

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Date Mailed:

February 12, 2024

MCPB No. 24-005
Sketch Plan No. 320240030
7025 Strathmore Street
Date of Hearing: January 25, 2023

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on November 1, 2023, Strathmore Apartments I LP and Strathmore Apartments II LP (“Applicant”) filed an application for approval of a sketch plan for up to 170,000 square feet of density for a multi-family residential development with 15% MPDUs, and up to 81,859 square feet of BOZ density with associated Park Impact Payment on 1.34 acres of CR-1.5, C-0.25, R-1.5, H-70 and within the Bethesda Overlay Zone land, located at 7025 -7039 Strathmore Street (“Subject Property”) in the Bethesda CBD Policy Area and 2017 *Bethesda Downtown Sector Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320240030, 7025 Strathmore Street (“Sketch Plan” or “Application”); and

WHEREAS, following review and analysis of the Application by Planning Board staff (“Staff”) and other governmental agencies, Staff issued a memorandum to the Planning Board, dated January 15, 2024, providing its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on January 25, 2024, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Commissioner Hedrick, seconded by Vice Chair Pedoeem, with a vote of 5-0; Chair Harris, Vice Chair Pedoeem, Commissioners Bartley, Hedrick and Linden voting in favor.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320240030, 7025 Strathmore Street, for construction of up to 170,000 square feet of density for a multi-family residential development with 15% MPDUs, and up to 81,859 square feet of

2425 Reedie Drive, Floor 14, Wheaton, MD 20902 | Phone: 301-495-4605
www.montgomeryplanningboard.org | mcp-chair@mncppc.org

Approved as to

Legal Sufficiency: /s/ Emily Vaias

M-NCPPC Legal Department

BOZ density with associated Park Impact Payment on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

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

All other elements are illustrative.

Conditions. This approval is subject to the following conditions:

1. **Density**
The Sketch Plan is limited to a maximum of 170,000 square feet of total residential development.
2. **Height**
The development is limited to a maximum average building height of 70 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan.
3. **Incentive Density**
The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least 4 categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.
 - a) Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance, a through block connection, and installing streetscape beyond the Site frontage;
 - b) Diversity of Uses and Activities achieved by providing units designed with enhanced accessibility for the disabled;
 - c) Quality of Building and Site Design, achieved through architectural elevations, exceptional design, and structured parking; and

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

- d) Protection and Enhancement of the Natural Environment achieved through the purchase of building lot terminations, cool roof, and a vegetated wall.

4. Streetscape

The Applicant must install the Bethesda Streetscape Standard along the entire Site Frontage, including the undergrounding of utilities.

5. Public Open Space

The Applicant must provide a minimum of 10% of the Site Area (26,996 square feet) as Public Open Space, totaling 2,700 square feet.

6. Park Impact Payment

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

7. Green Cover

- a) At the time of Site Plan, the Applicant must provide a minimum 35% of Site Area as green cover as described in Section 2.4.1 of the Bethesda Downtown Sector Plan and Section 2.3.2 of the associated Design Guidelines; any proposed tree canopy must utilize tree species and canopy sizes at 20-year maturity per the M-NCPPC Approved Trees Technical Manual.
- b) Any green roof installed pursuant to this condition must have a minimum soil depth of six inches (6”) or Staff-approved equivalent.

8. Bethesda Downtown Plan Design Guidelines

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

- a) Comments have been addressed from the Design Advisory Panel as specified in their September 27, 2023 meeting minutes including submission of additional details to ensure the through-block connection is of an appropriate height and width; and
- b) Project conformance for street typology, parks and open space, site design, building form, creative placemaking, and any site-specific guidelines in accordance with the *Bethesda Downtown Plan Design Guidelines*.

9. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated November 27, 2023, and incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Sketch Plan approval.

10. Future Coordination for Preliminary and Site Plan

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed in the subsequent applications as appropriate:

- a) The Applicant must submit and receive approval of a Preliminary/Final Forest Conservation Plan;
- b) Provide and receive approval of a stormwater management concept plan consistent with Chapter 19 of the Montgomery County Code, which also addresses the recommendations of the Bethesda Downtown Sector Plan, Water Quality Section (2.4.2.B) and the associated Design Guidelines on Pages 54-62 of the Sector Plan;
- c) Demonstrate how each public benefit satisfies the Zoning Ordinance, the Bethesda Implementation Guidelines, and the CR Incentive Density Implementation Guidelines and provide the following:
 - i) Minimum height and width, materials and furnishings for proposed through-block connection; and
 - ii) Additional detail for proposed vegetated wall that will guarantee success such as, but not limited to, a system and maintenance plan.
- d) Incorporate Bird-Safe Design elements into the building's architecture with emphasis on Glass Coverage and Glazing, per pages 80-81 of Bethesda Downtown Plan Design Guidelines;
- e) Provide a noise analysis as part of the Preliminary Plan submission;
- f) Provide a Canopy Exhibit and supplemental tree planting along streets and public spaces to support a minimum of 50 percent overall canopy cover, on a plan-wide basis, per the Sector Plan recommendations;
- g) Address the SITES & LEED recommendations of the Sector Plan;
- h) Coordinate with MCDOT to provide an operational analysis of the public alley. Include 7000 Wisconsin Avenue as a pipeline project.
- i) Coordinate with MCDOT on reduced truncation of the Site corners of Strathmore Street and Woodmont Avenue.
- j) Coordinate with MCDOT to show the latest design of the two-way separated bike lane on the north side of Woodmont Avenue, opposite the Site.
- k) Submit a scope for Transportation Impact Study (TIS).
- l) Coordinate with MCDOT and Planning staff on a potential improved crossing of Woodmont Avenue within the vicinity of the Site.
- m) Explore increasing building setback at the first floor along the public alley from three (3) feet to four (4) feet based on sight distance and truck maneuverability analysis.

11. Validity

A site plan must be submitted within 36 months after the date the resolution is sent per Section 59.7.3.3.G.

12. DHCA

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs (“DHCA”) in its letter dated January 9, 2024, and incorporates them as conditions of the Sketch Plan approval. At the time of Site Plan and Preliminary Plan review, the Applicant and Staff will review the current market-rate affordability in the development for consistency with Sector Plan recommendations regarding affordable housing and options for incorporating additional affordable units.

13. Fire Access

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 January 2, 2024, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Sketch Plan approval.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that the Sketch Plan:

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

Table 1: 7025 Strathmore Street Sketch Plan Data Table for CR Zone, Optional Method, Section 59.4.5.4

Development Standard	Permitted/ Required	Proposed
Tract Area	n/a	58,761 sf (1.34 ac)
Tract Area - Prior Dedication	n/a	29,856 sf (0.68 ac)
Tract Area - Proposed Dedication	n/a	1,909 sf (0.04 ac)
Site Area¹ (tract area minus dedications)	n/a	26,996 sf (0.62 ac)
Mapped Density CR-1.5, C-0.25, R-1.5, H-70'		
Residential (GFA/ FAR)	88,141 sf (1.5)	88,141 sf (1.5)
Commercial (GFA/FAR)	14,690 sf (0.25)	0 sf (0)
Total Mapped Density (GFA/FAR)	88,141 sf (1.5)	88,141 sf (1.5)
BOZ Density		81,859 sf (1.39)
Total GFA/FAR		170,000 sf (2.89)
MPDU requirement	15%	15%
Building Height, max	70 ft	70 ft
Public Open Space (min s.f.)	10% (2,700 sf)	10% (2,700 sf)

¹ Site area is determined by tract area minus any previous and proposed dedications per Section 59.4.1.7.A

a) Implement the recommendations of applicable master plans (59.4.5.1.A)

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

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

The Property is designated as Site 177 in the South Bethesda District and the Sector Plan recommended rezoning this Site from R-10 to a comparable CR zone to promote infill redevelopment of residential apartments and increased lot coverage. This District is adjacent to the mixed-use Wisconsin Avenue Corridor District. The South Bethesda District is an established residential neighborhood situated north of Norwood Local Park. The district has a garden character with tree-lined streetscapes and planted setbacks, and offers several opportunities to create improved connections for pedestrians and bicycles within the district. The residential community is predominantly composed of garden apartments and townhouses, with the exception of a neighborhood of single-family homes in the northwest section.

Specifically, the Project addresses the following goals as outlined in the Sector Plan and South Bethesda District sections of the Sector Plan:

- *Improve connectivity throughout the district and between Downtown Bethesda and Norwood Local Park.*

The proposed through-block connection will complete the Sector Planned connection from Wisconsin Avenue to Strathmore Street, which will further the vision of improving pedestrian connectivity between downtown Bethesda and Norwood Local Park (located to the south of Strathmore Street).

- *Encourage some redevelopment of aging housing into mixed-income housing opportunities.*

The existing garden style apartments on the Subject Property were constructed in 1942 with no regulated affordable housing and lacking amenities typical of newer developments. The proposed redevelopment will provide a modern building with amenities and 15% MPDUs.

- *Incentivize expanded affordability for housing.*

The proposed moderately priced dwelling units, which is anticipated to be up to 27 units (15% of 180 units), will provide county regulated affordable housing on an existing site with 32 units that contain no county regulated affordable housing.

- *Promote incentives to reduce parking.*

The Bethesda Overlay Zone allows a reduction of parking from the Zoning Ordinance minimum standards. The Applicant proposes to provide 155 spaces for the 180 unit building given its proximity to numerous public transportation options including the Bethesda Metro Station. The final number of parking spaces will be reviewed at the Site Plan stage.

- *Balance development with transitions to single-unit residential neighborhoods surrounding the Sector Plan area in residential and edge districts, such as . . . South Bethesda*

The massing has been designed to be respectful of the lower residential buildings to the west of the Site. The Strathmore Street frontage will include ground floor units that provide a townhouse feel with patios, and the massing will be further broken down through bays and balconies.

Transportation Recommendations

Woodmont Avenue is a Downtown Mixed-Use Street, which requires a minimum of five feet (5 ft) for the Planting/Furnishing Zone and a minimum of eight feet (8 ft) for the Pedestrian Through Zone. Strathmore Street is a Neighborhood Connector, which requires a minimum of six feet (6 ft) for the Planting/Furnishing Zone and a minimum of six feet (6 ft) for the Pedestrian Through Zone. The final roadway cross sections for all street frontages will be determined at the time of Preliminary Plan.

The 2018 *Bicycle Master Plan* recommends a separated bike lane along Woodmont Avenue; however, it has been determined that it will be implemented as a two-way separated bike lane on the north side of the street, opposite the Site, therefore the Applicant will not be required to participate in its implementation.

Environmental Recommendations

Strathmore Street is identified in the Sector Plan as a Canopy Corridor. Canopy Corridor designations are intended to create green corridors that connect parks, trails, stream buffers, and denser forest networks beyond the Bethesda boundaries. The corridors also align with recommended bike and pedestrian priority streets where tree canopy becomes a crucial element to enhance shade and comfort while also providing an ecological benefit. The Project will conform to the Bethesda Streetscape Standards and provide a 6–8-foot street tree buffer/furnishing area, with a 6-10-foot-wide sidewalk and 5-8 feet of building frontage zone.

The Sector Plan includes a number of recommendations to achieve the urban green goals. An important recommendation to this effect is the on-site 35% green coverage minimum. The green cover may include singularly or a combination of intensive green roofs (8 inches or deeper) or tree canopy cover. The Application consists of a Site Area of 26,996 square feet (SF), which results in a green cover requirement of at least 9,449 SF. Currently, the Application proposes to meet this requirement through an 8-inch-deep intensive green roof. Also, the Application is providing supplemental landscape planting along Woodmont Avenue streets and public spaces to support the Sector Plan wide goal of at least 50 percent overall canopy cover on a plan-wide basis.

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

The Property is currently residential and will be redeveloped at a higher density to support the surrounding commercial uses on Wisconsin Avenue.

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 redevelopment will provide a higher density of residential housing with county regulated affordable housing, along with amenities throughout the building. The Site will also provide for a pedestrian connection from Wisconsin Avenue to Strathmore Street to increase accessibility from South Bethesda District to the downtown and surrounding services.

d) Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.

The Proposal will conform to the maximum building height of 70 feet to ensure a compatible transition from the taller buildings along Wisconsin Avenue to the lower density residential that exists in the South Bethesda District. Additionally, the Project will provide for enhanced streetscape along the Strathmore Street and Woodmont Avenue frontage, as well as the Sector Planned through-block connection.

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

The Proposal will provide for an increased residential density with 15% MPDUs near downtown Bethesda with transit and employment opportunities.

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

The Project will provide the required 100 public benefit points from a minimum of 4 categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

2. Substantially conforms to the recommendations of the applicable master plan:

As discussed in Finding 1.a above, the Project substantially conforms to the 2017 Bethesda Downtown 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. Achieve compatible internal and external relationships between existing and pending nearby development;

The Proposal will achieve compatible internal and external relationships nearby. The redevelopment will connect to the recently approved 7000 Wisconsin Avenue mixed use project that provides a through-block connection from Wisconsin Avenue to the public alley, and this Project will complete the connection from the public alley to Strathmore Street. The Project will enhance the streetscape along Strathmore Street and Woodmont

Avenue and will provide offsite improvements within the right-of-way along Woodmont Avenue with further detail to be determined at Preliminary and Site Plan.

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

The Sketch Plan shows improved sidewalks along the Site frontages on Strathmore Street and Woodmont Avenue. The final dimensions of the street buffers and sidewalks will be determined at the time of Preliminary Plan and must meet the minimum widths of the 2017 *Bethesda Downtown Plan Design Guidelines*. Both Strathmore Street and Woodmont Avenue are identified as canopy corridors, which strongly encourages providing the maximum sidewalk width possible, and planting a double row of trees.

The Applicant has indicated that a below-grade parking garage will be provided with access off of the public alley, as required by the Zoning Code. The exact number of parking spaces for motor vehicles and bicycles will be determine at the time of Site Plan. A designated loading space is required for all projects with more than 50 residential units. The Sketch Plan shows a loading dock with access off the public alley.

The Applicant has been directed to widen the public alley to improve maneuverability in the same manner as was required of 7000 Wisconsin Avenue (4.5 feet for two floors). The Applicant will also need to re-evaluate the open-air loading dock and garage entrance off the public alley at the time of Preliminary Plan. As required by MCDOT, the Applicant will conduct an operational analysis of the public alley. Providing this analysis with truck turning templates and sight-line evaluations of all vehicular access points will be required with the Preliminary Plan.

The Sketch Plan demonstrates satisfactory access, circulation, parking and loading. The final details and design will be determined with future submissions of the Preliminary and Site Plans.

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

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

For the proposed development, the Zoning Ordinance requires 100 points in 4 categories. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project’s ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefit Calculations- Division 59-4.7

Public Benefit	Maximum Points Allowed	Proposed in concept
Connectivity and Mobility		
Minimum Parking	20	7
Through-Block Connections	30	15
Streetscape Improvement	20	7
Diversity of Uses and Activities		
Enhanced Accessibility	20	15
Quality Building and Site Design		
Architectural Elevations	30	15
Exceptional Design	30	20
Structured Parking	20	20
Protection and Enhancement of the Natural Environment		
Building Lot Terminations (BLT)	30	3
Cool Roof	10	2
Vegetative Wall	10	6
Total Points	Min Required 100	115

Per Section 59.4.9.2.C.4.g of the Zoning Ordinance, the Bethesda Overlay Zone eliminates the category for Transit Proximity, increases the maximum amount of public benefit points available in certain categories, and requires a minimum amount of public benefit points for Exceptional Design and Energy Conservation and Generation. Applicable to this Sketch Plan are the Overlay Zone’s increase in maximum points available for Minimum Parking (from 10 to 20 maximum points), Architectural Elevations (from 20 to 30 maximum points), Exceptional Design (from 10 to 30 maximum points), Cool Roof (from 10 to 15 maximum points), and Energy Conservation and Generation (from 15 to 25 maximum points).

Connectivity and mobility

Minimum Parking

The Applicant requests 7 points for providing fewer than the maximum allowed number of parking spaces. Points for this incentive are granted on a sliding scale from no points for providing maximum allowable number of on-site spaces to 20 points for providing no more than

the minimum number of spaces on-site. Final determination will be made at Site Plan and the Planning Board supports the category at this time.

Through Block Connection

The Applicant requests 15 points for providing a through-block connection. Points for this incentive are based on design criteria such as open-air access, width, connections to transit, parks, or public buildings, retail access, and wall glazing adjacent to the connection. The Applicant proposes a minimum 15-foot wide pedestrian connection at the southern property line, with a portion of the connection under the building. As requested by the Bethesda Design Advisory Panel, additional detail will be required at Site Plan to ensure the through-block connection is of an appropriate height and width in relation to the 7000 Wisconsin Avenue portion of the through-block connection. The Planning Board supports the category at this time with final determination based on this criterion at Site Plan.

Streetscape Improvement

The Applicant requests 7 points for implementation of off-site streetscape improvements along Woodmont Avenue at the intersection of Strathmore Street. These improvements will enhance the pedestrian/bicycle circulation in the vicinity of the Project. The Planning Board supports the category with final review of details at Site Plan in coordination with Montgomery County Department of Transportation.

Diversity of Uses and Activities

Enhanced Accessibility

The Applicant requests 15 points for constructing dwelling units with interiors that satisfy the American National Standards Institute (ANSI). Points for this incentive are granted on a sliding scale calculated on the percentage of complying units. Final determination of complying units will be made at Site Plan. The Planning Board supports the category at this time.

Quality Building and Site Design

Architectural Elevations

The Applicant requests 15 points for providing architectural elevations as part of the Certified Site Plan showing particular elements of the design such as minimum amounts of transparency, maximum separation between doors, and other design priorities of the applicable Sector Plan and implementing design guidelines. The Applicant states that the proposed building has been designed to provide architecture and site design elements that will respond to the recommendations of the Bethesda Downtown Sector Plan, as well as with applicable recommendations in the Design Guidelines concerning building height, placement, massing, compatibility and other characteristics. The Planning Board supports the category at this time.

Exceptional Design

The Applicant requests 20 points for building and/or site design that enhances the character of a setting. As a site receiving an allocation of Bethesda Overlay Zone density, the Project is subject to the Design Advisory Panel review, which will award points based on the quality of the design.

The Applicant asserts that the Project fulfills many recommendations of the *Bethesda Downtown Sector Plan* and Design Guidelines which was presented to the Bethesda Design Advisory Panel twice in September of 2023. At that meeting, the Panel voted that the Project is on track to meet a minimum 10 design excellence points with further details of the proposed through block connection to be provided at Site Plan review. Final points will be determined at the time of Site Plan. The Planning Board supports the category at this time.

Structured Parking

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

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT) Purchase

The Applicant requests 3 points for the purchase of BLT easements or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5% incentive density floor area. Points are granted by the calculation of BLTs as provided in Section 59.4.7.3.F of the Zoning Ordinance. The Planning Board supports the Applicant's request at this time.

Cool Roof

The Applicant requests 2 points for proposing to provide a cool roof that will collectively meet or exceed a solar reflectance index (SRI) of 75 with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12. The Planning Board supports the category at this time.

Vegetated Wall

The Applicant is requesting 6 points for the installation and maintenance of a vegetated wall at the southern property line. Incentive density of 5 points is appropriate for buildings that meet the requirements of the zone, additional points may be appropriate if other criteria are met such as greater percentage of coverage, southern or western exposure, plants with varying flowering seasons and/or integration into an overall energy or environmental site design program. Given the location of the proposed vegetated wall will be north facing, and that vegetated walls within urban areas of Montgomery County have not particularly been executed successfully in the past, Staff communicated significant reservations regarding effective implementation of a vegetated wall on this Site. The Applicant has stated that the wall system will provide a minimum three feet of soil depth to assist in implementation, however concerns beyond soil depth and hydration include establishment and maintenance. The Planning Board had conditioned the Project to provide additional information at the time of Site Plan including potential wall systems that will guarantee a successful establishment and allow for easy maintenance and replacement if necessary to determine if points can be achieved in this category.

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

The Project will be built in one phase.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at the site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Sector Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Sketch Plan No. 320240030, 7025 Strathmore Street, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is

February 12, 2024

(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 consistent with the Maryland Rules for the judicial review of administrative agency decisions.

* * * * *

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 Hedrick, seconded by Vice Chair Pedoeem, with a vote of 3-0, Chair Harris, Vice Chair Pedoeem, and Commissioner Hedrick, voting in favor of the motion, Commissioners Bartley and Linden necessarily absent, at its regular meeting held on Thursday, February 8, 2024, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board

Pablo Collins
4820 Leland St
Chevy Chase MD 20815

Ellen Rader
4841 Leland Street
Chevy Chase, MD 20815

Kenneth J Sosne
6820 Wisconsin Avenue Unit 6003
Bethesda MD 20815

Greg Fernebok, Board President
Adagio Condominium
6820 Wisconsin Avenue
Bethesda, MD 20815

Scott R Bonney
7170 Woodmont Apt 512
Bethesda, MD 20815

Derek Hendon
President
WPC Management, LLC
4719 Hampden Lane Suite 300
Bethesda, Md. 20814

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

Deepak Somarajan
101 Monroe Street, 10th floor
Rockville, MD 20850

Michael Miller
2120 L St, NW.
Washington, DC 20037

Andrew Kossow
1130 Taft St.
Rockville, MD 20850

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

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

Robert Tilson
20251 Century Boulevard, Suite 400
Germantown, MD 20874

Faik Tugberk
6740 Brigadoon Drive
Bethesda, MD 20817

Chong Cho
2944 Rosemoor Ln
Fairfax, VA 22031

Jiayu Liu
22803 Broadway Ave,
Clarksburg, MD 20871

Christopher M. Ruhlen, Esq.
7600 Wisconsin Ave, Suite 700
Bethesda, MD 20814

Chris L. Kabatt, P.E.
7200 Wisconsin Avenue, Suite 500
Bethesda, MD 20814

Jason Evans
20251 Century Boulevard
Suite 400
Germantown, Maryland 20874

Sketch Plan No. 320240030
7025 Strathmore Street