




MHP – Nebel Street, Sketch Plan No. 320210110

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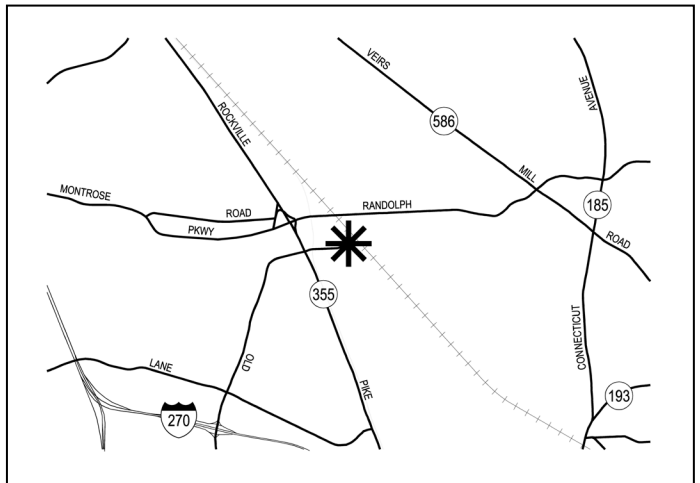
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Completed: July 16, 2021

Description

- **Sketch Plan:** Proposed residential project with up to 188,500 square feet of residential density with associated public benefits to support incentive density.
- **Location:** Nebel Street at the intersection of Old Georgetown Road; on approximately 2.66 acres of land zoned CR-3.0, C-1.5, R-2.5, H-200' and CR-4.0, C-2.0, R-3.5, H-250'; within the 2010 *White Flint Sector Plan* area.
- Acceptance date: May 3, 2021;
- Review Basis: Chapter 59.



Summary

- Staff recommends approval with conditions.
- Multifamily affordable housing project with structured parking and open spaces.
- The proposed public benefits are in four categories:
 - Transit Proximity
 - Diversity of Uses and Activities
 - Quality Building and Site Design
 - Protection and Enhancement of the Natural Environment
- Project proposes to provide a minimum of 25% Moderately Priced Dwelling Units (MPDUs).
- Challenging site with many environmental constraints.
- Applicant requests direction on number of access points at this time.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of MHP - Nebel Street, Sketch Plan No. 320210110, a residential development on approximately 2.66 acres, zoned CR-3.0, C-1.5, R-2.5, H-200' and CR-4.0, C-2.0, R-3.5, H-250'. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

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

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Preliminary and Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 188,500 square feet of residential development, including a minimum of 25% Moderately Priced Dwelling Units (MPDUs), on the Subject Property. The maximum number and distribution of residential dwelling units will be determined at Preliminary Plan and Site Plan.

2. Height

The development is limited to a maximum height of 80 feet, as measured from the building height measuring point(s) 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.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.3.4.A.2. However, per Section 59.4.7.3.D.6.e, a project that provides a minimum of 20% MPDUs does not have to satisfy any benefit category other than Affordable Housing under the Diversity of Uses and Activities category. The Applicant is proposing to provide 25% MPDUs and is proposing to provide benefits in four categories. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Transit Proximity, achieved by being located within ½ mile of the White Flint Metro Station, a level 1 transit facility.
- b. Diversity of Uses and Activities, achieved by providing a minimum of 25% of the residential units as MPDUs. Per Section 59.4.7.3.D.6.a, 12 points are granted for every 1% of MPDUs greater than 12.5%. Any fraction of 1% increase in MPDUs entitles the Applicant to an equal fraction of 12 points.
- c. Quality Building and Site Design, achieved by providing structured parking and exceptional design.
- d. Protection and Enhancement of the Natural Environment, achieved by providing Building Lot Terminations (BLTs) and a cool roof.

4. Public Spaces

The Applicant must provide the open space as conceptually shown on the Sketch Plan that will be privately owned and maintained. While this space must be in the approximate location and size, as shown on the Sketch Plan, the exact size, location and design will be determined at the time of Site Plan(s).

5. Noise

A noise study must be submitted with the Preliminary Plan, showing existing noise impacts on the Property and projected noise impacts based on the proposed development. The noise study must include recommendations for limiting projected noise impacts to no more than 65 dBA Ldn for the exterior public use spaces (to the extent feasible), and projected interior levels not to exceed 45 dBA Ldn.

6. Future Coordination for Preliminary and Site Plan

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

- a. Consolidation of vehicle access points.
- b. Old Georgetown Road vista.
- c. Environmental enhancement plan.
- d. Channel stabilization.
- e. Noise.

SECTION 2: SITE DESCRIPTION

Vicinity

The 2.66-acre Subject Property ("Subject Property" or "Property"), outlined in red in Figure 1, is located at the intersection of Old Georgetown Road and Nebel Street. The Property is located 0.3 miles from Rockville Pike in an area that is transitioning from industrial uses to commercial and residential uses. To the north and south on Nebel Street are industrial uses. To the east are the CSX railroad tracks. To the west, confronting the Property across Nebel Street, are a mix of low and high rise multifamily residential structures and commercial developments.



Figure 1: Vicinity Map (Property outlined in red)

Site Analysis

The Property is comprised of approximately 2.66 acres of tract area and is made up of two parcels – P362 (North Parcel) and P394 (South Parcel). The South Parcel is a 0.17-acre parcel at the southeastern corner of the intersection of Old Georgetown Road and Nebel Street, zoned CR-4.0, C-2.0, R-3.5, H-250'. The South Parcel is directly adjacent to a surface parking lot associated with a Harris Teeter grocery store and has numerous mature trees.

The North Parcel is a 2.49-acre parcel on the north side of Nebel Street, zoned CR-3.0, C-1.5, R-2.5, H-200'. It is a forested parcel with a stream running east-west across the Property, with an associated stream valley buffer and floodplain. The development area is limited due to the environmental features.



Figure 2: Subject Property (outlined in red)

SECTION 3: PROJECT DESCRIPTION

Proposal

The Applicant proposes to develop the North Parcel of the Subject Property into a multi-family building of up to 188,500 square feet, with an internal structured parking garage (Attachment 1). A minimum of 25% of the residential density will be Moderately Priced Dwelling Units (MPDUs). While the final number of units and unit mix will be determined at Preliminary Plan and Site Plan, the Sketch Plan concept shows 18 three-bedroom units, 84 two-bedroom units, 55 one-bedroom units, and 13 efficiency units, for a total of 170 units. There is a courtyard amenity space on the north elevation, an overlook area at the west end of the development, and an entry plaza at the southeast corner. The proposed floor area ratio (FAR) is at 1.63 FAR and the proposed maximum height is 80 feet. The South Parcel will be used as a Public Open Space and developed as a pocket park. The floodplain and forest at the rear of the building will be enhanced and protected.



Figure 3: Sketch Plan

Per Section 59.4.5.4.B.3 of the Zoning Ordinance, setbacks for principal buildings, accessory structures, and parking are established by the Site Plan approval process. Per Section 59.4.5.4.B.4 of the Zoning Ordinance, form standards are established by the Site Plan approval process and must address, at a minimum, transparency, blank walls, and active entrances. Therefore, building placement and form, including parking placement, as shown on the Sketch Plan drawings, are conceptual, and must demonstrate compliance with the Zoning Ordinance and the 2010 *White Flint Sector Plan*.



Figure 4: Nebel Street Elevation

The building is sited parallel to Nebel Street, presenting an articulated façade that provides interest at pedestrian scale. The lobby serves as the main pedestrian entrance and is located at the southeast corner, adjacent to a driveway and loading bay. The driveway and loading bay take advantage of the topography of the site, by entering at the lower garage level. A second driveway to the upper level of the garage is located on the south façade. The upper level of the garage is partially exposed along Nebel Street but is enhanced with a combination of mesh screen and green screens.



Figure 5: Street View along Nebel Street

The Nebel Street façade is softened through the use of benches and planters that provide a transition to the public realm. Doors from individual units provide direct access along the façade and help activate the streetscape. An overlook area at the northwest corner of the building provides an accessible view into the natural area at the rear of the building. There is also a courtyard for the building residents on the north façade, located on top of the parking garage.

Moderately Priced Dwelling Units

The Application is required to provide Moderately Priced Dwelling Units (MPDUs) per Chapter 25A-5 of the Montgomery County Code, as the Project results in the development of more than 20 dwelling units. The Project will provide approximately 43 multi-family mid-rise MPDUs dispersed throughout the Project in the form of efficiencies, 1-bedroom, 2-bedroom units, and 3-bedroom units.

Open Space and Recreation

The Project is required to provide 10% open space (11, 584 square feet). The Public Open Space includes an entry plaza that helps create a relationship between the lobby and the sidewalk, strengthening the street presence of the development. An overlook is planned for the northwest corner of the building, looking into the natural area. While the topography is steep and does not allow for easy physical access, the overlook provides a natural experience not found in the White Flint area.

The Project also includes an approximately 7,306-square foot urban pocket park on the South Parcel, at the intersection of Nebel Street and Old Georgetown Road. This space is envisioned as a restful space defined by a low deck nestled within a grove of trees. The urban park will be easily accessed by pedestrians and cyclists and will have seating elements as well as a bike repair station. This Public Open Space will be activated by patrons of the adjacent commercial areas as well as residents of the surrounding buildings.



Figure 6: Overlook Concept

The Project also provides amenity spaces for the residents of the building. A courtyard will sit on top of the two levels of parking garage for all residents to enjoy the natural features located on the Subject Property. More details about the design of this courtyard and other recreational facilities will be submitted at the time of Site Plan.

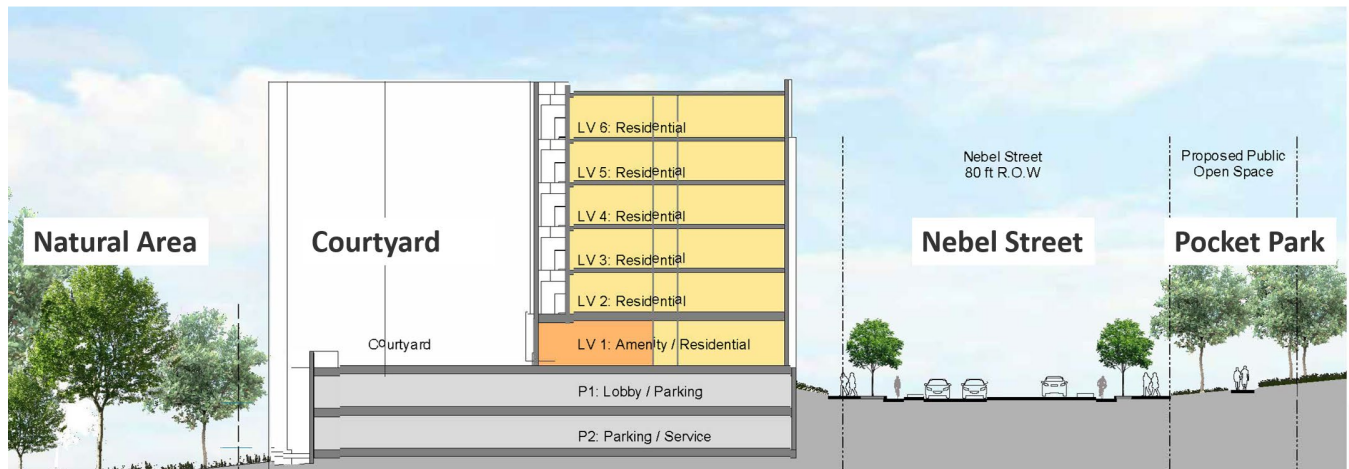


Figure 7: Cross Section through the Property

Transportation

Vehicular Circulation and Access Points

The Applicant proposes two new curb cuts along the Nebel Street frontage of the Property, each providing access to separated parking levels. While moving vehicular access including loading, trash service, and parking operations to the proposed 30-foot driveway along the eastern boundary of the site is merited, staff is concerned by a second proposed access point at the Wentworth Place and Nebel Street intersection. Further compounding ongoing discussions with the Applicant is the constraints of the site with stream buffers and drainage infrastructure further reducing developable and impervious area. Limiting vehicular site access is a core function of the Zoning

Ordinance, the 2010 *White Flint Sector Plan*, and aligns with the County's Vision Zero policy. At the time of Preliminary and Site Plan, further analysis is necessary, and the Applicant will need to acquire approval in writing from the Montgomery County Department of Transportation (MCDOT) Director to move forward with the proposed access configuration.

The Sketch Plan shows a below- and at-grade parking garage that includes a total of 155 parking spaces. As described above, staff will continue to work with the Applicant in order to consolidate both garage entrances into a singular access point off the Nebel Street frontage. The proposed amount of parking is close to the minimum parking requirement outlined in Section 6.2.4. Staff supports the limited amount of vehicular parking given the abundance of existing and planned transit as well as prevalence of bicycling infrastructure. Furthermore, the White Flint Metrorail Station and future MD 355 Bus Rapid Transit stations are located within a walkable distance from the site.

Pedestrian access to the Property is proposed directly from the existing sidewalks along Nebel Street and Old Georgetown Road, which are each proposed to be improved to meet the Complete Streets Design Guidelines for Downtown Streets. Specifically, the proposed streetscape includes an approximately six-foot wide planting zone and eight-foot pedestrian through zone, consistent with the recommendations for a Downtown Street (i.e. 6-8-foot planting zone and 8-10-foot pedestrian through zone). It is anticipated that pedestrian crossings across the driveway entrances from Nebel Street will have level movement, and vehicle access points will be built at-grade with sidewalks, ramping down to street level.

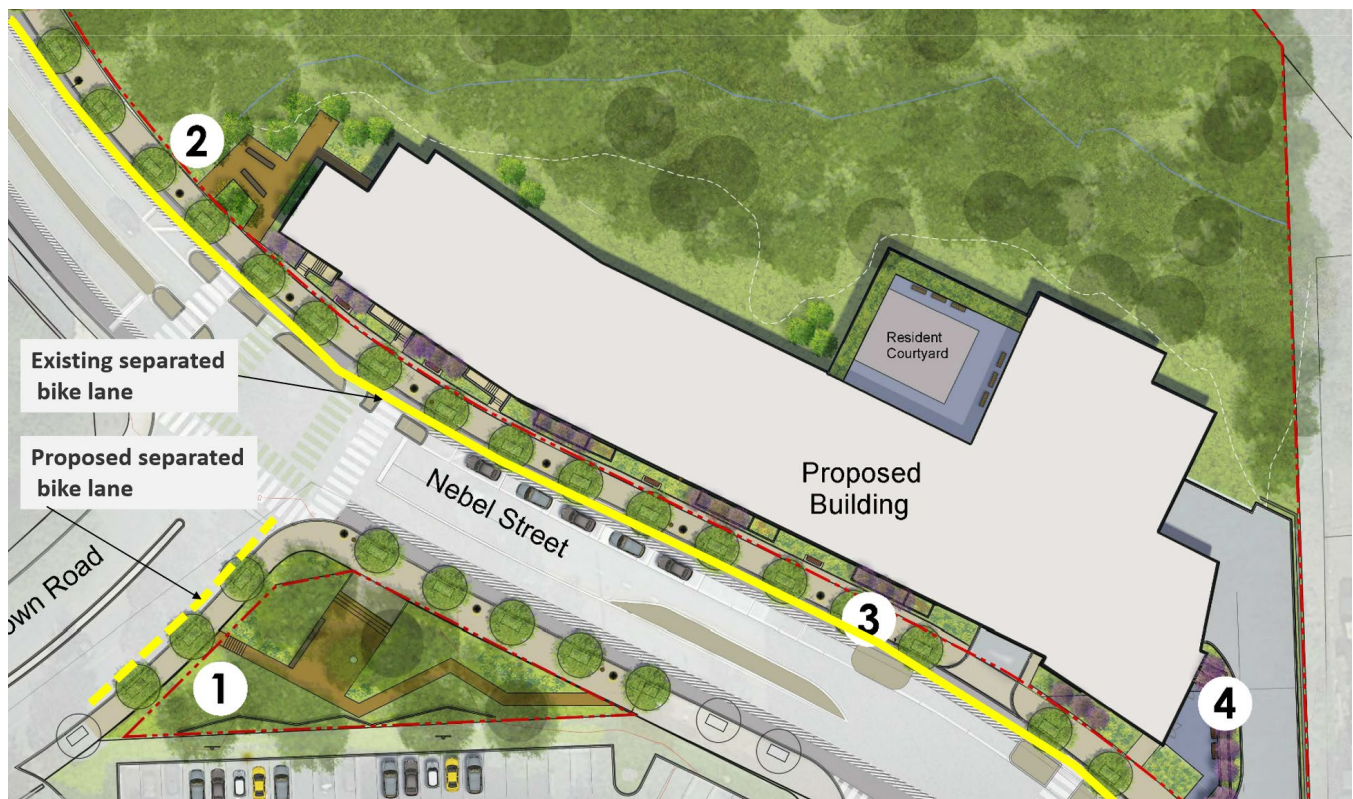


Figure 8: Existing and Proposed Bike Facilities

Bicyclists access the Property via existing separated bike lanes along Nebel Street. Bicycle access and safety will be further enhanced with the final design and implementation of permanent master-planned separated bike lanes along both sides of the Applicant's frontage within Nebel Street.

It is anticipated that the Applicant will provide a five-foot right-of-way dedication and an in-lieu contribution for the future two-way separated bike lane along the Property's frontage with Old Georgetown Road. The Applicant will continue to coordinate with MCDOT staff, and the Subject Project will incorporate the master-planned separated bicycle lanes into subsequent designs and will participate in their implementation. Bicycle parking will be determined at the time of Site Plan based on the final residential unit count.

Master-Planned Roadways, Bikeways, and Transitways

The 2010 *White Flint Sector Plan*, the 2018 *Master Plan of Highways and Transitways*, and the 2018 *Bicycle Master Plan* designate Nebel Street, along the Property's frontage, a Business District Street with a minimum right-of-way width of 80' (40' from center line) and recommend one-way separated bike lanes along both sides of the street. Likewise, the associated Sector Plan and Master Plans also designate Old Georgetown Road, along the Property's frontage, a Business District Street with a minimum right-of-way width of 90' (45' from center line) and recommend a two-way separated bike lane along the southern side of the street. As indicated on the submitted plan sheets, the Applicant will dedicate 5' of right-of-way along the Old Georgetown Road frontage to meet the Master Plan of Highways and Transitways requirement for Business Street B-2.

Pedestrian and Bicycle Facilities

A recent Capital Improvements Program funded and constructed new separated bicycle infrastructure along Nebel Street, with the westbound route along the northside of the street having a parking-protected bicycle lane. This project helps fulfill a portion of the overall Pike District bikeway network with a connected system of separated bike lanes to be implemented along streets as properties redevelop and new grid streets are constructed. It is anticipated that this facility will be improved with permanent street buffers in coordination with this Site's construction. Staff has directed the Applicant to coordinate with MCDOT on enhancing the separated bike lanes, and to participate in implementation of the Master Planned Old Georgetown Road separated bicycle lanes along the Property's Old Georgetown Road frontage. Specific details regarding the accommodation of the Nebel Street bikeway design will be determined as part of the subsequent Site Plan review.

Existing Transit Service

The immediate area is well served by transit that includes the Red Line White Flint Metrorail Station (located within walking distance of the site), Metrobus, Ride On, and future MD 355 Bus Rapid Transit (BRT) station. The 2013 *Countywide Transit Corridors Functional Master Plan* identifies the White Flint Metrorail Station as a future station location for the MD 355 South Corridor.

Transportation Demand Management

As a project within the North Bethesda Transportation Management District (TMD) that is greater than 40,000 square feet of gross floor area, the development is required to develop a Level 3 Results Transportation Demand Management (TDM) Plan with the Planning Board and MCDOT to participate in the North Bethesda TMD. Specific details of the agreement will be determined at Site Plan.

Transportation Adequate Public Facilities (APF) Review

In accordance with Sketch Plan filing requirements, the transportation impact of the Subject Application is estimated to be 59 total peak hour person trips in the morning and 74 total peak hour person trips in the evening. After accounting for a reduction of the overall trip generation by 50 percent as part of the White Flint Metro Station Policy Area standards, the Project is estimated to generate 29 net new morning peak hour trips and 37 net new evening peak hour trips. As a result of the Applicant opting to agree to participate in the White Flint Special Taxing District by reducing its trip generation and financially contributing for transportation infrastructure improvements, the Project will not be required to submit a Transportation Impact Study with the Site Plan to satisfy the Local Area Transportation Review (LATR). A more detailed analysis of Adequate Public Facilities will be conducted at the time of Subdivision.

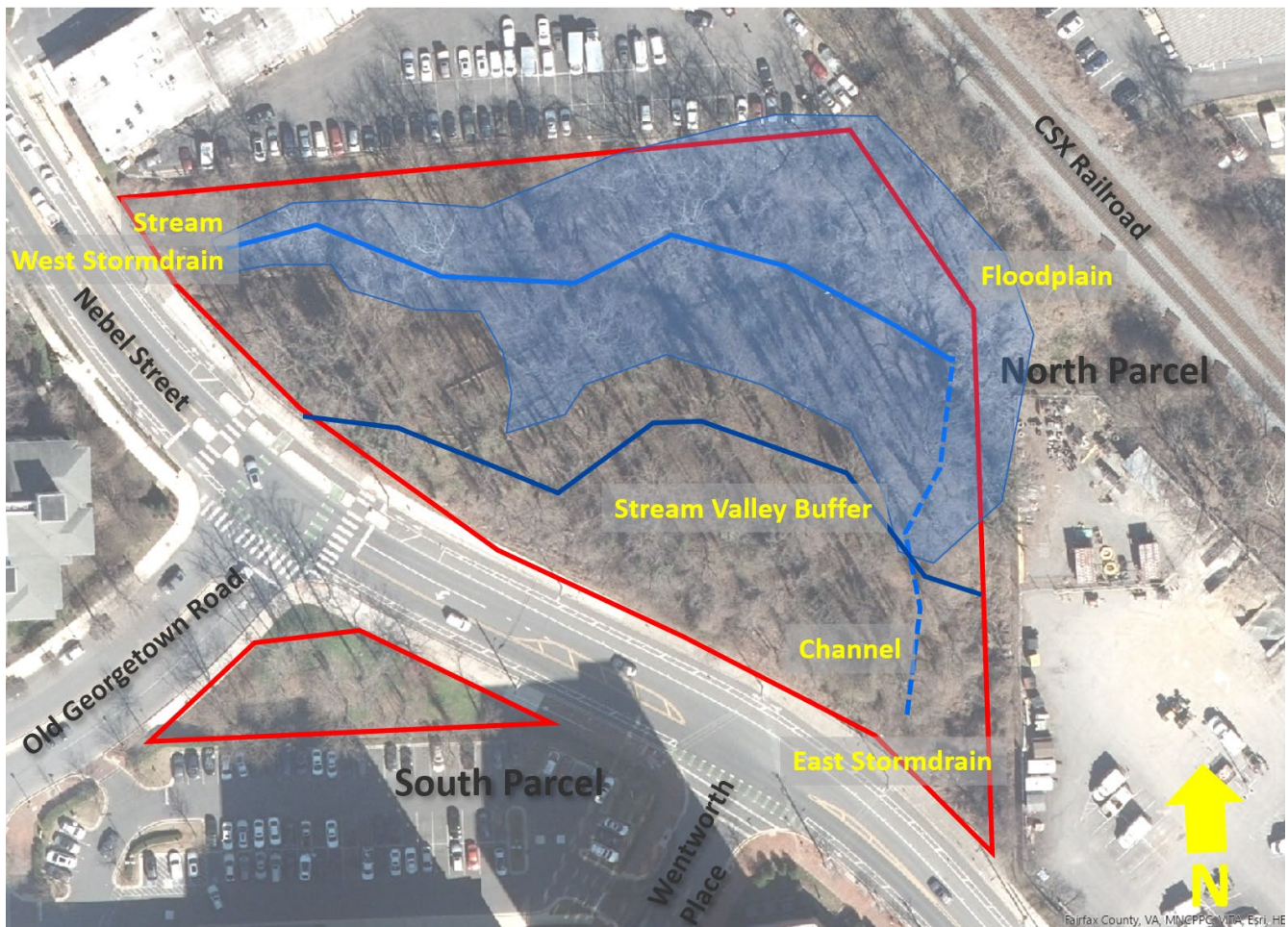


Figure 9: Environmental Features

Environment

The Subject Property is an extremely challenging infill site and is one of the last undeveloped parcels in the 2010 *White Flint Sector Plan* area. The North Parcel has 2.38 acres of forest on it and two stormdrain outfalls. The West Stormdrain outfall includes a stream, with a constant flow and defined channel, and associated wetlands.

During the course of this review, the East Stormdrain outfall began flowing water into an existing channel, creating a six-foot-deep head cut in the channel. It is not clear what the source of this water is, as the channel had been documented as dry for more than seven years. The stream and East Stormdrain channel intersect at the northeast corner of the Property and enter a stormdrain pipe that continues under the CSX tracks and eventually outfalls into a tributary of Rock Creek. The North Parcel also has an extensive engineered floodplain, caused by issues with the downstream stormdrain pipe maintenance issues. A stream valley buffer covers 1.89 acres of the site, due to the stream and floodplain.

Environmental Guidelines

Staff approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) No. 420214300 on August 11, 2020. The 2.66 acre site contains 2.38 acres of forest and 1.898 acres of stream valley buffer, which includes 1.06 acres of floodplains and 0.004 acres of wetlands. The proposed development includes significant encroachments into the stream valley buffer. While environmental regulatory review occurs through the Preliminary and Site Plan processes, a conceptual discussion is important at time of Sketch Plan. The Applicant has submitted an

environmental enhancement plan (Figure 10) that includes management of non-native invasive plants to improve the health and function of the forest and restoration of the stream and adjacent wetlands to mitigate for the buffer encroachment.

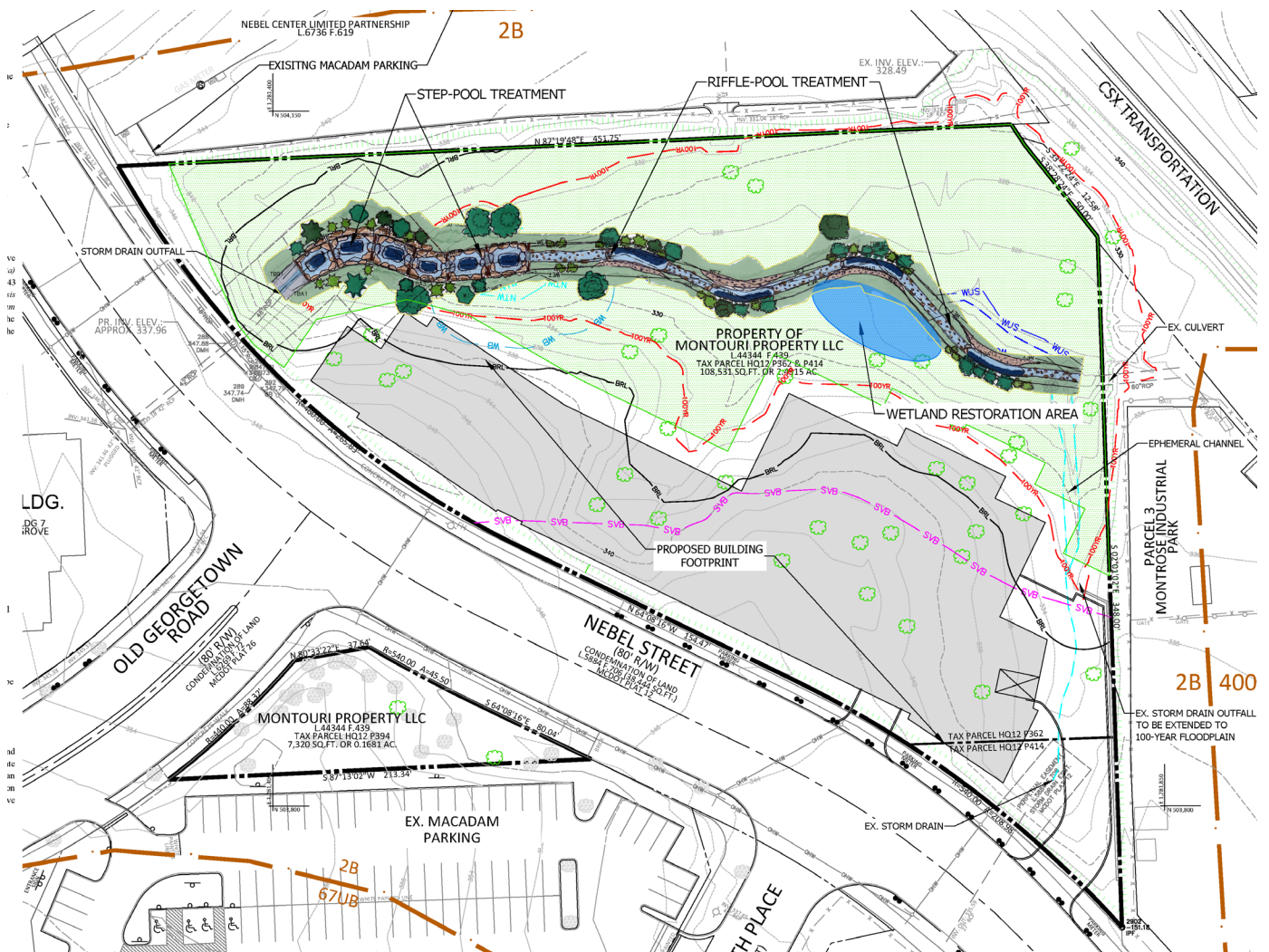


Figure 10: Environmental Enhancement Plan

Forest Conservation

NRI/FSD No. 420214300 was approved on August 11, 2020. Forest conservation requirements will be addressed through the Preliminary and Site Plan processes.

Noise

The project proposes residential units to be built adjacent to the CSX railroad tracks. A noise analysis must be submitted for review at time of Preliminary Plan submission.

Stormwater Management

A Stormwater Management Concept Plan is not required at the time of Sketch Plan. Submission of the concept to the Montgomery County Department of Permitting Services (MCDPS) and approval will be required at the time of Preliminary Plan.

Sector Plan

The MHP-Nebel Street Sketch Plan is located within the 2010 *White Flint Sector Plan* area. Located within the Nebel Street district, the Sector Plan recommends a public use space on the property as well as “signature buildings, between 150 and 200 feet tall, may be located at the terminus of Old Georgetown Road and Nebel Street” (p.41).

Transportation Network

The Property fronts onto Nebel Street (B-5), which is classified as a commercial business street with a minimum 80-foot right-of-way. Old Georgetown Road (B-2) is also recommended as a commercial business street with a minimum 90-foot right-of-way.

A protected bikeway has been installed along Nebel Street that fronts the proposed development. This bikeway achieves the Sector Plan’s bikeway recommendations for Nebel Street.

Public Use

The Sector Plan recommends a public use space on the MHP property. The proposed public use spaces, including at the intersection of Old Georgetown Road and Nebel Street, and along the frontage of the building as a promenade, further the Sector Plan recommendations. At site plan, the design and features of the linear open space and its relationship to the building should be carefully reviewed.

Public Benefits

The provision of 25 percent of Moderately Priced Dwelling Units (MPDUs) and structured parking are the primary proposed public benefits. The amount of affordable housing is a significant public benefit. However, a greater range of public benefits should be incorporated into the development, such as from the Quality Building and Site Plan and Protection and Enhancement of the Natural Environment categories. Prior approved White Flint Sketch Plans have a greater variety of public benefit points. Given the prominent location, the applicant should pursue the inclusion of public art on the building façade or at key locations on the property. This proposal would add additional public benefits to the development.

Recreation Loop

The Sector Plan recommends a recreation loop along the frontages of Nebel Street and Old Georgetown Road. The Plan states that the recreation loop is a “signed pathway that is incorporated into the street right-of-way as part of the sidewalk” (p.61). The proposed open space should incorporate features that implements the recreation loop concept. This should be included in the future site plan.

Environment

The Sector Plan makes several recommendations to create an environmentally sustainable district, including increasing tree canopy, maximizing energy conservation, and reducing energy through site design and energy-efficient buildings. Besides the BLT requirement, cool roof is the only other selected environmental public benefit. The development should pursue additional environmental public benefits for the project. Noise is not addressed in the Sector Plan, but a noise study should be conducted since the property is located adjacent to the CSX rail line.

White Flint Design Guidelines

The Approved White Flint Urban Design Guidelines provides specific recommendations for the Nebel district. As proposed, the Sketch Plan furthers several of the Design Guidelines recommendations, including a consistent building wall and parking that is hidden underground. At Site Plan, the ground level of the building and its relationship to the linear open space and streetscape must be reexamined. The Design Guidelines note that “ground floors should incorporate a building’s most public and active spaces” (p.24). The Design Guidelines note that key intersections should have buildings that establish a focal point or gateway. This development should have features that achieve the Design Guidelines recommendations.

Community Outreach

The Applicant held an online community meeting on March 22, 2021 prior to plan submission. All posting and noticing requirements have been met. No correspondence has been received on this application.

SECTION 4: MAJOR OUTSTANDING ISSUES TO BE ADDRESSED DURING SUBSEQUENT REVIEW

Vehicle Access Points

The Sketch Plan currently shows two curb cuts, with separate entrances for the lower parking deck and loading dock, and the upper parking deck. The parking garage uses flat decks with no internal ramps. While this configuration is more efficient from a parking perspective, it does require separate external entrances. While the Applicant has worked with staff on this issue and has provided some preliminary grading designs, this issue will require additional discussion as more detailed design information is available. Limiting vehicular site access is a core function of the Zoning Ordinance, the 2010 *White Flint Sector Plan*, and aligns with the County's Vision Zero policy. At the time of Site Plan, further analysis is necessary, and the Applicant will need to acquire approval in writing from the Montgomery County Department of Transportation (MCDOT) Director to move forward with the proposed access configuration, as well as receive an alternative compliance finding from the Planning Board.

The Applicant would like direction from the Planning Board and a resolution of this issue now and believes this project is infeasible with a single access point. The Applicant maintains that consolidating the driveways is impossible due to the grades onsite and therefore one access point will mean only one level of parking, which would decrease the number of units by 50%.

Old Georgetown Road Vista

The west end of the building presents an opportunity to terminate the vista with a focal element along the Old Georgetown Road approach. The Applicant should pursue the inclusion of public art on the building façade or at key locations on the property. This should be explored further as the design of the architecture advances.

Stream Valley Buffer Encroachment

The *Guidelines for Environmental Management of Development in Montgomery County* (Environmental Guidelines) provides guidance on appropriate techniques for protecting natural resources during the development process. However, there is also guidance for the allowance of stream valley buffer encroachment, on a case-by-case basis which involves avoidance, minimization, and mitigation. Due to the location and amount of stream valley buffer on site, it is not possible to avoid impacting the stream valley buffer while developing the Property as proposed.

While the exact extent of proposed impacts will be determined through the detailed design process, the Applicant has estimated that the project will impact approximately 33,000 square feet of stream valley buffer. Staff would not generally recommend approval of a plan that requires this level of encroachment, but this situation is unusual. The stream is an isolated fragment, both upstream and downstream. The overall water quality of this stream is poor due to it being combined with runoff from surrounding impervious areas in the stormdrain system. The stream channel is degraded from the amount of flow during storm events and should be restored. Furthermore, no encroachment is proposed within the mapped floodplain.

The Applicant has proposed an environmental enhancement plan that includes stream restoration measures with improvements to the forest. While the forest has approximately 80% invasive plant cover, it still provides an important habitat resource. The proposed plan will create an improved localized habitat and will improve water quality through the reduction of sediment flow. The environmental enhancement plan includes step-pools, riffle-pool segments, and a wetland restoration area. These measures will slow the water flow down, reducing scouring and erosion and improving local water quality and habitat. These improvements will be a major benefit of the development process and will create an improvement over the current situation.

Channel Stabilization

The Applicant's Sketch Plan shows a driveway where the East Stormdrain is located. However, this stormdrain currently has a continuous flow of water, that was not previously observed. While many streams have been enclosed in stormdrain systems, such as the one flowing out of the West Stormdrain, it was not clear whether this flow is surface water or groundwater.

In order to help determine the nature of the East Stormdrain channel, the Applicant performed a study that involved pumping the water from the stormdrain outfall to the confluence of the channel and the stream. This demonstrated that no additional groundwater was expressed from the sides of the channel. However, the channel will continue to degrade if the water is not safely conveyed to an appropriate outfall. The stormdrain should be extended into the Property so that the water flow does not continue to create an erosion problem. The Applicant will need to work with County agencies to resolve this issue.

SECTION 5: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a sketch plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The sketch plan must:"

1. *meet the objectives, general requirements, and standards of this Chapter;*

Section 4.5.4 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CRT Zone. The proposed development will satisfy the applicable development standards for the Optional Method of Development in the CRT Zone, with the exact figures to be determined at the time of Site Plan.

Table 1- Development Standards and Parking Requirements			
Section	Description	Required/Permitted	Provided
Density and Height			
4.5.2.A.2	Maximum Density		
	North Parcel CR-3.0, C-1.5, R-2.5, H-200'	Total: 325,599 square feet Commercial: 162,799 square feet Residential: 271,332 square feet	
	South Parcel CR-4.0, C-2.0, R-3.5, H-250'	Total: 29,224 square feet Commercial: 14,612 square feet Residential: 25,571 square feet	
	Total Density	Total: 354,823 square feet Commercial: 177,411 square feet Residential: 296,903 square feet	Residential: 188,500
4.5.2.A.2	Maximum Building Height (H)		
	North Parcel CR-3.0, C-1.5, R-2.5, H-200'	200 feet	80 feet
	South Parcel CR-4.0, C-2.0, R-3.5, H-250'	250 feet	
Open Space and Parking			
4.5.4.B.1	Minimum Open Space	10% of site area (11,584 sf)	10% of net tract area (11,584 sf)
6.2.4.B	Minimum Parking Permitted/Maximum Parking Allowed	Minimum: 150 spaces Maximum: 245 spaces	155 spaces
6.2.4.C	Bicycle Parking Residential	81 Long Term 4 Short Term	81 Long Term 4 Short Term

The Sketch Plan meets the development standards of Section 59-4.5.2, as shown in Table 1 above. The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the number and type of residential dwelling units.

The Sketch Plan conforms to the intent of the CR Zone as described below.

a) Implement the recommendations of applicable master plans.

As described in the Sector Plan section of this report, the proposed development implements the recommendation of the 2010 *White Flint Sector Plan*.

b) Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.

The Property is currently vacant.

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 proposed development will provide mixed-income housing with 25% MPDUs, with structured parking. The Property is located close to the White Flint Metrorail Station, as well as numerous bus lines.

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 up to 80 feet will be compatible with confronting buildings on Nebel Street and Old Georgetown Road. These buildings are a mix of low rise and high rise residential and mixed-use buildings.

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

The proposed development creates an affordable housing opportunity that is currently not available in the area. There are a number of commercial, office and industrial uses in the vicinity of the Property that generate employment opportunities. Given the proximity of well-established employment uses near the Property, the additional housing provided by the Project will create an opportunity for individuals to live, work, and play in the White Flint area.

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 public benefits to achieve the desired incentive density above the standard method limit. Even though the Sketch Plan is not required to provide public benefits beyond providing 25% MPDUs, per Section 59.4.7.3.D.6.e , the Applicant has proposed benefits in four categories.

2. substantially conform with the recommendations of the applicable master plan;

As discussed in the Sector Plan section of this report, the Project substantially conforms to recommendations of the 2010 *White Flint Sector Plan*.

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. *under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;*

The Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*
The Sketch Plan successfully achieves compatibility with the industrial uses to the east and west and the newer residential and mixed-use development to the south. The restored natural areas will provide a buffer to the adjacent industrial areas while the form of the proposed development is compatible with the newer development to the south.
6. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*
This project helps fulfill a portion of the overall Pike District bikeway network with a connected system of separated bike lanes to be implemented along streets as properties redevelop and new grid streets are constructed. It is anticipated that this facility will be improved with permanent street buffers in coordination with this Site's construction. The Applicant will coordinate with MCDOT on enhancing the separated bike lanes, and to participate in implementation of the Master Planned Old Georgetown Road separated bicycle lanes along the Property's Old Georgetown Road frontage.

The vehicular circulation is an issue that needs further coordination. The proposed development currently shows two entrances from Nebel Street, which ideally should be reduced to one. However, given the grading required for the development and limited developable area, this issue will require further study.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community; and*
Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, Staff finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the Subject Property, as described below.

For developments of this size in the CR zone, the Zoning Ordinance requires 100 points in a minimum of three categories. However, per Section 59.4.7.3.D.6.e, a project that provides a minimum of 20% MPDUs does not have to satisfy any benefit category other than Affordable Housing under the Diversity of Uses and Activities category. Regardless, the Applicant is proposing to provide 25% MPDUs and is proposing to provide benefits in four categories. Although at the time of Sketch Plan review, only the categories need to be approved, the following table shows both the categories and points for public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient public benefit points. The final calculations and benefit points earned will be further refined and ultimately determined as part of a future site plan submission. Table 2 shows the Applicant's proposed public benefits in the following four categories: Transit Proximity, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment . Staff supports the proposed public benefits at this time.

Table 2 – Proposed Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
59.4.7.3.B: Transit Proximity		
Between ¼ and ½ mile of Level 1	50	30.0
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing-25% MPDUs	n/a	150.0
59.4.7.3.E: Quality Building and Site Design		
Exceptional Design	10	10.0
Structured Parking	20	15.0
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination	30	2.79
Cool Roof	10	10.0
Total	-	217.79

Transit Proximity

The Applicant seeks to gain approval for 30 points for being located close to mass transit. The Subject Property is located between ¼ and ½ mile from the WMATA White Flint Metrorail Station. Proximity to Metrorail Stations places this Property in Level 1 for transit service. Based on the distance from the entrance to the proposed development to the White Flint Metrorail Station, staff supports the Applicant's request for 30 points.

Diversity of Uses and Activities

Affordable housing-25% MPDUs: The Applicant seeks to gain approval for 150 points for providing 25% MPDUs. The project will provide 25% MPDUs, 12.5% above the minimum required. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Staff supports the Applicant's request based on the following calculation:

$$[25\% \text{ (percentage MPDUs provided)} - 12.5\% \text{ (percentage MPDUs required)}] * 12 = 150 \text{ points}$$

Quality Building and Site Design

Exceptional Design: The Applicant seeks to gain approval for 10 points for Exceptional Design. The criteria for Exceptional Design are:

- Providing innovative solutions in response to the immediate context;
- Creating a sense of place, that 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; and
- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

The Applicant is proposing to develop this difficult, infill site and provide affordable housing while improving the environment. The Applicant is also proposing a major enhancement to the public realm with the development of the pocket park on the South Parcel. The architecture will evolve through the design and approval process, with the goal of providing a landmark at the termination of Old Georgetown Road. Staff supports the Applicant's request based on the current design, with the understanding that it will be refined as part of the site plan.

Structured Parking: The Applicant seeks to gain approval for 15 points for providing structured parking. All of the 155 parking spaces will be provided in structured parking. Staff supports the Applicant's request based on the following calculation:

$$[(77 \text{ above grade spaces}/155 \text{ total spaces}) * 10] + [(78 \text{ below grade spaces}/155 \text{ total spaces}) * 20] = 15 \text{ points}$$

Protection and Enhancement of the Natural Environment

Building Lot Terminations: The Applicant seeks approval for 2.79 points for purchasing building lot termination easements. Staff support the Applicant's request based on the following calculation:

188,500 square feet total development proposed – 57,919.5 square feet base density = 130,580.5 square feet of incentive density

$$130,580.5 \text{ square feet} * 0.075 = 9,793.53/31,500 = 0.31 \text{ BLTs}$$

$$0.31 \text{ BLTs} * 9 = 2.79 \text{ points}$$

Cool Roof: The Applicant seeks to gain approval for 10 points for providing a Cool Roof. All roof areas in the Project will be constructed with a minimum solar reflectance index (SRI) of 75 for roofs with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12. Staff supports the Applicant's request.

8. *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 proposed development will be built in one phase.

SECTION 6: CONCLUSION

The Sketch Plan application satisfies the findings under Section 59.4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the 2010 White Flint Sector Plan. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

ATTACHMENT

- A. Sketch Plan



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Our Site Set on the Future.

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REVISIONS	DATE
DRC RESPONSE	6/14/21

MHP - NEBEL STREET

4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 215NW05
TAX MAP:HQ122

SKETCH PLAN

M-NCPPC PROJECT NO. 320210110

PROFESSIONAL SEAL

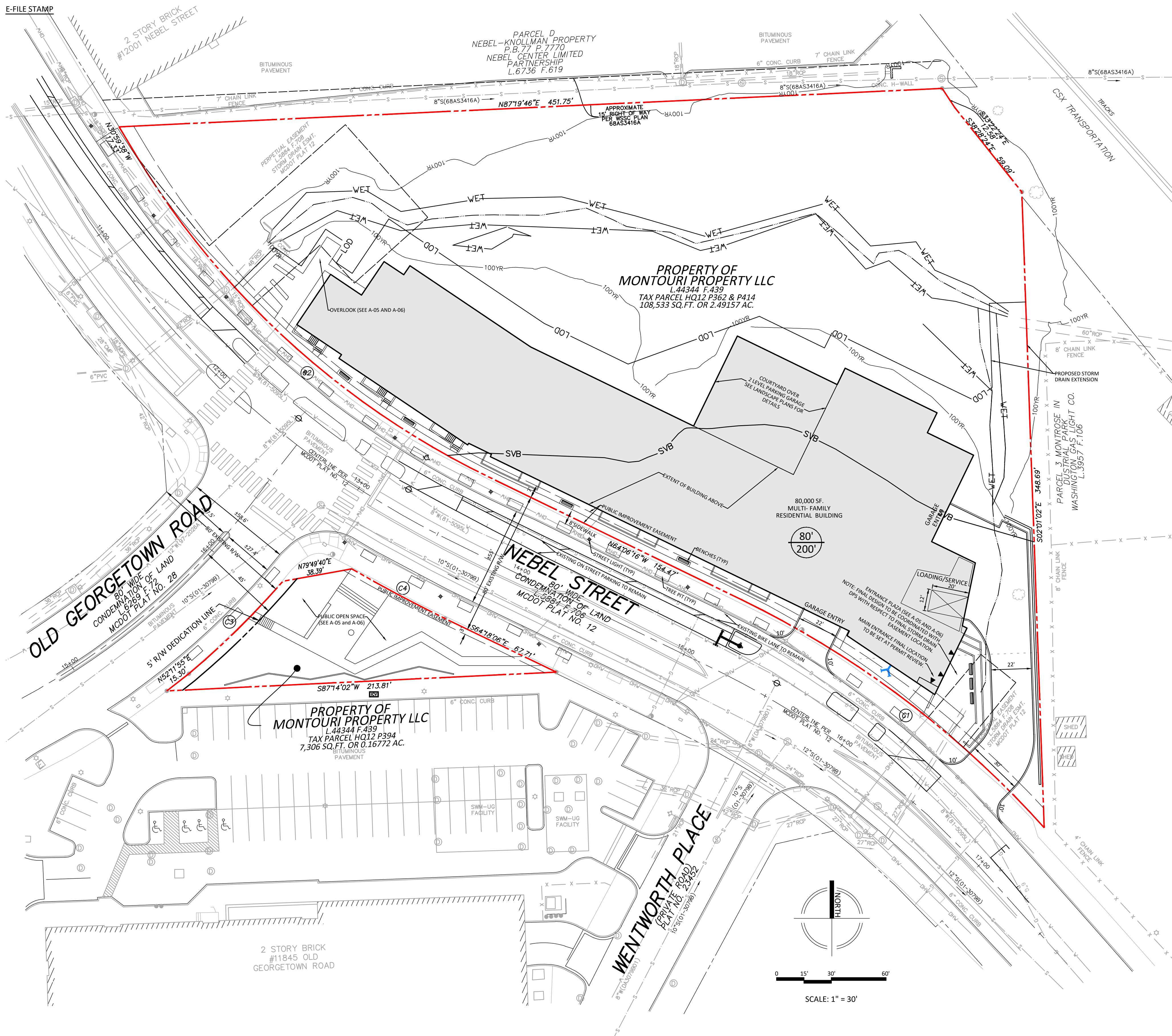
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DRAWN BY: CC/PS
DESIGNED BY: JB/CC
DATE ISSUED: 3/31/2021

VIKA PROJECT: VM50348A
DRAWING NO.: SK100

SHEET NO.



PLAN LEGEND

CTV	PROPERTY LINES	EXISTING PARKING LABEL	EXISTING PHONE MANHOLE	CONC	EXISTING CONCRETE
CTV	EXISTING CABLE TELEVISION CONDUIT	EXISTING SANITARY CLEANOUT	EXISTING UTILITY POLE	CAS	EXISTING CURB AND GUTTER
E	EXISTING ELECTRICAL CONDUIT	EXISTING STORM DRAIN MANHOLE	EXISTING SANITARY MANHOLE	BLDG	EXISTING BUILDING
E	EXISTING EDGE OF PAVEMENT	EXISTING ELECTRICAL JUNCTION BOX	EXISTING TRAFFIC CONTROL BOX	STY	EXISTING STORY
X	EXISTING FENCE LINE	EXISTING NATURAL GAS CONDUIT	EXISTING ASPHALT	ADPH	EXISTING ELECTRICAL TRANSFORMER
Q	EXISTING OVERHEAD WIRES	EXISTING FIRE DEPARTMENT CONNECTION	EXISTING TREE	ASPH	EXISTING EASEMENT
OHW	EXISTING TELEPHONE CONDUIT	EXISTING FIRE HYDRANT	EXISTING CABLE TELEVISION PEDESTAL	ROD	EXISTING REINFORCED CONCRETE PIPE
T	EXISTING PUBLIC UTILITIES EASEMENTS	EXISTING GUY POLE	EXISTING UNKNOWN UTILITY MANHOLE	CMP	EXISTING CORRUGATED METAL PIPE
S	EXISTING SANITARY SEWER CONDUIT	EXISTING GAS VALVE	EXISTING WATER METER	BR/L	EXISTING BUILDING RESTRICTION LINE
SD	EXISTING STORM DRAIN CONDUIT	EXISTING LIGHT POLE	EXISTING WATER MANHOLE	R/W	EXISTING RIGHT-OF-WAY
W	EXISTING WATER CONDUIT	EXISTING PHONE PEDESTAL	EXISTING BOLLARD		
520	EXISTING ZONE LIMITS	EXISTING CURB INLET	EXISTING SIGN POST		
524	EXISTING 10' CONTOUR	EXISTING INLETS	EXISTING WOOD POST		
	EXISTING 2' CONTOUR				

PUBLIC BENEFIT POINT SUMMARY

Category	
Transit Proximity	30.0
Diversity of Uses and Activities	
Affordable Housing	150.0
Total	150.0
Quality Building and Site Design	
Exceptional design	10.0
Structured Parking	15.0
Total	25.0
Protection and Enhancement of the Natural Environment	
Building Lot Termination	2.79
Cool Roof	10.0
Total	12.79
Point total of all categories	217.79

DEVELOPMENT INFORMATION

Property Area Data	SF	Acres
Area		
Tract	115,839	2.659
Northern Parcel	108,533	2.492
Southern Parcel	7,306	0.168
Proposed Dedications	0	0.000
Site	115,839	2.659

Allowed Base	Commercial Density	Residential Density	Total Density
Density Calculations (sf or FAR)	CR-3.0	C-1.5 R-2.5 H-200	
Gross Floor Area North Parcel	162,799	271,332	325,599
FAR	1.50	2.50	3.00
Density Calculations (sf or FAR)	CR-4.0	C-2.0 R-3.5 H-250	
Gross Floor Area South Parcel	14,612	25,571	29,224
FAR	2.00	3.50	4.00
Total Density	177,411	296,903	354,823
Total FAR	1.53	2.56	3.06
Proposed Total [1]	Commercial Density	Residential Density	Total Density
Residential Floor Area (SF)	0	188,500	188,500
MPDU GFA		33,784	
Proposed Total FAR	0.00	1.63	1.63

Residential Units	Required %	Provided Units	Provided %
Standard Units		127	74.7%
MPDUs	15.0%	43	25.3%
Total Units	15%	170	100%

Height (feet)	Maximum
Mapped Zone	200'
Maximum Proposed	80'

Building Setbacks	From Side PL	From R.O.W.
Nebel Street	0'	0'

Open Space	Required SF		Required %		Provided SF [1]	Provided % [1]
Multi-Family - Public Open Space	11,584		10%		11,584	10%
Parking Tabulations [2]	# of Units	Min/Max Rate	Min Req	Max Allowed	Proposed Spaces	
Efficiency Residential Unit	10	1sp/1sp	10	10		
Efficiency Residential Unit MPDU	3	0.5sp/1sp	2	3		
1BR Residential Unit	40	1sp/1.25sp	40	50		
1BR Residential Unit MPDU	15	0.5sp/1.25sp	8	19		
2BR Residential Unit	63	1sp/1.5sp	63	95		
2BR Residential Unit MPDU	21	0.5sp/1.5sp	11	32		
3BR Residential Unit	14	1sp/2sp	14	28		
3BR Residential Unit MPDU	4	0.5sp/2sp	2	8		
Subtotal of all Residential Units	170	n/a				
Total Spaces			150	245	155	

Bicycle Spaces [3]	Rate/Metric	Metric	Min. Required	% Long-Term	Minimum Long-Term	Provided Long-Term	Provided Short-Term	Total
Residential	0.50/unit	170	85	95%	81	81	4	
Total			85		81	81	4	85

Notes

- [1] Final to be determined at site plan.
- [2] Final number of parking spaces provided to be determined at building permit.
- [3] Final residential bicycle parking spaces will be provided based on constructed number of units at a rate of no less than 0.5 spaces per unit.