



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

MCPB No. 21-071
Sketch Plan No. 32011003B
North Bethesda Market II
Date of Hearing: July 29, 2021

AUG 11 2021

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, under Section 59-7.7.1.B.3 of the Zoning Ordinance, this sketch plan is being reviewed under the procedures and standards of the Zoning Ordinance in effect on October 29, 2014; and

WHEREAS, on August 12, 2011, by Corrected Resolution MCPB No. 11-07, the Planning Board approved Sketch Plan No. 320110030 for a multi-building mixed-use development with a maximum total density of 740,528 square feet, including a maximum of 368,000 square feet of non-residential development; a maximum height of 300 feet in the CR4.0 C3.5 R3.5 H300 Zone and 150 feet in the CR3.0 C1.5 R2.5 H150 Zone; the general location and extent of public use space; and a total of 150 percentage points for public benefits from the Transit Proximity, Connectivity, Diversity, Design, and Environment incentive categories, on 4.41 acres of CR-4.0 C3.5 R3.5 H300 and CR3.0 C1.5 R2.5 H150 zoned-land, located on the west side of Rockville Pike between Nicholson Lane and Executive Boulevard ("Subject Property") in the White Flint Sector Plan ("Sector Plan"); and

WHEREAS, on February 12, 2015, the Planning Board approved an amendment to Sketch Plan, No. 32011003A (MCPB No. 15-009), to allow the Applicant to build the development in three phases instead of one; reallocate 100,000 square feet of the approved non-residential floor area to residential density; and add an option to not build a residential building;

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Approved as to
Legal Sufficiency: /s/ Matthew T. Mills
M-NCPPC Legal Department

WHEREAS, on April 6, 2021, Woodglen Master Owner, LLC and Woodglen Master II, LLC ("Applicant") filed an application for approval to amend the previously approved sketch plan to modify massing, building footprints, public open space, internal private streets, phasing, and public benefit categories; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 32011003B North Bethesda Market II ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated July 16, 2021, setting forth its analysis of and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on July 29, 2021, 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. 32011003B North Bethesda Market II, for construction of up to a maximum of 740,528 square feet of development, comprising up to 492,000 square feet of residential uses and up to of 268,000 square feet of non-residential uses on the Subject Property, subject to modified condition no. 3 and new condition no. 5 below:¹

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59-C-15.43(d). Total points must equal at least 100 and must be chosen from at least 4 categories as required by Section 59-C-15.82(a). The requirements of Division 59-C-15 and the Implementation Guidelines must be fulfilled for each public benefit.

- a. Major Public Facility achieved through extension of a bicycle facility;
- b. Transit proximity to Level 1 transit, Metrorail station;
- c. Connectivity and Mobility achieved through public amenities in the sub-categories of: Neighborhood Services, Minimum Parking, and Way-finding.

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

- d. Quality Building and Site Design achieved through public amenities in the sub-categories of Structured Parking, Public Art, Public Open Space, and Exceptional Design.
- e. Protection and Enhancement of the Natural Environment achieved through public amenities in the sub-categories of Building Lot Terminations (BLTs), Vegetated Roof, and Cool Roof.

5. Future Coordination for Site Plan(s)

- a. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements.
- b. Undergrounding of utilities on Woodglen Drive along the Property frontage.
- c. Coordinate with Planning, MCDOT, and MCDPS on bikeway improvements on Nicholson Lane between Woodglen Drive and Rockville Pike.

BE IT FURTHER RESOLVED that all other sketch plan binding elements and conditions of approval for this project remain valid, unchanged and in full force and effect

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 § 59-C-15.43(c), the Planning Board finds that as conditioned herein the elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan. Specifically, the Planning Board FINDS that the Sketch Plan:

1. *meets the objectives, general requirements, and standards of Division 59-C-15;*

- a. The Sketch Plan meets the objectives of Section 59-C-15.2 quoted below; specifically, the development as approved will:
 - i. *“Implement the policy recommendations of applicable master and sector plans.”*

The 2010 *White Flint Sector Plan* establishes policies for transforming an auto-oriented suburban development pattern into an urban center of residences and businesses. The Project will replace auto-oriented office buildings currently surrounded by surface parking into an urban, mixed-use community with emphasis on the pedestrian experience in an improved public

realm. It meets the recommendation of the Sector Plan as fully described in Finding #2 of this resolution.;

- ii. *“Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses.”*

The Project will replace four commercial buildings and their associated surface parking lots with a mix of high- and low-rise buildings with structured parking. The development will accommodate a mix of uses including office, retail and residential.;

- iii. *“Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities.”*

The Project will provide a range of residential unit types and commercial services with public facilities and amenities, all within ¼ mile of the White Flint Metro Station in areas that will have sidewalks, bike paths and transit facilities.

- iv. *“Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighbors.”*

The mix of uses, densities and height of the Project are compatible with existing and approved developments on adjoining properties. The Project achieves an appropriate mix of density and building heights as recommended in the 2010 *White Flint Sector Plan*.;

- v. *“Allow an appropriate balance of employment and housing opportunities.”*

The Project will offer a variety of housing options including market-rate units and MPDUs. It also includes office and retail spaces, which will provide opportunities for employment.;

- vi. *“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.

b. The Sketch Plan meets the general requirements of Section 59-C-15.6 as follows:

i. Section 15-C-15.61 - Master Plan and Design Guidelines Conformance

The Project conforms to the Sector Plan and Design Guidelines as described in Finding #2 below.

ii. Section 59-C-15.62 - Bicycle Parking Spaces and Commuter Shower/Change Facility

The Project provides for the minimum required number of bicycle parking spaces for residents and visitors and commuter shower/change facilities.

iii. Section 59-C-15.63 - Parking

According to Section 7.7.1.B.3.b of the current Zoning Ordinance, "An applicant may apply for a minor site plan amendment to amend the parking requirements of a previously approved application (listed in Section 7.7.1.B.2) in a manner that satisfies the parking requirements of the Section 6.2.3 and Section 6.2.4." Accordingly, the Project meets the parking requirements of the current Zoning Ordinance, as applicable. The final number of parking spaces will be determined at Site Plan based on the final number of residential units.

iv. Section 59-C-15.7 - Development Standards

The Sketch Plan meets the development standards of Section 59-C-15.7, as shown in the Data Table below:

| Standard | Permitted/ Required | Approved |
|--|--|---|
| Gross Tract Area | n/a | 191,925 sf (4.4 ac) |
| CR-4 Zone Area CR-3 Zone Area | n/a | 164,753 sf 27,172 sf |
| Previous Dedication | n/a | 27,743 sf |
| Proposed Dedication | n/a | 2,799 sf (Executive Blvd) 2,797 sf (Nicholson Ln) |
| Net Lot Area | n/a | 158,586 sf |
| Total floor area (max) CR-4 Zone Area CR-3 Zone Area | 740, 528 sf 659,012 sf 81,516 sf | 740,528 sf 659,012 sf 81,516 sf |
| Non-residential floor area (max) | 617,394 sf | 268,000 sf* |
| Residential floor area (max) | 644,566 sf | 492,000 sf* |
| Public Use Space (min) | 15,859 sf (10% of net tract) | 15,900 sf |
| Building height (max) CR-4 Zone Area CR-3 Zone Area | 300 ft 300 ft 150 ft | 300 ft 300 ft 150 ft |
| MPDUs (min) | 12.5% | 12.5% |
| Total vehicle parking spaces ¹ | 872 (min)/1,482 (max) | Approx. 1,071 (Final count determined at site plan) |

* The Planning Board approves the flexibility to adjust the allocation of non-residential and residential floor area at Site Plan, with the total density not to exceed 740,528 sf.

¹ Reviewed under Section 6.2.3 and Section 6.2.4. of the current Zoning Ordinance.

2. *furtheres the recommendations and objectives of the Sector Plan;*

The vision of the 2010 *White Flint Sector Plan* “establishes policies for transforming an auto-oriented suburban development pattern into an urban

center of residences and business” (pg. 6). The Project implements this vision by replacing auto-oriented office and retail buildings surrounded by surface parking lots into an urban, mixed-use community with emphasis on the pedestrian experience in an improved public realm. The Project supports the goals and objectives of the Plan (pg. 25) by:

- Creating compact building footprints and a mix of uses in a walkable environment;
- Providing up to 470 residential units including 12.5% MPDUs in a place where no units currently exist; and
- Providing retail space for local retail and commercial services for existing and new residents within walking distance of the White Flint Metro Station.

The Site is within the NoBe District (Block 2) in the 2010 *White Flint Sector Plan*. The Sector Plan notes the “significant redevelopment opportunity north of Executive Boulevard that could include retail, residential, and offices uses” (pg.36). It also states that “building heights may be less than 150 feet to achieve compatibility with the residential development southwest of this block” (pg.36). The Project includes a 50-foot building at the southwest corner of the Site, consistent with the Sector Plan and the zoning on that portion of the Property. Compatibility with the residential development southwest of the Site will be further evaluated at the time of site plan.

Transportation

The proposed street network is consistent with the Sector Plan recommendations. The Sector Plan envisions Rockville Pike as an urban boulevard with improved pedestrian sidewalks, on-road bicycle accommodation, and bus priority lanes (pg.53). The segment of Rockville Pike between Nicholson Lane and Executive Boulevard is classified as M-6, a major highway with planned Bus Rapid Transit service. The segment is currently 120-feet wide and planned to be 162-feet wide with six (6) divided travel lanes and two (2) bus-only lanes. A public right-of-way dedication to meet this requirement was completed from the previously approved preliminary plan (120120060). The 2013 *Countywide Transit Corridors Functional Master Plan* recommends a Bus Rapid Transit corridor in the median of Rockville Pike along the frontage of this Site. The MD 355 South Rapid Transit service is planned to travel in dedicated transit lanes along this portion of its overall route. The Rockville Pike property frontage will be enhanced with a 10-foot sidewalk, 10-foot bidirectional bikeway, and 8-foot green panel in accordance with the Downtown Boulevard streetscape requirements in the draft *Complete Streets Design Guide*.

Woodglen Drive is designated as a Business Street, B-3, with a recommended 70-foot right-of-way, and existing separated two-way bicycle lanes along the west side of the street. The roadway is 70-feet wide, which meets the right-of-way requirement outlined in the *Master Plan of Highways and Transitways*. The Applicant proposes to construct a new ten-foot sidewalk and six-foot green panel that meets the requirements of the Downtown Street standards per the draft *Complete Streets Design Guide*. A portion of the streetscape will remain in its current state until the existing office structure is replaced as part of the second phase of the development.

Nicholson Lane is designated as an arterial, A-69, with a recommended 90-foot right-of-way, and recommended separated one-way bicycle lanes along both sides of the roadway. The Applicant proposes to dedicate nine-feet along the property frontage to meet the 45-foot right-of-way requirement from centerline. The Applicant proposes to reconstruct the curb as a means of accommodating a wider sidewalk, green panels, and one-way separated bicycle lane. Existing utility poles will be maintained in the buffer between the bicycle lane and sidewalk to preserve clear paths of travel.

Executive Boulevard is designated as an arterial, B-7, with a recommended 90-foot right-of-way, and recommended separated one-way bicycle lanes. The Applicant proposes to dedicate 3.5-feet along the property frontage to meet the 40-foot right-of-way requirement from centerline. The Applicant proposes to maintain the existing eight-foot sidewalk and 5.5-foot green panel that meets the requirements of the Downtown Street standards per the draft *Complete Streets Design Guide*.

Street 'A' (east-west) and the 'Paseo' (north-south) are internal private, local streets consistent with the Sector Plan's recommendation for local streets, which "provide access into the interior of the blocks and can have special features to distinguish the different enclaves of development from each other, such as distinctive paving materials" (pg.18). These new streets provide important extensions of the White Flint Recreation Loop.

Utilities

The Sector Plan recommends undergrounding of utilities noting that "undergrounding utilities and locating "wet" and "dry" utilities under the pavement or under the sidewalk will allow the street tree canopy space to grow" (pg.17). The Applicant will underground existing overhead utilities along the east side of Woodglen Drive north of the existing office building E (11333 Woodglen Drive).

3. *achieves compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses;*

The buildings and open spaces are compatible with existing nearby buildings, open spaces and uses. This compatibility is achieved through: building heights similar to those of the existing North Bethesda Market I to the south (approximately 289 feet), approved-but unbuilt North Bethesda Gateway across Rockville Pike to the east (approximately 250 feet), and approved-but unbuilt Saul Centers White Flint to the north (approximately 300 feet); creation of blocks that transform the suburban, auto-oriented strip shopping center into a mixed-use, walkable environment; creation of defined streetscapes and open spaces; replacement of surface parking lots with structured parking creating an urban pattern of buildings, sidewalks, and streets; and continuation of the existing public space and internal street grid established by North Bethesda Market I.

4. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The circulation network for vehicles, pedestrians and bicyclists is safe, adequate and efficient, and will integrate this development into the surrounding area. Structured parking and loading provides adequate access with efficient on-site circulation for vehicles, bicyclists and pedestrians. Safety is enhanced by several improvements, including generously landscaped sidewalks and a narrow internal street which will encourage slower traffic. The vehicular circulation efficiently directs traffic into and through the site with minimal impacts to pedestrian circulation.

5. *includes public benefits that support the approved incentive density;*

Under Section 59-C-15.83, in approving any incentive density based on the provision of public benefits, the Planning Board must consider:

- a) the recommendations, objects, and priorities of the applicable master or sector plan;
- b) *the CR Zone Incentive Density Implementation Guidelines* and any design guidelines adopted for the applicable master plan area;
- c) the size and configuration of the tract;
- d) the relationship of the site to adjacent properties;
- e) the presence or lack of similar public benefits nearby; and
- f) enhancements beyond the elements listed in the individual public benefit descriptions or criteria that increase public access to or enjoyment of the benefit.

The Planning Board finds that the public benefits proposed by the Applicant as set forth in the following table are appropriate in concept, and appropriate for further detailed review. Final determination of public benefit point values will be determined at site plan(s).

| Public Benefit | Incentive Density Points | |
|--|--------------------------|---------------------|
| | Max. Allowed | Approved in Concept |
| 59-C-15.851 Major Public Facilities | | |
| Off-site bike lane improvements | 70 | 2.8 |
| 59-C-15.852 Transit Proximity | | |
| Within ¼ and ½ mile of a Level 1 Transit Stop | 50 | 36.88 |
| 59-C-15.853 Connectivity and Mobility | | |
| Neighborhood Services | 10 | 7.5 |
| Minimum Parking | 10 | 8.14 |
| Way-Finding | 10 | 5 |
| 59-C-15.855 Quality of Building and Site Design | | |
| Structured Parking | 20 | 9.93 |
| Public Art | 10 | 7.5 |
| Public Open Space | 20 | 4.67 |
| Exceptional Design | 10 | 10 |
| 59-C-15.853 Protection & Enhancement of the Natural Environment | | |
| Building Lot Terminations | 5 | 5 |
| Vegetated Roof | 15 | 7.5 |
| Cool Roof | 10 | 10 |
| TOTAL | | 114.92 |

Major Public Facilities

The Planning Board supports at this time awarding points for the extension of the Nicholson Lane bicycle lane east to Rockville Pike, using the following calculation:

$$\begin{aligned} & (\text{constructed area of facility/net lot area})/4 * 100 \\ & (1,128 \text{ sq ft}/158,586*4)*100= 2.8 \text{ points} \end{aligned}$$

Transit Proximity

A portion of the Property (approximately 132,014 square feet tract area) is located within ¼ mile of the White Flint Metro Station (a level 1 transit center), and the remaining portion falls just outside. As such, the Transit Proximity points are calculated based on the proportionate share of the tract area that falls within ¼ mile radius, and the remaining land area located within ¼ and ½ mile, as follows:

$$[(t1/T)*P1] + [(t2/T)*P2]$$

$$T \text{ (total tract area)} = 191,925 \text{ sf}$$

$$t1 \text{ (tract area within proximity range 1)} = 132,014$$

$$t2 \text{ (tract area within proximity range 2)} = 59,911$$

$$P1 \text{ (points for range 1)} = 40$$

$$P2 \text{ (points for range 2)} = 30$$

$$[(132,014/191,925)*40]+[(59,911/191,925)*30] = 36.88 \text{ points}$$

Connectivity and Mobility

Neighborhood Services

The Sketch Plan Amendment seeks to retain the previously approved points for Neighborhood Services. The project is within ¼ mile radius of retail establishments and other numerous offerings along Rockville Pike that meet this criterion:

1. Whole Foods Market – 1355 Woodglen Drive
2. LA Fitness – 11416 Rockville Pike
3. Stella's Bakery – 11510 D Rockville Pike
4. Seasons 52 – 11414 Rockville Pike
5. Dunkin Donuts – 11520 Rockville Pike
6. 7-Eleven – 11421 Rockville Pike
7. Taipei Tokyo – 11510 Rockville Pike
8. Verizon Wireless – 11431 Rockville Pike
9. A&B's Barbershop – 11520 Rockville Pike
10. DryClean plus – 11520 Rockville Pike

- 11. Arhaus – 11412 Rockville Pike
- 12. Russian Gourmet – 11431 Rockville Pike

Additionally, the Project will provide diverse commercial/retail/service/restaurant offerings in both Phase One and Phase Two. Phase One proposes two stand-alone commercial buildings with approximate square footages of 2,500 square feet and 5,150 square feet. In addition, Phase One includes approximately 10,500 square feet of ground floor non-residential space that is anticipated to be broken down into two or more smaller commercial bays. Phase Two includes approximately 25,000 square feet of additional ground floor retail uses. The exact size and configuration of the commercial buildings and space will be determined at the time of Site Plan and the points are supported by the Planning Board at this time.

Minimum Parking

Parking will be provided above the minimum requirements but below the maximum allowed spaces. Accordingly, at this time, the Planning Board supports 8.14 points for minimum parking, based on the calculation below.

$$[(A/P)/(A/R)] * 10$$

A (maximum allowed spaces) = 1,482

R (minimum required spaces) = 872

P (proposed spaces) = 1,071

$$[(1,482/1,071)/(1,482/872)] * 10 = 8.14 \text{ points.}$$

Wayfinding

The Project will install wayfinding signs in the open and public spaces that orient pedestrians and cyclists to nearby parks, trails/paths, transit stations and stops etc. As such, and consistent with the prior approvals, the Planning Board supports 5 points for wayfinding at this time. The wayfinding program will be finalized at the time of Site Plan.

Quality Building and Site Design

Structured Parking

The Project will provide the majority of parking on-site through above-grade structured parking. Based on the calculation below, the Planning Board supports 9.93 points at this time for structured parking.

$$[(A/T)*10] + [(B/T)]*20$$

A (above-grade spaces) = 1,064

B (below-grade spaces) = 0

T (total spaces) = 1,071

$$[(1,064/1,071) * 10] + [(0/1,071)] * 20 = 9.93 \text{ points}$$

Public Art

The Project will provide public art through interactive art or a water feature in the public plaza and/or an artistic mural along the exposed garage façade (either in Phase One or Phase Two). The public art will achieve the following goals:

- Aesthetic excellence;
- Ensure an appropriate interaction between the art and the architectural setting in terms of scale, materials, and context;
- Ensure public access and invite public participation;
- Encourage collaboration between the artist(s) and other project designers early in the design phases;
- Ensure long-term durability of permanent works through material selection and/or a documented maintenance program; and
- Encourage a rich variety of arts including permanent installations, revolving temporary works, and event programming.

The Applicant has identified several potential locations for public art within the Project – the final location(s) and artwork will be determined at the time of Site Plan and reviewed for comment by the Art Review Panel under the Public Art Guidelines. The Applicant is exploring either a permanent, interactive sculptural piece within the plaza or a mural on the “exposed” parking garages (either at the east end of the Phase One residential garage or on the southern elevation of the Phase Two garage).

Accordingly, the Planning Board supports 7.5 points from this category at this time. The final design, location, and details of the art will be finalized at the time of Site Plan and must be reviewed by the Art Review Panel under the Public Art Guidelines.

Public Open Space

The Project provides significant improvements to the public open space offerings on-site. The Project includes approximately 15,900 square feet of public use space, in accordance with the requirements of Section 59-C-15.73 of the Zoning Ordinance. In addition to the public use space, the Project provides an approximately 7,400-square foot public plaza at the intersection of Rockville Pike and Executive Boulevard. The plaza is easily accessible and visible from Rockville Pike. This public plaza will provide a dynamic public open space, activated by the surrounding retail, to serve the surrounding community.

$(P/N)*100$

P (public open space) = 7,400

N (net lot area) = 158,586

$(7,400/158,586)*100 = 4.67$ points

Exceptional Design

The Project will provide exceptional architectural design that will positively contribute to the walkable urban core envisioned in the Sector Plan. The building architecture will be further refined at time of Site Plan but is anticipated to meet the exceptional design criteria below and the Planning Board supports 10 points at this time.

- *Provide innovative solutions in response to the immediate context*

The Project will contribute to the connected street grid envisioned for White Flint through the extension of the Paseo into the center of the Project, which intersects with a new, cross-block private street connecting Woodglen Drive with Rockville Pike.

The Project includes a compact building design with contextual massing. All buildings will align to the new and existing street grid to provide a continuous street facade and, to the extent possible, will line the streets with uses intended to enhance and enliven pedestrian activity. The highest densities, along Executive Boulevard, are designed to complement the existing densities at NoBe I. The two towers in Phase Two are designed to create a strong urban expression that matches that of NoBe I, while also providing a transition to the residential neighborhoods west of Woodglen Drive. The mid-rise, mixed-use building on the northern portion of the Property will line the new east-west private street with retail/restaurant activity at the ground floor and create the north boundary of the plaza. This mid-rise building will provide some boundary relief for the plaza allowing more light and air, as well as a more varied sense of space, from within the plaza.

- *Create a sense of place that serves as a landmark*

The Project will turn a collection of low-rise, out-of-date commercial buildings and a maze of parking lots into a neighborhood destination. The public plaza centrally located within an organized street grid is planned to be the main feature for the Project and for the surrounding area. The connections made by the additions to the street grid will allow for residents from the surrounding areas to safely access this new amenity and the events that will likely take place therein – creating an activated central destination.

- *Enhance the public realm in a distinct and original manner*

The public plaza will serve as a centerpiece to the Project. It will be easily accessed by many routes due to the integrated street grid. It has been designed to provide outdoor dining for the adjacent restaurants, as well as public seating opportunities to promote public gatherings. The adjacent retail building and landscaping have been strategically designed to create a protected area – a shaded green respite from the urban landscape along Rockville Pike. The stormwater management bio-retention planters that surround the plaza not only collect stormwater runoff but also include green plantings and urban green-scape habitat for birds and other creatures.

The Paseo will be designed as a connector street lined with trees, sidewalks and special paving, that can become an extension of the plaza that includes the sidewalk to the west. This additional area augments the 7,400 square feet of open space by at least 25% and allows for larger single day events like a farmer's market, a craft fair or a festival with live music. It would be possible to close the eastern half of the new, east-west private street along with the Paseo without disturbing the service and parking access to all the permanent occupants of the Property. And, with those closures, the area fully engages the heart of the Property, including the pedestrian realm along the eastern side of Rockville Pike, to create a synergy of activity and place that would be unique to the area.

Large windows, balconies and terraces will overlook the plaza providing layers of interest and activity. A sense of quality will be transmitted by the use of durable materials especially at the areas that can be touched along the pedestrian walkways. Details and scaling elements like bay projections, inset terraces, material changes and horizontal differentiation between different uses will be used to add interest to the street wall. Tall building elements will utilize strategies designed to break down the mass and reduce the apparent length of the façades. These details will be developed further during the Site Plan approval process.

- *Introduces materials, forms, or building methods unique to the immediate vicinity or applied in a unique way;*

The buildings and building heights have been strategically laid out throughout the Property to enhance the pedestrian environment and public plaza, promote a compatible transition to the surrounding uses, and also create the urban expression envisioned for the Property in the Sector Plan. The specialty retail building at the intersection of Rockville Pike and Executive Boulevard has been designed to activate and engage the plaza through human-scaled design, while simultaneously providing a protected area that, in combination with the

landscaping, is shielded from the noise and traffic along Rockville Pike. The seven-story mixed-use building on the northern portion of the Property will provide active ground floor uses that will engage and activate the internal east-west street and introduce a mid-rise building type. Phase Two will provide a two-tower high-rise building that has been designed to complement the heights and densities of the NoBe I development to the south and also provide a compatible transition to the residential neighborhoods to the west of Woodglen Drive.

- *Designing compact, infill development so living, working and shopping environments are more pleasurable and desirable on a site.*

The Project will substantially improve the pedestrian environment and experience. An important component of the improvements is the public plaza and adjacent Paseo. With the Paseo, the plaza completes the pedestrian realm initiated to the south at NoBe I. It provides a natural visual terminus in the architecture, and a meaningful destination in the plaza. The shade trees, the native plantings in the bio-retention system, and the human-scaled single-story retail building within and around the plaza provide the necessary elements of respite from Rockville Pike. In addition, the secondary street grid provides an important, smaller scaled set of access points and corridors that allow for safer travel to and through the site.

At full build-out, all of the private and public parking will be largely concealed from view in two structured garages that will be easily accessible from the public realm. Exposed garage elevations will be concealed by architectural screening and/or a public mural installation.

- *Integrates low-impact development methods into the overall design of the site and building beyond green building and site requirements*

The Project will result in significant improvements to the treatment of stormwater management on-site. There are no known stormwater management facilities located throughout much of the Property (with the exception of the green roof on the 11333 Woodglen Drive office building), and drainage flows from rooftops and parking areas directly into the storm drain system unabated. The Project will include an approximately 8-inch green roof in Phase Two, spread across up to 25% of the roof, significantly reducing impervious cover and providing microclimate cooling and pollinator benefits. In addition to the green roof, micro-bioretenion facilities will treat the stormwater runoff from the remaining roof area not being treated by green roof. The streetscape design also incorporates a variety of plant material slowing, filtering, and infiltrating additional runoff. In combination, the planting and stormwater facility design

will act as an integrated system lowering the impact of development and will substantially improve water quality.

Protection and Enhancement of the Natural Environment

BLTs

The Applicant will purchase Building Lot Termination easements, or make an equivalent payment to the Agricultural Land Preservation Fund, in an amount equal to 5 percent of the incentive density floor area. Based on the density approved by this Sketch Plan (up to 740,528 square feet) the Applicant would be required to purchase 1.61 BLTs, based on the following calculation:

- 740,528 square feet total development proposed – 95,962.5 square feet base density = 644,565.5 square feet of incentive density
- $644,565.5 \text{ square feet} \times 0.05 = 32,228.275 / 20,000 = 1.61 \text{ BLTs}$

At this time, the Planning Board supports 5 points from this category. The BLTs will be phased with the overall development.

Vegetated Roof

The Project will provide a vegetated roof with a soil depth of 8 inches, covering at least 33% of the Phase Two building roof. Per the Incentive Density Guidelines, points may be pro-rated per building for multi-building developments. The Phase Two roof area accounts for approximately 44% of the overall enclosed building roof area (e.g. 87,500 sf) within the Project. However, the Applicant is seeking additional points for providing a greater soil depth. As such, the Planning Board supports 7.5 points from this category at this time.

Cool Roof

At this time, the Planning Board supports up to 10 points for constructing any roof area that is not covered by a vegetated roof with a minimum solar reflectance index (SRI) of 75 for roofs with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12.

6. *establishes 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 two phases, with a logical sequence for provision of uses, right-of-way dedications and construction of public and private sidewalks. Further, some of the major public amenities, including the urban plaza along

Rockville Pike, will be provided with the first phase of development. Conceptual phasing of public benefit points is included in the table below.

Phased Public Benefit Points

| Public Benefit | Incentive Density Points | | |
|--|--------------------------|--------------|--------------|
| | Total | Phase One | Phase Two |
| 59-C-15.851 Major Public Facilities | | | |
| Off-site bike lane improvements | 2.8 | 2.8 | 0 |
| 59-C-15.852 Transit Proximity | | | |
| Within ¼ and ½ mile of a Level 1 Transit Stop | 36.88 | 18.44 | 18.44 |
| 59-C-15.853 Connectivity and Mobility | | | |
| Neighborhood Services | 7.5 | 3.75 | 3.75 |
| Minimum Parking | 8.14 | 4.0 | 4.14 |
| Way-Finding | 5 | 5 | 0 |
| 59-C-15.855 Quality of Building and Site Design | | | |
| Structured Parking | 9.93 | 4.5 | 5.43 |
| Public Art | 7.5 | 7.5 | 0 |
| Public Open Space | 4.67 | 4.67 | 0 |
| Exceptional Design | 10 | 4 | 6 |
| 59-C-15.853 Protection & Enhancement of the Natural Environment | | | |
| Building Lot Terminations | 5 | 2.5 | 2.5 |
| Vegetated Roof | 7.5 | 0 | 7.5 |
| Cool Roof | 10 | 5 | 5 |
| TOTAL | 114.92 | 62.16 | 52.76 |

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 electronic version of North Bethesda Market II 32011003B, submitted via ePlans to the 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 AUG 11 2021 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Cichy, seconded by Commissioner Verma, with Vice Chair Fani-González, and Commissioners Cichy and Verma voting in favor of the motion, and Chair Anderson absent at its regular meeting held on Thursday, July 29, 2021, in Wheaton, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board