



**DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS**

Marc Elrich  
*County Executive*

Scott Bruton  
*Director*

January 9, 2026

Mr. Mark Beall  
Montgomery County Planning Department  
2425 Reddie Drive, 13<sup>th</sup> Floor  
Wheaton, Maryland 20902

Re: 20300-20350 Century Boulevard  
Administration Subdivision Plan #620260080

Dear Mr. Beall:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above-referenced plan and recommends Approval for 298 units, including 52 (14.6%) MPDUs in the overall project, as proposed in the Administration Subdivision Plan, in Germantown, Maryland.

An Agreement to Build must be submitted to, reviewed, and executed by DHCA before building permits are obtained from the Department of Permitting Services (DPS). The final MPDU locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build stage. No more than 3 MPDUs may be clustered together unless otherwise approved by DHCA. The ratio of single-family to multifamily MPDUs must be the same as the ratio of single-family to multifamily market-rate units.

Sincerely,

A handwritten signature in blue ink that reads "Maggie Gallagher".

Maggie Gallagher, Program Manager I  
Affordable Housing Programs Section

*Affordable Housing*

**Division of Housing**

*Landlord Tenant Affairs*

*Multifamily Housing*

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • [www.montgomerycountymd.gov/dhca](http://www.montgomerycountymd.gov/dhca)



Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

DEPARTMENT OF TRANSPORTATION

January 15, 2025

Mr. Mark Beall  
Mr. Phillip Estes  
Upcounty Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive  
Wheaton, MD 20902

RE: Administrative Plan No. 620260080  
Expedited Approval Plan E20260020  
20300 – 20500 Century Boulevard

Dear Mr. Beall and Mr. Estes:

We have completed our review of the Administrative Plan dated October 10, 2018. This plan was reviewed by the Development Review Committee at its meeting on December 18, 2025. The plan is tentatively scheduled for the January 29, 2026, meeting of the Planning Board. We recommend approval of the plan, subject to the following comments:

Significant Plan Review Comments

1. Proposed Private Roads:

A. The applicant proposes private roads for this development, and staff concurs with the designation of these roadways as private based on the following

**Office of the Director**

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178

FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

determination in accordance with County Code §50.4.3.E.4.d:

- i. The proposed roads are not included in the master plan and are not required to maintain area circulation, provide continuous corridors, serve the general public or quasi-public needs (such as communications, utilities, or future transportation), or function as part of the roadway network modeled for area capacity.
- ii. The roads are classified as Neighborhood Streets, connect to only one higher-classified roadway, are not required to be extended onto adjacent properties to facilitate future subdivision, do not include cul-de-sacs, and exceed 500 feet in length.
- iii. The project requires site plan approval.
- iv. The private roads will not provide segmented ownership and will not negatively affect the development of other properties.

B. Prior to approval of the certified plan, the applicant must provide a certification, in accordance with County Code §50.4.3.E.4.e, confirming that the private roads have been designed to meet the applicable public road standards pursuant to County Code §50.4.3.E.4.c. Following construction, the subdivider must certify to Planning staff that the private roads were constructed in compliance with the approved design prior to the release of any required surety bond.

C. The proposed private roads require a Planning Board waiver to reduce the standard right-of-way widths from 60 feet to 47 feet and 55 feet, in accordance with County Code §50.4.3.E.2.a.

D. The private roads are classified as Neighborhood Street.

E. The roadway area must be platted as a road parcel and shown on the record plat. A Declaration of Restrictive Covenants for private roads must be executed and recorded in accordance with County Code §50.4.3.E.6, and the deed reference for this document must be identified on the record plat.

F. The applicant has submitted road grade plans for the roadway, which must comply with County Code requirements and are subject to review and approval by MNCPPC.

G. The applicant proposes to superelevate the road to facilitate drainage into SWM facilities. This is inconsistent with MCDOT details, as the requirement is for the road to be crowned and drained on both sides. We recommend that the applicant design the roads in accordance with the County Code. This should be submitted to MNCPPC for review and approval before the certified plan is approved.

H. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of an Administrative Plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during its review of the administrative plan.

2. The Master Planned Town Center Street between Century Boulevard and Crystal Rock Drive is not being accommodated with this plan since the applicant's property has a stormwater management facility, which prevents the connection to Crystal Rock Drive. It is assumed that the right-of-way for the master planned road will be accommodated on the adjacent property or a similar location.
3. Century Boulevard is classified as a Town Center Boulevard with 136 feet of right-of-way. The applicant will be required to construct the following cross-section from the face of the curb to the property line:
  - a. 8-foot-wide tree buffer with adequate lighting per MCDOT standards
  - b. 10-foot-wide shared-use path. The path may be reduced near the adjacent driveway to ensure that it's located in the right-of-way. The ramps across the driveway must be brought up to current ADA standards; and
  - c. 1 foot maintenance strip.The final width and material for the shared-use path will be determined at the right-of-way permit stage.
4. Lighting Facilities: The applicant must submit streetlight plans that comply with MCDOT Streetlight Design Requirements at the time the ROW permit application is submitted. Installation must be completed in accordance with the approved plans. MCDPS will review and approve the location and types of streetlights as part of the ROW permitting process. Failure to meet these requirements will result in the denial of the ROW permit.
5. Storm Drain: The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.
6. Curb Radii: The curb radii at the private street A and Century Boulevard should have a maximum radius of 15 feet. This should be modified and shown on the certified drawings.

Standard Plan Review Comments

7. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the

package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

8. The sight distance study has been accepted. A copy of the accepted sight distance certificate is enclosed for your information and reference.
9. No steps, retaining walls or door swings into the County's ROW.
10. Forest Conservation Easements are NOT ALLOWED to overlap any MCDOT easement.
11. The zoning of the property has a zero lot line setback; therefore, a ten (10) foot wide Public Utility Easement (PUE) along the existing street is not required.
12. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
13. Provide on-site handicap access facilities, parking spaces, ramps, etc., in accordance with the Americans with Disabilities Act and PROWAG.
14. Per Montgomery County Code 50.4.3.E.5.d, the owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document must be provided on the recorded plat.
15. Per Montgomery County Code, 50.4.3.I.1, within the property being subdivided, the developer must install any new utilities underground. In all underground utility installations, install identification tape or other "toning" device approximately 2' above the utility.
16. If the proposed development will alter or impact any existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.) in any way, the developer will be required to submit plans to relocate the impacted facilities. please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.
17. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
18. Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable shall be provided by the Developer (at no

cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

19. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:

- a. 10-foot wide shared-use path and street trees along the property's Century Boulevard frontage. Material will be determined at the right-of-way permit.
- b. Permanent monuments and property line markers, as required by Section 50.4.3(G) of the Subdivision Regulations.
- c. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review these Administrative and Expedited Plans. If you have any questions or comments regarding this letter, please contact me at [rebecca.torma@montgomerycountymd.gov](mailto:rebecca.torma@montgomerycountymd.gov) or (240) 777-2118.

Sincerely,

*Rebecca Torma*

Rebecca Torma, Manager  
Development Review Team  
Office of Transportation Policy

Share point/transportation/transportation policy/development review/Rebecca/developments/

Enclosure

cc-e:	Matthew Gordon	Selzer Gurvitch Rabin Wertheimer & Polott, P.C.
	Jigar Bhatt	Soltesz
	Leah Daniels	MNCPPC
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Atiq Panjshiri	MCDPS RWPR



**MONTGOMERY COUNTY, MARYLAND**  
**DEPARTMENT OF TRANSPORTATION**  
**DEPARTMENT OF PERMITTING SERVICES**

**SIGHT DISTANCE EVALUATION**

Plan Number: E2060020 (CRR PLAN)

Project Name: 20300 CENTURY BLVD

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines

Signature



PE: 31703 EXP. 06/12/2027

PLS/PE MD Reg. No

Date

<b>Montgomery County Review:</b>	
<input checked="" type="checkbox"/> Approved	
<input type="checkbox"/> Disapproved:	
By:	Rebecca Torma
Date:	1/15/26

INTERSECTION #1 (CENTURY BLVD)			
CLASS	Town Center Boulevard		
SPEED (MPH)	35		
APPROACHING MOTOR VEHICLES			
VERTICAL	TARGET (FT)	MEASURED (FT)	OK?
L	390	441	✓
R	335	373	✓
APPROACHING MOTOR VEHICLES			
HORIZONTAL	Grade	TARGET (FT)	MEASURED (FT)
L	~2.7%	390	441
R	~1.0%	335	373
APPROACHING BIKEWAYS			
HORIZONTAL	Grade	TARGET (FT)	MEASURED (FT)
L			
R			
APPROACHING SIDEWALK (IF DIRECTED)			
HORIZONTAL	Grade	TARGET (FT)	MEASURED (FT)
L			
R			
COMMENTS			
Case B1 and Case B2			

FORM APPROVED

11-8-2023

REVISED

Chief, Division of Transportation Engineering  
Montgomery County Dept. of Transportation

Chief, Land Development  
Montgomery County Dept. of Permitting Services

Montgomery County  
Department of Transportation

Sight Distance  
Review Form



**MONTGOMERY COUNTY, MARYLAND**  
**DEPARTMENT OF TRANSPORTATION**  
**DEPARTMENT OF PERMITTING SERVICES**

**SIGHT DISTANCE REQUIREMENTS ATTACHMENT**

**GENERAL INFORMATION**

All sight distance targets are to be based on Intersection Sight Distance as defined in the current version of AASHTO's *A Policy on Geometric Design of Highways and Streets* (aka the "Green Book").

All sight distance measurements must account for anticipated obstructions such as the presence of full-grown foliage, street furniture, and vehicles occupying designated curbside areas (e.g. parked vehicles).

Designs are required to ensure that all approaches to conflict points provide adequate sight distance, even when approaches are not explicitly evaluated.

**SPEEDS**

The Posted Speed will generally be used for sight distance analyses where it may be presumed that it is reflective of operating speeds. MCDOT may instead direct that an applicant perform a speed study, in which case the higher of the posted speed or the speed study's 85<sup>th</sup> Percentile operating speed is to be used for determining sight distance needs.

If no Posted Speed is provided: perform a 24-hour speed study to identify the 85th Percentile Operating Speed (unless otherwise directed by MCDOT) for use in determining sight distance adequacy.

Where specific issues at a location limit the meaningfulness of a Speed Study (such as short blocks of free-flow travel), then with MCDOT approval the Target Speed for that road classification may be used in lieu of a speed study.

Along Neighborhood Streets and Neighborhood Yield Streets with no Posted Speed, and where speeds of 25 MPH or less may be reasonably expected, then with MCDOT approval the Target Speed for these streets may be used.

Use a 15 MPH design speed for Bikeways.

**VERTICAL SIGHT DISTANCE**

Unless otherwise directed by MCDOT or MCDPS: Vertical Sight Distance only needs to be evaluated for approaches toward motor vehicle travelways; not Bikeways or Sidewalks.

**HORIZONTAL SIGHT DISTANCE**

Horizontal Sight Distance evaluations are required for approaches to motor vehicle travelways and Bikeways.

Where visual inspection of plans raises concern, Horizontal Sight Distance evaluations may optionally be required by MCDOT or DPS for any other approaches to conflict points.

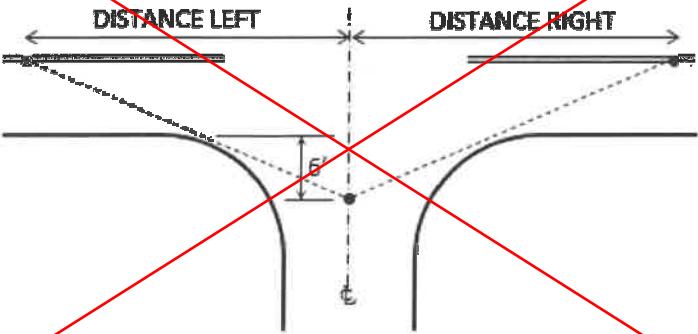
Drawings on the following pages provide guidance on how to measure horizontal sight distance.

Where Bikeways are present: measurements must consider individually the approach to the Bikeway as well as the approach to the Motor Vehicle travelway.

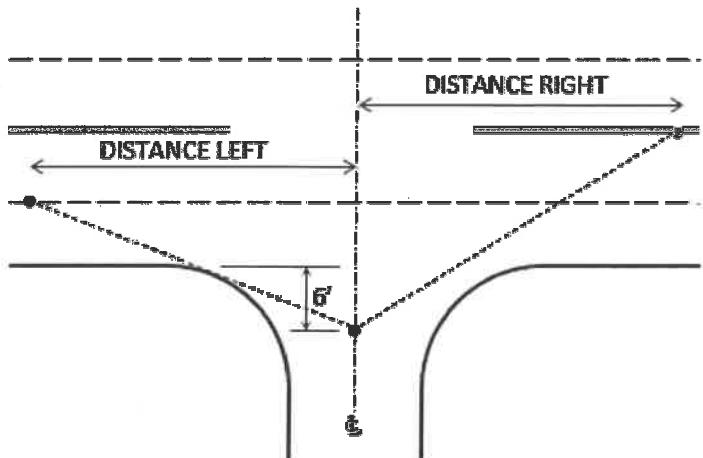


**MONTGOMERY COUNTY, MARYLAND**  
**DEPARTMENT OF TRANSPORTATION**  
**DEPARTMENT OF PERMITTING SERVICES**

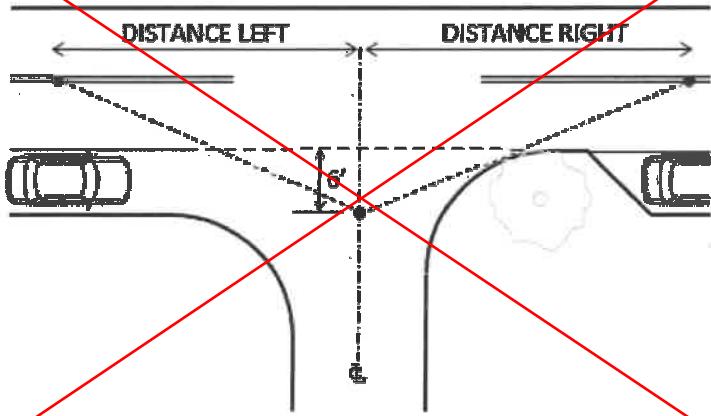
**2-LANE UNDIVIDED ROADWAY**



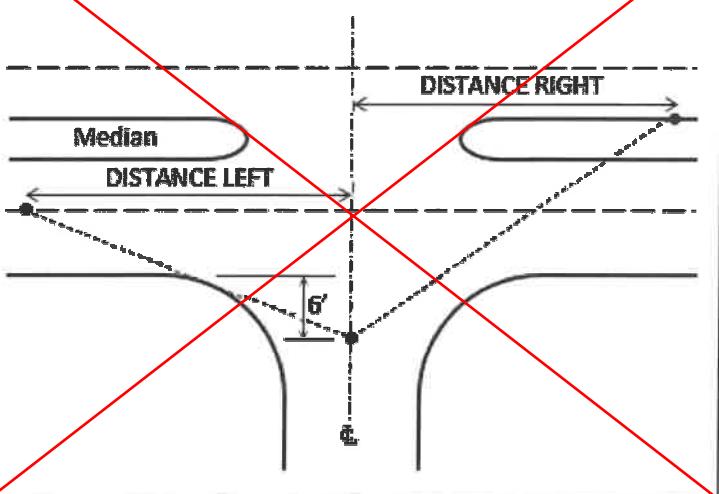
**MULT-LANE UNDIVIDED ROADWAY**



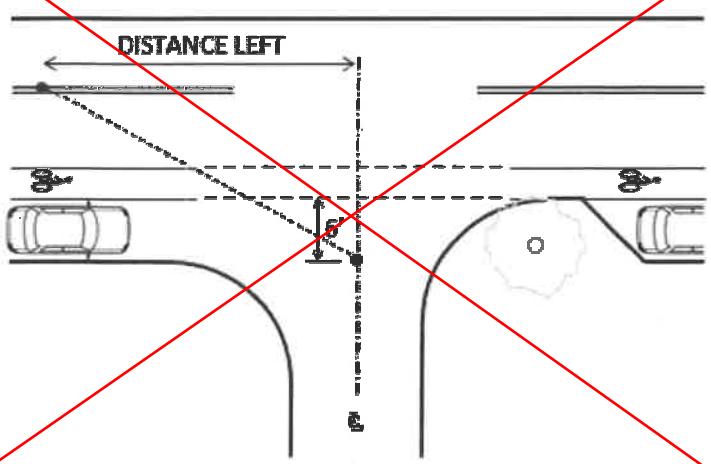
**ROADWAY WITH CURBSIDE LANE**



**MULT-LANE DIVIDED ROADWAY**



**MOTOR VEHICLE MEASUREMENT W/ CONVENTIONAL BIKE LANE**



**MEASURING SIGHT DISTANCE TOWARD  
CONFLICTING MOTOR VEHICLES**

Sight distance for crossing motor vehicle travelways is measured:

- From an eye height of 3.5' at a point on the centerline of the approaching travelway 6' back from the face of curb or edge of the nearest Travel Lane,
- To a point 3.5' above the road surface along the intersecting road.
- Use the speed of the conflicting travelway.

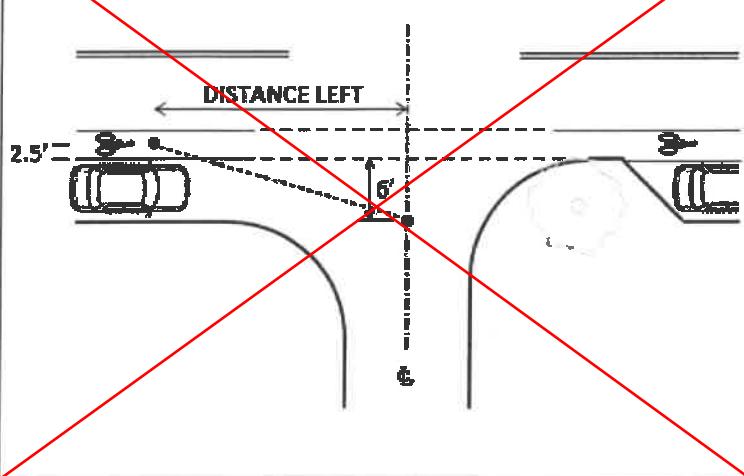
----- White Lane Lines

===== Double Yellow Ⓛ

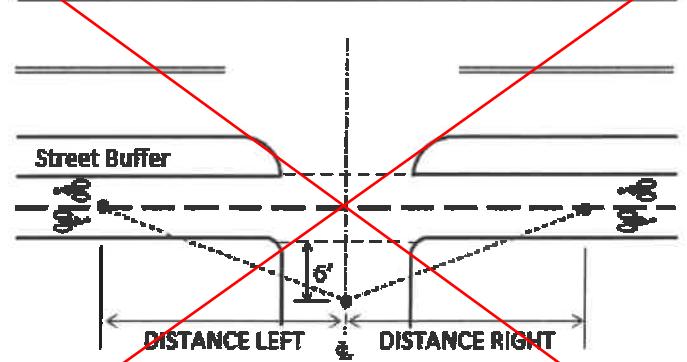


**MONTGOMERY COUNTY, MARYLAND**  
**DEPARTMENT OF TRANSPORTATION**  
**DEPARTMENT OF PERMITTING SERVICES**

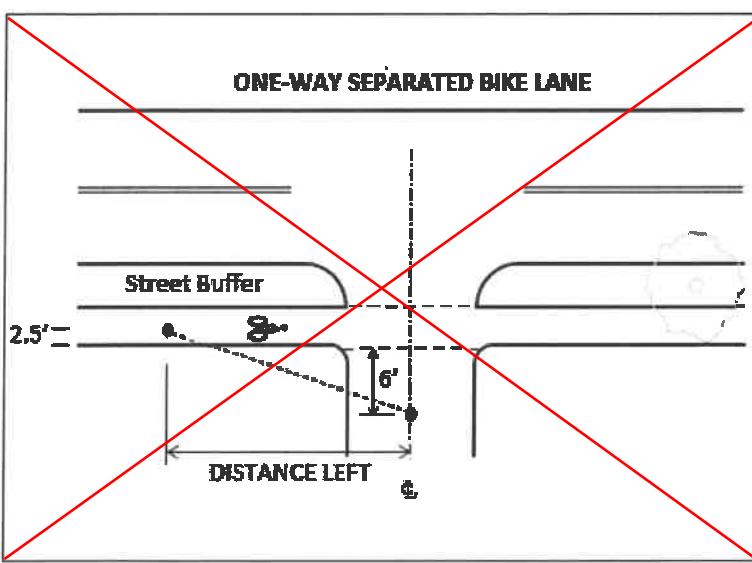
**CONVENTIONAL BIKE LANE**



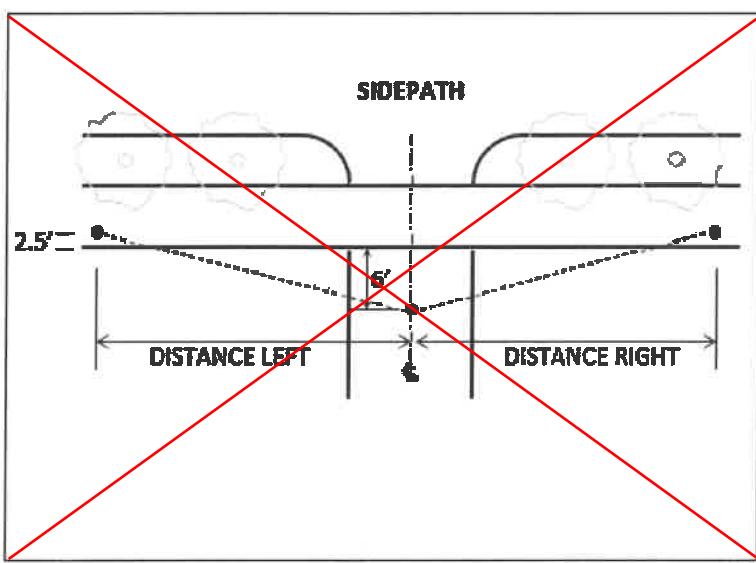
**TWO-WAY SEPARATED BIKE LANE**



**ONE-WAY SEPARATED BIKE LANE**



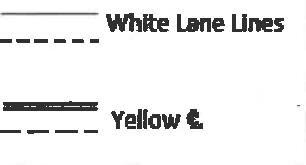
**SIDEPATH**



**MEASURING SIGHT DISTANCE TOWARD CONFLICTING BICYCLES**

Sight distance for crossing Bikeways is measured:

- From an eye height of 3.5' at a point on the centerline of the approaching travelway 6' back from the edge of the nearest Bikeway.
- To a point 3.5' above the intersecting Bikeway either along the centerline of bidirectional Bikeways or 2.5' horizontally beyond the nearest edge of a single-direction Bikeway.
- Use 15 MPH for the speed of Bikeways.
- Sight distance measurements must account individually for the Bikeway (as shown above) as well as the motor vehicle (as shown on the previous page).





# MONTGOMERY COUNTY, MARYLAND

## DEPARTMENT OF TRANSPORTATION

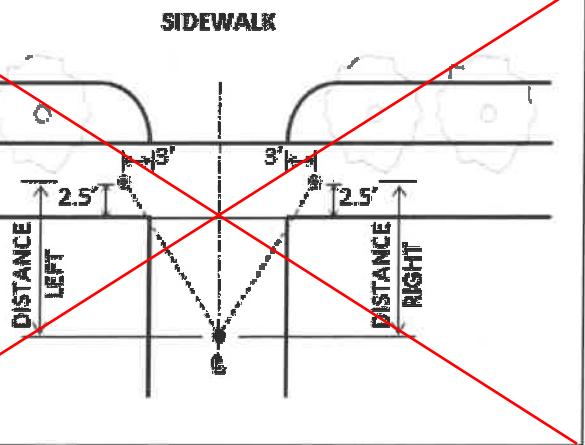
## DEPARTMENT OF PERMITTING SERVICES

### MEASURING SIGHT DISTANCE FOR APPROACHING PEDESTRIANS CROSSING BIKEWAYS

Sight distance measurements for a Sidewalk or Sidepath crossing a Bikeway are not typically required to be calculated unless otherwise directed by MCDOT for cases where it appears that proposed conditions may have limited sight distance.

This sight distance is measured:

- From an eye height of 3.5' at a point on the centerline of the approaching Sidewalk / Sidepath 3' back from the edge of the nearest Bikeway,
- To a point 3.5' above the intersecting Bikeway, 2.5' horizontally beyond the nearest edge of the Bikeway.
- Use 15 MPH for the speed of Bikeways.



### MEASURING SIGHT DISTANCE FOR APPROACHING SIDEWALKS

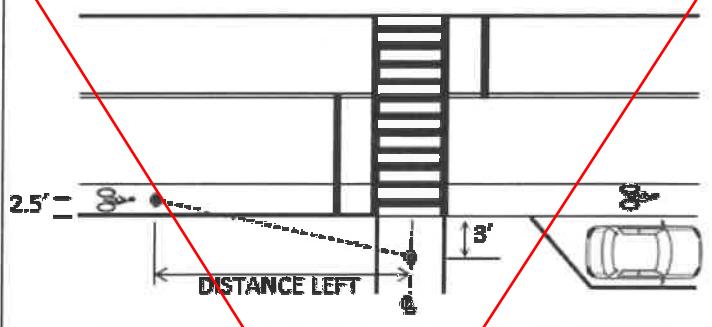
Sight distance for crossing Sidewalks is not typically required to be calculated unless otherwise directed by MCDOT for cases where it appears the proposed conditions may be limited (such as at parking garage exits).

Sight distance for crossing Sidewalks is measured from a point on the crossed Sidewalk instead of the approaching road / alley / driveway, using the speed of the approaching road / alley / driveway:

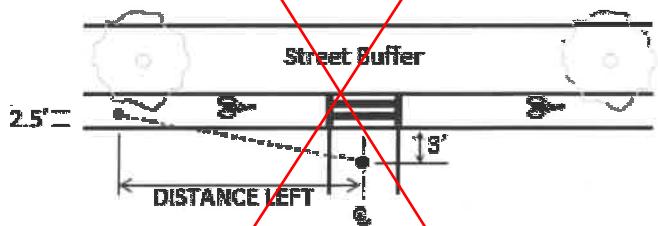
- From an eye height of 3.5' at a point 2.5' from the edge of the sidewalk nearest to the site, 3' away from the extension of the approaching road / alley / driveway's edge of pavement,
- To a point 3.5' above the approaching road / alley / driveway along the centerline of the nearest approaching lane.
- Sidewalks are typically located in the Clear Zone, but the point measured from may include the Frontage Zone &/or Maintenance Buffer if these areas are readily traversable as like the Clear Zone.

MCDOT may direct that garage exits, alleys, or driveways with a distinctly low-speed approach may use a design speed of 5 or 10 MPH.

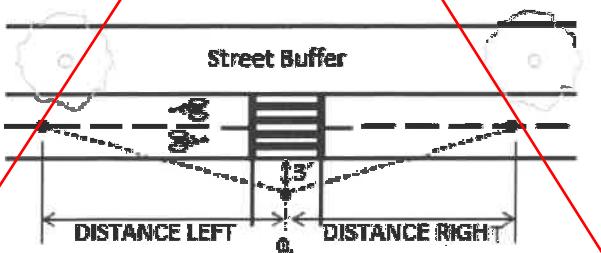
### SIDEWALKS AT CONVENTIONAL BIKE LANE



### SIDEWALK AT ONE-WAY SEPARATED BIKE LANE



### SIDEWALK AT TWO-WAY SEPARATED BIKE LANE





## DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Rabbiah Sabbakhan  
Director

January 7, 2026

Mr. Jigar Bhatt  
Soltesz, Inc.  
2 Research Place, Suite 100  
Rockville, MD 20850

Re: **COMBINED STORMWATER MANAGEMENT CONCEPT/SITE DEVELOPMENT STORMWATER MANAGEMENT PLAN** for 20300 Century Blvd, Germantown, MD  
Preliminary Plan #: N/A  
Administrative Subdivision #: 620260080  
Expedited Commercial to Residential  
Reconstruction Plan #: E20260020  
SM File #: 302766  
Tract Size: 6.45 ac.  
Zone: CR-2.0, C-1.25, R-1.0, H-145 T  
Total Concept Area: 6.45 ac.  
Lots/Block: N/A  
Parcel(s): M & N  
Watershed: Little Seneca Creek  
Redevelopment (Yes/No): Yes

Dear Mr. Bhatt:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of Planter Box Micro Bioretention, Modular Wetlands and an existing Pond (DEP Asset # 11337).

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this project.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

4. Increase to the existing pond's (DEP Asset #11337) 100-Yr WSEL due to the proposed development will require approval from the Montgomery County Soil Conservation District (MSCD) prior to the approval of the final engineered plans. Proposed modification to the existing pond will need to be completed in the first stage of development. If post development flows to the existing pond can be diverted to avoid increasing the existing pond's 100-Yr WSEL, MSCD review will not be required.
5. The Modular Wetland System's invert elevations on the plan view exceeds the maximum depth on the Modular Wetland detail. At the final design stage, the overall feasibility and constructability of all modular wetland systems must be clearly demonstrated in the details and profiles.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Elvina Newton Tryer at 240-777-6342 or Elvina.NewtonTryer@montgomerycountymd.gov.

Sincerely,

*Mark Etheridge*  
Mark Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

cc: Neil Braunstein  
SM File # 302766

ESD: Required/Provided 37,689 cf / 18,447 cf  
PE: Target/Achieved: 2.2"/1.1"  
STRUCTURAL: 18,814 cf  
WAIVED: n/a cf.