

SEP 9 2014



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

SEP 19 2014

MCPB No. 14-68
Sketch Plan No. 320140030
Chevy Chase Lake
Date of Hearing: July 24, 2014

RESOLUTION

WHEREAS, under Section 59-C-15.42 of the Montgomery County Code the Montgomery County Planning Board ("Planning Board" or "Board") is authorized to review sketch plan applications; and

WHEREAS, on April 24, 2014, CC Associates LLC ("Applicant"), filed an application for approval of a sketch plan for construction of up to 388,833 square feet of residential development on 5.403 acres of CRT 2.0: C 0.25, R 2.0, H 100' and CRT 1.5: C 0.25, R 1.5, H 50' zoned-land, located at on Chevy Chase Lake Drive approximately 510 feet east of the intersection with Connecticut Avenue, Lots 1, 2, 3, and 4 of Block 1 ("Subject Property") in the Chevy Chase Lake Sector Plan ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320140030, Chevy Chase Lake ("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 11, 2014, 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 24, 2014, the Planning Board held a public hearing on the Application, and at the hearing the Planning Board 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 as certified below.

Approved as to
Legal Sufficiency:

Christina Sorensen 8/28/14

M-NCPPC Legal Department
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NOW, THEREFORE, BE IT RESOLVED that, the Planning Board approves Sketch Plan No. 320140030, Chevy Chase Lake, for construction of up to up to 388,833 square feet of residential development, 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-C-15.43(b)(4) of the Montgomery County Zoning Ordinance:

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

All other elements are illustrative.

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

1. Density

The development is limited to a maximum of 388,833 square feet of total development. The final amount of residential dwelling units will be determined at Preliminary Plan.

2. Height

The development is limited to the maximum height of 100 feet for the multi-family building and 50 feet for the townhouses.

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 50 and be chosen from at least three 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 proposed.

- a. Transit Proximity;
- b. Diversity of Uses and Activities, achieved through affordable housing;
- c. Quality of Building and Site Design, achieved through structured parking and public open space; and
- d. Protection and Enhancement of the Natural Environment, achieved through vegetated area and vegetated roof.

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.

Final points will be established at site plan approval.

4. Moderately Priced Dwelling Units (MPDUs)

- a. The Applicant must provide in the multi-family building a minimum of 20% MPDUs or HOC affordable units at or below 60% of the area median income (AMI) and in the townhouses a minimum of 15% MPDUs, as recommended in the Chevy Chase Lake Sector Plan.
- b. The development must provide MPDUs in accordance with Chapter 25A. MPDUs must meet the standards in the MPDU Pricing Standards and Minimum Specifications.
- c. Department of Housing and Community Affairs (DHCA) requires a full bath on each bedroom level and a half bath on either the ground floor or living level.

5. Workforce Housing

- a. The Applicant must provide in the multi-family building a minimum of 20% WFHUs for the total number of units, as recommended in the Chevy Chase Lake Sector Plan.
- b. All units that are considered to be Workforce Housing Units (WFHUs) must comply with the requirements of Chapter 25B of the Montgomery County Code.

6. Public Space

- c. The Applicant must coordinate with the Department of Parks to finalize the details of ownership and design of the Park.
- d. Park ownership must be agreed upon by time of Preliminary Plan approval.
- e. The exact boundaries of the land, Park ownership, amenities to be included within the Park, and layout of these amenities, must be agreed upon by M-NCPPC, Department of Parks Staff and Applicant by time of Site Plan.

7. Environment

The Applicant must coordinate with the Maryland Department of Natural Resources and M-NCPPC Staff to address as appropriate the guidelines and recommendations regarding any Rare, Threatened, or Endangered species identified in the vicinity of the site.

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 the Sketch Plan:

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

I. The Sketch Plan meets the objectives of Section 59-C-15.2 quoted below; specifically, the development as approved will:

a. *"Implement the policy recommendations of applicable master and sector plans."*

The Application will provide needed affordable housing proximate to existing and future transit, enhance community connectivity, and create a desirable public open space as recommended in the Sector Plan;

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

The Application will redevelop the 68 garden apartments in multiple 2-story structures surrounded by surface parking, with higher-density residential development with structured parking to effectively maximize residential development adjacent to the planned Purple Line station, public use spaces and residential amenity space;

c. *"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 Application will offer diverse housing types targeted to a wide variety of incomes, including MPDUs and WFHUs, as well as effectively maximizing residential densities near existing transit and the adjacent planned Purple Line station, retail services, employment centers, and recreational amenities in order to reduce automobile reliance;

d. *"Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighbors."*

The Application proposes residential structures that step down in building heights away from Connecticut Avenue along Chevy Chase Lake Drive to create an appropriate transition from commercial areas to established residential neighborhoods;

e. *"Allow an appropriate balance of employment and housing opportunities."*

The Application will offer diverse housing types targeted to a wide variety of incomes, including market-rate units, MPDUs and WFHUs; and

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 Application will provide the required public benefits from a minimum of three categories to achieve the desired incentive density above the standard method limit.

- II. 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 Application conforms to the Sector Plan and Design Guidelines as outlined in Finding #2 below.
 - ii. Section 59-C-15.62 - Bicycle Parking Spaces and Commuter Shower/Change Facility
 The Application will provide the minimum required number of bicycle parking spaces for residents and visitors and commuter shower/change facilities within each building. Details will be provided at the time of Site Plan(s).
 - iii. Section 59-C-15.63 - Parking
 The number of parking spaces satisfies the minimum and maximum as outlined in the Section. The final number of parking spaces will be determined at Site Plan(s) based on the number of residential dwelling 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:

Project Data Table			
Section 59 - C	Development Standard	Permitted/ Required	Approved
	Gross Tract Area (sf)		
	Lot 1: CR2.0, C0.25, R2.0, H100	n/a	71,556
	Lots 2,3 and 4: CR1.5, C0.25, R1.5, H50	n/a	163,814
	TOTAL		235,370
15.71	Density (sf)		
	<i>Non-residential (C)</i>		
	Lot 1	17,889	0
	Lots 2, 3 and 4	40,953.5	0
	subtotal	58,842.5	0
		(0.25 FAR)	(0 FAR)

	<i>Residential (R)</i>		
	Lot 1	143,112	177,833 ²
	Lots 2, 3 and 4	<u>245,721</u>	<u>211,000</u>
	subtotal	388,833	388,833
		(1.65 FAR)	(1.65 FAR)
	TOTAL CR DENSITY	447,675.5	388,833
		(1.9 FAR)	(1.65 FAR)
15.71	Building Height (feet)		
	Lot 1	100	up to 100
	Lots 2, 3 and 4	50	up to 50
15.72	Minimum Setback		
	From adjacent residential	25'	25'
	From R.O.W.	0'	0'
15.73	Minimum Public Use Space (%)	10	15 ³
	On-site Public Use Space (sq. ft.)	20,570	30,900
15.74	Residential Amenity Space (sq. ft.)	3,500	3,500 ⁴
15.631	Parking (spaces)		
	Multi-family	140	200
	Townhouses	<u>129</u>	<u>129</u>
	TOTAL⁵	269	329

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

The Sketch Plan is consistent with, and furtheres, the recommendations of the 2013 Chevy Chase Lake Sector Plan. The Application's residential structures will step down in height from up to 100 feet on Lot 1 (multi-family building) to up to 50 feet on Lots 2, 3 and 4 (townhouses) to allow a transition between taller buildings along Connecticut Avenue and the lower existing residential buildings at the end of Chevy Chase Lake Drive. This transition preserves the neighborhood character of Chevy Chase Lake, creates an appropriate transition from more intensive development to less intensive development, and is in proportion with nearby residential uses. The Application also includes an approximately ½-acre new public open space with attractive amenities that will be designed to Parks Department standards, which will be located between the multi-family building and the single-family townhouses. Furthermore, the Application proposes the redevelopment of the Property in a

² Including 34,721 square feet averaged from CRT 1.5-zoned properties, under section 59.C-15.122.

³ Included 5% public open space incentive over the required 10% public use space.

⁴ Assumes 175 multi-family units, final unit count and space required to be determined at Site Plan(s).

⁵ The final number of parking spaces will be determined at Site Plan(s) when the final number of residential units is determined.

single sketch plan and includes all required public benefits for incentive density to be included in the Sector Plan's first phase of development including 1) constructing the portion of the new master-planned street between Chevy Chase Lake Drive and Manor Road on the Property (Private Street "A"), including sidewalks, street trees, and streetscape pavers as described in the design guidelines, to provide vehicular, pedestrian, and bicycle access to the future Purple Line station, adjacent neighborhoods, and roadways; 2) providing a minimum of 20% MPDUs or HOC affordable units at or below 60% of AMI, in addition to WFHUs up to 100% of AMI included in the multi-family building; 3) including a minimum of 15% MPDUs for the single-family townhouses; and 4) securing the ½-acre public open space.

The Application is consistent with the Sector Plan's recommendation to encourage more housing, especially affordable dwelling units (Sector Plan, page 22). The Application promotes the Sector Plan objective of reducing auto dependence by integrating a combination of housing types near transit options, such as WMATA Metrobus service and the future adjacent Purple Line station, and near neighborhood retail, businesses, public facilities, and recreational amenities (Sector Plan, page 64). The Application's inclusion of advanced ESD, such as vegetated roofs, micro-bioretenion facilities, silva cells, and stormwater management vaults, will enhance Chevy Chase Lake's natural environment, and promote the health of stream valleys, including Coquelin Run, by controlling runoff and mitigating negative environmental impacts (Sector Plan, page 23). Lastly, the Application's streetscape enhancements, including new sidewalks, streetlights and street trees allows for increased pedestrian access and connectivity, provides access to shared roadways and shared use paths recommended in the Sector Plan, and provides a human-scaled streetscape (Sector Plan pages, 23 and 43).

Density and Building Height

The Sketch Plan densities adhere to the Sector Plan's recommendations for density and height. The multi-family buildings will be up to 100 feet in height and the townhouses will be up to 50 feet, which is consistent with the Sector Plan building height recommendations. The structures step down in building heights away from Connecticut Avenue along Chevy Chase Lake Drive to create an appropriate transition from commercial areas to established residential neighborhoods.

Transportation Network

The streets are consistent with Sector Plan recommendations and the Applicant must demonstrate conformance with the Design Guidelines for the Chevy Chase Lake Sector Plan at the time of Site Plan(s).

The Applicant will construct the new street, Private Street "A", (B-1) which is located along the western edge of the Property in a parcel subject to a public access easement, under the conditions specified in the Sector Plan; the details will be finalized during Preliminary Plan review. Private Street "A" will be a segment of a new local business district street recommended in the Sector Plan that will enhance connectivity by linking Chevy Chase Lake Drive with Manor Road (P-14), providing access to the planned Purple Line light rail station, and serving as a shared roadway for bicycles as recommended in the Sector Plan. Bicycle traffic will be accommodated along Chevy Chase Lake Drive and Private Street "A" as shared roadways, as recommended in the Sector Plan.

Public Use

The public use spaces are consistent with the Sector Plan recommendations. The Sector Plan recommends a new Neighborhood Green Urban Park, to be located on the eastern portion of the Property. It must be at least ½-acre and designed per Parks Department standards. The Application includes an approximately ½-acre new public open space with attractive amenities and designed to Parks Department standards, which will be located between the planned multi-family building and the single-family townhouses. Since the Park will be available to the general public, Parks' Staff believes that it should be owned and maintained by the Department of Parks who has significant experience with the management of parkland. During the Preliminary Plan and Site Plan process, the Applicant will finalize the details of the ownership and design of the Park with Department of Parks.

Environment

The Sector Plan contains several recommendations to preserve and restore environmental features while minimizing the impact of future development including expanding the existing tree canopy and promoting sustainable site and building design to mitigate negative environmental impacts. The Application illustrates vegetated areas throughout the Property and a vegetated roof on the multi-family building along with micro-bioretenention facilities, silva cells, and stormwater management vaults. The Sector Plan also recommends maximizing tree cover for new development with overall goals of 25 to 30 percent tree canopy in the Chevy Chase Lake Center area. New development should also retain or improve canopy cover throughout the Sector Plan area, within street medians, along new and existing streets, and in surface parking areas

At Site Plan(s), the Applicant must demonstrate how each recommendation in the Sector Plan will be achieved.

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 and proposed nearby buildings, open spaces and uses. This compatibility is achieved through:

- Building heights, as recommended in the Sector Plan, provided compatibility with nearby buildings by appropriately stepping down building height along Chevy Chase Lake Drive. The Sketch Plan depicts that the building height of the multi-family building on the western portion of the Property will be up to 100 feet, which is consistent with the existing and taller 8401 Connecticut Avenue multi-story office building, while the townhouses on the remaining portion of the Property will taper down to up to 50 feet, creating a suitable relationship with the multi-family and single-family residential uses on Chevy Chase Lake Drive further to the east;
- Internally, the multi-family building and the most western row of townhouses will front on the approximately ½-acre public open space recommended by the Sector Plan, creating a defined open space area;
- Creation of defined streetscapes with sidewalk paving, street trees, and streetlights; and
- Replacement of surface parking with structured parking creating a stronger relationship between buildings, sidewalks, and streets.

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

The Application enhances circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists. Specifically, it provides:

- Multiple points of access to Chevy Chase Lake Drive: one entrance for the multi-family building, and several private alleys serving the single-family attached homes. To facilitate efficient vehicular access, many of these alleys will serve two rows of single-family attached homes;
- Increased parking for bicycles and sufficient vehicular parking, for residents and visitors;
- Parking for the multi-family building consists of the majority of the Application's parking spaces, 60% of the parking will be contained in a below grade structure;
- All of the market-rate single-family attached units are to have two car garages;
- Construction of Private Street "A," a segment of a new local road that will increase connections with the surrounding street network in the future by linking Chevy Chase Lake Drive with Manor Road, providing access to the

planned Purple Line rail station, and accommodate vehicles, pedestrians, and bicycles; and

- Enhanced sidewalks and streetscaping along Chevy Chase Lake Drive and Private Street "A," provide safe access to the future Purple Line station, nearby neighborhoods, as well as cycle tracks and shared use paths.

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

The Application includes public benefits that address the general incentive and density considerations required by Section 59-C-15.83. The public benefits:

- Take into consideration "the recommendations, objectives, and priorities of the applicable master or sector plan" by providing the diversity of housing, general sustainability measures, and connectivity improvements;
- Meet "the CR Zone Incentive Density Implementation Guidelines and any design guidelines adopted for the applicable master plan area" by providing the proper calculations and criteria for each public benefit including transit proximity, affordable housing, structured parking, public open space, vegetated areas, and vegetated roof;
- Are appropriate for "the size and configuration of the tract" by improving the existing configuration of surface parking lots and replacing them with structured parking to allow for public use and public open spaces close to transit;
- Adequately address "the relationship of the site to adjacent properties" by designing the building at an appropriate scale for the surroundings with heights and creating areas of open space that complements the existing character of the area;
- Consider "the presence or lack of similar public benefits nearby" through the provision of affordable housing, environmental benefits, public open space, and pedestrian connections, all of which are currently needed in this area; and
- Provide "enhancements beyond the elements listed in the individual public benefit descriptions or criteria that increase public access to or enjoyment of the benefit" which will be developed and assessed during Preliminary and Site Plan reviews.

Public Benefits Calculations			
Public Benefit	Incentive Density Points		
	Max Allowed	Requested	Recommended
59-C-15.852: Transit Proximity	15	15	15
59-C-15.854: Diversity of Uses and Activities			
Affordable Housing	40	37.5	37.5
59-C-15.855: Quality of Building and Site Design			

Structured Parking	20	12.1	12.1
Public Open Space	20	5	5
59-C-15.856: Protection and Enhancement of the Natural Environment			
Vegetated Area	10	5	5
Vegetated Roof	15	7.5	7.5
TOTAL	130	82.1	82.1

Transit Proximity

The site is located adjacent to a proposed Purple Line station, which allows the development to be eligible for Level 2 transit as defined in the Zoning Ordinance. The Planning Board grants the full 15 points for this benefit.

Diversity of Uses and Activities

Affordable Housing: The Applicant requests 37.5 points for providing 20% of the multi-family units as MPDUs or HOC Affordable units at or below 60% of the area median income and 15% of the townhouses to be MPDUs. The incentive density points for MPDUs are calculated as a percentage of the total number of dwelling units (assuming 175 multi-family units and 70 townhouses). The Applicant's initial estimate of providing 46 MPDUs yields 37.5 points. Final number of MPDU units to be determined at Site Plan. The Planning Board grants the 37.5 points for this benefit.

Quality of Building and Site Design

Structured Parking: The Applicant requests 12.1 points for structured parking for only the parking that will be below grade. This incentive is granted on a sliding scale based on the percentage of spaces provided above and below grade. The initial estimate of 129 spaces above grade and 198 below-grade yields a total of 16 points (3.9 points for above grade parking and 12.1 points for below grade parking) with final parking counts to be determined at Site Plan(s). The Planning Board grants 12.1 points for this benefit.

Public Open Space: The Applicant requests 5 points for open space in addition to the minimum 10% public use space required. Points for this incentive are granted on a sliding scale based on the percentage of the net lot area. The conceptual layout yields 10,300 square feet of additional open space above the required square feet of public use space for a total of 5 points. The open space will be: directly accessible to a street; open to the public; designed so that the loading or parking facilities are screened or faced with active uses, contain seating, trash receptacles, landscaping, and other amenities; be at least 35 feet wide; designed so that walls of any residential floor area facing the open space have windows on at least 60 percent of the façade between three and eight feet; and designed so that any dwelling unit facing the open space will have access to the open space. The Planning Board grants 5 points for this benefit.

Protection and Enhancement of the Natural Environment

Vegetated Area: The Applicant requests 5 points for the installation of plantings in a minimum of 12 inches of soil, covering at least 5,000 square feet. The CR Guidelines recommends 5 points for development that meets the Zoning Ordinance requirements with areas not part of the required public use space or open space used for incentive density. Area within stormwater management easements may not be counted either. The Planning Board grants 5 points for this benefit.

Vegetated Roof: The Applicant requests 7.5 points for providing vegetated roofs with a soil depth of at least 4 inches and covering at least 33% of the total roof excluding space for mechanical equipment on the multi-family building. The CR Guidelines recommend 7.5 points for development that meets the Zoning Ordinance requirements. The Planning Board grants 7.5 points for this benefit.

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.*

As described earlier, the development may be built in two (2) phases. Phase I will comprise CC Associates, LLC's redevelopment of Lots 2, 3 and 4, with approximately 70 townhouses, along with the ½-acre public open space area and Private Street "A" required by the Sector Plan as described above. Phase II will encompass HOC's multi-family building (approximately 175 units) for Lot 1. Phases may be sequenced in any order or combined, phase boundaries may be adjusted, and the density of phases shifted at the time of Preliminary Plan or Site Plan approval.

The table below shows the public benefits granted by the Planning Board for each phase of development:

Public Benefits Calculations-Phased			
	Points Recommended	Phases	
		Phase 1-Lots 2-4	Phase 2-Lots 1
Transit Proximity	15	4.3	10.7
Diversity of Uses and Activities			
Affordable Housing	37.5	10.7	26.8
Quality of Building and Site Design			
Structured Parking	12.1	0	12.1
Public Open Space	5	5	0
Protection and Enhancement of the Natural Environment			
Vegetated Area	5	5	0

Vegetated Roof	7.5	0	7.5
TOTAL	82.1	25	57.1

The required site improvements, circulation facilities, and a proportional amount of public benefits will be provided at each phase. A full development program to establish phasing of the elements required by this Application will be developed and analyzed during subsequent Site Plan review.

BE IT FURTHER RESOLVED that at the time of site plan, the Planning Board may approve changes to this Sketch Plan under certain circumstances. If the Applicant proposes to change a condition of approval or binding element, or agrees to a change proposed by another party, the proposed change must satisfy the requirements for approval of a sketch plan and site plan, including Section 59-C-15, Section 59-D-3.4, and the Sector Plan. If Staff proposes to change a condition of approval or binding element, however, the Board may approve the change if necessary to ensure conformance with Section 59-C-15, Section 59-D-3.4, or the Sector Plan. In other words, for the Board to approve an Applicant-proposed change of a binding element it must find consistency with applicable standards; for the Board to approve a modification to a Staff-proposed binding element that the Applicant has not agreed to, the Board must find that the proposed change is necessary to meet the site plan approval standards, including conformance with zoning and Sector Plan requirements.

Alternatively, based on detailed review of a site plan, the Board may find that any element of the approved Sketch Plan, including a binding element, does not meet the requirements of the zone, Sector Plan, or other findings necessary to approve a site plan, and deny the site plan application.

The Board's review of sketch plans is governed by Section 59-C-15.43, which provides that "in approving a sketch plan" the Board must find that certain elements of the plan are "appropriate in concept and appropriate for further detailed review at site plan." Because the Board's approval of a sketch plan is in concept only and subject to further detailed review at site plan, it necessarily follows that the Board may find, based on detailed review of a site plan, that any element of a sketch plan does not meet the requirements of the zone, master plan, or other requirements for site plan approval. The Board does not have the authority at the time of sketch plan to predetermine that any element of the Sketch Plan will satisfy all applicable requirements for site plan approval. As a practical matter it would be unwise for it to do so, due to the limited detail contained in a sketch plan and the sketch plan's unlimited validity period. If the Board were unable to require changes to binding elements at the time of site plan to ensure compliance with all code and master plan requirements, the Board might have decided to approve fewer elements of this Sketch Plan as binding.

Although the Board does not have the authority to provide complete certainty about the conditions of approval or binding elements of a sketch plan, this does not mean that the Board should or will require changes to an approved sketch plan without good reason. To do so would be inefficient and unfair to Applicants and community members whose expectations about the future shape of development will be formed by what the Board approves in a sketch plan; 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 elements of the plans for Sketch Plan No. 320140030 Chevy Chase Lake, stamped received by M-NCPPC on June 10, 2014 are required except as modified herein; and


BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is SEP 19 2014 (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 Presley, seconded by Vice Chair Wells-Harley, with Chair Anderson, Vice Chair Wells-Harley, and Commissioner Presley voting in favor, and Commissioner Dreyfuss absent at its regular meeting held on Thursday, September 4, 2014, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board