

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Date Mailed:

May 14, 2024

MCPB No. 24-046
Sketch Plan No. 320240020
Springvale Terrace
Date of Hearing: April 18, 2024

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 December 27, 2023, Springvale Terrace, Inc. and Enterprise Community Development, Inc. (“Applicant”) filed an application for approval of a sketch plan for construction of up to 206,464 square feet of density with 25 percent moderately priced dwelling units (“MPDUs”) on 3.16 acres of CRT-1.5 C-0.0 R-1.5 H-65 zoned land, located at the northwest quadrant of the intersection of Springvale Road and Wayne Avenue, (“Subject Property” or “Property”) in the East Purple Line Policy Area and 2022 *Silver Spring Downtown and Adjacent Communities Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320240020, Springvale Terrace (“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 April 8, 2024 providing its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on April 18, 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 Commissioner Linden, with a vote of 4-0; Chair Harris, Commissioners Bartley, Hedrick, and Linden voting in favor, with Vice Chair Pedoeem absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320240020, Springvale Terrace, for construction of up to 206,464 square feet of density with

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

Approved as to

Legal Sufficiency: /s/ Allison Myers

M-NCPPC Legal Department

25 percent MPDUs on the Subject Property, subject to the following binding elements and conditions:¹

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 206,464 square feet of total residential development, with a minimum of 25 percent MPDUs.
2. Height
The development is limited to a maximum height of 65 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan.
3. Public Open Space
In lieu of providing the required 10,771 square feet of public open space on-site, the Applicant must provide a fee contribution to M-NCPPC Montgomery Parks as recommended by Section 4.1.12 of the *Silver Spring Downtown and Adjacent Communities Plan*. The amount of the contribution shall be determined at Site Plan following the formulas established in Master Plan Interpretation / Policy Document M-NCPPC 2024-01.
4. Incentive Density
The development must be constructed with the public benefits listed below unless modifications are made under Section 59-7.3.3.I and this Sketch Plan is amended. Pursuant to Section 59-4.7.3.D.6.e regarding the provision of MPDUs, because the Applicant is providing more than 20% MPDUs, only public benefit points for MPDUs must be provided. 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.

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.

- a) Connectivity and Mobility, achieved through providing fewer than the maximum number of parking space under the Zoning Ordinance;
- b) Diversity of Uses and Activities – achieved by providing affordable housing, and by providing enhanced accessibility for the disabled;

5. Green Cover

At the time of Site Plan, the Applicant must provide a minimum 35% of Site Area as green cover as described in in Section 3.7.3. of the *Silver Spring Downtown and Adjacent Communities Plan* and any proposed tree canopy must utilize tree species and canopy sizes at 20-year maturity per the M-NCPPC Approved Trees Technical Manual.

6. Future Coordination for the Site Plan

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

- a) Approval of a Final Forest Conservation Plan.

7. Validity

A Site Plan must be submitted within 36 months after the date the resolution is sent per Section 59-7.3.3.G.

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:

- 1. *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

- a. Use Standards

An independent living facility for seniors is allowed as a limited use in the CRT zone in accordance with Section 59-3.3.2.C.2. Where an Independent Living Facility for Seniors is allowed as a limited use, it must satisfy the following standards:

- i. *The facility must meet all applicable Federal, State, and County licensure, certificate, and regulatory requirements.*

As proposed, the facility will meet all applicable licensure, certificate, and regulatory requirements.

- ii. *Resident staff necessary for the operation of the facility are allowed to live on-site.*

Staff are not proposed to live on-site.

- iii. *Occupancy of a dwelling unit is restricted to the following:*
 - (a) *a senior adult, as defined in Section 1.4.2, Defined Terms;*
 - (b) *other members of the household of a senior adult, regardless of age;*
 - (c) *a resident care-giver, if needed to assist a senior resident; or*
 - (d) *a person authorized to occupy housing provided under any federal or state program that is specifically designed and operated to assist seniors as defined in that program.*
 - (e) *If imposing age restrictions that would limit occupancy otherwise allowed by this Subsection, the facility must only impose age restrictions that satisfy at least one type of exemption for housing for older persons from the familial status requirements of the federal "Fair Housing Act," Title VIII of the Civil Rights Act of 1968, as amended, or the state Fair Housing Act, Subtitle 7 of Title 20 of the Annotated Code of Maryland, State Government Article, as amended*

Occupancy of the proposed facility will be limited to persons 62 years of age or older, or as allowed by the occupancy restrictions of the Zoning Ordinance, as applicable.

b. Development Standards

The Subject Property includes approximately 3.16 acres zoned CRT-1.5, C-0.0, R-1.5, H-65. The data table below demonstrates the Application's conformance to the applicable development standards of the zone.

**Table 1 – CRT Zone Optional Development Method
(Mapped Density: CRT-1.5 C-0.0 R-1.5 H-65)**

Development Standard	Permitted/ Required	Approved
Tract Area	n/a	137,643 sf (3.16 acres)
Tract Area - Prior Dedication	n/a	21,980 (0.505 acres)
Tract Area - Proposed Dedication	n/a	7,957 sf (0.183 acres)
Site Area	n/a	107,706 sf (2.473 acres)
Residential (GFA/ FAR)	206,464 sf (1.5)	206,464 (1.5)
Commercial (GFA/FAR)	0 sf (0)	0 sf (0)
Total Mapped Density (GFA/FAR)	206,464 sf (1.5)	206,464 sf (1.5)
MPDU Requirement (min)	15%	25%
MPDU Bonus Density (GFA/FAR)	278,726 sf (2.02)	206,464 sf (1.5)
Total GFA/FAR with MPDU bonus (GFA/FAR)	278,726 sf (2.02)	206,464 sf (1.5)
Building Height (max)	65 ft	65 ft
Public Open Space (min)	10,771 sf	0 sf ²
Setbacks (min) – Front – Wayne Avenue	0 ft	0 ft

² Section 4.1.12 of the 2022 *Silver Spring Downtown and Adjacent Communities Plan* provides all Optional Method development projects required to provide public open space on a site not recommended for a new public space in the Sector Plan area are required to instead make a fee-in-lieu contribution to Montgomery Parks based on the cost per square foot of constructing an equivalent area of the otherwise required on-site public open space. Projects providing 25% or greater MPDUs and/or DHCA approved equivalents and/or other Low-Income Housing Tax Credit eligible units are eligible for an affordable housing discount to the contribution.

Development Standard	Permitted/ Required	Approved
Setbacks (min) – Front - Springvale Road	0 ft	10 ft
Minimum Setbacks (ft) – Front - Pershing Drive	0 ft	125 ft
Minimum Setbacks (ft) – Front - Cloverfield Road	0 ft	10 ft

c. General Requirements

i. *Site Access*

Vehicle access will be consolidated to two total curb cuts from the existing five curb cuts. One curb cut will provide access to and from the parking lot from Springvale Road. This access will be used by residents, employees, and visitors. The second curb cut will be located on Cloverfield Road for the proposed loading bay. Sight distances for both curb cuts were analyzed and approved by MCDOT.

All vehicular parking will be accommodated in the surface parking lot. The proposed driveway is shifted approximately 33 feet southeast of its existing location (away from Pershing Drive). A design exception waiver was requested by the Applicant and approved by MCDOT to allow the proposed driveway to be located 55 feet from the intersection of Pershing Drive, instead of a minimum of 100 feet from the intersection, based the following rationale:

- Both the roadways are Neighborhood Streets with low traffic volume and posted speed limits of 25 mph.
- Sight distance for the driveway is met with the removal of the shrubs. The Applicant shall be responsible for removing any existing/proposed obstructions in the line of sight as Pershing Drive has access restrictions and is also designed for one way traffic (south) at this intersection and therefore less traffic movement conflict.
- The curb radius at the intersection of Springvale Road and Pershing Drive has been reduced to 15 feet with a truck apron to slow down the right turning vehicles from Pershing Drive.

To address potential safety issues within the vicinity of the driveway, the Applicant has committed to reducing the western curb radius on the opposite side of the Pershing Drive and Springvale Road intersection to 15 feet. The driveway has also been reduced to the minimum 22-foot width acceptable for fire and emergency service access.

The Applicant requested and MCDOT approved a second design exception waiver for the reduction for the required 100 feet of separation between the loading bay driveway and the intersection of Cloverfield and Wayne Avenue. This placement of the loading bay limits impacts on the surrounding residential community. The curb radius at the loading spaces was limited to 15 feet. MCDOT approved this design waiver exception citing the following reasons:

- The roadway is a Neighborhood Street with low traffic volume and posted speed limits of 25 mph.
- This driveway is only used for loading and will have less traffic volume using this driveway.
- Sight distance for the driveway is met. The Applicant shall be responsible for removing any existing/proposed obstructions in the line of sight.

The Applicant submitted a third design exception waiver request to modestly modify the typical streetscape design along Cloverfield Road to allow for streetscape and stormwater improvements in the frontage area to work around an existing WSSC public water main located beneath the curb line of the roadway. MCDOT reviewed and approved this design exception waiver exception as well.

ii. *Parking, Queuing, and Loading*

Vehicular parking will be provided by a surface parking lot, accessed from Springvale Road. In CR zones, the creation of new parking lots is generally discouraged between a proposed building and street. This Site is unique in that it has street frontage on all four sides, which does not allow for parking to be located anywhere but in between the proposed building and a street. Additionally, the Application will reduce the size of the existing surface parking, provide landscaping, screening, and stormwater management to current standards, yielding a significant improvement over existing conditions.

The parking lot includes 55 parking spaces and conforms with applicable design requirements, as demonstrated in Table 2 below. Recent changes to the Zoning Code (ZTA 23-10) allows the Applicant to provide fewer than the baseline minimum number of parking spaces, due to the proximity to a future Purple Line station (0.2 miles, Dale Drive Station). The minimum required number of spaces for 237 independent living units and eight employees is 62 and the maximum is 241.

Table 2 – CRT Zone - Parking and Loading Requirements

<u>Requirement</u>	<u>Spaces Required</u>	<u>Spaces Provided</u>
<u>Vehicle Parking</u>		
Total Vehicle Parking³	62 min. / 241 max.	55⁴
237 Independent Units (0.5 per Unit minimum/1 per Unit maximum)	119 min. / 237 max.	
8 Employees (0.5 per employee minimum/0.5 per employee maximum)	4	
<u>Loading</u>	1	2
<u>Bicycle Parking</u> 237 Independent Living Units 0.25 spaces per unit (max 50)	48 long-term / 2 short-term (50 total)	50 long-term / 4 short-term (54 total)

Loading will be accommodated within two bays, accessed from Cloverfield Road. Cloverfield Road currently operates as a one-way street, with travel allowed in a westbound direction, from Wayne Avenue to Pershing Drive. The Applicant has requested an operational change to two-way vehicular travel for Cloverfield Road to allow two-way, ingress and egress movements to the loading bay on Cloverfield Road from Wayne Avenue, to avoid routing trucks exiting the loading bay through the surrounding neighborhood. This request is under MCDOT review.

³ The final number of vehicle parking spaces to be determined at building permit based on the final number of dwelling units. Adjustment factors to the baseline parking minimums per Section 59-6.2.3.2.B have not been applied.

⁴ ZTA 23-10 went into effect March 25, 2024, and allows residential uses to provide fewer than the baseline minimum number of parking spaces as required in Section 59-6.2.4.B. if the Site is located within 0.5 miles of a Purple Line Transit Station. The Site is located approximately 0.2 miles southwest of the future Dale Drive Purple Line Station and is therefore permitted to provide fewer than the baseline minimum parking spaces without requesting a parking waiver.

Regardless of MCDOT's decision on this request, the Sketch Plan demonstrates that trucks can maneuver in and out of the loading bay on Cloverfield Road safely and efficiently under the street's current one-way configuration or under the requested two-way operational scenario.

iii. *Open Space and Recreation*

The Application provides for private on-site recreational amenities in accordance with the current, March 2017 Recreation Guidelines, including indoor spaces for activities and social engagement, an open-air courtyard and outdoor seating areas proximate to Wayne Avenue and Pershing Drive.

Under the Optional Method of development in the CRT zone and based on the Property's tract size and number of frontages, this Application would normally be required to provide ten percent of its site area (10,771 square feet) as public open space in accordance with Section 59-4.5.4.B.1 of the Zoning Ordinance. However, the 2022 *Silver Spring Downtown and Adjacent Communities Plan* does not recommend new public open space for this Property and in accordance with Section 4.1.12 of the Sector Plan, all Optional Method development projects required to provide public open space on a site not recommended for a new public space in the Sector Plan area are required to instead make a fee-in-lieu contribution to Montgomery Parks based on the cost per square foot of constructing an equivalent area of the otherwise required on-site public open space. As this Application provides for 25 percent or greater MPDUs, and overall proposes 100 percent affordable senior housing for seniors, it is eligible for an affordable housing discount to the contribution. The Planning Board approved a Sector Plan Interpretation Policy dated October 26, 2023 with the following formulas to calculate the fee-in-lieu contribution, including a 2023 base rate of \$80, and normalized base rate of \$20. Based on the formula the Application is anticipated to contribute \$0 (zero dollars) to Montgomery Parks for parks purposes in the Sector Plan area; with the final contribution determined at Site Plan.

Silver Spring Downtown and Adjacent Communities Open Space Fee-in-Lieu Contribution

$$\begin{aligned} \text{Contribution} &= \text{square feet of required public open space} \times (\text{normalized} \\ &\quad \text{base rate} \times \text{approved FAR}) \\ &10,771 \times (20 \times 1.5) = \$323,130 \end{aligned}$$

Affordable Housing Discount

Discounted Contribution = Contribution x ((100 – MPDU and/or DHCA approved equivalent percentage units) / 100)

\$323,130 x (0 - 100) / 100 = \$0 (zero dollars)

iv. *General Landscaping and Outdoor Lighting*

Landscaping and outdoor lighting are proposed as part of the Project. These elements are generally designed to the 2023 *Silver Spring Downtown and Adjacent Communities Design Guidelines* along the Site’s four frontages.

Outdoor lighting is provided in appropriate locations around the Site and building to ensure safe and attractive nighttime illumination. Landscaping and planted stormwater features are provided where feasible and appropriate.

2. *The Sketch Plan substantially conforms to the recommendations of the Sector Plan.*

The 2022 *Silver Spring Downtown and Adjacent Communities Plan* includes general and specific recommendations that apply to the Property and Application as follows:

General Recommendations

Land Use and Zoning

For Optional Method development projects required to provide public open space on a site not recommended for a new public open space in the Sector Plan, the Plan requires contribution to a recommended park preferably in the same district, unless the Planning Board determines the public open space will significantly contribute to the public open space network proposed in this Sector Plan.

The Application is made under the Optional Method of development for the CRT zone and in lieu of providing its required 10,771 square feet of public open space on-site, the Applicant must provide a fee contribution to M-NCPPC Montgomery Parks as recommended by Section 4.1.12 of the *Silver Spring Downtown and Adjacent Communities Plan*. The amount of the contribution shall be determined at Site Plan following the formulas established in Master Plan Interpretation / Policy Document M-NCPPC 2024-01.

Housing

Require all Optional Method of Development projects to provide a minimum of 15 percent moderately priced dwelling units (MPDUs) or other DHCA-equivalent affordable housing.

The Application is made under the Optional Method of development for the CRT zone and provides 25 percent MPDUs.

Provide a range of unit types for a diversity of households, including families, seniors, and persons with disabilities.

The Application is for a 100 percent affordable independent living facility for seniors, with units ranging from 30 percent AMI to 80 percent AMI, that will include three fully accessible (ANSI A117.1 Residential Type A standard or County equivalent) units.

Support partnerships among public, private, and philanthropic institutions, when possible, to assist in the development of affordable housing.

The Applicant team consists of two mission-driven organizations, Enterprise Community Development, a national non-profit organization with the mission to “make home and community places of pride, power and belonging”, and Seabury Resources for the Aging, a local non-profit organization with the mission “to provide personalized, affordable services and housing options to help older adults in the greater Washington D.C. area live with independence and dignity.” The two organizations have partnered for this project to replace the existing 146-unit Seabury at Springvale Terrace facility with a modern 237-unit independent living facility for seniors. The Application will increase the number of affordable senior housing units onsite by 91 units.

Urban Design

In the Adjacent Communities, new development should be compatible in massing and form to the surrounding context.

The Application replaces an existing senior-living facility that has existed and operated at this location for over 60 years. The new development is respectful of its neighborhood context in massing and form. The building reaches its maximum height of five floors along the Site’s eastern, most urbanized frontage, Wayne Avenue, and steps down in height to three floors on its western side. The building architecture

incorporates a variety plane changes, ample fenestration and materials, including brick, that help to break down the perceived mass of the building and make it compatible with its neighborhood context.

Transportation & Pedestrian Network

Enhance roadway accommodation for all users and eliminate conflict points.

The Application will enhance roadways and sidewalks safer around the Property by eliminating three of five curb cuts that currently provided access to the Site. The design will provide one access point to the Site from Cloverfield Road to a loading and service bay for the new building. A second curb cut from Springvale Road, proximate the Site's southwest corner, to provide access to the parking lot is included. Reducing the number of curb cuts for vehicular access the number of potential points of conflict between cars and pedestrians around the Site.

Make all public pathways including sidewalks, trails, and street crossings, ADA accessible in accordance with current best practices.

Ensure that every public right-of-way within the Sector Plan area will be ADA accessible. This applies to public sidewalks, trails, and street crossings.

The Application provides for new sidewalks internal the Site and on all four of its frontages. Along Wayne Avenue, an eight-foot-wide sidepath will be provided and ADA accessible as part of the construction of the Purple Line. Along Pershing Drive, a six-foot-wide sidewalk is provided, which will also be constructed to ADA standards. Sidewalks on Cloverfield and Springvale Roads will be six feet in width. New ADA accessible curb ramps and crosswalks are provided at points along all four site frontages.

Adjacent Communities Recommendations

Opportunity Site & Zoning

Block including 8505 Springvale Road and 620 Pershing Drive: This site currently includes a facility for seniors. The Plan proposes a rezoning from R-60 to CRT to support the potential future redevelopment of the full site for multifamily housing.

Block including 8505 Springvale Road and 620 Pershing Drive: This block currently includes a senior housing facility. Proposed rezoning to CRT for future flexibility for multifamily and/or senior housing.

The 2022 *Silver Spring Downtown and Adjacent Communities Plan* recommended the subject Property be rezoned from R-60 to CRT to increase flexibility for future redevelopment. This zoning change was achieved through the County Council's passage of Resolution 19-1412 Sectional Map Amendment (H-146) on October 18, 2022. The proposed Project has leveraged the opportunity and proposes the scope and scale of development program intended by the zoning change.

Urban Design

All new buildings in these neighborhoods should be compatible in scale with the surrounding development, regardless of building type.

The proposed building will be compatible with surrounding development. The proposed building location, scale and uses, as well as the proposed parking are similar in nature to what exists today, but with significant improvements. As noted above, the Property was specifically rezoned from R-60 to CRT to allow for greater density and flexibility for future redevelopment, which is being realized with the subject Application. The general scope and scale of the building are in-line with the standards of the CRT zone and attention has been paid to incorporate architectural techniques to break down the perceived mass of the building and make it relatable at the street level. This includes stepping down building height, incorporation of brick and architectural panels in colors that are complimentary to those found on homes in the surrounding neighborhood of single-family dwellings.

Maintain mature tree canopy by continuing to plant and replace street trees as needed.

The Application provides street trees on all four Site frontages in general conformance with the 2023 *Silver Spring Downtown and Adjacent Communities Plan Design Guidelines*.

- 3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of 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. The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

This Application will be compatible with surrounding development. There are no pending nearby developments. The proposed use continues the Site's long-standing focus on providing affordable, senior housing. The Property was specifically rezoned from R-60 to CRT to allow for greater density and flexibility for future redevelopment, which is being realized with the subject Application. The scale of the proposed building is in-line with the standards of the CRT zone and proposes less density than the maximum allowable (1.5 FAR proposed, with up to 2.02 FAR allowed), which helps the proposed building fit the residential character of the neighborhood. Various architectural techniques are utilized to break down the perception of bulk and mass of the building including stepping down its height as it pulls back from Wayne Avenue, articulation, fenestration and visual porosity between the street and entry spaces, and the incorporation of brick and architectural panels in colors that are complimentary to those found on homes in the surrounding neighborhood of single-family dwellings.

5. *The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.*

The Application locates loading access at the northeast corner of the Site from Cloverfield Road and locates parking lot access at the Site's southwest corner from Springvale Road. The location of the access point for the proposed parking lot is the subject of an approved design waiver exception from MCDOT. This vehicular access arrangement is an improvement over existing conditions as it removes three of five existing curb cuts from the Property, reducing potential points of conflict between vehicles, pedestrians, and bicyclists. Pedestrian and bicyclist access and circulation around the Site will be enhanced through the provision of new sidewalks along all four frontages to current applicable standards. As previously stated, the Application meets the requirements for vehicle and bicycle parking spaces for the CRT zone.

6. *The Sketch Plan proposes 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 Section 59-4.5.4 of Zoning Ordinance requires 50

points in three categories be provided. However, pursuant to Section 59-4.7.3.D.6.e, regarding the provision of MPDUs for public benefit points, the Application must only provide affordable housing points and does not have to satisfy any other public benefit category because it is providing more than 20 percent MPDUs.

The Applicant proposes to exceed the 50-point requirement, however, utilizing three public benefit categories. Although at the time of Sketch Plan review only an outline of public benefits needs to be approved, the following table demonstrates the Project’s ability to meet the requirement to provide sufficient benefit points. A description of how the Application fulfills requirements for the public benefit points requested follows. The final number of public benefit points is determined with the Site Plan.

Public Benefit	Maximum Points Allowed	Approved in concept
Connectivity and Mobility		
Minimum Parking	10	7.7
Diversity of Uses and Activities		
Enhanced Accessibility	20	3.7
Affordable Housing	No limit	150
Total Points	50 (minimum required)	161.4

Connectivity and Mobility

Minimum Parking

The Applicant requested seven (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 the maximum allowable number of on-site parking spaces to ten points for providing no more than then minimum number of required parking spaces on-site. Based on the formula set forth by the Incentive Density Implementation Guidelines, the Application is eligible for seven point seven (7.7) public benefit points in this category. The Planning Board supports seven point seven (7.7) public benefit points for minimum parking at this time.

$$\frac{((\text{Maximum Allowed Parking}) - (\text{Parking Provided}))}{((\text{Maximum Allowed Parking}) - (\text{Minimum Parking}))} * 10 = \text{number of public benefit Points}$$

$$(241-55) / (241-0) * 10 = 7.7 \text{ points}$$

Diversity of Uses and Activities

Enhanced Accessibility

The Applicant requested three (3) public benefit points for providing three (3) dwelling units that satisfy ANSI A117.1 Residential Type A accessibility standard or equivalent county standard. Based on the formula set forth in the Incentive Density Implementation Guidelines, the Application is eligible for the three point seven (3.7) public benefit points in this category. The Planning Board supports the three point seven (3.7) public benefits points for the provision of enhanced accessible residential dwelling units at this time.

$$\begin{aligned} (\text{ANSI 117.1 Type A Units} / \text{Total Units}) \times 300 &= \text{number of public benefit points} \\ (3 / 237) \times 300 &= 3.7 \text{ points} \end{aligned}$$

Affordable Housing

The Applicant requested 150 public benefit points for providing more than 12.5 percent of the residential units as MPDUs. This Application provides 25 percent MPDUs in a development that seeks to provide 100 percent of its units as affordable. Any project providing more than 20 percent MPDUs does not have to satisfy any other public benefit category. There is no limit on the number of public benefit points available for providing a greater quantity of MPDUs than is otherwise required. The Planning Board supports the request for one hundred fifty (150) public benefit points for Affordable Housing in accordance with the following formula:

$$\begin{aligned} (\text{Proposed percent MPDUs} / 12.5 \text{ percent MPU}) \times 12 &= \text{number of public benefit} \\ &\text{points} \\ (25 / 12.5) \times 12 &= 150 \text{ points} \end{aligned}$$

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

All site elements are proposed to be developed in a single phase. Preliminary Plan No. 120240030 and Site Plan No. 820240040 were reviewed and approved by the Planning Board concurrently with this Sketch Plan under the Speed to Market Initiative.

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. 320340020, Springvale Terrace, 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

May 14, 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 motion of Commissioner Hedrick, seconded by Commissioner Bartley, with a vote of **3-0-1**, Chair Harris, and Commissioners Bartley, and Hedrick, voting in favor of the motion, Vice Chair Pedoeem abstaining, and Commissioner Linden necessarily absent, at its regular meeting held on Thursday, May 9, 2024, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board