



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

MCPB No. 19-108  
Sketch Plan No. 320190100  
8015 Old Georgetown Rd  
Date of Hearing: September 5, 2019

SEP 16 2019

**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 May 23, 2019, JLB Realty, LLC (“Applicant”) filed an application for approval of a sketch plan for construction of up to 320,000 square feet of multi-family residential development on 2.5 acres of CR 2.5 C 0.75 R 1.75 H-120 zoned-land, located on the north quadrant of the intersection of Old Georgetown Road and Glenbrook Road in Downtown Bethesda (“Subject Property”) in the Bethesda CBD Policy Area and 2017 *Bethesda Downtown Sector Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320190100, 8015 Old Georgetown Road (“Sketch Plan” or “Application”); and

WHEREAS, following review and analysis of the Application by Planning Board staff (“Staff”) and other governmental agencies, Staff issued a memorandum to the Planning Board, dated August 23, 2019, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on September 5, 2019, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320190100, 8015 Old Georgetown Road, for construction of up to

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Approved as to  
Legal Sufficiency:

320,000 square feet of multi-family residential development on the Subject Property, subject to the following binding elements and conditions:<sup>1</sup>

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 320,000 total square feet of residential development. The maximum number of dwelling units and use mix will be determined at Preliminary Plan. The maximum density includes an allocation of up to 128,036 square feet of density from the Bethesda Overlay Zone (BOZ) density. The final square footage and BOZ allocation will be determined at Site Plan.

2. Height

The development is limited to a maximum height of 90 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. and this Sketch Plan is amended. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. 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 enhanced accessibility for the disabled;

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<sup>1</sup> 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.

- c. Quality of Building and Site Design, achieved through architectural elevations, exceptional design, and structured parking; and
- d. Protection and Enhancement of the Natural Environment, achieved through building lot terminations and a cool roof design.

4. Building & Site Design

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

- a. Demonstrate the proposed building has addressed comments from the Design Advisory Panel as specified in their May 22, 2019, meeting minutes;
- b. Address blank wall conditions along the Old Georgetown Road and Glenbrook Road frontages to provide appropriate visual interest;
- c. Provide further definition of the building's base, middle, and top along both Old Georgetown Road and Glenbrook Road as recommended in the *Bethesda Downtown Plan Design Guidelines*;
- d. Submit design alternatives for the building's southeast corner that extends the corner façade towards the property line to create a stronger presence and relation to the office building across from Glenbrook Road;
- e. Provide design alternatives for the rear of the building to improve compatibility with the adjacent residential neighborhood. Design alternatives must include a townhouse style base or other architectural methods that reduce the perceived height and bulk of the building.

5. Park Impact Payment (PIP)

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

6. Streetscape

The Applicant must install the Bethesda Streetscape Standard along the Site Frontage, including the undergrounding of utilities.

7. Building Lot Terminations (BLTs)

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

8. Moderately Priced Dwelling Units (MPDUs)

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

9. MCDOT letter

The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated July 25, 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.

10. Future Coordination for Preliminary and Site Plan

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

- a. Fire and Rescue access and facility details;
- b. Streetscape details;
- c. Necessary public right-of-way dedication;
- d. Prior to certification of an amended Preliminary Plan, submit a letter of withdrawal for Development Plan G-864;
- e. Demonstrate how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- f. Demonstrate the proposed through-block connection will maintain a minimum width of fifteen feet and be designed to meet the following performance standards:
  1. Allow for successful mature tree canopy and anticipated tree mitigation plantings with preference given to locations at grade rather than on structure; and
  2. Maintain a clear path of travel as recommended within the Bethesda Downtown Sector Plan; and
  3. Designed to meet Crime Prevention Through Environmental Design (CPTED) standards with specific consideration given to providing entrances to the site for activation and chamfering the corners of the structure to eliminate 90-degree bends and improve sight distance;
- g. Prepare a draft Traffic Mitigation Agreement to participate in the Bethesda Transportation Demand Management District;
- h. Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
- i. SWM concept approval which also addresses the *Bethesda Downtown Sector Plan* recommendations regarding SWM;
- j. At the time of Site Plan, the Applicant must show a minimum of 35% of site area comprised of intensive green roof, onsite canopy plantings, and onsite energy generation components, with preference to maximize green cover to meet the intent of the Sector Plan and the associated Bethesda Design Guidelines;
- k. Address Bird-Safe Design per the *Bethesda Downtown Sector Plan* Design Guidelines;
- l. Provide a noise analysis at time of Preliminary Plan, or a waiver per Section 2.2.2 of the 1983 Noise Guidelines.

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

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

a. Development Standards

The Subject Property includes approximately 2.5 acres zoned CR 2.5 C 0.75 R 1.75 H-120. The data table below demonstrates the Application's conformance to the applicable development standards of the zone.

*Table 1: Sketch Plan Data Table*

Sketch Plan Data Table			
Section 59.4	Development Standard	Permitted/ Required	Proposed
	<b>Tract Area per Zone</b> CR 2.5 C-0.75 R-1.75 H-120	n/a	109,694 sf (2.52 ac)
	Prior Dedication	n/a	22,562 sf (0.52 ac)
	Proposed Dedication	n/a	7,330 sf (0.17 ac)
	<b>Site Area sf (acres)</b>	n/a	<b>79,802 sf (1.83 ac)</b>
	Residential Density sf (FAR)	191,964 sf (1.75)	191,964 sf (1.75) <sup>1</sup>
	Commercial Density sf (FAR)	82,270 sf (0.75)	0 sf
	Bethesda Overlay Zone Density	n/a	128,036 sf (1.17)
	<b>Total sf (FAR)</b>		<b>320,000 sf (2.92)</b>
	<b>Building Height</b> CR 2.5 C-0.75 R-1.75 H-120	110 feet	90 feet
	<b>Public Open Space (min)</b>	10%	10% (sf)
	<b>Minimum Setbacks</b>	0	0
	<b>Green Cover</b>	35%	35% <sup>2</sup>

<sup>1</sup> 191,964 sf of mapped density with the remaining density to be purchased from the BOZ.

<sup>2</sup> The *Bethesda Downtown Sector Plan* allows developments that provide renewable energy infrastructure to provide less than 35% green cover. The Applicant is proposing to provide 21% of green cover through green roof, canopy cover, and the remaining 14% through solar panel installation.

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 located in the Battery Lane District, designated as site 17 on page 130 of the Sector Plan, which recommends rezoning to the CR zone to promote infill redevelopment with high density residential. This District consists of a range of housing types including garden style apartments along Battery Lane as well as single unit homes and low- to high-rise buildings. Battery Lane Park and the North Bethesda Trail are located in the center of the District and are heavily utilized, however wider buffered sidewalks and connections through long blocks are needed to make this neighborhood a truly walkable area. Specifically, the Project addresses the following applicable goals as outlined in the Sector Plan:

- *Promote enhanced redevelopment opportunities to foster a quality mix of housing options.*

The Project proposes to replace a church and three single-family dwellings with a multi-family residential building which will increase housing options and density as envisioned in the Sector Plan.

- *Improve pedestrian and bike connectivity through the district and along the park.*

The Project will provide a through block connection through the rear of the site as recommended in the Sector Plan. This connection will allow a linkage from Glenbrook Road to Rugby Ave and the Bethesda Chevy Chase Rescue Squad, which will further connect to Battery Lane when that site redevelops in the future.

- *On private property, provide a minimum of 35 percent green cover, which may include singularly or a combination of intensive green roof and tree canopy.*

The green cover exhibit submitted by the Applicant shows a net lot area of 79,802 sf and a resulting green coverage requirement of at least 27,901 square feet (35% of site area). The Applicant proposes only approximately 16,931 sf be achieved through intensive green roof and bioretention planting. Given the bearing limitations of the wood construction system proposed by the Applicant, they are requesting to provide the remaining 11,000 sf of Green Cover by rooftop solar panels.

Section 2.4.1 (B) of the *Bethesda Downtown Sector Plan* recommends the following regarding urban green cover:

On private property, provide a minimum of 35 percent green cover, which may include singularly or a combination of the following: intensive green roof (6 inches or deeper) on 35 percent of rooftop, tree canopy on 35 percent of landscape, [or] a combination of tree canopy and intensive green roof for a total green cover of 35 percent or greater\*.

*\*If onsite energy generation requires the use of either the roof or open space, accommodations for these features may alter the 35 percent minimum green cover requirement.*

The Sector Plan's Urban Ecosystem goals are intended to support biodiversity and local wildlife while providing improved air quality and carbon sequestration. While the use of solar panels supports the Sector Plan's Renewable Energy generation goals, solar panels do not serve as

a direct replacement of green cover in achieving all the Urban Green Goals outlined.

Neighboring jurisdictions, such as the District of Columbia, acknowledge the limited green benefits of solar panels in their Green Cover/Green Area requirements. This precedent calculation, which is inspired by similar programs in cities such as Berlin, Germany; Malmö, Sweden; and Seattle, Washington, also weighs the contribution of landscape elements toward providing benefits such as climate adaptation, air quality improvement, stormwater mitigation, and habitat creation. When placed on this scale, landscape elements such as intensive green roof and landscape areas with deep soil profiles are given highest priority with multipliers of 0.8 and 0.6, respectively; energy generation (calculated in area) is weighed with a multiplier of 0.5. The Green Area Ratio is described as a zoning regulation that promotes “greater livability, ecological function, green space accessibility and climate adaptation in the urban environment.” This mirrors the Urban Green initiatives that are intended to “significantly improve human health and biological diversity; provide food and shelter for wildlife species; increase ecological resilience; reduce water and energy demand; provide greater carbon sequestration capacity.”

Thus, while Staff appreciates the practical limitations of the Applicant’s chosen construction type, Staff encourages the Applicant to continue to explore further maximization of all possible intensive green roof planting, canopy coverage, and solar installation in order for the proposed development to contribute towards Downtown Bethesda’s Urban Green Goals.

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

The Project will redevelop the existing lots containing a church, three single family dwellings and a surface parking lot into a multi-family residential building with underground parking. While the existing use is not commercial, there are two commercial buildings adjacent to the Property and the multi-family development will increase the density of housing near existing employment and transit areas.

- 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 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 – as it will provide the Bethesda streetscape improvements, is within ½ mile of the Metro and an existing bus stop is located directly in front of the proposed building service and will provide a through block connection. The Project does not propose any parking between the building and the street frontages.

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

The Project will provide high density residential near existing single family detached neighborhoods to increase the mix of housing type while proposing a height and massing that is compatible with the desired character of infill development within the Battery Lane District. Given that the location of the Property abuts a residential detached neighborhood in the rear, the Project is required to conform with the residential compatibility standards in Section 4.8.1.A of the Zoning Ordinance. The Proposal demonstrates conformance with these standards through a large building setback (approximately 34-60 feet deep), where the through block connection will be located, as well as upper story setbacks. Due to the topography of the site, the underground parking structure will partially extend into the building setback and the Applicant proposes the roof of the garage to be utilized as a private courtyard with green roof. While the Sketch Plan shows the minimum standards being met, the Design Advisory Panel has suggested additional setbacks at the rear to further break down the massing. This could be achieved by providing a townhouse style base or other design alternatives that reduce perceived height and mass of the building. As conditioned, the Applicant must provide design alternatives at the time of Site Plan that consider these alternative measures.

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

The Project will increase housing opportunity by providing high density residential in proximity to existing commercial and employment areas.

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

The Bethesda Overlay Zone (BOZ) was adopted July 18, 2017, specifically to implement the recommendations of the *Bethesda Downtown Sector Plan* as it relates to density, building heights, affordable housing, parks, and design. The BOZ set a cap of overall development (32.4 million square feet) whereby the zoning approved for most properties retains the base density but increases the heights on respective sites. An Applicant can request an allocation of density over the base density to build to the maximum height permitted by the Zone, as needed. An allocation of density from the BOZ requires a park impact payment of \$11.08/square foot based upon the density requested and facilitates acquisition of parkland in the downtown Bethesda area. This Application is requesting an allocation of 128,036 square feet from the BOZ initiating a Park Impact Payment (amount to be determined during Site Plan review) to be paid at the time of building permit. The amount of BOZ density will be deducted from the 32.4 million cap.

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

As discussed in Finding 1.a above, the Project, as conditioned, substantially conforms to the recommendation of the 2017 *Bethesda Downtown Sector Plan*. The Project will provide a high density multi-family residential building within the Battery Lane District, increase the supply of housing to serve a variety of income levels, and provide a through block connection as well as streetscape improvements that improve the safety, connectivity, and character of the Battery Lane District.

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.*

Development Plan G-864 was previously approved for this site; however, the Property is no longer subject to this development plan pursuant to Section 59.7.7.1.B.5.a.i of the Zoning Ordinance as a Sectional Map Amendment was approved after October 30, 2014 implementing the 2017 *Bethesda Downtown Sector Plan*. The Project has been conditioned to submit a letter of withdrawal for the Development Plan prior to submittal of a Preliminary Plan application.

4. *The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The massing of the Proposal has been broken down with the inclusion of three elevated courtyards, one visible from Old Georgetown Road and two at the rear of the site facing the residential homes along Glenbrook Road and Rugby Avenue. The rear of the building features stepbacks to further respond to the residential dwellings along Rugby Avenue. The Applicant proposes the construction of a through block connection at the rear of the site providing a linkage from Glenbrook Road to Rugby Avenue and the side property line of the Bethesda Chevy Chase Rescue Squad. The connection is proposed to be fifteen feet in width and would be adjacent to the proposed courtyards and the residential neighborhood. The shape of the lot in the rear, where the connection is proposed, results in the pathway containing multiple 90 degree turns. While Staff supports the through block connection in concept, as it is a Sector Plan recommendation, the design poses several concerns regarding width, lack of activation, and circulation and further refinement will be necessary at the time of Site Plan. As conditioned, the Project will be required to demonstrate the proposed through-block connection will maintain a minimum width of fifteen feet and be designed to meet the following performance standards:

- Allow for successful mature tree canopy and anticipated tree mitigation plantings with preference given to locations at grade rather than on structure; and
- Maintain a clear path of travel as recommended within the *Bethesda Downtown Sector Plan*; and
- Designed to meet Crime Prevention Through Environmental Design (CPTED) standards with specific consideration given to providing entrances to the site for activation and chamfering the corners of the structure to eliminate 90-degree bends and improve sight distance. CPTED standards promote an inviting and defensible space within which users can see and be seen to ensure a safe pedestrian and bicycle friendly environment.

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

The Project provides satisfactory vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Access to the Project will be provided from Old Georgetown Road (MD 187) and Glenbrook Road. No vehicular access will be permitted from Rugby Avenue except for emergency vehicles. Pedestrian and bicycle access to the Property will be maintained along the Property's frontage sidewalks and adjacent public roadways. Additional pedestrian access will be provided through the Site from Rugby Avenue to Glenbrook Road, via a new public through-block connection, as recommended in the Sector Plan. Parking will be contained within a new structured garage internal to the proposed building.

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. Old Georgetown Road is designated as a neighborhood connector street in the *Bethesda Downtown Plan Design Guidelines*, which requires a minimum planting/buffer area of 6-8 feet, pedestrian zone of 6-10 feet, and a frontage zone of 5-8 feet. Glenbrook Road is designated a neighborhood residential street with a minimum planting/buffer area of 6-8 feet, pedestrian zone of 6-10 feet, and frontage zone of 5-8 feet. The Sketch Plan proposes dedication along both frontages and approximate build-to-lines that will satisfy the minimum requirements specified in the Design Guidelines. Further detail will be provided at the time of Site Plan. The proposed through-block connection will also improve pedestrian and bicycle access through the rear of the Site to Rugby Avenue and Battery Lane (through the Bethesda Chevy-Chase Rescue Squad parking lot).

Vehicular access to the proposed parking garage is directly off of Old Georgetown Road via a new private driveway adjacent to the Bethesda Rescue Squad Driveway, and a new driveway on Glenbrook Road.

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).

For the proposed development, the Zoning Ordinance requires 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.

*Table 2: Proposed Public Benefits*

Public Benefits Calculations		
Public Benefit	Incentive Density Points	
	Max Allowed	Requested
<b>59.4.7.3C: Connectivity and Mobility</b>		
Minimum Parking <sup>1</sup>	20	7.78
Through Block Connection	30	20
<b>59.4.7.3D: Diversity of Uses and Activities</b>		
Enhanced Accessibility for the Disabled	20	4.84
<b>59.4.7.3E: Quality of Building and Site Design</b>		
Architectural Elevations	30	30
Exceptional Design <sup>1</sup>	30	20
Structured Parking	20	20
<b>59.4.7.3F: Protection and Enhancement of the Natural Environment</b>		
Building Lot Termination (BLT)	25	5.06
Cool Roof	15	5
<b>TOTAL</b>	<b>100 (min)</b>	<b>110.55</b>

<sup>1</sup>Denotes Sector Plan priority

Connectivity and Mobility

*Minimum Parking:* The Applicant requests 7.78 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 20 points for providing a through block connection at the rear of the site. Points for this incentive are granted based on basic criteria listed in the zoning ordinance and additional points may be granted if additional criteria are met. The conceptual proposal shows the basic criteria (minimum 15 feet in width, with open air and open during the day) however more information will need to be provided during Site Plan review to determine if the through block connection will meet additional criteria. Staff supports the category at this time.

Diversity of Uses and Activities

*Enhanced Accessibility for the Disabled:* The Applicant requests 4.84 points for constructing dwelling units with interiors that satisfy the American National Standards Institute (ANSI). Points for this incentive are granted on a sliding scale calculated on the percentage of complying units. Final determination of complying units will be made at Site Plan. Staff supports the category at this time.

Quality of Building and Site Design

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

*Exceptional Design:* The Applicant requests 20 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. Staff supports the category at this time and the Design Advisory Panel will review the Project again at the time of Site Plan.

The Design Advisory Panel voted that the project is on track to achieve a minimum of 10 Exceptional Design points during their May 22, 2019 meeting with the following recommendations:

- Ensure that the through-block connection is an inviting space for the public to use and does not feel like the back of a building with a single narrow width. Increase the width of the pathway in certain areas so that there is a contrast between narrow spaces and wider spaces that possibly promotes excitement and flow and consider providing active entrances to the building along the path.
  - Reconfigure the southeast corner of the building through strategies such as an inverted corner, stronger corner extending to property line (with dedication flexibility).
  - Address the transition to single-unit residential along Glenbrook Road. Consider stepping back the upper floors from the street and driveway to allow more light and air.
  - Provide shadow studies at site plan.
  - Consider reducing the height of the two northern wings facing single family homes on either side of the back courtyard and then adding a floor along the western edge of the site to reduce mass at the smaller scale homes and
7. *The Sketch Plan establishes a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The Project will be built in one phase.

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

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

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of 320190100, 8015 Old Georgetown Road, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is SEP 16 2019 (which is the date that this Resolution is mailed to all parties of record); and

\* \* \* \* \*

**CERTIFICATION**

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Fani-González, seconded by Commissioner Cichy, with Chair Anderson, Vice Chair Fani-González, and Commissioners Cichy, Patterson, and Verma voting in favor at its regular meeting held on Thursday, September 5, 2019, in Silver Spring, Maryland.

  
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Casey Anderson, Chair  
Montgomery County Planning Board