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

October 6, 2026

MCPB No. 26-64
Expedited Approval Plan No. E20260040
Bethesda Crescent
Date of Hearing: July 23, 2026

CORRECTED 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 May 27, 2026, Bethesda Crescent (7475), LLC ("Applicant") filed an application for approval of an expedited approval plan for the construction of one mixed-use building containing a maximum of 427,500 square feet of residential uses (with up to 420 residential units) with 17.6% MPDUs and up to 11,500 square feet of new commercial uses, including up to 31,988 square feet of density associated with the Bethesda Overlay Zone on approximately 2.60 acres of land located at 7401 Wisconsin Avenue ("Subject Property") in the Bethesda CBD Policy Area and 2025 Bethesda Downtown Plan Minor Master Plan Amendment Plan & 2017 Bethesda Downtown Plan ("Master Plan") area; and

WHEREAS, the expedited approval plan application for the Subject Property was designated Expedited Approval Plan No. E20260040, Bethesda Crescent ("Expedited Approval Plan" or "Application"); and

WHEREAS, the Application was submitted for concurrent review and approval with Forest Conservation Plan No. F20260750, Bethesda Crescent ("Forest Conservation Plan" or "FCP"); 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 July 13, 2026, providing its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on July 23, 2026, the Planning Board held a public hearing on the Application and voted to approve the Application, subject to certain conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Expedited Approval Plan No. E20260040 for the construction of one mixed-use building containing a maximum of 427,500 square feet of residential uses (with up to 420 multi-family residential units) with 17.6% MPDUs and up to 11,500 square feet of new commercial uses, including up to 31,988 square feet of density associated with the Bethesda Overlay Zone on the Subject Property, subject to the following conditions:[1]

Density, Height, & Housing

1. Density
   The Expedited Approval Plan is limited to a maximum of 427,500 square feet of residential density with up to 420 multi-family dwelling units, and 11,500 square feet of commercial density, including up to 31,988 square feet of density associated with the Bethesda Overlay Zone.

2. Height
   The development is limited to a maximum height of 302 feet, as measured from the building height measuring point, as illustrated on the Expedited Approval Plan.

3. Density Averaging
   Before recordation of the plat, the Applicant must record an instrument among the County Land records reflecting the density transfer for this project as required under Section 59-4.5.2.B/59-4.6.2.B of the Zoning Ordinance.

4. Green Cover
   a) The Applicant must provide a minimum of 32.2% of Green Cover for the Phase I site area.

   b) The Applicant must provide a minimum of 35% of Green Cover for the overall site area which consists of Lot 14 and 15 (including the onsite private alleys).

   c) Green Cover on the Site must be comprised of intensive green roof, native canopy tree plantings, and/or bioretention planter boxes over structure, as shown on the Certified Expedited Approval Plan.

[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.

d) Any green roof installed pursuant to this condition must have a minimum soil depth of eight inches (8 in) or Staff approved equivalent.

Open Space, Facilities, and Amenities

5. Public Open Space, Facilities, and Amenities
   a) The Applicant must provide a minimum of 3,350 square feet of public open space (10% of net lot area) on-site.

   b) Before release of any portion of the surety bond, the Applicant must construct the streetscape improvements, including the undergrounding of utilities, along the Property's frontage on Wisconsin Avenue (MD-355) and East-West Highway (MD-410), consistent with the Bethesda Downtown Streetscape Standards.

   c) Before the issuance of final use and occupancy certificates (excluding core and shell) for the development, all public open space areas on the Subject Property must be completed.

6. Public Benefits
   The Applicant elected to use the prior Public Benefits system pursuant Section 59-4.7.1.D.1, which are found in Section 8.4. The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the 2017 *CR Zone Incentive Density Implementation Guidelines* for each one.

   a) Major Public Facilities – Before release of the first above-grade building permit, the Applicant must provide documentation to both MCDPS and MNCPPC that a financial contribution of $25,000 was made to the Bethesda Urban Partnership (BUP) for improvements to the tunnel underneath Wisconsin Avenue and/or public use spaces adjacent to the Bethesda Metro Station entrance and/or the Bethesda Metro Bus Bay Improvement Plan.

   b) Connectivity between Uses, Activities, and Mobility Options
      i. Minimum Parking - The Applicant must not provide/construct more than 269 onsite parking spaces.

   c) Diversity of Uses and Activities
      i. Affordable Housing/MPDUs –
         1. The development must provide 17.6% MPDUs, or MCDHCA-approved equivalent, consistent with the requirements of Chapter 25A and the applicable Master Plan.

2. Before issuance of any building permit for any residential unit, the MPDU agreement to build between the Applicant and the DHCA must be executed.
3. The Planning Board has reviewed and accepts the recommendations of DHCA in its letter dated July 10, 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 DHCA provided that the amendments do not conflict with other conditions of the Expedited Approval Plan approval.

d) Quality Building and Site Design

i. Exceptional Design –Public Open Space – The Applicant must provide a minimum of 3,750 square feet of public open space (11.2% of net lot area) on-site.

ii. Structured Parking – The Applicant must provide all vehicular parking spaces within a below-grade structure.

iii. Tower Step-Back – The Applicant must step back the building's upper floors by six feet (6 ft) behind the first-floor façade along East-West Highway. The setback should be retained across at least 70 percent of the frontage on East-West Highway and any right-of-way or open space and must begin at a height no greater than 72 feet. The Expedited Approval Plan must show this step-back.

e) Protection and Enhancement of the Natural Environment

i. Building Lot Terminations (BLTs) –Before issuance of any building permit, the Applicant must provide proof of purchase and/or payment of 0.9931 BLTs to the MCDPS and M-NCPPC staff.

ii. Energy Conservation and Generation – The Applicant must construct the building to exceed energy efficiency standards for the building type by 10 %, as determined by MCDPS through the methodology established by ASHRAE 90.1 (2013) Appendix G. The energy model must be submitted to DPS with the building permit application.

Environment and Noise

7. Before the issuance of the first building permit associated with Expedited Approval Plan No. E20260040, the Applicant/developer/builder must provide certification to M-NCPPC Staff from an engineer who specializes in acoustical treatments that the building shell for residential dwelling units affected by exterior noise levels projected at or above 65 dBA Ldn, will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.

8. If any changes occur to the Expedited Approval Plan or Site Plan which affect the validity of the noise analysis dated June 24, 2026, acoustical certifications, and/or noise attenuation features, a new noise analysis will be required to reflect the changes and new noise attenuation features may be required.

9. Before issuance of any Use and Occupancy Certificate or Final Inspection, whichever is relevant, for any of the noise impacted units, a Professional Engineer must certify to the Planning Department and Department of Permitting Services that the noise impacted units have been constructed in accordance with the certification of an engineer that specializes in acoustical treatments.

10. For all noise impacted residential dwelling units, the Applicant must disclose in writing to all prospective purchasers that those units are impacted by transportation noise. Such notification may be accomplished by inclusion of this information and any measures to reduce the impacts in brochures and promotional documents and must be included in any noise impacted sales contracts, any illustrative site plan(s) on display within any sales related offices(s); in Homeowner Association documents; with all Deeds of Conveyance of noise impacted units; and by inclusion on all signature subdivision and site plans. A copy of this notification must be provided to the Planning Department and Montgomery County Department of Permitting Services, Site Plan Enforcement Section prior to the issuance of a Use and Occupancy Certificate or final inspection, whichever is relevant, for any noise impacted residential unit.

11. Explore ways to further maximize the soil volumes and surface areas of the streetscape planting panels.

12. Through coordination with Planning Staff, address the following environmental recommendations of the Bethesda Downtown Plan and/or associated Design Guidelines:

a) Where feasible, use permeable paving for sidewalks, driveways, roads, road shoulders, parking lots and parking lanes.

b) Incorporate Bird-Safe Design elements into the building's architecture with emphasis on Glass Coverage and Glazing, per pages 80-81 of Bethesda Downtown Plan Design Guidelines.

c) When feasible, exceed the County's minimum stormwater treatment requirement. (For example, add to thickness of green roof and/or its overall footprint).

Transportation and Circulation

13. Transportation

Before approval of the Certified Expedited Approval Plan, the Applicant must comply with the following:

a) Submit a full operational analysis for the access point located at Montgomery Avenue. The Applicant must submit a copy of the operational analysis to Planning Staff.

b) Remove the access point/curb cut along East-West Highway (MD-140). Ingress and egress from and to East-West Highway (MD-140) are restricted, as required by MDSHA and Planning Staff.

c) Submit a loading management plan (LMP) detailing loading operations throughout the Site. The LMP must be reviewed and approved by Planning Staff.

d) Submit a road grade plan for the proposed Private Alley.

e) The Applicant is responsible for replacing the Metro access escalator at the Wisconsin Avenue and East-West Highway (MD 410) exit with an external stairwell and elevator. Improvements will be coordinated between the Applicant and WMATA and constructed where deemed feasible by the WMATA.

14. Private Roads

The Applicant must provide the Private Alley, including any sidewalks, bikeways, storm drainage facilities, street trees, street lights, private utility systems, and other necessary improvements as required by either the Administrative Subdivision Plan or the subsequent Expedited Approval Plan

within the delineated private road area (collectively, the "Private Road"), subject to the following conditions:

a) The record plat must show the Private Road in a separate parcel.

b) For any Private Alleys or Trails/Pathways, ensure that target lighting values from the appropriate tables in the MCDOT Streetlighting Design Requirements, Installation Procedures, and Specification Standards are met or the lighting design is deemed sufficient by Planning Staff.

c) The Applicant must provide the following Private Alley, including any sidewalks, bikeways, storm drainage facilities, street trees, streetlights, private utility systems and other necessary improvements as required by either the Administrative Subdivision Plan or the subsequent Expedited Approval Plan within the delineated private road area (collectively, the "Private Road"):

    i. Private Alley: closed section with twenty (20) feet of pavement, as shown in the Certified Administrative Subdivision Plan.

d) All access points and alleys should be designed at grade with the sidewalk, dropping down to street level between the sidewalk and roadway.

e) The Private Road must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338, and the terms and conditions in the Montgomery County Code § 50-4.3.E et seq regarding private roads. The Covenant includes, but is not limited to the following requirements/conditions:

    i. The Applicant, at its expense, shall design, construct and maintain the Private Road.

    ii. The Applicant, at its sole cost and expense, shall properly and continually maintain (including ordinary and capital maintenance and removal of snow, ice, litter, and other obstructions and hazards as soon as conditions reasonably allow), repair, and replace any portion of the Private Road and all improvements located within the Private Road, in good condition and repair for safe use and operation of the Private Road. The Applicant must maintain a

commercially reasonable budget (operating and capital, as applicable) to address both short-term and long-term maintenance, and reserves for capital repairs. The Applicant must provide certification of the reserves to the Planning Board or its Staff every two (2) years (or every five (5) years in the event there are no below-ground parking structures in the Private Road). The reserves must be adequate to cover the costs of needed repairs.

iii. The Applicant must post and retain signage to notify the public that the Private Road is not publicly maintained and to provide contact information to handle complaints, concerns or questions regarding the Private Road.

iv. Approved sub-grade for any newly constructed private roads to be six-inch Graded Aggregate Base (GAB) or acceptable MCDOT road classification standard.

f) 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 cross-section specifications required by the Montgomery County Road Code, as may be modified on this Expedited Approval 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.

g) Before approval to release any portion of the site 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 cross-section specifications required by the Montgomery County Road Code, as may be modified on the Administrative Subdivision Plan or Expedited Approval 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.

15. Pedestrian & Bicycle Circulation

a) The Applicant must provide 97 long-term and 7 short-term bicycle parking spaces.

b) The long-term spaces must be in a secured, well-lit bicycle room in a parking garage, 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 (1) bicycle repair station as shown on the certified plan.

d) The short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protection preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Expedited Approval Plan.

16. 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 July 7, 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 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.

Site Design

17. Site Design

The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets A-020 through A-021 of the submitted architectural drawings, as determined by M-NCPPC Staff.

18. 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) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.

c) Deflectors will be installed on all proposed fixtures to prevent excess illumination and glare.

d) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Expedited Approval Plan.

e) On the rooftop of the building, the light pole height must not exceed the height illustrated on the Certified Expedited Approval Plan.

19. 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, trash enclosures, railings, private roads and sidewalks, private utilities, paths and associated improvements of development, including sidewalks, bikeways, storm drainage facilities, street trees and streetlights. 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.

d) Before approval to release any portion of the 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.

20. 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.

21. 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.

22. 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."

   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 a site plan amendment if the changes do not alter conditions of approval or required findings."

c) Include approved Fire Department Access Plan.

d) Modify data table to reflect development standards approved by the Planning Board.

e) Finalize the planting plans for any green roof areas which will not be included in the formal Stormwater Management plans under the purview of DPS.

f) Ensure consistency of all details and layout between Site and Landscape plans.

g) Show the noise-impacted units.

h) Show all private road sections/profiles including curb & gutter, apron, and handicap ramp details.

BE IT FURTHER RESOLVED that all site development elements shown on the latest electronic version of Bethesda Crescent Expedited Approval Plan No. E20260040, 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 Project will satisfy all standards and requirements for a CRR use and an EAP plan under the CR Zone. The previous development approvals will be superseded but the Project will comply with the accompanying Administrative Subdivision Plan No. 620260160.

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 CR 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 … 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 …." Further, because the Property is in a red policy area, the new building must be an Apartment Building type that satisfies Section 59-4.1.3.D pursuant to 3.3.2.B.3.b.

   The Phase 1 Property is improved with two office buildings, each is at least 2-stories, that satisfy the vacancy standard as certified via an affidavit by the Owner and submitted with this Application. The Applicant

proposes to demolish the existing office buildings and construct a new mixed-use building with multi-family high rise units and ancillary ground floor retail uses. Up to 30% of the gross floor area is permitted to be commercial uses (pursuant to 59-3.3.2.B.3.d) on the Property, and the Project only proposes ±2.5% of the Project as non-residential uses.

b. Development Standards

Table 5: Bethesda Crescent Data Table for CR Zone, Optional Method, Section 59.4.5.4,

Development Standard	Permitted/ Required	Proposed
Tract Area	n/a	112,896 sq. ft
Site Area	n/a	27,686 sq. ft.
Mapped Density (CR-5.0, C-5.0, R-4.75, H-290 & H-175)	564,480 sq. ft. / 5.0 FAR	
Residential (GFA/ FAR)	536,256 sq. ft. / 4.75 FAR	427,500 sq. ft. / 3.79 FAR
Density Above Base (BOZ Density)		31,988 sq. ft. / 0.73 FAR
Commercial[2] (GFA/ FAR)	564,480 sq. ft. / 5.0 FAR	168,968 sq. ft. / 1.50 FAR[3]
Total Mapped Density (GFA/FAR)	564,480 sq. ft. / 5.0 FAR	596,468 sq. ft. / 5.28 FAR
Maximum Building Height	290/175 feet	302/187 feet[4]
Principle Building setbacks		
Front	0 ft.	0 ft.
Side	0 ft.	0 ft.
Sum of Side	0 ft.	0 ft.
Rear	4 ft.	4 ft.
MPDUs (min.)	12.5%	17.6%
Public Open Space	10% (3,350 sq. ft.)	13.5% (3,750 sq. ft.)
Vehicle Parking		

[2] The Commercial to Residential Reconstruction Use provides that "Commercial FAR limits on the subject property may be reallocated to residential FAR if the total FAR does not exceed the maximum total mapped FAR of the property …." See Section 59-3.3.2.B.3.a of the Zoning Ordinance. The Plan reallocates commercial FAR to residential FAR in accordance with this provision.
[3] The Project proposes a total of 438,000 square feet of new gross floor area (427,500 sq. ft. of residential; 11,500 sq. ft. of retail uses).
[4] This project is eligible for an additional floor (12 feet) of building height through the provision of a minimum of 17.6% MPDU's per Section 59-4.5.2.C.7

Development Standard	Permitted/ Required	Proposed
Multifamily Dwelling Units	Min. 1 sp/unit, max 1 sp/efficiency, max 1.25 sp/1 bedroom, max 1.5 sp/2 bedroom max 3 sp/3 bedroom	269 proposed parking spaces[5], including 8 ADA spaces
Bicycle Parking		
Multifamily Residential	Min. 0.50 sp/unit, max 100 sp/ building	100 (95 long-term, 5 short-term)
Retail	Min. 1 sp/1,000 sq. ft. GFA	12 (2 long-term, 10 short-term)

The Bethesda Overlay Zone (BOZ) was adopted July 18, 2017, specifically to implement the recommendations of the Bethesda Downtown Sector Plan as it relates to density, building heights, affordable housing, parks, and design. An applicant can request an allocation of density over the base density to build to the maximum height permitted by the Zone, as needed. Typically, an Applicant is subject to a park impact payment valued at $15.57/square foot based upon the density requested and facilitates acquisition of parkland in the downtown Bethesda area.

Based on the requested 31,988 square feet of BOZ density, reduced by 58,444 square feet of MPDU density, the Application results in no required payment for BOZ density.

c. Optional Method Public Benefits

In accordance with the Zoning Ordinance, Section 59-4.7.1, the Expedited Approval Plan proposes 116 public benefit points in five (5) categories to satisfy the requirements. Pursuant to Section 59-4.7.1.D.2, the Applicant is electing to process the Plan under the prior public benefit point requirements (Division 8.4).

[5] Per Code Section 59-6.2.3.I.8, residential uses within a half mile of a Metro station are exempt from the baseline parking minimum

Table 6: Public Benefit Calculations- Division 59-8.4

Public Benefit	Maximum Points Allowed	Proposed
Major Public Facilities	70	5
Connectivity and Mobility		
Minimum Parking	10	12.41
Diversity of Uses and Activities		
Moderately Price Dwelling Units	N/A	39.29
Quality Building and Site Design		
Exceptional Design	10	20
Public Open Space	20	3.54
Structured Parking	20	20
Tower Step-Back	10	2.5
Protection and Enhancement of the Natural Environment		
Building Lot Terminations (BLT)	30	8.94
Energy Conservation and Generation	15	10
Total Points	**100 (required)**	**116.68**

The Bethesda Overlay Zone increases the maximum amount of public benefit points available in certain categories. Applicable to this Plan are the Overlay Zone's increase in maximum points available for Exceptional Design (from 10 to 20 maximum points)

Major Public Facilities

The Applicant is requesting 5 public benefit points in this category for making a $25,000 contribution to Bethesda Urban Partnership (BUP) to be applied to planned improvements for the tunnel underneath Wisconsin Avenue and/or public use spaces adjacent to the Bethesda Metro Station entrance.

Connectivity And Mobility

Minimum Parking

The Project will provide fewer than the maximum number of parking spaces under the Zoning Ordinance (as modified by the BOZ). A maximum of 655 parking spaces are permitted for the Project and the minimum required is 344 spaces. The Applicant is proposing approximately 269 on-site parking spaces,

which yields approximately 12.41 public benefit points (formula points). Therefore, the Applicant anticipates achieving 12.41 points in this category.

Diversity Of Uses And Activities

Moderately Priced Dwelling Units

The Project includes a minimum of 17.6% MPDUs (74 units) out of a total of 420 units. Therefore, the Applicant is requesting 39 public benefit points (17.6%-15% * 12 = 39points) for the additional MPDUs.

Quality Building and Site Design

Exceptional Design

The design of the Project fulfills the identified criteria in the 2017 CR Zone Incentive Density Implementation Guidelines as well as various recommendations of the Sector Plan and Bethesda Downtown Plan Design Guidelines. The Applicant is seeking 20 public benefit points for exceptional design with justification outlined in its submission to the Design Advisory Panel for the May 27, 2026 meeting.

Through incorporation of the Sector Plan recommendations and Design Guidelines, the Project demonstrates a well-articulated tower defining the base, middle, and top. The Project accounts for its presence at the intersection of two urban boulevards with a prominent corner treatment. Addressing the need to visually anchor the corner, the tower meets its base and the ground without ignoring its vertical presence. The streetscape is activated with a strongly defined base that activates the ground plane with a host of retail, amenity and private outdoor space. With the integration of these elements the Project seamlessly weaves in an existing Metro access connection.

Public Open Space

The Applicant is proposing additional public open space beyond the minimum requirement for the Phase 1 Property. An additional 981 square feet of public open space is provided, which entitles the Project to 3.54 public benefit points (981/27,686 *100).

Structured Parking

The Project will include structured parking, with approximately 269 below-grade spaces provided in a parking garage that serves the multi-family units (no spaces

are designated for the ground-floor retail uses). Based upon the formula provided in the CR Zone Incentive Density Implementation Guidelines ([(0 spaces/269 spaces) * 10] + [(269 spaces/269 spaces)] * 20 = 20 points), the Project is entitled to 20 points in this public benefit category.

Tower Step-Back

The Applicant requests 2.5 public benefit points which is appropriate for projects that meet the recommended tower step-back, but do not meet the full 70% requirement on each frontage. At the intersection of the East-West Highway and Wisconsin Ave, it was essential to maintain and express the full height of the building at the corner. The frontage along East-West Highway measures approximately 205 feet. After accounting for a 9-foot span of recessed balconies at the corner, the primary corner facade extends approximately 43 feet. Continuing east, the facade begins to taper over a distance of 52 feet to a setback of approximately 19 feet in depth. This tapering occurs above the 6th floor of its base. The shorter tower, whose setback begins at the 2nd floor and whose facade extends to a length of 96 feet 8 inches, is setback approximately 42 feet from the corner tower.

The frontage along Wisconsin Ave measures approximately 25 feet. After a 10-foot span of the corner balconies, the primary facade extends 49 feet 6 inches before tapering. Beginning above the 6th floor base, the taper extends approximately 71 feet to a setback depth of 22 feet, which is retained on 65% of the Wisconsin Avenue frontage. In recognition of the significance of the Project's corner presence, the setbacks were thoughtfully designed to reinforce a strong and dynamic corner expression. By providing setback depths greater than those recommended in the Guidelines, the tapering creates a graceful reduction in building bulk and establishes unique view angles, while still maintaining a clear and consistent building base along both frontages.

Protection And Enhancement Of The Natural Environment

Building Lot Terminations (BLT)

The Applicant anticipates implementing up to 417,108 square feet of incentive density. Since BLT easements must be provided on 7.5% of the Project's incentive density, the Applicant will be required to make a partial payment for 0.9931 BLT easements to the County's Agricultural Preservation Fund, which results in approximately 8.94 public benefit points (0.9931 x 9 = 8.94 points).

Energy Conservation and Generation

The Project will incorporate high efficiency building materials and mechanical systems to exceed the ASHRAE 90.1 standard by at least 10 percent. The Applicant will provide an ASHRAE 90.1-2016 Appendix G energy model using a Performance Cost Index in connection with its above grade building permit for the Project. Therefore, the Applicant anticipates receipt of 10 public benefit points in this category.

General Development Standards

i. ***Division 6.1 Site Access***

Pedestrian and Bicycle Access

The Applicant will provide safe pedestrian and bicyclist access into and out of the Site. A 12-foot-wide sidewalk with a 9.6-foot-wide street buffer will be constructed along MD410. A 16-foot-wide sidewalk with a 13-foot-wide street buffer will be constructed along Wisconsin Avenue. Due to the existing underground parking garage, the Applicant has proposed a public infrastructure easement and public access easement along both frontages to accommodate the pedestrian improvements. This will allow safe and efficient pedestrian circulation into the Site.

Vehicular Access

Presently, vehicular access is derived from an existing alley on Waverly Street. This application proposes to add a curb cut along MD 410 to provide a second alley access into the Site. As discussed within the Administrative Subdivision review, Staff have coordinated with the Applicant and lead road agency to remove the proposed curb cut on MD 410 and provide safe circulation via a connected alley network and maneuvering space for trucks. Internal circulation will be facilitated via 25-foot-wide alley network. As conditioned, the Applicant must provide a revised plan removing access on MD 410 and submit an operational analysis for the Montgomery Avenue access point. Upon revision, the Project will satisfy all the requirements for safe and efficient access to the Site under Division 6.1. and 6.2. of the Montgomery County Zoning Ordinance.

ii. ***Division 6.2 Parking, Queuing and Loading***

Parking for the development will be provided in the existing underground garage and be accessed via the private alley. In total, 269 vehicle parking spaces will be provided. However, residential developments within a half mile of a Metro station are exempt from the baseline parking minimum. The Planning Board finds that sufficient parking is being provided. In addition, the subject Application is exempt from the queuing standards of

Section 6.2. The Applicant has proposed to provide two (2) loading spaces where one (1) is required under the County Code. The Planning Board finds that this Application meets the provisions for parking, queuing, and loading under Section 6.2.

iii. ***Division 6.3 Open Space and Recreation***

The Project is proposing to exceed the 10% public open space requirement; while the minimum public open space requirement for the Phase 1 Property is approximately 3,350 square feet (10% of the phase 1 site area), the CRR Plan proposes 3,750 square feet of public open space in the form of hardscape plaza areas with seating and landscape improvements along the Phase 1 Property's frontages. The Applicant is preserving the flexibility to designate 5% of the total public open space for outdoor café seating as allowed by Section 59-6.3.6.A.3 of the Zoning Ordinance.

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 Site illumination levels, energy efficiency, and pole mounted height meet the minimum standards to ensure visibility and public safety, and enhance the building's architecture, and spaces adjacent to the building for pedestrian and bicycle usage.

The Expedited Plan requires outdoor lighting on private property, along the public rights-of-way, and within surface parking areas via pole-mounting fixtures. Wall mounted lights will be placed at the building's entrances.

v. ***Division 6.5 Screening***

Not Applicable as this is an Option Method project and Division 6.5 applies 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 July 2, 2026. The plan proposes to meet required stormwater management goals via Green Roof and Planter Box Micro Bioretention.

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 F20260750, 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 Subject Application proposes to provide parking within an existing underground garage located on the site. Access to the garage will be achieved via the connection of existing alleys that front on Waverly Street and Montgomery Avenue. The Planning Board finds that internal circulation will primarily occur in the garage, and the Applicant has provided sufficient space in the alley for vehicles and trucks to circulate without obstructing ingress or egress lanes.

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.*

a) Land Use
The project meets the objectives of the 2017 Bethesda Downtown Plan and the 2025 Bethesda Downtown Plan Minor Master Plan Amendment. Page 102 (Rezone Map #123) of the Downtown Plan recommends rezoning the western portion of the Property to allow for additional FAR and building height to provide flexible development opportunities and allow future development to better adapt to market conditions. The EAP Plan and accompanying Administrative Subdivision Plan are necessary for the Applicant to adapt to market conditions by replacing two vacant office buildings with multi-family units and retail uses. The Applicant is proposing additional MPDUs to achieve up to 302 feet of building height on this portion of the Phase 1 Property in accordance with this recommendation.

Similar to the recommendation for the western portion of the Property, the Bethesda Downtown Sector Plan recommended rezoning of the eastern portion of the Property to allow for additional FAR, but less building height (up to 175 feet) to accommodate future development. The Applicant is

proposing to achieve an additional 12 feet of building height on this portion of the Phase 1 Property (up to 187 feet) through the inclusion of additional MPDUs. Consistent with this recommendation, the Applicant is proposing to demolish both vacant office buildings on the Phase 1 Property so that street-activating retail and multi-family residential uses can be added as part of this Application and the associated Administrative Subdivision Plan.

The Sector Plan also recommends affordable housing near transit stations and to enhance underutilized privately owned public use spaces (pg. 97). This Application will facilitate the replacement of underutilized office buildings with mixed-income housing immediately next to transit. Further, the existing office building 7475 Wisconsin Avenue houses an underused access point to the tunnel that runs underneath Wisconsin Avenue and provides access to the Bethesda Metro Station. The current improvements in the lobby of the vacant office building do not activate this important intersection and are extremely underutilized by the public due to poor visibility and a design that does not effectively draw the general public into the lobby. The Applicant is proposing to construct a stairway and elevator as part of the Plan that will be prominently located at the street to enhance accessibility and visibility for the public.

b) Environment
The Application proposes to upgrade the streetscape along Wisconsin Avenue and East-West Highway in accordance with the Design Guidelines' recommendations for Urban Boulevards. The Project proposed on the Phase 1 Property has been set back from the street per Design Guidelines to accommodate generous streetscapes of at least 25 feet in width comprised of a minimum 10-foot-wide Pedestrian Through Zone, Building Frontage Zone, and expansive Planting and Furnishings Zone. Streetscape improvements include brick pedestrian pavements, streetlights, street furnishings, and garden plantings and street trees as prescribed by the Sector Plan and Bethesda Streetscape Standards.

Noise Analysis

A Traffic Noise Impact Analysis was prepared by Hush Acoustics for the Property due to its location along Wisconsin Avenue and East-West Highway, and the results were provided in a report dated June 24, 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 Ldn for indoor areas.

The results of the analysis for this Property indicate that future unmitigated traffic noise levels above 65 dBA Ldn will impact proposed residential building facades. The analysis also determined that the 20-year projected noise levels will be as high as 72.7 dBA at the facades of the building along Wisconsin Ave on the 2nd– 5th floors, as high as 71.8 dBA along Wisconsin Ave on higher floors, and as high as 69.9 dBA along East-West Highway.

As conditioned, the Applicant must ensure that the building shell for residential dwelling units affected by exterior noise levels projected at or above 65 dBA Ldn will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA Ldn. To reduce the average sound level due to traffic to 45 dBA or lower in every room with the 2-dBA margin for error, the analysist report recommends strategies including, but not limited to, using operable windows and balcony doors with Sound Transmission Class (STC) ratings at least as high as STC 33 at the 2nd-5th floors along Wisconsin Ave, STC 31 at the 6th and higher floors along Wisconsin Ave, and STC 28 in the main tower along East-West Highway. No upgrades are needed for fixed windows, spandrel panels, or aluminum wall panels. One caveat is that there are frequent sirens and noise levels will be quite high when sirens pass. For this reason, the noise analysis report recommends the Applicant consider grouping more areas of the building into the highest STC rating zone where possible.

In addition to providing a minimum of 32.2% green cover for the Phase I site area the Applicant is proposing to increase the tree canopy cover on East-West Highway by providing a double row of street trees (where feasible) and maximizing ‘greening’ of the streetscapes by including lush garden plantings at every opportunity. Broad planting panels are provided along the street curbs of Wisconsin Avenue to soften the street character and offer pedestrians a higher level of comfort and sense of separation from road traffic. As recommended by the Sector Plan, canopy trees will be provided with a minimum of 600 cubic feet of soil within continuous soil panels. As conditioned the Applicant will coordinate with Staff to further maximize the soil volumes and surface areas of the streetscape planting panels prior to certification of the expedited plan. Although the Applicant cannot fully achieve the 35% Green Cover on the Phase I site area (mainly due to constraints associated with the private alley), as

conditioned, the 35% will be achieved for the overall onsite site area as part of the applications for future phases.

Furthermore, there are recommended conditions of approval at the beginning of this report relative to the goals of the Master Plans such as exploring the use of permeable paving (even if not acceptable for formal SWM purposes, permeable pavers help reduce heat island effects), incorporating Bird-Safe Design elements into the building's architecture (with emphasis on Glass Coverage and Glazing), and when feasible, exceed the County's minimum stormwater treatment requirement (for example, by adding to the thickness and/or overall footprint of green roof).

c) Transportation
The proposed frontage improvements along Wisconsin Avenue and East-West Highway (MD 410) are consistent with the recommendations of the Master Plan of Highways and Transitways and the 2017 Bethesda Downtown Plan, as discussed in the subsequent sections.

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.*

   Not Applicable to this project.

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.*

   Roads and other Transportation Facilities

   i. Existing Facilities
   <u>Roadway Network</u>
   East-West Highway (MD-410) is classified as a Downtown Boulevard with a planned 110-foot right-of-way per the Master

Plan of Highway and Transitways (MPHOT). The roadway has five (5) travel lanes, which include two (2) exclusive left turn lanes that abut the Site. The centerline along this segment of East-West Highway is offset. The existing total right-of-way width is 90 feet. Presently, the Subject Property line is 31 feet from centerline with a 13-foot-wide pedestrian zone including tree pits. There are no existing bus shelters along this frontage.

Wisconsin Avenue is classified as a Downtown Boulevard with a planned 122-foot right-of-way per the MPHOT. The roadway has six (6) travel lanes and a center median. The existing right-of-way along Wisconsin Avenue is approximately 104 feet with 61 feet of right-of-way from centerline to the Subject Property. There are no bus stops along the Property frontage; however, there is a Washington Metropolitan Transportation Authority (WMATA) metro train access tunnel that connects to the existing building and is accessed by escalators within the building.

The Subject Property is served by two existing alleys with access to Waverly Street and Montgomery Avenue. Presently, the alleys do not connect due to a grade change. Phase 1 of this project proposes vehicle access from the Waverly Street alley that connects the two alleys, providing a complete alley network that provides access to both Montgomery Avenue and Waverly Street.

As requested by MDSHA, the Applicant will need to demonstrate the future alley connection between Waverly Street and Montgomery Avenue on the certified plans. Additionally, at the certified set stage, the Applicant must submit a full operational analysis addressing all of MDSHA's comments in their letter dated July 17, 2026 for the access point located at Montgomery Avenue. The operational analysis must be reviewed and approved by MDSHA and Planning Staff.

Transit

The Subject Property is connected to the Bethesda Metro Station via an access tunnel. The station is served by the following Metro Bus routes:

- Route D96 provides service to Park Potomac
- Route M22 provides service to Olney
- Route M70 provides service to Silver Spring

- Route M70 provides service to Montgomery Mall
- Route 29 provides service to Friendship Heights
- Route 30 provides service to Medical Center
- Route 32 provides service to Naval Ship Research Center
- Route 34 provides service to Wheaton
- Route 36 provides service to Bradley Blvd
- Route 47 provides service to Rockville
- Route 70 provides service to Milestone Center Park and Ride

ii. Proposed public transportation infrastructure

The Applicant has proposed a ten (10)-foot Public Improvement Easement (PIE) along the East-West Highway frontage to accommodate the development of a 4-foot frontage zone, 12-foot-wide concrete sidewalk and 9.6-foot planting zone. In addition, a 16-foot Public Improvement Easement (PIE) will be provided along Wisconsin Avenue to accommodate a 16-foot-wide concrete sidewalk with a 13-foot-wide planting zone. The Applicant has also proposed replacing the Metro access escalator with an external stairwell and elevator. This improvement has been accepted by WMATA as indicated in their correspondence with the Applicant via email on May 21,2026, and further coordination on the design will be handled by WMATA and the Applicant at the time of permit.

Proposed private transportation infrastructure

Vehicular access to the Subject Site is provided by an existing private alley with a curb cut on Waverly Street. This Application proposes the construction of an additional alley that will connect to the existing alley and front onto MD410. Planning Staff and the MDSHA do not support alley access to MD 410. Planning Staff found that the truck turning movements submitted by the applicant demonstrate trucks entering the site via the MD 410 alley obstruct the egress lane and upon exiting back into the ingress lane. Both maneuvers are unsafe and significantly disrupt residential circulation. Planning staff also received correspondence from MDSHA that highlighted the agency's concern with potential side-swipe accidents, conflicts with pedestrians along MD410, and queuing on MD410. As a result, the Planning Board finds that the proposed access onto MD 410 is not safe and efficient and has conditioned no access onto MD 410 also in accordance with MDSHA's findings.

The proposed connected alley system includes a maneuvering

space along the Waverly Street alley to provide trucks with an area for safe turning movements. In addition to the maneuvering space, as conditioned, the Applicant will provide a loading management plan to reduce vehicle conflicts within the alley during loading operations. At the time of certified set, the Applicant must update the plans to remove the proposed alley access onto MD 410.

Request to eliminate truncation at Wisconsin Avenue/East-West Highway

The Subdivision Regulations generally call for a 25-foot truncation at the corner of (a) Wisconsin Avenue and East-West Highway, (b) East-West Highway and Waverly Street, and (c) Wisconsin Avenue and Montgomery Avenue. This Application includes a request to eliminate truncation as follows:

Pursuant to Section 50-4.3.E.2.f.iii of the Subdivision Regulations, the Planning Board may specify a lesser truncation than otherwise required when less width is needed for traffic safety and operations. The proposed building is setback with a minimum 25-foot build-to-line pursuant to the Bethesda Downtown Plan Design Guidelines, which allows for safe and efficient traffic operations at the intersection of Wisconsin Avenue and East-West Highway. No additional right-of-way can be dedicated along Wisconsin Avenue and East-West Highway because the existing below-grade garage is proposed to remain and projects into the right-of-way. However, the Applicant is proposing to provide a public improvement easement (PIE), as described throughout this report, to create additional sidewalk areas at grade as part of the CRR EAP Plan. The proposed design features justify the Planning Board's approval of the Applicant's request to eliminate truncation at this corner.

Local Area Transportation Review (LATR)

The previous use on the Site was a 148,154 square foot office building. The proposed 420 high-rise residential units are estimated to generate a net decrease of 85 vehicle trips in the morning peak hour and a net decrease of 84 vehicle trips in the evening peak hour. Additionally, in accordance with the LATR guidelines, this application does not include trip generation for the proposed 11,500 square foot commercial space. The guidelines assume that a small amount of ground floor retail in a mostly residential mixed-use building will not generate additional trips so long as the commercial space is less than 15,000 square feet and does not include parking. The proposed

commercial space meets both criteria. The 2024-2028 Growth and Infrastructure Policy requires a transportation impact study for any project that is estimated to generate a net increase of 30 or more vehicle trips in either the morning or evening peak hours. As that is not the case for this Application, the LATR review is satisfied with a transportation exemption statement. A summary of the trip generation analysis is provided in Table 2 below.

Table 2: Trip Generation Analysis

Use	**Quantity**	**AM ITE Vehicle Rates**	**PM ITE Vehicle Rates**	**AM Adjusted Policy Area Rates**	**PM Adjusted Policy Area Rates**
Existing General Office ITE - 710	148,154 SF	186	178	134	128
Proposed Multifamily High Rise ITE - 222	420 Dwelling Units	84	109	49	63
			Net Change	**-85**	**-65**

Source: Transportation Exemption Statement from Gorove Slade Associates Inc, April 15, 2026, modified by staff

c. Schools

School Impact Area Classification

The Subject Property is located within the Bethesda CBD Policy Area, which is categorized as an Infill Impact Area by the 2024-2028 Growth and Infrastructure Policy.

Annual School Test Results

This Application was reviewed on July 23, 2026. Therefore, the results of the FY2027 Annual School Test, approved by the Planning Board on June 25, 2026 and effective since July 1, 2026, are applicable.

The FY2027 Annual School Test evaluates for the 2030-2031 school year, during which the Property will be served by Somerset Elementary School, Westland Middle School, and Bethesda-Chevy Chase High School. The enrollment and capacity projections of these schools reflected in the FY2027 Annual School Test and the default Utilization Premium Payment (UPP) tier placements are shown in Table 3.

Table 3. FY2027 Annual School Test Projections (2030-2031 School Year) & UPP Tier Placements

	Program Capacity	Enrollment	Utilization Rate	Seat Surplus or Deficit	UPP Tier Placement
Somerset ES	550	315	57.3%	+235	No UPP
Westland MS	1,064	743	69.8%	+321	No UPP
Bethesda-Chevy Chase HS	2,475	2,238	90.4%	+237	No UPP

Based on the FY2027 Annual School Test results above, the school service areas of the project are not placed in any UPP tiers by default. A payment will be triggered however if the project's enrollment impact estimate exceeds an adequacy ceiling of a school shown in Table 4.

Enrollment Impact Estimate
Table 4 shows the project's enrollment impact estimate calculation based on the School Impact Area classification and net residential units proposed, using the FY2026-2027 Student Generation Rates.

Table 4. Student Enrollment Impact Estimate (reflects FY2026-2027 Student Generation Rates)

Type of Unit	Net Number of Units	ES Student Generation Rate	ES Student Estimate	MS Student Generation Rate	MS Student Estimate	HS Student Generation Rate	HS Student Estimate
MF High-rise	420	x 0.039	= 16.380	x 0.016	= 6.720	x 0.020	= 8.400
TOTAL (rounded down)			16		6		8

The enrollment impact of the proposed units during an average year throughout the life of this project is estimated to be 16 elementary school students, 6 middle school students, and 8 high school students. This does not exceed the adequacy ceilings identified in Table 3. Therefore, a UPP is not required.

d. Other Public Facilities and Services
The Property is served by public water and sewer and is classified in the W-1 and S-1 categories. Public water and sewer mains currently serve the Property, which will be adequate to serve the proposed subdivision.

Dry utilities including electricity, gas, and telephone are also available to the Property. Other utilities, public facilities and services, such as electric,

telecommunications, police stations, firehouses and health services are currently operating within the standards set by the Growth and Infrastructure Policy currently in effect.

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

July 29, 2026

(which is the date that this resolution was mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal consistent with the Maryland Rules for the judicial review of administrative agency decisions.

* * * * * * * * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a corrected resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Hedrick, seconded by Vice chair Bartley, with a vote of 5-0; Chair Harris, Vice Chair Bartley, and Commissioners Hedrick, Linden, and Pedoeem voting in favor at its regular meeting held on Thursday, October 1, 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