

LOCAL MAP AMENDMENT No. H-XX
FAES ACADEMIC COMMUNITY

The Foundation for Advanced Education in the Sciences, Inc. (F.A.E.S.) (the “Applicant”), by and through its attorneys, Lerch, Early & Brewer, submits this Local Map Amendment (“LMA”) application to rezone the approximately 1.85-acre site located at 9101 Old Georgetown Road in Bethesda, Maryland (the “Property”). Specifically, the Applicant seeks approval to rezone the Property from its current R-60/TDR-8.0 (Residential Detached) zoning classification to the CRTF-1.25, C-1.0, R-1.0, H-45’ (Commercial Residential Town Floating) zoning classification (the “Application”).

The Application is intended to allow redevelopment of the Property with 18 new dwelling units—consisting of nine townhouses and nine apartments within a single mixed-use building—and 5,000 square feet of community clubhouse/institutional space, all organized around a central neighborhood green and landscaped outdoor terrace. The Project incorporates public and common open space, rear-loaded parking, and buffered edges to ensure a high-quality residential environment that is compatible with surrounding R-60 neighborhood. By replacing an aging special exception private club facility and extensive surface parking with a modern, pedestrian-oriented community, the Project advances the goals of the 1990 Bethesda–Chevy Chase Master Plan, the Thrive Montgomery 2050 General Plan, and other applicable County policies.

As discussed in greater detail herein, the Application complies with all review requirements and criteria necessary for approval of the proposed LMA. The proposed layout is context-sensitive, preserves the residential character of Old Georgetown Road, and delivers high-quality housing supported by adequate infrastructure, amenities, and open space. The Project satisfies all applicable standards of the Montgomery County Zoning Ordinance and furthers the County’s objectives for compact growth, housing diversity, and improved pedestrian connectivity.

Subsequent to approval of this LMA, the Applicant will file Preliminary Plan of Subdivision and Site Plan applications with the Montgomery County Planning Board (the “Planning Board”) to refine site design, confirm development standards, and implement the Project’s final details.

I. Background

A. Applicant & Non-Profit Mission

Established in 1959, F.A.E.S is a non-profit membership organization associated with the National Institutes of Health (“NIH”). It conducts advanced educational programs and supporting activities to facilitate a collegial environment and provide educational activities and professional services to the scientific community. Over the last six decades, FAES has grown to be a much-valued asset to the NIH community, serving not only the Bethesda Campus, but also Frederick, Rockledge, and Baltimore, Maryland.

FAES programs complement the work of NIH in accomplishing its mission of research and training in the biomedical sciences. Specifically, FAES’s Social and Academic Center (“SAC”)

on the Property, which is strategically located across West Cedar Lane from the NIH campus, offers a variety of programming including conferences, classes and lectures, as well as concerts and cultural events.

The proposed LMA and redevelopment of the Property will enable FAES to continue advancing its educational and professional mission while adapting to the evolving needs of the NIH community. By replacing an aging facility with a thoughtfully designed academic community, FAES will maintain its presence adjacent to NIH and provide modernized facilities to support mission-driven programming, educational events, and opportunities for collaboration. The Project also enhances the campus environment for by introducing nearby housing options, quality open spaces, and improved pedestrian connections, all of which strengthen the sense of community and accessibility that have long defined FAES's role in supporting NIH's research and training objectives for the scientific community.

B. Site Location and Existing Conditions

The Property comprises approximately 1.85 acres (80,586 SF) and is located at 9101 Old Georgetown Road in Bethesda, Maryland. The Property fronts the west side of Old Georgetown Road, within the Bethesda–Chevy Chase community and is sited along a major transportation corridor that connects Bethesda to Rockville and the Capital Beltway. The parcel is identified as Parcel P497 (Tax ID 01-00431247) on Montgomery County tax maps and is currently classified in the R-60/TDR-8.0 zoning classification. The site is served by existing public infrastructure, including W-1 water and S-1 sewer service categories.

The Property is presently improved with an approximately 3,274-square-foot private club and service organization approved under Special Exception BA-916 and BAS-615, most recently amended in June 2021. Large expanses of surface parking dominate the parcel's frontage, contributing significant impervious area and offering minimal benefit to the surrounding neighborhood. The site's topography is generally flat with only minor grade variation, providing favorable conditions for redevelopment without extensive grading. The Property does not contain perennial or intermittent streams, environmental buffers, floodplains, champion trees, or rare, threatened, or endangered species. The Property is not listed on the County's Locational Atlas of Historic Sites. The site lies within the Rock Creek watershed but does not contain sensitive natural features requiring preservation.

Mature vegetation on site is limited primarily to the rear of the property adjacent to the Knights of Columbus property and perimeter landscaping along the northern property line, adjacent to Bethesda Mews subdivision, providing some visual screening to adjacent properties. The current improvements and surface parking lots do not meaningfully contribute to the neighborhood's open space network, pedestrian environment, or streetscape quality. As such, the site presents an opportunity to replace an aging special exception use with a modern, pedestrian-friendly residential community that strengthens the residential character of Old Georgetown Road while efficiently utilizing public utilities and infrastructure.

C. Zoning and Permitted Uses

The Property is currently zoned R-60/TDR-8.0 (Residential Detached) with a TDR-8.0 Overlay Zone under the Montgomery County Zoning Ordinance. The R-60 Zone is intended to accommodate single-family detached dwellings on minimum 6,000-square-foot lots, preserving the low-density residential character of established neighborhoods such as those surrounding Old Georgetown Road. Under R-60 standards, permitted uses are limited primarily to detached residences and certain conditional uses such as private educational institutions, religious facilities, or small-scale community-serving organizations. The TDR-8.0 Overlay Zone is intended to allow development with additional density up to 8.0 dwelling units per acre, through the purchase of Transfer Development Rights (TDR's) and also allows development of additional housing types including duplexes and townhouses.

The existing R-60/TDR 8.0 zoning is not necessarily the most appropriate zone for redeveloping this underutilized parcel, an aging private club site, located at a major intersection, directly on Old Georgetown Road, a major corridor served by existing utilities, transit routes, and community infrastructure. The 1990 Bethesda–Chevy Chase Master Plan recommends maintaining residential frontage along Old Georgetown Road while encouraging improvements to pedestrian connections, open space, and a diversity of housing options. The current R-60/TDR-8.0 zoning does not provide the overall density and flexibility necessary to fulfill those objectives.

The Applicant proposes to rezone the Property to CRTF-1.25, C-1.0, R-1.0, H-55' (Commercial Residential Town Floating) to permit a moderately scaled, residential development that establishes street front continuity, while preserving compatibility with the surrounding community. The proposed CRTF zoning will allow redevelopment of the site with 18 total dwelling units, including nine townhomes and nine apartments within a single mixed-use residential building, as well as 5,000 square feet of commercial/community clubhouse/institutional space to serve future residents and host neighborhood gatherings. This community space, which is centrally located adjacent to the two community open spaces, will provide flexible space for meetings, events, and programming on site.

Under the CRTF zone, the Project will be developed at a density of approximately 0.82 FAR, below the 1.25 FAR maximum permitted for a tract of this size, and building heights will be limited to approximately 55 feet in height, ensuring that the massing remains appropriate for the site's surrounding context. The requested zone also permits rear-loaded parking, public and common open space, and a compact internal circulation pattern that improves pedestrian safety and mobility. With the requested LMA, the Property will transition from a single-purpose institutional use to a vibrant residential community that meets modern housing needs, creates meaningful community space, and respects the existing residential character envisioned by the Master Plan and County planning policies.

D. Surrounding Zoning and Land Uses

The Property is located along Old Georgetown Road just north of its intersection with West Cedar Lane, within the established Bethesda–Chevy Chase community. The surrounding area is predominantly R-60-zoned single-family neighborhoods, interspersed with institutional and

community-serving uses that support local residents and the adjacent National Institutes of Health (NIH) campus.

To the north and northeast, across along Old Georgetown Road are the Alta Vista Terrace and Maplewood communities containing single-family detached homes in the R-60 Zone and community-serving and institutional uses such as Bethesda Country Day School. These neighborhoods feature tree-lined streets and modest lot sizes typical of the surrounding area.

To the north, across Old Georgetown Road and toward Alta Vista Terrace, are single-family detached homes in the R-60 Zone and community-serving and institutional uses such as Bethesda Country Day School. These neighborhoods feature tree-lined streets and modest lot sizes typical of the surrounding area.

To the east, the corridor transitions to additional R-60 neighborhoods and smaller-scale institutional and commercial uses which serve both the NIH campus and local residents.

To the south, West Cedar Lane provides a clear boundary between the site and the NIH Clinical Center and Walter Reed National Military Medical Center complexes, major regional employment centers. Beyond Cedar Lane, Suburban Hospital and its supporting medical facilities are located within a short distance, reinforcing the corridor's unique mix of residential and institutional uses.

To the west, across Old Georgetown Road, are additional R-60-zoned detached neighborhoods and Ayrilawn Park with its YMCA facility, providing recreational amenities for area residents. This area maintains a suburban character consistent with the Bethesda-Chevy Chase Master Plan's emphasis on residential neighborhoods.

The proposed redevelopment will appropriately transition between Old Georgetown Road's active corridor—anchored by NIH, medical institutions, and local retail to the south and the surrounding low-density neighborhoods to the north. By limiting building heights to 55 feet, incorporating landscaped buffers, re-establishing a residential street front, providing rear-loaded parking and ample pedestrian open space, the Project maintains compatibility with the scale and character of nearby homes while fulfilling the transitional nature of the site and contributing to the corridor's vitality.

II. Proposed Development

A. Overview

Pursuant to this Local Map Amendment application, the Applicant is proposing to redevelop its 1.85-acre property into a compact, high-quality residential community under the CRTF-1.25, C-1.0, R-1.0, H-55' floating zone. The site, presently improved with a ±3,274-square-foot private club and surface parking areas, will be transformed through a single-phase development program into a vibrant residential neighborhood that strengthens the Old Georgetown Road corridor's character and advances the 1990 Bethesda-Chevy Chase Master Plan's recommendations for maintaining residential frontage while enhancing connectivity and housing

diversity.

The proposed development will contain a total of 18 dwelling units. This includes nine townhouses arranged as rear-loaded units accessed via alleys to minimize curb cuts and prioritize pedestrian safety, and nine apartments located within a single mixed-use residential building that also incorporates ±5,000 square feet of community clubhouse/institutional space. The clubhouse is envisioned as a flexible community amenity capable of hosting resident meetings, educational programs, and neighborhood events. Its placement adjacent to the central green and outdoor terrace ensures visibility, accessibility, and integration with the public open space network.

The site will be organized around the central neighborhood green, framed by front-facing townhomes and the mixed-use building that provides a shared gathering place for informal recreation and social interaction. The outdoor terrace, framed with a decorative wall and gate will create a direct and inviting connection from the public realm to the heart of the community. Supplemental landscaped buffers are distributed along the site's edges to soften building massing, provide visual relief to adjacent R-60 neighborhoods, and expand opportunities for passive open space. In total, the development will dedicate 12.1% of the site to public and common open space, more than double the applicable 5% minimum requirement.

The Project's scale and massing have been carefully designed for compatibility with adjacent, existing development. Building heights are limited to 45 feet for the townhouses and 55 feet for the multi-use building, consistent with the CRTF zone and sensitive to the surrounding single-family neighborhoods. The overall floor area ratio of 0.82 FAR is below the 1.25 FAR maximum permitted, ensuring a context-appropriate density. Vehicular access is provided by one driveway along West Cedar Lane, feeding a private internal driveway network that includes parallel visitor parking spaces. A total of 44 parking spaces, including 2 handicap (van-accessible) spaces, are provided, exceeding within the County's minimum requirement of 26 spaces and maximum of 48 spaces.

The development will modernize on-site stormwater management using Environmental Site Design (ESD) practices and structural best management practices to treat runoff, enhance infiltration, and improve water quality compared to existing conditions. The Forest Conservation Plan confirms no forest exists on-site and 0.26 acres of off-site afforestation mitigation is proposed to satisfy applicable County standards. As part of the Forest Conservation Plan approval, a variance will be required from the Planning Board to remove six specimen trees. The site does not contain any other environmentally sensitive areas including floodplains, streams, or wetlands.

Situated along Old Georgetown Road—one of Bethesda's primary corridors—the Project benefits from excellent regional connectivity. It is within walking distance of Suburban Hospital, NIH, and Walter Reed National Military Medical Center, and has convenient access to WMATA Metrobus routes and the Medical Center Metro Station. Thus, this location is suitable for compact growth consistent with *Thrive Montgomery 2050* and the Master Plan's call for maintaining residential character while diversifying housing opportunities.

In summary, the proposed redevelopment will replace an aging, low-intensity special exception

use with a thoughtfully designed, pedestrian-oriented residential neighborhood. By incorporating rear-loaded parking, a robust open space network, a dedicated community gathering space, and landscaped buffers, the Project ensures compatibility with adjacent development while enhancing the corridor’s vitality. Moreover, the Project provides much-needed new housing options, strengthens pedestrian connectivity, and modernizes site infrastructure—all in a manner that substantially conforms to County planning objectives and furthers the public interest.

B. Design Iteration

The proposed design has evolved through multiple iterations to respond to the site’s physical characteristics, surrounding neighborhood context, and the planning objectives of the 1990 Bethesda–Chevy Chase Master Plan. To this end, the Applicant has refined the proposed layout by arranging the nine townhomes and the mixed-use residential building around smaller, orthogonal blocks, with rear-loaded parking accessed by internal driveways. This orientation removes an existing driveway on Old Georgetown Road and enhances the pedestrian experience along the corridor. The central neighborhood green was enlarged and positioned as the primary organizing element of the community, framed by active residential frontages to place “eyes on the street” and foster a strong sense of place. A landscaped terrace adjacent to the community clubhouse space will also provide a direct connection between Old Georgetown Road and the central green without compromising the residential streetscape character

Building heights are limited to 45 feet for the townhouses and 55’ for the multi-use building, below the floating zone’s maximum, and architectural articulation, varied rooflines, and façade modulation have been included to break up massing and reduce visual impact. Landscaped buffers were added along the Property’s edges to soften the transition to neighboring single-family homes and provide additional passive recreation areas.

The proposed design also integrates Environmental Site Design (ESD) stormwater management features to treat the site’s stormwater run-off, and the layout distributes visitor parking within the internal network rather than at the site’s edges. Vehicular and pedestrian circulation is improved with a single access point along West Cedar Lane, reducing potential traffic conflicts and ensuring efficient movement throughout the site.

This iterative design process resulted in a context-sensitive, compact residential community that replaces an aging special exception use and surface parking with thoughtfully arranged housing, robust open space, and improved pedestrian connections, aligning with County objectives for compatible infill development along Old Georgetown Road.

C. Project Layout

The proposed redevelopment is organized around a compact, pedestrian-oriented layout that emphasizes community gathering spaces, connectivity, and compatibility with surrounding neighborhoods. The 1.85-acre Property will be transformed from an underutilized private club and surface parking lot into a vibrant residential community featuring 18 total dwelling units—nine townhomes and nine apartments within a single mixed-use building—and ±5,000 square feet of community clubhouse/institutional space.

At the heart of the community is a central neighborhood green, strategically sited to serve as the primary gathering space and visual anchor of the proposed development. This open lawn is framed by the front façades of townhomes and by the mixed-use residential building, ensuring active frontages for safety and community engagement. Adjacent to the central green and outdoor terrace is the community clubhouse, providing flexible indoor/outdoor space for neighborhood meetings, events, and social activities.

The nine townhomes are grouped into short blocks, one oriented parallel to Old Georgetown Road, with rear-loaded garages and alleys that eliminate driveway interruptions along public-facing façades. This configuration preserves an active and visually appealing streetscape, with stoops, porches, and landscaping defining the pedestrian realm. The townhouses are positioned along Old Georgetown Road adjacent to the Bethesda Mews neighborhood and the mixed-use residential building is positioned toward the corner the site, all of this providing a massing transition between the commercial corridor to the south and the residential neighborhood to the north.

Together, these elements replace outdated impervious surfaces with a walkable, amenity rich neighborhood that enhances the Old Georgetown Road corridor while respecting the scale and character of adjacent communities.

D. Architecture Design

The architectural concept for the Project promotes compatibility with the surrounding R-60 neighborhoods while creating a distinct, high-quality identity for the new residential community. The townhomes and mixed-use residential building will exhibit traditional residential forms with compatible building materials, rooflines, and detailing that reflect the scale and character of nearby single-family homes along Old Georgetown Road. Building heights are limited to 45 feet for the townhouses and 55 feet for the multi-use building, below the maximum height permitted under the CRTF zone and maintaining an appropriate massing transition between the corridor and adjacent detached dwellings.

The nine townhomes will be organized into short building groups, each featuring varied façades, articulated rooflines, and complementary color palettes to break up massing and prevent visual monotony. Architectural elements such as stoops, front porches, bay projections, and window trim details will provide human scale and enhance the pedestrian experience. The rear parking and alleys allow the primary façades to remain active, with landscaping, entrances, and fenestration defining the streetscape rather than vehicular infrastructure.

The mixed-use residential building, containing nine apartments and the 5,000-square-foot community clubhouse space, will incorporate similar materials and detailing to ensure visual continuity with the townhomes while subtly differentiating itself as a community focal point. Ground-level windows and entrances will face the central green, activating the shared open space. The building's placement within the interior of the site reduces its perceived massing from Old Georgetown Road and adjacent homes, while its design creates a sense of arrival at the central gathering space.

Across all structures, the Applicant intends to use quality building materials with attention to color variation and texture to provide visual interest. Roof pitches and parapets will be modulated to break up the massing and reduce perceived bulk. Exterior lighting will be pedestrian-scaled and designed to minimize glare on neighboring properties. Final architectural elevations, material palettes, and lighting plans will be presented and reviewed in detail during the Site Plan stage to ensure alignment with County standards, community expectations, and the goals of the Bethesda–Chevy Chase Master Plan.

The overall architectural design encourages compatibility with surrounding development while introducing updated housing typologies and community amenities. By combining traditional building forms, modern functionality, and context-sensitive materials, the Project’s architecture reinforces Old Georgetown Road’s residential character, enhances its streetscape, and contributes positively to the broader neighborhood fabric.

E. Open Space

The proposed redevelopment provides a well-organized, connected system of public and common open spaces that exceeds the County’s minimum standards. The Floating Zone Plan dedicates approximately 12.1% of the site to open space—more than double the 5% minimum required under Section 6.3.5 of the Zoning Ordinance. These spaces are distributed strategically across the Property to create a functional network of gathering areas, landscaped buffers, and pedestrian connections that enhance neighborhood character and functionality.

At the heart of the Project is a central neighborhood green, positioned between the mixed-use residential building and front-facing townhomes. This open lawn serves as the community’s primary gathering space, large enough to accommodate informal recreation, small group activities, and passive enjoyment. Its placement ensures natural surveillance from adjacent building façades, consistent with best practices for safety and placemaking. The ±5,000-square-foot community clubhouse is located adjacent to the green, reinforcing the area as the social hub of the neighborhood and providing flexible indoor/outdoor opportunities for meetings, events, and resident programming.

A landscaped terrace connects Old Georgetown Road directly to the central green, improving pedestrian permeability through the site and creating a welcoming public gateway. The terrace will include trees, pedestrian-scale lighting, and seating areas to encourage gathering and movement between the corridor and the neighborhood core.

Landscaped buffers are integrated along the edges of the Property. These open areas soften the transition between the Project and surrounding R-60–zoned neighborhoods, provide visual relief, and offer additional passive recreation spaces. Landscaping and street trees along Old Georgetown Road enhance the corridor’s streetscape and contribute to the site’s compatibility with adjacent development.

All public and common open spaces are designed to comply with Section 6.3.1 of the Zoning Ordinance, which allows features such as lawns, landscaping, seating areas, pedestrian

connections, lighting, and informal play areas. Collectively, these open space components replace impervious surface parking with functional green infrastructure, create a centralized community focus, and contribute to an inviting, pedestrian-friendly environment.

F. Access, Parking, and Circulation

The proposed development has been designed to ensure safe, efficient vehicular circulation, adequate parking, and direct, attractive pedestrian connections that integrate seamlessly with the surrounding transportation network. The Property fronts Old Georgetown Road (MD 187) and West Cedar Lane, two significant corridors in Bethesda that provide direct connections to Suburban Hospital, NIH, Walter Reed National Military Medical Center, and the broader regional roadway system.

Vehicular access to the community will be provided through a single access point along West Cedar Lane. This access point will minimize potential pedestrian conflicts and allow for smooth ingress and egress. The internal private driveway network connects these garage access and organizes traffic circulation throughout the site. All vehicular movement, including access for townhomes and apartments, is internalized to avoid disruption to adjacent residential streets.

Parking is proposed in compliance with Section 6.2 of the Montgomery County Zoning Ordinance, exceeding the minimum required. A total of 44 parking spaces are proposed, including:

- 8 spaces for the community clubhouse/institutional use, meeting the minimum 1.5–2.25 spaces per 1,000 SF requirement.
- 18 spaces for the nine townhomes (two per unit), consistent with the 1.0–2.0 per-unit standard.
- 18 spaces for the nine apartments (two per unit), consistent with the 1.0–2.0 per-unit standard.
- 2 van accessible spaces will be in full compliance with ADA and County standards.

Pedestrian circulation has been prioritized throughout the site. A landscaped pedestrian terrace connects Old Georgetown Road directly to the central neighborhood green, functioning as a primary walking route. A sixteen-foot public “Breezeway” is provided along the Property’s Old Georgetown Road frontage, tying into an existing public shared-use path to the north. A six foot public sidewalk is provided along the West Cedar Lane frontage, improving neighborhood connectivity. On-site sidewalks provide direct access between townhomes, the mixed-use building and the central green.

Bicycle circulation is accommodated through the proposed 16-foot-wide breezeway, which provides an additional connection for non-motorized users and integrates with nearby bicycle routes along Old Georgetown Road and Cedar Lane. This bike facility encourages multi-modal transportation and reduces vehicle reliance for short trips within the surrounding community.

Service and emergency access have also been considered in the site layout. The fire access lane, ensures first responders can reach all buildings and units efficiently. Loading needs for the community clubhouse and residential building will be accommodated within the internal driveways to avoid conflicts with visitor parking or pedestrian paths.

In sum, access, parking, and circulation design supports multi-modal mobility, provides sufficient parking capacity, and establishes safe, legible pathways for residents and visitors. These elements ensure compatibility with the surrounding neighborhood and compliance with the Montgomery County Zoning Ordinance and Complete Streets Design Guidelines, while enhancing the pedestrian character of the Old Georgetown Road corridor.

G. Civil Engineering

1. Natural Resources Inventory / Forest Stand Delineation

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code (the "Forest Conservation Law"). A Natural Resources Inventory/ Forest Stand Delineation ("NRI/FSD") (No. 42052110) was approved for the Property on September 4, 2025. The Property does not contain any existing forest protected soils, endangered species, or other natural features that would impact development. The site does contain multiple specimen trees that will be removed for redevelopment of the site. Forest Conservation Plan F20260270 was submitted to the County for review on October 6, 2025.

2. Stormwater Management Concept Plan

The Project will comply with the requirements of Chapter 19 of the Montgomery County Code. Because the Project will result in more than 5,000 square feet of disturbance, the Applicant is submitting a Stormwater Management Concept Plan with the Local Map Amendment application. The Stormwater Concept must be approved by DPS prior to applying for a Sediment Control and/or Stormwater Management Permit. In accordance with Stormwater Management Act of 2007, the Project will implement Environmental Site Design ("ESD") practices to the maximum extent practicable.

The included stormwater concept exhibit proposes the use of ESD facilities of micro bioretention, supplemented with structural best management practices ("BMP") comprising of storage and filtering mechanisms. The stormwater strategy will be further refined during the Preliminary Plan and Site plan approval process. The proposed layout will fully accommodate stormwater management facilities that meet/exceed applicable County and State requirements.

3. Sediment and Erosion Control

A Sediment and Erosion Control Plan will be prepared and submitted to DPS for approval after Stormwater Management Concept approval and prior to commencement of construction on the Property. The plans will comply with all State of Maryland and Montgomery County Sediment and Erosion Control Regulations.

4. Adequate Public Facilities

The public facilities are adequate to support and service the proposed development. As discussed above, a Preliminary Plan and Site Plan will be filed subsequent to Local Map Amendment approval. As such, the Montgomery County Planning Board ("Planning Board") will be responsible for determining whether Adequate Public Facilities ("APF") exist to support the proposed development of the Property at the time of Preliminary Plan and Site Plan.

a. Traffic

The proposed development generates fewer than 30 net new peak-hour weekday motor vehicle trips. Therefore, it is exempt from conducting a Local Area Transportation Review (LATR) study.

Although the development is exempt from an LATR study, the Montgomery County Department of Transportation (MCDOT) requested an operational analysis of the site driveway along West Cedar Lane. An operational analysis of the site access point was conducted, and demonstrated that the site access will operate effectively as a full-movement access point. As such, this driveway is proposed to operate as a full-movement access.

b. Schools

The Property is served by Bethesda Elementary School, Westland Middle School, and Bethesda-Chevy Chase High School, which are part of the Montgomery County Public Schools (MCPS) cluster for this area. According to the most recent FY 2025 Subdivision Staging Policy Schools Test, all three school levels—elementary, middle, and high school—are currently operating within their respective adequacy thresholds for enrollment capacity.

The Project proposes a modest addition of 18 dwelling units (nine townhomes and nine apartments), which is not anticipated to generate a significant number of new students. Based on current MCPS student generation rates for similar housing types, the expected student yield is minimal relative to available capacity.

As such, the Planning Board's Schools Test indicates adequate school capacity exists to serve the Project at all levels. Therefore, no Utilization Premium Payments (UPP) are currently required for the proposed development.

c. Other Services

The Property will be served by existing public water and sewer mains. The Property is located within water and sewer categories W-1 and S-1, indicating immediate availability of public

utilities. Water and sewer service needs for the Project will be met by the Washington Suburban Sanitary Commission (WSSC) through connections to existing water and sewer lines located within the Old Georgetown Road and West Cedar Lane rights-of-way. No off-site extensions or major infrastructure improvements are anticipated to support the proposed development.

Other public facilities and emergency services are already available in close proximity to the Property. Police protection is provided by the Montgomery County Police Department, and fire and emergency medical services are available from nearby firehouses serving Bethesda and North Bethesda. The Property is situated directly adjacent to major health care and research institutions, including Suburban Hospital, Walter Reed National Military Medical Center, and the National Institutes of Health Clinical Center, ensuring comprehensive medical services are readily accessible to future residents.

Collectively, the existing network of public utilities, emergency services, and community facilities is fully adequate to support the proposed development, and no significant infrastructure investments are required to accommodate the Project.

III. Master Plan Conformance

A. Sector Plan

The Property is located within the boundaries of the 1990 Bethesda–Chevy Chase Master Plan, the County’s comprehensive policy guide for land use, housing, transportation, community facilities, and environmental stewardship for this portion of Montgomery County. The Master Plan highlights residential stability as a dominant land use principle, discourages commercial encroachment along key corridors, and emphasizes context-sensitive infill development that respects the character of established neighborhoods (pp. 58–59). The Plan further recognizes Old Georgetown Road as an important gateway to Bethesda where residential character should be preserved, pedestrian safety improved, and visual quality enhanced (pp. 57–59).

Although the Master Plan does not anticipate rezoning the Property, the proposed Project directly advances its overarching goals for land use, housing variety, open space, mobility, environmental protection, and neighborhood compatibility. By converting an underutilized institutional use and large surface parking areas into a walkable, context-sensitive neighborhood, the Project implements the Plan’s intent to encourage moderate, compatible residential development to appropriate locations within the plan area.

1. Land Use

The Project’s compact street grid and landscaped edges create a cohesive neighborhood fabric consistent with the Master Plan’s guidance to improve corridor appearance, avoid visual clutter, and protect adjacent single-family areas (pp. 57–58). By replacing surface parking lots and empty frontages with active streetscapes, the Project reinforces Old Georgetown Road’s role as a residential gateway and upholds the Plan’s emphasis on neighborhood character and stability (pp. 58–59).

2. Housing

The Master Plan highlights a need for varied housing types, observing that Bethesda–Chevy Chase is dominated by single-family detached homes and that moderate-density attached housing can provide opportunities for households of different incomes and life stages (pp. 25–27). The Plan also supports additional housing—where compatible with existing neighborhoods—near major transportation routes and employment centers to balance growth with available infrastructure (p. 25).

The Project satisfies these recommendations by introducing a scaled mix of attached homes within walking and biking distance of major employment nodes and transit corridors. This approach diversifies the local housing stock, supports transit usage, and provides attainable housing options without impacting nearby single-family neighborhoods. By employing buffering, internal alleys, and rear-loaded garages, the Project maintains compatibility while fulfilling the Master Plan’s call for context-sensitive housing diversity (pp. 25–27).

3. Open Space & Environmental Quality

The Master Plan underscores the importance of maintaining the green character of Bethesda–Chevy Chase, calling for landscaped buffers between curbs and sidewalks, additional tree planting, and screening of parking areas to enhance corridor aesthetics (pp. 31, 57–58). To this end, the Plan recommends improving pedestrian safety, providing safer highway crossings, and creating public spaces to strengthen neighborhood cohesion (pp. 57–58).

The Project implements these objectives by converting impervious parking areas into tree-lined streets, a landscaped terrace, and a central neighborhood green framed by active frontages. Planted buffers around the site’s edges preserve and enhance the area’s visual quality. These improvements create a pedestrian-friendly, environmentally sensitive neighborhood consistent with the Plan’s environmental and urban design principles (pp. 31, 57–58).

4. Mobility & Transportation

The Master Plan balances growth with transportation capacity and recommends safe, efficient movement for all users. It calls for improved pedestrian circulation, continuous sidewalks, and coordinated development to minimize traffic impacts (pp. 57–58). The Project’s internal street network—with distributed access points, continuous sidewalks, and a mid-block pedestrian connection—supports these objectives. By concentrating housing near existing transit service on Old Georgetown Road and within reach close proximity to the Medical Center and Bethesda Metro Stations, the Project fulfills the Plan’s direction to focus new housing near major transit corridors and employment centers (p. 25).

5. Community Facilities & Neighborhood

The Master Plan recommends that community facilities should be coordinated with moderate residential growth and that redevelopment should not erode the character or function of existing neighborhoods (pp. 58–59). By providing new housing without introducing incompatible

commercial uses or overwhelming public services, the Project maintains the stability of the surrounding community while contributing to the area’s long-term vitality. The inclusion of centrally located open spaces and improved pedestrian connections also enhances community cohesion, consistent with the Plan’s call for neighborhood-oriented improvements.

B. General Plan

In addition to the Master Plan, the Project conforms with *Thrive Montgomery 2050* (the “General Plan”). Specifically, the Project advances the General Plan’s “Overarching Objectives” as it relates to (1) Compact Growth and (2) Housing for All. The Project is fully consistent with the General Plan for Montgomery County, *Thrive Montgomery 2050*, which establishes overarching objectives for future growth, housing, transportation, environmental sustainability, and community resilience. *Thrive* articulates two key guiding principles—Compact Growth and Housing for All—as well as complementary policies for Complete Communities, Connectivity, and Environmental Resilience. Redevelopment of the Property advances these priorities.

1. Compact Growth and Complete Communities

Thrive directs new development to occur within established corridors and centers that already benefit from public investment in transportation and infrastructure. By focusing growth along Old Georgetown Road, the Project meets housing demand at a location with existing water, sewer, transit, and transit capacity. The Project also supports Complete Communities by transforming an isolated, auto-oriented institutional site into a cohesive neighborhood with walkable connections, tree-lined streets, and integrated open spaces. Residents will be able to access parks, schools, employment, and retail services nearby—fostering community fabric consistent with *Thrive’s* vision for neighborhoods where daily needs can be met without dependence on long car trips.

2. Housing for All

Thrive emphasizes increasing the diversity of housing options, particularly in areas close to transit and major employment centers. The General Plan calls for allowing more housing types—such as townhomes and other attached units—in neighborhoods that have historically been dominated by single-family detached homes. The Project directly fulfills this goal by introducing a intentionally scaled mix of attached residential housing forms within walking distance of transit-served corridors and major employers such as the National Institutes of Health and Downtown Bethesda.

3. Connectivity and Multimodal Transportation

Thrive calls for safe and accessible connections for all travel modes, emphasizing pedestrian and bicycle infrastructure, multimodal circulation, and transit-oriented design. By improving walkability and creating direct connections to Old Georgetown Road, the Project enhances neighborhood connectivity and supports reduced automobile dependence. The circulation

network has been designed to minimize potential conflicts with neighboring streets and encourage active transportation choices consistent with *Thrive's* mobility objectives.

4. Environmental Resilience and Public Realm Quality

Thrive highlights environmental sustainability and the creation of high-quality public spaces as essential elements of future growth. The Project replaces impervious surface parking with a network of green streets, pocket parks, and a central green framed by active frontages. Modern stormwater management practices—including Environmental Site Design facilities—will improve water quality and reduce runoff relative to existing conditions. Street trees, landscaped buffers, and shaded seating areas enhance the corridor's visual quality and reduce urban heat island effects, aligning with *Thrive's* call for sustainable, climate-resilient neighborhoods.

5. Equity and Long-Term Community Benefits

The Project aligns with *Thrive's* equity objectives by offering new housing opportunities in a desirable, high-opportunity area of the County where such opportunities are limited. By diversifying housing choices without displacing existing neighborhoods, the Project contributes to a more inclusive community fabric. The introduction of pedestrian connections, public open space, and improved streetscapes provides tangible public benefits shared by existing neighbors as well as future residents, fulfilling the General Plan's principle of ensuring that redevelopment contributes positively to the broader community.

IV. Zoning Ordinance Conformance

A. General Floating Zone Requirements

This Application satisfies the floating zone requirements of Division 59.5.1 of the Montgomery County Zoning Ordinance ("Zoning Ordinance") as follows:

1. Section 5.1.2 – Intent Statement

The intent of the floating zone is to:

A. Implement comprehensive planning objectives by:

- 1. Furthering the goals of the general plan, applicable master plan, and functional master plans;*

As detailed in Section III, the Project furthers the County's housing goals and the recommendations of the Master Plan and *Thrive Montgomery 2050*. To this end, the Project provides moderate residential development along corridors served by existing infrastructure and transit, diversifies housing options by introducing moderately scaled multi-family units, and enhances pedestrian connectivity. These elements implement the Master Plan's policies to preserve residential character, improve the Old Georgetown Road corridor's appearance and

function, and focus new housing near employment centers and transit. Additionally, the Project advances *Thrive's* compact growth and housing-for-all objectives by making efficient use of a developed site and integrating new homes into a walkable community fabric.

The Project will utilize existing water and sewer lines that will not require off-site upgrades. The Project will meet all applicable adequacy of public facilities (APF) requirements, as demonstrated by school and transportation tests. APF will be formally established with a subsequent Preliminary Plan application.

2. *Ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the General Plan, applicable Master Plan, functional master plan staging, and applicable public facilities.*

The Property is served by existing public water and sewer systems and is fronted by Old Georgetown Road, an arterial roadway with established transit service. No off-site upgrades to major infrastructure are anticipated. Adequacy of public facilities will be formally confirmed at Preliminary Plan, however, schools, transportation, and other services can support the modest residential density proposed. As described above, the number of new trips to and from the site is de minimis and the development is exempt from conducting an LATR study. The Project balances land use and infrastructure capacity in accordance with County policies for corridors like Old Georgetown Road.

3. *Allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features with and connected to the property.*

Although no regulated environmental features such as wetland, streams or floodplains are located on the site, the Project represents efficient, sustainable land use with infill redevelopment in close proximity to existing transit and employment. The one access point and central promenade provide interconnected pedestrian sidewalks that knit the neighborhood into surrounding land use patterns. Street trees, buffers, and open spaces soften transitions to adjacent properties, ensuring compatibility and enhancing the public realm.

B. Encourage the appropriate use of land by:

1. *Providing flexible applicability to respond to changing economic, demographic, and planning trends that occur between comprehensive District or Sectional Map Amendment;*

The Project responds to demographic shifts and housing needs by transforming a single-purpose institutional property into a complementary residential neighborhood. The Project incorporates current planning priorities—compact growth, walkable blocks, and housing diversity—that have emerged since the site's original development. The floating zone mechanism offers the flexibility to implement these updated priorities while maintaining compatibility with adjacent neighborhoods.

2. *Allowing various uses, building types, and densities as determined by*

a property's size and base zone to serve a diverse and evolving population; and

The proposed mix of attached and multi-family housing types serve a range of households within a moderate density appropriate for this corridor. Building groups are carefully sited parallel to Old Georgetown Road and modulated to avoid excessively long facades, implementing a comfortable pedestrian scale. The Project demonstrates that the CRTF floating zone can deliver diverse housing options in a way that reinforces rather than disrupts existing community character.

- 3. Ensuring that development satisfies basic sustainability requirements, including open space standards and environmental protection and mitigation.*

The Project incorporates generous public and common open spaces, continuous sidewalks, and landscaped buffers, exceeding minimum open space requirements. Environmental Site Design techniques will be implemented to manage stormwater and improve water quality relative to existing conditions. Street trees and plantings enhance the corridor's visual quality, reduce heat island effects, and contribute to neighborhood sustainability.

C. Ensure protection of established neighborhoods by:

- 1. Establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density, and uses;*

The Project's density, building heights, and layout are strategically designed to respect nearby residential areas. Redevelopment replaces an outdated, auto-oriented site dominated by surface parking with a human-scaled residential neighborhood that maintains and strengthens the character of Old Georgetown Road.

- 2. Providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and*

Setbacks, block lengths, and building modulations will be finalized at Site Plan to ensure harmonious integration. By framing streets with active frontages, maintaining landscaped buffers, and removing access points, the Project creates a transition that protects adjacent properties from adverse impacts while improving the appearance and function of the corridor.

- 3. Allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.*

The site's grading and street layout allow for discreet placement of garages and alleys, screened from view along Old Georgetown Road. Landscape buffers and a central green further reduce visual and operational impacts. The floating zone's flexibility is utilized to ensure that the Project not only avoids negative impacts but also delivers positive enhancements to the corridor's visual quality, pedestrian safety, and housing diversity.

2. Section 5.1.3 – Applicability

In order to ensure that the objectives of the floating zones are achieved, the Zoning Ordinance sets forth specific requirements and prerequisites for CRTF Local Map Amendment applications. Pursuant to Section 5.1.3.C of the Zoning Ordinance, if a Floating Zone is not recommended in a master plan, the following apply:

1. *The maximum allowed density is based on the base zone and of the size of the tract as stated in Division 5.2 through Division 5.5. Any density bonus requested under Chapter 25A may be added to the density allowed under Division 5.2 through Division 5.5 and included in the units per acre or FAR of the zone requested.*

The requested CRTF-1.25, C-0, R-1.25, H-55' zoning complies fully with the maximum density provisions outlined in Division 5.2 through Division 5.5 of the Montgomery County Zoning Ordinance. Under these provisions, the allowable density for a floating zone request is based on both the base zoning and the size of the tract. The Property is currently zoned R-60 which limits development to low-density detached dwellings. By seeking the CRTF classification, the Applicant proposes a moderate density of 0.82 FAR, which is below the maximum 1.25 FAR permitted under the requested zone. A Moderately Priced Dwelling Unit (MPDU) density bonus under Chapter 25A is not requested or applied to the proposed FAR.

2. Residential Base Zone

- c. *When requesting a Commercial Residential Floating (CRF) zone, Commercial Residential Town Floating (CRTF) zone, or any Employment Floating zone (NRF, GRF, EOFF, LSCF) for a property with a Residential base zone:*
 - i. *The property must front on a nonresidential street or must confront or abut a property that is in a Residential Townhouse, Residential Multi-Unit, Commercial/Residential, Employment, or Industrial zone; and*
 - ii. *The application must satisfy a minimum of 2 prerequisites for each of the categories under Section 5.1.3.D*

The Application meets a minimum of two (2) prerequisites in each of the following categories:

c. Prerequisites

Transit & Infrastructure

1. *The site has frontage on and vehicular, bicycle, and pedestrian access to at least 2 roads, at least one of which is nonresidential.*

The Project fronts on Old Georgetown Road & West Cedar Lane. Both Roads have vehicular, bicycle & pedestrian access to the project and Old Georgetown Road is non-residential

- 2. The site is served by existing water and sewer infrastructure that will not require either an upgrade to the service line or installation of a pump station due to the proposed development.*

The Project is served by existing public water and sewer service and the line will not require upgrade or use of a pump station.

Vicinity & Facilities

- 1. The site is adjacent to a bicyclist route that provides access to commercial services within 3 miles.*

The Project is adjacent to the Bethesda Trolley Trail and is 1.2 miles north of the Bethesda commercial district.

- 2. The site is adjacent to a route that provides access to an existing or master-planned school within ½ mile.*

The Project is adjacent to a public road that provides access to Bradley Hills Elementary School 0.6 mile away.

Environment & Resources

- 1. The limits of disturbance for the development will not overlap any stream, floodplain, wetland, or environmental buffer or any slopes greater than 25% or slopes greater than 15% where erodible soils are present.*

The Project's limit of disturbance will not overlap any stream, floodplain, wetland, environmental buffer or steep slopes.

- 2. The site does not contain any rare, threatened, or endangered species or critical habitats listed by the Maryland Department of Natural Resources.*

The Project does not contain any rare, threatened or endangered species, or critical habitat.

B. Requirements of the CRTF Zone

The Application also satisfies the specific requirements and objectives of the CRTF zone itself, as described below:

1. Section 5.3.2 – Purpose

The purpose of the Commercial/Residential Floating zones is to:

- A. Allow development of mixed-use centers and communities at a range of densities and heights flexible enough to respond to various settings;*
- B. Allow flexibility in uses for a site; and*
- C. Provide mixed-use development that is compatible with adjacent development.*

The Project has been strategically designed to satisfy the purposes of the CRTF zone while providing a compatible transition to the surrounding neighborhood. First, it allows development of communities at a range of densities and heights flexible enough to respond to various settings by transforming a previously underutilized R-60–zoned property along Old Georgetown Road into a moderately scaled residential neighborhood. The requested CRTF-1.25, C-0, R-1.25, H-55’ zoning provides a moderate 1.25 FAR and permits a maximum 55-foot building height; however, all proposed buildings, ensuring compatibility with nearby single-family homes and maintaining the corridor’s residential character. The flexibility of the floating zone enables a compact, pedestrian-oriented layout organized around a central neighborhood green, landscaped buffers, and carefully oriented building groups that respect topography and neighboring properties.

The Application allows flexibility in uses for the site. The existing R-60/TDR 8.0 zoning restricts the Property to detached single-family dwellings, duplexes and townhouses which no longer address evolving housing needs or the County’s objectives for diverse, transit-accessible communities. Under the CRTF zone, the site can provide a balanced program of townhomes, apartments, and a ±5,000-square-foot community clubhouse adjacent to open space—expanding housing choice while maintaining a primarily residential character. This flexibility enables redevelopment that supports nearby employment centers such as NIH and Suburban Hospital, and does so without overwhelming public infrastructure or impacting surrounding neighborhoods.

Finally, the Project provides mixed-use development compatible with adjacent development by reinforcing Old Georgetown Road’s role as a residential gateway and enhancing transitions to nearby R-60 neighborhoods. The block pattern orients front façades toward streets and open spaces, while rear-loaded garages and alleys are placed internally to reduce visual and functional impacts. Landscaped buffers, street trees, pedestrian connections, and open spaces provide an attractive public realm that benefits both residents and neighbors. While the Project does not include retail or office components, it achieves the mixed-use intent of the CRTF zone by creating a diverse residential environment supported by shared amenities and open space within a major corridor served by transit and community facilities.

2. Section 5.3.5 – Development Standards

Floating Zones allow for flexibility in development standards, including site layout, lot size, height, setback, and placement to allow for development that is compatible with the surrounding

neighborhood—and meets the intent, goals, and policies of the Sector Plan. All proposed development standards are reviewed and approved during the subsequent site plan approval process. Compliance with each proposed, applicable development standard will be demonstrated at the time of Site Plan.

a. Density

Section 59.5.3.5 limits density on a tract greater than three acres to 1.25 FAR. The Applicant requests a total density of 1.25 FAR, with a maximum commercial density of 1.0 FAR and a maximum residential density of 1.0 FAR. This moderate density allows redevelopment of the site in a form and intensity appropriate for Old Georgetown Road without exceeding infrastructure capacity or impacting the surrounding neighborhood.

b. Height

The CRTF-1.25, C-0, R-1.25, H-55 floating zone permits a maximum building height of 45 feet for townhouses and a maximum building height of 55’ for multi-use buildings. All proposed buildings within the Project will remain within these limits. This height limit ensures compatibility with the surrounding R-60–zoned single-family neighborhoods and maintains an appropriate scale along the Old Georgetown Road corridor.

To reinforce human scale, building groups are divided into shorter segments with modulated façades, articulated rooflines, and varied materials to break up massing and reduce visual impact. The Project complies with applicable compatibility standards and ensures a seamless transition between the Project and existing development, including nearby detached homes and institutional uses.

By remaining below the maximum height and employing context-sensitive massing strategies, the Project balances moderate-density infill growth with the preservation of neighborhood character, consistent with the recommendations of the 1990 Bethesda–Chevy Chase Master Plan.

c. Setbacks

Principal setbacks from the site’s boundaries are established on the Floating Zone Plan to buffer adjacent properties and provide space for sidewalks, street trees, and landscaping along external streets. Internal setbacks will be finalized at time of Site Plan to ensure adequate spacing between buildings, driveways and open spaces, maintaining privacy and an attractive streetscape.

d. Lot Size

Minimum lot sizes will be determined at Preliminary Plan and Site Plan review if individual lots are proposed. The Floating Zone Plan confirms that lots, if used, or a single lot condominium regime can accommodate the proposed townhomes, garages, multi-use building and circulation while preserving an orderly block pattern and consistent rhythm along internal streets.

e. General Requirements

Parking, recreational facilities, screening and landscaping will also be provided in accordance with Section 59-6, as generally shown on the Floating Zone Plan, with details to be confirmed at the time of Site Plan. Conformance with these general requirements is detailed below:

1. Parking & Loading Requirements

The proposed development satisfies and exceeds the parking and loading requirements of the Zoning Ordinance. Under Section 6.2, a minimum of 26 parking spaces and a maximum of 48 spaces are required for the combined residential and community clubhouse uses on the Property. The Project provides a total of 44 parking spaces, ensuring more than sufficient capacity to serve residents, visitors, and community space users without generating spillover parking demand in adjacent R-60 neighborhoods.

For the nine townhomes, 18 parking spaces (two per unit) are provided in rear-loaded garages accessed from internal alleys, preserving uninterrupted sidewalks and active frontages along Old Georgetown Road and internal streets. The nine apartments within the mixed-use building are similarly allocated 18 spaces (two per unit), located within the parking garage and the internal site parking areas connected to the private street network. The ±5,000-square-foot community clubhouse has been allocated eight spaces, meeting the baseline 1.5–2.25 spaces per 1,000 square feet required for such facilities.

In addition to standard parking spaces, the plan includes two ADA van accessible spaces. Visitor parking spaces are distributed in the internal private parking areas to ensure convenient short-term parking while maintaining a walkable internal environment.

All parking spaces meet the County’s dimensional standards under Section 6.2.5.E, including the minimum 8.5-foot by 18-foot stall dimensions, and turning radii and aisle widths have been designed to accommodate safe circulation for both passenger vehicles and emergency responders. The Project does not require or propose any screening or incompatible buffer treatments, as parking is internalized and appropriately buffered by landscaped edges and building placement.

Loading for the mixed-use building and community clubhouse will occur within the internal private driveway network, ensuring there are no conflicts with visitor parking or pedestrian circulation. The Project’s parking and loading strategy meets or exceeds County requirements, supports a walkable neighborhood design, and protects the character of surrounding single-family communities by internalizing vehicle movement and ensuring all parking and loading occur within the site.

2. Recreation Facilities

The proposed development provides recreation facilities and amenities that meet and exceed the requirements of the Zoning Ordinance and support the goals of creating a vibrant, livable community. The Project provides approximately 12.1% of the site to public and common open space—more than double the County’s 5% minimum requirement. At the center of the community, the neighborhood green serves as the primary “Common Open Space” for gathering

and recreation space, offering a flexible area suitable for informal play, outdoor exercise, and small community events. This green is framed by the community clubhouse, mixed-use building, and front-facing townhomes, ensuring natural surveillance, convenient access, and a sense of community focus.

A landscaped pedestrian terrace connects Old Georgetown Road to the central green and functions as the “Public Open Space” for the Project. Additional landscaped buffers along the site’s perimeter provide soft transitions to the surrounding R-60 neighborhoods. These open spaces contribute to both passive and active recreation by offering benches, shaded gathering spots, and walking connections between the homes, clubhouse, and public sidewalks.

The 5,000-square-foot community clubhouse adjacent to the green and terrace is designed as a flexible indoor amenity space, capable of hosting community programming, educational courses, and neighborhood social events. Combined with outdoor features such as seating nodes, tree-lined pathways, and open lawn areas, these facilities ensure residents have access to diverse recreational opportunities on-site.

At the time of Site Plan, the Applicant will provide additional detail on specific recreational equipment, landscaping palettes, and dimensions, ensuring compliance with alignment with applicable guidelines and the goals of the Master Plan to maintain high-quality open spaces and community amenities within residential areas.

3. Landscaping

A landscape plan will be submitted in conjunction with Site Plan review. The plan will show all proposed plant material and necessary details to demonstrate conformance with the Landscape Manual of Montgomery County. The final landscape design and planting schedule will be established at time of Site Plan.

C. Necessary Findings

The Application also satisfies the specific requirements and objectives of the CRTF zone itself, as described below:

1. Section 7.2.1.E.2 – Necessary Findings

For a Floating zone application, the District Council must find that the floating zone plan will:

- a. Substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans:*

As discussed in Section III above, the Project substantially conforms to housing principles set forth in the Master Plan, General Plan, and applicable functional master plans.

The Master Plan identifies Old Georgetown Road as an important gateway to Bethesda and emphasizes maintaining the residential character of the corridor, improving pedestrian safety, and discouraging additional commercial encroachment (pp. 57–59). The Project implements these

recommendations by maintaining a residential land use pattern, limiting building heights to 55 feet, and introducing a compact, walkable neighborhood with robust landscaping and buffers. By replacing an underutilized institutional use and surface parking with a tree-lined residential community, the Project improves corridor appearance and protects adjacent R-60 neighborhoods.

The Master Plan also recognizes the need for context-sensitive housing diversity in Bethesda–Chevy Chase, noting that moderate-density attached housing can provide opportunities for households of varying incomes and life stages while remaining compatible with surrounding detached homes (pp. 25–27). The Project’s nine townhomes and nine apartments introduce such diversity while preserving the scale and character of the surrounding neighborhoods through rear-loaded garages, buffering, and short building groups.

Thrive Montgomery 2050 calls for compact growth near existing infrastructure, housing for all, and the creation of complete communities. The Project directly advances these goals by:

- Locating new housing on an infill site with existing utilities, schools, and emergency services, minimizing the need for additional public investment.
- Providing housing within close proximity to Suburban Hospital, Walter Reed National Military Medical Center, NIH, and Metro transit, reducing vehicle miles traveled and supporting a multimodal transportation network.
- Replacing expansive impervious surfaces with public and common open spaces, including a central green, pocket parks, and a pedestrian promenade, consistent with *Thrive’s* emphasis on sustainable design and quality public spaces.

The Project is consistent with the County’s Growth and Infrastructure Policy, as public facilities—including schools, transportation networks, and emergency services—are adequate to serve the proposed development. It also aligns with Complete Streets Design Guidelines by improving pedestrian infrastructure, adding sidewalks along Old Georgetown Road, and incorporating a pedestrian promenade to encourage walking and biking.

The Project’s scale, density, land use, and design substantially conform to the recommendations of the Bethesda–Chevy Chase Master Plan, *Thrive Montgomery 2050*, and supporting County policies. By preserving residential character, enhancing walkability, diversifying housing options, and improving corridor aesthetics, the proposed redevelopment fulfills both long-standing and contemporary planning objectives while maintaining compatibility with adjacent neighborhoods.

b. Further the public interest:

The proposed redevelopment of the Property along Old Georgetown Road clearly furthers the public interest by transforming an underutilized, low-intensity institutional site into a vibrant, context-sensitive residential community that supports County planning objectives, strengthens neighborhood character, and enhances community amenities.

First, the Project directly advances Montgomery County’s housing policies by introducing 18 new dwelling units—nine townhomes and nine apartments—in a location with excellent regional accessibility and existing infrastructure. Positioned within close proximity to Suburban Hospital, Walter Reed National Military Medical Center, the National Institutes of Health, and public transit options including Metrobus and the Medical Center Metro Station, the site provides housing close to major employment centers. This proximity reduces vehicle miles traveled, supports transit use, and aligns with *Thrive Montgomery 2050* and the 1990 Bethesda–Chevy Chase Master Plan objectives to concentrate moderate-density housing where infrastructure is already available.

Second, the Project contributes meaningful public and common open space with a central green, a landscaped terrace, and landscaped pedestrian connections. These features replace impervious parking surfaces with functional green spaces that improve stormwater infiltration, enhance corridor aesthetics, and provide places for residents and neighbors to gather. The ±5,000-square-foot community clubhouse space offers flexible indoor programming space for meetings, educational events, and social activities.

Third, the development improves pedestrian safety and connectivity along Old Georgetown Road by adding new sidewalks, a breezeway and pedestrian pathways that link directly to existing public infrastructure. These improvements create a safer, more attractive environment for walking and biking—benefiting both future residents and the broader neighborhood.

Fourth, the Project integrates modern environmental practices, including Environmental Site Design (ESD) stormwater management features, and complies fully with the Forest Conservation Law through 0.26 acres of off-site afforestation mitigation and on-site specimen tree replantings. By replacing outdated impervious surfaces with thoughtfully designed green infrastructure, the Project contributes to improved water quality, urban heat reduction, and visual quality along the corridor.

Finally, by maintaining residential use on Old Georgetown Road and avoiding any commercial encroachment, the Project supports the Master Plan’s directive to preserve the corridor’s residential character while allowing appropriate, gentle density. The design’s modest 45-foot height limit, rear-loaded parking, and landscaped buffers ensure compatibility with surrounding R-60 neighborhoods, protecting the stability and character of existing communities.

To this end, the Project furthers the public interest by providing diverse, well-located housing, enhanced open space and community amenities, safer pedestrian connections, and environmentally responsible infrastructure improvements—all while respecting the existing neighborhood fabric and advancing the County’s long-term planning goals.

c. Satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter;

The proposed redevelopment fully satisfies the intent and standards of the CRTF zone, as established in Division 59.5 of the Montgomery County Zoning Ordinance. The CRTF zone is

intended to allow development of residential communities at a range of densities and heights that can flexibly respond to corridor settings and create context-sensitive, pedestrian-oriented neighborhoods. The Project achieves these objectives by redeveloping an underutilized R-60 parcel along Old Georgetown Road into a compact, residentially focused community anchored by a central green and community clubhouse.

The Project proposes a density of approximately 0.82 FAR, which is below the requested CRTF zone's maximum of 1.25 FAR, and building heights are limited to 55 feet. This restraint in scale ensures compatibility with adjacent single-family neighborhoods while still meeting the zone's goal of providing additional housing opportunities in locations with direct access to major transportation corridors and existing infrastructure.

The site layout adheres to the CRTF standards for open space, circulation, and pedestrian connectivity. A landscaped pedestrian terrace connects Old Georgetown Road directly to the central neighborhood green, providing a welcoming public realm consistent with the zone's emphasis on walkability and connectivity. Rear-loaded garages and alleys keep vehicle access internal to the site, reducing curb cuts and maintaining uninterrupted pedestrian pathways.

Parking meets the minimum and maximum requirements under Section 6.2, with 44 spaces provided, ensuring sufficient capacity without creating unnecessary impervious surface or off-site impacts. The Stormwater Management Concept Plan integrates Environmental Site Design (ESD) practices, meeting applicable environmental standards under Chapter 19 of the County Code.

Furthermore, the Project's massing, architectural articulation, and landscaped buffers ensure compatibility with surrounding development, aligning with applicable standards for building types and neighborhood transitions. Should the Hearing Examiner require additional conditions to reinforce compatibility, the Applicant is prepared to comply with all applicable standards for setbacks, lot sizes, and buffering at the Site Plan stage.

In sum, the Application satisfies the purpose, intent, and development standards of the CRTF floating zone, exceeding minimum requirements where feasible and ensuring the new neighborhood will integrate harmoniously with its surroundings while advancing the County's broader planning objectives.

d. Be compatible with existing and approved adjacent development:

The proposed Project is intentionally designed to be compatible with existing and approved development in the surrounding area along Old Georgetown Road and West Cedar Lane. To the north, east, and west, the site is bordered by R-60-zoned single-family neighborhoods characterized by modest two-story homes, mature trees, and a traditional suburban street pattern. To the south and southeast, the corridor transitions to institutional and medical uses, including Suburban Hospital, NIH, and Walter Reed National Military Medical Center, all major employment anchors within the Bethesda community.

The Project respects these contextual differences through thoughtful siting, massing, and buffering. Building heights are capped at 45 feet for townhouses and 55 feet for the multi-use building, substantially lower than many institutional buildings to the south and in line with the scale of detached houses nearby. The nine townhomes are arranged in short building groups and oriented with front façades facing the street and the central green, creating a residential street wall compatible with the surrounding neighborhoods.

The mixed-use residential building, which also houses the ±5,000-square-foot community clubhouse, is strategically placed toward the main corner of the site to act as a transition between Old Georgetown Road character to the south and the existing residential neighborhoods to the north and west. Proposed façade treatments, building materials, and rooflines are employed to harmonize with both the townhomes and nearby single-family homes while providing a subtle landmark presence along the corridor.

Landscaped buffers and a central neighborhood green provide visual relief and soften the edges between the development and adjacent homes. These open spaces, combined with the pedestrian linkage between Old Georgetown Road and the interior green, ensure that the Project contributes positively to the corridor's appearance and offers amenities that complement existing community features.

Additionally, the Project aligns with approved and planned development patterns in the vicinity by maintaining residential use on Old Georgetown Road, in accordance with the Master Plan, which discourages commercial encroachment and calls for preserving the corridor's residential identity. The proposed scale, density, and character are consistent with other moderate-density residential infill developments that have been approved in similar transitional areas of Bethesda. Through appropriate building height limits, rear-loaded parking, robust landscaping, and high-quality architecture, the Project is compatible with both the established R-60 neighborhoods and the nearby institutional uses.

e. Generate traffic that does not exceed the critical lane volume or volume / capacity ratio standard as applicable under the Planning Board's LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impact; and

As discussed herein, the Petitioner's traffic consultant, Nick Driban of Lenhart Traffic Consulting, Inc. has prepared a Traffic Impact Statement that confirms that the site will generate a negligible volume of new traffic, resulting in a de minimis impact on the surrounding street networks that will accommodate the Project. The Traffic Impact Statement is submitted as part of this Application.

f. When applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.

The Property is currently zoned R-60/TDR 8.0, a Residential Detached zone, with a TDR Overlay Zone and is surrounded predominantly by other R-60-zoned single-family neighborhoods to the north, west, and east. The requested CRTF zone has been applied in a way

that is context-sensitive and intentionally designed to respect the character, scale, and visual quality of the surrounding community.

The proposed development will not adversely affect neighborhood character because its massing, building heights, and design elements remain compatible with nearby detached homes. Building heights are limited to 55 feet and the townhomes and apartments are arranged in short building groups to prevent large, uninterrupted façades. Rear-loaded garages and alleys eliminate driveway interruptions along Old Georgetown Road, creating a pedestrian-friendly frontage that blends with the existing residential streetscape.

The central neighborhood green and landscaped buffers along the site's edges provide meaningful open spaces that soften transitions and maintain visual relief between the new development and adjacent properties. Additionally, proposed site design, architecture, building materials, and rooflines of the townhomes and mixed-use building are employed to complement the scale and character of nearby homes while introducing high-quality, modern housing options.

By internalizing vehicle circulation, providing ample on-site parking, and incorporating new sidewalks and pedestrian connections, the Project reduces potential off-site impacts such as on-street parking congestion or cut-through traffic. The result is a compact, well-designed residential community that enhances corridor appearance, improves pedestrian safety, and respects the established residential character of the surrounding neighborhood

Accordingly, the Application satisfies Section 59.7.2.1.E.2.f by ensuring that the rezoning to a non-Residential Floating zone will complement the character of the surrounding R-60 neighborhood as compatible, moderate infill development along Old Georgetown Road.

IV. Community Outreach

FAES values its decades-long relationship with its neighbors and has been in consistent communication with them regarding Project plans. Initial discussions with the Knights of Columbus, Bethesda Mews and the Maplewood Citizens Association began in May 2025, with a final review of the LMA plan prior to submittal of this application. Initial feedback has been supportive and FAES will remain in communication with its neighbors throughout the process.

V. Conclusion

The proposed Local Map Amendment represents a thoughtful, context-sensitive transformation of an underutilized institutional site into a vibrant residential neighborhood. As demonstrated herein, the Project will replace outdated site conditions dominated by surface parking and aging improvements with compact blocks, tree-lined streets, and a pedestrian promenade that anchors a cohesive public realm. Moreover, the Project is consistent with Montgomery County's master planning and General Plan objectives, particularly those calling for compact growth, diversified housing choices, and sustainable development within well-served corridors. To this end, the Project further advances the County's housing goals by creating opportunities for a range of household types and incomes, integrating meaningful public and common open spaces, and ensuring safe pedestrian connections.

The Local Map Amendment provides the flexibility necessary to deliver these public benefits while meeting or exceeding all applicable Zoning Ordinance standards and compatibility requirements. For all of these reasons, the Applicant respectfully requests that the District Council approve this Local Map Amendment.