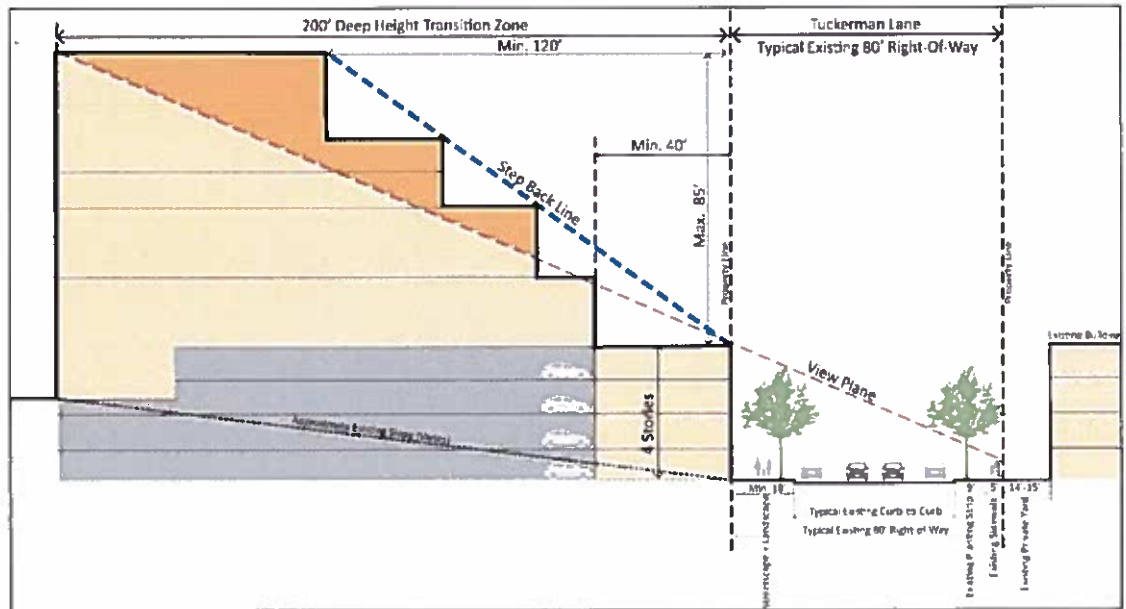
The Sketch Plan conforms to the intent of the CR Zone as described below.

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

The Property is located within the Approved and Adopted 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* (“Master Plan”) area. The Master Plan envisions transforming the Property from a surface parking lot adjacent to Metro into a transit-oriented development with neighborhood retail for current and future residents.

Density and Building Height

The Master Plan allows building heights up to 300 feet and includes specifications about how building height should be distributed around the Property. The Master Plan allows two signature buildings with heights of 300 feet, one building at 220 feet, and limits other buildings on the site to 160 feet (p. 22). Additionally, the Master Plan calls for a 200-foot-wide transition zone on Tuckerman Lane, across from the Strathmore Park Condominiums (p. 41). Within the transition zone, the building height along Tuckerman Lane across from the Strathmore Park Condominiums is limited to four stories within 40 feet of the property line, with a gradual step back to 85 feet (Figure 13). Buildings 3A (100 feet) and 3B (100 feet) are in the Transition Zone. The Planning Board has conditioned approval on conformance with the Transition Zone Diagram from page 41 of the Master Plan (Figure 13 in the Staff Report and copied below).



Transition Zone Diagram from Master Plan (pg. 41)

The Project is consistent with the Master Plan's recommendations for the Commercial Residential (CR-3.0, C-0.5, R-2.75, H-300' and CR-0.5, C-0.25, R-0.5, H-300') Zones. Buildings 1-A&B (220 feet) and 2 (160 feet) are consistent with the Master Plan height recommendations for this Property. Building 5-A&B (300 feet) will be one of the signature buildings. Buildings 4-A&B (160 feet or 300 feet) or Building 6 (160 feet or 300 feet) will be the second signature building. The Applicant has requested to maintain flexibility and designate the signature building at a later review

stage. However, the proposed heights are consistent with the Master Plan's height recommendations.

The total allowable density for the Property is 3.0 FAR (1,905,219 square feet). The Project will provide 15% MPDUs, and per Section 59.4.7.3.D.6.c.iii., the MPDUs will not count towards the maximum FAR allowed. The Applicant plans to maximize the allowable residential density and build an additional .41 FAR (261,967 GFA), as allowed by the Zoning Ordinance. The Application is considered in substantial conformance with the Master Plan's density recommendation.

Urban Design

The Master Plan's design recommendations for the Property are to:

- Place maximum building heights towards Rockville Pike and away from adjacent neighborhoods.
- Locate buildings to frame streets and open space.
- Provide a safe and attractive environment for pedestrians through building and open space placement and design.
- Create human-scale architecture.
- Create building massing that limits shadows on the public realm and allows sky views.
- Complement public open space with private open spaces.

The Sketch Plan achieves these recommendations. Buildings 4-A&B, 5-A&B, and 6, the potential contenders for the highest heights, are located towards Rockville Pike, away from existing neighborhoods across Tuckerman Lane. The buildings frame the open spaces and sidewalks, and individual entrances have been placed along Tuckerman Lane to help activate the street and create an urban residential character. The step backs on the building and shorter bases with thinner towers support a human scale and provide access to air and light. The Sketch Plan shows numerous private pocket and linear parks to complement the larger central open space.

Mobility

The Master Plan's mobility recommendations for the Property are to:

- Improve pedestrian and bicycle connections.
- Enhance bicycle amenities at the Metro site.
- Improve stairway connection from Tuckerman Lane to the Property.
- Create two-way separated bike lane along Tuckerman Lane.
- Install wayfinding signs.
- Create a new shared street that extends from Strathmore Park Court to Tuckerman Lane.

- Create shared parking facilities.
- Provide a full-movement, raised intersection with special paving, or comparable intersection improvements, at the intersection of Tuckerman Lane and the access road to the WMATA garage to improve pedestrian and bicycle accessibility to the site and to the Music Center at Strathmore across the street.
- Enhance at-grade mid-block crossing to ramp leading to Strathmore Hall.
- Provide adequate crosswalks.

The Sketch Plan includes various improvements for walkers and bicyclists. The proposed two-way separated bike lanes on Tuckerman Lane and access through the shared street provide improved connections for bicyclists. The addition of a bikeshare station and bicycle parking enhance access to Metro. The Sketch Plan adds a new staircase from Tuckerman Lane to continue to provide and encourage pedestrian connections from existing neighborhoods to Metro. The shared street and central park will provide safer, more pleasant pedestrian experiences to and from Metro.

The project provides more than the required amount of parking, but well under the maximum allowed. The Sketch Plan does not show shared parking facilities.

In future regulatory reviews, additional detail is needed to demonstrate consistency with the Master Plan for the intersection improvements on Tuckerman Lane and the crossing between the central park and the Metro station.

Environmental

The Master Plan's environmental recommendations for the Property are to:

- Incorporate native vegetation into landscaping.
- Minimize impervious cover.
- Encourage trees, plants, and other green features in open space and the public realm.
- Maintain tree cover.
- Encourage green roofs or solar panels.

The Application fulfills several of the Master Plan's environmental goals. The Project is infill development on an existing surface parking lot. The project will also provide more than the required amount of public open space, and buildings have been oriented for solar exposure. At the Site

Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as landscaping with native species, green roofs, and minimizing impervious cover.

Parks and Open Space

The Master Plan's parks and open space recommendations for the Property are to:

- Expand the Arts Walk.
- Include public art in public realm.
- Develop a 1.25-acre civic green.
- Locate a dog park or active recreation amenity at the northern edge of the Property.
- Create a plaza at the Metro station entrance.

The Sketch Plan shows a robust network of public and private open space. The Mandatory Referral for the WMATA garage on the Property sought improvements to the Arts Walk. The Applicant has agreed to provide additional art pieces and artistic elements throughout the Property to help emphasize art as an important component of the new development and the larger Grosvenor-Strathmore area. As recommended by the Master Plan, the Applicant proposes to create a vibrant 1.25-acre central park that the development will be centered around.

The Master Plan proposes to “locate a dog park or other active recreation amenity for the community at the open space between the northern edge of the existing Metro garage and Tuckerman Lane” (page 69). The Sketch Plan application shows two large stormwater facilities (MBF-3 and MBF-4) in this area. As a result, the majority of the usable space will be reserved for stormwater management. Additional concept drawings show a potential dog park, sidewalks, and seating area on a third of the proposed neighborhood green; a bioretention area with a bridge across it to an embankment on the middle third of the area; and a fenced-off bioretention pond on the final third of the neighborhood green area. As stated during review of the Mandatory Referral, the Planning Board requires further review of the design of the proposed neighborhood green and the proportion of space dedicated to stormwater management through future phases of the development. Since this neighborhood green will likely factor into the minimum open space requirements for the Property, the Applicant must ensure that the layout of the stormwater management areas will not hinder the access and usability of the space as recommended within the Master Plan.

Community Facilities

The Master Plan does not recommend any new public facilities on the Property. However, the Garrett Park Elementary school does not currently have capacity to absorb all 110 students that the project would generate per the anticipated number of units. Further analysis will be required at the time of APF review with the subsequent Preliminary Plan to determine school capacity.

The Master Plan requires that “*each and every* development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans.” The Master Plan does acknowledge, however, that “it is highly unlikely that a school site will be found on the limited area likely to develop/redevelop in the Grosvenor-Strathmore Metro Area Minor Master Plan area” (p.76).

The Subject Property is approximately 14.72 acres with an existing WMATA parking garage, kiss & ride and bus facilities. An urban format elementary school site would require at least four to five acres of the Property and a middle or high school require would require a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size and the location of the existing WMATA facilities, and the potential to provide a significant amount of housing with direct access to a Metro station.

Affordable Housing

The Master Plan requires “15% Moderately Priced Dwelling Units (MPDUs) as the highest priority public benefit for all new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park” (p. 81). The Project is providing 15% MPDUs; therefore, it is consistent with the Master Plan recommendations for affordable housing.

Public Benefits

The Master Plan indicates that the following public benefit categories are priorities for the Plan area:

- Dedication of land for needed school sites is the highest priority public benefit for development in North Bethesda. The Master Plan recognizes, however, that land dedication may not be feasible within the Plan area.
- Fifteen (15) % MPDUs is the highest priority public benefit for new residential development, unless the property is required to dedicate

land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.

- The provision of major public facilities other than a school site, including but not limited to: land for parks and school athletic fields, a library, recreation center, County service center, public transportation or utility upgrade.

Other public benefits categories recommended in the Master Plan include:

- Quality open space.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to, advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p.81).

This Application supports one of the top priority Master Plan public benefit goals by providing 15% MPDUs, and a bike share station as one major public facility. However, because the Applicant is not able to dedicate land for a school site or athletic fields, the Planning Board expects the Applicant will provide at least one more major public facility commensurate with the scale of the project in this Sketch Plan.

The Application includes other recommended public benefits including additional and high quality public open space, streetscape improvements and minimum parking.

Staging

The Master Plan states that the full buildout of the Property is likely to occur in phases over time. The Master Plan requires that an additional traffic study to assess capacity must be submitted for any development in excess of 1.6 million square feet. A traffic study will be required at the time of Preliminary Plan.

- b) Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.*

This Project includes redevelopment of a large existing surface parking lot with a significant transit-oriented development that will include a mix of residential, commercial, and retail uses.

- c) Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Project's residential component includes 15% MPDUs (potentially up to 300 units), and will facilitate economic diversity at a location with many mobility options, including Metro, bus, and improved bicycle and pedestrian opportunities. Additionally, the Project includes commercial services and public amenities for future residents and users, and for existing residents who live within walking distance of the proposed development. The 1.2-acre central park will serve as an identifiable feature in the Master Plan area and will provide various opportunities for community gatherings and interaction. All new on-site parking (except for the on-street parking along the Spine Road) will be located below-grade or in architecturally-screened parking structures.

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

The Project capitalizes on the Property's prime location at a Metro station by providing opportunities for future residents, employees, and visitors to take advantage of many mobility options. The Project design proposes an adequate transition between the proposed development and low-density residential condominiums confronting the Property by locating the taller buildings on the western end of the site, closest to Rockville Pike, and stepping down to lower building heights along Tuckerman Lane.

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

The Project, although predominately residential, incorporates ground floor commercial to support the needs of existing and future residents and Metro commuters, and the potential for a hotel or office building. The residential development will also support the existing institutional uses located in close proximity to the site, including the National Institutes of Health, National Navy Medical Center, and Uniformed Services Universities of the Health Sciences.

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

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit.

- 2. The Sketch Plan substantially conforms to the recommendations of the Master Plan.*

As discussed in the previous finding, the Project substantially conforms to recommendations of the Grosvenor-Strathmore Metro Area Minor Master Plan.

- 3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of 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. The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The Project has been designed to provide an appropriate transition to the residential condominiums confronting the Property on Tuckerman Lane. The lower-scale buildings are located along Tuckerman Lane, across from the Strathmore Park Condominiums, to respond to the height of the existing buildings. The taller, signature buildings are located on the western side of the Property closest to Rockville Pike. The Project design incorporates gradual transitions from the signature buildings through building step-backs and massing to achieve compatibility with the lower-scale existing buildings on the opposite side of Tuckerman Lane.

- 5. The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.*

The Project includes a number of improvements to pedestrian/cyclist and vehicular circulation on-site, including the construction of the internal Private Road which will improve internal circulation and promote connectivity within

the larger Grosvenor-Strathmore community. A substantial amount of long-term and short-term bicycle storage will be provided on-site to facilitate bicyclist access to the site. Given the Property's proximity to transit and nearby public parking garages, adequate parking will be provided on-site to accommodate all users of the Property. Access to parking and loading will be located internal to the site and will be safe, adequate and efficient.

6. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the Planning Board finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site. Final determination of public benefit point values will be determined at Site Plan(s).

Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Approved in Concept
59.4.7.3.A: Major Public Facility		
Bike Share	70	5
59.4.7.3.B: Transit Proximity		
Full Site adjacent to Level 1 Transit Station	50	50
59.4.7.3.C: Connectivity and Mobility		
Minimum Parking	10	9
Wayfinding	10	5
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Public Open Space	20	8
Public Art	15	7
Structured Parking	20	10
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)	30	30
Total		154

Major Public Facility

Bike Share: The Applicant plans to provide a 15-dock Bikeshare station near the entrance to the Metro Station. Based on prior established precedent, the provision of a bike-share station is not subject to the standard formula and instead, is awarded 5 points.

Transit Proximity

The entire Property is located adjacent to the Grosvenor-Strathmore Metrorail (level 1) Station and the Application can earn 50 points as allowed in the Zoning Ordinance. The points for this category will be phased across the Sketch Plan development.

Connectivity and Mobility

Minimum Parking: 9 points for minimum parking.

Wayfinding: 5 points for providing a series of signs and maps that indicate the locations of nearby amenities, such as the Arts Walk, the Mansion and Music Center at Strathmore, transit facilities, Rock Creek Park, and the locally-provided open spaces and services.

Diversity of Uses and Activities

Moderately Priced Dwelling Units: 30 points for providing 15% MPDU's, one of the highest priority Master Plan goals.

Quality of Building and Site Design

Public Open Space: 8 points for providing high-quality, actively-programmed public open space in excess of the Zoning Ordinance requirements.

Public Art: 7 points for public art approved by the Art Review Panel.

Structured Parking: 10 points for providing the majority of on-site parking in structured garages.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 30 points for the purchase of approximately 3.78 BLTs.

- 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 Applicant intends to follow this Sketch Plan application with a preliminary plan, likely covering the entire Property. The development will occur in phases, however, phases may occur in any order or may be combined. Public Benefits will be phased by percentage of density planned for each phase of the development. A conceptual plan for phasing of public benefit points is shown below:

	I & II	III	IV	V	VI & VII	VIII & IX	X
	456,000	370,000	190,000	175,000	392,000	435,000	148,768
	<i>Proposed GFA percentages</i>						
Phased Public Benefits Summary	21%	17%	9%	8%	17%	20%	8%
59-4.7.3.A: Major Public Facility	5						
(1) Bike Share	5						
59-4.7.3.B: Transit Proximity	50						
(1b) Full Site within 1/2 mile of Metro Entrance	50						
59-4.7.3.C: Connectivity & Mobility	14						
(2) Minimum Parking	9						
(9) Wayfinding	5						
59-4.7.3.D: Diversity of Uses & Activities	30						
(6) Moderately Priced Dwelling Units	30						
59-4.7.3.E: Quality Building & Site Design	25						
(4) Public Open Space	8						
(5) Public Art	7						
(6) Structured Parking	10						
59-4.7.3.F: Protection & Enhancement of the Natural Environment	30						
(1) Building Lot Termination (BLT)	30						
Total Public Benefit Points Requested	154						
	22%	16%	10%	10%	16%	18%	9% % by 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 Master 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 320190010, Strathmore Square 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 DEC 05 2018 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such and appeal within thirty days of the date of this

Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

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 Fani-González, 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, November 29, 2018, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board