

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 22-118

Preliminary Plan No. 120220160

4910-4920 Strathmore Avenue

Date of Hearing: December 15, 2022

JAN 05 2023

RESOLUTION

WHEREAS, under Montgomery County Code Chapter 50, the Montgomery County Planning Board is authorized to review preliminary plan applications; and

WHEREAS, on March 30, 2022, SAH Homes Associates, LLC and BL Strathmore LLC, c/o EYA Development LLC ("Applicant") filed an application for approval of a preliminary plan of subdivision of property that would create 114 buildable lots and twenty (20) parcels for private roads, alleys, and open space on 15.35 acres of land in the CRNF-0.75, C-0.25 R-0.75 H-50' zone, located at 4910-4920 Strathmore Avenue, Kensington, MD ("Subject Property"), in the Red Policy Area and 1992 *North Bethesda/Garrett Park Master Plan* ("Master Plan") area; and

WHEREAS, Applicant's preliminary plan application was designated Preliminary Plan No. 120220160, 4910-4920 Strathmore Avenue ("Preliminary 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 5, 2022, providing its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on December 15, 2022, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Commissioner Piñero, seconded by Chair Zyontz, with a vote of 4-1; Chair Zyontz, Commissioners Branson, Piñero and Presley voting in favor, with Commissioner Hill voting against.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board APPROVES Preliminary Plan No. 120220160 to create 114 buildable lots and twenty (20) parcels for private roads (Street A, Street B, and Street C), alleys, and open space on the Subject

2425 Reedie Drive, Floor 14, Wheaton, MD 20902 | Phone: 301-495-4605 | Fax: 301-495-1320

www.montgomeryplanningboard.org | mcp-chair@mcnppc.org

Approved as to

Legal Sufficiency: /s/ Emily Vaias

M-NCPPC Legal Department

Property, subject to the following conditions:¹

General Approval

1. This Preliminary Plan is limited to 482,000 square feet of residential uses across 113 buildable lots for up to nine (9) single family detached dwelling units and 104 townhouses, and one (1) buildable lot for a 145-bed residential care facility, including commercial accessory uses² associated with the residential care facility, and a total of 15 open space parcels and five (5) private road and alley parcels.

Adequate Public Facilities and Outside Agencies

2. The Adequate Public Facilities (“APF”) review for the Preliminary Plan will remain valid for five (5) years from the initiation date (as defined in Montgomery County Code Section 50.4.3.J.5).

Plan Validity Period

3. The Preliminary Plan will remain valid for three (3) years from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and prior to the expiration date of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

Outside Agencies

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated December 5, 2022 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations provided in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. The Planning Board has reviewed and accepts the recommendations of the Maryland State Highway Administration (“MDSHA”) in its letter dated November 28, 2022 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations provided in the letter, which may be amended by MDSHA

¹ For the purpose of these conditions, the term “Applicant” shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

² Principal commercial uses are prohibited.

if the amendment does not conflict with any other conditions of the Preliminary Plan approval.

6. Before the issuance of access permits, the Applicant must satisfy the Maryland State Highway Administration's requirements for access and improvements.
7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS") – Water Resources Section in its stormwater management concept letter dated December 2, 2022 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations provided in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
8. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Fire Department Access and Water Supply Section in its letter dated September 9, 2022 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations provided in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
9. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs ("DHCA"), in its letter dated September 20, 2022, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations provided in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

Other Approvals

10. The Applicant must comply with the conditions of County Council Resolution No. 19-1308 approving Local Map Amendment No. H-143, as may be amended.

Future Site Plan Approval Required

11. Before clearing or grading, except that associated with removal of the existing building on the Property, or before recording a plat for the Subject Property, the Applicant must receive Staff certification of a Planning Board-approved site plan. The number and location of site elements, including but

not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks, and bike paths will be determined through site plan review and approval.

12. If an approved site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan or site plan amendment.

Transportation

Existing Frontage Improvements

13. Prior to the issuance of the first above grade building permit, the Applicant must satisfy all necessary requirements of MDSHA (i.e. apply for the roadway improvement permit, obtain agency design approval, and post the bond for the project cost) to ensure construction of a ten-foot wide sidepath along the Property frontage on Strathmore Avenue.

Off-Site Improvements

14. Prior to the issuance of the first above grade building permit, the Applicant must ensure future construction of the following off-site improvement(s) by satisfying MDSHA requirements to construct a 10-foot wide sidepath on the south side of Strathmore Avenue that extends approximately 1,050 feet to the east of the Subject Property to the existing bus pad at the intersection with Flanders Avenue and 30 feet to the west between the off-site trail and the western Site boundary. In the event that MCDOT is unable to obtain the right-of-way required for the eastern off-site sidepath extension within 12 months of MCDOT's acceptance of the design, the Applicant must make a payment to MCDOT towards the construction of a pedestrian or bicycle improvement in the Red policy area equal to the cost of the side path's design, permit, construction and relocation of utilities, if any (excluding any costs associated with right-of-way acquisition). The payment will be inflated based on the Federal Highway Administration's National Highway Construction Cost Index from the mailing date of the Planning Board resolution to the date of application for the first above-grade building permit or right-of-way permit (whichever comes first).
15. Prior to the issuance of the final Use and Occupancy certificate, the Applicant must install a new traffic signal at the Center Site Driveway with Strathmore Avenue.

LATR

16. If, at the time the Applicant submits for permits to construct one of the required LATR Off-Site Improvements, the improvement is no longer necessary or desirable, because: i) it has been constructed or is under construction by another applicant or as part of a capital improvement project by a government agency, or, ii) the applicable master plan has changed and no longer requires or suggests the improvement, or iii) the necessary right-of-way has not been obtained, the Applicant can propose an alternative LATR Off-Site Improvement from the priority list of improvements provided in the subject Staff Report that is of similar value, and this alternative improvement, if reviewed and approved by Staff, can be substituted and shown on a revised Certified Site Plan.
17. Before issuance of the first above grade building permit, the Applicant must receive SHA access permits for the following modal deficiencies in accordance with the 2020–2024 Growth and Infrastructure Policy. All improvements must be constructed before issuance of the final Use and Occupancy permit or above grade building permit, whichever comes last.
 - a) Pedestrian System Adequacy Mitigation
 - i. Upgrade the existing curb ramp to meet ADA design standards at the Strathmore Avenue and the Center Site Driveway (north-south crossing), North side.
 - ii. Install a new protected pedestrian crossing and high visibility crosswalk, associated with the new traffic signal, at the Center Site Driveway with Strathmore Avenue (north-south crossing) for approximately 35 feet in length.
 - iii. Remove the existing sidewalk and narrow bridge, approximately 30 feet in length on Strathmore Avenue (south side) between western site boundary and trail to Tuckerman Lane, within the existing right-of-way, and replace with a ten-foot-wide sidepath.
 - iv. Construct a ten-foot-wide sidepath with a six-foot-wide landscaped street buffer along Strathmore Avenue (south side) for approximately 340 feet in length, from east of the eastern Site boundary to the Holy Cross Church and School driveway.
 - v. Construct a ten-foot-wide sidepath with a six-foot-wide landscaped street buffer along Strathmore Avenue (south side) for approximately 750 feet in length, from the Holy Cross Church and School driveway to the existing sidewalk on east side of Flanders Avenue.
 - vi. For the portion with deficient right-of-way (ROW) along Strathmore Avenue, MCDOT will work with the Applicant and MDSHA to acquire the necessary ROW. The Applicant will be

required to design, permit, and construct the necessary 10-foot-wide bicycle facility (unless MCDOT determines it cannot be constructed and will then become a 6-foot-wide sidewalk) or provide a fee-in-lieu payment for its design, permit and construction. In the event that MCDOT is unable to obtain the right-of-way required for the eastern off-site sidepath extension within 12 months of MCDOT's acceptance of the design, the Applicant must make a payment to MCDOT towards the construction of a pedestrian or bicycle improvement in the Red policy area equal to the cost of the side path's design, permit, construction, and relocation of utilities, if any (excluding any costs associated with right-of-way acquisition). The payment will be inflated based on the Federal Highway Administration's National Highway Construction Cost Index from the mailing date of the Planning Board resolution to the date of application for the first above-grade building permit or right-of-way permit (whichever comes first).

- vii. Install five (5) new streetlights along the south side of Strathmore Avenue from the eastern Site boundary to the eastern LATR study area boundary.

Private Roads

18. The Applicant must provide Private Roads and alleys identified as Street A, Street B, and Street C, including any sidewalks, bikeways, storm drainage facilities, street trees, streetlights, private utility systems and other necessary improvements as required by either the Preliminary Plan or the subsequent Site Plan within the delineated private road area (collectively, the "Private Roads"), subject to the following conditions:

- a) If there are no structures above or below the Private Roads, the record plat must show the Private Roads in a separate parcel. If there are structures above or below the Private Roads, the record plat must clearly delineate the Private Roads and include a metes and bounds description of the boundaries of the Private Roads.
- b) The Private Roads must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338, and the terms and conditions as required by the Montgomery County Code with regard to private roads set forth at § 50-4.3.E et seq. The Covenant includes, but is not limited to the following requirements/conditions:
 - i) The Applicant, at its expense, shall design, construct, and maintain the Private Roads.

- ii) The Applicant, at its sole cost and expense, shall properly and continually maintain (including ordinary and capital maintenance and removal of snow, ice, litter, and other obstructions and hazards as soon as conditions reasonably allow), repair, and replace any portion of the Private Roads and all improvements located within the Private Roads, in good condition and repair for safe use and operation of the Private Roads. The Applicant must maintain a commercially reasonable budget (operating and capital, as applicable) to address both short-term and long-term maintenance, and reserves for capital repairs. The Applicant must provide certification of the reserves to the Planning Board or its Staff every two (2) years (or every five (5) years in the event there are no below-ground parking structures in the Private Roads). The reserves must be adequate to cover the costs of needed repairs.
- iii) The Applicant must post and retain signage to notify the public that the Private Roads are not publicly maintained and to provide contact information to handle complaints, concerns or questions regarding the Private Roads.
- c) Before issuance of the first above grade building permit, the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the Private Roads have been designed and the applicable building permits will provide for construction in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.

Record Plats

19. There shall be no clearing or grading of the site prior to recordation of plat(s), with the exception of clearing and grading associated with the removal of the existing building on the subject Property.

Easements

20. The record plat must show necessary easements.

21. The record plat must reflect common ingress/egress and utility easements over all shared driveways.

Notes and Labels

22. The record plat must reflect all areas under common ownership.
23. The record plat must reference the Common Open Space Covenant recorded among the Montgomery County Land Records at Book 28045 Page 578 ("Covenant").

Developments with MPDU's

24. The final number for 15% of MPDUs as required will be determined at the time of site plan approval.

Certified Preliminary Plan

25. The certified Preliminary Plan must contain the following notes:
- a) *Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.*
26. Prior to submittal of the Certified Preliminary Plan, the Applicant must make the following changes:
- a) Show resolutions and approval letters on the certified set.
 - b) Provide cost estimates for the LATR off-site mitigation alternative project list.

BE IT FURTHER RESOLVED that having considered the recommendations of its Staff as presented at the hearing and/or as provided in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

- 1. The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*

The Preliminary Plan creates 114 buildable lots for residential uses and 20 parcels for open space and private roads. The Preliminary Plan meets the dimensional requirements for the CRNF zone as specified in the Zoning Ordinance and as shown in Table 1 below, in relation to maximum density, height, and minimum open space. The final number, configuration, and location of parking spaces will be approved with the concurrent Site Plan based on the number of residential dwelling units and beds with the residential care facility.

Related to block design, Section 50.4.3.B.1.a. of the County Code states that: The length of a residential block must be compatible with existing development patterns and the land use goals for the area of the subdivision. The maximum length of a block is 1,600 feet. The longest block, Street C, is less than 1,000 feet; therefore, the Plan complies. Further, per Section 50.4.3.B.1.b., "Blocks must be designed with sufficient width to provide 2 tiers of lots. The Board may approve exceptions to block width design for blocks adjacent to heavy traffic ways, railroads, streams, drainage courses, or for land uses where it is appropriate to establish blocks with 1 tier of lots". The Application shows one tier of lots along the western and southern edges of the development. The Planning Board grants the request for an exception for tiers of lots based on the environmental constraints of the stream valley buffer. Overall, both the block and lot designs are appropriate for the development and uses therein.

Table 1: Preliminary Plan Data Table for CRNF Zone, Standard Method

Development Standard	Permitted/ Required	Approved
Tract Area		688,801 sf. (15.81 ac.)
Prior Dedication	n/a	19,952 sf. (0.46 ac.)
Proposed Dedication	n/a	n/a
Site Area	n/a	668,849 sf. (15.35 ac.)
Maximum Density of Development (CRNF-0.75, C-0.25, R-0.75, H-50)	Residential - 0.75 FAR/ (516,658 sf.) Commercial - 0.25 FAR (172,219 sf.)	Residential - 0.70 FAR/ (482,000 sf.) Commercial - 0 FAR (0 sf.)
Public Open Space (Residential Care Facility)	10% min. (19,438 sf.)	10.3% (20,000 sf.; 0.46 acres)
Common Open Space (Townhouses)	10% min. (44,000 sf.)	11.4% (50,000 sf.; 1.15 acres)
MPDU requirement	15% min.	15% (17 units)
Building Height	50 feet max.	50 feet
Accessory Structure Height	25 feet max.	25 feet
Minimum Lot Size	n/a ³	672 sf.
Maximum Lot Coverage	n/a ⁴	80%
Principal Building Setbacks⁴		
From Site Boundary – Strathmore Ave.	n/a ⁵	10 ft.
From Site Boundary – Side & Rear	n/a ⁶	50 ft.
Front setback	n/a ⁴	0 ft.
Side street	n/a ⁴	0 ft.
Side	n/a ⁴	0 ft.
Rear	n/a ⁴	0 ft.

³ Established by the concurrent Site Plan Application.

⁴ Setbacks to be finalized with Site Plan.

⁶ Established by the approved Floating Zone Plan – LMA No. H-143.

2. The Preliminary Plan substantially conforms to the Master Plan.

The Preliminary Plan substantially conforms to the recommendations within the *1992 North Bethesda/Garrett Park Master Plan* (“Master Plan”), as discussed below.

a) Land Use

Land Use & Zoning

The Master Plan puts forth sweeping recommendations for the Plan Area which include concentrating future development at Metrorail stops, new transit stations, and areas best served by transportation infrastructure, with more emphasis on housing; reducing block sizes in the vicinity of Metro areas; making pedestrian improvements, particularly near transit nodes; and providing a landmark quality and sense of place for nodal areas and districts. The Application satisfies these recommendations within the context of the Site by adding development near transit, improving transportation infrastructure for non-automobile modes, providing walkable blocks within the development, and using design best practices and construction materials to create a high-quality recognizable place that fits within the larger neighborhood.

The Master Plan includes recommendations specific to the Property which is listed as Parcel No. 14 (pages 80-81). The Plan identifies the 35+ acre tract for the Academy of the Holy Cross which includes the school buildings, athletic fields, and a former group home for retired nuns. Citing the students’ use of nearby transit, the Plan “supports the continued existence of the Academy and the retirement home at this location and recommends that the existing R-60 zoning be confirmed” (Page 81).

Following the Plan’s recommendation, the Application includes the retention of the Holy Cross School alongside of the redevelopment. However, with the closure of the St. Angela’s Hall retirement home, this part of the recommendation can no longer be fully realized. To meet the new realities while also respecting the Plan’s vision to capitalize on housing with adjacency to a transit node, the new housing includes townhouses and detached single-family units and elderly housing through a residential care facility.

The Master Plan also emphasizes other objectives for the Subject Property: “preserving green areas and institutional open space for environmental protection, wildlife sanctuary, recreation, and visual relief” (page 81). The Application seeks to address this environmental objective and others. Portions of the existing open lawn areas on the Site will be protected through Category I and Category II Conservation Easements with native plantings that can provide water quality protection, wildlife habitat, and visual relief from the surrounding development.

Density & Building Height

Per the approved Local Map Amendment (LMA) No. H-143, the Property is limited to a density of 0.75 FAR or 516,658 square feet of residential uses, whereas the Preliminary Plan will accommodate the redevelopment with 0.70 FAR or 482,000 square feet of residential uses. While 0.25 FAR of commercial use is permitted, no commercial is proposed.

The height of the single family detached homes, townhouses, and residential care facility is within the 50-foot height limit established by the LMA and certified Floating Zone Plan and will not exceed the existing heights of any existing structure on the Subject Property or those on the Academy of Holy Cross property.

Housing

The Master Plan recommends the provision of adult day-care facilities; the location of elderly housing and elderly support services along bus routes; the provision of affordable elderly housing through the special exception process; and support for the consideration of land in public ownership for affordable elderly housing. With the closure of St. Angela’s Hall retirement home and the need for elderly housing identified in the Master Plan, the Preliminary Plan Application will bring forth residential uses that fill a significant gap in the community’s existing housing stock.

Urban Form

The Master Plan emphasizes the design of existing and new streetscapes to encourage pedestrian usage, particularly along corridors that are within walking distance to transit and to address the lack of buffering adjacent to travel lanes for enhanced safety and comfort. Therefore, the Master Plan recommends the addition of street trees to create an appropriate buffer and the widening of sidewalks, and where necessary, additional special design treatment. The Project will upgrade the Strathmore Avenue frontage through the construction of the master-planned 10-foot-wide shared use path with a 6-foot-wide green buffer which will improve the pedestrian realm to reach various surrounding destinations, including the Holy Cross School and the Garrett Park Middle School. New private internal streets will include on-street parking and street trees between the curb and sidewalk.

Community Facilities

The Master Plan recommends that safe pedestrian access is provided to all school facilities. The Project includes a shared use path that will be extended off-site, when the right-of-way becomes available, and will assist in providing a walkable/bikeable facility that connects to abutting properties, including the Holy Cross Church and School. This improvement will provide a complete link to Rockville Pike and to an existing bus stop on Strathmore Avenue. Additionally, the new sidewalks along Street A will facilitate pedestrian movements to the south to access the Academy of the Holy Cross School.

Open Space

The *North Bethesda/Garrett Park Master Plan* broadly recommends providing green spaces in appropriate locations. A key element of this development is the various public open space and common open space spread across the Site to create gathering options, as well as flexible open lawns for passive and active recreation for future residents and the greater communities. These open spaces are designed in nodes along the primary access road through the Property to be highly visible and accessible via pathways and crosswalks.

To satisfy the public open space requirement for the residential care facility, the Project will provide 20,000 square feet (0.46 acres) across two areas along the east side of Street A at the intersection of Strathmore Avenue and at the

intersection of Street C with terraced seating. The location to the east of Street A is the main gathering space for the community. The third area is along the west side of Street A at the intersection of Street C.

To satisfy the common open space requirement for the townhouses, the Project is providing 50,000 square feet (1.15 acres) that stretches along two locations. The first area is along the rear of the townhouse units to the south and west of the Site. This area includes a section of the common open space that is located in between the townhouse units to the south and west of Street C which takes advantage of stormwater facilities that are intended to function as rain gardens and incorporates them as landscape amenities of the space. The second area of common open space is identified as the two (2) pocket greens to the west of Street A and will be framed by adjacent townhouses and landscaped areas.

These open spaces will be connected by an internal network of sidewalks and a natural surface trail as well as sidewalks external to the Property that connect to surrounding neighborhood uses. A natural surface trail along the western portion of the Site creates a pedestrian connection from Strathmore Avenue to the larger neighborhood along the stream valley. This connectivity with green spaces is consistent with the Master Plan's vision.

b) Environment

The *North Bethesda/Garrett Park Master Plan* makes environmental recommendations to restore environmental functions in the Plan area as it undergoes redevelopment (Pages 4 and 247):

- Protect the woodlands through land use recommendation and development guidelines,
- Create a system of greenways,
- Adopt a "green corridors" policy for North Bethesda roadways,
- Focus development at transit stations to improve air quality, and
- Address existing stormwater management problems, particularly at the time of new development.

The Application meets the recommendations of the *North Bethesda/Garrett Park Master Plan* as well as the intent of the Forest Conservation law, and the *Environmental Guidelines*. The subdivision contemplates broad environmental sustainability improvements, including preserving natural resources, improving water and air quality, and reducing carbon emissions.

As shown on the Final Forest Conservation Plan (FFCP), the Project follows the environmental regulations and guidelines for the protection of existing natural resources on the Site. While minimal forest will be removed and some specimen trees will be impacted, the Project will provide appropriate tree mitigation and satisfy afforestation and reforestation requirements. As a result, areas that are currently lawn will have some new tree cover.

Additionally, the Project follows the *Environmental Guidelines* as it relates to minor encroachments that are shown on the FFCP and permitted into a stream valley buffer under unique circumstances for the construction of the natural surface trail and stormwater management.

To address stormwater management and to protect and improve water quality, the Project will minimize imperviousness by applying permeable pavers along Street C, using micro-bioretention areas and other techniques to assist with filtering and retaining water on-site and landscaping the redeveloped Site with native plants.

Overall, the Application is consistent with the *North Bethesda/Garrett Park Master Plan* and other applicable County plans and policies.

c) Transportation

Roads

The Master Plan's transportation objectives include providing a safe, attractive, and efficient transportation system to serve the recommended land use patterns, meet the mobility needs of the elderly and mobility-challenged, and provide a bicycle and pedestrian network as part of the transportation system (page 33). The Project will realign the existing access road with Stillwater Avenue (Street C) and add two new street connections (Street A and Street B). These private road additions help to create a network of interconnected streets that accommodate a range of users and various physical abilities. In accordance with the Applicant's justification for private roads per Section 50.4.3.E.4.a of the County Code, Streets A, B, and C will be private, as these streets are intended to only accommodate local circulation within the Project and the adjacent Academy of the Holy Cross, and do not provide transportation capacity for the general public. Additionally, these streets could not effectively function as public roads constructed to public standards because of approved modifications related to lane widths and green

panels. Vehicular access and circulation via a new internal road system meet the requirements of Chapter 49, Streets and Roads, and the Countywide Bicycle Master Plan.

Transportation

The Master Plan recommends that future development be focused on Metrorail (Metro) stops, new transit stations, and areas best served by transportation infrastructure, with more emphasis on housing. The Plan also encourages the location of elderly housing and elderly support services along designated bus routes or near Metrorail (page 244). The Project is located within close proximity to the Grosvenor-Strathmore Metrorail Station and there is existing bus route service and stops along the Site's Strathmore Avenue frontage, including a location at the entrance of the vacant St. Angela's Hall. New internal shortcuts to the Metrorail Station were evaluated by the Applicant but found infeasible due to ownership issues and environmental constraints. Therefore, the Project will provide sidewalks and buffered sidepath infrastructure for pedestrian, bicyclists, and other micro-mobility modes to safely access public transit services primarily by exiting the Site at Strathmore Avenue and then traversing Rockville Pike.

Transit

The Master Plan makes recommendations to encourage transit use, including major expansions to the public transportation system (page 2). The immediate area is well served by transit and the Subject Property is serviced by Ride On, with existing bus stops located along the Property's frontage with Strathmore Avenue. The Property is also approximately 1/3-mile walking and bicycling distance of the Grosvenor-Strathmore Metrorail station.

Additionally, according to the 2013 *Countywide Transit Corridors Functional Master Plan*, the Rockville Pike (MD 355) and North Bethesda Transitway Bus Rapid Transit projects each have a station planned at the Grosvenor-Strathmore Metrorail station.

The redevelopment will enhance existing sidewalks, bicycle facilities, and pedestrian lighting along Strathmore Avenue that will support increased access to nearby existing transit service.

3. *Public facilities will be adequate to support and service the area of the subdivision.*

d) Roads and other Transportation Facilities

i. Master-Planned Roadways and Bikeways

As summarized in the preceding section, the Application will adequately address master-planned improvements for Strathmore Avenue. In accordance with the 1992 *North Bethesda/Garrett Park Master Plan*, Strathmore Avenue (MD 547) is designated as an Arterial, A-272, with a planned 80-foot right-of-way and a separated bikeway. According to the 2018 *Bicycle Master Plan*, a ten-foot sidepath is designated along the southern frontage between Rockville Pike (MD 355) and Kenilworth Avenue. A sidepath along one side of the corridor is consistent with the Neighborhood Connector standards identified within the *Complete Streets Design Guide*. No sidewalk currently exists along the Strathmore Avenue Property frontage and along approximately 1,068-feet of Strathmore Avenue to the east, past the Flanders Avenue intersection. The Application proposes to construct the master planned 10-foot-wide sidepath with a minimum 6-foot-wide green panel, extending the existing sidepath from the west of the Property up to the eastern Property line.

ii. Pedestrian and Bicycle Facilities

The Application also includes the provision of a natural surface trail, that is sensitive to the on-site environmental features and provides a connection from the Property to the paths leading to the Metrorail Station to the west. This natural surface trail improvement exceeds the requirements in the Bicycle Master Plan. All pedestrian and bicycle facilities will be designed in accordance with MDOT SHA standards and the 2018 *Bicycle Master Plan*, where applicable.

e) Local Area Transportation Review (LATR)

The approved Local Map Amendment application was previously reviewed under the 2016-2020 Subdivision Staging Policy (SSP) because it was filed before January 1, 2021, when Montgomery Council Resolution 19-655, the 2020-2024 *Growth and Infrastructure Policy*, went into effect. At the time of the review of the Local Map Amendment, the Subject Property was previously located within the North Bethesda orange policy area, as determined under the 2016-2020 *Subdivision Staging Policy*. A revised traffic study

was required to satisfy pedestrian, bicycle, and transit adequacy analyses due to these Preliminary Plan and Site Plan requests exceeding 50-peak hour person trips, as referenced in Table 2. As a result, the revised traffic study as part of this Preliminary Plan was reviewed under the 2020-2024 Growth and Infrastructure Policy due to the traffic scoping application having been accepted in April of 2022 and reviewed within the Grosvenor red policy area.

Table 2: Site-Generated Peak-Hour Person Trips

Land Uses	Square Feet, Units, or Beds ⁶	Site-Generated Peak-Hour Person Trips	
		Morning	Evening
Former Use			
Assisted Living	38,000 sf.	12	15
Total Existing Person Trips		22	28
Land Uses under this application			
Townhomes	115 Units	45	56
Detached Single Family Residential	10 Units	10	9
Assisted Living ⁷	150 Beds	24	32
Proposed Subtotal Vehicular Trips		79	97
Proposed Subtotal Person Trips		127	154
Net Increase in Peak-Hour Person Trips		+105	+126

(Source: Applicant's LATR Review prepared by Gorove Slade)

Pedestrian, Bicycle, and Bus Transit Adequacy Tests

In March of 2022, the Planning Board updated the 2022 LATR to provide guidance on establishing the maximum costs of improvements an applicant is required to construct or fund to address deficiencies identified in the review of Pedestrian System Adequacy, Bicycle System Adequacy, and Bus Transit System Adequacy. Section VIII of the 2022 LATR includes a methodology by which the extent of development determines the maximum cost of mitigation projects:

LATR Proportionality Guide = (Extent of Development) x (LATR Proportionality Guide Rate) x (LATR Proportionality Guide Adjustment Factor)

⁶ The final unit count for townhomes and single-family detached, and number of beds for the residential care facility are lower than what was analyzed.

⁷ The proposed residential trip generation was calculated using ITE Land Use Code 254 (Assisted Living) for the residential care facility.

For the Preliminary Plan, the maximum cost of construction for mitigation projects is capped at \$1,315,890⁸. After evaluating the adequacy of each of the required transportation modes, the Applicant identified a comprehensive list of deficiencies, by which a prioritized list of mitigation improvements was submitted. In compliance with the 2022 LATR, the final list of prioritized projects which could be feasibly constructed, within the proportionality guidance, was finalized by the reviewing agencies and a condition of approval. The final list of projects is included in Table 3.

Table 3: 4910-4920 Strathmore Avenue LATR Mitigation Project List

Map ID	Project Description	Project Location	Project Cost
1	Strathmore Avenue - 30' west Sidepath Connection (Remove existing sidewalk and replace with widened 10-ft-wide sidepath)	South Side of Strathmore Avenue between western property boundary to existing sidepath to the west	\$360,376.80
2	Strathmore Ave/Stillwater Ave: ADA-Compliant Curb Ramps and Continental Crosswalk	North leg crosswalk and curb ramps (3) on the north side of Strathmore Ave.	\$34,440.00
3	Strathmore Ave/Center Driveway: ADA-Compliant Curb Ramp and Continental Crosswalk	East leg crosswalk and receiving curb ramp on the north side of Strathmore Ave.	\$27,182.40
4	East Sidepath Connection with 10' sidepath with 6' buffer	South Side of Strathmore Avenue between eastern property boundary to existing sidewalk east of Flanders Avenue for 1,050 feet	\$722,534.40
5	Five (5) Streetlights to the East	South Side of Strathmore Avenue between eastern property boundary to existing sidewalk east of Flanders Avenue	\$163,388.00
		Total	
		Total Off-site Improvements	\$1,308,333.60
		Proportionality Guide	\$ 1,315,890.00

(Source: Adapted from Page 40 of the Applicant's 2022 LATR & Technical Attachments prepared by Gorove Slade)

⁸ Per the LATR Guidelines, the project's land use categories are Townhomes (Single Family Attached), Single Family (Detached) Homes, and Assisted Living Facility with a proportionality guide rate of \$16,506 per townhome; \$20,173 per single family home; and \$3,668 per assisted living bed, respectively. Based on the project's location and policy area, the proportionality adjustment factor is 50 percent.

As conditioned, all mitigation projects must be constructed before issuance of the final Use and Occupancy permit or above grade building permit, whichever comes last. The projects identified to address pedestrian system and transit system deficiencies in Table 4 below either exceed the required Proportionality Guide and/or currently present challenges with implementation that range from timing/coordination with other improvements or lack of right-of-way; however, future conditions may render these projects feasible as an alternative to those improvements identified for implementation in the above Table 3. As conditioned, modifications to conditioned improvements may be warranted. Situations may arise in which the Applicant proposes to replace a conditioned improvement for another improvement on the list of mitigation projects identified in the Staff Report. In these instances, the replacement project must be of similar cost to the conditioned project, as estimated in the Staff Report and adjusted for inflation.

Table 4: 4910-4920 Strathmore Avenue LATR Mitigation - Alternative Project List

Map ID	Project Location	Project Description
2	Strathmore Avenue (south side), crossing of Holy Cross Academy driveway	Add marked crossing
4	Strathmore Avenue (north side), eastern study area boundary to bus stop across from Holy Cross Academy driveway	Add 5 to 8 ft. sidewalk with 5 to <8 ft. buffer
5	Strathmore Avenue (north side), bus stop across from Holy Cross Academy to Stillwater Avenue	Add 5 to 8 ft. sidewalk with 5 to <8 ft. buffer
7	Stillwater Avenue with Strathmore Avenue (north side, east-west crossing)	Add marked crosswalk
8	Strathmore Avenue (north side), Stillwater Avenue to western study area boundary	Add 5 to 8 ft. sidewalk with 5 to <8 ft. buffer
9	Strathmore Avenue & Stillwater Avenue (north-south crossing), NW corner	Bring existing curb ramps to compliance
10	Strathmore Avenue & Stillwater Avenue (east-west crossing), NE corner	Add curb ramp with DWS
12	Strathmore Avenue & Holy Cross Academy Driveway (north-south crossing)	Bring existing curb ramps to compliance
13	Strathmore Avenue & Holy Cross Academy Driveway (east-west crossing), SE corner	Add curb ramp with DWS
17	Strathmore Avenue at Symphony Park Drive EB bus stop (Stop ID 26222)	Add Real-Time Information Display (RTI)
18	Strathmore Avenue at Jolly Way WB bus stop (Stop ID 26256)	Add Real-Time Information Display (RTI)

(Source: Page 40 of the Applicant's 2022 LATR & Technical Attachments prepared by Gorove Slade)

Vision Zero Statement

The Application was required to analyze existing traffic safety conditions within 750 feet of the Site frontages, which includes a review of the High Injury Network, review of historical crash data within the last five (5) years, and analysis of traffic speeds along two (2) segments within the TIS boundary. Roadways within the study area are not classified as a High Injury Network roadway segment within 750 feet of the Site frontages.

The Applicant reviewed the crash history within 750 feet of the Site frontages and determined that 13 crashes were recorded between 2015 and 2020. Of the 13 crashes, none involved bicycles or pedestrians. There were four (4) total crashes resulting in minor/possible injuries, however none were fatal or were classified as serious crashes. In coordination with Planning Staff, the Applicant identified two (2) locations for speed studies within the TIS boundary: 1) Northbound Stillwater Avenue between Bangor Drive and Aurora Drive and 2) Southbound Stillwater Avenue between Bangor Drive and Aurora Drive.

The posted speed limits on Stillwater Avenue within the study area is 25 miles per hour (MPH). The 85th percentile speeds for each segment were calculated based on the recorded observations. All measured actual 85th percentile speeds were above the posted speed limits, with an average of 28 MPH speeds measured for northbound vehicular traffic and an average of 31 MPH speeds measured southbound vehicular traffic.

Traffic Mitigation Requirements

As a Project within the North Bethesda Transportation Management District (TMD) that is greater than 40,000 square feet of gross floor area, the Applicant 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. However, per the approval of MCDOT, the Applicant may proceed with filing a Level 1 Basic TDM Plan due to the residential care facility generating relatively few peak hour vehicle trips.

f) Other Public Facilities and Services

The Subject Property is located within the W-1 and S-1 water and sewer categories and is served by a 12-inch water line along Strathmore Avenue and a 15-inch sewer line running north-south through the Property. Therefore, there are adequate water and sewerage facilities to serve the Project. Dry utilities (electric, gas, and communications) will be provided via a public utility easement connected to Strathmore Avenue and running along

the central drive, alleys, and behind the front-load townhouses. Additionally, the Project will be serviced by adequate police, fire, and health services.

i. Schools

The 104 townhouses and 9 single family detached units within the Preliminary Plan are subject to the FY2023 Annual School Test that was effective July 1, 2022⁹. The Project is served by Garrett Park Elementary School, Tilden Middle School and Walter Johnson High School. Based on the FY23 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

Table 5: Applicable FY2023 School Adequacy

School	Projected School Totals, 2026				Adequacy Status	Adequacy Ceilings		
	Program Capacity	Enrollment	% Utilization	Surplus/ Deficit		Tier 1	Tier 2	Tier 3
Garrett Park ES	777	722	92.9%	+55	No UPP	14 0	21 1	327
Tilden MS	1,216	973	80.0%	+243	No UPP	36 9	48 7	669
Walter Johnson HS ¹⁰	2,321	2,121	91.4%	+200	No UPP	38 0	66 5	1,013

The school adequacy test determines the extent to which an applicant is required to make a Utilization Premium Payment (UPP) based on each school's adequacy status and ceilings, as determined in the Annual School Test. Under the FY23 Annual School Test, Garrett Park Elementary, Tilden Middle School and Walter Johnson High School do not require any UPP as identified in Table 5. If the project is estimated to generate more students than the identified ceilings, then additional UPPs or partial payments at multiple tiers may still be required.

Calculation of Student Enrollment Impacts

To calculate the number of students generated by the plan, the number of dwelling units is multiplied by the applicable School Impact Area student generation rate for each school level. With a net of 104 townhouses and 9 single family detached units that are not age-restricted, the Project is estimated to generate the following number of students based on the Subject Property's location within an Infill Impact Area:

⁹ Dwelling units subject to the Annual Schools Test are categorized by structure type: single family detached, single family attached (townhouse), low-rise multifamily unit, or high-rise multifamily unit.

¹⁰ Projected enrollment reflects the estimated impact of CIP P651908, which will reassign students between the Downcounty Consortium, Walter Johnson High School, and Woodward High School in 2026.

Table 6: Estimated Student Enrollment Impacts

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
SF Detached	104	0.195	20.280	0.096	9.984	0.139	14.456
SF Attached	9	0.166	1.494	0.091	0.819	0.116	1.044
MF Low-rise	0	0.059	0.000	0.023	0.000	0.032	0.000
MF High-rise	0	0.034	0.000	0.015	0.000	0.016	0.000
TOTALS	113		21		10		15

As shown in Table 6, on average, this Project is estimated to generate 21 elementary school students, 10 middle school students and 15 high school students. The estimated number of students generated do not exceed the adequacy ceilings identified for each school. Therefore, no additional UPPs are required, and neither are partial payments across multiple UPP tiers.

4. *The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code Chapter 22A.*

A. Forest Conservation

The Board finds that as conditioned, the Forest Conservation Plan complies with the requirements of the Forest Conservation Law. A Preliminary Forest Conservation Plan (PFCP No. H143) was approved with Local Map Amendment (LMA) H-143 on May 19, 2022. The PFCP included a variance approval to remove twelve (12) trees and to impact, but retain, an additional three (3) trees covered by the variance provision of Section 22A-12(b)(3) of the Forest Conservation Law. The net tract area covered by the PFCP is 39.46 acres, including the 15.36-acre area under this Preliminary Plan.

A Final Forest Conservation Plan (FFCP) was submitted with this Preliminary and the concurrently submitted Site Plans. The FFCP also covers the entire property under the PFCP. The Net Tract Area for the FFCP, including off-site disturbance related to the development, is 39.60 acres. The FFCP shows 4.06 acres of existing forest cover and 0.48 acres of

forest to be cleared or counted as cleared to construct the development. The Applicant is retaining 3.58 acres of forest. All retained forest is protected within Category I easements.

A total of 2.84 acres is required for new plantings to meet reforestation and afforestation requirements. The Applicant will plant 3.0 acres and apply the extra 0.16 acres of plantings as enhanced forestation for mitigation for stream buffer encroachments. A Category I Conservation Easement will be recorded over 1.75 acres of forest plantings. A Category II Conservation Easement will be recorded over the remaining 1.25 acres of forest plantings.

B. Forest Conservation Variance

Section 22A-12(b)(3) of Montgomery County Forest Conservation Law provides criteria that identify certain individual trees as high priority for retention and protection ("Protected Trees"). Any impact to these trees, including removal of the subject tree or disturbance within the tree's critical root zone ("CRZ") requires a variance under Section 22A-12(b)(3) ("Variance"). Otherwise, such resources must be left in an undisturbed condition.

An applicant for a variance must provide certain written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law. The law requires no impact to trees that: measure 30 inches or greater DBH; are part of an historic site or designated with an historic structure; are designated as a national, State, or County champion trees; are at least 75 percent of the diameter of the current State champion tree of that species; or trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species.

Variance Request – Approval of PFCP No. H-143 included a variance approval to remove twelve (12) Protected Trees, and to impact the CRZ, but save, an additional three (3) trees. The Applicant submitted an amended variance request in a letter dated May 19, 2022. The amended variance will increase the CRZ disturbance to three (3) trees from the amount permitted under the original variance approval, and a new request to disturb the CRZ of, but save, one (1) tree not included in the original variance request. The amended variance also reduces the previously approved impacts to the CRZ of two trees, but no new approval is required for reducing impacts. The status of the three (3) trees sustaining increased impacts is not changing from the original variance approval.

Table 7: Protected Trees to be Newly Impacted

Tree Number	Species	DBH Inches	% CRZ Impacts	Status and Notes
199	Red Maple (<i>Acer rubrum</i>)	39"	3%	Save.

Table 8: Protected Trees with Increased CRZ Impacts

Tree Number	Species	DBH Inches	% CRZ Impacts	Status and Notes
141	American sycamore (<i>Platanus occidentalis</i>)	40.5"	28%	Previously approved for 21% CRZ impact. Granted permission to remove but try to save.
142	Tuliptree (<i>Liriodendron tulipifera</i>)	37.5"	32%	Previously approved for 23% CRZ impact. Granted permission to remove but try to save.
149	Silver maple (<i>Acer saccharinum</i>)	53"	15%	Previously approved for 13% CRZ impact. Tree to be saved.

Unwarranted Hardship

Per Section 22A-21, a variance may only be considered if the Planning Board finds that leaving the requested trees in an undisturbed state would result in unwarranted hardship, denying the Applicant reasonable and significant use of its property. In this case, the Subject Property is constrained by the stream valleys on its eastern and western sides. Retention of the existing school and its access further limits development. Trees number No. 141 and No. 142 are impacted by grading required to tie into the adjacent lot and by grading required to construct the natural surface trail. These impacts have been minimized to the extent feasible. Tree No. 149 is impacted by required and necessary utility connections and frontage improvements. Tree No. 199 is impacted by required sidewalk improvements. The inability to impact these trees would prevent completion of infrastructure and amenities required to serve this Project. Therefore, the Planning Board finds that there is a sufficient unwarranted hardship to justify a variance request because approval of the Project is contingent on the provision of infrastructure and amenities required by the Planning Department and other County agencies. Denying the variance would therefore deny the Applicant a reasonable and significant use of the Property.

Section 22A-21 of the County Forest Conservation Law sets forth the findings that must be made by the Planning Board or Planning Director, as

appropriate, in order for a variance to be granted. The following determinations by the Planning Board in the review of the variance request and the Forest Conservation Plan is as follows:

The Board makes the following findings necessary to grant the Variance:

1. *Granting the Variance will not confer on the Applicant a special privilege that would be denied to other applicants.*

Granting the variance will not confer a special privilege on the Applicant as the removal and disturbance to the specified trees are due to the development of the Property, location of the trees and necessary site design requirements. Granting a variance to allow disturbance within the Site to meet the development requirements of the Planning Department and various County agencies is not unique to this Applicant. With the data presented, it is concluded that the granting of this variance is not a special privilege that would be denied to other applicants.

2. *The need for the Variance is not based on conditions or circumstances which are the result of the actions by the Applicant.*

The requested variance is not based on conditions or circumstances which are the result of actions by the Applicant. The variance is based upon the existing site conditions, development standards of the zone, and necessary design requirements of this Application, including street frontage improvements.

3. *The need for the Variance is not based on a condition related to land or building use, either permitted or non-conforming, on a neighboring property.*

The requested variance is a result of the existing conditions and the site design and layout of the Subject Property, and not as a result of land or building use on a neighboring property.

4. *Granting the Variance will not violate State water quality standards or cause measurable degradation in water quality.*

The variance will not violate State water quality standards or cause measurable degradation in water quality. The original variance approval granted under PFCP No. H-143 required mitigation tree plantings for Protected Trees being removed. The two trees in the amended variance submitted with the FFCP were already approved for

removal and included in the requirement to provide mitigation trees for trees removed. The mitigation trees will replace water quality functions that may be lost by the removed trees. Therefore, the Application will not violate State water quality standards or cause measurable degradation in water quality.

There are twelve (12) Protected Trees proposed for removal in the original and amended variance request, resulting in a total of 459.8 inches of DBH being removed. The Applicant proposes mitigation at a rate that approximates the form and function of the trees removed. These trees will be replaced at a ratio of approximately 1-inch caliper for every four inches removed using trees that are a minimum of three caliper inches in size. This results in a total mitigation of 114.95 inches with the installation of 39 3-inch caliper overstory trees native to the Piedmont Region of Maryland on the Property outside of any rights-of-way and outside of any utility easements. Although these trees will not be as large as the trees lost, they will be planted on the Subject Property and provide some immediate benefit, ultimately replacing the canopy lost by the removal of these trees. There is some disturbance within the CRZ of three trees; however, they will receive adequate tree protection measures, their roots will regenerate, and the functions they currently provide will continue. Therefore, no mitigation is recommended for trees that are impacted but retained. As conditioned, the mitigation trees will be protected as part of a 5-year maintenance and management agreement. The planting locations of the 39 variance mitigation trees are shown on the FFCP.

5. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.*

The Stormwater Management Section of the Montgomery County Department of Permitting Services (MCDPS) issued a letter accepting the stormwater management concept dated December 2, 2022. The MCDPS determined that the Concept Plan meets applicable standards and includes environmental site design ("ESD") techniques that will filter and retain stormwater on-site through micro-bioretenment areas. Plantings approved by MCDPS will also be used in ESD's to the greatest extent practicable.

6. *Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Cemetery Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.M.*

Not applicable to this Property as there are no known burial sites nor is there a burial site identified in the County Cemetery Inventory.

7. *Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.*

The Application must comply with the binding conditions and certified Floating Zone Plan that were part of LMA No. H-143, as may be amended.

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 05 2023 (which is the date that this Resolution is mailed to all parties of record); and

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

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Branson, seconded by Commissioner Presley, with a vote of **5-0**; Chair Zyontz, Vice Chair Presley, and Commissioners Branson, Hill, and Piñero, voting in favor of the motion, at its regular meeting held on Thursday, December 22, 2022, in Wheaton, Maryland and via video conference.



Jeffrey Zyontz, Chair
Montgomery County Planning Board

Erin Girard
11 N. Washington Street, Suite 700,
Rockville, MD 20850-4229

Kenneth Segarnick
525 Fellowship Road, Suite 360
Mt. Laurel, NY 08054

Katie Wagner
1140 Connecticut Ave NW, Suite 600,
Washington, DC 20036

Jack Lester
4800 Hampden Lane, Suite 300,
Bethesda, MD 20814

Ian Duke
20251 Century Boulevard, Suite 400,
Germantown, MD 20874

Andrea Crossett
200 South Peyton Street,
Alexandria, VA22314

Jack McLaurin
4800 Hampden Lane, Suite 300,
Bethesda, MD 20814

Joshua Sloan
20251 Century Boulevard, Suite 400,
Germantown, MD 20874

Bill Musico,
2425 Reedie Drive, 7th Floor,
Wheaton, Maryland 20902,

Brenda Pardo,
101 Monroe Street, 10th Floor,
Rockville MD 20850,

Rebecca Torma,
101 Monroe Street, 10th Floor,
Rockville MD 20850

Brenda J. Bacon
President and CEO
525 Fellowship Road Suite 360 Mt.
Laurel, NJ 08054

Jason Evans
20251 Century Boulevard
Germantown, Maryland 20874

Wyndham Robertson
2718 Hunter Mill Road
Oakton, VA 22124

Mark Kuberski
227 East Lancaster Ave.
Ardmore Pa. 19003

Joanna Welch
PO Box 84
Garrett Park, MD 20896

Vanessa Lide
5013 Strathmore Ave
Kensington, Maryland 20895

Arthur Ribeiro
5101 Strathmore Avenue
Kensington, MD 20895

Kathleen Prebble
4920 Strathmore Avenue
Kensington, Maryland 20910

Adam Hayes
4800 Hampden Lane Suite 300
Bethesda MD, 20814

Gabriela Canamar
200 South Peyton Street
Alexandra VA 22314

4910 – 4920 Strathmore Avenue
Site Plan No. 820220220
Preliminary Plan No. 120220160