Montgomery County Planning Board
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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DATE MAILED:

October 27, 2026

MCPB No. 26-105
Expedited Approval Plan No. E20260080
6001 Montrose Road
Date of Hearing: October 15, 2026

RESOLUTION

WHEREAS, under Section 59-7.3.5 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review expedited approval plan applications; and

WHEREAS, on July 22, 2026, A&A Montrose Road LLC ("Applicant") filed an application for approval of an expedited approval plan for a 257,794 square foot residential project to include up to 23 townhouse units and up to 83 multi-family units, for a total of up to 106 units with a minimum of 15% MPDUs on 3.38 acres of CRT-3.0, C-3.0, R-2.5, H-120 zoned-land, located at 6001 Montrose Road ("Subject Property"), in the Orange Policy Area and 2018 White Flint 2 Sector Plan ("Sector Plan") area; and

WHEREAS, the expedited approval plan application for the Subject Property was designated Expedited Approval Plan No. E20260080, 6001 Montrose Road ("Expedited Approval Plan" or "Application"); and

WHEREAS, the Application was submitted for concurrent review and approval with Forest Conservation Plan No. F20260900, and Administrative Subdivision Plan No. 620260200; 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 October 5, 2026, providing its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on October 15, 2026, 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 Pedoeem, with a vote of 4-0; Chair Harris, and Commissioners Hedrick, Linden, and Pedoeem voting in favor. Commissioner Bartley was necessarily absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Expedited Approval Plan No. E20260080 for a 257,794 square foot residential project to include up to 23 townhouse units and up to 83 multi-family units, for a total of up to 106 units with 15% MPDUs on the Subject Property, subject to the following conditions:[1]

Density, Height & Housing

1. Density

The Expedited Approval Plan is limited a maximum density of up to 257,794 square feet for up to 83 multi-family dwelling units in two buildings and 23 townhouse units, with a minimum of 15% MPDUs.

2. Height

The development is limited to a maximum height as shown on the Certified Expedited Approval Plan, as measured from the building height measuring point illustrated on the Certified Expedited Approval Plan.

3. Open Space, Facilities, and Amenities

a) Before release of the surety bond, the Applicant must construct the streetscape improvements, along the property's frontage on Montrose Road, consistent with the 2019 Parking Lots to Places: Urban Design Guidelines for Rock Spring & White Flint 2 Sector Plans Streetscape Standards.
b) The Applicant must provide 7,799 square feet of public open space (6%).
c) The Applicant must provide 2,600 square feet of common open space (2%).
d) Before the issuance of the final use and occupancy certificate for condo building #2 all common open spaces must be completed.
e) Before the issuance of the final use and occupancy certificate for condo building #1 and condo building #2 all public open spaces must be completed associated with each building, including the 8' landscape buffer between the sidewalk and the street.

4. Public Benefits

The Applicant elected to use the prior Public Benefits system pursuant to Section 59-4.7.1.D.2, which are found in Section 59-8.4 of the Zoning Ordinance. The Applicant must provide a minimum of 50 Public Benefit Points and three Benefit Categories by implementing the following public benefits categories and subcategories and meet the applicable criteria and requirements of the Zoning Ordinance and the 2017 Commercial/Residential and Employment Zones: Incentive Density Implementation Guidelines for each one.

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

a) Transit Proximity – The Project is located within one-mile of the entrance to the North Bethesda Metro Station, a Level 1 Transit Facility.
b) Diversity of Uses and Activities
    i. Moderately Priced Dwelling Units (MPDUs)
        a. The development must provide 15 percent MPDUs, or MCDHCA-approved equivalent, consistent with the requirements of Chapter 25A and the applicable Master Plan.
        b. Before issuance of any building permit for any residential unit, the MPDU agreement to build between the Applicant and the MCDHCA must be executed.
        c. The Planning Board has reviewed and accepts the recommendations of MCDHCA in its letter dated September 18, 2026, and incorporates them as conditions of the Expedited Approval Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDHCA provided that the amendments do not conflict with other conditions of the Expedited Approval Plan approval.
c) Quality Building and Site Design
    i. Architectural Elevations –Final schematic elevation design must be shown on the Certified Expedited Approval Plan. The exterior architectural elements must be substantially similar to architectural elevations as shown on the Certified Expedited Approval Plan and as determined by M-NCPPC Staff.
    ii. Public Open Space – The Applicant must provide a minimum of 10,399 square feet of open space (8% of net lot area) on-site.
    iii. Structured Parking – The Applicant must provide a minimum of 105 parking spaces within an above-grade structure.

5. Common Open Space Covenant

The record plat must reference the Common Open Space Covenant recorded at Book 28045 Page 578 (Covenant).

Environment

6. Stormwater Management

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Service ("MCDPS") Water Resources Section in its stormwater management concept letter dated September 21, 2026, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Expedited Approval Plan approval. The MCDPS Water

Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

Transportation & Circulation/Adequate Public Facilities (APF)

7. Transportation
    a) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section ("MCDPS-ROW") in its memo dated September 15, 2026, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in their memo, which MCDPS-ROW may amend if the amendments do not conflict with other conditions of Expedited Approval Plan approval.

8. Pedestrian & Bicycle Circulation
    a) The Applicant must provide 40 long-term and 2 short-term bicycle parking spaces.
    b) The long-term spaces must be in a secured, well-lit bicycle room(s) on the ground floor, and the short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Expedited Approval Plan.
    c) The Applicant must provide one bicycle repair station.
    d) Before the release of the right-of-way bond, the Applicant must construct the following facilities, the exact location, design and construction of which must comply with requirements of the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations.
        i. Montrose Road: an eleven-foot-wide (11 ft) sidepath with an eight-foot-wide (8 ft) street buffer from traffic as reflected on the Certified Expedited Approval Plan.
        ii. Montrose Road: A variable width median and removal of the turning lane as reflected on the Certified Expedited Approval Plan.

9. Fire and Rescue
    a) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Fire Department Access and Water Supply Section in its letter dated September 17, 2026, 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 Expedited Approval Plan approval.

b) Before approval to release any portion of the site plan/expedited plan performance bond, the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the fire access improvements have been constructed and installed per the recommendations from the Fire Department Access and Water Supply Section, and as shown in the approved MCDPS fire access plan, or as amended.

Expedited Approval Plan

10. Private Roads

a) Before issuance of the first building permit, the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the Private Road has been designed and the applicable building permits will provide for construction in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may be modified on this Expedited Approval Plan or accompanying Administrative Subdivision Plan, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.
b) Before approval to release any portion of the site plan/expedited approval plan performance bond, the Applicant must deliver to the Planning Department and MCDPS inspector certification by a professional engineer licensed in the State of Maryland that the Private Road has been constructed in accordance with the paving detail and cross-section specifications required by the Chapter 49, COMCOR and design standards, as may be modified on the Expedited Approval Plan or Administrative Subdivision Plan, including in-place density testing of the roadway soil sub-grade, aggregate base, and asphalt, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshall.

11. Site Design
    a) The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the approved Expedited Approval Plan, as determined by M-NCPPC Staff.
    b) The exterior architectural character, proportion, materials, and articulation of the MPDUs must be substantially similar to the exterior architectural character, proportion, materials, and articulation of the market-rate units.

12. Lighting
    a) Before certification of the Expedited Approval Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Expedited Approval Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
    b) Any lighting changes as a result of utility company or contractor installation will require a new lighting certification from a qualified professional that the design conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations.
    c) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
    d) Deflectors will be installed on proposed fixtures to prevent excess illumination and glare.
    e) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by street lights within the right-of-way.
    f) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Expedited Approval Plan.
    g) On the rooftop of the building, the light pole height must not exceed the height illustrated on the Certified Expedited Approval Plan.

13. Surety and Maintenance Agreement

Before issuance of any building permit, sediment control permit, or Use and Occupancy Certificate (excluding core and shell), whichever comes first, the Applicant must enter into a Surety and Maintenance Agreement with the Planning Board in a form approved by M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59-7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
b) The cost estimate must include applicable elements only for facilities located on the Property (not in the public r.o.w.), including, but not limited to plant material, on-site lighting, site furniture, retaining walls, fences, railings, private roads and sidewalks, private utilities, paths and associated improvements of development, including sidewalks, bikeways, storm drainage facilities, street trees and street lights. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
c) The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

14. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved before the approval of the Certified Expedited Approval Plan.

15. Validity

Per Section 59- 7.3.5.H of the Zoning Ordinance, the Applicant must have a building permit application accepted by MCDPS that includes the core and shell of the principal building within two years of the date of the Planning Board Resolution approving the Expedited Approval Plan. Within two years of MCDPS accepting the building permit application, the Applicant must obtain the building permit. The deadlines may be extended, with Planning Board approval, by up to 18 months. If the Applicant fails to comply with any of the deadlines in this condition, the entire Expedited Approval Plan approval is revoked but may be reinstated by the Planning Board as allowed under Section 59-7.3.5.H.6.

16. Certified Expedited Approval Plan

Before approval of the Certified Expedited Approval Plan the following revisions must be made and/or information provided subject to Staff review and approval:

a) Include the stormwater management concept approval letter, development program, and Expedited Approval Plan resolution (and other applicable resolutions) on the approval or cover sheet(s).
b) Add the following notes:
    i. “M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading.”
    ii. “Minor modifications to the limits of disturbance shown on the Expedited Approval Plan within the public right-of-way for utility

connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services."

iii. "The Applicant must schedule a preconstruction meeting (pre-con), preferably on-site, with staff from the Department of Permitting Services (DPS) responsible for Certified Expedited Approval Plan conformance and compliance, upon approval of the Certified Expedited Approval Plan. The pre-con must occur before any site development work commencement and before any work that is covered by the surety and maintenance agreement. The Applicant, along with their representatives, must attend the pre-con with DPS Staff. A copy of the approved Certified Expedited Approval Plan along with any subsequent amendments is required to be on-site at all times during construction."

iv. "Specified site furniture, materials, plants, and other site plan elements may be substituted with equivalent alternatives (of same or better quality), through coordination with planning department staff, without requiring an expedited approval plan amendment if the changes do not alter conditions of approval or required findings."

c) Include approved Fire Department Access Plan.
d) Include 8' landscape buffer planting list and layout.
e) Modify data table to reflect development standards approved by the Planning Board.
f) Ensure consistency of all details and layout between Site and Landscape plans.
g) Show all private road sections/profiles including curb & gutter, apron, and handicap ramp details.
h) Show setbacks for all buildings on the Expedited Approval Plan.
i) Explore soil restoration techniques in areas of proposed tree planting and landscape areas.

BE IT FURTHER RESOLVED that all site development elements shown on the latest electronic version of Expedited Approval Plan No. E20260080, submitted via ePlans to the 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 having considered the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

1. *The development satisfies any previous approval that applies to the site, unless exempt under the applicable use section or amended.*

   The previously approved Preliminary Plan No. 119850300 is superseded by the current Approvals, and the Project will comply with the accompanying Administrative Subdivision Plan No. 620260200 and Forest Conservation Plan No. F20260900.

2. *The development satisfies the applicable use and development standards and general requirements of this Chapter.*

   a) Use Standards

   The Project proposes a Commercial to Residential Reconstruction use, which is permitted in the CRT Zone per Section 59-3.1.6. of the Zoning Ordinance. Section 59-3.3.2.B.1 defines a Commercial to Residential Reconstruction use as "a vacant building that is at least 2 stories high and is converted to or demolished and rebuilt as a residential building that qualifies as Townhouse Living under Section 3.3.1.D. or Multi-Unit Living under Section 3.3.1.E." Additionally, the section states that in Commercial/Residential zones, "vacancy is defined as a building that has no tenants in at least 50% of the building at the time of application and qualifies as an Office use under Section 3.5.8.B., …".

   The Subject Property is currently improved with a ten-story office building and associated four-story structured parking garage. At the time of the filing of the Application, the office building was 100% vacant, thus satisfying the vacancy standard as certified via an affidavit by the Owner as well as utility disconnect letters (Attachment G to the Staff Report). The Applicant proposes to raze the existing office building and garage and construct two new residential multi-family high rise buildings and 23 townhouse units. As the subject Property is in the Orange Policy Area, Commercial to Residential Reconstruction must be in a Townhouse building type or in an Apartment Building type per Section 59-3.3.2.B.3.c, therefore the proposed building types meet the requirements. While Section 59-3.3.2.B.3.d allows for up to 30% of the gross floor area to be commercial uses on the Subject Property, the Project does not propose any commercial uses.

b) Development Standards

Table 1 - 6001 Montrose Road Data Table for CRT Zone, Optional Method, Section 59.4.5.4.B.

Development Standard	Permitted/ Required	Proposed
Tract Area	-	147,311 sf/3.38 ac
Prior Dedication	-	16,983 sf
Proposed Dedication	-	337 sf
Site Area	-	129,991 sf/2.98 ac
Mapped Density **CRT-3.0, C-3.0, R-2.5, H-120**	3.0 FAR/ 441,932 sf	-
Residential (GFA/ FAR/DU) **Townhouse** **Multi-family** **Total**	2.5 FAR/ 368,277 sf	0.44 FAR/ 64,335 sf /23 DU 1.31 FAR/ 193,459 sf/ 83 DU 1.75 FAR/ 257,794 sf / 106 DU
MPDUs	15% / 16 MPDUs	15% / 16 MPDUs
Commercial (GFA/FAR)	3.0 FAR/ 441,932 sf	0 sf / 0 FAR
Building Height (max.) **Townhouse** **Multi-family**	120 feet	50 ft 80 ft
Principal Building setbacks (min.)	Set with EAP	Set with EAP
Open Space (min. sf) Public Open Space (Multi-family) Common Open Space (Townhouse)	5% (6,500 sf)	8% (10,399 sf) 6% (7,799 sf) 2% (2,600 sf)
Vehicle Parking Multi-Unit Living 1 Bedroom DU Multi-Unit Living 1 Bedroom DU - MPDU Multi-Unit Living 2 Bedroom DU Multi-Unit Living 3 Bedroom DU Household Living Townhouse Living Multi-family Parking Summary Townhouse Parking Summary Surface Parking	Min. 99 / max. 170 1 – 1.25 per unit / 10 - 13 0.5 – 1.3 per unit / 1 – 2.5 1 – 1.50 per unit 1 – 2.0 per unit 1 – 2.0 per unit	170 105 46 19
Bicycle Parking Long-Term Short-Term	0.5/unit (100 max.) / 42	42 40 long-term 2 short-term

c) Optional Method Public Benefits

In accordance with the Zoning Ordinance, Section 59-4.7.1.D and the 2017 *Commercial/Residential Zones and Employment Zones Incentive Density Implementation Guidelines*, the Expedited Approval Plan proposes 51 public benefit points in three (3) categories to satisfy the requirements, as detailed below. Pursuant to Section 59-4.7.1.D.2., the Applicant elected to process the Plan under the prior public benefit point requirements of Division 8.4. of the Zoning Ordinance. Public Benefits under Division 8.4 must be provided according to the zone and tract size, or maximum total mapped FAR, whichever requires more public benefit points. The Project is in the CRT Zone, has a tract area larger than 10,000 square feet, and is mapped for more than 1.5 FAR. Based on this, a minimum of 50 Public Benefit Points across a minimum of three (3) categories is required.

Table 2 - Public Benefit Calculations- Division 59-8.4

Public Benefit	**Maximum Points Allowed**	**Proposed**
Transit Proximity	-	10
Diversity of Uses and Activities		
Moderately Price Dwelling Units	-	30
Quality Building and Site Design		
Architectural Elevations	20	5
Public Open Space	20	2.25
Structured Parking	20	6.17
Total Points	**50 (required)**	**53.42**

Transit Proximity
The entire Project is located within one mile of the White Flint Metro Station, a Level 1 Transit Facility. Therefore, the Project is approved for 10 points for Transit Proximity per Section 8.4.3.B.

Diversity of Uses and activities

Moderately Priced Dwelling Units
The Project proposes a minimum of 15% MPDU (16 units) out of a total of 106 multi-family and townhouse units. The minimum required for MPDUs in High Income Planning Areas is 15% MPDUs; however, Section 59-8.4.1.B allows public benefit points to still be granted for providing more than 12.5% MPDUs. Per the Zoning Ordinance, 12 points are granted for every 1% of MPDUs greater than 12.5% and any fraction of increase in MPDUs allows an equal fraction of 12 points. That difference is 2.5%, therefore, the Project is approved for 30 public benefit points from this category (2.5% x 12 = 30 points).

Quality Building and Site Design

Architectural Elevations
Per the 2017 *Commercial/Residential and Employment Zones: Incentive Density Implementation Guidelines*, points are appropriate for development that provides and is bound by architectural elevations as part of the certified site plan. The Applicant agrees to be bound by the following design parameters:

- Each multi-family building will have balconies on at least 90% of all units.
- The maximum distance between building entrances along Montrose Road will not
- exceed 100 feet.
- All building entrances along Montrose Road are enhanced by incorporating awnings or architectural accent materials.

The multi-family buildings have been oriented to frame and define the Montrose Road frontage, with the townhouses located at the rear of the Property to provide a transitional scale to abutting residential development. The Applicant worked with Staff on the orientation and design of the multi-family buildings to activate the streetscape and open spaces. The multi-family buildings will feature balconies or terraces on all four sides to increase building porosity and activation with the Montrose Road streetscape and internal Central Green. The multi-family building ground floors have also been designed with active uses and pedestrian-oriented facades employing human-scale designs. The bike room for each building has been strategically located along Montrose Road, placing the ground floor's active uses along the development's main street frontage. The 36-unit multi-family building is oriented so that both the building's primary and secondary lobby front Montrose Road. The entrances are highlighted with accent materials and awnings to break up the ground level façade and create interest in the street level pedestrian environment.

Therefore, the Board approves 5 public benefit points within this category.

Public Open Space
The Project will provide a minimum of 8% public open space, and the minimum required public open space is 5%. The proposal exceeds this minimum by approximately 3% or 2,925 square feet. The public benefit points are calculated as follows:

(Public Open Space/Net Lot Area) *100 = (2,925/129,991) *100 = 2.25 points.

The Board approves 2.25 public benefit points within this category.

Structured Parking
The Project will include above-grade structured parking, with approximately 105 above-grade parking spaces in parking garages that serve the multi-family units. The project is providing a total of 170 spaces. The public benefit points are calculated as follows:

[(105/170)*10] + [(0/170)*20] = 6.17 points

The Board approves 6.17 public benefit points from this category.

d) General Development Standards

i. Division 6.1 Site Access

To address circulation and queuing concerns, the Applicant submitted an operations analysis evaluating site access and vehicle movements. Based on the analysis, the project proposes a 10-foot median along Montrose Road to restrict certain turning movements at the site access point and support the one-way circulation pattern of the private street network. These improvements are intended to enhance operational efficiency, reduce potential vehicle conflicts, and improve overall site circulation.

Access is provided on Montrose Road and is limited to a right in/right out one-way configuration within Chase Crossing Circle, a private road, and a full access road on the west side of the site. A private alley encircling the site serves as a primary access road for the townhouse community.

ii. Division 6.2 Parking, Queuing and Loading

The Project proposes 170 parking spaces, including 46 spaces serving the townhouse units, 105 spaces within two structured parking garages serving the multi-family buildings, and 19 surface parking spaces located throughout the site and along Chase Crossing Circle. The Project also provides 42 bicycle parking spaces, consisting of 2 short-term U-rack spaces and 40 long-term spaces located within two secure, key fob-accessible bicycle rooms in the multi-family buildings. The bicycle repair station will be located within the 47-unit multi-family building ("Condo Building #1") and will be accessible to residents through key fob entry.

iii. Division 6.3 Open Space and Recreation

The Project is required to provide 5% open space under the requirements of Section 59-4.5.4.B.1.a because the Property has

frontage on one right-of-way (Montrose Road) and the Tract Area is between 3.01 and 6.00 acres (3.38 acres). The EAP for Commercial to Residential Reconstruction use proposes exceeding the 5% requirement by providing 8% (10,399 square feet) of open space. Within the townhouse section there is 2,600 square feet of Common Open Space which meets the requirements under 59-6.3.5 by providing the central green, which connects to the public sidewalk along Montrose Road, space for pedestrian circulation, landscaping, and seating, and being located in a contiguous open space that abuts other sidewalks and pedestrian routes. Elsewhere on the Site is 7,799 square feet of Public Open Space along the sidewalks that provide pedestrian circulation routes throughout the Project, located in space that abut other public open space, sidewalks, and pedestrian routes. The open space is provided via Montrose Road streetscape, an urban plaza, and a central community park. The park supports both active and passive recreation featuring flexible lawn space, recreational amenities, landscape features, and a variety of seating opportunities. The Project meets the requirements of Section 59-6.3.6. for public open space and is safe, adequate, and efficient.

iv. Division 6.4 General Landscaping and Outdoor lighting

Landscaping and lighting, as well as other site amenities, will be provided to ensure that the Project is safe, adequate, and efficient for residents and visitors to the Project. The public open space and private amenity areas will incorporate landscaping and lighting to provide a high-quality outdoor environment.

All proposed trees and plant materials meet the minimum required caliper and height at the time of planting, and some of the site landscaping elements contribute to stormwater management measures (where approved by MCDPS).

The Expedited Approval Plan requires outdoor lighting on private property, along the public rights-of-way, and within surface parking areas via pole-mounting fixtures.

v. Division 6.5 Screening
This finding is not applicable as this Application is an Optional Method project and Division 6.5 pertains only to Standard Method projects.

3. *The development satisfies the applicable requirements of:*

    a. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

    DPS approved a Combined Stormwater Management Concept/ Site Development Stormwater Management Plan on September 21, 2026. The plan proposes to meet required stormwater management goals via Environmental Site Design (ESD) through the use of Micro-Bioretention, and structurally via proprietary structural Storm Filter with vault and through piped conveyance to the B'Nai Isreal Regional Pond.

    b. Chapter 22A, Forest Conservation

    The Application satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and is in compliance with the Montgomery County Planning Department's Environmental Guidelines as further discussed in the findings for Forest Conservation Plan F20260900, which are included in a separately approved resolution and are incorporated herein.

4. *The development provides safe, well-integrated parking, circulation patterns, building massing, and site amenities.*

    The Application provides safe and well-integrated parking and circulation patterns. Streetscape improvements will be provided along all street frontages, with two vehicular access points provided on Montrose Road, one directly from Montrose Road and one from Chase Crossing Circle. Vehicular access to townhouse units is provided via a private alley. Access and loading for the multi-family buildings will be consolidated with one curb cut for each building.

    The overall massing of the buildings is responsive and complementary to the context of the neighborhood. The size and scale of the buildings are similar to the nearby The Morgan Apartment Homes to the north and the Northpark at Montrose townhouses to the south.

    Additionally, the Project provides 10,399 square feet of open space which includes common open space for the townhouse units and public open space for the multi-family units. The open space is allocated along the project frontages as well as the center of the site and connects the site with the greater area.

5. *The development substantially conforms with the intent of the applicable master plan, existing and approved or pending adjacent development, the requirements*

of this Chapter, and any guidelines approved by the Planning Board that implement the applicable plan.

The Project is located within the area identified in the Sector Plan as the Rockville Pike - Montrose North District and substantially conforms with the recommendations of the Sector Plan and Design Guidelines. The Project is compatible and complementary with the types of existing, approved, or pending development to the north, east, and south that also include multi-family buildings and townhouse units.

The Project substantially conforms with the intent of the applicable Sector Plan, as further discussed below:

a) Land Use

The Application substantially conforms to the recommendations for the Subject Property included in the 2018 *White Flint 2 Sector Plan* ("Sector Plan"). Generally, the Sector Plan intends to:

- Concentrate additional density in areas with potential to create mixed-use activity centers in support of ongoing County efforts to transform these areas;
- Highlight properties that will improve connections between districts, if redeveloped;
- Promote compatibility among new development, adjacent high-density development, and existing low-density residential communities; and
- Identify properties that could develop as unique mixed-use neighborhood centers to serve established residential communities.

The Sector Plan is organized into four districts, and the Subject Property is located within the Rockville Pike – Montrose North District. These districts are further divided into smaller areas to provide more specific recommendations. The Sector Plan identified the Subject Property within Area 4: Hebrew Home, and notes that limited infill and redevelopment of some properties may occur in this area. This area is further divided into two subareas along with specific recommendations.

The following are the key recommendations from the Sector Plan that are addressed with the Applications (P. 20-21):

Urban Design

- *Promote walkability with new streets and enhanced streetscapes to define the public realm. (p. 20)*

The Project promotes urban design recommendations by providing streetscape improvements along Montrose Road, in addition to the internal circulation network. The Montrose Road streetscape improvements within the public right-of-way include a shared-use path and a continuous canopy of street trees that enhance pedestrian connectivity and link the Property to the surrounding neighborhood. Additionally, the Project proposes to provide seating areas and ornamental trees adjacent to the buildings to help define the building entrances while creating welcoming spaces for residents and passersby alike. These streetscape improvements, combined with the building architecture and landscape design, will promote walkability and integrate the on-site open spaces with a vibrant public realm.

- *Promote variety in new building height and massing to maximize access to natural light and air for building occupants, surrounding communities, and public open spaces. (p. 20)*

  Variety in building height and massing is achieved between the multi-family buildings along Montrose Road, and the lower-scale townhouses, internal to the site, creating a dynamic streetscape along Montrose Road and a human-scale interior environment that transitions between building types and surrounding development.

Affordable Housing

- *Promote a diverse mix of housing options for residents at different stages of life. (p. 20)*

  The Project addresses this recommendation by providing multi-family units and townhouse units.

- *Encourage 15 percent Moderately Priced Dwelling Units (MPDUs) as the highest priority public benefit for new residential development under the optional method development, subject to section 11.1.4. (p. 20)*

The Project proposes a minimum of 15% MPDUs and is a new residential development under the optional method development.

Sustainability

The Sector Plan "…envisions a built environment that contributes to cleaning the air and water, conserving energy, and generating clean energy on-site." There are no site-specific environmental recommendations for this Property, the Project addresses several of the overall sustainability goals and recommendations contained in the Sector Plan.

- *Preserving and Enhancing Natural Resources*
  - *Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species. (p. 62)*

    The Project will incorporate native plants with the redevelopment of this urban infill site to attract pollinators and provide food sources for declining populations of native pollinator species (per Applicant's Statement of Justification). The project planting will also use a variety of plants to increase the pollination community.

- Water Quality
  - *Promote the use of environmental site design (ESD) techniques to reduce impervious areas. (p. 63)*

    The Project will use Environmentally Sensitive Design (ESD) techniques
    to treat the water runoff. Micro-bio retention facilities will be placed throughout the Project to collect water run-off and filter containments prior to entering the storm drain system.

  - *Minimize imperviousness and maximize pervious areas wherever feasible. (p. 63)*

    The Project balances this objective with the other recommendations in the Sector Plan, including the housing and urban design objectives. The Project facilitates the redevelopment of the vacant office building with additional housing and incorporates open space in support of the Sector Plan's recommendations for increased green areas and reduced impervious runoff.

- Air Quality and Carbon Emissions
  - *Provide improvements and facilities that discourage people from driving. (p. 64)*

    The Project's proximity to alternative forms of transportation supports reduction of single occupant trips. The Project would result in a significant reduction in AM and PM peak hour vehicle trips compared to the prior office use. Furthermore, the proposed development incorporates a multi-use path along Montrose Road to promote walkability and bike use.

  - *Promote site and building design for energy conservation.*

The Project will utilize a white Thermoplastic Polyolefin ("TPO") roofing system on the multi-family and townhouse roofs. This sustainable feature reflects sunlight and reduces surface temperatures, reducing cooling costs and creating energy savings for the future residents.

Neighborhood Compatibility

- *Provide adequate transitions between new development and existing neighborhoods through appropriate building heights and development intensities. (P. 21)*

  The Project's layout addresses this recommendation and has been designed to provide transitions between the new development and the surrounding neighborhood. The multi-family buildings help create the urban street edge envisioned by the Sector Plan, while the townhouses provide a compatible transition to the adjacent residential development, stepping down in height and massing as the Project moves away from the Montrose Road frontage.

As noted previously, the Subject Property is located within Area 4: Hebrew Home. The Application specifically addresses the following elements of the Sector Plan:

Land Use and Zoning Recommendations

- *Rezone the office buildings at 6001 Montrose Road and 6101 Montrose Road (Map 33) from the EOF 3.0, H-100 Zone to the CRT 3.0 C3.0 R2.5 H-120 Zone to provide flexibility for redevelopment and to support the Sector Plan's recommended public benefits. (p. 42)*

  The Project is being redeveloped in accordance with the Zoning and addresses the Sector Plan's recommended public benefits, more specifically by providing 15% MPDUs in the Diversity of Uses and Activities category, enhanced Architectural Elevations and Public Open Space in the Quality Building and Site Design category.

Design and Connectivity Recommendations:

- *Provide a more urban development pattern, compatible in approach to what other large properties are delivering in adjacent areas:*
  - *Create a pattern of short blocks with multiple street-facing buildings to activate pedestrian environment. (p. 42)*

    The Project proposes a higher density residential community with diverse housing types. The multi-family buildings face the street

and contribute to activating the pedestrian environment. The pedestrian realm with activated street frontages, multimodal connectivity, and open space areas also addresses this recommendation.

- *Create public open spaces connected to the overall pedestrian network; (p.43)*

  The proposed urban plaza provides connections to the central park to help connect pedestrians into the space. The central park will be located in the approximate center of the site and will be designed to provide diverse open space offerings that will be buffered from the street by the multi-family building, to contribute to the diversity of open spaces on-site.

- *Encourage a variety of development types to better integrate future development on this property to adjacent residential, institutional, or commercial development. (P. 42-43)*

  The Project provides a diversity of residential uses by proposing townhouse and multi-family unit types that complement the surrounding development, including the Charles E. Smith Life Communities (also known as the Hebrew Home) campus and Morgan Apartments.

Design Guidelines

The Property is subject to the 2019 *Parking Lots to Places: Urban Design Guidelines for the Rock Spring and White Flint 2 Sector Plans,* which provide guidance for implementing the Sector Plan recommendations through the design of buildings, streetscapes, and public spaces. The Design Guidelines identify the Montrose North District as an area containing undeveloped properties with the potential to strengthen connections between emerging urban areas located north and south of Montrose Parkway through strategic redevelopment (p. 98). While the Property is not specifically identified as a priority redevelopment site within the district, the proposed Project supports the broader revitalization objectives for the area by redeveloping an underutilized property and improving its integration with the surrounding context. The Project will enhance the pedestrian environment along Montrose Road and establish a more urbanized frontage consistent with the vision for the corridor.

The Project also advances the Design Guidelines' recommendation to "segment larger properties into compact development patterns that include internal streets to promote walkability and create opportunities for public open space" (p. 98).

The proposed internal street network, consisting of two north-south private streets connected by an internal alley, divides the Property into a more compact and interconnected development pattern that promotes pedestrian circulation and frames usable public open spaces, including a centrally located park.

Density and Building Height

The proposed density and building heights are consistent with the Sector Plan's recommendations. The proposed townhouses and multi-family buildings are below the 120-150-foot maximum height recommendation, and the Project's overall density is within the Sector Plan's density recommendations of 3.0 FAR. ((P. 43) Map 43: Hebrew Home area).

Public Benefits

Optional method developments in the EOF, CRT, and CR zones require public benefits from a minimum of two to four categories. The following public benefits are priorities for this Sector Plan area:

- Fifteen (15) percent MPDUs as the highest priority public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Diversity of uses and activities, including but not limited to, care centers, moderately priced dwelling units, dwelling unit mix, and enhanced accessibility for seniors or the disabled. (P. 104)

The Project proposes public benefits across three main categories, including Transit Proximity, Diversity of Uses and Activities, and Quality Building and Site Design.

b) Environment

Sustainable development is an overall goal of the Sector Plan area. The proposed development supports the enhancement of natural resources by planting native landscape plantings, specifically chosen for the support native species can provide to pollinator species. To support water quality, in addition to the proposed plantings, micro-bio retention facilities will be placed throughout the proposed development to collect runoff and filter pollutants prior to entering the storm drain. The redevelopment of the vacant office building also makes use of an already developed space, rather than adding impervious surfaces to undeveloped green spaces. The proposed shared use path along the frontage of the development will also encourage walking and cycling, which may help reduce

car dependency and vehicle emissions. The proposed development will also utilize a white Thermoplastic Polyolefin ("TPO") roofing system on the multi-family and townhouse roofs. This material will reflect sunlight and reduce surface temperatures, which will help reduce cooling needs during warm temperature days. Soil restoration methods will also be implemented which support the intent of the Sector Plan to improve the sustainability of the project.

Noise Analysis

A Transportation Noise Impact Analysis was prepared by Phoenix Noise & Vibration, LLC for the Property due to its location along Montrose Road and proximity to Rockville Pike, the CSX Transportation Railroad, and Metro. The results of the Noise Impact Analysis were provided in a report dated June 26, 2026. A noise analysis is necessary to demonstrate conformance with the 1983 *Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development* ("Noise Guidelines") by determining the projected interior and exterior noise levels and whether or not mitigation for residential units and outdoor recreational areas is required. The Noise Guidelines stipulate a 65 dBA Ldn maximum noise level for outdoor recreation areas and 45 dBA for indoor areas.

The results of the noise analysis for this Property indicate that future unmitigated traffic noise levels above 65 dBA Ldn will not impact the proposed residential building facades. While the noise levels will reach up to 65 dBA Ldn at the frontage of the Property, there will not be a significant impact. Therefore, noise mitigation techniques will not be required, and standard architectural methods to ensure indoor noise levels are at or below the recommended 45 dBA Ldn should be adequate.

Transportation

The proposed transportation improvements conform to the recommendations of the Sector Plan by transforming the site frontage into a multimodal streetscape that prioritizes walking, bicycling, and placemaking. The Applicant will construct an 11-foot sidepath, 8-foot street buffer, and 10-foot median while removing the existing center turn lane along Montrose Road, a configuration that closely aligns with the Sector Plan's recommended cross section and supports its vision for a more pedestrian-oriented corridor.

6. *If on a property in a master plan area that requires staging based on Non-Auto Driver Mode Share (NADMS), the development is exempt from the staging requirement if:*

a. *the applicant agrees to enter into a Transportation Demand Management plan that provides an action plan for substantial achievement of the applicable NADMS goal;*
b. *parking below the minimum required under Section 6.2.4 is provided; and*
c. *transit, bicycle, and pedestrian infrastructure required by the applicable stage of the master plan is funded in the Capital Improvements Program or Consolidated Transportation Program or provided by the applicant.*

This finding is not applicable as the Subject Property is not located within a master plan area requiring staging based on NADMS.

7. *The development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities.*

As conditioned, the development approved as part of this Application will be served by adequate public services and facilities as further described in the findings for the accompanying Administrative Subdivision Plan No. 620260200, which are included in a separately approved resolution and are incorporated herein.

The Administrative Subdivision Plan Application demonstrated adequate public facilities, including transportation, utilities, water and sewer service, and school capacity. Required road dedications and utility easements along Montrose Road will be provided, and the project complies with forest conservation and stormwater management requirements through off-site forest mitigation, micro-bioretention facilities, and other approved stormwater management measures.

The Planning Board determined that the lot layout, building placement, circulation network, open space, and streetscape design are appropriate and substantially conform to the 2018 *White Flint 2 Sector Plan* and the requirements of Chapter 50 of the County Code. The Project advances the Sector Plan's goals by replacing an underutilized office property with new housing, including at least 15% Moderately Priced Dwelling Units (MPDUs), enhanced pedestrian and bicycle infrastructure, public open space, environmental sustainability measures, and improved connections to the surrounding community. The development is expected to generate fewer peak-hour vehicle trips than the previous office use, local schools have sufficient capacity to accommodate projected enrollment, and transportation and utility services are adequate.

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 this Expedited Approval Plan shall remain valid as provided in Montgomery County Code § 59-7.3.5.H; 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

October 27, 2026

(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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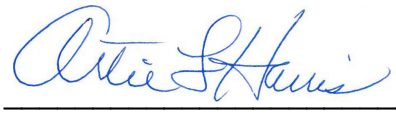
CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Linden, seconded by Commissioner Hedrick, with a vote of 3-0-1; Chair Harris and Commissioners Hedrick and Linden, voting in favor of the motion, Commissioner Bartley abstaining, and Commissioner Pedoeem was necessarily absent, at its regular meeting held on Thursday, October 22, 2026, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board

Approved as to
Legal Sufficiency: /s/ Emily Vaias
M-NCPPC Legal Department