



**4702 Chevy Chase Drive  
Sketch Plan and Preliminary Plan  
Statement of Justification and Narrative Description  
Updated October 6, 2020**

**I. Introduction**

Winthrop Investment Group, Inc. (the "Applicant"), the contract purchaser of the property located at 4702 Chevy Chase Drive (the "Property") is submitting Sketch Plan and Preliminary Plan applications for consideration by the Montgomery County Planning Board (the "Planning Board") to accommodate the redevelopment of the Property with a multi-family residential condominium containing up to 70 units (the "Project").

Subsequent to the initial filing of the Sketch Plan and Preliminary Plan, the Applicant made further revisions to the Project to respond to comments from the Maryland-National Capital Park and Planning Commission ("M-NCPPC") Staff, the Design Advisory Panel, the residents along Nottingham Drive and the condominium owners in the adjacent condominium building located at 4720 Chevy Chase Drive. The description of the Project herein reflects the updated, revised plans as well as further revisions made as a result of comments from the Development Review Committee.

**II. Property Description**

**A. Property Location and Characteristics**

The Property is a through lot that fronts on Chevy Chase Drive and extends southward to Nottingham Drive. It is located at the very southern end of the Bethesda Downtown Sector Plan Area (the "Downtown Area") – Nottingham Drive is the southern boundary of the Downtown Area. The Property is located just 100 feet west of the intersection of Bradley Boulevard and Wisconsin Avenue, within the South Bethesda District as identified by the *2017 Approved and Adopted Bethesda Downtown Plan* (the "Sector Plan"). The Property is identified as "Part of Lots 3 and 4, Bradley Hills Section 1" subdivision, and contains a gross tract area of 20,725 square feet and a net lot area of 17,270 square feet. The Property is currently improved with a 3,536 square foot structure that was originally constructed as a residence but currently and for many years has been used as a dentist office. The Property includes approximately 5,848 square feet of paved parking area. The Property is not a historic property; it is not identified on the Locational Atlas & Index of Historic Sites, the Montgomery County's Master Plan for Historic Preservation or in the Sector Plan (or any preceding Sector Plan) as a potential Historic Resource.

## **B. Zoning and Permitted Uses**

The Property is zoned CR-1.5, C-0.25, R-1.5, H-70 and is located within the Bethesda Overlay Zone. The Property was rezoned from R-10 to its current zoning in accordance with the recommendations of the Sector Plan. Pursuant to Section 3.1.6 of the Montgomery County Zoning Ordinance (the "Zoning Ordinance"), multi-family residential dwellings are a permitted use in the CR Zone. As discussed in this Statement, the Project satisfies the various requirements of the CR Zone.

## **C. Surrounding Zoning and Land Uses**

The Property is bordered to the west by the 4720 Chevy Chase Drive Condominiums and to the north across Chevy Chase Drive by Housing Opportunity Commission owned apartments, all of which share the same zoning as the Property -- CR-1.5, C-0.25, R-1.5, H-70. To the east of the Property is the Bethesda Fire Department (the "Fire Department"), comprised of three separate parcels totaling approximately 1.6 acres, with the parcel at the corner of Wisconsin Avenue and Bradley improved with the Fire Department building while the two parcels closest to the Property remain vacant. On the south the Property is bounded by Nottingham Drive, a dead end street with 12 single-family residences. The area along Nottingham Drive as well as the rest of the residential neighborhood further to the south is zoned R-60.

## **III. Proposed Development**

The Applicant proposes to develop the Property with a 85,000 square foot residential condominium building containing up to 70 residential units and 63 parking spaces. Pursuant to the zoning, the building will be a maximum height of 70 feet. Importantly, along the southern façade, the building will have a height of only 35 feet at the southern property line and will employ a series of three stepbacks, reaching the 70 foot height at a point 35 feet north of the southern Property line, in accordance with the height compatibility requirements of the Zoning Ordinance. The building's primary entrance will be oriented toward Chevy Chase Drive with the pedestrian entrance to the building located in the northeast corner of the Property and the vehicular access to the below grade parking structure provided in the northwest corner of the Property. The building will be setback +/- 24 feet, 6 inches from the curb of Chevy Chase Drive, thus providing a generous pedestrian environment in the front of the building. Equal attention has been given to the design of the southern façade of the building so that it also reads as a building front. To this end, separate entrances to the two ground-level residential units along Nottingham Drive will be provided, that will also enhance the pedestrian realm along the southern frontage of the building. A fully enclosed loading space integrated into the building will also be located off Nottingham Drive. Due in part to the location of utility easements, the building will be setback approximately 15 feet from the eastern Property line.

The Project utilizes the Bethesda Overlay Zone to achieve 85,000 square feet of development (which exceeds the Property's mapped zoning of 1.5 residential FAR). The Project will make a Park Impact Payment ("PIP") for up to 53,912.5 square feet of bonus density (85,000 square feet less 31,087.5 square feet of mapped density) at the time of building permit.

The Project will be constructed in one phase.

### **A. Architecture and Design**

The Property is located in the Bethesda Downtown Area and responds to the overall goal of the Sector Plan to increase the residential opportunities within the Downtown Area. At the same time, it introduces the opportunity for home (condominium) ownership in an area of the Downtown Area that has seen very little redevelopment activity, thus helping to activate this area of Bethesda. As discussed herein, the Project carefully complies with the Bethesda Design Guidelines. The Project's entrance located in the northeast corner of the Property will be oriented toward Wisconsin Avenue and strengthen this relationship.

In terms of the building architecture, the focus is to provide a high-quality design by creating an elegant and sophisticated composition that is complementary to its residential use and context. The design will implement a series of massing step backs, changes in elevation planes and variation of elements in the façade that will create visual interest, rhythm and will provide an appropriate human scale. By implementing these techniques, and combining a level of transparency on the ground floor, the pedestrian environment will be enhanced.

### **B. Parking and Loading**

The Property is located outside the Bethesda Parking Lot District. Based on the provision of 70 units, Section 6.2.4 of the Zoning Ordinance requires a minimum of 56 parking spaces (based on Bethesda Overlay Zone minimum parking requirement of 80 percent of the otherwise minimum and not employing any other potential adjustments) and a maximum of 89 parking spaces. The Project will provide approximately 63 parking spaces.

Section 6.2.4.C of the Zoning Ordinance requires that 0.5 bicycle spaces be provided per dwelling unit, up to a maximum of 100 spaces, for every new multi-family residential building containing 20 or more dwelling units. Of the residential bicycle parking spaces required, 95 percent must be provided as long-term spaces. Accordingly, the proposed residential building will incorporate a total of 35 bicycle parking spaces, of which 34 spaces are required to be long-term spaces. The Project will provide two short term spaces to be located adjacent to the building and the long term spaces will be provided within a secured area in the below grade garage.

The Project's fully enclosed loading area will be integrated into the southwest corner of the building, off Nottingham Drive. The loading space is intended to primarily handle move-ins and move-outs. At the time of Site Plan, the Applicant will propose a loading plan, that will limit the delivery truck size to a SU-30 vehicle. Given that the Project will be a condominium with anticipated low turnover, use of the loading area is expected to be minimal after the initial occupancy. Trash pick-up will be accommodated through the vehicular access located off Chevy Chase Drive, where trash will be wheeled out of the building for pick-up, which is expected to occur up to two times per week.

### **C. Pedestrian and Vehicular Circulation**

The Project will provide improvements to the pedestrian realm. Along the frontage of the Property the streetscape will be improved in accordance with the new Bethesda streetscape

standards and will include landscaping and sidewalk improvements. Along Nottingham Drive, the Applicant is proposing a six-foot wide sidewalk. Access to the Project's below grade parking structure will be provided in the northwest corner of the Property. In accordance with the recommendations of the Sector Plan, the Project proposes a five-foot wide mid-block connection extending from Chevy Chase Drive to Nottingham Drive to be located within the utility easement area immediately adjacent to the eastern Property line. In addition, the Applicant is proposing to extend the sidewalk offsite along Nottingham Drive to the west to Norwood Park and to the east to connect to the existing sidewalk on the Fire Department site and along Chevy Chase Drive to the east along the frontage of the Fire Department site to Bradley Boulevard. The Nottingham Drive right-of-way west of the Property will also be improved with the extension of curb and gutter and the widening of the pavement section.

#### **D. Public Use and Amenities**

Under the Optional Method of Development in the CR Zone (Section 4.5.4.B.1.) and based on the minimal size of the Property (20,725 square feet of gross tract area) the Project is not required to provide any on-site open space.

Section 6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units must offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. The Project will provide a recreational component for future residents, including a fitness center and wellness area. Additional amenities, including a roof top deck, will also be provided. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan and will meet or exceed the residential recreational/amenity space requirement.

#### **IV. Sector Plan Compliance**

The Project substantially complies with the recommendations for the Property included in the Bethesda Downtown Plan. One of the primary objectives of the Sector Plan is to increase the overall number of residential units within the Sector Plan area. The Project replaces an existing single-family house used as a dental office with up to 70 new residences in downtown Bethesda. The Project also promotes the following goals of the Sector Plan:

- *Retain the existing market-rate affordable multi-unit housing*

Because condominium fees make it economically infeasible for MPDU qualifying residents, the Project will pursue an Alternative Payment Agreement in accordance with the MPDU law. This significant payment of 3.5 percent of the sale of each unit will provide needed capital to protect and enhance the existing affordable housing in the South Bethesda District or elsewhere within the Bethesda Downtown Area.

- *Promote enhanced redevelopment opportunities to foster a quality mix of housing options*

The Project introduces a luxury condominium product to an area of Bethesda that lacks such housing and has seen very little redevelopment activity. At the same time, the Project is not replacing any existing housing.

- *Promote infill development and increase lot coverage.*

The Project is an infill project that increases the existing lot coverage by replacing a single-family house with needed residential units.

- *Link streets, through-block connections, greenways and trails to create a well-connected network.*

The Project will provide the desired through-block connection from Chevy Chase Drive to Nottingham Drive, facilitating access to and from Norwood Park for Bethesda residents.

## **V. Bethesda Design Guidelines**

The Project employs the following design recommendations of the Bethesda Design Guidelines.

### **A. Neighborhood Residential Street**

Both Chevy Chase Drive and Nottingham Drive are designated Neighborhood Residential Streets. The Project complies with the building placement recommendations by setting back a minimum of 24.5 feet from the Chevy Chase Drive curb and 20 feet from the Nottingham Drive curb. Along Nottingham Drive, the building design complies with both the recommendations of the Design Guidelines and the height compatibility requirements of the Zoning Ordinance by providing a series of step-backs from approximately 8 feet to 11 feet in depth (varies) beginning at a height of 35 feet. The result is a cascading of the southern façade, with that portion of the building with the maximum height of 70 feet being set back approximately 50 feet from the curb.

Along the Chevy Chase Drive frontage, the building complies with the recommended building base height up to the third story. The building employs an upper-story step back across the entire frontage, beginning at the fourth floor. A step-back of 15 feet is provided in the northwest corner of the building for approximately 20 feet, while an 8 foot, 10 inch step-back is provided in the northeast corner of the building. Along the remaining center portion of the front façade, the upper story step-back ranges from 5 feet to 6.5 feet. The step-backs, in concert with the varying façade depths and massing strategy, address the goals of the Design Guidelines by providing vertical breaks that limit and articulate the upper story face of the building and reinforce the base.

### **B. Servicing, Access and Parking**

Consistent with the recommendations of the Design Guidelines, the Project limits the visual impacts of vehicle access by locating the access to the parking garage on Chevy Chase Drive and the access to the less frequently used loading on Nottingham Drive. The access to the loading is fully integrated into the building. A high quality decorative fence that reads as a continuation of the building architecture will be provided along the western property line and will turn to the corner to intersect with the building along Nottingham Drive. As recommended by the Design Guidelines the Project will provide a loading management plan at the time of Site Plan.

**C. Base: Building Placement, Street Activation, Variation and Articulation,**

The building is located at the recommended 20 foot from curb build-to line along Nottingham Drive. Along Chevy Chase Drive, the building is located a minimum of 24.5 feet from the back of curb. The frontages will include a high-level of transparency and terraces that will be oriented along both frontages. The building has been designed to provide it with a street frontage presence along Nottingham Drive as well. This southern facade will be highlighted by entrances leading directly to the two ground floor units, and include accompanying patio space. The Project will integrate landscaping throughout the design, including a potential green wall at the Project entrance and landscaping along the southern step-back terraces. The Chevy Chase Drive facade provides a three-story base and employs a number of vertical and horizontal breaks as well as undulations in the facade to add visual interest to the facade and break up the mass.

**D. Tower Separation, Stepback**

The building is only 70 feet in height and thus does not incorporate a base/tower design concept. As noted under Section 2.4.7 of the Design Guidelines, Alternative Treatments are available for buildings lower than 90 -120 feet. Moreover, the overall size of the Property is only 17,270 net square feet and the floor plate of the building is limited and ranges from approximately 9,764 to approximately 11,989 square feet (varies). As a result, the building does not include “large facades.” The northern facade includes several modulations while the southern facade includes the series of step backs. Along the western facade, the Project limits its proximity to the adjacent site. The first three floors of the building are constructed on the Property line for approximately 67 feet, while the upper stories share the Property line for a distance of only 52 feet, due to the upper story step-back. The remaining 79 feet of the southern portion of the building is setback from the Property line approximately 10 feet, with the exception of the two story projection in the southwest corner of the building to accommodate the enclosed loading area. The eastern facade will include generous amounts of landscaping and windows and is setback approximately 15 feet from the Property line to accommodate the utility easement.

**E. Bird-Safe Design**

The project will address Bird-Safe Design by exploring low reflective glass, by integrating architecture features in the facade such as, recessed areas, canopies, overhangs, balconies and cornices to create shadows and block some window reflections, by providing architecture features such as pillars or wall areas to create interruptions in the facade and avoiding extensive glass areas and by eliminating unnecessary building lighting. The Bird-Safe Design methods at this stage are preliminary and will be refined and finalized in connection with the Site Plan.

**F. Green Cover**

In terms of green cover, the Design Guidelines recommend that a minimum of 35 percent green cover be provided. The Property meets this requirement by providing an intensive green roof which is eight inches deep, covering 35 percent of the roof, and providing perimeter landscaping.

## **G. Environmental Site Design**

The Project utilizes environmental site design measures to address stormwater management, including the integration of one of the ESD toolbox items from the Bethesda Downtown Plan Design guidelines: green roof. The proposed green roof thickness is 8 inches to maximize ESD treatment on an otherwise small rooftop that will also have a rooftop amenity areas and mechanical equipment.

## **VI. Zoning Ordinance Conformance**

### **A. Objectives**

Section 4.5.1 of the Zoning Ordinance states that the CR zone "permit[s] a mix of residential and nonresidential uses at varying densities and heights. The zones promote economically, environmentally and socially sustainable development patterns where people can live, work, recreate, and access services and amenities." The Project responds to the specific objectives of the CR Zone as follows:

1. *Implement the recommendations of applicable master plans;*

As discussed in Section IV above, the Project promotes the policy recommendations of the Sector Plan.

2. *Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses;*

The Project provides an opportunity to redevelop the Property currently improved with an existing single-family dwelling currently used as a dental office to up to 70 residential units within the Downtown Area.

3. *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 Project introduces new upscale home ownership opportunities to this southern area of Bethesda. Given the condominium ownership structure, it is anticipated that the MPDU requirement will be satisfied with an Alternative Payment Agreement that will provide meaningful funds for affordable housing within Bethesda. The Property is located an easy walk or bus ride to the Bethesda Metro Station. The building will provide an improved streetscape along Chevy Chase Drive and Nottingham Drive and all parking will be located below grade.

4. *Allow a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods;*

The Project is designed in compliance with the Zoning Ordinance requirements, with a height of 70 feet. Development in accordance with the height compatibility standards resulting in the three step-downs along the southern facade will ensure that the Project is appropriately scaled

to the adjacent residential neighborhood to the south. Along the Chevy Chase frontage, the upper-story step backs provide the desired scale for the neighborhood residential street.

5. *Integrate an appropriate balance of employment and housing opportunities; and*

The Project provides a meaningful amount of new residential development to the southern end of Bethesda that to-date has experienced no new development under the new Sector Plan.

6. *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 include significant public benefits, in accordance with the requirements in Section 4.5.4.A.2 of the Zoning Ordinance. *See* Section VI.B. below.

**B. Special Regulations for the Optional Method of Development and Development Standards**

Properties developed under the Optional Method of Development must comply with the general requirements and development standards of the CR Zone and must provide public benefits under Section 4.5.4.A.2 to obtain greater density and height than allowed under the Standard Method of Development. The Project complies with this standard.

*1. Incentive Density*

The Project will provide substantial public benefits and address the Incentive Density Guidelines for the CR Zone. The Applicant is seeking incentive density above the Standard Method of Development. The Standard Method of Development allows for the greater of 0.5 FAR, or 10,000 square feet of gross floor area. The proposed development will have up to 53,912.5 square feet of optional method density, to achieve a total of up to 85,000 square feet of development. As such, the Project will achieve at least 100 public benefit points from four categories. The final public benefit points will be determined at Site Plan, but at this time, it is anticipated that the Project will provide the following public benefits:

<b>Public Benefit</b>	<b>Total Points Possible</b>	<b>Total Points Achieved</b>
<b>Connectivity and Mobility</b>		
Minimum Parking	20	7.87
Streetscape	20	13.20
<b>Diversity of Uses and Activities</b>		
Enhanced Accessibility for the Disabled	20	8.57
<b>Quality Building and Site Design</b>		
Architectural Elevations	30	30



<b>Public Benefit</b>	<b>Total Points Possible</b>	<b>Total Points Achieved</b>
Exceptional Design	30	30
Structured Parking	20	20
<b>Protection and Enhancement of the Natural Environment</b>		
BLT's	30	1.59
Recycling Facility Plan	10	10
Vegetated Wall	10	7.5
<b>TOTAL POINTS</b>		128.73
<b>TOTAL NUMBER OF CATEGORIES</b>		<b>4</b>

- (a) Minimum Parking – The Project’s parking requirement ranges from a minimum of 56 to a maximum of 89 spaces and the Project is providing 63 new parking spaces.
- (b) Streetscape – The Project is providing a total of 2,280 square feet of off-site sidewalks, along Nottingham Drive and Chevy Chase Drive.
- (c) Enhanced Accessibility for the Disabled – The building will include two units constructed to the ANSI A117.1 Residential Type A standards, to accommodate disabled residents.
- (d) Architectural Elevations

The project seeks 30 points for architectural elevations, justified as follows:

The proposed façade is designed to provide an attractive, sophisticated and proportionate building elevation that is complimentary with the building use and context.

The proposed elevation will create interest by providing high quality design, with durable materials. The building’s main elevation creates a defined street edge by providing a tall and predominant ground floor. The ground floor provides a generous amount of transparency to add interest to the pedestrian environment.

The building frontage is limited. The vehicle access to the parking garage located in the northwest corner will be recessed from the face of the building to minimize its importance. The front door entrance in the northeast corner will be promoted with a metal canopy enhanced with plantings to announce the building’s entrance. Direct access to the ground floor units along Nottingham Drive promotes the southern façade of the building, while the loading area is slightly recessed from the remaining façade.

(e) Exceptional Design

The exceptional design of the proposed building warrants 30 public benefit points, based on the following:

- **Designing Compact:** The Project will provide up to 70 condominium units in a well designed, modestly-sized buildings located on less than one-half acre within the Bethesda Downtown Area. The new building will relate to Chevy Chase Drive in a manner unlike the older, existing buildings on the street.
- **Enhancing the Public Realm:** The building will enhance the public realm along both the northern and southern street frontages. The orientation of the building to both streets will create a more engaging experience to pedestrians. In addition, the through-block connection provides a desired public access way from Chevy Chase Drive south to Nottingham Drive.
- **Innovative Solutions in Response to the Immediate Context:** Due to the Property's narrow dimensions and relatively small size, the proposed design footprint and frontage is compact and responds to the immediate context with its setbacks along both the north and south frontages. The tiered step backs along Nottingham Dr. minimize the mass of the building and ensure compatibility with the confronting single-family residences. Special attention has been given to the design of the building's southern façade to increase its compatibility with the existing residences along Nottingham Drive. The inclusion of two entrances into the 35 foot high elevation of the first tier of the building will provide a comparable scale to the residences along the south side of Nottingham Drive. The eastern side yard, resulting in part from the location of the utility easement, will be heavily landscaped and the ground floor units in this area will have direct access to the eastern side yard and will be enhanced with private patios.

The Applicant will incorporate varied design elements such as colors, texture and materials into the western façade to mitigate the visual impact of the building on the neighboring site. To further minimize visual impact, the loading area will be fully enclosed within the building and thus will be screened from both the adjacent condominium owners' view and pedestrian view.

In response to the immediate context and available views, the building design proposes a roof top amenity space and terraces that will enjoy views of the heart of Downtown Bethesda, facing north, and the nearby golf club, facing east.

- **Materials and forms:** The design of the building includes high quality materials that are durable, unobtrusive and recognizable by the community to complement the residential uses within the Bethesda Downtown Area neighborhood. These high-quality materials are light colored brick, architectural stone, dark metal panel, large format windows and glass or ornamental metal railings. Although recognizable materials are being proposed, the simplicity of the color palette, contrasted with the material colors and textures, and their detailed application, such

as cornices, plane recesses, banding and edges, results in a unique and elegant composition of the façade design that includes a visual rhythm and sophisticated look. In addition to this, a green wall or a green element that will be integrated with a metal canopy, is being proposed at the entrance of the building. The intent is that the vegetation and canopy will be applied in an original manner to create a gateway and a signature design to the entrance and to anchor the corner of the building.

In terms of forms, the stepped and cascading massing of the building provides significant shape variation and articulation as well as opportunities for individual private terraces along Nottingham Drive. Along Chevy Chase Drive the building proposes a step back at the third floor which is consistent with the Design Guidelines recommendations and reinforces a base and top design approach. The ground floor of the building facing Chevy Chase Drive provides a variety of plane changes and is highly transparent which adds interest, depth and enhances the pedestrian experience. Varying changes in plane will also be provided in other portions of the building as a strategy to break the mass and provide a better human scale. These varying planes, forms and articulation techniques will result in a building where each floor plate is unique which will add to the building's form and promote uniqueness.

- **Creating sense of place:** The building appropriately replaces a single-family house within the Bethesda Downtown Area with a sophisticated, attractive condominium building that visually serves as a gateway to this southern end of Bethesda. The building will be visible from Bradley Boulevard and with its orientation to the street and improved streetscape will welcome visitors and pedestrians to this area of Bethesda.
- **Low impact development:** The project converts a single-family structure devoted to office use to 70 residences that will utilize the existing infrastructure of the Bethesda Downtown Area. The development will include stormwater management by utilizing a green roof to minimize the impact of development. In addition, the Applicant will work with an energy efficiency consultant to ensure the Project's compliance with the Green Construction Code.
  - (f) Structured Parking – All of the parking will be provided in a below grade, two-level structured parking facility.
  - (g) BLTs – In accordance with the Zoning Ordinance, the Project involves 74,637.5 square feet of incentive density. Based on the following formula, the Applicant must purchase .117 BLTs:  $[(74,637.5 \times 7.5\% = 5,597.81)/31,500 = .177]$ . The total public benefit points is 1.59, based on the following:  $[9 \times .177 = 1.59]$ .
  - (h) Recycling Facility Plan – In addition to the required recycling measures, the Applicant plans to work with the Department of Environmental Protection to provide additional recycling measures.

- (i) Vegetated Roof – The building proposes an intensive green roof with a depth of eight inches that will cover 35 percent of the roof.
- (j) Vegetated Wall – The Applicant is proposing a vegetated wall at the entrance to the building. As detailed on the landscaping plans (sheet L.04) the vegetated entrance feature will be a hydroponic panel living wall system, that is wall mounted, which will receive water and nutrients from within the vertical support system, as opposed to the ground. As detailed on the landscape plans, this system has a number of advantages over systems that are ground rooted, most importantly, increased viability.

2. *Development Standards*

Section 4.5.4 of the Zoning Ordinance sets forth the development standards for the optional method of development within the CR Zone. A development table is included with the Sketch Plan, on sheet SK-1 which compares these development standards with the Project.

**VII. Findings Required for Sketch Plan Approval**

The purpose of this portion of the Statement is to provide justification that the Sketch Plan satisfies the requirements of Section 7.3.3.E, which govern the approval of a Sketch Plan application. As set forth below, the Sketch Plan satisfies each of these requirements:

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

As discussed in this Statement, this Application satisfies the objectives, general requirements and standards of the CR Zone.

- 2. *The Sketch Plan substantially conforms with the recommendations of the applicable master plan.*

The Project's conformance with the goals and objectives of the Sector Plan is discussed in Section IV above.

- 3. *The Sketch Plan satisfies any development plan or schematic development plan in effect on October 29, 2014.*

Not applicable.

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

The Project adheres to the height and density recommendations contained in the Sector Plan and the Zoning Ordinance, including the height compatibility standards. The buildings southern façade rises to only 35 feet before stepping back at a one to one relationship to the maximum height of 70 feet. The inclusion of the residential entrances along the 35 foot high southern façade presents a scale compatible with the single family residences across Nottingham

Drive. In addition, the southern frontage of the building will be heavily landscaped. Along the western façade adjacent to the five-story condominium building, the Applicant proposes a combination of material, texture and color variations along that portion of the façade that is located on the Property line to add visual interest. The southern portion of the western façade steps back approximately 10 feet from the Property line and a high quality decorative fence will be located on the Property line with landscaping to the west to ensure compatibility with the adjoining property.

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

The Project will improve the pedestrian circulation within Downtown Bethesda by providing streetscape improvements along the Property's Chevy Chase Drive frontage and extending the sidewalk east to Bradley Boulevard. In order that vehicular uses do not monopolize the relatively narrow frontage of the Property along Chevy Chase Drive, the loading (the lesser intensive vehicular use) is located along the Nottingham Drive frontage adjacent to the trash pick-up area for the 4720 Chevy Chase Condominiums. In an effort to further promote a pedestrian environment, the proposed sidewalk along the Property's frontage on Nottingham Drive will be extended west to Norwood Park and east to connect to the existing sidewalk on the Fire Department's property. In addition, the Nottingham Drive right-of-way west of the Property will be improved with the extension of curb and gutter and the widening of the pavement section.

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

The public benefits are sufficient to justify the requested density. The public benefits and incentive density are discussed in Section VI. B. above.

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.*

The Project will be developed in one phase.

### **VIII. Findings Required for Preliminary Plan**

This portion of the statement provides justification that the Preliminary Plan satisfies the applicable provisions of Section 50, et seq., of the Montgomery County Code (the "Subdivision Regulations"). Section 50-4.2.D establishes the findings required for approval of a Preliminary Plan application. As set forth below, the Preliminary Plan satisfies each of these requirements:

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

The Preliminary Plan Amendment indicates that the size, width, shape and orientation of the proposed lots will be appropriate for the location of the proposed subdivision.

2. *The Preliminary Plan substantially conforms to the Sector Plan;*

The Project's conformance with the Sector Plan is addressed in Section IV above.

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

The public facilities will be more than adequate to accommodate the proposed development. The location of the Project in close proximity to the Bethesda Metro Station and several bus lines along Wisconsin Avenue and Bradley Boulevard. The Applicant is submitting a traffic statement prepared by Lenhart Traffic Consulting, Inc. that addresses the Project's projected traffic impacts. The Project will generate a maximum of 23 net new AM peak hour trips and 31 net new PM peak hour trips.

The current FY 2017 Subdivision Staging Policy Schools Test adopted by the Planning Board on June 23, 2016, indicates that there is currently adequate capacity in the Bethesda- Chevy Chase cluster at all levels (elementary, middle and high school). No schools facilities payment is required.

The Property is already served by existing water and sewer. The Property is located within water and sewer categories W-1 and S-1. Water and sewer needs are expected to be met by the Washington Suburban Sanitary Commission ("WSSC") through connections to the existing water and sewer lines. WSSC has evaluated the water and sewer capacity through a Hydraulic Planning Analysis and found it to be acceptable.

Electric, gas and telecommunications services will also be available. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently operating in accordance with the Annual Growth Policy and will continue to be sufficient following construction of the Project.

The Project, based on the provision of up to 70 units, will generate two high school students, two middle school students and three elementary school students, according to the FY2020 Annual School Test.

4. *All Forest Conservation Law, Chapter 22A requirements are satisfied;*

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code (the "Forest Conservation Law"). A simplified NRI/ FSD was prepared and is being submitted concurrently with this Statement to M-NCPPC for review. The NRI/FSD demonstrates that there is no forest on-site; however, there are four significant trees that will be removed by the Project, one located on the Property and three located on the adjacent Fire Department site. The Applicant will prepare a tree save plan that will depict the required conservation measures and how they will be achieved.

The Property contains no floodplain, protected soils, endangered species, or other natural features that would impact development.

5. *All Stormwater Management, water quality plan, and floodplain requirements of Chapter 19 are satisfied; and*

The Project will result in significant improvements to the treatment of stormwater management, as there are no known stormwater management facilities located on the Property. As discussed in Section V, these measures will include an eight-inch green roof and modular wetland planters. The Project will comply with the requirements of Chapter 19 of the Montgomery County Code. Applicable requirements under Chapter 19 are addressed in a Concept Stormwater Management Plan being submitted contemporaneously for review by the Montgomery County Department of Permitting Services ("DPS").

As illustrated on the Concept Stormwater Management Plan, the Project will meet the required Environmental Site Design ("ESD") goals via the use of a green roof. Per Montgomery County regulations, stormwater runoff will be treated by these practices to the maximum extent practicable. Further, as previously discussed in Section V, the Project will also meet the recommended 35 percent green cover by providing an intensive green roof over 35 percent of the building and providing tree canopy.

The Property is not in a Special Protection Area, so no separate water quality monitoring plan is required. A Sediment and Erosion Control Plan will be submitted to DPS for approval prior to commencement of construction.

Finally, the building will be constructed to satisfy all residential interior noise requirements to ensure resident satisfaction. In addition, no issues with respect to exterior noise are anticipated given the height of the outdoor amenity rooftop and its location along the northern end of the building.

**IX. Community Outreach**

The Applicant hosted its pre-submission virtual outreach meeting on the evening of June 18, 2020. Notice was properly given for the pre-submission community meeting in accordance with the standards set forth in the Development Review Procedures Manual as modified by the Planning Department to accommodate virtual meetings. The sign-in sheet and meeting minutes are submitted concurrently as part of this Application. The Applicant also held a virtual meeting with the residents along Nottingham Drive on June 2, 2020 and a virtual meeting with the residents of the 4720 Chevy Chase Drive Condominium on July 1, 2020.

**X. Conclusion**

As demonstrated by this Statement, the Application complies with all applicable requirements of the Zoning Ordinance and Subdivision Regulations that govern Optional Method of Development under the CR Zone. Furthermore, the Project substantially complies with the recommendations of the Sector Plan, as discussed above. With in-fill development, the Project transforms an under-utilized Property within the Downtown Area into a high-quality, context-

sensitive residential building, providing new additional home-ownership opportunities in this area of downtown Bethesda. For all of those reasons, the Application should be approved.