

# **Montgomery County Planning Board**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**DATE MAILED:**

July 24, 2025

MCPB No. 25-077

Preliminary Plan Amendment No. 12023015A

**8676 Georgia Avenue**

Date of Hearing: June 26, 2025

## **RESOLUTION**

WHEREAS, under Montgomery County Code Chapter 50, the Montgomery County Planning Board is authorized to review preliminary plan applications; and

WHEREAS, on July 26, 2024, the Planning Board, by Resolution MCPB No. 24-066, approved Preliminary Plan No. 120230150 (and issued a Correct Resolution on October 9, 2024), creating one (1) lot and up to 550,000 total square feet of density for a mixed-use development with up to 525 units and up to 25,000 square feet of retail/service establishment uses on 1.04 acres of land in the CR-5.0, C-5.0, R-5.0, H-300 zone and Downtown Silver Spring Overlay Zone, located at the southern quadrant of the intersection of Georgia Avenue and Cameron Street (“Subject Property”), in the Silver Spring CBD Policy Area and 2022 *Silver Spring Downtown and Adjacent Communities Plan* (“Sector Plan”) area; and

WHEREAS, on February 2, 2025, 8676 Georgia Ave LLC (“Applicant”) filed an application for approval of an amendment to the previously approved preliminary plan to reduce the previously approved density (from 550,000 to 500,000 square feet) and residential unit count (from up to 525 units to up to 493 units), and to update the Project’s required Local Area Transportation Review (LATR) offsite improvement obligation under the 2024-2028 Growth and Infrastructure Policy (GIP) on the Subject Property, to be considered in conjunction with Site Plan No. 820250050; and

WHEREAS, Applicant’s application to amend the preliminary plan was designated Preliminary Plan Amendment No. 12023015A, 8676 Georgie Avenue (“Preliminary Plan,” “Amendment,” or “Application”); and

WHEREAS, following review and analysis of the Application by Planning Board staff (“Staff”) and other governmental agencies, Staff issued a memorandum to the Planning Board, dated June 16, 2025, providing its analysis and recommendation for approval of the Application, subject to certain conditions (“Staff Report”); and

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Approved as to

Legal Sufficiency: /s/ Emily Vaias  
M-NCPPC Legal Department

WHEREAS, on June 26, 2025, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Commissioner Hedrick, seconded by Commissioner Bartley, with a vote of 3-0-1; Chair Harris, Commissioners Bartley and Hedrick voting in favor, and Commissioner Linden abstaining. Vice Chair Pedoeem was necessarily absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board APPROVES Preliminary Plan Amendment No. 12023015A to reduce the previously approved density (from 550,000 to 500,000 square feet) and residential unit count (from up to 525 units to up to 493 units), and to update the Project's required Local Area Transportation Review (LATR) offsite improvement obligation under the 2024-2028 Growth and Infrastructure Policy (GIP) by modifying Conditions 1, 4, 18 and 24 ,which are restated below and supersede the prior numbered conditions in their entirety:<sup>1</sup>

1. This Preliminary Plan is limited to one (1) lot for up to 500,000 square feet of total development, including up to 493 multifamily dwelling units and up to 20,000 square feet of non-residential density.
4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated June 5, 2025, and incorporates them as conditions of the Preliminary Plan approval with modifications. The Applicant must comply with each of the recommendations in the letter, with Conditions 6 and 7 modified as below:
  6. Turning Templates: The final details of the turning templates shall be reviewed and approved by MCDPS. As part of the ROW permit, the following improvements shall be the responsibility of the applicant to facilitate the WB-67 turning movements:
    - a. The wheel tracks should be clear of the sidewalk for pedestrian safety. When a WB67 vehicle is turning, encroachment into opposing traffic should be minimized to the maximum extent possible.
    - b. The loading management plan shall address the allowable truck routes and other elements as described in Condition 7.
    - c. Cameron Street and 2nd Avenue: The Right Turn from Cameron Street to 2nd Avenue is encroaching on the bike lane, and the applicant shall install the proposed off-site improvements as part of P-3 listed below.
  7. Prior to Certified Site Plan, the applicant must submit for review and approval, a loading management plan with the building management company monitoring and coordinating the frequency of daily and weekly deliveries to reduce potential conflicts. The Plan will include the following items:
    - a. Include route restrictions for commercial deliveries as shown in the turning template plans.

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<sup>1</sup> 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.

- b. The facility's point(s) of contact, including Name, Address, Phone Number must be provided prior to issuance of the first certificate of occupancy.
  - c. For the size of delivery vehicle and frequency of commercial deliveries, the loading dock expects to serve approximately two (2) WB-67 trucks per day on average. The tenant and building management company will monitor and coordinate the frequency of daily and weekly deliveries to reduce potential conflicts.
- 18. Before issuance of the first certificate of occupancy permit, the following off-site improvements as identified in the Transportation Impact Study (revised April 21, 2025) must be permitted and bonded (to ensure construction) pursuant to MCDOT and/or MDOT SHA requirements, unless modified by the applicable agency:
  - a. Deleted
  - b. Deleted
  - c. Deleted
  - d. Deleted
  - e. Project No. 42: Rebuild the ADA curb ramp to meet ADA gutter slope design standards at the northeast corner of Georgia Avenue and Cameron Street
  - f. Project No. 43: Rebuild the ADA curb ramp to meet ADA gutter slope design standards at the northwest corner of Georgia Avenue and Cameron Street (facing Cameron Street)
  - g. Project No. 44: Rebuild the ADA curb ramp to meet ADA gutter slope design standards at the northwest corner of Georgia Avenue and Cameron Street (facing Georgia Avenue)
  - h. Deleted
  - i. Deleted
  - j. Deleted
  - k. Deleted
  - l. Deleted
  - m. Project No. 99: Install an ADA accessible parking space on Fidler Lane between Georgia Avenue and Ramsey Avenue, consistent with Applicant's 10% design plans dated June 17, 2024.
  - n. Deleted
  - o. Project No. P1: Construct a protected intersection at Cameron Street and Ramsey Avenue, consistent with Applicant's 10% design plans dated June 17, 2024.
  - p. Deleted
  - q. Project No. P3: Construct a protected intersection at Cameron Street and Second Avenue, consistent with Applicant's 10% design plans dated June 17, 2024.
- 24. Before submittal of the Certified Preliminary Plan, the Applicant must make the following changes:
  - a. Show resolutions and approval letters on the certified plan set.

- b. Include the lists of required LATR Off-Site Improvements and alternative LATR Off-Site Improvements on the certified plan set.
- c. Update plan sheets to show the required LATR Off-Site Improvements.
- d. Update the data table to reflect final development data.

BE IT FURTHER RESOLVED that all other preliminary plan conditions of approval for this project remain valid, unchanged, and in full force and effect.

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:

Unless specifically set forth herein, this Amendment does not alter the intent, objectives, or requirements in the originally approved preliminary plan and all findings not specifically addressed remain in effect.

- 1. *The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*
- d. *The Lot(s) and Use comply with the basic requirements of Chapter 59*

The Preliminary Plan Amendment reduces the previously approved total development density by 50,000 square feet from 550,000 square feet to 500,000 square feet. This adjustment then correspondingly reduces the requested quantity of Downtown Silver Spring Overlay Zone density (DSS) from 277,932 square feet to 226,500 square feet and provides a minor increase in MPDU Bonus density (+1,432 sf). While not specifically noted in the table below, the total number of multifamily units is reduced from up to 525 units, to no more than 493 units. All other development data regarding conformance with the basic requirements of Chapter 59, the Zoning Ordinance, remain unchanged as previously approved by the Planning Board.

*8676 Georgia Avenue Preliminary Plan Amendment Data Table for CR Zone, Optional Method*

<b>Development Standard</b>	<b>Permitted/ Required</b>	<b>Approved with 120230150</b>	<b>Approved with Amendment 12023015A</b>
<b>Tract Area</b>	n/a	45,503 sf (1.04 acres)	No change
<b>Tract Area - Prior Dedication</b>	n/a	8,854 sf (0.20 acres)	No change
<b>Tract Area - Proposed Dedication</b>	n/a	2,019 sf (0.05 acres)	No change
<b>Site Area (tract area minus dedications)</b>	n/a	34,630 sf (0.79 acres)	No change
<b>Mapped Density</b> <b>CR-5.0 C-5.0 R-5.0 H-300</b>			
<b>Residential (GFA/ FAR)</b>	227,515 sf (5.0)	202,515 sf (4.45)	207,515 (4.56)
<b>Commercial (GFA/FAR)</b>	227,515 sf (5.0)	25,000 sf (0.55)	20,000 (0.44)
<b>Total Mapped Density (GFA/FAR)</b>	227,515 sf (5.0)	227,515 sf (5.0)	No change
<b>MPDU requirement</b>	15%	15%	No change
<b>MPDU Bonus Density (GFA/FAR)<sup>2</sup></b>	n/a	44,553 sf (0.98)	45,985 sf (1.01)
<b>Downtown Silver Spring Overlay Zone Density (DSS)</b>	n/a	277,932 sf (6.11)	226,500 sf (4.98)
<b>Total GFA/FAR (with bonus density)</b>		550,000 sf (12.09)	500,000 sf (10.99)
<b>Building Height, max average</b>	300 ft	300 ft	312 ft
<b>Public Open Space (min)</b>	3,463 sf	Contribution-in-lieu	No change

<sup>2</sup>The Proposal is eligible for 12 additional feet of building height based on the provision of MPDUs above 15% pursuant to Section 59.4.9.7.C.3.b of the Zoning Ordinance. Final building height is determined at Site Plan.

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

a) *Local Area Transportation Review (LATR)*

*For Applications with LATR Studies*

*Travel Mode Adequacy Test*

This Preliminary Plan Amendment has two key elements: first, it lowers the previously approved development density, as shown in Finding 1.d above. Secondly, this Amendment revisits the previously approved LATR transportation mitigation calculation and revises the associated off-site transportation improvement project list to conform with the current 2024-2028 GIP Proportionality Guide, and to reflect the lower development density. The Preliminary Plan, as originally approved in July 2024, was subject to the 2020-2024 GIP Proportionality Guide, which resulted in an off-site improvement obligation of \$3,395,893. The conditional approval required the construction of 18 transportation safety and circulation improvement projects proximate to the Site. This Amendment's request to lower the development density and apply the 2024-2028 GIP Proportionality Guide Rate calculation results in a reduced LATR off-site improvement obligation of \$1,244,945.

As shown in the table below, the Project is estimated to generate 124 total morning peak-hour vehicle trips and 190 total evening peak-hour vehicle trips. As illustrated below, after accounting for vehicle trips associated with the existing drive-in bank and diner on the Site (68 morning peak-hour trips and 97 evening peak-hour trips), the amended Project is estimated to generate 56 net new morning peak-hour vehicle trips and 93 net new evening peak-hour vehicle trips. This represents a reduction of 10 morning peak trips and a reduction of 19 afternoon peak trips from the approved Preliminary Plan. Since the Amendment results in an overall decrease in impact, the LATR Study completed as part of the 2024 Preliminary Plan continues to be satisfactory.

*8676 Georgia Avenue Estimated Vehicle Trip Generation: Prior Approval v. Amendment A*

Land Use	Morning Peak Hour Trips	Evening Peak Hour Trips	Daily Total Trips
<b>2024 Approved Preliminary Plan</b>			
525 High-rise multi-family units	103	123	1,810
25,000 SF Retail	31	86	745
<b>Approved Subtotal</b>	<b>134</b>	<b>209</b>	<b>2,555</b>
<b>Proposed with this Amendment</b>			
493 High-rise multi-family units	98	116	1,718
20,000 SF Retail	26	74	623
<b>Proposed Subtotal</b>	<b>124</b>	<b>190</b>	<b>2,341</b>
<b>Difference in Approved and Proposed Vehicle Trips</b>	<b>-10</b>	<b>-19</b>	<b>-214</b>

*8676 Georgia Avenue Estimated Vehicle Trip Generation: Amendment A Net New Trips*

Land Use	Morning Peak Hour Trips	Evening Peak Hour Trips	Daily Total Trips
<b>Existing Trips (credit)</b>			
2,870 SF Drive-in Bank	29	60	288
7,074 SF High-turnover restaurant ("diner")	39	37	440
<b>Existing Trips (credit) Subtotal</b>	<b>68</b>	<b>97</b>	<b>728</b>
<b>Proposed Trips</b>			
493 High-rise multi-family units	98	116	1,718
20,000 SF Retail	26	74	623
<b>Proposed Trips Subtotal</b>	<b>124</b>	<b>190</b>	<b>2,341</b>
<b>Net New Vehicle Trips (Proposed)</b>	<b>+56</b>	<b>+93</b>	<b>+1,613</b>

Source: LATR Study by Grove Slade dated April 21, 2025 amended by Planning Staff.

Under Chapter 4.A of the 2025 *Local Area Transportation Review Guidelines* (LATR Proportionality Guide), the recommended maximum cost of mitigation improvements the Applicant is required to construct or fund is \$1,223,945 in accordance with the following calculation:

$$\begin{aligned} & \text{New Net Daily Motor Vehicle Trips} * \text{Proportionality Guide Rate} = \text{LATR} \\ & \text{Proportionality Guide Amount} \\ & (1,613 \text{ net daily trips}) * (\$765 \text{ per trip}) = \$1,223,945 \end{aligned}$$

This lessened obligation will fund the implementation of six off-site transportation improvement projects from the previously approved list of to-be-constructed projects. The other previously required off-site transportation improvement projects are moved to the list of backup improvement projects. The updated list of required off-site transportation improvements is shown in the table, and an updated list of backup projects is in the table below.

The mitigation projects selected for construction with this Amendment are necessary for safe pedestrian and bicycle circulation, as well as for tractor-trailer (WB-67) ingress and egress to the Property, in accordance with the Project's loading management plan. Specifically, the protected intersection treatments (P1 at Cameron Street and Ramsey Avenue and P3 at Cameron Street and 2<sup>nd</sup> Avenue), which constitute a significant portion of the off-site improvement obligation, are necessary to enhance safety for all modes of transportation at these intersections, specifically to allow for WB-67s to access the Property to service the potential grocery store tenant. Both intersections are part of the single WB-67 loading route identified in the loading management plan determined to be acceptable for the WB-67 to access the Property. This route places tractor-trailer trucks with wide turning radii in regular contact with people biking, walking, rolling, and driving and these improvements at these locations are critical to ensure the intersections will function safely and support the loading management plan.

The improvements listed in the table below are determined to be the minimum necessary for the public roadway network surrounding the Property to be functionally adequate to support the development. While the estimated cost for these six improvement projects exceeds the Proportionality Guideline by \$46,108.76, they are the minimum necessary to support the adequate public facilities finding for public roadways of the associated Preliminary Plan.<sup>2</sup>

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<sup>2</sup> Section 4.A.3 of the LATR Guidelines (June 2025) provides that while the LATR Proportionality Guide aims to ensure rough proportionality, the Planning Board may, in rare circumstances, find a modified approach to proportionality warranted (within the bounds of GIP). The Planning Board maintains the flexibility to determine when existing transportation infrastructure will not adequately support a proposed use or when the LATR Proportionality Guide amount presents an excessive burden on an Applicant.



*Preliminary Plan Amendment - LATR Mitigation Projects for Construction*

<b>Map ID</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Construct/ Mitigation Payment</b>	<b>May 2025 Construction/Mat erials Cost Estimates with Contingency Factors</b>	<b>May 2025 Cost Estimates with Permitting (15.8%) &amp; Bonding (5%)</b>
42	Northeast Corner of Georgia Avenue and Cameron Street	Rebuild ADA curb ramp with a gutter slope of less than five percent	Construct	\$36,816.00	\$44,489.91
<b>Map ID</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Construct/ Mitigation Payment</b>	<b>May 2025 Construction/Mat erials Cost Estimates with Contingency Factors</b>	<b>May 2025 Cost Estimates with Permitting (15.8%) &amp; Bonding (5%)</b>
43, 44	Northwest corner of Georgia Avenue and Cameron Street (facing Cameron Street and facing Georgia Avenue)	Rebuild ADA curb ramp with a gutter slope of less than five percent	Construct	\$38,509.45	\$46,536.35
99	Fidler Lane between Georgia Avenue and Ramsey Avenue	Install an ADA accessible parking space	Construct	\$16,586.95	\$20,044.33
P1	Intersection Cameron Street and Ramsey Avenue	Construct a protected intersection	Construct	\$112,293.68	\$135,700.14
P3 (includes 23-34 curb improvements)	Intersection of Cameron Street and Second Avenue	Signal modifications to accommodate protected intersection treatment	Construct	\$855,055.47	\$1,033,283.02
Project Subtotal				\$1,059,261.55	
<b>Construction Subtotal with Permitting and Bonding</b>				<b>\$1,280,053.76</b>	
<b>Proportionality Guide</b>				<b>\$1,233,945.00</b>	

Situations may arise in which the Applicant proposes to replace a conditioned improvement with another improvement on the list of mitigation projects identified below and in the staff report. If

this instance arises, the replacement project must be of similar cost to the conditioned project, as estimated below and in the staff report and adjusted for inflation. If the conditioned improvement has been made obsolete because it has been constructed or is under construction or because of a change to master plan recommendation, the Applicant can propose an alternative mitigation project from the list of improvements identified in the table below that is of similar value and this alternative improvement, if reviewed and approved by Planning Staff, can be substituted, and shown on a revised Certified Preliminary Plan.

*8676 Georgia Avenue LATR Mitigation Projects Backup List*

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	May 2025 Construction/Material s Cost Estimates with Contingency Factors	May 2025 Cost Estimates with Permitting (15.8%) & Bonding (5%)
P2**, 11**, 12**	Intersection of Cameron Street and Georgia Avenue (North and south crossing of Georgia Avenue at Cameron Street and east side corners)	Construct a protected intersection (install pedestrian medians and protected intersection treatments on east corners)	Construct	\$574,185.02	\$693,868.00
14**, 15**	West and south crossing of Georgia Avenue at Colesville Road	Install pedestrian medians	Construct	\$435,909.21	\$526,770.02
21*, 22*, 23*	Northeast corner of Ramsey Avenue and Cameron Street (facing Cameron Street), Northwest corner of Ramsey Avenue and Cameron Street (facing driveway), Southwest corner of Ramsey Avenue and Cameron Street facing Ramsey Avenue	21: Rebuild ADA curb ramp with a cross slope less than 2 percent 22: Remove level change, add truncated domes, rebuild the ADA curb ramp with gutter slope 23: Rebuild ADA curb ramp with flared side slopes less than eight and one third percent	Construct	\$52,346.58	\$63,257.69
25**, 26**	Southeast corner of Ramsey Avenue and Fidler Lane (facing Ramsey Avenue and Fidler Lane)	Rebuild ADA curb ramp with a cross slope of less than two percent and flared side slope less than eight and one third percent	Construct	\$109,709.72	\$132,577.58

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	May 2025 Construction/Material s Cost Estimates with Contingency Factors	May 2025 Cost Estimates with Permitting (15.8%) & Bonding (5%)
38*, 39*	Southwest corner of Georgia Avenue and Fenwick Lane (facing Fenwick Lane), Northwest corner of Georgia Avenue and Fenwick Lane (facing Fenwick Lane)	38: Rebuild ADA curb ramp with gutter slope less than five percent, and flared side slope less than eight and one third percent 39: Rebuild ADA curb ramp with cross slope less than two percent	Construct	\$35,086.39	\$42,399.78
45**, 46**	Northwest Corner of Georgia Avenue and Fidler Lane (facing Fidler Lane) and Southwest corner of Georgia Avenue and Fidler Lane (facing Fidler Lane)	45: Rebuild ADA curb ramp with a gutter slope of less than five percent 46: Rebuild ADA curb ramp with a cross slope of less than two percent	Construct	\$37,141.98	\$44,883.85
47**	Northeast Corner of Georgia Avenue and Colesville Road	Rebuild ADA curb ramp with a cross slope of less than two percent and a running slope less than eight and one third percent	Construct	\$43,562.39	\$52,642.53
48**, 49**	Southeast corner of Georgia Avenue and Colesville Road (facing Colesville Road and facing Georgia Avenue)	48: Rebuild ADA curb ramp with a gutter slope less than five percent and a flared side slope less than eight and one-third percent 49: Rebuild the ADA curb ramp with a cross slope less than two percent and a gutter slope less than five percent	Construct	\$41,980.52	\$50,730.93
50*	Southwest corner of Georgia Avenue and Colesville Road	Rebuild ADA curb ramp flared side slope less than eight and one third percent	Construct	\$29,717.80	\$35,912.17

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	May 2025 Construction/Material s Cost Estimates with Contingency Factors	May 2025 Cost Estimates with Permitting (15.8%) & Bonding (5%)
52*, 53*, 54*	Northeast corner of Colesville Road and Ramsey Avenue facing Colesville Road, facing Ramsey Avenue, northwest corner of Colesville Road and Ramsey Avenue facing Ramsey Avenue	52: Rebuild ADA curb ramp with truncated domes, a running slope of less than eight and one third percent, a cross slope less than two percent, a gutter slope less than five percent and a flared side slope with less than eight and one third percent 53: Rebuild ADA curb ramp with truncated domes, a running slope of less than eight and one third percent, and flared side slope with less than eight and one third percent 54: Rebuild ADA curb ramp with truncated domes, cross slope of less than two percent, and flared side slope with less than eight and one third percent	Construct	\$42,359.45	\$51,188.84
63**	Cameron Street between Ramsey Avenue and Fenton Street.	Construct separated bicycle lanes along off- site portion of Cameron Street	Construct	\$325,007.60	\$392,752.11
79	Colesville Rd & Georgia Ave – Bus Stop Location 2001140	Install bus shelter and real time information display	Construct	\$76,627.52	\$92,599.75
86*	Georgia Ave & Cameron St - Bus Stop Location 2000204	Install bus shelter and real time information display	Construct	\$76,627.52	\$92,599.75
89*	2nd Ave & Fenwick Ln -Bus Stop Location 25816	Install bus shelter and real time information display	Construct	\$49,787.50	\$60,165.19

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	May 2025 Construction/Material s Cost Estimates with Contingency Factors	May 2025 Cost Estimates with Permitting (15.8%) & Bonding (5%)
95**	South crossing Georgia Avenue at Fenwick Lane	Install a HAWK signal	Construct	\$366,165.63	\$442,489.10
98	Ramsey Avenue & Cameron Hill Court (east-west, south side)	Raise sidewalk to street level, extend sidewalk across alley entrance	Construct	\$147,380.99	\$178,101.04

\*\*Indicates newly added backup project as part of this Amendment. These improvements were previously identified for implementation with the original Preliminary Plan approval. These improvements are now prioritized for consideration as potential substitute projects.

\*Indicates that the project is a priority project that should be considered second when substituting projects that are conditioned for approval.

As conditioned with Preliminary Plan No. 120230150, all off-site mitigation projects must be permitted, bonded for construction, and all mitigation payments must be paid before the issuance of the first above grade building permit. Montgomery County Planning and MCDOT staff reviewed the TIS and approved the mitigation project list. Therefore, with the conditions, the Applicant has satisfied the requirements of the LATR, and with the conditions, the public transportation facilities are adequate for the Site.

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

July 23, 2025

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

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

\* \* \* \* \*

**CERTIFICATION**

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Hedrick, seconded by Commissioner Bartley, with a vote of 4-0-1; Chair Harris, and Commissioners Bartley, Hedrick, and Linden, voting in favor of the motion, Vice Chair Pedoeem abstaining, at its regular meeting held on Thursday, July 17, 2025, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair  
Montgomery County Planning Board