



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

DEC 30 2021

MCPB No. 21-126
Sketch Plan No. 320220010
5500 Wisconsin Avenue
Date of Hearing: November 18, 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, on August 19, 2021, Carr Companies, LLC & Donohoe Development Company, LLC (“Applicant”) filed an application for approval of a sketch plan for construction of up to 406,563 square feet of density for a mixed use redevelopment (including 125,472 square feet of existing non-residential to remain), including up to 278,591 square feet of residential uses (which includes up to 50,238 square feet of MPDU bonus density for providing 15% MPDUs) and up to 137,972 square feet of nonresidential uses on 2.72 tract acres of CR 3.0 C 2.0 R 2.75 H 90T zoned-land, located in the northwest quadrant of the intersection of Wisconsin Avenue and South Park Avenue; (“Subject Property”) in the 1998 Friendship Heights Sector Plan (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320220010, 5500 Wisconsin Avenue (“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 November 8, 2021, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

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

WHEREAS, on November 18, 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, on November 18, 2021 the Planning Board voted to approve the Application subject to conditions, on the motion of Commissioner Verma, seconded by Commissioner Rubin, with a vote of 5-0; Chair Anderson, Commissioners Cichy, Patterson, Rubin and Verma voting in favor.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320220010, 5500 Wisconsin Avenue, for construction of up to 406,563 square feet of density for a mixed use redevelopment (including 125,472 square feet of existing non-residential to remain), including up to 278,591 square feet of residential uses (which includes up to 50,238 square feet of MPDU bonus density for providing 15% MPDUs) and up to 137,972 square feet of nonresidential uses on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 406,563 total square feet of total development, (including 125,472 square feet of existing non-residential to remain) including up to 278,591 square feet of residential uses (which includes up to 50,238 square feet of MPDU bonus density for providing 15% MPDUs) and up to 137,972 square feet of non-residential uses. Any given combination of commercial and residential density shall not exceed 406,563 square feet. The maximum number of dwelling units and use mix will be determined at Site Plan.

2. Height

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.

The development is limited to a maximum average building height of 90 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan. The average building height will be determined as described in Section 59.4.5.2.D of the Zoning Ordinance.

3. Incentive Density

The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I. and this Sketch Plan is amended. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a) Transit Proximity, achieved through level 1 transit proximity;
- b) Diversity of uses and activities, achieved by providing affordable housing beyond the zoning requirements;
- c) Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance and a through-block connection;
- d) Quality of Building and Site Design, achieved through architectural elevations, exceptional design, and structured parking; and
- e) Protection and Enhancement of the Natural Environment achieved through the purchase of building lot terminations. Additional public benefit subcategories within this Category may be considered at the time of Site Plan without further Sketch Plan amendment.

4. Public Open Space

The Applicant must provide a minimum of 10% of the Site Area (79,012 square feet) as Public Open Space, totaling 7,901 square feet.

5. Streetscape

At the time of Site Plan, the Applicant must adhere to the Complete Streets Design Guidelines as follows:

- a) Along the Site frontages on South Park Avenue and The Hills Plaza must install the streetscape standards of a Downtown Street within the existing right-of-way, with the buffer, sidewalk, and frontage zones to be determined at Site Plan, subject to approval by the Village of Friendship Heights.
- b) In the coordination with the Maryland Department of Transportation State Highway Administration (MDOT SHA), the Applicant must install on the Site frontage along Wisconsin Avenue the streetscape standards of a Downtown Boulevard and underground all utilities.

6. Future Street Connection

At the time of Site Plan, the Applicant will finalize the design and operation of the shared street. The Site Plan submittal must address the following:

- a) The alley must be flush (without curbs).
- b) The design must include vertical protection for pedestrians such as, but not limited to, bollards (permanent or removable) or similar protection as approved by Staff.
- c) To reduce conflicts with pedestrians on Wisconsin Avenue and The Hills Plaza, narrow the curb cuts to the minimum width acceptable to Montgomery County Department of Permitting Services Fire & Rescue.
- d) Provide truck-turning templates for the intended design vehicle to inform the minimum width needed for safe operation of the vehicles.
- e) Explore ways to limit conflicts between pedestrians and motorists within the shared street through operational alternatives. Submit the following design alternatives for vehicular circulation along the future street:
 - i. One-way direction inbound from Wisconsin Avenue, with a narrower alley width where it intersects with Wisconsin Avenue and The Hills Plaza;
 - ii. Two-way circulation pattern with inbound and outbound access to the underground parking garage for the proposed residential units;
 - iii. Two-way circulation pattern of the shared street, but the parking garage access from the shared street would be inbound only;
 - iv. One-way operation of the shared street;
 - v. All design alternatives shall explore the potential to restrict parking garage access from the shared street to inbound only for the residents.
- f) The ultimate design of the future street must achieve the following performance criteria:
 - i. A continuous pedestrian pathway along the north side of the alley with vertical separation from vehicles (e.g., bollards);
 - ii. Access to and from the bike storage room;
 - iii. Access to abutting ground-floor retail uses;
 - iv. Pavement treatments delineating designated spaces for motorized users and for non-motorized users which prioritize the pedestrian; and
 - v. Parking garage access from the private shared street will be for residents only.

7. Future Coordination for the Site Plan

In addition to any other requirements for Site Plans under Chapter 59, the following must be addressed in the Site Plan application:

- a) The Applicant must submit and receive approval of a Preliminary/Final Forest Conservation Plan.

- b) Stormwater Management concept approval consistent with Chapter 19 of the Montgomery County Code.
- c) Provide a noise analysis or request a waiver per Section 2.2.2 of the 1983 *Noise Guidelines*.
- d) Submit a loading management plan which will avoid loading during peak activity hours (morning/evening peak travel times and midday peak activities).
- e) Provide Alternative Compliance justification under Section 59.6.8 for the two existing driveways (Section 59.6.1.4) related to the hotel to remain.
- f) Explore the feasibility of an alternative building massing that lowers the overall height of the future tower by one story, and offsets the height reduction by proportionately increasing the height and square footage of the building base.
- g) Ensure the first floor of the future development is of sufficient height to create a pedestrian friendly arcade along the future shared street.
- h) Provide screening for the existing parking structure from the future street connection in the form of art murals or other form acceptable by Staff.

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

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

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

Table 1: 5500 Wisconsin Avenue Sketch Plan Data Table

Section	Development Standard	Permitted/ Required	Proposed
59.4	Tract Area	n/a	118,775 sf (2.72 ac)
	Prior Dedication	n/a	39,763 sf (0.91 ac)
	Proposed Dedication	n/a	0 sf
	Site Area	n/a	79,012 sf (1.81 ac)
	Mapped Density		
	CR 3.0 C 2.0 R 2.75 H 90'T Residential (GFA/ FAR)	326,631 sf (2.75)	228,353 sf (1.84)

Commercial (GFA/FAR)	237,550 sf (2.0)	137,972 sf (1.16) ¹
Total Mapped Density (GFA/FAR)	356,325 SF (3.0)	356,325 (3.0)
Total GFA/FAR	n/a	406,563 sf (3.42)²
MPDU requirement	15%	15% ³
MPDU Bonus Density³ (GFA/FAR)	71,858 sf (0.61)	50,238 (0.42)
Building Height, max average	90 feet ¹	90 feet ^{4,5}
Public Open Space (min s.f.)	10%	10% (7,901 sf)
Minimum Setbacks (ft)		
Front (Wisconsin Ave)	0	0
Front (South Park Ave)	0	0
Front (The Hills Plaza)	0	0
Side	0	0

¹ Commercial Density includes 125,472 square feet of existing hotel to remain and up to 12,500 square feet of additional non-residential density for the first floor of the proposed development.

² Proposed Residential and Commercial density reflects 'up to' however the combination of each will not exceed 406,563 square feet.

³ Section 59.4.5.2.C.1 of the Zoning Ordinance allows residential density to be increased above the mapped residential FAR by 22% for any application that includes more than 12.5% of the gross residential floor area as MPDUs.

⁴ Section 59.4.5.2.D of the Zoning Ordinance allows provisions for "T" zones, allowing height on a portion of the building to be increased above the number following the H on the zoning map so long as the average height of the building is no greater than the maximum height allowed by the mapped zone. Final maximum building height to be determined at Site Plan.

⁵ Section 59.4.9.2.C.7 of the Zoning Ordinance eliminates the height requirement to the extent necessary to provide MPDUs beyond 12.5%. Final maximum height to be determined at Site Plan.

The final number of vehicular parking spaces will be determined at Site Plan based on the residential units.

Height Averaging (T Provision)

The Project has a mapped height of 90T, and as described in Table 1 footnote 4 above, the Zoning Ordinance allows provisions for "T" zones, allowing height on a portion of the building to be increased above the number following the H on the zoning map so long as the average height of the building is no greater than the maximum height allowed by the mapped zone.

For this particular Project, the Site will contain one structure that is connected underground by one parking structure and emerges above the surface as two defined towers, one for the existing hotel and one for the

new mixed use development, for the purposes of applying and calculating average height, the development is considered one building. Section 59.4.5.2.D states that height averaging will be determined by the following:

Average building height is calculated as the sum of the area of each section of the roof having a different height multiplied by that height, divided by the total roof area. Height is measured at the midpoint of each roof section along each frontage.

Per Section 59.4.1.7.c.2.a height is measured in the CR zone as follows:

For a corner lot or a lot extending through from street to street, the height is measured from the curb grade opposite the middle of the building façade along either right-of-way; however, under Section 7.3.4, Site Plan, the Planning Board may approve an alternative point of measurement as part of site plan approval. The alternative measurement point must be taken from the approved curb grade along either right-of-way. In approving an alternative point of measurement, the Planning Board must consider compatibility and building height variation on the site.

This particular Site is both a corner and through lot and contains three frontages, and the Site's topography gains in elevation from the Wisconsin Avenue frontage to The Hills Plaza frontage. Given the varied elevation, the Applicant took the midpoint of each three frontages and averaged those midpoints, resulting in an average measuring point of 319.33 feet².

With the average measuring point, the Applicant measured the square footages of each of the building heights, including the existing hotel main roof, and the proposed tower's tallest roof point and lower base roof sections. The square footages of each roof section were multiplied by the height of that particular section and then divided by the total roof area, as required by Section 59.4.5.2.D, resulting in an average height of 78 feet. This average height is well below the required average height of 90 feet. The Planning Board reviewed this methodology with the conceptual roof heights proposed by the future tower and existing hotel and concurs with the application. The Applicant chose to not include certain roof sections such as the existing hotel's 1-story porte cochere along the Wisconsin Avenue frontage and the shared street (technically a roof to the parking structure below) as this would only skew the average to a lesser building height. As the Project moves from Sketch to Site, it is understood that the numbers provided may

² Midpoint of Wisconsin Avenue is 313.5', Midpoint of South Park Avenue is 321', Midpoint of The Hills Plaza is 323.5' (313.5+321+323.5= 958/3 =319.33)

change in regard to the future tower as the sections and heights will become finalized, and that will be reviewed at the time of Site Plan.

In addition to the Planning Board's analysis, the Applicant sent a letter of interpretation to the Department of Permitting Services for confirmation, which was signed by Zoning Manager Mark Beali on April 6, 2021 confirming the methodology.

At the Planning Board Hearing, Commissioners encouraged the Applicant to pursue an innovative design that responds to this unique development opportunity.

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 included in the 1998 Friendship Heights Sector Plan. The Sector Plan seeks to encourage economic growth in the metro-served area while preserving surrounding neighborhoods.

The Sector Plan did not provide any site-specific goals for the Property. As shown in Figure 9 of the Sector Plan, in 1998 it was identified as a major structure and use then anticipated to remain. It was zoned CBD-1, later updated to CR 3.0 C 2.0 R 2.75 H 90T after the adoption of the new Zoning Ordinance in October of 2014.

- *Create a vital, diverse urban center with a balanced mix of land uses, including places where one can live and work*

The Project proposes a new multifamily development along Wisconsin Avenue near several commercial and retail buildings, expanding the mix of land uses along the Wisconsin Avenue corridor and bringing residential uses into the Town Center to ensure its vitality in the evening and weekends.

- *Concentrate the highest density in the metro core, stepping down toward the surrounding neighborhoods*

The Project is located less than ¼-mile from the Friendship Heights Metro Station. The proposed maximum and average height of the development are appropriate given the Property's location along the Wisconsin Avenue corridor.

- *Preserve and enhance the environment for residents of the high-rise buildings*

The proposed mixed-use tower will be located across the street (South Park Avenue) from an existing 15-story high-rise residential building, the Highlands of Chevy Chase and kitty-corner to an existing 17-story high-rise, Highland House West. As proposed, the new tower will maintain an 80-foot separation from the 15-story high-rise, and the proposed massing of the future development will provide a tower setback above the 6th floor, thereby increasing the tower separation by another 30 feet. The orientation of the tower perpendicular to Wisconsin Avenue will provide views east-west on either side, from the adjacent high-rise buildings as well as from the park and adjoining streets, preventing a building wall along the Avenue.

- *Help knit the diverse districts into a stronger community and provide spaces for activities that bring people together. Existing parking lots near the Town Center that offer an opportunity for infill development that can make a more vibrant, pedestrian oriented community. Redevelopment of these lots and buildings deemed obsolete can be the mechanism to provide amenity spaces where members of the community can meet.*

As proposed, the redevelopment of the 1-story retail with parking above will allow for a new mixed-use tower with amenity spaces including a pocket park and shared street that will allow for new, vibrant spaces for community and activities.

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

The Project will redevelop a property with an existing hotel and one-story retail with structured parking to retain the hotel, while revitalizing the underutilized one-story retail with multi-family housing and ground floor retail. The redevelopment will bring new residents into the region who will support the surrounding retail and office uses to increase the mix of uses in the area.

- 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 380 residential units. The housing will be in walking distance of the nearby Friendship Heights Station on Metrorail's Red Line, and Ride On Route 34 and Metrobus Route L8, and other urban amenities.

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

The Proposal will retain the existing hotel and construct a new mixed-use development with ground floor retail, to be separated by a new shared street connection between Wisconsin Avenue and The Hills Plaza. The proposed mixed-use nature of the Site will provide an appropriate mix of uses, density, and heights given the Property's frontage on the Wisconsin Corridor. The existing hotel is approximately 12-stories in height, and the new tower will contain varying levels of height, including lower 6-story base with a maximum 18-story tower.

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

The Project will provide a new mixed-use tower with ground floor retail and an envisioned 380 units with 15% of units to be MPDUs; the redevelopment will provide additional housing on a Site within ¼ mile of the Friendship Heights Metro Station and the nearby existing commercial and retail uses.

- 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 100 public benefit points from a minimum of 4 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. The Sketch Plan substantially conforms to the recommendations of the Sector Plan.*

As discussed in Finding 1.a above, the Project substantially conforms to the recommendations of the 1998 Friendship Heights Sector Plan. The Proposal will enhance the Town Center with a mix of uses and diversity of housing, as the Project will maintain the hotel use while redeveloping the underutilized one-story retail into a mixed-use tower with ground floor retail and multifamily above.

- 3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of any development plan or schematic development plan in effect on October 29, 2014.*

The Sketch Plan is not subject to a development plan or schematic development plan.

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

The surrounding area is developed with several high-rise residential and office buildings, and the proposed tower will be located between two existing 15-story buildings on Wisconsin Avenue, one to the northern end of the block, a 15-story medical office building, and one to the south across South Park Avenue, the 15-story Highlands at Chevy Chase residential building. Several other tall buildings exist in the area to the south and west with heights ranging from 12-21 stories. Given the location within the Wisconsin Avenue corridor, the proposed height of the future 18-story tower will be compatible. Further, while the existing buildings along the Wisconsin Avenue corridor will be of a slightly lower height, the existing building façades along Wisconsin Avenue are flat in nature, and the proposed massing of the future tower will provide a base contributing to the street wall and a stepback above the 6th floor from Wisconsin Avenue, South Park Avenue, and the future street connection to create a defined tower distinctly separated from other buildings along the corridor. As above, the orientation of the tower perpendicular to Wisconsin Avenue will provide views east-west on either side, from the adjacent high-rise buildings as well as from the park and adjoining streets, preventing a building wall along the Avenue.

To the rear, the future development and shared street connection will provide direct access to the Friendship Heights Community Center. Further, the separation between the existing hotel from the future development will further assist in providing light and air and physical access to Hubert Humphrey Park.

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

As proposed, circulation, parking, and loading is safe, adequate and efficient. Pedestrian access to the Site will be from the established sidewalk network along all three site frontages: Wisconsin Avenue, The Hills Plaza and South Park Avenue. Pedestrian travel will be further enhanced by streetscape improvements in compliance with the Complete Streets Design Guidelines. The Applicant also proposes a private shared street that will increase pedestrian connectivity within the Site as well as to points within the Village of Friendship Heights such as the Friendship Heights Community Center and Hubert Humphrey Park.

Vehicular Access to the Site will be provided from Wisconsin Avenue and The Hills Plaza. The existing hotel use has one full-movement driveway on The Hills Plaza and two driveways on Wisconsin Avenue. The northernmost driveway on Wisconsin Avenue functions as a right-in, right-out and the southern driveway is egress-only. The hotel just recently underwent renovation and therefore no additional physical changes are proposed on the hotel portion of the Site at this time. The Applicant will be subject to alternative compliance analysis for a corner lot with more than one driveway (Section 59-6.1.4.E) at the time of Site Plan.

For the new residential portion of the Site, vehicles will be able to access the parking facility from the proposed private street, and from the existing driveways serving the hotel. The ultimate design of the shared street will be finalized at Site Plan. The intent is to create a space that will prioritize pedestrian connectivity, safety, and comfort, while providing space for loading, delivery, and trash collection activities in such a way that disruptions to the adjacent public transportation network will be limited. Comments were provided by Planning, MCDOT, MDOT SHA and the Village of Friendship Heights on the potential circulation patterns of the private shared street. The Applicant provided concept plans of four design alternatives that address the conditions of approval for the Sketch Plan and will be further refined with the Site Plan submittal. At the time of Site Plan review, a final circulation plan will be determined.

The Site includes a below-grade parking facility that spans the entire Site. It will serve all uses on the Site including the existing hotel as well as the proposed residential units and retail uses. The minimum parking required for the Site is 288 spaces, and the Project proposes 391 spaces³. Final parking counts will be determined at Site Plan, when the final number of retail/residential units is determined.

For retail/service establishments and restaurants, the Zoning Ordinance requires one (1) bicycle space for every 10,000 square feet of gross floor area, of which 15% must be devoted to long term use (up to a maximum of 50 spaces for retail/service establishments and 10 spaces for restaurants). For hotel, the Zoning Ordinance requires one (1) bicycle parking space for every 10 guest rooms (up to 25 spaces), of which 100% must be provided as long-term spaces. The Project will provide sufficient bicycle parking on-site to satisfy the requirements of Section 6.2.4. Accordingly, the Project will incorporate a minimum of 125 bicycle parking spaces, of which 118 spaces are required to be long-term spaces (with the final number and location to be determined at time of Site Plan).

For a project proposing at least 50 residential units, a designated on-site loading space is required. The Applicant proposes a designated loading area within the private shared street. By locating the loading space within the private shared street, it limits disruptions (such as trucks reversing in and out of the space) to the adjacent roadway network. As conditioned, the Applicant will also include a loading management plan with the Site Plan submittal.

At the Planning Board Hearing, it was requested that the Site Plan address specific concerns regarding the use and operation of the private street as an urban activation that will tie into the Hubert Humphry Park. This includes exploring amenity space options that would be open to the public for further activation of the future street.

At the hearing, the Planning Board requested that at the time of Site Plan, the Applicant further study the pedestrian circulation around the Site.

Transit Connectivity

³ Parking is calculated based on 380 units, 12,500 square feet of retail, 230 guest rooms and 11,255 sf of meeting room and dining area for the existing hotel.

The immediate area is served by transit that includes the Red Line Friendship Heights Metrorail Station (approximately two blocks from the Site), and bus transit via Metrobus and RideOn along Wisconsin Avenue. The MD 355 South BRT line is master-planned to ultimately terminate in Friendship Heights in the long-term.

Master Plan Transportation Facilities

The Site has frontage along three streets including Wisconsin Avenue, which is owned and maintained by MDOT SHA and South Park Avenue and The Hills Plaza, which are controlled by the Village of Friendship Heights.

Both South Park Avenue and The Hills Plaza are classified as Downtown Streets, per the Complete Streets Design Guidelines, and they have a master-planned right-of-way width of 80 feet total. No further dedication is required.

Wisconsin Avenue is classified as a Downtown Boulevard per the Complete Streets Design Guidelines, with a master-planned width of 122 feet total. As of this report, 120 feet have been dedicated; however, MDOT SHA declined to require additional right-of-way in its correspondence addressed to Staff dated April 21, 2021. For this reason, no additional right-of-way dedication will be required at the time of Site Plan.

Adequate Public Facilities

As proposed, the Project is estimated to generate fewer than 50 peak hour person trips in both the morning and evening peak periods when compared to the retail use to be removed. Therefore, in compliance with the 2021-2024 Growth and Infrastructure Policy, and the 2021 Local Area Transportation Review Guidelines (LATR), the Applicant will be required to submit a transportation exemption statement with the forthcoming Site Plan. The trip estimate will reflect the final unit count, at the time of Site Plan. Further adequate facilities such as schools will be evaluated at the time of Site Plan.

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

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar

public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site.

For the proposed development, the Zoning Ordinance requires 100 points in 3 categories. The Applicant proposes to exceed the 100 point requirement utilizing 5 categories. Although at the time of Sketch Plan review only the categories need be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefit Calculations

Public Benefits Calculations		
Public Benefit	Incentive Density Points	
	Max Allowed	Requested
59.4.7.3.B: Transit Proximity		
Level 1	50	30
59.4.7.3C: Connectivity and Mobility		
Minimum Parking	10	8
Through Block Connection	20	10
59.4.7.3.D: Diversity of Uses and Activities		
Affordable Housing	n/a	30
59.4.7.3E: Quality of Building and Site Design		
Architectural Elevations	20	10
Exceptional Design¹	10	10
Structured Parking	20	19
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Terminations (BLT)	25	7
TOTAL		124

Transit Proximity

Level 1: The Applicant requests 30 points for locating new development near transit stops. Level 1 allows up to 50 points based on proximity to an existing or master planned Metrorail station. The Property is located within ¼-mile from the Friendship Heights Metro Station; therefore the Planning Board supports the category at this time.

Connectivity and Mobility

Minimum Parking: The Applicant requests 8 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. The Planning Board supports the category at this time.

Through Block Connection: The Applicant requests 10 points for providing a through block connection from Wisconsin Avenue to The Hills Plaza. Through block connections are intended to create safe and attractive pedestrian only connections between streets. While the proposed through block connection would not be exclusive to pedestrians, the connection will serve as an important access to the Friendship Heights Community Center and is envisioned as a flush curb street that will prioritize pedestrians. The design of the space will be further reviewed at the time of Site Plan to ensure that the pedestrian only area will meet the intent of the public benefit category. The Planning Board supports the category at this time.

Diversity of Uses and Activities

Affordable Housing: The Applicant requests 30 points for providing 15% Moderately Priced Dwelling Units. While 15% MPDUs is the requirement for areas of the County where 45% of the census tracts have a median income of 150% of the County's AMI, the Applicant is still eligible to receive public benefit points for the provision of 15% MPDUs. The final percentage and number of affordable units will be determined at Site Plan. The Planning Board supports the Applicant's request at this time.

Quality of Building and Site Design

Architectural Elevations: The Applicant requests 10 points for providing architectural elevations as part of the Certified Site Plan showing particular elements of the design such as minimum amounts of transparency, maximum separation between doors, and other design priorities of the applicable Sector Plan, and implementing design guidelines. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. The Planning Board supports the category at this time with further details and refinement to be provided at the time of Site Plan.

Exceptional Design: The Applicant requests 10 points for building and/or site design that enhances the character of a setting. Staff will continue to

evaluate the design as the project moves forward. The design of the future mixed-use development and the relationship to the future shared street will be further evaluated at Site Plan to ensure that the entire Site responds uniquely to the surrounding context and provides an enhanced space for pedestrians and members of the community. Based on the conceptual materials submitted with the Application, The Planning Board supports the category at this time.

Structured Parking: The Applicant requests 19 points for providing structured parking. The Planning Board supports the category at this time.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 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. The Planning Board supports the Applicant's request at this time.

In support of the County's 2035 net zero goal, the Applicant is encouraged to include additional energy efficiency and renewable resources in the future development, therefore additional public benefit subcategories within this Category may be considered at the time of Site Plan without further Sketch Plan amendment.

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

The Project will be built in one phase.

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

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


BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of 5500 Wisconsin Avenue, 320220010, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is DEC 30 2021 (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Cichy, seconded by Commissioner Rubin, with Chair Anderson and Commissioners Cichy, Verma, and Rubin voting in favor of the motion, and Commissioner Patterson absent at its regular meeting held on Thursday, December 23, 2021, in Wheaton, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board