

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

DATE MAILED:

June 5, 2025

MCPB No. 25-059
Sketch Plan No. 320250010
Sonina Properties Apartments
Date of Hearing: May 15, 2025

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 February 19, 2025, VICSN 1 LLC (“Applicant”) filed an application for approval of a sketch plan for construction of up to 130,840 square feet of residential uses on 2.72 acres of CRT-1.5, C-0.5, R-1.5, H-60-zoned land, located at the southwest quadrant of the intersection of University Blvd. and Forston St. (“Subject Property”) in the Purple Line East Policy Area and *2013 Long Branch Sector Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320250010, Sonina Properties Apartments (“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 May 5, 2025, providing its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on May 15, 2025, 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 5-0; Chair Harris, Vice Chair Pedoeem, and Commissioners Bartley, Hedrick, and voting in favor.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320250010, Sonina Properties Apartments, for construction of up to up to 130,840 square feet of residential uses on the Subject Property, subject to the following binding elements and conditions:¹

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. 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.
6. Architectural elevations for minimum percentage of transparency on the ground floor, maximum separation between operable doors and incorporation of design priorities of the Sector Plan.

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 130,840 square feet of total residential development.
2. **Height**
The development is limited to a maximum building height of forty-five feet (45 ft) proximate to existing single-family dwellings on Forston Street and a maximum building height of sixty feet (60 ft) for the remainder of the building, 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 fifty (50) and be chosen from at least three (3) 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) Transit Proximity, achieved through Level 2 transit proximity;
 - b) Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance;
 - c) Quality of Building and Site Design, achieved through architectural elevations, exceptional design, public open space, and structured parking; and
 - d) Protection and Enhancement of the Natural Environment achieved through cool roof, energy conservation, and vegetated roof.
4. **Public Open Space**
The Applicant must provide a minimum of ten percent (10%) of the Site Area as Public Open Space, totaling at least 8,215 square feet.

Outside Agencies

5. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated April 25, 2025, 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.
6. The Planning Board has reviewed and accepts the recommendations of the Maryland State Highway Administration (“SHA”) in its letter April 3, 2025. The Applicant must address MDOT SHA review comments as part of a preliminary plan application.
7. The Planning Board has reviewed and accepts the recommendations of the MCDPS Fire Department Access and Water Supply Section in its letter April 10, 2025, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Sketch Plan approval.

8. Future Coordination for the Preliminary Plan 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 Preliminary Plan and Site Plan applications as applicable:

- a) The Applicant must submit and receive approval of a Preliminary/Final Forest Conservation Plan.
- b) The Applicant must obtain Stormwater Management concept approval consistent with Chapter 19 of the Montgomery County Code.
- c) The Applicant must provide a noise analysis at the time of Preliminary Plan and must coordinate with Environmental Planning staff regarding noise analysis parameters prior to the submission.
- d) The Applicant must address the environmental recommendations of the Sector Plan.
- e) Green roof areas should be built in place and avoid the use of tray systems.
- f) Planting techniques such as interconnected tree panels and tree pits that maximize soil volume for each tree and enhance tree survivability near streets should be incorporated into the design, with associated design details provided.
- g) The Applicant must incorporate a vegetated (screening) buffer between the proposed mixed-use development and existing residential developments.
- h) The Applicant must shift the proposed loading space location further to the south along the building’s western façade.
- i) The Applicant must provide drawings showing conformance with Residential Compatibility standards for Forston Street.
- j) The Applicant must provide final design of public open space meeting the criteria of Section 59.6.3.6.

- k) The Applicant must address building design comments relevant to the integration of Wing A and Wing B proximate to the lobby space at the northeast corner of the building.
- l) The Applicant must address building design comments to create a visual relationship between the eastern façade of the building and intersection of Carroll Avenue and University Boulevard.
- m) The Applicant must address MDOT SHA comments dated April 3, 2025.

8. 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. Development Standards

The Subject Property includes approximately 2.72 acres zoned CRT-1.5, C-0.5, R-1.5, H-60. The data table below demonstrates the Application's conformance to the applicable development standards of the zone.

Data Table

Development Standard	Permitted/ Required	Approved
Tract Area	n/a	118,318 sf (2.72 acres) ²
Tract Area - Prior Dedication	n/a	34,289 sf (0.79 acres)
Tract Area - Proposed Dedication	n/a	1,878 sf (0.04 acres)
Site Area³ (tract area minus dedications)	n/a	82,151 sf (1.89 acres)

² Tract area does not include 2,970 square feet of University Boulevard frontage land conveyed to the State of Maryland in fee simple for the Purple Line light rail project.

³ Site area is determined by tract area minus any previous and proposed dedications.

Development Standard	Permitted/ Required	Approved
Mapped Density CRT-1.5, C-0.5, R-1.5, H-60		
Residential (GFA/ FAR)	177,477 sf (1.5 FAR)	130,840 sf (1.10 FAR)
Commercial (GFA/FAR)	59,159 sf (0.5 FAR)	0 sf (0 FAR)
Total Mapped Density (GFA/FAR)	177,477 sf (1.5 FAR)	130,840 sf (1.10 FAR)
MPDU requirement	12.5%	12.84%
MPDU Bonus Density (GFA/FAR)	n/a	0 sf / 0 FAR
Total GFA/FAR	177,477 sf (1.5 FAR)	130,840 sf (1.10 FAR)
Building Height, max average⁴	45 ft / 60 ft	45 ft / 60 ft
Public Open Space (min sf)	10 % (8,215 sf)	15.2% (12,501 sf)
Development Standard	Permitted/ Required	Approved
Vehicle Parking (min./max.)	0 /183	115
Loading Spaces	1	1

Section 59.4.1.8.B.2.b – Height Compatibility

When the subject property confronts a property in an Agricultural, Rural Residential, Residential Detached, or Residential Townhouse zone that is vacant or improved with an agricultural or residential use, any structure may not protrude beyond a 45 degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the confronting zone at the front or side street setback line determined under Article 59-4.

The Property is zoned CRT and confronts established single-family detached residential uses in the R-60 zone across Forston Street and Glenville Road. The R-60 zone allows for building heights of up to 35 feet. There is no required side setback for the proposed development from Forston Street and Glenville Road. The proposed building is setback a minimum of approximately 25 feet from those roadways and building height in this portion of the Site is limited to no more than 45 feet (in accordance with specific

⁴ The 2013 *Long Branch Sector Plan* recommends a maximum building height of 45 feet proximate to Forston Street and 60 feet for the remainder of the Property.

recommendations of the Sector Plan). The proposed height configuration of the development, relative to the existing, confronting single-family residential development, satisfies the requirement at this time. Conformance with this requirement will be further evaluated at the time of site plan review.

b. General Requirements

i. *Site Access*

The Sketch Plan provides a single driveway access point to the Property from Glenville Road. The single existing driveway access point to University Boulevard will be removed. The two existing driveway connections with the church property to the south will be removed. Access placement and driveway layout are acceptable and will be further refined at the time of preliminary plan review.

ii. *Parking, Queuing, and Loading*

The Sketch Plan provides 115 vehicle parking spaces, with most to be located within parking structures internal to the building, and the remainder lining the west side of the on-site driveway. This quantity of vehicle parking is within the range allowed by the Zoning Ordinance for this development. One loading space is required, and one is provided on the western side of the proposed building. Sufficient space exists on the Property's driveways for on-site queuing. The final design of parking and loading features will be reviewed through future preliminary plan and site plan applications.

iii. *Open Space and Recreation*

A minimum of ten percent of the site area (8,215 square feet) is required to be provided as public open space. The Sketch Plan provides for 15.2 percent (12,501 square feet) of the site area as public open space, exceeding the minimum requirement. The Sketch Plan shows an outdoor recreation amenity area on the west side of the building. Private recreation amenities to serve the proposed multifamily use are required and will be reviewed at the time of site plan.

iv. *General Landscaping and Outdoor Lighting*

The Sketch Plan provides sufficient space to include trees, landscaping and outdoor lighting, including for screening in-between the proposed multifamily building and existing single-family residential dwellings confronting the Property to the north, as recommended by the Sector Plan. The landscape design and photometric plans will be evaluated at the time of site plan review.

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

The Sector Plan identifies the Property as Site 10, and the *Long Branch Sector Plan Design Guidelines* identify the Property as Site 14, with each guiding document providing specific recommendations for the redevelopment of the Subject Property. The Sketch Plan substantially conforms to these recommendations as follows:

Community

- i. *Provide diverse housing types to serve mixed income and special populations.*

The Sketch Plan replaces an existing commercial use and surface parking with a new multifamily residential building with up to 148 units, including a minimum of 12.5 percent MPDUs. This will be a new residential use on the Property that has served commercial uses since originally developed approximately 60 years ago.

- ii. *Design sites to encourage physical activity and support pedestrian friendly, street-oriented development.*

The Sketch Plan proposes new housing, and the design includes new sidewalks on all frontages and a separated bicycle lane along University Boulevard. Three existing vehicular access points to the Property are consolidated to a single access point. By consolidating vehicle access, the number of potential conflict points between drivers, pedestrians and cyclists is reduced, making the Property safer for all modes of circulation. The Proposal will make frontage enhancements proximate to Carroll Avenue to accommodate the MCDOT-funded bicycle lane installation to progress as envisioned by the County. These pedestrian and bicycle improvements will help enable access from the Property to the two nearby Purple Line Stations, each approximately one-third of a mile away. The Project will also include on-site recreational amenities, with specifics to be determined through a future site plan application.

- iii. *Incorporate public art and other gateway features into new development.*

Public art is not provided with the Sketch Plan. However, the general location and architectural concept for the proposed building's northeast corner allow for the building itself and its lobby space step forward as gateway-style features. The conceptual design for the residential lobby at this corner includes a high degree of transparency allowing for visual interplay and activation between the lobby and street. The stepping up of the building's height and change in architectural styles of its two wings at this point serves as a visual transition from the residential uses to the north and the institutional and commercial uses south of the Property.

- iv. *Provide well-designed streetscapes along Piney Branch Road and Carroll Avenue.*

The Property is not proximate to Piney Branch Road; therefore, this portion of the criterion is not applicable to this Sketch Plan. Plans for the Property's Carroll Avenue streetscape improvements are being coordinated with the MCDOT-funded bicycle lane construction project on Carroll Avenue. The Sketch Plan incorporates appropriate frontage elements for Carroll Avenue, including adequate space for sidewalks, street trees, and MCDOT's bicycle lanes. Streetscape layout and planned elements will be further evaluated with this Proposal's preliminary plan and site plan applications.

- v. *Provide appropriate transitions towards existing single-family neighborhoods.*

The Sector Plan includes specific criteria for the redevelopment of the Property to provide appropriate transitions toward the existing single-family neighborhood confronting it across Forston Street and Glenville Road. This includes limiting the height of a new building to no more than 45 feet, proximate to the northern property boundary, and allowing for greater building height in the remainder of the Property. The Sketch Plan respects the height limitation and provides more than adequate space between the proposed northern wing of the building and Forston Street to allow for the installation of trees and landscape screening. The rectangular shape and brick cladding of the northern building wing is also specifically designed to be sympathetic to and respectful of the adjacent neighborhood.

Land Use and Zoning

- i. *Preserve space on-site for small neighborhood retail and service uses that cater to the community's various income levels.*

The Sketch Plan proposes a residential use to replace the existing commercial use of the Property. The new building will be located approximately one-third of a mile from existing retail plazas and service establishments located proximate to the Purple Line Piney Branch Station and multiple shopping plazas adjacent to the Takoma Langley Station.

Mobility

- i. *Improve pedestrian and bicycle connections to adjacent neighborhoods, transit, and community facilities.*

The Sketch Plan proposes to add up to 148 multifamily residential units within close proximity to the Purple Line and make sidewalk improvements on all frontages. Bicycle lanes will be provided along the Property's University Boulevard frontage in coordination with the Purple Line project. Site design along the Property's Carroll Avenue frontage will be coordinated with MCDOT to allow for the County's installation of a new bicycle lane on Carroll Avenue. Coordination and design of frontage elements will continue through the preliminary and site plan processes.

- ii. *Provide bicycle parking at this site.*

The Proposal must provide long- and short-term bicycle parking in accordance with Section 59.6.2 of the Zoning Ordinance, with the final number of spaces to be determined with a future site plan. Based on the 148 units proposed with this Sketch Plan, 74 bicycle parking spaces are required, with 95 percent of those spaces to be long-term bicycle parking, and remainder for short-term bicycle parking. Long-term bicycle parking is proposed in a room internal to the building's parking structure. Short-term spaces must be provided in a convenient location proximate to the building's entrance.

Sustainability

- i. *Provide a vegetated buffer between proposed mixed-use development and existing residential development.*

The proposed development confronts existing residential development across Forston Street and Glenville Road. Adequate space is shown in between the proposed building footprint and these adjacent roadways to allow for planting of street trees and additional trees and landscaping to serve as a vegetated buffer between the new residential building and existing single-family homes.

Environmental Recommendations

The Sketch Plan proposes measurable environmental improvements on the Property in line with the goals of the Sector Plan. Specifically, the Proposal will reduce the amount of existing impervious surface on the Property by placing most parking internal to the proposed building, adding open space and providing space for landscaping and planting. Stormwater management will be introduced to the Property, where none currently exists. Stormwater controls include substantial green roof cover on the proposed building and microbio retention at the ground level. The Applicant also explored the use of pervious pavement for proposed surface parking spaces but determined soils underlying the Property would not be supportive of this tool. Also in line with the Sector Plan's environmental recommendations, the Applicant is seeking public benefit points for the provision of public open space, incorporation of a robust vegetated green roof and cool roof and designing the building to surpass County energy efficiency requirements.

Furthermore, conditions of approval herein require the applicant to incorporate planting techniques, such as interconnected tree panels, that maximize soil volumes per tree and enhance their survivability.

A comprehensive noise analysis report is required at the time of preliminary plan review to assess and mitigate the potential impact of abutting high-volume road noise and Purple Line noise on the new development.

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. This criterion is not applicable to this Application.

4. *The Sketch Plan satisfies the green area requirement in effect on October 29, 2014.*

This criterion is not applicable to this Sketch Plan as the Property's zoning on October 29, 2014 was not the result of a Local Map Amendment.

5. *The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

As discussed in Findings 1.a and 1.d, the Sketch Plan proposes a new residential building and

site design that is compatible with its neighborhood context. Ongoing and pending nearby development is limited to Purple Line improvements and MCDOT's Carroll Avenue bicycle lane construction project. The Applicant will continue to coordinate with the Purple Line and MCDOT to refine frontage designs through the preliminary and site plan processes to ensure compatibility with those public transportation improvement projects. The Sketch Plan is compatible with the most recently approved site plan proximate to the Subject Property is for the Park Montgomery residential expansion project (Site Plan No. 820220020) located approximately one-half mile to the north on Piney Branch Road.

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

As conditioned, the Sketch Plan incorporates a generally satisfactory access, circulation, parking and loading design for vehicles, bicyclists and pedestrians. The building's main pedestrian lobby is proximate to the intersection of Forston Street and University Boulevard and includes sidewalk access to both streets. Secondary pedestrian access is provided at the rear of the building to serve surface parking spaces. Bicycle access to and from the Site will be improved through bicycle lanes to be provided along the Site's University Boulevard frontage by this Project, and by the County's addition of new bicycle lanes on Carroll Avenue.

Vehicular and loading access is consolidated to a single point at Glenville Road. From that point, an internal driveway splits to provide access to the northern parking structure in Wing B of the building, and to provide access to surface parking, loading space and internal parking structure under Wing A of the building. The Sketch Plan proposes 115 total vehicular parking spaces.

Final detailed design of site access, circulation, parking and loading will be reviewed at the time of preliminary and site plan review.

7. *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 Zoning Ordinance requires at least 50 points in three categories. The Applicant proposes to exceed the 50-point requirement utilizing four categories. At the time of Sketch Plan review only an outline of public benefits needs to be approved; however, the following table shows both the categories and points for the public benefits requested to demonstrate the project's ability to meet the requirement to provide sufficient benefit points. The Planning Board will review and approve the final public benefit

points with a future site plan application.

Public Benefit	Maximum Points Allowed	Approved in Concept
Transit Proximity – Level 2	10	10
Connectivity and Mobility		
Minimum Parking	10	5
Quality Building and Site Design		
Architectural Elevations	20	10
Exceptional Design	10	10
Public Open Space	20	4
Structured Parking	20	15
Protection and Enhancement of the Natural Environment		
Cool Roof	10	2
Energy Conservation and Generation	15	15
Vegetated Roof	15	15
Total Points	50 (required)	86

Transit Proximity

Transit Proximity points are granted for proximity to existing or master-planned transit stops based on transit service level in certain zones, including the CRT zone in which the Subject Property is located. Public benefit points for Transit Proximity can only be granted for one transit stop. Transit Proximity is categorized according to three levels.

The Property is fully within one-quarter to one-half mile of both the Piney Branch Purple Line Station and the Takoma-Langley Purple Line Station and provides Level 2 Transit Proximity. The Applicant requests ten points for providing Level 2 Transit Proximity. The Planning Board approves the request for ten public benefit points for Transit Proximity, with final points to be determined at the time of site plan review.

Connectivity and Mobility

Minimum Parking

The Applicant requests five 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 ten points for providing no more than the minimum numbers of spaces on-site. The Planning Board approves the category at this time, with final points to be determined at the time of site plan review.

Quality Building and Site Design

Architectural Elevations

The Applicant requests 10 public benefit points for providing high-quality architectural elevations that include binding design elements approved with the Sketch Plan. These binding elements include a minimum percentage of transparency on the ground floor, maximum separation between operable doors and incorporation of design priorities of the Sector Plan.

Given this Property's general configuration and slope, the residential nature of the Proposal, and use of most of the ground level of the building for structured parking, the binding elements of ground floor transparency and doorway spacing are primarily applicable to the building's main lobby space. The design priorities of the Sector Plan are applicable to the entirety of the design and are reflected in the Sketch Plan.

The provision of well-proportioned and attractive architectural elevations is particularly significant at this highly visible Site that fronts on four streets, including University Boulevard and the Purple Line corridor. The Planning Board approves 10 public benefit points for Architectural Elevations at this time, with final points to be determined at the time of site plan review.

Exceptional Design

The Planning Board can award up to 10 public benefit points for a building or site design whose visual and functional impacts exceptionally enhance the character of a setting. The Applicant requests 10 points for Exceptional Design for the provision of a building and site design that are innovative and responsive to the Property's context and will enhance the public realm in an original manner. The Planning Board approves the category at this time, with final points to be determined at the time of site plan review.

Public Open Space

The Applicant requests four points for providing more than the minimum area of public open space otherwise required. To qualify for public benefit points, the public open space area must meet certain criteria as defined in the *Incentive Density Implementation Guidelines*. Based on the Property's size, zoning and number of frontages, the Project must provide a minimum of 10 percent of the site area as public open space. The Sketch Plan proposes approximately 12 percent of the site area as public open space, exceeding the minimum requirement. The Planning Board approves the category at this time with the final review and determination of points at the time of site plan.

Structured Parking

The Planning Board can award up to 20 public benefit points for placement of vehicle parking in an above or below grade parking structure. The Applicant requests 15 points for providing the majority of the development's vehicle parking in a combination of above- and below-grade parking structures. A small percentage of the overall parking is provided on a surface lot. The Planning Board approves the category at this time, with final points to be determined at the time of site plan review.

Protection and Enhancement of the Natural Environment

Cool Roof

The Applicant requests two points for proposing to provide a cool roof that will collectively meet or exceed a solar reflective index (SRI) of 75 on all non-green-roof roof surfaces. The Planning Board approves the category at this time with details to be addressed at the time of site plan.

Energy Conservation

The Applicant requests 15 points for proposing to exceed energy efficiency standards by 17.5%. Points are granted based on the percentage exceeding the efficiency standard. The Planning Board approves the category at this time with details to be addressed at the time of site plan.

Vegetated Roof

The Applicant requests fifteen points for providing a vegetated roof with a soil depth of at least four inches covering at least 33% of the building's roof. The Sketch Plan shows the majority of building roof area to be covered by a vegetated roof. The Planning Board approves the subcategory at this time with details to be addressed at the time of site plan.

8. *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.*

The Sketch Plan provides for a single phase for development.

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 Sonina Properties Apartments, Sketch Plan No. 320250010, 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

June 5, 2025

(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.

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CERTIFICATION

This is to certify that the foregoing is a true and correct copy of the 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 **5-0**; Chair Harris, Vice Chair Pedoeem, and Commissioners Bartley, Hedrick, and Linden voting in favor of the motion, at its regular meeting held on Thursday, May 29, 2025, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board