

Bethesda Downtown Design Advisory Panel

Meeting Minutes

PROJECT: Avondale, 320200050

DATE: July 22, 2020

*The **Avondale** project was reviewed by the Bethesda Downtown Design Advisory Panel on July 22, 2020. The following meeting notes summarize the Panel's discussion, recommendations regarding design excellence, and the exceptional design public benefits points. The project is in the Sketch Plan stage and will need to return to the Design Advisory Panel at the time of Site Plan to review comments provided and determine final vote for design excellence. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

Attendance:

Panel

George Dove

Karl Du Puy

Rod Henderer

Damon Orobona

Qiaojue Yu

Paul Mortensen, ex officio member, Senior Urban Designer in the Director's Office

Staff

Gwen Wright, Planning Director

Elza Hisel-McCoy, Area 1 Division Chief

Stephanie Dickel, Area 1 Regulatory Supervisor

Grace Bogdan, Planner Coordinator

Cristina Sassaki, Parks Planner

Hyojung Garland, Parks Planner

Emily Balmer, Area 1 Administrative Assistant III

Applicant Team

Soo Lee Cho, Miller, Miller & Canby

Kevin Park, SJ Investment Corp

Brett Swiatocha, Perkins Eastman DC Perkins

Pat La Vay, Macris Hendricks and Glascock, P.A.

Discussion Points:

Staff: The Panel reviewed this Project in June and raised concerns that being the first redevelopment on the block, it should set the tone on the street. The Panel requested the Applicant to take a holistic look of the street's urban design and redevelopment. The Sketch Plan stage focuses on massing and urban design with regard to the Design Guidelines and more specific issues to be addressed at Site Plan.

- At the last meeting, you said the lobby entrance needed to project from the facade to accommodate fire access but now you are showing it in the middle?
 - *Applicant Response: Yes, at one point we only looked at relocating the curb line to conform to the Master Plan, but we were able to extend the curb and make it tie in without disturbing private property, so we've been able to straighten the curve and extend the curb out to Wisconsin Ave.*
- I really appreciate that you have taken the time to explore the options, it is going to make our decision making and discussions much easier. This will be a model for other submissions to explore other ideas for the context rather than one site. I am very impressed.
- You are not showing the curb cuts in the renderings, rather a continuous grass strip. I assume curb cuts will be present?
 - *Applicant Response: You are correct, there will be curb cuts that we did not include in the rendering.*
- I find Option 2 and 3 acceptable, I think the larger setback is not necessary if you have a proper setback at the base.
- I think the better solution is Option 3. We all know the street will redevelop and pulling the face back all the way to the ground allows the space to be fully recognized and acknowledge the existing houses. It implies a base while scaling the building down. I like the build-to-line getting pulled back, which the future redevelopment will also have to honor.
- I like the larger setback at the ground, having the buildings farther back just seems better for this street and I have a huge prejudice against Option 2, where it has a huge setback and it bumps back out. My only suggestion for Option 3 is that the two-story base is actually a layer that projects out (only inches or even a foot) so rather being a negative space it is a positive projected layer and more seen.
- Option 3 is an anti-base kind of base, and it will have a strong impact of the overall façade.
- I think we all can agree that Option 3 is the best massing, and other minor features to be determined at Site Plan.
- I think it is much better and the street will certainly benefit. It is more compatible, acknowledging the housing will change over time, this will set the proper precedent.

Panel Recommendations:

The Panel voted 5-0 that the Project is on track to meet the minimum 10 design excellence points with the following to be addressed at Site Plan:

- a. Further develop Option 3 with the larger build-to-line and provide further detail on the relationship and treatment between base and upper floors as to how the massing is expressed.

Bethesda Downtown Design Advisory Panel

Meeting Minutes

PROJECT: Avondale, 320200050

DATE: June 24, 2020

*The **Avondale** project was reviewed by the Bethesda Downtown Design Advisory Panel on June 24, 2020. The following meeting notes summarize the Panel's discussion, recommendations regarding design excellence, and the exceptional design public benefits points. The project is in the Sketch Plan stage and will need to return to the Design Advisory Panel at the time of Site Plan to review comments provided and determine final vote for design excellence. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

Attendance:

Panel

George Dove

Karl Du Puy

Rod Henderer

Damon Orobona

Qiaojue Yu

Paul Mortensen, ex officio member, Senior Urban Designer in the Director's Office

Staff

Robert Kronenberg, Deputy Director

Elza Hisel-McCoy, Area 1 Division Chief

Stephanie Dickel, Area 1 Regulatory Supervisor

Grace Bogdan, Planner Coordinator

Jonathan Bush, Planner Coordinator

Emily Balmer, Area 1 Principal Administrative Assistant

Applicant Team

Soo Lee Cho, Attorney

Kevin Park, Developer

Brett Swiatocha, Architect

Pat La Vay, Engineer

Members of the Public

Sandy Silverman

Discussion Points:



Context and Compatibility

- Such a small site you have here, did the development group look to assemble additional properties?
 - *Applicant Response: We were interested in assembling more lots to make it more scalable and have approached the adjacent property owners many times, but they were not interested in selling.*
- Unfortunately for this project, the master plan looks to a street not as a space between buildings but a dividing line between the mass and zones on the north and south side. The zones and heights allowed on each side are completely different.
- What discussions were had with the bank tower property to the south for possibly sharing the use of the alley for service and parking access to your site?
 - *Applicant Response: We have not yet had a chance to sit down with them but do anticipate doing so shortly. We are intending to follow through although our brief phone conversation did not seem overly optimistic.*
- You need a more coordinated urban design plan for this street. Being the first developer on this street, this Project will set the tone and this ground floor plan does not fulfill that job. The idea of making gestures to two story buildings seems counterintuitive so I think you need to design a holistic building in and of itself. The fragmented ownership is really problematic, especially leaving one parcel essentially undevelopable to the west of your site. Really looking forward to a more coordinated effort at this street to help evaluate your specific project.
- Compatibility not too much a concern with existing buildings as they will likely be redeveloped but this design needs to think about what will be here along the street in the future.
- Solving your problem for entry and parking access is not going to solve the entire street. The street needs to be solved first. A coordinated urban design for this street has to be established before we have a building that addresses the problem of the street. Otherwise we will have a strange selection of buildings solving problems on a piecemeal basis rather than a coordinated design. Locating a lobby because of the fire access is not a solution.

Base & Lobby

- Projecting the entrance lobby over the build to line by several feet is not the right tone to set for the street.
- You have set back the side elevation at the west. How do you plan to handle the party wall to the east?
 - *Applicant Response: It is a less than ideal scenario but felt necessary to build to the eastern property line to keep the project viable. We are exploring materials, articulation, texture patterns to express the façade rather than a uniform blank wall. We have also considered a public art expression but the location facing a dead-end street is not great, especially with the high potential for future redevelopment to block it.*



- The building type and mass for the zone across the street should be considered in the design of buildings on this side of the street. You need to follow the form for the Neighborhood Residential Street in the guidelines with a 2 to 3 story base and a clear setback above that must be maintained. Remove the lobby intrusion, and maintain the setbacks from the street are ultimately important.
- As handsome as the articulation is it is problematic from a planning point of view.
- The base is much more solid than I expected it to be. Have you considered moving the lobby to the middle? As drawn the base seems conflicted and heavy compared to the rest of the building
 - *Applicant Response: Yes, the building is a bit symmetrical and it does seem ideal to put the lobby in the middle, however the fire access requirements are driving the location of the lobby. We've been working through this challenge. The street itself is challenging from an access standpoint due to the dead-end condition.*
- Perhaps the slot in the middle is more prominent than what it needs to be, if narrowed it will not be so symmetrical
- I like the two-story base rather than three stories. Three stories would result in 'pants too high'
- The setback above the base is also half of what is recommended in the guidelines, and that is another problem. The setback is supposed to be 15' and they are proposing 8'
 - *Applicant Response: The units would be too squeezed with the double loaded condition and would not be a viable project.*
- We are talking about a base and a tower but is there a need for a base at all? If there was a solution that did not provide the full base would other panel members consider the deviation? I think architects need to explore.
 - *Applicant Response: The street type does require the base and setback.*
- Staff: We have serious concerns as outlined in the staff memo and provided those comments as part of DRG.

Tower

- This mass is so large in this context. Ideally this building would have a 2-3 story base with a single loaded tower setback behind, with the corridor facing the alley and the units facing north. That design would be more sympathetic to the neighborhood, but obviously you would lose some density.

Public Comments

- *Mr. Sandy Silverman*
It is a complicated challenge given the divided zoning. Perhaps a solution is the no-base option. Moving the lobby would be an improvement. I appreciate the Panel's comments

Panel Recommendations:

The Panel requested to see the project again with incorporation of the Panel's comments prior to voting. Issues the applicant should address:



- a. Develop a diagrammatic overall vision for the urban design of the future redeveloped street as a starting point to set the context for this design.
- b. Explore options to reduce the overall bulk and better conform the massing to the Design Guidelines, including:
 - a. The massing and articulation of the base itself and its relationship to both the existing conditions on the street and the envisioned future context;
 - b. The massing of the tower;
 - c. The Applicant is encouraged explore all options that may provide a solution, including a building that does not have a base if the plane of the building aligns better with the rest of the street.





DEPARTMENT OF PERMITTING SERVICES

Mark Elrich
County Executive

Mitra Peodeem
Director

September 21, 2020

Mr. Mark Hollida
MHG, PA
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886

Re: **STORMWATER MANAGEMENT
CONCEPT** for
The Avondale
Address: 4526 and 4530 Avondale Street
Preliminary Plan #: Sketch Plan and Preliminary
Plan 320200050/120200220
SM File #: 285977
Tract Size: 11,230sq.ft. or 0.26 ac
Total Concept Area: 14,240 sq.ft. or 0.33 ac
Zone: CR-1.5, C-0.25, R-1.5, H-70
Lots/Block: 20 and 21/George Bradley
Subdivision
Watershed: Lower Rock Creek/Class I

Dear Mr. Hollida:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via Green Roof and Microbioretention. A quantity waiver is being requested for volume not able to be treated in either ESD or Structural measures.

1. This list may not be all-inclusive and may change based on available information at the time. **Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised, using the established SM number, and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.**
2. Prior to Site Development Plan approval, the applicant will be required to demonstrate that the authorizing agency has determined that the downstream public storm drain system is adequate or can be upgraded to collect and convey the ten year runoff from the development.

This list may not be all-inclusive and may change based on available information at the time.



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

Mr. Mark Hollida
September 21, 2020
Page 2 of 2

This concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mary Fertig at 240-777-6340 or at mary.fertig@montgomerycountymd.gov.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: MMF

cc: N. Braunstein
SM File # 285997

ESD: Required/Provided 2,701 cf / 1,567cf
PE: Target/Achieved: 2.6" / 1.51"
STRUCTURAL: N/A
WAIVED: QN Waiver



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

September 28, 2020

Mr. Matthew Folden, Planner Coordinator
Down County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive
Wheaton, MD 20902

RE: Preliminary Plan No. 120200220
Sketch Plan No. 320200050
The Avondale

Dear Mr. Folden:

We have completed our review of the revised preliminary and sketch plans uploaded to eplans on September 16, 2020. A previous version of the plans was reviewed by the Development Review Committee at its June 9, 2020 meeting. We recommend approval for the plan based to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

Significant Plan Review Comments

1. Avondale Street is classified as Primary Residential Street with a proposed 60-ft right-of-way (ROW). Necessary dedication in accordance with the master plan.
2. Final design and details of the curb transition on the east side of the garage entrance from proposed to existing to be approved at Permit Stage by DPS with consideration of signing and marking plan.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Mr. Matthew Folden
 Preliminary Plan No. 120200220
 Sketch Plan No. 320200050
 September 28, 2020
 Page 2

3. **Sight Distance:** A Copy of the accepted Sight Distance Evaluation certification is enclosed for your information and reference.
 - a. **Garage Entrance:** Avondale Street is classified as a Primary Residential Street and the sight distance is approved per the following reason(s):
 - i. The sight distance looking left meets the minimum requirements per the road classification with no parking along frontage of the property as proposed by the applicant.
 - ii. The sight distance looking right does not meet the requirements per the road classification due to the existing cars parked (permit parking) along the street. We agree on the sight distance of 150-ft to the right based on the following reasons:
 - The posted speed on Avondale Street is 25 mph and the sight distance complies to posted speed requirements.
 - Avondale Street is a dead-end street to the right of the proposed driveway with existing permit parking along both sides of the street which acts as traffic calming measure.
 - Existing "No Parking" to the right of the proposed driveway as shown in the plan will remain in place.
 - b. **Loading Space:** The sight distance meets the minimum requirements per the road classification and is approved per the following reason(s):
 - i. Existing street parking west of loading space to be removed per DPS Fire and Rescue requirements as shown in the plan.
 - c. No parking along frontage of the property as proposed by the applicant. The line of sight for the proposed driveways should not be blocked by any proposed obstructions such as proposed trees, street light poles or traffic signs. At the permit stage, the applicant should work with DPS to make the necessary modifications to the locations of the items mentioned in order to meet the sight distance requirements for the proposed driveways.

Standard Comments

1. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
2. **Storm Drain Analysis:** The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.

3. Construct Bethesda streetscaping standards along Avondale.
4. Design all access points to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway.
5. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW either.
6. Applicant should be mindful that the Bethesda UMP is currently in development and is anticipated to go into effect in late 2020. This project may potentially be subject to UMP Fees depending on where it is in the development process upon the UMP's Council Approval.
7. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
8. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
9. Posting of the right-of-way bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - a. Curbs and gutters, ADA compliant sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Avondale Street.
 - b. Construct Bethesda Streetscaping along the site's Avondale Street street frontage.
 - c. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - d. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - e. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
 - f. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Mr. Matthew Folden
Preliminary Plan No. 120200220
Sketch Plan No. 320200050
September 28, 2020
Page 4

Thank you for the opportunity to review these preliminary and sketch plans. If you have any questions or comments regarding this letter, please contact myself for this project at brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120200220 The Avondale\Letters\1201200220-The Avondale-DOT Preliminary Plan Letter_9.28.20](#)

Attachments: Approved Sight Distance Study

cc: Correspondence folder FY 2021

| | |
|----------------------|------------|
| cc-e: Patrick La Vay | MHG |
| Grace Bogdan | MNCPPC |
| Mark Terry | MCDOT DTEO |
| Thomas Tyree | MCDOT DTEO |
| Atiq Panjshiri | MCDPS RWPR |
| Sam Farhadi | MCDPS RWPR |
| Rebecca Torma | MCDOT OTP |



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Bradley Subdivision Preliminary Plan Number: 1- 20200220

Street Name: Avondale Master Plan Road Classification: Primary Residential

Posted Speed Limit: 25 mph

Street/Driveway #1 (Garage Entrance) Street/Driveway #2 (Loading Space)
Proposed Condition Proposed Condition

| | | | |
|-----------------------|-------------|-----------------------|--------------|
| Sight Distance (feet) | OK? | Sight Distance (feet) | OK? |
| Right <u>179'</u> | <u>Yes*</u> | Right <u>250' Min</u> | <u>Yes**</u> |
| Left <u>250'</u> | <u>Yes*</u> | Left <u>250' Min</u> | <u>Yes**</u> |

Comments: * See Sight Distance Exhibit for
Proposed Condition Sight Lines after tree removal
and partial parking elimination. 25mph/150' deemed
acceptable from street's dead end to the right.
See Notes and Graph Attached

Comments: ** See Sight Distance Exhibit for
Proposed Condition Sight Lines after Tree
removal and parking elimination. See added
Notes attached.

GUIDELINES

| Classification or Posted Speed (use higher value) | Required Sight Distance in Each Direction* |
|--|--|
| <input type="checkbox"/> Tertiary - 25 mph | 150' |
| <input type="checkbox"/> Secondary - 30 | 200' |
| <input type="checkbox"/> Business - 30 | 200' |
| <input checked="" type="checkbox"/> Primary - 35 | 250' |
| <input type="checkbox"/> Arterial - 40 | 325' |
| <input type="checkbox"/> (45) | 400' |
| <input type="checkbox"/> Major - 50 | 475' |
| <input type="checkbox"/> (55) | 550' |

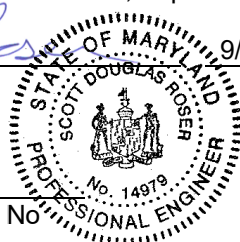
* Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER / SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines and that these documents were prepared or approved by me, and that I am a licensed Professional Engineer under the laws of the State of Maryland, License No. 14979, Expiration Date 07/02/2022

Scott Douglas Roser 9/22/20
 Signature Date



14979

PLS/P.E. MD Reg. No.

Montgomery County Review:

☒ Approved

☐ Disapproved:

By: Brenda M. Pardo

Date: 09/28/20

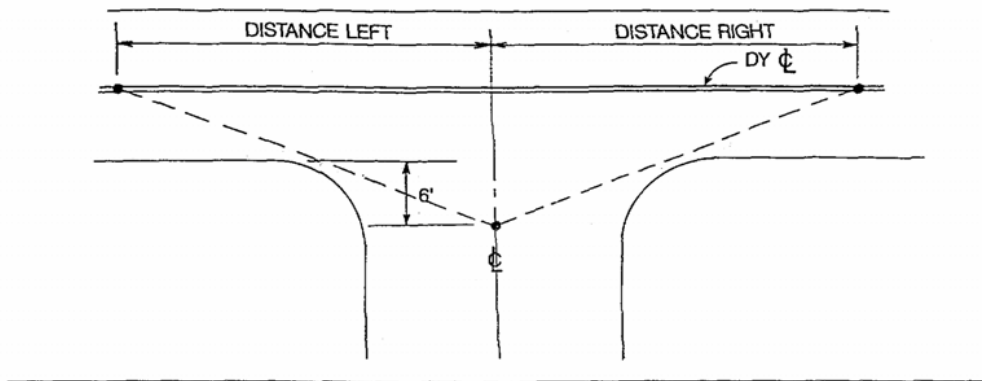
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March, 2000



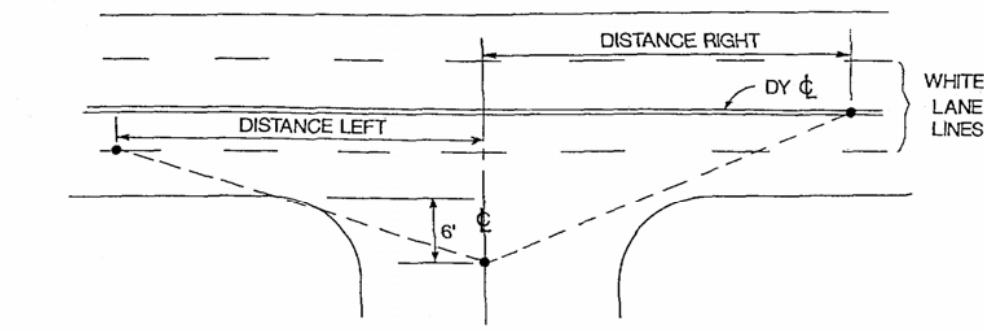
MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION ATTACHMENT

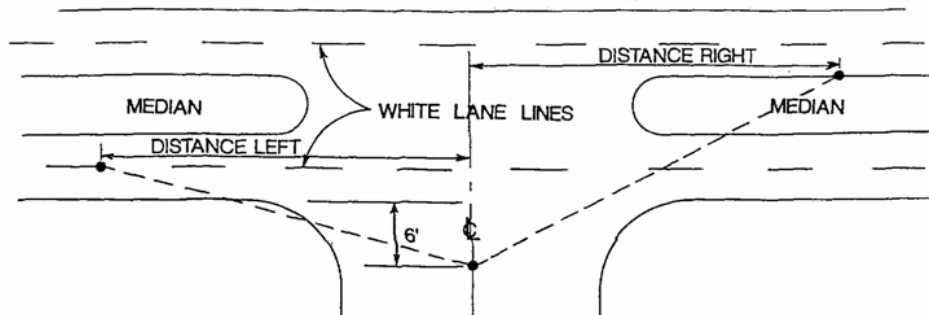
2 LANE UNDIVIDED ROADWAY



MULTI-LANE UNDIVIDED ROADWAY



MULTI-LANE DIVIDED ROADWAY



9220 Wightman Road, Suite 120
Montgomery Village, MD 20886
Phone: 301.670.0840
www.mhghpa.com

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Professional Certification

I HEREBY CERTIFY THAT THIS DOCUMENT WAS
PREPARED OR APPROVED BY ME, AND THAT I AM
A DULY LICENSED PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE STATE OF MARYLAND,
LICENSE No. 14979, EXPIRATION DATE 07/02/2022

OWNER / APPLICANT:
SJ INVESTMENT CORP.
2020 PENNSYLVANIA AVE, NW #304
WASHINGTON, DC 20006
CONTACT: MR. KEVIN PARK
PHONE: 703.901.5370
EMAIL: kevin@sjinvestmentcorp.com

| REVISIONS | | |
|------------------|--------------------|-------------|
| NO. | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |
| | | |

TAX MAP HN122 WSSC 209NW05

PLAT 635

7TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

THE AVONDALE

LOTS 20 & 21
GEORGE G. BRADLEY
SUBDIVISION BETHESDA

| | |
|-----------|-----|
| PROJ. MGR | PGL |
|-----------|-----|

DRAWN BY SDR

SCALE 1"=20'

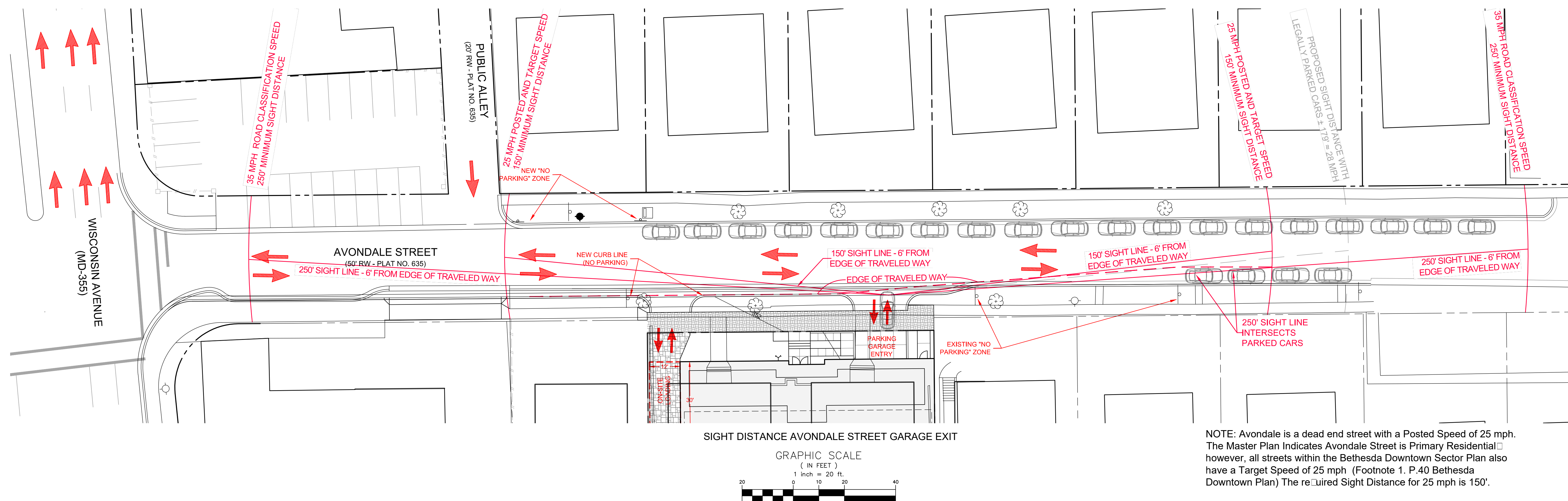
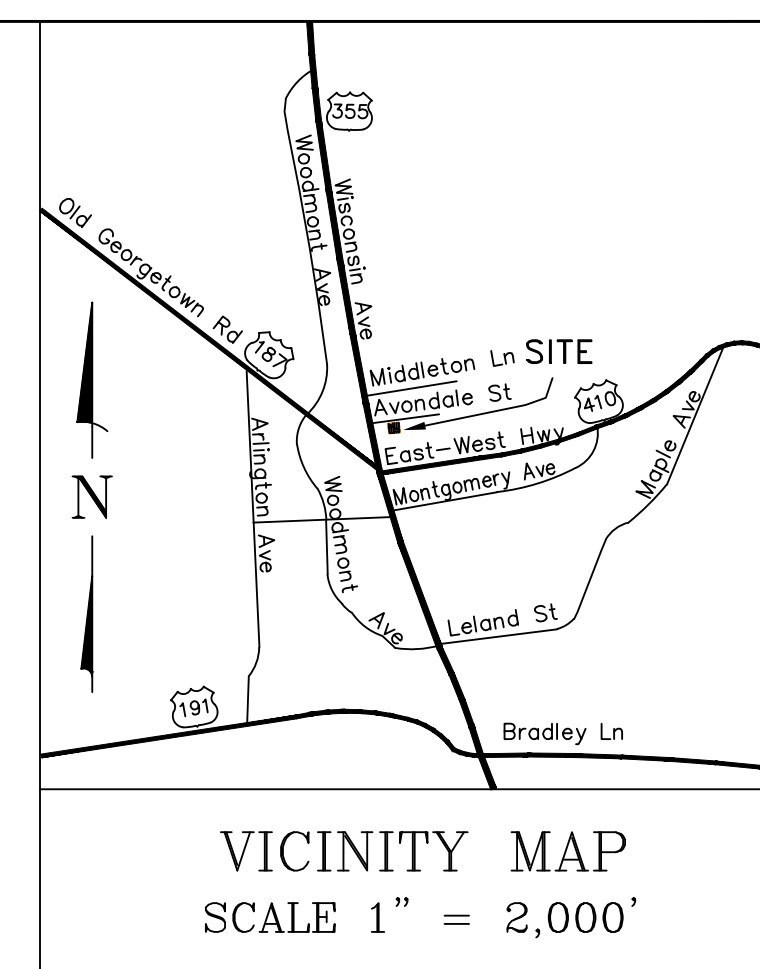
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| DATE | 09.22.2020 |
|------|------------|

PROPOSED CONDITION
SITE DISTANCE
EVALUATION EXHIBIT

SD-1.01

| | |
|-------------|-------------|
| PROJECT NO. | 2019.249.11 |
|-------------|-------------|

SHEET NO. 1 OF 1



NOTE: Avondale is a dead end street with a Posted Speed of 25 mph. The Master Plan Indicates Avondale Street is Primary Residential however, all streets within the Bethesda Downtown Sector Plan also have a Target Speed of 25 mph (Footnote 1. P.40 Bethesda Downtown Plan) The required Sight Distance for 25 mph is 150'.



Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 30-Sep-20
TO: Patrick La Vay - plavay@mhgpa.com
Macris, Hendricks & Glascock
FROM: Marie LaBaw
RE: The Avondale
120200220

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **22-Sep-20** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

NOTE: THIS FIRE ACCESS PLAN IS PRELIMINARY. A FINAL APPROVAL BY MCDPS FIRE ACCESS & WATER SUPPLY (INCLUDING A PERFORMANCE BASED DESIGN MEMO IF APPLICABLE) WILL BE REQUIRED AT THE TIME OF SITE PLAN, SHOWING THE PROPOSED BUILDING FLOOR PLANS & ELEVATIONS. PERFORMANCE BASED DESIGN APPROVAL WILL BE REQUESTED FOR LESS THAN 15 FEET OF CLEAR ACCESSIBLE AREA ON THE WEST & SOUTH SIDES OF THE BUILDING.



Civil Engineers
Land Planners
Landscape Architects
Land Surveyors

9220 Wightman Road, Suite 120
Montgomery Village, MD 20886
Phone: 301.670.0840
www.mhgpa.com

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Glascok, P.A. All Rights Reserved



Digitally signed by Stephen E. Crum
Date: 2020.09.22 11:21:54-04'00'

I hereby certify that these documents were
prepared or approved by me, and that I am a
duly licensed Professional Engineer under the
Laws of the State of Maryland
License No. 16905, Expiration Date: 04/21/2022

SJ INVESTMENT CORP.
2020 PENNSYLVANIA AVE, NW
#304
WASHINGTON, DC 20006
(703)901-5370
KEVIN@SJINVESTMENTCORP.COM

| REVISIONS | | |
|-----------|-------------|------|
| NO. | DESCRIPTION | DATE |
| | | |
| | | |

TAX MAP HN122 WSSC 209NW05

PLAT 635

7TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

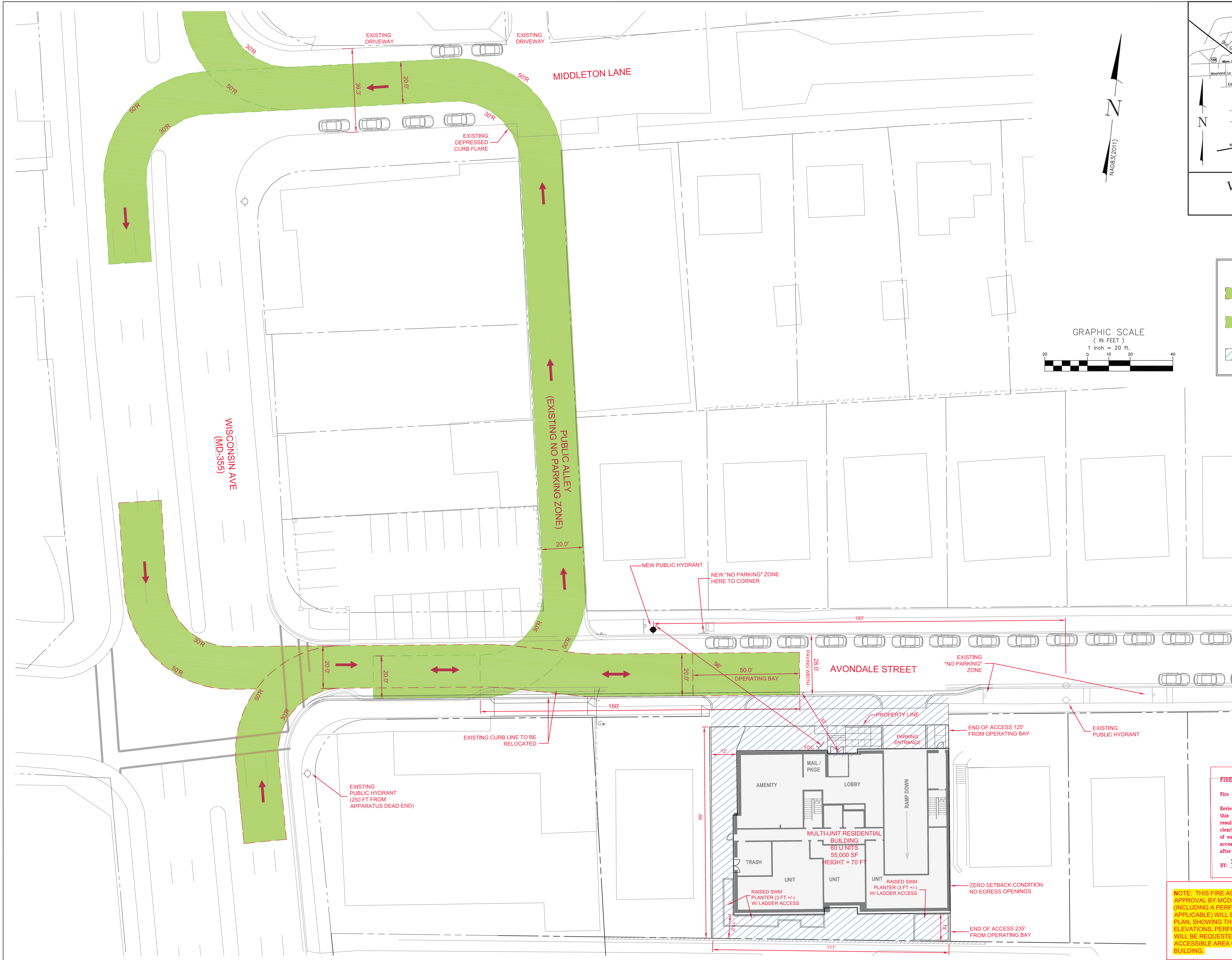
THE AVONDALE

LOTS 20 & 21
GEORGE G. BRADLEY
SUBDIVISION BETHESDA

| | |
|-----------|------------|
| PROJ. MGR | PGL |
| DRAWN BY | PGL |
| SCALE | 1"=20' |
| DATE | 09.22.2020 |

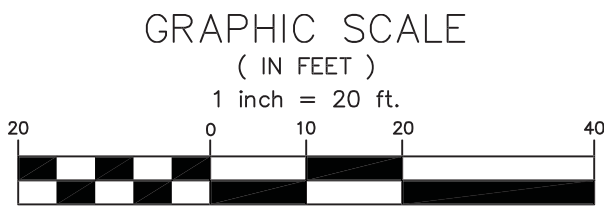
FIRE DEPARTMENT
ACCESS PLAN

| | |
|-------------|-----------|
| PROJECT NO. | 19.249.11 |
| SHEET NO. | 1 OF 1 |



LEGEND

- APPARATUS ACCESS INBOUND
- APPARATUS ACCESS OUTBOUND
- CLEAR AND ACCESSIBLE AREAS AROUND EXTERIOR OF BUILDING



VICINITY MAP
SCALE 1"=2000'



FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on
this plan. Does not cover unsatisfactory layout
resulting from omissions, errors or failure to
clearly indicate conditions on this plan. Correction
of such unsatisfactory layout to afford required
access will be required if found upon inspection
after installation

BY: SML* PM: 43 DATE: 9/30/2020

NOTE: THIS FIRE ACCESS PLAN IS PRELIMINARY. A FINAL
APPROVAL BY MCDPS FIRE ACCESS & WATER SUPPLY
(INCLUDING A PERFORMANCE BASED DESIGN MEMO IF
APPLICABLE) WILL BE REQUIRED AT THE TIME OF SITE
PLAN, SHOWING THE PROPOSED BUILDING FLOOR PLANS &
ELEVATIONS. PERFORMANCE BASED DESIGN APPROVAL
WILL BE REQUESTED FOR LESS THAN 15 FEET OF CLEAR
ACCESSIBLE AREA ON THE WEST & SOUTH SIDES OF THE
BUILDING.



Sequence of Events for Properties Required To Comply With Forest Conservation Plans, Exemptions from Submitting Forest Conservation Plans, and Tree Save Plans

The property owner is responsible for ensuring all tree protection measures are performed in accordance with the approved final forest conservation plan or tree save plan, and as modified in the field by a Planning Department Forest Conservation Inspector. The measures must meet or exceed the most recent standards published by the American National Standards Institute (ANSI A300).

Pre-Construction

1. An on-site pre-construction meeting is required after the limits of disturbance have been staked and flagged and before any land disturbance.
2. The property owner must arrange for the meeting and the following people must participate at the preconstruction meeting: the property owner or their representative, construction superintendent, International Society of Arboriculture (ISA) certified arborist/20D Licensed Tree Expert (representing owner) that will implement the tree protection measures, The Planning Department Forest Conservation Inspector, and Montgomery County Department of Permitting Services (DPS) Sediment Control Inspector. The purpose of this meeting is to verify the limits of disturbance and discuss specific tree protection and tree care measures shown on the approved plan. No land disturbance shall begin before tree protection and stress-reduction measures have been implemented and approved by the Planning Department's Forest Conservation Inspector.
 - a. Typical tree protection devices include:
 - i. Chain link fence (four feet high)
 - ii. Super silt fence with wire strung between the support poles (minimum 4 feet high) with high visibility flagging.
 - iii. 14 gauge 2 inch x 4 inch welded wire fencing supported by steel T-bar posts (minimum 4 feet high) with high visibility flagging.
 - b. Typical stress reduction measures may include, but are not limited to:
 - i. Root pruning with a root cutter or vibratory plow designed for that purpose. Trenchers are not allowed, unless approved by the Forest Conservation Inspector
 - ii. Crown Reduction or pruning
 - iii. Watering
 - iv. Fertilizing
 - v. Vertical mulching
 - vi. Root aeration systems

Page 1 of 3

February 2017

may be required by the Forest Conservation Inspector, and will be determined at the preconstruction meeting.

4. Temporary protection devices must be installed per the approved Forest Conservation Plan, Exemption Plan, or Tree Save Plan and prior to any land disturbance. The Forest Conservation Inspector, in coordination with the DPS Sediment Control Inspector, may make field adjustments to increase the survivability of trees and forest shown as saved on the approved plan.
5. Tree protection fencing must be installed and maintained by the property owner for the duration of construction project and must not be altered without prior approval from the Forest Conservation Inspector. All construction activity within protected tree and forest areas is prohibited. This includes the following activities:
 - a. Parking or driving equipment, machinery, or vehicles of any type.
 - b. Storage of any construction materials, equipment, stockpiling, fill, debris, etc.
 - c. Dumping or any chemicals (i.e., paint thinner), mortar or concrete remainder, trash, garbage, or debris of any kind.
 - d. Felling of trees into a protected area.
 - e. Tranching or grading for utilities, irrigation, drainage, etc.
6. Forest and tree protection signs must be installed as required by the Forest Conservation Inspector. The signs must be waterproof and wording provided in both English and Spanish.

During Construction

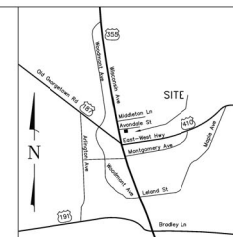
7. Periodic inspections will be made by the Forest Conservation Inspector. Corrections and repairs to all tree protection devices must be completed within the timeframe given by the Inspector.
8. The property owner must immediately notify the Forest Conservation Inspector of any damage to trees, forests, understory, ground cover, and any other undisturbed areas shown on the approved plan. Remedial actions, and the relative timeframes to restore these areas, will be determined by the Forest Conservation Inspector.

Post-Construction

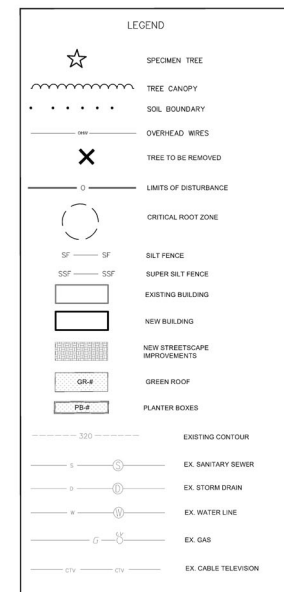
9. After construction is completed, but before tree protection devices have been removed, the property owner must request a final inspection with the Forest Conservation Inspector. At the final inspection, the Forest Conservation Inspector may require additional corrective measures, which may include:
 - a. Removal, and possible replacement, of dead, dying, or hazardous trees
 - b. Pruning of dead or declining limbs
 - c. Soil aeration
 - d. Fertilization
 - e. Watering
10. After the final inspection and completion of all corrective measures the Forest Conservation Inspector will request all temporary tree and forest protection devices be removed from the site. Removal of tree protection devices that also operate for erosion and sediment control must be coordinated with both DPS and the Forest Conservation Inspector. No additional grading, sodding, or burial may take place after the tree protection fencing is removed.
11. Long-term protection measures, including permanent signage, must be installed per the approved plan. Installation will occur at the appropriate time during the construction project. Refer to the approved plan drawing for the long-term protection measures to be installed.

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February 2017



VICINITY MAP
SCALE 1" = 2,000'



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FRANK J. JORDAN
08/19/2020

DATE
RECOGNIZED AS QUALIFIED PROFESSIONAL BY
MD DEPT. OF NATURAL RESOURCES
COMAR 08.10.01.01

Qualified Professional Certification
I hereby certify that the information shown herein is correct and that the plan has been prepared in accordance with the requirements of the existing state and county forest conservation legislation.

SAJ INVESTMENT CORP.
2020 PENNSYLVANIA AVE, NW
#304
WASHINGTON, DC 20004
(703)901-5370
KEYING@INVESTMENTCORP.COM

| REVISIONS | NO. | DESCRIPTION | DATE |
|-----------|-----|-------------|------|
| | | | |

TAX MAP H1132 WNSC 2006000

PLAT 635

7TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

THE AVONDALE

LOTS 20 & 21
GEORGE G. BRADLEY
SUBDIVISION BETHESDA

PROJ. MSR PGL

DRAWN BY FCJ

SCALE 1" = 20'

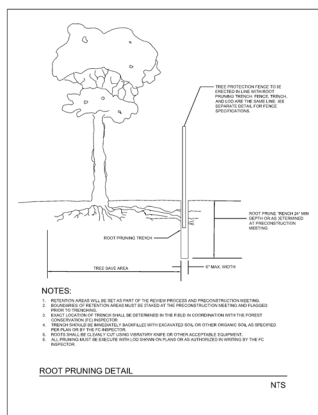
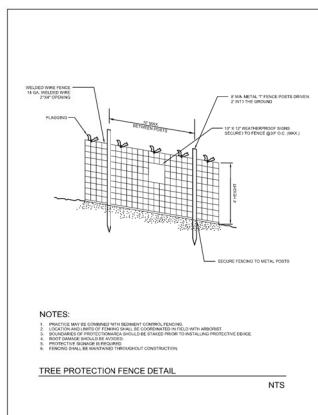
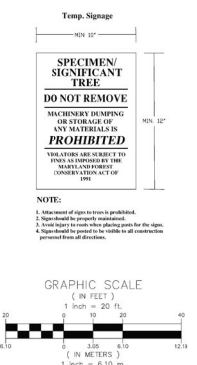
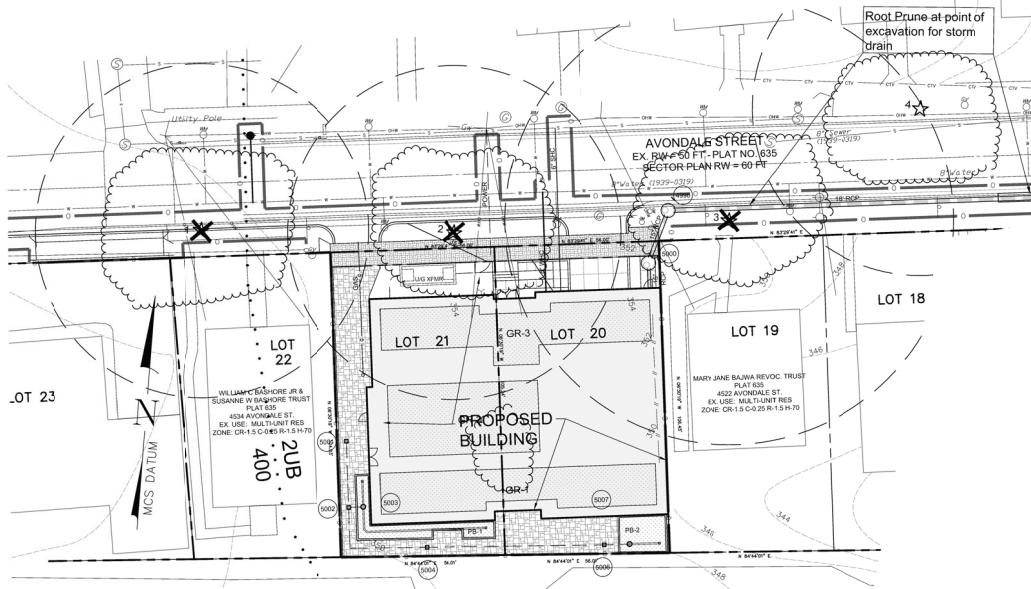
DATE 08.19.2020

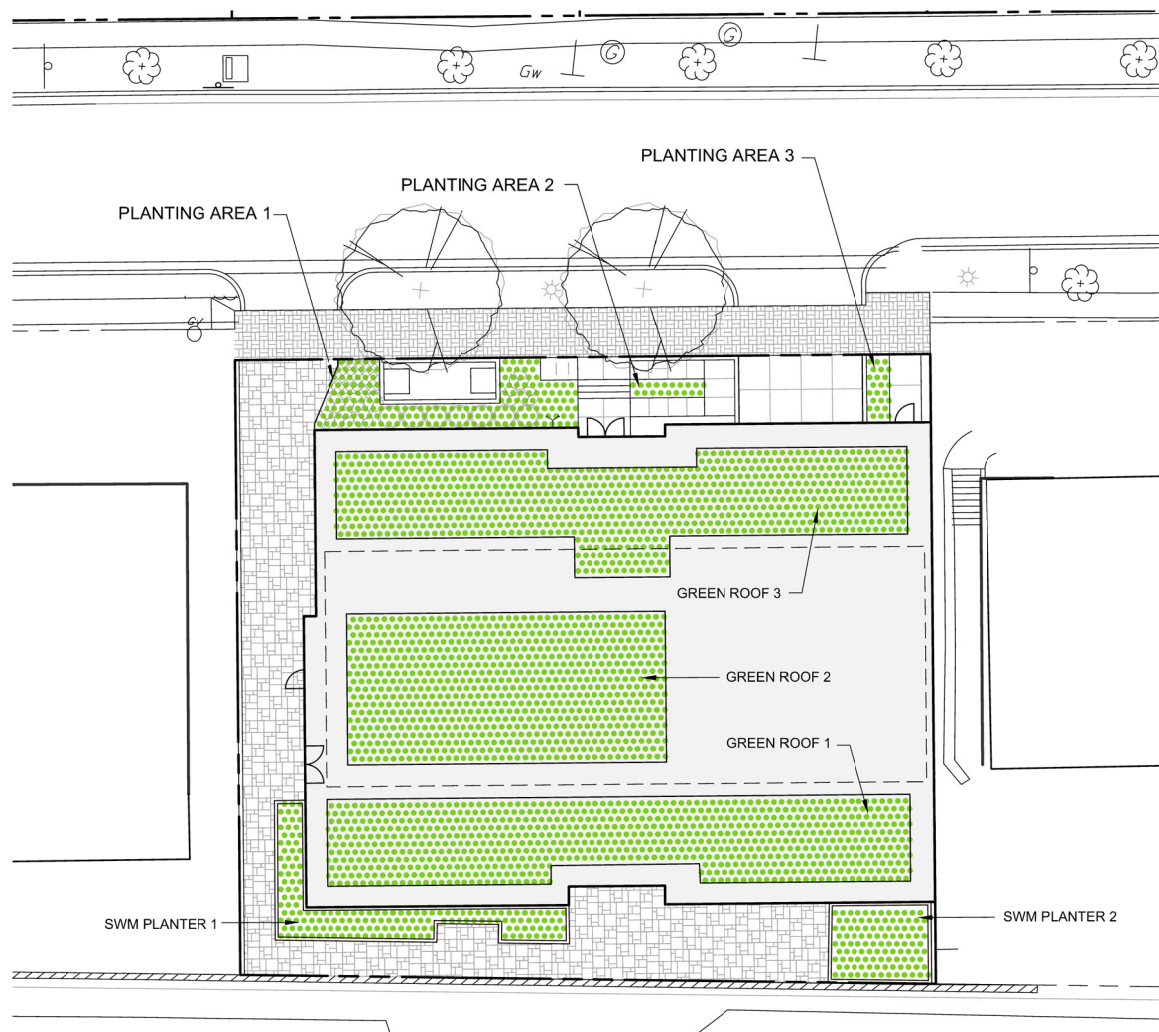
SIMPLIFIED NATURAL
RESOURCE INVENTORY/
FOREST STAND
DELINEATION & TREE
SAVE PLAN
#42021038E

L1.02

PROJECT NO. 19.249.11

SHEET NO. 2 OF 2





| GREEN AREA | SIZE | SOIL DEPTH |
|-----------------|-----------------|------------|
| PLANTING AREA 1 | 297 SF | 24" |
| PLANTING AREA 2 | 30 SF | 24" |
| PLANTING AREA 3 | 40 SF | 24" |
| GREEN ROOF 1 | 1,243 SF | 6" |
| GREEN ROOF 2 | 1,247 SF | 6" |
| GREEN ROOF 3 | 1,325 SF | 6" |
| SWM PLANTER 1 | 254 SF | 27" |
| SWM PLANTER 2 | 167 SF | 27" |
| TOTAL | 4,603 SF | |



Civil Engineers
Land Planners
Landscape Architects
Land Surveyors

9220 Wightman Road, Suite 120
Montgomery Village, MD 20886
Phone: 301.670.0840
www.mhga.com

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I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the Laws of the State of Maryland License No. 16805, Expiration Date: 04/21/2022

SJ INVESTMENT CORP.
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#304
WASHINGTON, DC 20006
(703)901-5370
KEVIN@SJINVESTMENTCORP.COM

| REVISIONS | | |
|-----------|-------------|------|
| NO. | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |
| | | |

TAX MAP H1122 WSSC 209NW05

PLAT 635

7TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

THE AVONDALE

LOTS 20 & 21 GEORGE G. BRADLEY SUBDIVISION BETHESDA

PROJ. MGR PGL

DRAWN BY PGL

SCALE AS SHOWN

DATE 09.15.2020

SKETCH PLAN

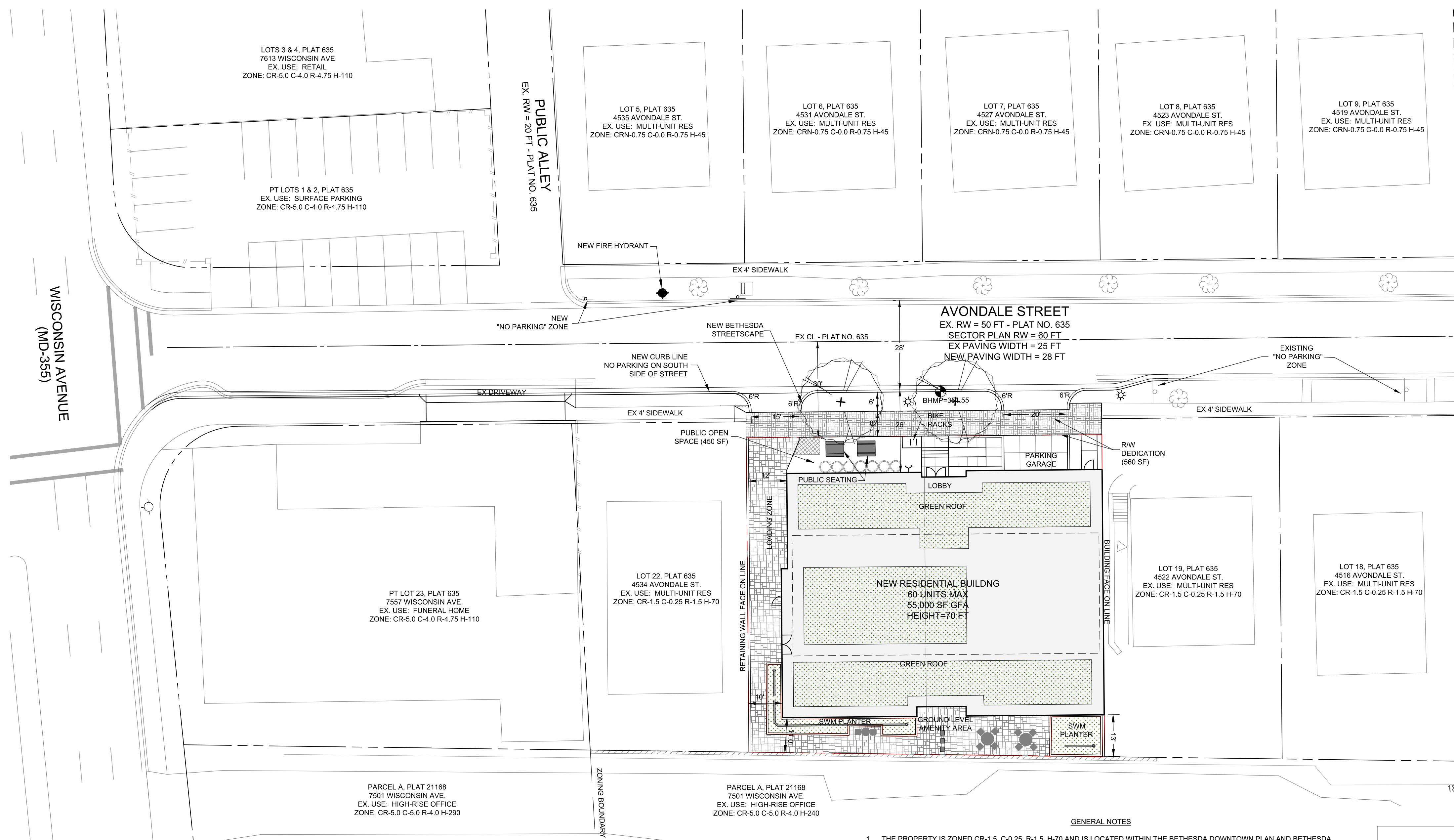
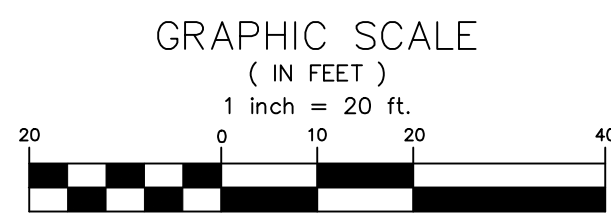
PROJECT NO. 19.249.11

SHEET NO. 1 OF 1

THE AVONDALE

4526 & 4530 AVONDALE STREET

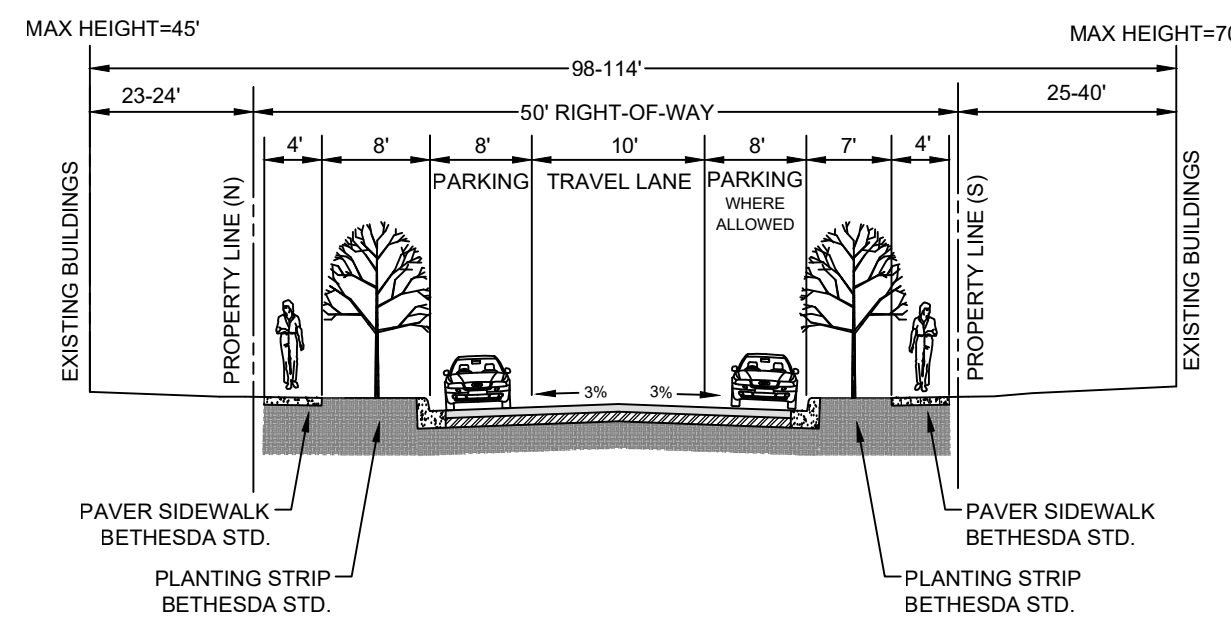
SKETCH PLAN #320200050



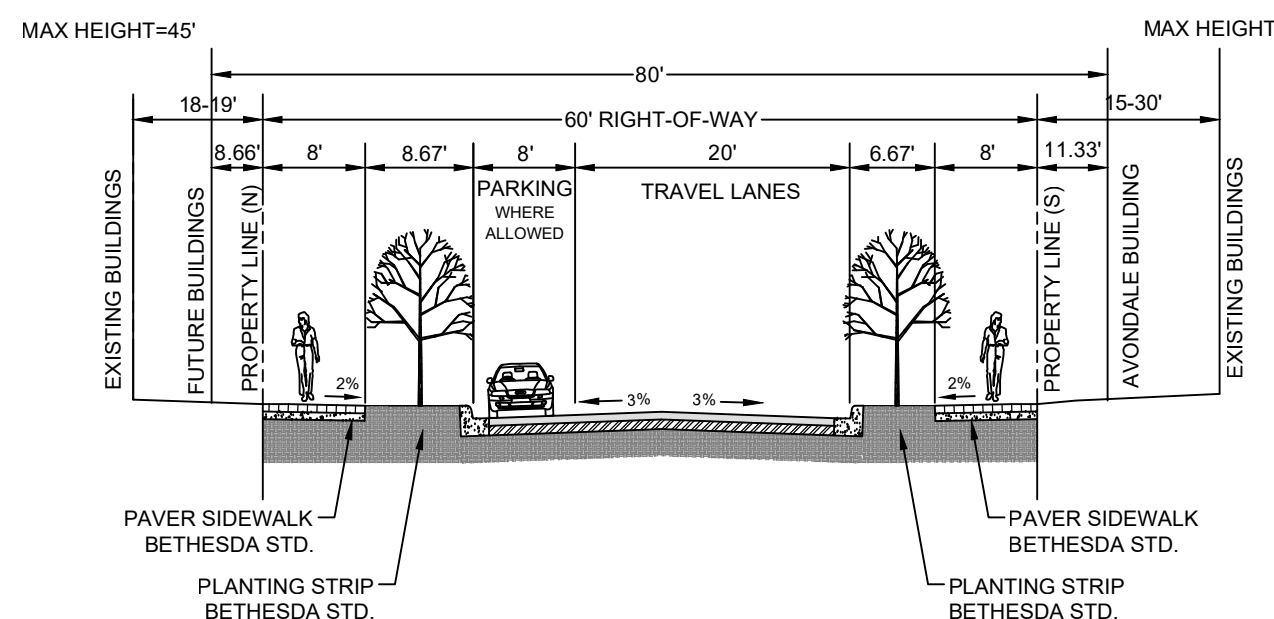
LEGEND

- PROPERTY BOUNDARY
- NEW BUILDING - GROUND FLOOR
- NEW BETHESDA STREETSCAPE SIDEWALK
- NEW GREEN ROOF
- NEW STREET TREE

VICINITY MAP
SCALE 1"=2000'



AVONDALE STREET EXISTING SECTION
N.T.S.



AVONDALE STREET PROPOSED SECTION
N.T.S.

- THE PROPERTY IS ZONED CR-1.5, C-0.25, R-1.5, H-70 AND IS LOCATED WITHIN THE BETHESDA DOWNTOWN PLAN AND BETHESDA OVERLAY ZONE.
- A SIMPLIFIED NRIFSD & FOREST CONSERVATION EXEMPTION FOR THE PROPERTY WAS APPROVED ON APRIL 3, 2020 UNDER PLAN # 42020173E.
- THE PROPERTY IS NOT IDENTIFIED IN THE LOCATION ATLAS AND INDEX OF HISTORICAL SITES, NOR IS IT IDENTIFIED IN THE MASTER PLAN FOR HISTORIC PRESERVATION.
- A STORMWATER MANAGEMENT CONCEPT FOR THIS DEVELOPMENT IS UNDER REVIEW BY THE DEPARTMENT OF PERMITTING SERVICES UNDER PLAN #285977.
- A HYDRAULIC PLANNING ANALYSIS FOR THIS DEVELOPMENT WAS REVIEWED BY WSSC UNDER PLAN # DA6945Z20 AND DETERMINED THE EXISTING WATER AND SEWER MAINS ARE AVAILABLE AND ADEQUATE FOR SERVICING THE PROJECT.
- PROPERTY LINES AND LOT/PARCEL AREAS ARE SUBJECT TO ADJUSTMENT AT THE TIME OF SUBDIVISION RECORD PLAT COMPUTATION.
- UNLESS SPECIFICALLY NOTED ON THIS PLAN DRAWING OR IN THE PLANNING BOARD CONDITIONS OF APPROVAL, THE BUILDING FOOTPRINTS, BUILDING HEIGHTS, SETBACKS, ON-SITE PARKING, SITE CIRCULATION, AND SIDEWALKS SHOWN ON THIS SKETCH PLAN ARE ILLUSTRATIVE. THE FINAL DETAILS OF BUILDINGS, STRUCTURES, AND HARDSCAPE WILL BE DETERMINED AT THE TIME OF SITE PLAN REVIEW.

| PUBLIC BENEFIT POINTS SUMMARY (INCENTIVE DENSITY = 47,707 SF) | | |
|--|----------------------|---------------------|
| PUBLIC BENEFIT (SEE CALCULATIONS) | POINTS POSSIBLE | POINTS ACHIEVED |
| MAJOR PUBLIC FACILITIES (CR ZONE) | 40 | 1 |
| CONNECTIVITY & MOBILITY MINIMUM PARKING | 20 | 10 |
| DIVERSITY OF USES AND ACTIVITIES ENHANCED ACCESSIBILITY FOR THE DISABLED | 20 | 15 |
| QUALITY BUILDING & SITE DESIGN ARCHITECTURAL ELEVATIONS EXCEPTIONAL DESIGN STRUCTURED PARKING PUBLIC OPEN SPACE | 30 30 20 30 | 15 15 20 4 |
| PROTECTION & ENHANCEMENT OF THE NATURAL ENVIRONMENT BUILDING LOT TERMINATIONS (BLT) ENERGY CONSERVATION & GENERATION RECYCLING FACILITY PLAN | 30 25 10 | 1 15 10 |
| TOTAL POINTS (5 CATEGORIES) | 205 | 106 |

CR-1.5 C-0.25 R-1.5 H-70 ZONE DEVELOPMENT STANDARDS OPTIONAL METHOD OF DEVELOPMENT - BETHESDA OVERLAY ZONE ZONING ORDINANCE SECTIONS 59-4.5.4 & 59-4.9.2 & BETHESDA DOWNTOWN PLAN

| TRACT AREA = 14,586 SF PRIOR DEDICATION = 2800 SF (AVONDALE STREET, PLAT NO. 635) PROPOSED DEDICATION = 560 SF SITE AREA = 11,226 SF | | |
|---|---------------------------|---------------------------|
| DEVELOPMENT STANDARD | PERMITTED/REQUIRED | PROPOSED |
| PUBLIC BENEFIT POINTS | 100 POINTS / 4 CATEGORIES | 106 POINTS / 5 CATEGORIES |
| MINIMUM PUBLIC OPEN SPACE | 0% | 4% |
| MINIMUM GREEN COVER | 35% (3,929 SF) | 41% (4,603 SF) |
| MAXIMUM TOTAL DENSITY (FAR) | 1.50 (21,879 SF) | 3.77 (55,000 SF) |
| BOZ DENSITY | N/A | 33.121 SF ³ |
| MAXIMUM COMMERCIAL DENSITY (FAR) | 0.25 (3,646 SF) | 0.00 (0 SF) |
| MAXIMUM RESIDENTIAL DENSITY (FAR) | 1.5 (21,879 SF) | 3.77 (55,000 SF) |
| MINIMUM MPDUS | 15.0% | 15.0% |
| MAXIMUM BUILDING HEIGHT | 70 FT. | 70 FT. ^{2,5} |
| MINIMUM FRONT SETBACK (AVONDALE STREET) | 0 FT | 11 FT. ⁵ |
| MINIMUM SIDE SETBACK (EAST) | 0 FT | 0 FT. ⁵ |
| MINIMUM SIDE SETBACK (WEST) | 0 FT | 10 FT. ⁵ |
| MINIMUM REAR SETBACK | 0 FT | 11 FT. ⁵ |
| MINIMUM VEHICLE PARKING SPACES REQUIRED ¹ | 24 SPACES ⁴ | 20 SPACES ³ |
| MINIMUM VEHICLE PARKING SPACES ALLOWED ¹ | 75 SPACES ⁴ | 22 SPACES ⁴ |
| MINIMUM BICYCLE PARKING SPACES REQUIRED | 30 SPACES ⁴ | 30 SPACES ⁵ |

- THE PROJECT IS NOT LOCATED WITHIN THE BETHESDA PARKING DISTRICT, BUT IS CONSIDERED A REDUCED PARKING AREA.
- BUILDING HEIGHT IS MEASURED FROM AVONDALE STREET AT THE MIDDLE OF THE BUILDING FRONTAGE.
- A PARK IMPACT PAYMENT CONTRIBUTION AT THE APPLICABLE RATE PER SF OF APPROVED BOZ DENSITY GROSS FLOOR AREA IS TO BE MADE PRIOR TO ISSUANCE OF THE BUILDING PERMIT. FINAL AMOUNT TO BE DETERMINED AT SITE PLAN.
- PARKING REQUIREMENTS ARE BASED ON 60 EFFICIENCY & ONE-BEDROOM UNITS, THE 80% BETHESDA OVERLAY ZONE ADJUSTMENT AND AN UNBUNDLED PARKING LEASE ARRANGEMENT.
- FINAL BUILDING HEIGHT, SETBACKS AND NUMBER OF PARKING SPACES PROVIDED TO BE DETERMINED AT SITE PLAN. A PARKING WAIVER WILL BE REQUESTED AT SITE PLAN AS NECESSARY.

| | |
|--|--|
| <p>MAJOR PUBLIC FACILITIES</p> <p>THE APPLICANT PROPOSES TO INCREASE THE REQUIRED PARK IMPACT PAYMENT BY 1% IN ACCORDANCE WITH 59-4.9.2 C-4.5.11 REQUIRED PAYMENT (R) = 33.121 X \$11.08 = \$366,980.68 ADDITIONAL PAYMENT (A) = \$3,669.81 FORMULA = (A/R) X 100 = 1 POINTS POINTS PROPOSED = 1</p> <p>QUALITY BUILDING AND SITE DESIGN</p> <p>ARCHITECTURAL ELEVATIONS: PER CR INCENTIVE DENSITY GUIDELINES, 10 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT PROVIDES AND IS BOUND BY ARCHITECTURAL ELEVATIONS AS A PART OF THE CERTIFIED SITE PLAN. THE APPLICANT SEEKS ADDITION POINTS FOR BEING LOCATED IN SECTOR PLAN WHERE ARCHITECTURAL ELEVATIONS ARE A PRIORITY & FOR PROVIDING ADDITIONAL DESIGN ELEMENTS SUCH AS SIGNAGE, AWNINGS AND LIGHTING POINTS PROPOSED = 15 POINTS</p> <p>EXCEPTIONAL DESIGN: PER CR INCENTIVE DENSITY GUIDELINES, 10 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS ALL OF THE FOLLOWING CRITERIA. THE APPLICANT SEEKS ADDITIONAL POINTS FOR BEING LOCATED IN THE BETHESDA OVERLAY ZONE AND GAINING SUPPORT OF THE DESIGN ADVISORY PANEL (DAP) REFER TO ARCHITECTURAL AND DESIGN NARRATIVE IN THE STATEMENT OF JUSTIFICATION FOR DETAILS *PROVIDING INNOVATIVE SOLUTIONS IN RESPONSE TO THE IMMEDIATE CONTEXT. *CREATING A SENSE OF PLACE AND SERVES AS A LANDMARK *ENHANCING THE PUBLIC REALM IN A DISTINCT AND ORIGINAL MANNER *INTRODUCING MATERIALS, FORMS OR BUILDING METHODS UNIQUE TO THE IMMEDIATE VICINITY OR APPLIED IN A UNIQUE WAY. *DESIGNING COMPACT, INFILL DEVELOPMENT SO LIVING, WORKING AND SHOPPING ENVIRONMENTS ARE MORE PLEASURABLE AND DESIRABLE ON A PROBLEMATIC SITE. *INTEGRATING LOW-IMPACT DEVELOPMENT METHODS INTO THE OVERALL DESIGN OF THE SITE AND BUILDING, BEYOND GREEN BUILDING OR SITE REQUIREMENTS. POINTS PROPOSED = 15 POINTS</p> <p>STRUCTURED PARKING: PER CR INCENTIVE GUIDELINES, UP TO 20 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT SEEKS TO MINIMIZE CONFLICTS BETWEEN VEHICLES, PEDESTRIANS, AND CYCLISTS AND REDUCE THE VISUAL IMPACTS OF VEHICLE ACCESS AND PARKING ON THE PUBLIC REALM. ALL PARKING FOR PLANNED DEVELOPMENT WILL BE BELOW GRADE. ABOVE GRADE SPACES (A) = 0 SPACES BELOW GRADE SPACES (B) = 20 SPACES TOTAL SPACES (T) = 20 SPACES FORMULA: (A/T)*10 + (B/T)*20 = [(0/20)*10] + [(20/20)*20] = 20 POINTS PROPOSED = 20</p> <p>PUBLIC OPEN SPACE PER CR INCENTIVE GUIDELINES & BETHESDA OVERLAY ZONE, UP TO 30 POINTS FOR PROVIDING OPEN SPACE IN EXCESS OF THE MINIMUM PUBLIC OPEN SPACE REQUIRED BY ZONING. PUBLIC OPEN SPACE REQUIRED (R) = 0 SF PUBLIC OPEN SPACE PROVIDED (P) = 450 SF NET LOT AREA (N) = 11,226 SF FORMULA: (P/N)*100 = 4 POINTS PROPOSED = 4</p> | <p>DIVERSITY OF USES AND ACTIVITIES</p> <p>ENHANCED ACCESSIBILITY FOR THE DISABLED PER CR INCENTIVE DENSITY GUIDELINES, DWELLING UNITS THAT SATISFY ANSI A117.1 RESIDENTIAL TYPE A STANDARDS, OR AN EQUIVALENT COUNTY STANDARD, ARE ELIGIBLE FOR INCENTIVE DENSITY POINTS OF UP TO 20 POINTS ON A SLIDING SCALE CALCULATED ON THE PERCENTAGE OF COMPLYING UNITS. ANSI 117.1 UNITS (A) = 3 TOTAL UNITS (T) = 60 FORMULA = (A/T) X 300 = 15 POINTS POINTS PROPOSED = 15</p> <p>CONNECTIVITY AND MOBILITY</p> <p>MINIMUM PARKING: MAXIMUM ALLOWED SPACES (A): 75 SPACES MINIMUM REQUIRED SPACES (R): 24 SPACES PROPOSED SPACES (P): 22 SPACES FORMULA: (A-P)/(A-R) X 10 = (53/51) X 10 = 10 POINTS POINTS PROPOSED = 10</p> <p>PROTECTION & ENHANCEMENT OF THE NATURAL ENVIRONMENT</p> <p>BUILDING LOT TERMINATION (REQUIRED IN CR ZONE): INCENTIVE DENSITY = 47,707 SF 7.5% OF INCENTIVE DENSITY = 3,578 SF EQUIVALENT PAYMENT = 3,578 SF / 31,500 SF = 0.11 BLT FORMULA = 0.11 BLT * 9 POINTS PER BLT = 1.02 POINTS POINTS PROPOSED = 1 POINTS</p> <p>ENERGY CONSERVATION & GENERATION THE SITE IS LOCATED IN THE HIGH PERFORMANCE AREA OF THE BETHESDA OVERLAY ZONE AND THEREFORE MUST ACHIEVE A MINIMUM 15 POINTS FROM ENERGY CONSERVATION & GENERATION. PER CR INCENTIVE GUIDELINES, INCENTIVE DENSITY OF 15 POINTS IS APPROPRIATE FOR NEW BUILDINGS THAT EXCEED ENERGY-EFFICIENT STANDARDS FOR THE BUILDING TYPE BY 17.5%. POINTS PROPOSED = 15 POINTS</p> <p>RECYCLING FACILITY PLAN: RECYCLING PLAN AND FACILITIES WILL MEET OR EXCEED THE REQUIREMENTS IN MONTGOMERY COUNTY EXECUTIVE REGULATIONS 15-04AM AND 18-04. PER CR INCENTIVE GUIDELINES, 5 POINTS IS APPROPRIATE FOR DEVELOPMENT THAT MEETS THIS REQUIREMENT. THE APPLICANT SEEKS ADDITIONAL POINTS FOR PROVIDING DEDICATED RECYCLING CONTAINERS WITHIN THE ADJOINING PUBLIC STREETSCAPE, AS WELL AS A PAPER SHREDDER AND A COOKING OIL CONTAINER IN THE TRASH/RECYCLING ROOM. POINTS PROPOSED = 10 POINTS</p> |
|--|--|