



Metro Tower, Sketch Plan No. 320190050

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Completed: 02/25/19

Description

- Construction of a mixed-use project of up to a maximum of 400,000 square feet, including up to 389,000 square feet of residential development, and up to 11,000 square feet of commercial retail. The maximum density includes up to 188,491 square feet of density from the Bethesda Overlay Zone with a Park Impact Payment (up to 58,350 square feet of MPDU density is exempt from PIP calculation);
- Current use: five-story commercial building with structured parking garage and a two-story building associated with part of a larger condominium development.
- Located in the northwest quadrant of the intersection of Wisconsin Avenue and Elm Street in Bethesda;
- 1.16 acres zoned CR-5.0 C-5.0 R-4.75 H-250, in the *2017 Bethesda Downtown Sector Plan*;
- Applicant: 7316 Wisconsin LLC.
- Acceptance date: December 11, 2018



Summary

- Staff recommends **Approval** of the Metro Tower Sketch Plan, with conditions.
- The proposal includes 15% moderately priced dwelling units, minimum parking, structured parking, a through block connection and exceptional design, among other public benefits.
- The development includes a portion of the adjacent One Bethesda Center property and at time of Preliminary and Site Plan reviews will be amending the existing approvals to reflect the new condition.

SECTION 1: RECOMMENDATIONS AND CONDITIONS

Staff recommends approval of Metro Tower, Sketch Plan No. 320190050, for a mixed-use project of up to a maximum of 400,000 square feet, including up to 389,000 square feet of residential development, and up to 11,000 square feet of commercial retail on 1.16 acres, zoned CR-5.0 C-5.0 R-4.75 H-250, in the *2017 Bethesda Downtown Sector Plan*. The maximum density includes up to 188,491 square feet of density from the Bethesda Overlay Zone (BOZ) with a Park Impact Payment (PIP). Up to 58,350 square feet of MPDU density is exempt from PIP calculation. The following site development elements shown on the Sketch Plan stamped uploaded to ePlans on January 28, 2019, are binding under Section 59.7.3.3.F:

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 of the Sketch Plan are illustrative and subject to refinement at the time of Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum density of 400,000 total square feet, including up to 389,000 square feet of residential development and up to 11,000 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 188,491 square feet of density from the Bethesda Overlay Zone (BOZ) with a Park Impact Payment (PIP). Up to 58,350 square feet of MPDU density is exempt from PIP calculation. The final square footages will be determined at Site Plan.

2. Height

The development is limited to a maximum height of 250 feet, as measured from the building height measuring point 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. of the County code 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 of the County code. The requirements of Section 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. Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance and BOZ overlay, and a through block connection;
- b. Diversity of uses and activities, achieved by providing small business opportunities;
- c. Quality of Building and Site Design, achieved through exceptional design, structured parking, and tower step-back.
- d. 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. 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.

5. Streetscape

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

6. 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.

7. 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.

8. MCDOT letter

The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated February 19, 2019 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.

9. Future Coordination for Preliminary and Site Plan

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

- a. Coordinate with MCDOT to ensure accommodation of the MD 355 South Corridor BRT;
- b. Continue coordination with the Design Advisory Panel (DAP);
- c. Meet with the Art Review Panel and address decommissioning of existing conditioned public art;
- d. Fire and Rescue access and facility details;
- e. Streetscape details;
- f. Necessary public right-of-way dedication;
- g. Identify and address all existing/potential utility conflicts or other site limitations with street trees to achieve the proposed streetscape plantings;
- h. Demonstrate how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- i. Submit the applications to amend One Bethesda Center, Preliminary Plan 119850930 and Site Plan 819840060, to reflect the plaza renovations;
- j. Traffic Mitigation Agreement to participate in the Bethesda Transportation Demand Management District and meet or exceed the Sector Plan's 55% Non-Auto Driver Mode Share (NADMS) goal;
- k. Address the SITES, LEED and High-Performance Area recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
- l. SWM concept approval (and subsequent plan) which also addresses the Bethesda Downtown Sector Plan recommendations and design guidelines regarding stormwater management;

- m. As part of the Site Plan application, the Applicant must demonstrate good faith efforts to increase the amount of green cover to achieve 35 percent of net lot area as green cover consistent with the Bethesda Downtown Sector Plan.
- n. Provide details and cross sections showing appropriate soil volumes (per the Sector Plan and design guidelines) associated with the new plantings associated with this project;
- o. Address Bird-Safe Design per the Bethesda Downtown Sector Plan Design Guidelines, with particular emphasis on the lighting;
- p. At time of Preliminary Plan, provide a noise analysis, or request a waiver from the noise guidelines.

SECTION 2: SITE DESCRIPTION

Site Vicinity and Analysis

Vicinity

The site is located at 7316 Wisconsin Ave, between Hampden Lane and Elm Street. The surrounding development is a mix of mid- to high-rise primarily single-use commercial with some residential. Development south and east of the site is primarily commercial and includes the 7272 Wisconsin Avenue development currently under construction for a commercial and a residential tower above a shared platform with the Bethesda Purple Line Station and the new Metro southern entrance below, as well as the recently approved 7359 Wisconsin Avenue redevelopment of the police station site with hotel and office uses. North of the site the commercial development includes the Bethesda Metro development, including hotel and office uses, with an abandoned gas station currently approved for multi-family residential development (7340 Wisconsin Avenue) immediately opposite the site. To the west of the site there is a mix of commercial and residential development including the One Bethesda Center development.

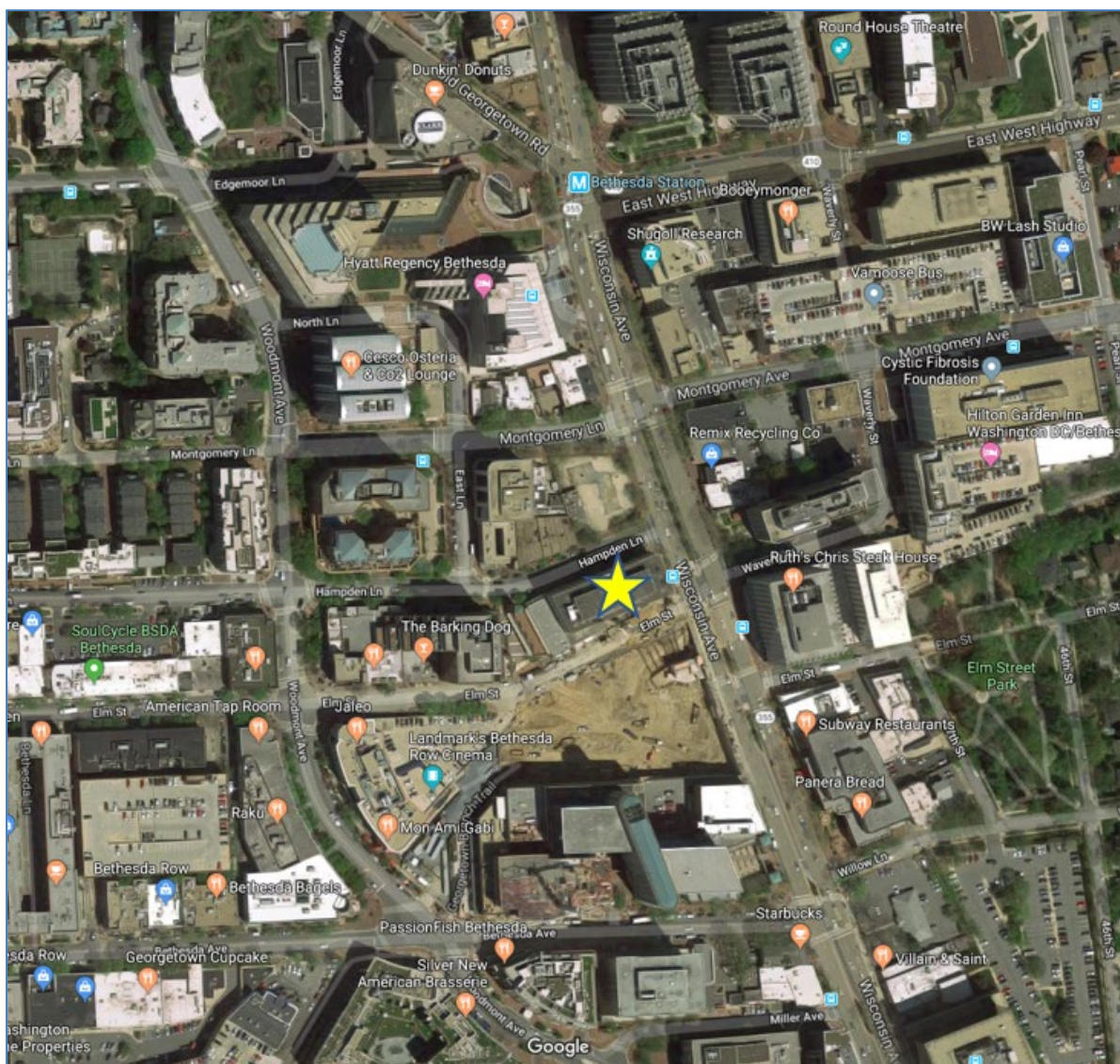


Figure 1: Vicinity Map



Figure 2: Aerial Site Map

Site Analysis

The subject site (Subject Property or Property) has a tract area of 1.16 acres and is zoned CR-5.0 C-5.0 R-4.75 H-250 and is currently developed as a five-story commercial building with structured parking garage and also a two-story building that is part of the abutting One Bethesda Center development. The site is located within the Wisconsin Avenue district of the 2017 *Bethesda Downtown Sector Plan* and falls within the Bethesda Parking Lot District (PLD). There are no known rare, threatened, or endangered species on-site; there are no 100-year floodplains, stream buffers, or wetlands on-site. There are no historic properties on-site.

SECTION 3: PROJECT DESCRIPTION

Previous Approvals

The One Bethesda Center property abuts the subject property at the western boundary. The Applicant will be seeking to incorporate a portion of the One Bethesda Center site into the Metro Tower Project. The One Bethesda Center is formally known as the Community Motors Center or American Center Building and is also known as 4800 Hampden Lane. The One Bethesda Center project has Planning Board approvals under Project Plan 919830050, Preliminary Plan 119850930, and Site Plan 819840060¹. These approvals allow up to 9,873 sf of Retail Center (2 or more stores) and 140,743 sf of Office.

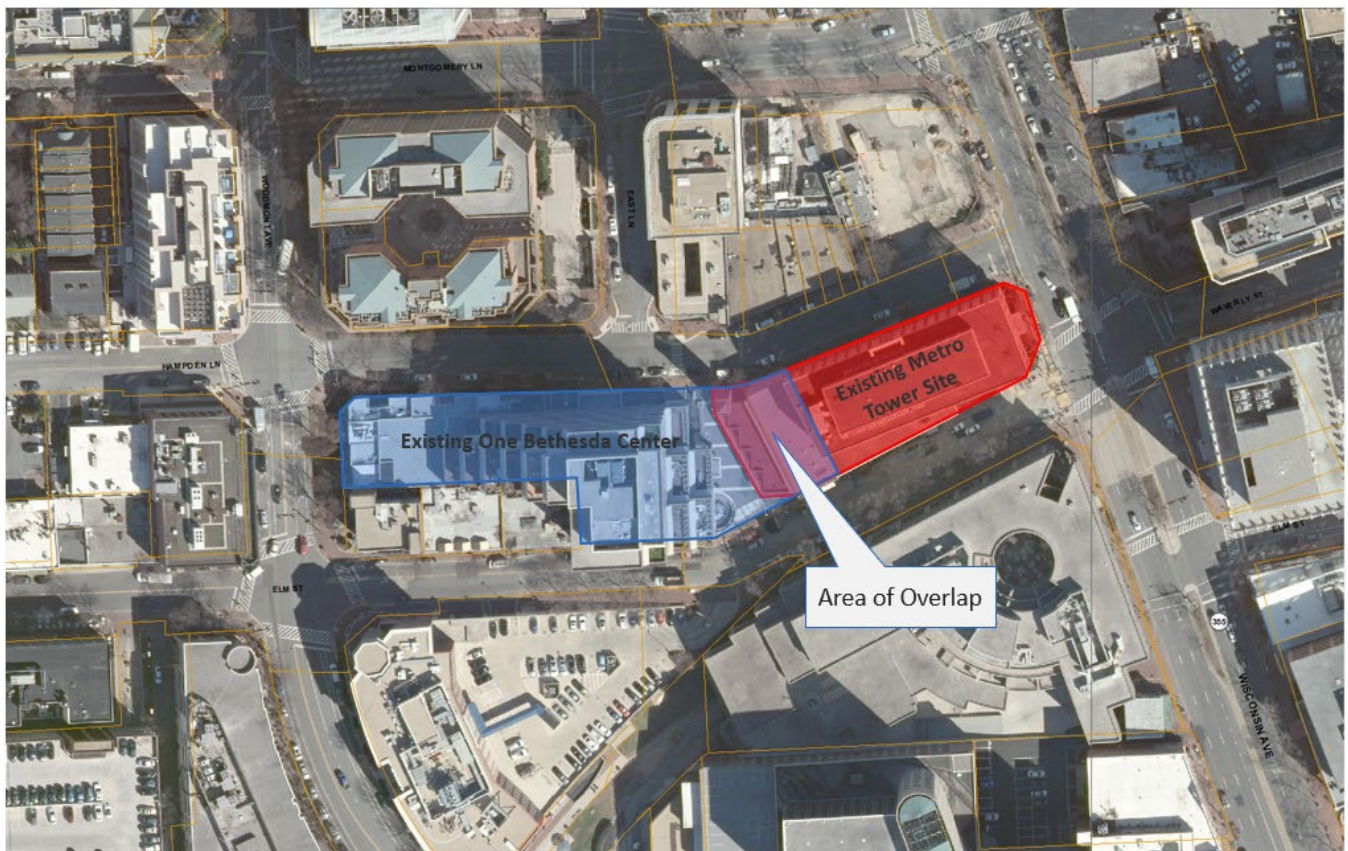


Figure 3: Boundary of Metro Tower Site and One Bethesda Center

Proposal

The Applicant proposes to redevelop the Property with new 250-foot-tall mixed-use building totaling 400,000 square feet, including 389,000 square feet of residential development and 11,000 square feet of commercial retail. The area overlapping One Bethesda Center site plan will include demolition of existing buildings allowing the existing plaza space to be expanded on the east side while also providing a larger building envelope for the Metro Tower site. The Project includes 15% Moderately Priced Dwelling Units (MPDUs) and an allocation of density from the Bethesda Overlay Zone (BOZ) of up to 188,491 square feet. The final amount of density to be purchased from the BOZ, which will require a Park Impact Payment (PIP), will be determined at Site Plan where final density for the entire Project will be reviewed. Up to 58,350 square feet of MPDU density is exempt from PIP calculation.

¹ The hearing for the Site Plan was 9/13/1984 with the Opinion dated 10/4/1984 and mailing date of 10/9/1984.



Figure 4: Illustrative Plan



Figure 5: Proposed Sketch Plan (center of image)

Building

The building design works to maximize the buildable area of the site while addressing the Sector Plan Design Guidelines. The design emphasizes strong vertical elements and steps back as it rises to create an elegant composition on this small site. The project was presented to the Design Advisory Panel (DAP) on November 28, 2018 and was well received.

Open Space

The Applicant is providing 2,000 square feet of public open space consisting primarily of streetscape along the site frontages. Additionally, the Applicant will be making improvements to the immediately adjoining but off-site plaza that connects Hampden Lane to Elm Street at the western edge of the Property.

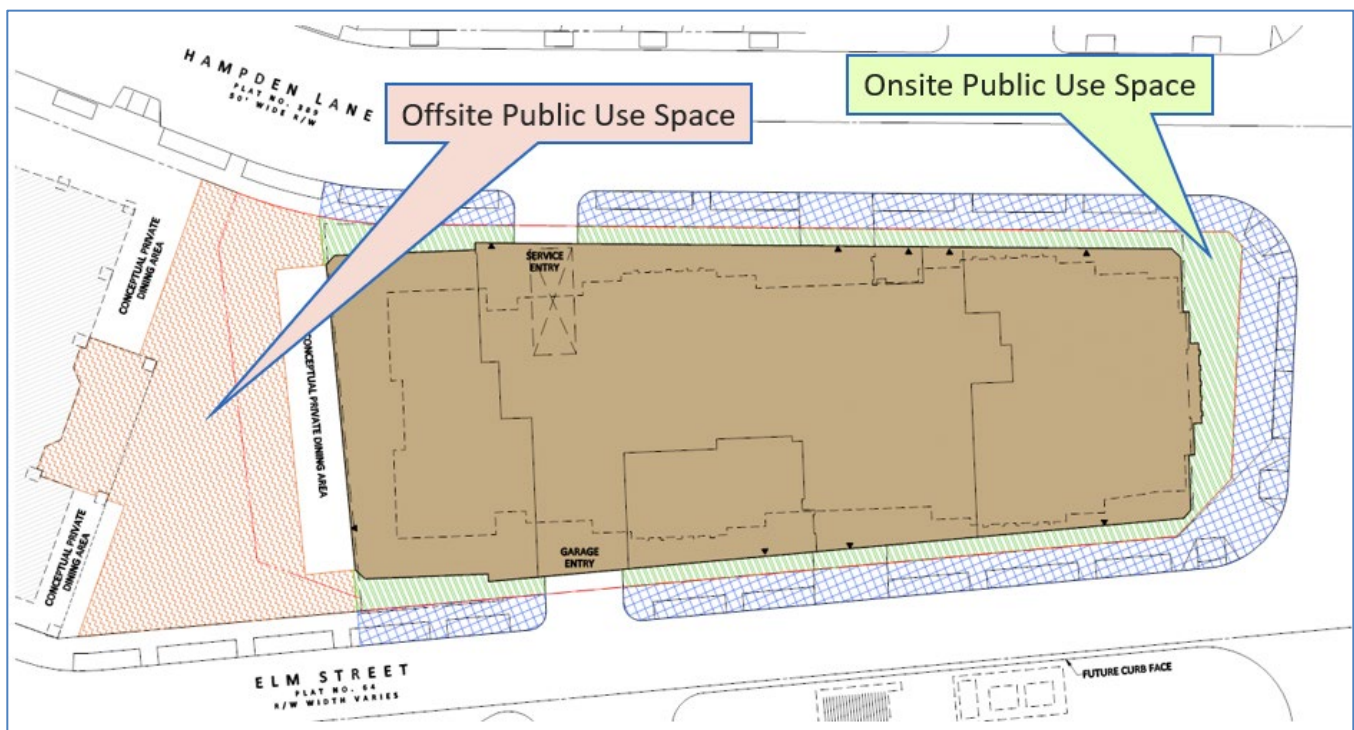


Figure 6: Public Use Space.



Figure 7: Illustrative of the Public Use Space plaza.

The upgraded Plaza will increase the size of the existing privately-owned, yet publicly accessible, open space area from approximately 4,672 square feet to approximately 9,183 square feet overall, with portions of the Plaza's edges potentially to be used for private café seating. To facilitate this expansion, existing public art in the current Plaza – including the clock tower feature – will be decommissioned per County guidelines.

Transportation

Access and Circulation

Pedestrian access to the Site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Site frontages, consistent with the Bethesda Streetscape Standards.

Vehicular access to the Property is proposed directly from both Hampden Lane and Elm Street in the following configuration: Loading activities will occur via a single loading bay on Hampden Lane and garage access will be provided on Elm Street opposite an existing garage entrance on the south side of the street. This access configuration is designed to limit heavy vehicles from the more pedestrian-oriented Elm Street and limit vehicular conflict points. As a result, the Project minimizes interruptions to the pedestrian realm and supports the pedestrian and transit-oriented nature of Downtown Bethesda.

Resident vehicle parking is proposed to be contained within a structured below-grade garage, with the final quantity of parking spaces and ingress/ egress into the parking structure determined at Site Plan based on the final number of residential dwelling units. In accordance with the Local Area Transportation Review Guidelines for ancillary retail, no parking will be provided for the non-residential uses on site. Pedestrian and bicycle access to the Property will be provided along both both Hampden Lane and Elm Street.

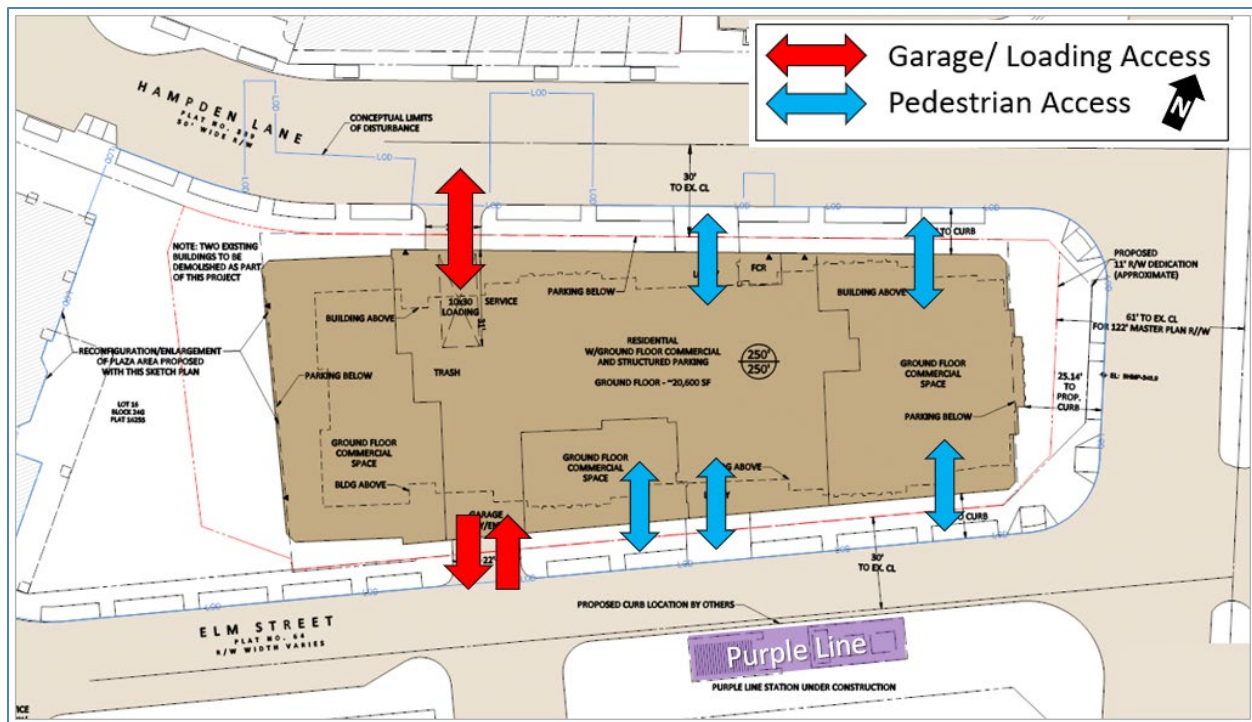


Figure 8: Vehicular & Pedestrian Circulation

Transit Connectivity

The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station, Metrobus, RideOn, the Bethesda Circulator and future Purple Line and BRT. The future Purple Line station and south entrance to the Bethesda Metrorail station are directly across Elm Street from the Subject Property.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The 2017 *Bethesda Downtown Sector Plan* recommends the following along property frontages:

1. Hampden Lane, along the northern site frontage, as a business district street with a minimum right-of-way width of 60 feet¹;
2. Wisconsin Avenue, along the eastern site frontage, as a major highway (M-6) with a minimum right-of-way width of 122 feet. Further coordination with the Maryland State Highway Administration and County Department of transportation will be necessary to ensure full accommodation of the MD 355 South Corridor Bus Rapid Transit.
3. Elm Street, along the southern site frontage, as a business district street with a minimum right-of-way width of 60 feet and bicycle lanes (BL-7).

Sector-Planned Transportation Demand Management

The Sector Plan encourages a Non-Auto Driver Mode Share (NADMS) of 55%, averaged between employees and residents of Downtown Bethesda. In order to meet this goal, Downtown Bethesda is organized into a Transportation Demand Management District (TMD) that strives to promote travel by means other than single occupancy vehicles. As a residential project of more than 100 dwelling units within the Bethesda TMD, the

¹ The Sector Plan contemplated a potential future abandonment of Hampden Lane, between East Lane and Wisconsin Avenue, for a development application that involved properties on both sides of the right-of-way and for the provision of a significant public benefit. Since the Project is smaller in scope than the potential development envisioned in the sector plan, no such right-of-way abandonment is being pursued through the Subject Application.

development is required to enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and Montgomery County Department of Transportation (MCDOT) to participate in the Bethesda TMD. Specific details of the TMAg will be determined during the Preliminary Plan review.

Adequate Public Facilities

The Project is estimated to generate a net increase of 43 morning peak-hour person trips and a net decrease of 65 evening peak-hour trips. Since the Project will generate fewer than 50 net new person trips, the Local Area Transportation Review will be satisfied with a transportation statement.

Environment

Forest Conservation

Under Chapter 22A of the County code, all properties seeking approval of a Sketch Plan after February 26, 2018, must obtain approval of a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) or received confirmation that the activity and property is exempt from submitting a forest conservation plan prior to the Planning Board acting on the Sketch Plan. The Applicant submitted an NRI/FSD (No. 420191160) on February 4, 2019. Staff approved the NRI/FSD on February 8, 2019.

The subject property is located in the Bethesda CBD and within the Willett Branch watershed which is a tributary to Little Falls Branch Stream, a Use I-P watershed. Aside from the watershed, the Site is not associated with any environmentally sensitive features such as forest areas, stream buffers, wetlands, 100-year floodplains, steep slopes or specimen trees. There are seven street trees along the site ranging in sizes and are generally under 18" diameter at breast height (DBH).

The project is not subject to a forest conservation plan at its current stage and the forest conservation plan submission and review will occur at the time of Preliminary Plan submission.

Stormwater Management (SWM)

A Stormwater Management Concept Plan is not required at the time of Sketch Plan. Submission of the concept to the Department of Permitting Services (DPS) and approval will be required at the time of Preliminary Plan. The ultimate SWM plan approval should also address the *Bethesda Downtown Sector Plan* recommendations regarding SWM.

Green Cover

The Sector Plan includes a number of recommendations to achieve the urban green goals. An important recommendation to this effect is the onsite 35% green coverage minimum. The green cover may include singularly or a combination of intensive green roof (6 inches or deeper) or tree canopy cover. Therefore, Staff has recommended a condition of approval to appropriately achieve the 35% minimum coverage within the ultimate net lot area. Additionally, the applicant should explore opportunities to maximize the green cover for the off-site plaza area to be renovated as part of this project.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the

proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the County code states: “To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The Sketch Plan must:”

1. *Meet the objectives, general requirements, and standards of this Chapter;*

The Sketch Plan meets the development standards of Section 59.4.5.4 of the County code, as shown in the following Data Table:

Table 1: Project Data Table			
Section 59.4	Development Standard	Permitted/ Mapped Density/ Required	Proposed
	Subject Property Tract Area (CR 5.0, C 5.0, R. 4.75, H250) Lot 14 Lot 16, Unit C-2 Consolidated Tract Area	n/a n/a	40,197 sf 10,195 sf <hr/> 50,392 sf
	Subject Property Prior Dedication Subject Property Proposed Dedication Subject Property Site Area	n/a n/a	22,218 sf (0.51 ac) 619 sf (0.01 ac) 27,555 sf (0.63 ac)
	Residential Density (GFA/ FAR) Lot 14 Lot 16, Unit C-2 <i>Mapped Density</i> <i>Built or Transferred Density</i> Available Density Residential Density Total	190,936 48,426 37,902 10,524 201,460	 200,509
	MPDUs, min. (percent/du) MPDU Density exempt from PIP (GFA)	15%	15% 58,350
	Commercial Density, max. (GFA/ FAR) (CR 5.0, C 5.0, R. 4.75, H250) Lot 14 Lot 16, Unit C-2 <i>Mapped Density</i> <i>Built or Transferred Density</i> Available Density Commercial Density Total	 200,985 50,975 40,451 10,524 211,509 sf (4.86)	 11,000 sf (0.25)
	Bethesda Overlay Zone Density	n/a	188,491 sf (4.33)
	Total Maximum Density (GFA/ FAR)	211,509 sf (4.86)	400,000 sf (9.18)
	Maximum Building Height (CR 5.0, C 5.0, R. 4.75, H250)	250 feet	250 feet
	Public Open Space, min.	5%	8.2%

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 Project substantially conforms to the recommendations for the Property included in the 2017 *Bethesda Downtown Sector Plan*. Specifically, this Sector Plan builds on the past successes of Downtown Bethesda to create a truly 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 Property is designated as Site 104 on page 101 of the 2017 Sector Plan. The Property is 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. Specifically, the Project addresses the following goals as outlined in the Overarching Goals and Wisconsin Avenue Corridor sections of the Sector Plan:

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

The Project 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 five-story and two-story commercial building into a mixed-use Project with up to 389,000 square feet of multi-family residential uses and up to 11,000 square feet of retail.

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

The Project will provide residential dwelling units across the street from the new Purple Line station and the new southern entrance to the Bethesda Metro station. The project provides

much needed affordable housing in the form of additional MPDUs. 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 Project 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 Project 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 commercial 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.

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

The Project will 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 with the minor exception of one component. The Design Guidelines on Page 75 under 2.4.7.A states "Retain a tower step-back across the majority of the building frontage. The building's full height may be expressed to the ground on important corners, to mark primary entryways, or to balance the massing composition with vertical elements." The Applicant has indicated that the building proposed with the Sketch Plan currently provides an emphasis on Wisconsin Avenue, which only bears a small proportion of the overall perimeter of the large site. However, because the site is so slender (especially at Wisconsin Avenue) and there is no true back side, compliance with the prescriptive tower setback requirement is difficult to achieve.

The Project went to the Design Advisory Panel (DAP) on November 28, 2018. The project concepts were well-received by the DAP who advised that the following recommendations be incorporated into the Staff Report:

- Close attention to the plaza design and grade change will be critical at Site Plan to achieve the 30 exceptional design points.
- Work with county staff to provide a mid-block crosswalk across Elm Street.

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

The Project will redevelop the existing single-use lot that contains a five-story structure and build a mixed-use building that will house high-density residential uses and allow for ground floor retail, all within proximity to the Metro and the Purple Line. The Project meets the objective of this finding.

- b) *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 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 Project will accommodate all modes of transit – pedestrian, bicycle, and vehicular – in proximity to the Metro, Purple Line, Capital Crescent trail and bus service by improving the streetscape along its three frontages. The Project does not propose any parking between the building and the street frontages.

- c) *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 Project 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.

- d) *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 proposed, the mixed-use project containing high density residential and retail provides the appropriate land use, as recommended in the Sector Plan.

- e) *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. Final determination of public benefit points will be determined at the time of Site Plan.

The 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 is requesting an allocation of up to 188,491 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. Up

to 58,350 square feet of MPDU density is exempt from PIP calculation. 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 Project substantially conforms to the recommendation of the 2017 *Bethesda Downtown Sector Plan*. The Project will provide a mixed-use building with ground floor commercial 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 enhance the safety and character of Wisconsin Avenue, Elm Street and Hampden 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 250' in height, the building will conform with the Sector Plan's recommendation for height and ultimately be compatible with the surrounding buildings which will be among the tallest in Bethesda. The proposed massing and tower step-back also conforms with the recommendations of the Bethesda Design Guidelines to ensure compatibility with existing buildings and public open space. Additionally, the Applicant will continue close coordination with the DAP.

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

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Vehicular access to the Property is directly from both Hampden Lane and Elm Street, with loading limited to the less-pedestrian Hampden Lane frontage and parking access aligned with the 7272 Wisconsin Avenue development across Elm Street to consolidate vehicular access to minimize potential vehicular conflicts. As a result, the Project minimizes interruptions to the pedestrian realm and supports the pedestrian and transit-oriented nature of Downtown Bethesda.

Pedestrian and bicycle access to the Site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Site frontages, consistent with the Bethesda Streetscape Standards.

Resident vehicle parking will be contained within a structured below-grade garage, with the final quantity of parking spaces and ingress/ egress into the parking structure determined at Site Plan based on the final number of residential dwelling units. In accordance with the Local Area Transportation Review Guidelines for ancillary retail, no parking will be provided for the non-residential uses on site.

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 the proposed development, the Zoning Ordinance requires at least 100 points in four categories. 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
59.4.7.3C: Connectivity and Mobility		
Minimum Parking¹	20	19
Through Block Connections	20	15
59.4.7.3D: Diversity of Uses and Activities		
Small Business Opportunities	20	10
59.4.7.3E: Quality of Building and Site Design		
Exceptional Design¹	30	30
Structured Parking	20	20
Tower Step-Back	20	5
59.4.7.3F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLT)	30	4
Energy conservation and generation¹	25	15
TOTAL		118

¹Denotes Sector Plan priority

Connectivity and Mobility

Minimum Parking: The Applicant requests 19 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. Staff supports the category at this time.

Through Block Connection: The Applicant requests 15 points for providing a through block connection. Points for this incentive are based on design criteria such as open-air access, width, connections to transit, parks, or public buildings, retail access, and wall glazing adjacent to the connection. Final determination based on these criteria will be made at Site Plan. Staff 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. The project as currently proposed includes 11,000 square feet of retail space which consists of three ground floor retail bays of approximately 4,726 square feet, 4,445 square feet and 1,745 square feet. Staff supports the category at this time.

Quality of Building and Site Design

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

Metro Tower's design has been directly formulated in response to two primary factors: location and geometry. With respect to location, the Applicant anticipates that Metro Tower will stand at what will become a future "main and main" pedestrian corner of the Bethesda CBD. The intersection of Wisconsin Avenue and Elm Street will be substantially active, with entrances to the Bethesda Metro Station and the Purple Line Station being constructed immediately to the south on the Apex Building redevelopment site, as well as a new civic plaza and new towers that will be among the tallest buildings in Bethesda. With respect to geometry, Metro Tower will be located on a long and narrow block that is bounded by three streets (i.e., Wisconsin, Elm, and Hampden) and the existing Plaza. As a result, Metro Tower will effectively have four fronts and no rear. These characteristics – location and geometry – provide an opportunity for significant visibility to residents, employees, and visitors from multiple vantage points in the CBD.

In response to these characteristics, the Applicant has designed an Art Deco-inspired building that will sit prominently on Wisconsin Avenue to provide a strong marker for this prominent pedestrian corner, completing the north side of the new transit plaza at the Apex Building redevelopment site and making major contributions to Downtown Bethesda place-making. Significantly, the Metro Tower development will refresh and enlarge the existing plaza to the west of the Properties to provide an important enhanced passage and experience for pedestrians headed to the transit stations and other local destinations. The expanded and revitalized plaza is envisioned as an area where a wide range of activities can occur for all to enjoy. With prominent retail space also provided at the street level, the Applicant anticipates that Metro Tower will become a center of pedestrian activity and an integral part of Downtown Bethesda's urban fabric.

Metro Tower will utilize traditional architecture that will be both enduring and consistent with the massing guidelines of the Sector Plan. As shown in the materials submitted with this Sketch Plan application, the Applicant's architects have preliminarily designed the building to include elements that recall both the recent and the more historic architecture in and around Bethesda, referencing such precedents as Bethesda Naval Hospital, the Watkins Johnson Auto Service, the Robert Llewellyn Wright House, the Bethesda Theatre, and Bethesda Row.

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

Tower Step-Back: The Applicant requests 5 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. Staff supports the category at this time.

Protection and Enhancement of the Natural Environment

BLTs: The Applicant requests 4 points for the purchase of 0.8924 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. Staff 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. Staff 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.*

Although the project is proposed to be constructed in a single phase, the Applicant is will be seeking to demolish the existing buildings prior the reopening of the Elm Street frontage which is currently closed for construction of the confronting 7272 Wisconsin Avenue project (Apex Building)/Purple Line station.

SECTION 5: COMMUNITY OUTREACH AND ISSUES

Applicant Outreach

The Applicant held the required pre-submission meeting for Metro Tower at the Chevy Chase Trust Building located at 7501 Wisconsin Avenue on Wednesday, November 14, 2018, and has complied with all submittal and noticing requirements.

Correspondence

Staff has received one letter of correspondence as of the writing of this staff report from the Town of Chevy Chase (Attachment C). The letter expresses concerns that the lighting design illustrated in the application materials will not be compatible with the Dark Skies standards applied in the Design Guidelines. The Applicant has indicated that the intense up lighting in the image was an artistic embellishment and does not represent the ultimately proposed conditions. Additionally, the submitted sketch plan include notes indicating "...Building lighting will be full cut-off, any up lighting of building elements will be shielded." Furthermore, Staff has recommended standard conditions of approval which address the lighting concerns. Therefore, as conditioned the project fully addresses the community concerns received to date.

CONCLUSION

As conditioned the Sketch Plan application satisfies the findings under Section 59.4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the 2017 *Bethesda Downtown Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Prior Resolution (Opinion)
- B. Agency Letters
- C. Community Letter



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 George Avenue • Silver Spring, Maryland 20910 3760

October 4, 1984

A 4 a

MONTGOMERY COUNTY PLANNING BOARD

Opinion

Site Plan Review No. 8-84006
American Center Building
(Formerly Community Motors Center)

Action: Approval with Conditions (Motion by Comm. Krahnke, Seconded by
Comm. Heilmann, with a vote of 4-0, Comm. Keeney Abstaining)

On June 15, 1984, Paul B. Abrams submitted an application for the approval of a site plan for property in the CBD-2 Zone. The application was designated Site Plan Review No. 8-84006.

On September 13, 1984, Site Plan Review No. 8-84006 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Planning Board heard testimony and received other evidence from the staff and the applicant. Except as modified below, the Planning Board adopts the Staff Report (attached hereto and made a part hereof). Based on the evidence and testimony before it, the Planning Board approves Site Plan No. 8-84006, subject to the following conditions:

1. Site Plan Enforcement Agreement and Development Program

The applicant will provide a Site Plan Enforcement Agreement and Development Program prior to approval of the building permit. The water feature and its operation will be included in the Enforcement Agreement.

2. Public Art Schedule

- a. A work schedule for public art program shall become an integral part of the Site Plan Enforcement Agreement and Development Program, for staff review prior to approval of the building permit.
- b. The applicant shall submit for staff review and approval the final design and construction documentation for the artwork no later than eight (8) months after site plan approval. The applicant will continue work with the artist and staff to enrich the brick panels.
- c. Final artwork components of the project will be submitted to staff for conformance to the site plan prior to issuance of the occupancy permit.

EXHIBIT "D"

3. Street Trees

The applicant shall provide street trees of a type, spacing, and size to be consistent with the adopted Streetscape Plan; the details of which shall be approved prior to issuance of the building permit.

4. Parking

The applicant shall designate a reserved area within the parking structure for residential parking spaces. Final determination of parking calculation and spaces to meet zoning ordinance requirements shall be made prior to issuance of the building permit.

5. Underground Utilities

Staff recommends that as a requirement for approval under the optional method of development the following conditions be applied:

- (a) Applicant Utility Services - All utility connections requested to serve the proposed new development will be required to be made underground.
- (b) Adjacent Property Utility Services - (i) If loading utilities underground for proposed development requires modifications to utility services for adjacent properties, those modifications must be provided by the owner requesting service for the proposed new development. (ii) If off-site improvements are to be provided in the front, side, or rear "yards" of adjacent properties, or in public right-of-way, the utilities must be provided underground by the party requesting service for the new development; contingent upon the approval for any and all modifications to front, side, or rear yards by the adjacent owner.
- (c) Utility Service Transition From Underground to Overhead - Transition of service from underground to overhead must be provided by the party requesting modifications as required to maintain service.
- (d) Detailed Review - Detailed requirements for underground utilities must be approved by staff. The applicant will relocate all existing above ground utilities and construct all new underground utilities on-site, off-site, and within the public right-of-way of Woodmont Avenue, Hampden Lane, and Elm Street where the streetscape improvements are provided. These underground utilities will be completed in accordance with applicable requirements of PEPCO, C & P Telephone, MCDOT, State Highway Administration, Washington Gas, WSSC, Cable TV and any other applicable agencies.

All utilities which serve the proposed American Center Building must be located underground. Any utility connections to exist in buildings to remain

after the project is completed will also be located underground. Transition from underground to overhead service will be provided by the applicant as required by MCDOT and M-NCPPC staff. If transfer to overhead is required, the work must include necessary paving and patching of existing streets and sidewalk to meet the standards as established by MCDOT and M-NCPPC and in accordance with the Bethesda Streetscape Plan.

- (e) The applicant shall provide utility transition and accommodations with the County and Bethesda Streetscape CIP with the requirements which may be determined by M-NCPPC and MCDOT staff.

6. Vehicular Trips

The project shall generate no more than 179 new vehicular trips and shall not exceed an FAR of 4.0.

7. Covenant

The applicant will enter into a covenant with the County to cover maintenance and liability for non-standard streetscaping improvements within the County and State right-of-way.

8. Lighting

(a) Bethesda Lantern

The applicant will provide, install, and maintain all Bethesda Lanterns in accordance with the requirements of MCDOT. The final location must be provided for staff review prior to issuance of the building permit. Power for the lighting will be provided by Montgomery County.

(b) High Intersection Lighting

MCDOT has agreed to provide, install, and maintain the high intersection lighting. The applicant will install the electrical conduit and coordinate final location in construction phasing with MCDOT prior to start of construction.

(c) Traffic and Crosswalk Signals

MCDOT will provide, install, and maintain the traffic and crosswalk signals. The final location in construction phasing of the traffic and crosswalk signals will be coordinated with MCDOT prior to start of construction.

- (d) The applicant shall provide complete documentation to fully describe the design and details for the lighting of all amenity areas and parking areas of the

project. These details shall include design sections and specifications of all lighting fixtures. The documentation will include sufficient concept drawings of the night-time conditions to fully indicate the concept of lighting for the amenity areas.

- (c) The applicant will provide lighting along the public right-of-way along Hampden Lane, Woodmont Avenue, and Elm Street where the streetscape improvements are provided, in conformance with the Bethesda Streetscape Plan for the Core District in coordination with the staff of MCDOT and M-NCPPC.

9. Streetscape Elements

The location of benches, trash enclosures, details and specification of all streetscape elements will be designed in accordance with the Bethesda Streetscape as adopted by the Planning Board. Final review and approval will be completed prior to issuance of the building permit.

10. Crosswalks

Provide crosswalks, as approved by MCDOT, in accordance with Staff Report dated June 22, 1983. Treatment and equipment to be consistent with the adopted Bethesda Streetscape Plan and the method, design details and final locations to be approved prior to issuance of the building permit.

11. Management Organization

The applicant shall draft and provide (for Planning Board approval) agreements for the formation of a management organization. These agreements shall describe the two part structure of the organization: Part 1 - responsibilities of this applicant; Part 2 - the applicant's component responsibilities. The management organization to be composed of representatives of all approved Bethesda project plans. Agreements to bring the organization into reality are to be required prior to issuance of an occupancy permit for the subject application and the realization of such agreements are to be made a condition of approval of this plan.

The applicant shall enter into agreements to participate in such Management Organization as may be adopted as a requirement by the Montgomery County Planning Board as part of the Streetscape Program prior to approval of the occupancy permit. Until the Management Organization is established, the applicant shall be responsible for the maintenance and security of the public amenity areas constructed by the applicant from the applicant's property and within public rights-of-way and for the maintenance of public amenity areas constructed by the applicant on other applicant-held property should such construction be implemented.

12. Off-Site Amenities

In the event the applicant is unable to obtain written agreements from abutting property owners allowing construction of off-site improvements as shown on the Site Plan, a similar area of improvements must be provided within the Bethesda CBD. Instead of the off-site improvements along East Lane required by the Project Plan, an equal area of off-site improvements, to be approved by staff, will be provided in another area of the CBD.

13. Staging

Construction of Community Motors Center must have begun within the zoning ordinance time period requirements or the project plan and site plan shall be considered void unless the Planning Board extends the time period in accordance with zoning regulations and the Amendment to the Bethesda CBD Sector Plan recommendations. The residential units must be substantially complete prior to issuance of the occupancy permit for office and retail space. The Site Plan inspector shall determine the adequacy of the completion of residential units upon inspection of the property.

14. Brick Paving

Provide district paving along the improved area of Hampden Lane. The applicant will submit for staff approval final drawings prior to the approval of the building permit.

15. Landscaping of Terraces

Provide some additional landscaping on several of the terraces for staff review prior to approval of the building permit.

Relying on the Staff Report and testimony as supplemented by the applicant's evidence and testimony, the Planning Board finds:

1. The Site Plan is consistent with Project Plan No. 9-83003.

The Planning Board bases this finding on the plan as submitted and on the Staff Report, pages 7-14 and Staff Testimony.

- A. The Site Plan as submitted maintains the total number of trips generated by the development and remains below the allowable FAR. The Project Plan required the removal of 17 existing trips. The information available to staff for the Project Plan review was based on aerial photos and field-measured square footage for existing structures in 1980. The applicant has submitted as part of the Site Plan a scaled survey of existing structures which more accurately shows the area of the various uses. While the staff calculated the removal of 17 existing trips (for the Project Plan), the more accurate data justifies the removal of 30 trips.

The total trips generation from the new project is calculated at 209 trips. When 30 existing trips are subtracted, a net of 179 trips remain. The total number of new trips approved does not exceed the 179 trips approved at Project Plan. As a result of this increase of existing trips to be removed, the applicant has slightly increased the size of the development without exceeding the allowable FAR or total trips. The Planning Board finds that the floor area and total number of trips shown is consistent with the approved Project Plan.

- B. As a result of a change in the property line along East Lane, the applicant for the Franklin B. Salisbury Building was required to make the off-site improvements originally required of this applicant as part of the approved Project Plan. Condition #12 insures that the applicant will make off-site improvements equal in area to that required in the Project Plan.

- 2. The Site Plan conforms to the requirements of the CBD-2 Zone.

The Planning Board bases this finding on the plan as submitted and on the Staff Report, page 16.

- 3. The location of the buildings and structures, the open spaces, the landscaping and the pedestrian and vehicular circulation systems are adequate, safe, and efficient.

- A. The location of the buildings has been modified to meet the conditions of the Project Plan. The major portion of the building mass is located in the center of the block between Woodmont Avenue and Wisconsin Avenue, adjacent to the major amenity area of the Franklin C. Salisbury Building.

- B. The Site Plan includes two major open space areas, a three-block connection and public open space located between Hampden Lane and Elm Street, and a second open space feature provides setbacks from future Woodmont Avenue. The mass of the southeast elevation of the building has been reduced to provide additional sunlight into the public open space areas.

The Planning Board notes that the water feature is an important element in the plaza and should remain functioning as much of the year as possible. Condition #1 ensures that the maintenance of the water feature will be addressed in the Site Plan Enforcement Agreement.

- C. The landscaping for the site is adequate. As required by the Project Plan, the applicant has increased the landscaping within the plaza area. In addition, Condition #13 requires landscaping to be added to some of the terraced areas.

- D. The off-site amenity package will link and extend the pedestrian pathways along Hampden Lane, future Woodmont Avenue, and Elm Street to the Metro Station, the commercial area and the adjacent residential areas.

4. Each structure and use is compatible with other uses, other site plans, and with existing and proposed development.

The west face of the building is set back approximately 40 feet from the future curb of Woodmont Avenue. The landscaping along this section of Woodmont Avenue will provide a "parkway" character. The "parkway" character and the use of two-story, one-family attached units along this frontage reduces the impact of the mass and bulk of the building on the adjacent residential areas.

The eastern edge of the building includes low scale retail uses adjacent to existing retail uses within the CBD. This low scale retail use forms an appropriate transition within the CBD.

The entrance to the three-block connection and retail uses forms the southern boundary of the development. These uses are compatible with existing retail uses located along Elm Street adjacent to the proposed development.

The use of stepped building forms and one-family attached units along Woodmont Avenue and Hampden Lane provide compatibility with the adjacent residential neighborhood. To insure compatibility, the Board requires the applicant to provide some landscaping along some of the terraces. This landscaping will soften the impact of the building on adjacent properties and will enhance its visual impact along Elm Street and Hampden Lane.

To insure compatibility with other projects in the Bethesda CBD-2 Zone, Condition #14 requires the applicant to utilize materials in the approved Bethesda Streetscape Plan along the improved area of Hampden Lane.

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PAID COMPANY!
COMMUNITY MOTORS CENTER, 49-53055

[illegible]



DEPARTMENT OF TRANSPORTATION

Mark Elrich
County Executive

Al R. Roshdieh
Director

February 19, 2019

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

RE: Sketch Plan No. 320190050
Metro Tower

Dear Mr. Fuster:

We have completed our review of the revised sketch plan uploaded to eplans on January 28, 2019. A previous plan was reviewed by the Development Review Committee at its meeting on January 8, 2019. 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. We defer to MSHA for improvements to Wisconsin Avenue (MD 355).
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. ***At the preliminary plan stage:***
 - A. 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.)

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

on the preliminary plan.

- B. Submit storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
- C. Public Roads: Street frontage improvements along Elm Street and Hampden Lane to be determined at preliminary plan stage.
 - i. Elm Street – Provide a proposed cross section for Elm Street. Elm Street is classified as a business district street with 60 feet of right-of-way. The Bethesda Downtown Plan Design Guidelines lists the street as a "Neighborhood Main Street."
 - ii. Hampden Lane – Provide a proposed section for Hampden Lane. Hampden Lane is classified as a business district street with 60 feet of right-of-way. The Bethesda Downtown Plan Design Guidelines lists the street as a "Neighborhood Local Street."
- D. Maintain a minimum 5-foot continuous open pathway (no grates) along all public streets.
- E. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
- F. Submit a Planning Board waiver request for a reduced truncation at the intersections.
- G. Submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
- H. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
- I. Submit a Traffic Impact Study if required, by the Planning Department.
- J. Submit a Traffic Impact Study if required by the Planning Department.
- K. Coordinate with Mr. Corey Pitts of our Division of Transportation Engineering regarding any impacts your project may have on the Bus Rapid Transit system. Mr. Pitts can be contacted at 240-777-7217 or corey.pitts@montgomerycountymd.gov.
- L. Coordinate with Mr. Wayne Miller of our Division of Transit Services for any necessary improvements to the RideOn bus stop along the Wisconsin Avenue street frontage. Mr.

Miller may be contacted at 240-777-5800 or wayne.miller2@montgomerycountymd.gov.

4. Coordinate with Ms. Beth Dennard (beth.dennard@montgomerycountymd.gov or 240-777-8384) of MCDOT – Commuter Services Section regarding the following TDM comments:

A. Traffic Mitigation Agreement: With the preliminary plan application, submit a draft Traffic Mitigation Agreement (TMAg) to MCDOT based on the most recent template for residential development with mixed use. Prior to the issuance of any building permits by MCDPS, the Applicant will need to work with this Department and MNCPPC to finalize the draft TMAg. Coordinate with Ms. Sandra Brecher, Chief, Commuter Services Section. Ms. Brecher may be contacted at 240-777-8383. The TMAg will include but not be limited to the following:

- i. Bicycle Facilities: Provide bike racks in weather-protected, highly visible/active locations. Consider providing secure bicycle storage for planned bike parking area for resident use (e.g., bike cage). Include a small bicycle repair station for resident use.
- ii. Display and Real Time Transit Information: See comment below.
- iii. Electric Car Charging: See comments below.
- iv. Bikeshare: See comments below.

B. Parking:

- i. Minimize Parking: CSS supports the Applicant's proposal to provide fewer than the minimum number of on-site parking spaces required by the Zoning Ordinance (195 spaces, or 0.50 parking spaces per dwelling unit). This will help encourage use of non-auto modes of transportation. CSS recommends that this be carried through to the final determination of the number of spaces at Site Plan.
- ii. Electric Vehicle Charging: Provide two electric car charging stations, or the number required by law, whichever is greater, on site.

C. Pedestrian/Bike:

- i. Bike Facilities: Provide bike racks in weather-protected, highly visible and active locations. Consider providing secure bicycle storage in the parking facility for resident's use (e.g., bike cage). Include a small bicycle repair station.

D. Bikeshare and/or Other Mobility Devices:

- i. Given the Project's location in Bethesda, one of the most robust bikeshare service areas in the County, the Applicant will be required to support the usage of this and similar types of mobility devices. Provide space in the Project that would accommodate a 15-dock bikeshare station (43' x 7'). Applicant must provide conduit to the space in the event solar access is insufficient for

bikeshare. The location of the space will be coordinated between the Applicant and MCDOT, based upon the requirements of the bikesharing system and in a highly-visible, convenient and well-lit location on the Project. The Applicant must pay the capital cost of preparing the space. Payments must be made to the County or its designee.

- ii. The County maintains full discretion to install, operate, move, relocate or discontinue service of a bikeshare station based on review and analysis of usage, performance, or budget. If a bikeshare station is not provided by the County, Applicant will install racks or other suitable facilities and equipment for the orderly storage of mobility devices in the space. Applicant must allow MCDOT or its contractors access to the Project to install, service and maintain the bikeshare station or other facilities and equipment. An easement agreement will be required.
- iii. The Applicant will be required to assist MCDOT in the promotion of bikeshare among employees and visitors at the Project, in order to accomplish the objectives of the TMD.

E. Display and Communication of TDM Information:

- i. Incorporate space in the residential lobby for a standing display for brochures, schedules, etc.
- ii. Provide a monitor in the residential lobby that displays Real Time Transit Information and other transportation-related information. The monitor can be the same one used for building-related communications. This will enable outreach to building residents, employees, visitors, etc.
- iii. Provide concierge service or reception area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.

F. Design Guidelines:

- i. Design building frontages/lobbies to provide two-way visibility for shuttles and transit vehicles, as well as taxis, etc.
- ii. If port-cocheres (covered entryways) are used, ensure height is adequate to accommodate shared-ride and paratransit vehicles.

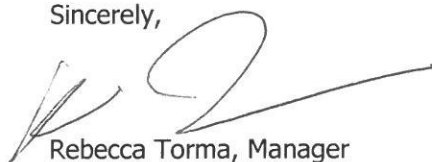
5. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat. The permit may include, but not necessarily be limited to the following improvements:

- 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 William Whelan, our Development Review Area Engineer for this project, at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,



Rebecca Torma, Manager

Development Review

Office of Transportation Policy

Sharepoint/transportation/director's office/development review/whelanw/developments/bethesda/320190050 metro tower.docx

cc: Mary Beth Avedesian

Ian Duke

VIKA, Inc.

Chris Ruhlen

Lerch, Early & Brewer, Chtd.

Plan letters notebook

cc-e: Kwesi Woodroffe

MSHA District 3

Sandra Brecher

MCDOT CSS

Beth Dennard

MCDOT CSS

Corey Pitts

MCDOT DTE

Wayne Miller

MCDOT DTS

Sam Farhadi

MCDPS RWPR

Marie LaBaw

MCFRS

Vince Subramaniam

MCDOT DTEO

William Whelan

MCDOT OTP



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

February 22, 2019

Mr. Marco Fuster
Area 1 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Metro Tower
Sketch Plan No. 320190050

Dear Mr. Fuster:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval, with the following comments:

1. DHCA objects to the words "on-site" in proposed Condition #7 of the draft staff report because this language subverts DHCA's authority to approve an Alternative Payment Agreement or an Alternative Location Agreement. (No such agreement is contemplated at this time.) DHCA recommends that the words "on-site" be struck from the condition.
2. The bedroom calculations for the MPDUs and the market rate units on Sheet SK-701 are incorrect and are not necessary at the sketch plan stage. Please remove the MPDU/market rate unit mix information from the MPDU and and Parking Tabulation tables.

Sincerely,

Lisa S. Schwartz
Acting Manager, Affordable Housing Section

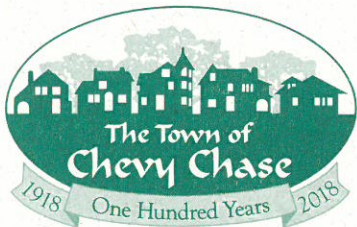
cc: Ian Duke, VIKA Maryland, LLC

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Division of Housing

Affordable Housing Common Ownership Communities Landlord-Tenant Affairs Multifamily Housing

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • www.montgomerycountymd.gov/dhca



Barney Rush, *Mayor*
Cecily Baskir, *Vice Mayor*
Kirk Renaud, *Secretary*
Joel Rubin, *Treasurer*
Wicca Davidson, *Community Liaison*

January 15, 2019

Gwen Wright
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Bethesda CBD – Building Illumination

Dear Gwen,

We have reviewed sketch plan renderings for 7316 Wisconsin Avenue, a proposed 250' tall multi-family residential tower at the intersection of Wisconsin Avenue and Elm Street in downtown Bethesda. As noted by the applicant in the DAP Submission Form, the building will have "significant visibility from multiple vantage points."

Because this building and other tall building in the Bethesda CBD are visible from so many parts of our community -- just one block from our Town border -- we have concerns about how the top portions of these buildings will be illuminated. Specifically, we note that the proposed project at 7316 would have illuminated top floors and two "search light" type beams of light shooting up into the sky.

We call your attention to the Bethesda Downtown Plan Design Guidelines (July 2017) Section 2.4.11 (D) Lighting Treatments and ask that these guidelines be strictly applied to all buildings in the CBD. Further, we ask that all buildings comply with the International Dark-Sky Association (IDA) lighting design guidelines.

Bethesda will have a large number of new buildings with heights greatly in excess of any previously developed in this area. We urge the Planning Department to minimize the impact of nighttime building illumination on nearby residential communities.

Thank you for your consideration of these concerns.

Sincerely,

Barney Rush
Mayor