






4824 Edgemoor Lane, Sketch Plan No. 320200020 and Preliminary Plan No. 120200070

 Matthew Folden, Planner Coordinator, Area 1, matthew.folden@montgomeryplanning.org, 301.495.4539

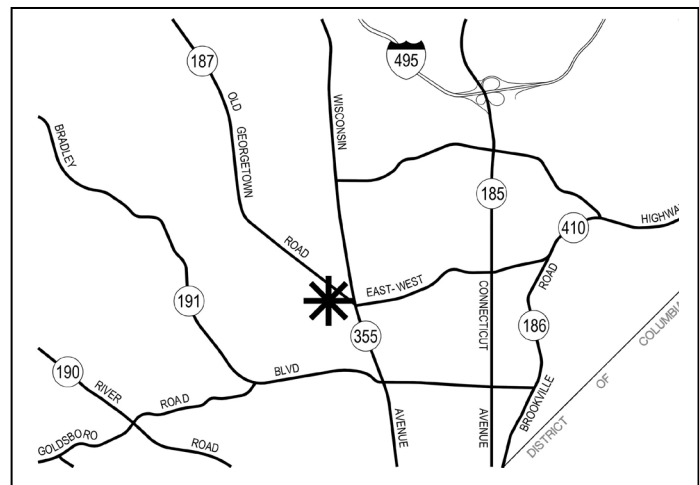
 Stephanie Dickel, Supervisor, Area 1, stephanie.dickel@montgomeryplanning.org, 301.495.4527

 Elza Hisel-McCoy, Chief, Area 1, Elza.Hisel-McCoy@montgomeryplanning.org, 301.495.2115

Completed: 3.20.20

Description

- Sketch Plan: Construction of a residential project of up to 92,000 total square feet with up to 77 multifamily dwelling units; project includes an allocation of Bethesda Overlay Zone density;
- Preliminary Plan: Create 1 new lot, measuring approximately 7,700 square feet;
- Current use(s): single-family dwelling serving a professional office use;
- Located on Edgemoor Lane at the corner of Woodmont Avenue;
- 0.20 acres or 8,659 gross square feet of tract area zoned CR 2.5 C 0.5 R 2.5 H120 and Bethesda Overlay Zone in the 2017 *Bethesda Downtown Sector Plan*;
- Applicant: Edgemoor 48, LLC
c/o Acumen Companies;
- Acceptance date: November 6, 2019.



Summary

- Staff recommends approval of the Sketch Plan and Preliminary Plan with conditions.
- The project includes an allocation of Bethesda Overlay Zone density of up to 70,353 square feet. Based on this amount of BOZ density, the corresponding future Park Impact Payment is estimated to be \$830,166.
- The proposal will redevelop the site with a residential building with 15% MPDUs in accordance with Chapter 25A and will include the following conceptual public benefit subcategories: a park impact payment, minimum parking, structured parking, exceptional design, a cool roof, and a recycling facility plan. Final determination of public benefits will be made at the time of Site Plan.
- The Applicant received one 30-day extension from the Planning Director, extending the 120-day review period from March 5, 2020 to April 4, 2020. This extension was in accordance with Section 59.7.3.3.C of the Zoning Ordinance, regarding the Sketch Plan review period, and Section 50.4.1.E, regarding the Preliminary Plan review period.
- Staff has received numerous letters from the community raising concerns about the compatibility, construction impacts, and scale of the proposed development. Each of these concerns is addressed in the staff report.

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SECTION 1: RECOMMENDATION AND CONDITIONS

SKETCH PLAN NO. 320200020

Staff recommends approval of Sketch Plan No. 320200020, for a residential building of up to 92,000 total square feet for up to 77 dwelling units, on 0.20 acres of land, zoned CR 2.5 C 0.5 R 2.5 H120 and Bethesda Overlay Zone. The Project includes an allocation of Bethesda Overlay Zone density of up to 70,353 square feet. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the conditions below:

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 of 92,000 square feet of total development, including an allocation of up to 70,353 square feet of Bethesda Overlay Zone density, on the Subject Property. The maximum number of dwelling units will be determined at Preliminary Plan.

2. Height

The Project is limited to a maximum building height of 120 feet, as measured from its building height measurement 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. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Major Public Facilities, achieved through a Park Impact Payment;
- b. Connectivity and Mobility, achieved through minimum parking;
- c. Quality of Building and Site Design, achieved through architectural elevations, exceptional design, and structured parking; and
- d. Protection of the Natural Environment, achieved through the purchase of building lot terminations, a cool roof, and a recycling facility plan.

4. Bethesda Downtown Plan Design Guidelines

At the time of Site Plan submission, the Applicant must explore methods to increase the tower separation, along the south façade, to the existing Chase Condominium building. Above the base (i.e., four stories) the Applicant must endeavor to achieve a minimum separation of 30 feet and an average separation of 40 feet, consistent with the DAP's February 26, 2020 meeting minutes.

5. Park Impact Payment (PIP)

At the time of Site Plan, the Applicant must identify the amount of BOZ density being purchased and allocated to the Subject Property.

6. Streetscape
The Applicant must install the Bethesda Streetscape Standard along the Subject Property's right-of-way 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 new units as Moderately Priced Dwelling Units in accordance with Chapter 25A.
9. Future Coordination for Site Plan
In addition to any other requirements for Site Plans under Chapter 59, the following must be addressed when filing a Site Plan application:
 - a. Fire and Rescue access and facility details;
 - b. Streetscape details;
 - c. Loading Management Plan;
 - d. Evaluate the provision of a short term drop-off/ pick-up space within the ground floor of the building;
 - e. Demonstrate how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
 - f. Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
 - g. Provide notes on the Site Plan describing the Bird-Safe design principles to be incorporated into the building architecture;
 - h. Provide a minimum of 35% of Green Cover onsite. Green cover may consist of a combination of intensive green roof with minimum soil depths of 6 inches or greater and tree canopy cover provided by native canopy trees.

PRELIMINARY PLAN 120200070

Staff recommends approval of Preliminary Plan No. 120200070 subject to the following conditions:

1. Approval is limited to 1 lot for up to 77 multi-family dwelling units.
2. The Applicant must comply with the binding elements and conditions of approval for Sketch Plan No. 320200020 and any subsequent amendments.
3. As required by Chapter 22A-6(b), provide mitigation planting, consisting of two 4-inch-caliper shade trees to be planted as shown on the Tree Save Plan or as approved by Staff. The mitigation plantings must be installed prior to the issuance of the final use and occupancy permit.
4. The Applicant must submit a noise analysis at the time of Site Plan submission.
5. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated January 28, 2020, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Preliminary Plan approval.
6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs (DHCA), in its letter dated January 21, 2020, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
7. The Planning Board has reviewed and accepts the recommendations of MCDPS – Water Resources Section in its stormwater management concept letter dated February 19, 2020, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.
8. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (MCDOT) in that agency's letter dated January 29, 2020, and hereby incorporates them as conditions of the Preliminary 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 Preliminary Plan approval.
9. Prior to recordation of plat(s), the Applicant must satisfy the provisions for access and improvements associated with each plat, as required by MCDOT.
10. Consistent with MCDOT's January 29, 2020, letter, the Applicant must participate on a *pro rata* basis, in the amount of \$33,000 payable prior to the final use and occupancy permit, towards the construction of the Sector-Planned bicycle facility on their Edgemoor Lane and Woodmont Avenue frontages, as illustrated on the Certified Site Plan.

11. The Applicant must dedicate all road rights-of-way to the full width mandated by the Bethesda Downtown Sector Plan or as otherwise designated on the Certified Preliminary Plan, and show on the record plat(s) the following dedications:
 - a. A dedication of the Woodmont Avenue frontage necessary to provide the Sector Plan-recommended 40-foot-wide right-of-way between the Subject Property line and right-of-way centerline.
 - b. A dedication of the Edgemoor Lane frontage necessary to provide the Sector Plan-recommended 40-foot-wide right-of-way between the Subject Property line and right-of-way centerline.
12. The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval.
13. The record plat must show necessary easements.
14. Include all applicable agency letters and the Preliminary Plan Resolution on the approval or cover sheet(s) of the Certified Preliminary Plan.
15. Before clearing or grading or recording a plat for the Subject Property, the Applicant must receive Staff certification of a Planning Board-approved Site Plan.
16. If a subsequent Site Plan approval substantially modifies the subdivision shown on the approved Preliminary Plan with respect to lot configuration, location, or right-of-way width or alignment, the Applicant must obtain approval of a Preliminary Plan amendment prior to certification of the Site Plan.
17. The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid for sixty (60) months from the date of mailing of the Planning Board resolution.

SECTION 2: SITE DESCRIPTION

Site Vicinity and Analysis

Subject Property

The subject site (Subject Property or Property) consists of a single property, located at 4824 Edgemoor Lane, in the Arlington North District of the Bethesda Downtown area. The Property is comprised of 0.20 acres or 8,659 gross square feet of tract area.



Figure 1-Vicinity Map

The Property is within the area encompassed by the 2017 *Bethesda Downtown Sector Plan* (Sector Plan). The Property is located within a $\frac{1}{4}$ mile of the Bethesda Metro Station and falls within the area identified for future expansion of the Bethesda Parking Lot District (PLD); however, the Site is not currently within the PLD.

Site Analysis

The Property is zoned CR 2.5 C 0.5 R 2.5 H120 and Bethesda Overlay Zone and is currently improved with a detached house serving as a professional office use that will be removed from the Site to accommodate the Project. The Site is currently part of a lot within the Edgemoor subdivision. 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 known historic properties on site.



Figure 2 – Site Aerial

Surrounding Uses

The Property is surrounded by a mix of residential and non-residential uses. Abutting the Property to the west and south is the 13-story Chase Condominium; abutting the western side of the Site is the Chase's one-story parking entrance and pool, and along the south side of the Site is the 13-story Chase residential building. Further west, along Edgemoor Lane, are the Villages of Bethesda townhomes. On the north side of Edgemoor Lane, from the west, is the recently approved and under construction ZOM Bethesda project (Site Plan 820180120), existing Edgemont at Bethesda I apartment building, and recently approved and under construction Edgemont at Bethesda II apartment building (Site Plan 82018017A). To the east, across Woodmont Avenue is the Metropolitan (a 14-story multi-family residential building) and Public Parking Garage No. 49. The Site's relationship with the adjacent Chase Condominium is illustrated in Figures 3 and 4, below.



Figure 3: Edgemoor Lane Frontage
(Looking South)

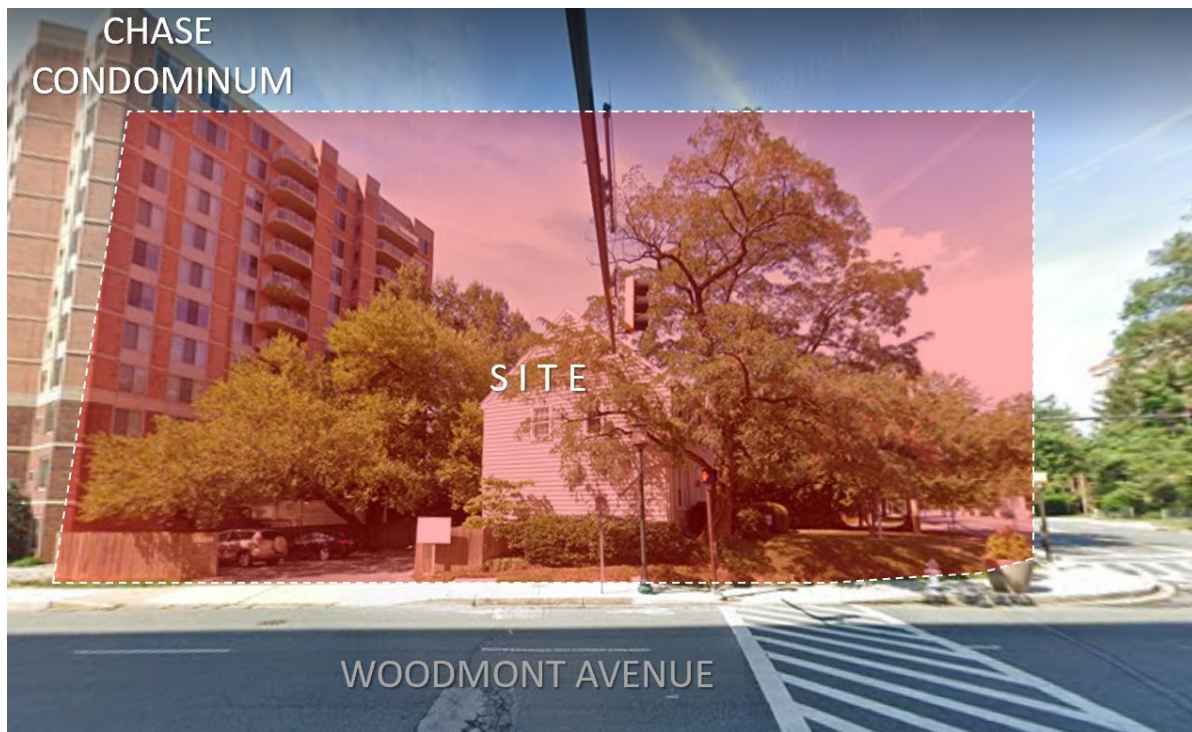


Figure 4: Woodmont Avenue Frontage
(Looking West)

SECTION 3: PROJECT DESCRIPTION

Proposal

The Project proposes to create one new lot, designated Lot 39, within the Edgemoor Subdivision. As shown in Figure 5, the new lot will have a Tract area of 8,659 (0.20 acres) and a Site area of 7,700 square feet (0.17 acres).

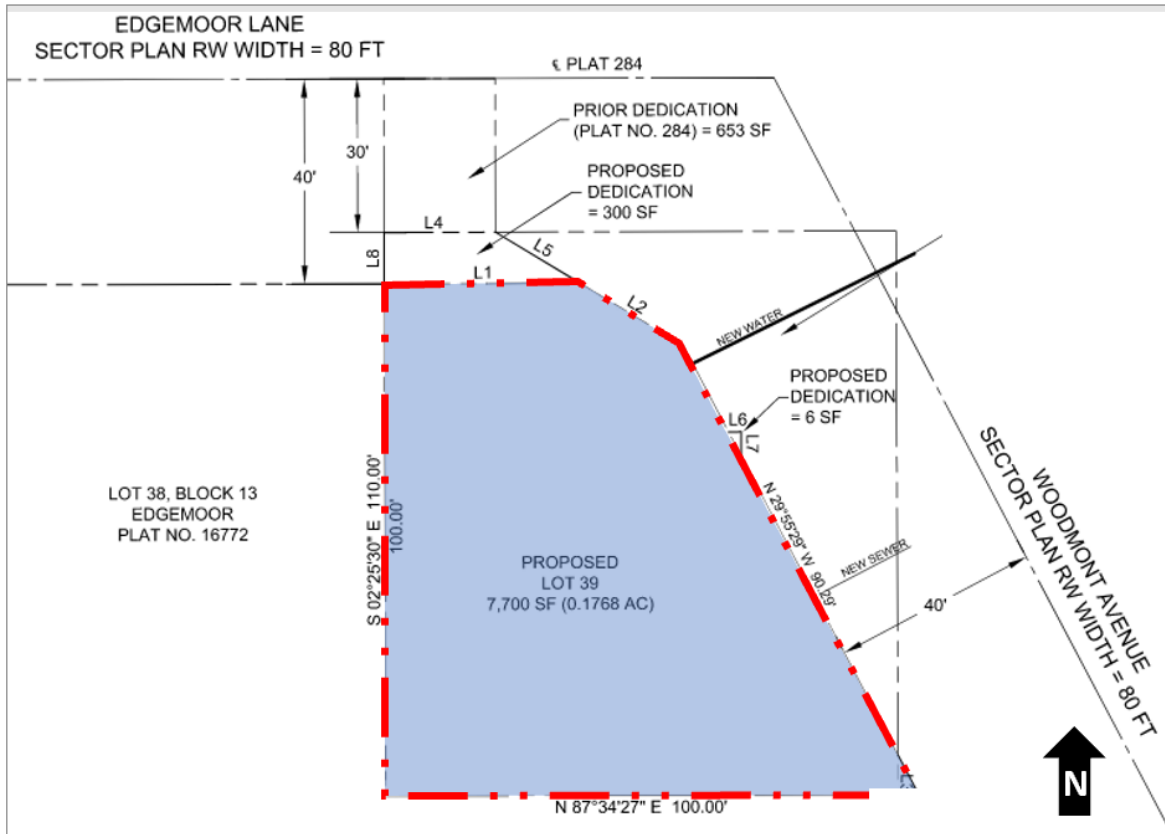


Figure 5: Lotting Diagram

The Sketch Plan seeks to redevelop the Property with up to 92,000 total square feet (10.6 FAR) of residential development with up to 77 multifamily dwelling units, in a 120-foot tall residential building. The Project also includes a minimum of 15% Moderately Priced Dwelling Units (MPDUs), in accordance with Chapter 25A. The Project includes an allocation of density from the Bethesda Overlay Zone of up to 70,353 square feet. The final amount of density to be purchased from the BOZ will be determined at Site Plan, where final density for the entire Project will be approved. Based on the maximum amount of Bethesda Overlay Zone density requested for this Project, the future Park Impact Payment (PIP) is estimated to be \$830,166. The final PIP amount will be determined at Site Plan with the BOZ allocation.

The Subject Property is comprised of a small corner lot within downtown Bethesda. Although the Property is within the Arlington Road District, it is more closely related with the height and density on the adjacent Chase Condominium property and across Woodmont Avenue at the Bethesda Metrorail station than the lower scale residential properties along Arlington Road. As conditioned, the Project proposes an appropriate level of development that is consistent with nearby development.

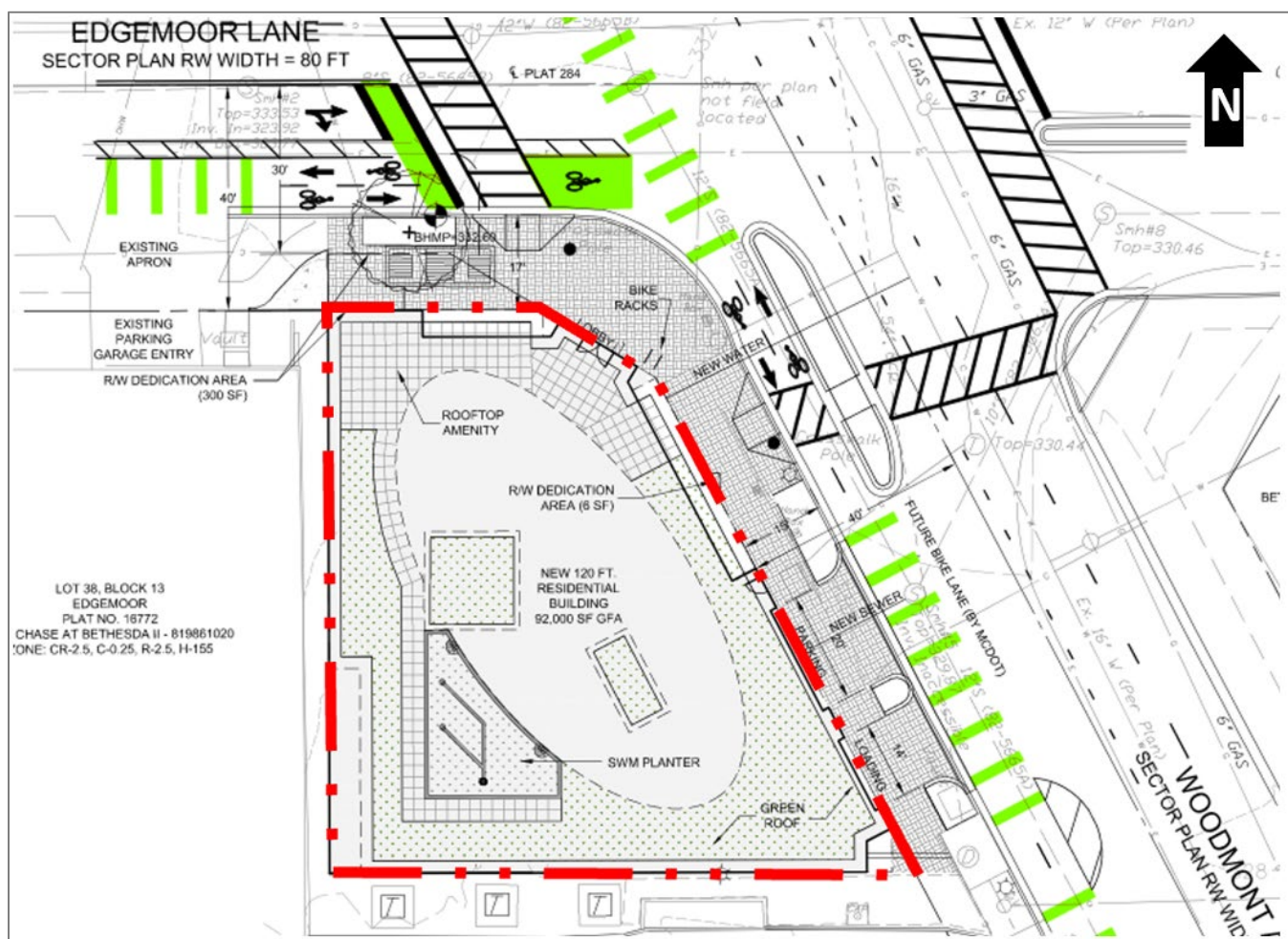


Figure 6 - Proposed Sketch Plan

Buildings

Architecture is conceptual at the time of Sketch Plan. The architectural concept envisions the proposed building as an infill development within an urban block of downtown Bethesda. As presented to the Design Advisory Panel on November 20, 2020, January 22, 2020, and February 26, 2020, the building is anticipated to reach a maximum height of 120 feet. Figures 7 through 10, below, show the illustrative building massing.

The proposed building occupies the entire corner lot at the intersection of Edgemoor Lane and Woodmont Avenue. The building's pedestrian entrance is proposed at the corner with Edgemoor Lane and the vehicular entrance is proposed on Woodmont Avenue at the southern corner of the Site. As stated in the Applicant's Exceptional Design Narrative:

The 4824 Edgemoor Lane project proposes a modern residential building at the intersection of Woodmont Avenue and Edgemoor Lane in downtown Bethesda. The 12-story project is composed of a wrapped façade that turns the corner of Edgemoor Lane and Woodmont Avenue, acting as a transition from the neighborhood to the urban core. The building is grounded by a continuous two-story masonry that relates to the neighborhood scale and wraps around the entire building. The language of strong tower elements holding in place a curved wall is continuous around the building. The architectural concept includes inoperable windows along the property line, though the final determination of those windows will be determined at the time of Site Plan.



Figure 7 – Northeast Façade
(looking southwest)



Figure 8 – Southeast Façade
(looking northwest)



Figure 9 – Northwest Façade
(looking southeast)



Figure 10 – southwest Façade
(looking northeast)

During their February 26, 2020 meeting, the Design Advisory Panel (DAP) expressed concerns about the architect's approach to addressing the Bethesda Downtown Design Guidelines' recommendations for tower separation. The design needs to mediate between the higher heights across Woodmont Avenue and the architectural character of the adjacent Chase residential building, including that building's proximity to the building proposed through the Subject Application. Of specific concern to the DAP was the treatment of the building's southern façade, which needs to achieve compatibility with the adjacent Chase Condominium building. Toward that end, the DAP recommended that the Applicant:

- explore methods to increase tower separation above the base (4 stories) to achieve a minimum separation of 30' and an average separation of 40'.

Additional details for the architectural concept and DAP context of the DAP's discussion are included in the November 20, 2020, January 22, 2020, and February 26, 2020, DAP meeting summaries (Attachment A).

Open Space

As a Site within the CR Zone with an area less than 0.50 acres (7,700 sf; 0.18 ac) and two right-of-way frontages, the Applicant is not required to provide any public open space.

Environment

The Subject Property is located within the Willett Branch watershed, which is a tributary to Little Falls Branch Stream, a Use I-P watershed. The Site does not contain any environmentally sensitive features such as forest areas, stream buffers, wetlands, 100-year floodplains, or steep slopes. An existing specimen tree, a 30" Black Locust, is located on the Property line of the site to the north east.

Forest Conservation

This Application is subject to Chapter 22A Forest Conservation Law but is exempt from the requirement to submit a Forest Conservation Plan under Section 22A-5(s)(2). Forest Conservation Exemption 42020018E was confirmed for the Subject Property on August 26, 2019. The Project meets the particular requirements of the exemption because the proposed activity occurs on a tract of land less than 1 acre that will not result in the clearing of more than a total of 20,000 square feet of existing forest, or any existing specimen or champion tree, and will not result in reforestation requirements more than 10,000 square feet.

This Application is subject to the Tree Save Provision due to the removal of a specimen tree under Forest Conservation Law section 22A-6(b). The removal of the specimen tree, a 30" diameter at breast height (DBH) Black Locust, will be mitigated with the planting of two 4" caliper canopy trees. Staff supports the mitigation plantings as shown on the Tree Save Plan provided with the Preliminary Plan application.

Stormwater Management (SWM)

MCDPS Stormwater Management Section approved the stormwater management concept on February 19, 2020 (Attachment B). Per the approval letter, the stormwater management concept meets stormwater management requirements via Environmental Site Design to the Maximum Extent Practicable ("ESD to the MEP") via the use of green roof and micro-bioretenment. Due to site constraints, structural treatment for the remaining volume cannot be done so a partial waiver has been conditionally granted by DPS.

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 Property frontages, consistent with the Bethesda Streetscape Standards. Vehicular access to the Site will occur via a consolidated curb cut on Woodmont Avenue on the southeastern corner of the Site. This access configuration is appropriate given the Site's limited frontage on Edgemoor Lane and proximity to both the existing Chase garage entrance and Woodmont Avenue intersection along that street. The consolidated curb cut on Woodmont Avenue limits interruption of the pedestrian and bicycle routes and promotes the County's Vision Zero policy.

Due to the constrained nature of the Site, the garage is anticipated to be automated with two carriages available to convey cars between the ground level and subterranean garage. This configuration eliminates garage inefficiencies dedicated to drive aisle and ramps and improves parking operations on the constrained Site. Additional details regarding the garage design and operation will be provided at the time of Site Plan. As an additional programmatic element, the Project will be subject to a loading management plan at the time of Site Plan that will further limit negative impacts to the adjacent public roadways. The loading management plan must include: delivery times, and strategies to ensure that move-in, move-out, loading and trash/ service operations do not negatively impact the public right-of-way. The Project will be required to have an on-site loading manager responsible for scheduling deliveries, move-in, move-out and addressing issues related to the loading operations.

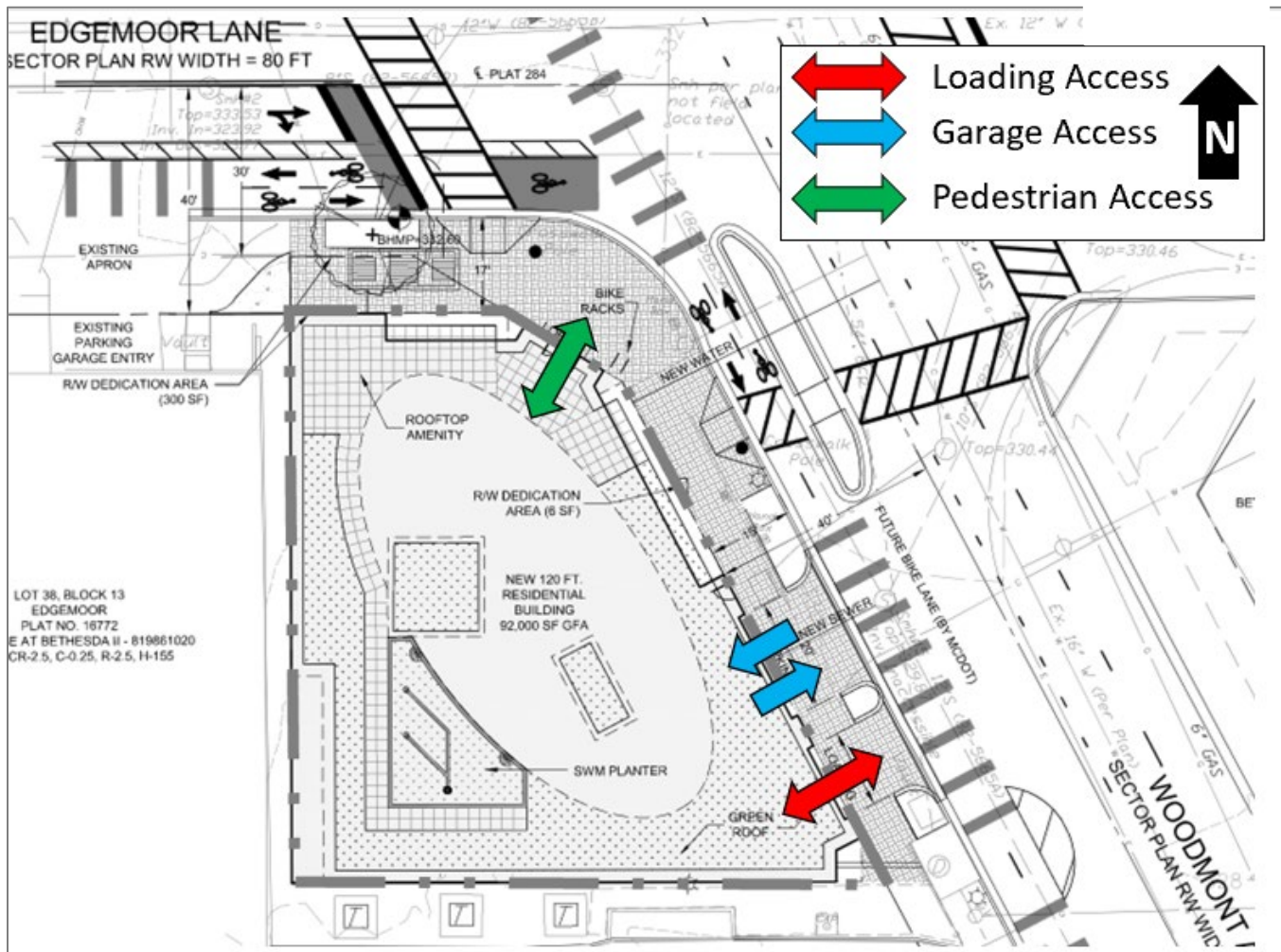


Figure 11 - Pedestrian and Vehicular Circulation

Transit Connectivity

The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station (located within ¼ mile of the site), Metrobus, RideOn, the Bethesda Circulator and future Purple Line.

Separated Bicycle Lanes

The sector-planned two-way separated bicycle lanes on the south side of Edgemoor Lane and the west side of Woodmont Avenue (the Subject Property frontages) is proposed pursuant to the latest design available from the Montgomery County Department of Transportation. The design of these bicycle lanes may be changed by MCDOT as that agency's project progresses, however, the current design satisfies the master plan requirement and establishes a conceptual design for the Applicant's participation.

Community Outreach

The Applicant held a pre-submittal public meeting at the Bethesda-Chevy Chase High School on September 4, 2019. The Applicant has complied with all submittal and noticing requirements. As of the date of this Staff Report, staff received numerous letters from the community raising concerns about building compatibility and scale, construction impacts, and traffic safety concerns. The following addresses those concerns.

Building Compatibility

Staff and the Design Advisory Panel members received a high volume of correspondence (Attachment C) raising concerns about the Project's height and conceptual massing. In response to those concerns, the Design Advisory Panel directed the Applicant to revise the building design, at the time of Site Plan, to achieve a minimum tower separation of 30 feet along the southern façade. The Design Advisory Panel recognized that the Subject Property is appropriate for the scale of development proposed given its proximity to the Bethesda Metrorail station and downtown core, however, an adequate tower setback is essential to achieving compatibility with the adjacent Chase Condominium. As conditioned, the Applicant will demonstrate conformance with the DAP's recommendations for tower separation along the southern façade at the time of Site Plan.

Scale of Development

Staff received correspondence regarding concerns about the small size and constrained nature of the Subject Property. These concerns are addressed through Staff's review of the Preliminary Plan application, which evaluates the subdivision of land and adequacy of public facilities.

Staff Response: As part of that review, Staff determined that the proposed 7,700 square foot lot is adequate to support the proposed development. The Project will implement the Bethesda Streetscape Standards along its Edgemoor Lane and Woodmont Avenue frontages and will participate in the implementation of the master planned separated bicycle lanes along those frontages. Additionally, vehicular access is located in a manner than limits interruption to the adjacent public roadways, future separated bicycle lanes, and sidewalks.

Construction Impacts

Downtown Bethesda is currently experiencing a high level of construction activity. The Arlington North District, within which the Subject Application is located, has two active construction sites within the same block as the 4824 Edgemoor Lane project: ZOM Bethesda (also known as Maizon Bethesda, Site Plan 820180120) and Edgemont at Bethesda II (Site Plan 82018017A). Residents expressing concern about future construction impacts associated with the Subject Application fear that Edgemoor Lane and the immediate surrounding area cannot bear a third simultaneous construction project. Additional concerns related to construction impacts dealt with the need to maintain pedestrian traffic along public sidewalks along the Subject Property frontage.

Staff Response: Although these concerns are directly related to the Subject Application, all construction activities within the County right-of-way are permitted and monitored by the Department of Permitting Services (DPS). DPS, in coordination with the Bethesda Urban Partnership, Maryland State Highway Administration, and the Department of Environmental Protection, meet regularly to minimize negative impacts of construction projects on adjacent public streets and coordinate construction activities in a manner that promotes efficient travel. Additional details on the timing of construction associated with the Application and steps to coordinate with adjacent nearby development projects will be available as part of the future Site Plan review.

Pedestrian and Traffic Safety Concerns

Staff received correspondence raising the following pedestrian and traffic safety concerns:

- The inability for drivers to pick-up/ drop-off passengers along the Site frontage as a result of the 2018 *Bicycle Master Plan* recommended separated bicycle lanes along both frontages.

Staff Response: The Subject Application is accommodating and contributing toward the implementation of separated bicycle lanes along both Edgemoor Lane and Woodmont Avenue in order to conform with the 2017 *Bethesda Downtown Sector Plan* and 2018 *Bicycle Master Plan*. Were it not for this development, however, the separated bicycle lanes would still be implemented in the same location and alignment by MCDOT. That said, the separated bicycle lanes will preclude stopping along either of the building's frontages. This situation is not unique to the Subject Property and is a necessary part of the public roadway reconfiguration to accommodate high quality separated bicycle lanes. As shown on the conceptual ground level floor plan (SK—103) submitted with the Sketch Plan, there may be room within the garage for a short-term drop-off space. Final design of the ground level floor plan will be determined at the time of Site Plan review.

- Inadequate capacity on Edgemoor Lane and Woodmont Avenue to accommodate additional traffic associated with the Subject Development.

Staff Response: The Subject Application generates fewer than 50 peak hour person trips and is therefore not required to submit a traffic impact study. Traffic analysis for the Project is satisfied through a transportation statement, as discussed in this Staff Report.

- The Project is located too close to the adjacent streets and will endanger pedestrians by creating blind spots where vehicles exit the garage.

Staff Response: The proposed building will be built to the property line and the garage/ loading entrance will be located along the back of the sidewalk without pulling back the building around the garage entrance. This design is consistent with other urban projects and will have elements that contribute to a safe pedestrian environment. Some of these elements may include traffic control signs within the garage (i.e. "STOP," "Pedestrian Crossing," etc.) and must include the Bethesda Streetscape with a minimum sidewalk width of 8 feet. The Bethesda sidewalk bricks will serve as a visual queue to drivers that the entry/ exit crosses a main pedestrian path and is not a suburban parking lot drive aisle.

SECTION 4: SKETCH PLAN 320200020

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 Zoning Ordinance 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, as shown in the following Data Table:

Table 1: Sketch Plan/ Preliminary Plan Data Table			
Section 59.4	Development Standard	Permitted/ Required	Proposed
	Tract Area CR 2.5 C 0.5 R 2.5 H120	n/a	8,659 sf (0.20 ac)
	Prior Dedication Proposed Dedication Site Area	n/a	653 sf 0.015 306 sf (0.070) 7,700 sf (0.18 ac)
	Residential Density (GFA/ FAR)¹	21,647 sf/ (2.5)	21,647 sf/ (2.5)
	Bethesda Overlay Zone Density	n/a	70,353 sf (8.12)
	Total FAR/GFA	n/a	92,000 sf (10.62)
	Building Height	120 feet	120 feet
	Public Open Space (min)	0%	0%
	Moderately Priced Dwelling Units	15%	15%
	Minimum Setbacks	0	0

¹No commercial density is proposed with the Subject Application.

The Application will provide the minimum required number of long term bicycle parking spaces within the building and the minimum number of short term bicycle parking spaces near the main entrance, both the final quantity and location of bicycle parking 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 approved quantity of residential units.

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 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 133 on page 145 of the Plan. The Property is located in the area of the Plan designated as the "Arlington North District," which is described as a transitional zone between the urban core and single-family neighborhoods to the west of the Sector Plan area. Specifically, the Project addresses the following goals as outlined in the Arlington Road District section of the Plan:

- *Retain the residential scale along Arlington Road as a transition between the urban core and suburban neighborhoods.*

The Project is located in closer proximity to the downtown core of Bethesda than the lower scale residential uses on the west side of Arlington Road. The Site does not front on Arlington Road and serves as the beginning of a gradual transition from the higher heights of the core to lower heights along Arlington Road, as recommended in the Sector Plan.

The Project will provide up to 77 residential dwelling units, with a maximum height of 120 feet. The Property serves as a transitional site between the more intensive uses of the CBD, across Woodmont Avenue, and more moderate densities along Edgemoor Lane to the west. In accordance with the Sector Plan, higher heights recommended within the Arlington North District are located along Woodmont Avenue. As conditioned, the Application will comply with the Design Advisory Panel's recommendations, at the time of Site Plan, to achieve compatibility with the adjacent Chase Condominium building.

- *Improve access, mobility, and pedestrian safety along Arlington Road.*

As previously stated, the Site does not front on Arlington Road and therefore contributes indirectly to the Sector Plan's vision of improved access, mobility, and pedestrian safety along Arlington Road.

Vehicular access to the site will be provided from Woodmont Avenue, via a consolidated garage and loading access point. The Project will construct the Bethesda streetscape on its Edgemoor Lane and Woodmont Avenue frontages and will participate in the implementation of new separated bicycle lanes on both Woodmont Avenue and Edgemoor Lane. Each of these improvements will improve access, mobility, and pedestrian safety. The consolidated access point is located in a manner that minimizes negative impacts to the Edgemoor Lane/ Woodmont Avenue intersection and limits interruption to both the sidewalk and future separated bicycle lanes.

Due to the constrained nature of the Site, the garage is anticipated to be automated with two carriages available to convey cars between the ground level and subterranean garage. This configuration eliminates garage inefficiencies dedicated to drive aisle and ramps and improves parking operations on the constrained Site. Additional details regarding the garage design and operation will be provided at the time of Site Plan. As an additional programmatic element, the Project will be subject to a loading management plan at the time of Site Plan that will further limit negative impacts to the adjacent public roadways. The loading management plan must include: delivery times, and strategies to ensure that move-in, move-out, loading and trash/ service operations do not negatively impact the public right-of-way. The project will be required to have an on-site loading manager responsible for scheduling deliveries, move-in, move-out and addressing issues related to the loading operations.

- *Promote redevelopment opportunities for under-utilized sites such as single-unit homes.*

The Property, prominently located at the intersection of Woodmont Avenue and Edgemoor Lane, directly across the street from the Bethesda Metrorail, is currently under-utilized and is improved with a detached house serving a commercial use. The Project proposes to replace the detached house with a 12-story, multifamily residential building that is more appropriately suited for a property located in such close proximity to the Bethesda Metrorail Station. As recommended on page 144 of the Sector Plan, the Project (designated as Site #133) takes advantage of the approved CR 2.5 C 0.5 R 2.5 H120 and Bethesda Overlay Zone to implement a residential project that relates to the heights and density near the core of downtown Bethesda.

- *Limit commercial and retail uses to preserve residential urban village character.*

The Sector Plan recommends that commercial and retail uses be limited to the ground floor of buildings along Woodmont Avenue. The Project proposes a purely residential building.

- *Create a new neighborhood park adjacent to Bethesda Elementary School.*

The Sector Plan identifies a potential area for a new neighborhood park on the west side of the Bethesda Elementary School playing fields. Although the potential future park location is within the Arlington North District, it is not directly adjacent to the Subject Property and will therefore not be implemented as part of the Project. The Applicant is required to pay the Park Impact Payment, and is, in fact, exceeding the minimum required payment as part of its public benefit package. As a result, these funds could be directed toward this future improvement or other sites within downtown Bethesda.

The Project is in general conformance with the 2017 *Bethesda Downtown Sector Plan*.

- 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 detached house (currently serving a commercial use) with a higher-density residential building with an automated underground parking garage to maximize residential development in close proximity to the Metro. The Project meets the objective of this finding.

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

The Project encourages such development by proposing market-rate residential units in a variety of unit types as well as a minimum of 15% MPDUs, in accordance with Chapter 25A, offering housing opportunities for a range of incomes proximate to the numerous transit options of downtown Bethesda. The Project facilitates all modes of transit – pedestrian, bicycle, and vehicular – in close proximity to the Metro and bus service by improving the streetscape along its three frontages. Additionally, the Project will participate in the implementation of both the Edgemoor Lane and Woodmont Avenue separated bicycle lanes through the dedication of public right-of-way, coordinated site design, and a *pro rata* financial contribution in the amount of \$33,000. 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 Sector Plan identifies this area as a priority for residential uses and as an area of transition from the higher density downtown Bethesda core to the surrounding lower density residential neighborhoods. The Project will provide residential uses on-site as well as a height and density that is compatible with the desired character of the Arlington North District. As conditioned, the Project will achieve compatibility with the adjacent Chase Condominium by providing a tower separation of at least 30 feet with an average separation of 40 feet along the entire southern façade.

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

The Sector Plan identified several distinct districts within Downtown Bethesda to guide development compatibility. The Subject Property is within the Arlington North District, which is intended primarily for residential development along the edge of the Downtown area. As proposed, the purely residential project provides the appropriate land use, as recommended in the Sector Plan.

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

The 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.

- 2. *substantially conform with the recommendations of the applicable master plan;*

As discussed in Finding 1.a. above, the Project substantially conforms to recommendations of the 2017 *Bethesda Downtown Sector Plan*. The Project will increase the supply of housing to serve a variety of income levels, redevelop an under-utilized property, and provide streetscape improvements that improve the safety and character of the existing streets.

- 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;*

As conditioned, the future Site Plan application will be refined to comply with the Design Advisory Panel's recommendations, which direct the Applicant to provide a tower separation of at least 30 feet with an average separation of 40 feet along the entire southern façade. Those recommendations specifically seek to provide compatibility with the adjacent Chase residential building. As conditioned, the Application demonstrates compatibility when considered as part of the surrounding Arlington North District. The Project achieves compatibility with nearby building heights by providing a transition between the higher building heights of the downtown Bethesda core, to the east, and the lower density residential neighborhoods to the west.

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 Site will occur via Woodmont Avenue through a consolidated access point at the southwestern corner of the Site. This access point will feature an automated garage and space for a loading vehicle, the precise design and operation of which will be evaluated at the time of Site Plan. This location is appropriate given the Site's limited frontage on Edgemoor Lane. Additional details regarding the design and operation of the automated garage will be provided at the time of Site Plan. As an additional programmatic element, the Project will be subject to a loading management plan at the time of Site Plan that will further limit negative impacts to the adjacent public roadways.

Bicycle access to the Property will be enhanced through the future provision of separated bicycle lanes on Edgemoor Lane and Woodmont Avenue and bicycle racks or lockers will be provided within the garage and short-term spaces will be provided along the Property's frontage. The final location of bicycle parking amenities will be determined at time of Site Plan, to facilitate bicyclist access to the Property. Pedestrian access to the site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Property frontages, consistent with the Bethesda Streetscape Standards. The Project is also designed in coordination with the Montgomery County Department of Transportation (MCDOT) plans for separated bicycle lanes on both Edgemoor Lane and Woodmont Avenue. As a result, the Project accommodates the future implementation of the bicycle lanes and will make a financial contribution, in the amount of \$33,000, toward construction.

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, Staff 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, as described below.

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 recommended at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefits Calculations		
Public Benefit	Incentive Density Points	
	Max Allowed	Supported
59.4.9.2.C.4.B.ii: Major Public Facilities		
Park Impact Payment	30	14
59.4.7.3C: Connectivity and Mobility		
Minimum Parking¹	20	10
59.4.7.3E: Quality of Building and Site Design		
Architectural Elevations	30	25
Exceptional Design¹	30	10²
Structured Parking	20	20
59.4.7.3F: Protection and Enhancement of the Natural Environment		
BLTs	30	1.7
Cool Roof	15	10
Recycling Facility Plan	10	10
TOTAL		100.7

¹ Denotes Sector Plan priority

² Applicant requested 25 points for exceptional design

Major Public Facilities

Park Impact Payment: The Applicant requests 4 points for increasing the required Park Impact Payment by 14% in accordance with Section 59.4.9.2.C.4.B.ii, which allows up to 30 points for projects exceeding the minimum required payment. Final determination will be made at Site Plan and Staff supports the Applicant's request.

Connectivity and Mobility

Minimum Parking: The Applicant requests 10 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 the maximum allowable number of on-site spaces to 20 points for providing no more than the minimum numbers of spaces on site. At this time, the Applicant is proposing 62 parking spaces for 77 units, which equates to 10 points. Final determination will be made at Site Plan and Staff supports the Applicant's request.

Quality of Building and Site Design

Architectural Elevations: The Applicant requests 25 points for providing architectural elevations as part of the certified site plan showing particular elements in the façade including a minimum amount of transparency on the first floor, minimal spacing between operable doors, and design priorities of the applicable master plan or 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 Applicant's request at this time with further details and refinement to be provided at the time of Site Plan.

Exceptional Design: Although the Applicant requested 25 points for exceptional design, the Design Advisory Panel indicated, at its February 26, 2020 meeting, that the project was on track to receive only the minimum number of points (10) required for this category. 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 provides innovative solutions in response to the immediate context; creates a sense of place and serves as a landmark; enhances the public realm in a distinct

and original manner; introduces materials, forms, or building methods unique to the immediate vicinity or applied in a unique way; and integrates low-impact development methods into the overall design of the site and building, beyond green building or site requirements. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. Based on the conceptual materials submitted with the Application, staff supports 10 points for exceptional design at this time. As conditioned, the future Site Plan application will comply with the DAP's recommendations, as set forth in the meeting minutes from the DAP's February 26, 2020 meeting.

During their February 26, 2020 meeting, the Design Advisory Panel (DAP) expressed concerns about the architect's approach to addressing the Bethesda Downtown Design Guidelines' recommendations for tower separation. The design needs to mediate between the higher heights across Woodmont Avenue and the architectural character of the adjacent Chase residential building, including that building's proximity to the building proposed through the Subject Application. Of specific concern to the DAP was the treatment of the building's southern façade, which needs to achieve compatibility with the adjacent Chase Condominium building. Toward that end, the DAP recommended the following:

1. Explore methods to increase tower separation above the base (4 stories) to achieve a minimum separation of 30' and an average separation of 40'.

Additional details for the architectural concept and DAP context of the DAP's discussion are included in the November 20, 2020, January 22, 2020, and February 26, 2020 DAP meeting summaries (Attachment A).

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

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 1.7 points for the purchase of 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.

Cool Roof: Roof areas not covered by a green roof or mechanical equipment will incorporate a mixture of materials that will collectively meet or exceed a solar reflectance index (SRI) of 75. The Applicant is requesting 10 points and Staff supports this request at this time.

Recycling Facility Plan: The Applicant requests 10 points for providing a recycling facility plan that exceeds the minimum requirements set forth in the Zoning Ordinance. The final details of this plan will be determined at the time of Site Plan and Staff supports the Applicant's request at this time.

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

The Project will be built in one phase.

SECTION 5: PRELIMINARY PLAN 120200070

1. *The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59*

This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations including the technical review standards in Section 50.4.3. The Application meets all applicable sections. The size, width, shape and orientation of the proposed lot is appropriate for the location of the subdivision taking into account the recommendations included in the applicable master plan, and for the type of development or use contemplated. As discussed in the Sketch Plan findings, and as conditioned, the Application substantially conforms to the 2017 *Bethesda Downtown Sector Plan*. The Application complies with the land use recommendations for the site as well as the applicable urban design, roadway, and general recommendations outlined in the Sector Plan. This Preliminary Plan creates one lot. Transportation access is adequate to serve the proposed development by this Preliminary Plan. Water and sewer and other utilities are available to and currently serve the Property. The Application meets the Environmental Guidelines and Forest Conservation Law.

The lot was reviewed for compliance with the dimensional requirements for the CR 2.5 C 0.5 R 2.5 H120 and Bethesda Overlay Zone, as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in following table. The Application has been reviewed by other applicable county agencies, all of which have recommended approval of the plan.

Table 3: Development Standards in the CR 2.5 C 0.5 R 2.5 H120		
Standard	Required/Permitted	Proposed
Total Density (square feet/ FAR)	21,647 sf (2.5)	92,000 SF ¹ (10.62)
Residential Dwelling Units	n/a	77
Non-residential density (square feet)	n/a	0
Front setbacks	0	Must meet minimum ²
Side setbacks	0	Must meet minimum ²
Rear setbacks	0	Must meet minimum ²
Open Space	0%	0%
Site Plan Required	Yes	
MPDUs Required	Yes	Yes (Determined at Site Plan)

¹Includes a maximum allocation of Bethesda Overlay Zone density of up to 70,353 square feet. Final amount to be determined at Site Plan.

²As determined by MCDPS at the time of building permit.

2. *The Preliminary Plan substantially conforms to the Master Plan*

As discussed in the concurrently filed Sketch Plan No. 320200020, the Preliminary Plan substantially conforms with the recommendations of the Sector Plan.

- a. Land Use

As discussed in the Sketch Plan section of this report, the Project will provide up to 77 residential units, including a minimum of 15% MPDUs in accordance with Chapter 25A.

b. Environment

As conditioned, the Application meets the Sector Plan recommendations, the Environmental Guidelines and Forest Conservation Law. Although the Subject Application is exempt from submitting a Forest Conservation Plan, the Applicant has provided a Tree Save Plan as required by Forest Conservation Exemption No. 42020018E.

c. Transportation

The Application is consistent with the above recommendations and will provide the necessary right-of-way dedications and streetscape improvements. The 2017 *Bethesda Downtown Sector Plan* recommends the following along property frontages:

- i. Woodmont Avenue, along the eastern site frontage, as an arterial roadway with a minimum right-of-way width of 80 feet and separated bicycle lanes (CT-4);
- ii. Edgemoor Lane along the northern site frontage, as a Business District Street with a minimum right-of-way width of 80 feet and separated bicycle lanes (LB-8).

d. 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. The Project will enter into a Traffic Mitigation Agreement (TMAG) with the Planning Board and Montgomery County Department of Transportation (MCDOT) to participate in the Bethesda TMD and work toward the Sector Plan NADMS goal.

3. *Public Facilities will be adequate to support and service the area of the subdivision*

a. Roads and Other Transportation Facilities

Transportation access is adequate to serve the proposed development by this Preliminary Plan.

i. *Existing Facilities*

The existing development is served by a single driveway, with a curb cut on Woodmont Avenue, and an associated surface parking lot. Both the Edgemoor Lane and Woodmont Avenue frontages are improved with public sidewalks. The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station (located within ¼ mile of the site), Metrobus, RideOn, the Bethesda Circulator and future Purple Line.

ii. *Proposed public transportation infrastructure*

Vehicular access to the Site will be provided from Woodmont Avenue, via a consolidated garage and loading access point. The Project will construct the Bethesda streetscape on its Edgemoor Lane and Woodmont Avenue frontages and will participate in the implementation of new separated bicycle lanes on both Woodmont Avenue and Edgemoor Lane by making a financial contribution of \$33,000 to MCDOT prior to issuance of the first use & occupancy certificate. Each of these improvements will improve access, mobility, and pedestrian safety. Pedestrian access to the site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Property frontages, consistent with the Bethesda Streetscape Standards.

b. Local Area Transportation Review (LATR)

Adequate Public Facilities

A transportation exemption statement, dated November 25, 2019, satisfied the Local Area Transportation Review for the Subject Application because the Project generates fewer than 50 net new

peak hour person trips. The proposed development is estimated to generate 45 net new morning peak-hour person trips (23 vehicle trips) and 47 net new evening peak-hour person trips (24 vehicle trips) (Table 4).

Table 4: Project Peak Hour Trip Generation							
		Vehicle Rates		Adjusted Vehicle Rates		Person Trips	
Existing		AM	PM	AM	PM	AM	PM
Office	3,034 SF	6	7	4	4	8	8
Proposed		AM	PM	AM	PM	AM	PM
High-Rise Apartments	77 Units	34	35	27	28	53	55
Net New Trips		28	28	23	24	45	47

Source: Wells & Associates Transportation Statement, dated November 25, 2019.

c. Other Public Facilities and Services

Public facilities and services are available and will be adequate to serve the proposed development. The property will be served by public water and sewer systems. Water and sewer and other utilities are located in Edgemoor Lane and Woodmont Avenue. Connections (one or multiple connections) off one or more of these roads adjoining the Property will service the Property, the final design of which will be finalized at Site Plan. The Application has been reviewed by MCFRS, and emergency vehicle access has been deemed adequate. The Montgomery County Fire Station No. 6 (Bethesda Fire Department) is located slightly more than ½ mile from the Property on Wisconsin Avenue. The 2nd District Police Station, serving the Downtown Bethesda, is located on Rugby Avenue in the Woodmont Triangle. Electrical and telecommunications services are also available to serve the Subject Property. Local health clinics, police stations and fire stations are all operating within acceptable levels as established by the Subdivision Staging Policy.

Overview and Applicable School Test

Preliminary Plan 120200070, 4824 Edgemoor Lane, is scheduled to come before the Planning Board for review on April 2, 2020. Therefore, the FY20 Annual School Test, approved by the Planning Board on June 20, 2019 and effective July 1, 2019 is applicable. The Application proposes development of 77 multifamily high-rise dwelling units.

Calculation of Student Generation

To calculate the number of students generated by the Project, the number of dwelling units is multiplied by the applicable regional student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low- to mid-rise multifamily unit, or high-rise multifamily unit. The Subject Property is located in the southwest region of the County and generation rates for that region are summarized in Table 5 and student generation for the Subject Project is summarized in Table 6. This Project is estimated to generate 3 new elementary school students, 1 new middle school student, and 1 new high school student.

Table 5: Per Unit Student Generation Rates – Southwest Region

	Elementary School	Middle School	High School
SF Detached	0.186	0.109	0.151
SF Attached	0.167	0.085	0.111
MF Low-Rise	0.150	0.068	0.085
MF High-Rise	0.041	0.018	0.025

With a net increase of 77 multifamily high-rise units, the Project is estimated to generate the following number of students:

Table 6: 4824 Edgemoor Lane Student Generation

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
MF High-Rise	77	0.041	3.157	0.018	1.386	0.025	1.925
TOTAL	77		3		1		1

Cluster Adequacy Test

The Project is located in the Bethesda-Chevy Chase cluster area. The student enrollment and capacity projections from the FY20 Annual School Test for the cluster are presented in Table 7:

Table 7: Bethesda-Chevy Chase Cluster area Capacity Projections

School Level	Projected Cluster Totals, September 2024			Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization		
Elementary ¹	3,714	4,020	92.4%	1,111	3
Middle	1,917	2,024	94.7%	511	1
High	2,410	2,457	98.1%	538	1

The Moratorium Threshold identified in Table 7 is the number of additional projected students that would cause the projected utilization to exceed the 120% utilization threshold and therefore trigger a cluster-wide residential development moratorium. As indicated in the last column of the table, the estimated enrollment impacts of the Subject Application fall below the moratorium thresholds at all three school levels. Therefore, there is sufficient capacity at the elementary, middle and high school cluster levels to accommodate the estimated number of students generated by this Project.

Individual School Adequacy Test

The applicable elementary and middle schools for this project are Bethesda ES and Westland MS, respectively. Based on the FY20 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the Table 8:

¹ The projected cluster elementary school capacity of 3,813 has been modified to reflect the impact of a six-classroom placeholder project at Bethesda ES and a four-classroom placeholder project at Somerset ES included by the County Council in the FY20 Capital Budget.

Table 8: Individual School Adequacy

School	Projected School Totals, September 2024				Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization	Surplus/ Deficit		
Bethesda ES	731	698 ¹	104.7%	-33	107	3
Westland MS	899	1,089	82.6%	+190	408	1

Under the individual school adequacy test, a school is deemed inadequate if the projected school utilization rate exceeds 120% and the school seat deficit meets or exceeds 110 seats for an elementary school or 180 seats for a middle school. If a school's projected enrollment exceeds *both* thresholds, then the school service area is placed in a residential development moratorium.

The Moratorium Enrollment Thresholds identified in Table 8 are the numbers of additional projected students that would cause the projected utilization to exceed the 120% utilization threshold and the seat deficit threshold. As indicated in the last column, the estimated enrollment impacts of the Subject Application fall below the moratorium thresholds for both Bethesda ES and Westland MS. Therefore, there is sufficient anticipated school capacity to accommodate the estimated number of students generated by this project.

4. *All Forest Conservation Law, Chapter 22A requirements are satisfied*

The Project received approval of an exemption from Forest Conservation requirements on August 26, 2019 (42020018E). The exemption cited the requirement of a tree save plan to be approved with the Subject Application. The tree save plan proposes mitigation for the removal of an existing 30" specimen Black Locust street tree in the form on planting two 4" caliper canopy trees.

Noise

The Subject Property is in a busy urban environment near a Metro station, fronting an arterial roadway and is therefore subject to the Noise regulations associated with residential development. As conditioned, A noise analysis must be submitted at the time of Site Plan.

5. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied*

A Stormwater Concept Plan was approved by the Montgomery County Department of Permitting Services (DPS) on February 19, 2020. The Plan proposes to meet stormwater management goals via ESD to the MEP with the use of green roof and micro-bioretenion. Due to site constraints, full stormwater management treatment cannot be provided, so a partial waiver was also conditionally granted by DPS.

6. *Any other applicable provision specific to the property and necessary for approval of the subdivision is satisfied*

There are no other applicable provisions specific to this Property necessary for approval of the subdivision.

¹ The projected Bethesda ES capacity of 560 students has been modified to reflect the impact of a six-classroom placeholder project included by the County Council in the FY2019-2024 Capital Improvements Program.

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*. As conditioned, the Preliminary Plan satisfies the findings of the Subdivision Regulations and is consistent with the goals and recommendations of the 2017 *Bethesda Downtown Sector Plan* and the *Bethesda Downtown Design Guidelines*. Therefore, Staff recommends approval of the Sketch Plan and Preliminary Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Design Advisory Panel Memoranda and Architectural Concept
- B. Agency Letters
- C. Community Correspondence