



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

MCPB No. 20-131
Sketch Plan No. 320210010
4702 Chevy Chase Drive
Date of Hearing: December 17, 2020

JAN 07 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 25, 2020, Winthrop Investment Group, Inc ("Applicant") filed an application for approval of a sketch plan for construction of up to 85,000 square feet of density for a multi-family residential development, including up to 53,913 square feet of BOZ density and associated PIP payment on 0.48 acres of CR 1.5 C 0.25 R 1.5 H 70' and Bethesda Overlay (BOZ) zoned-land, located on Chevy Chase Drive approximately 130 feet east of Bradley Boulevard ("Subject Property") in the Bethesda CBD Policy Area and 2017 *Bethesda Downtown Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320210010, 4702 Chevy Chase Drive ("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 December 7, 2020, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on December 17, 2020, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board APPROVES Sketch Plan No. 320210010, for construction of up to 85,000 square feet of density for a

multi-family residential development, including up to 53,913 square feet of BOZ density and associated PIP payment 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 85,000 total square feet of residential development. The maximum number of dwelling units and use mix will be determined at Preliminary Plan. The maximum density includes up to 53,913 square feet of density from the Bethesda Overlay Zone (BOZ) with a Park Impact Payment (PIP). The final square footage, including BOZ density and PIP payment, will be determined at Site Plan.

2. Height

The development is limited to a maximum height of 70 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. 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. Diversity of uses and activities, achieved by providing enhanced accessibility for the disabled;

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.

- b. Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance and BOZ and Streetscape Improvements; and
- c. Quality of Building and Site Design, achieved through architectural elevations, exceptional design, and structured parking.
- d. Protection and Enhancement of the Natural Environment, achieved through building lot termination, providing a recycling facility plan, and vegetated wall.

4. Park Impact Payment (PIP)

The Park Impact Payment (PIP) must be paid to the M-NCPPC prior to the release of the first above-grade building permit. The final amount will be determined at Site Plan.

5. Streetscape

- a. The Applicant must install the 2020 Bethesda Streetscape Standard along the Subject Property's right-of-way frontage on Chevy Chase Drive, including the undergrounding of utilities.
- b. The Applicant must install the 2020 Bethesda Streetscape Standard along the Subject Property's right-of-way frontage on Nottingham Drive.
- c. Timing to be determined at Site Plan.

6. Offsite Improvements

The Applicant must install the following sidewalk extensions within the existing right-of-way beyond the Property frontage, with final design, extents, and timing to be determined at Site Plan:

- a. Chevy Chase Drive continuing east connecting to Bradley Boulevard;
- b. Nottingham Drive continuing west connecting to Norwood Local Park; and
- c. Nottingham Drive continuing east connecting to the existing sidewalk fronting the Bethesda Fire Department.

7. Green Cover

- a. The Applicant must provide a minimum of 6,044 square feet of Green Cover (35% of Site area) on-site.
- b. Prior to certification of the Site Plan, the Applicant must provide a Green Cover exhibit demonstrating compliance with this requirement.
- c. Any green roof installed pursuant to this condition must have a minimum soil depth of six inches.
- d. Any canopy cover credited to this condition must be attributed to on-site planting of native canopy trees and be based on the 20-year mature canopy coverage per the Montgomery County Trees Technical Manual.

8. Bethesda Downtown Plan Design Guidelines

At the time of Site Plan for each building, the Applicant must demonstrate the following:

- a. Comments have been addressed from the Design Advisory Panel as specified in their September 24, 2020 meeting minutes; and
- b. Project conformance with the *Bethesda Downtown Plan Design Guidelines* in regard to street typology, parks and open space, site design, building form, creative placemaking, and any site-specific guidelines.

9. Building & Site Design

Prior to the submittal of the Site Plan, the Applicant must:

- a. Refine design of western elevation to minimize impact of blank wall through architectural methods such as, but not limited to, articulation, material changes, and/or the potential use of "at-risk" windows; and
- b. Submit additional exhibits with dimensions and details for proposed vegetated wall seeking at the building entrance fronting on Chevy Chase Drive.

10. Future Coordination for Site Plan

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

- a. Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
- b. SWM concept approval which also addresses the recommendations of the *Bethesda Downtown Sector Plan Water Quality Section (2.4.2.B)*;
- c. Address Bird-Safe Design per the Bethesda Downtown Sector Plan Design Guidelines;
- d. Fire and Rescue access and facility details;
- e. Streetscape details; and
- f. Loading Management Plan specifying the following: maximum delivery truck size (SU-30), delivery times, and strategies to ensure that move-in, move-out, and delivery operations do not negatively impact the public right-of-way.

11. Moderately Priced Dwelling Units (MPDUs)

The Applicant must provide a minimum of 15% of the total new units as Moderately Priced Dwelling Units in accordance with Chapter 25(A).

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: 4702 Chevy Chase Drive Sketch Plan Data Table

Section 59.4	Development Standard	Permitted/ Required	Proposed
	Tract Area	n/a	20,725 sf (0.48 ac)
	Prior Dedication	n/a	2,455 sf (0.06 ac)
	Proposed Dedication	n/a	1,000 sf (0.02 ac)
	Site Area	n/a	17,270 sf (0.40 ac)
	Mapped Density CR 1.5 C 0.25 R 1.5 H 70'		
	Residential (GFA/ FAR)	31,087 sf (1.5)	31,087 sf (1.5)
	Commercial (GFA/FAR)	5,181 sf (0.25)	0 sf (0) ²
	Total Mapped Density (GFA/FAR)	31,087 SF (1.5)	31,087 (1.5)
	Bethesda Overlay Zone Density	n/a	53,913 sf (2.6)
	Total GFA/FAR	n/a	85,000 sf (4.10)
	MPDU Density (GFA/FAR)	15%	15% ³
	Building Height, max	70 feet	70 feet
	Public Open Space (min sq.ft.)	n/a	n/a
	Minimum Setbacks (ft)¹		

¹ Setbacks to be finalized at the time of Site Plan

² Project proposes to utilize all mapped FAR as residential density, no commercial density proposed

³ The Project proposes condominium units and will pursue an Alternative Payment Agreement in lieu of providing MPDU units per Chapter 25A-5A(b) of County Code, to be finalized by DHCA at the time of Site Plan

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

The Sketch Plan conforms to the intent of the CR zone as described below:

- a) *Implement the recommendations of applicable master plans.*

The Project substantially conforms to the recommendations for the Property

included in the 2017 *Bethesda Downtown Sector Plan*. Specifically, this Sector Plan builds on the past successes of Downtown Bethesda to create a truly sustainable downtown by focusing on components that will bolster the elements most in need of enhancement. The recommendations increase:

1. **Parks and open spaces**, including new civic greens at Veteran's Park, Bethesda Farm Women's Cooperative Market, Capital Crescent Trail and new urban parks, pathways and gateways. Many of these parks on the eastern edge are to be connected through the creation of the Eastern Greenway.
2. **Affordable housing**, including the preservation of existing market-rate affordable housing, providing a mix of housing options and the provision of Moderately Priced Dwelling Units in exchange for development incentives.
3. **Environmental innovation**, including more energy-efficient buildings, better stormwater management, improved sidewalks and bicycle routes, and other measures to enhance community health and quality of life.
4. **Economic competitiveness**, based on new development, public amenities and proximity to public transit to attract businesses and visitors from throughout the region, and foster entrepreneurship and innovation.

The Property is designated as site 187 on page 140 of the Sector Plan. The Property is located in the South Bethesda Residential Edge District, which has a garden character with tree lined streetscaped and planted setbacks and offers several opportunities to create better connections for pedestrians and bikes within the district. It is characterized by garden apartments and townhouses. Specifically, the Project addresses the following goals as outlined in the Overarching Goals and the South Bethesda District sections of the Sector Plan:

- *Promote enhanced redevelopment opportunities to foster a quality mix of housing options*

The Project proposes to redevelop an underutilized Property currently used as a medical office into a luxury condominium building in an area of Bethesda that lacks condominium housing and has seen very little redevelopment activity.

- *Enhance pedestrian connectivity to Norwood Local Park*

The Proposal includes several enhancements to the pedestrian network including sidewalk extensions along both the Chevy Chase Drive and Nottingham Drive frontages, as well as a paved, public connection on the eastern side of the Property, linking Chevy Chase Drive to Norwood Local Park.

- *Promote infill development and increased lot coverage*

The Project will provide an infill development that increases lot coverage and proposes up to 70 residential units.

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

The Project will redevelop an existing single-family dwelling with surface parking used for medical offices into a residential building with underground parking for up to 70 units.

- 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 infill development for up to 70 residential units. The housing will be in walking distance of nearby retail, Norwood Local Park, transit facilities such as RideOn and Metrobus, 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 proposed building height of 70ft and density is compatible with the surrounding neighborhood. Directly west of the Site is Chevy Chase Condominiums, a five-story building, and to the north across from Chevy Chase Drive is the Barclay Apartments, which are four stories in height. To the south across Nottingham Drive is a single-family detached neighborhood, and the Project will comply with the required residential compatibility standards for building height. Along the Nottingham Drive frontage the building height will be limited to 35 feet and increase in height through stepbacks at a 45 degree angle.

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

The Project will increase housing opportunities at the southern edge of the 2017 *Bethesda Downtown Sector Plan*, which has not seen any new redevelopment since the adoption of the new Sector Plan. While the Proposal will seek an alternative payment in lieu of providing MPDUs, as allowed per Chapter 25(A) for condominium projects, the alternative payment will fund other affordable housing initiatives within Montgomery County.

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

The Project will provide the required public benefits from a minimum of 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.

The Bethesda Overlay Zone (BOZ) was adopted July 18, 2017, specifically to implement the recommendations of the *Bethesda Downtown Sector Plan* as it relates to density, building heights, affordable housing, parks, and design. The BOZ set a cap of overall development (32.4 million square feet) whereby the zoning approved for most properties retains the base density but increases the heights on respective sites. An Applicant can request an allocation of density over the base density to build to the maximum height permitted by the Zone, as needed. An allocation of density from the BOZ requires a park impact payment of \$11.08/square foot based upon the density requested and facilitates acquisition of parkland in the downtown Bethesda area. This Application is requesting an allocation of 53,913 square feet from the BOZ initiating a Park Impact Payment (amount to be determined during Site Plan review) to be paid at the time of building permit. The amount of density allocated from the BOZ for Application is deducted from the 32.4 million cap.

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

As discussed in Finding 1.a above, the Project substantially conforms to the recommendations of the 2017 *Bethesda Downtown Sector Plan*. The type of development proposed by the Project will redevelop an underutilized Property with an infill development that increases housing opportunities near public amenities and transit. In addition to elements included in Finding 1.a, above, the Project will satisfy the following elements of the Sector Plan:

a. Environment

The Sector Plan includes a number of recommendations to achieve the urban green goals. An important recommendation to this effect is the on-site 35% green coverage minimum. The green cover may include singularly or a combination of intensive green roof (6 inches or deeper) or tree canopy cover. The Application consists of a net Site Area of 17,270 square feet (SF) which results in a green cover requirement of at least 6,044 SF. Currently, the Application proposes green coverage in the form of 4,220 SF of green roof and 1,878 SF of canopy cover to fulfill this requirement. This results in a total of 6,098 SF of green cover. Staff is supportive of this proposal and has conditioned the Project to continue to maintain at least this level of green cover as the Project evolves in order to maintain compliance with the Sector Plan's urban green goals.

b. Transportation

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

- i. Chevy Chase Drive, along the northern site frontage, as Primary Residential Street with a minimum right-of-way width of 60 feet;
- ii. Nottingham Drive along the southern site frontage, as a Secondary Residential Street with a minimum right-of-way width of 60 feet.

c. Sector-Planned Transportation Demand Management

The Sector Plan encourages a Non-Auto Driver Mode Share (NADMS) of 55 percent, averaged between employees and residents of downtown Bethesda. This goal has been upheld with the County Council passed Bill 36-18 requiring the application of Transportation Demand Management strategies Countywide. The Project will develop a Level 3 Results Plan for approval by the Planning Board and Montgomery County Department of Transportation (MCDOT) to participate in the Bethesda TMD and work toward the Sector Plan NADMS goal.

3. Satisfy any development plan or schematic development plan in effect on October 29, 2014;

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

4. Achieve compatible internal and external relationships between existing and pending nearby development;

The Project will achieve compatible internal and external relationships between existing nearby development. The building will be a maximum of 70 feet in height, which will be compatible with the existing five-story condominium building to the west and four-story apartment buildings to the north. Additionally, the building will be designed in conformance with the Residential Compatibility Standards in Section 59.4.1.8.B of the Zoning Ordinance for the Nottingham Drive frontage that confronts a single family detached residential zone to the south.

The Proposal will provide several improvements to the existing pedestrian network to increase walkability and external relationships surrounding the Site, including extension of the sidewalk east on Chevy Chase Drive to Bradley Boulevard, extending the sidewalk west on Nottingham Drive to Norwood Local Park, and east on Nottingham Drive to the existing sidewalk fronting the Bethesda Fire Department. The Proposal will also provide a north-south connection from Chevy Chase Drive to Nottingham Drive to increase walkability from the Bethesda downtown to Norwood Local Park.

5. Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading:

Pedestrian access to the Site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Property frontages, consistent with the Bethesda Streetscape Standards. To address deficient gaps in the sidewalk network, Staff and the Applicant have coordinated to extend the sidewalk in three critical areas beyond the Site frontages. The Applicant proposes to extend the sidewalk from the Chevy Chase Drive eastern property line eastward out to Bradley Boulevard. The Applicant also proposes to extend the sidewalk along the Nottingham Drive frontage westward to connect to Norwood Local Park, and eastward along the Fire Department frontage, connecting to an existing sidewalk. Lastly, the Applicant proposes a paved pedestrian connection along the eastern side of the Site to improve access to Norwood Local Park from Chevy Chase Drive. The 2017 *Bethesda Downtown Sector Plan* recommends a major pedestrian and bicycle through-block connection and improved entrance to Norwood Local Park farther west along Chevy Chase Drive. This recommended connection is expected to be confirmed by the *Pedestrian Master Plan*, currently underway. Recognizing the immediate need for a connection, the Applicant has proposed this pathway as part of the Project and the Applicant is not seeking public benefit or other credits for this public amenity.

Vehicular access to the Site will occur via a single curb cut on Chevy Chase Drive on the northwestern corner of the Site, providing access to the structured, below-grade parking garage. Trash pick-up will be accommodated through the vehicular access

located off Chevy Chase Drive, where trash will be wheeled out of the building for pick-up, with an expected frequency of twice per week.

Loading access will be provided by a fully enclosed area off Nottingham Drive. The loading space is intended to primarily serve residents moving in and out of the building. Additional details regarding the loading space design and operation will be provided at the time of Site Plan. As an additional programmatic element, the Project will be subject to a loading management plan at the time of Site Plan that will further limit negative impacts to the adjacent public roadways. The loading management plan must include: maximum delivery truck size (SU-30), delivery times, and strategies to ensure that move-in, move-out, and delivery operations do not negatively impact the public right-of-way. The Project will be required to have an on-site loading manager responsible for scheduling deliveries, move-in, move-out and addressing issues related to the loading operations.

6. Propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;

Taking into account the considerations in Section 59.4.7.1.B and the Public Benefit Points established with the Bethesda Overlay Zone in Section 59.4.9.2.C.4, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 100 points in 4 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
59.4.7.3C: Connectivity and Mobility		
Minimum Parking ¹	20	7.87
Streetscape	20	13.20
59.4.7.3D: Diversity of Uses and Activities		
Enhanced Accessibility for the Disabled	20	8.57

59.4.7.3E: Quality of Building and Site Design		
Architectural Elevations	30	30
Exceptional Design¹	30	30
Structured Parking	20	20
59.4.7.3F: Protection and Enhancement of the Natural Environment		
Building Lot Terminations	30	1.59
Recycling Facility Plan	10	10
Vegetated Wall	10	7.5
TOTAL		128.73

¹Denotes Sector Plan priority

Connectivity and Mobility

Minimum Parking: The Applicant requests 7.87 point 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 maximum allowable number of on-site spaces to 20 points for providing no more than the minimum numbers of spaces on-site. While minimal points will be gained from this category, the application meets the criteria and final review of points will be reviewed at Site Plan. The Planning Board approves the category at this time.

Streetscape: The Applicant requests 13.20 points for constructing off-site streetscape improvements. Points for this incentive are granted on a sliding scale based on the area improved calculated as a percentage of the lot area. The Applicant proposes to extend the sidewalk on Chevy Chase Drive to the east and on Nottingham Drive to the east and west. The Planning Board approves the category at this time and final points will be reviewed at Site Plan based on the final square footage of streetscape improvements proposed.

Diversity of Uses and Activities

Enhanced Accessibility for the Disabled: The Applicant requests 8.57 points for constructing dwelling units with interiors that satisfy the American National Standards Institute (ANSI). Points for this incentive are granted on a sliding scale calculated on the percentage of complying units. Final determination of complying units will be made at Site Plan. The Planning Board approves the category at this time.

Quality of Building and Site Design

Architectural Elevations: The Applicant requests 30 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 approves the category at this time with further details and refinement to be provided at the time of Site Plan.

Exceptional Design: The Applicant requests 30 points for building and/or site design that enhances the character of a setting by meeting all the criteria set forth in the Bethesda Implementation Guidelines for exceptional design. As a site receiving an allocation of Bethesda Overlay Zone density, the Project must receive a minimum of 10 points and is subject to review by the Design Advisory Panel, which will award points based on the quality of the design. The Applicant asserts that the Project fulfills many recommendations of the *Bethesda Downtown Sector Plan*, Design Guidelines, and Bethesda Implementation Guidelines.

The Applicant states the Proposal responds to several of the criteria contained in the Implementation Guidelines such as providing innovative solutions in response to the immediate context by proposing a massing design that responds to the differing contexts that exist on both the Chevy Chase Drive and Nottingham Drive frontage. The building will create a sense of place with a visually sophisticated design that will be visible from Bradley Boulevard and serve as a gateway to the southern end of the Bethesda downtown. The Proposal will enhance the public realm not just through redevelopment of an underutilized site but also through the various offsite streetscape and sidewalk improvements proposed on both Chevy Chase Drive and Nottingham Drive, most notably completing a missing connection to Norwood Local Park. The materials and building methods chosen will be of high quality, unobtrusive and durable and complementary to the existing residential uses within the surrounding neighborhood. The building will have a compact footprint and be located in proximity to the numerous Bethesda downtown amenities. The Proposal includes a recycling facility plan and will be built according to the Green Construction Code to minimize the impact of redevelopment.

The Design Advisory Panel recommended the following during their September 24, 2020, meeting:

- Address loading access design and operation to relocated or limit potential loss of parking on Nottingham Drive
- Explore further enhancement of the pedestrian environment on Nottingham Drive including completion of the sidewalk to Norwood Park on the north side of Nottingham Drive.

The Planning Board approves the category at this time.

Structured Parking: The Applicant requests 20 points for providing structured parking in a below grade parking structure. The Planning Board approves the category at this time.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 1.59 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 approves the Applicant's request at this time.

Vegetated Wall: The Applicant is requesting 7.5 points for the installation and maintenance of a vegetated wall. Incentive density of 5 points is appropriate for buildings that meet the requirements of the zone, additional points may be appropriate if other criteria are met such as greater percentage of coverage, southern or western exposure, plants with varying flowering seasons and/or integration into an overall energy or environmental site design program. Given the location of the proposed vegetated wall will be north facing, and that vegetated walls within urban areas of Montgomery County have not particularly been executed successfully in the past, Staff communicated significant reservations regarding effective implementation of a vegetated wall on this Site. The Applicant has conceptually proposed the utilization of a hydroponic panel living wall system, which is intended to increase viability of the vegetated wall. This system will provide water and nutrients through the vertical support system rather than from the ground. Staff has requested the Applicant provide additional information at the time of Site Plan that will guarantee the success of the proposed vegetated wall and determine if points can be achieved in this category.

Recycling Facility Plan: The Applicant requests 10 points for providing a recycling facility plan that exceeds the applicable regulations at the time of Site Plan. Points are granted for plans that exceed the Montgomery County Executive Regulation 15-04AM and/or Montgomery County Executive Regulation 18-04 requirements. Additional points may be granted for facilities that are integrated into building and site design, are readily accessible and easy to find without being visually disruptive. The Planning Board approves the category at this time.

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

The Project will be built in one phase.

BE IT FURTHER RESOLVED that the Planning 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 4702 Chevy Chase Drive, 320210010, 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 JAN 07 2021 (which is the date that this Resolution is mailed to all parties of record); and

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

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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 Vice Chair Fani-González, seconded by Commissioner Verma, with Chair Anderson, Vice Chair Fani-González, and Commissioners Cichy, Patterson, and Verma voting in favor at its regular meeting held on Thursday, December 17, 2020, in Wheaton, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board