

# Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**DATE MAILED:**

**January 16, 2026**

MCPB No. 25-134  
Preliminary Plan No. 120250180  
Centro Square  
Date of Hearing: December 11, 2025

## **RESOLUTION**

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

WHEREAS, on June 26, 2025, Tri Point Homes DC Metro Inc. (“Applicant”) filed an application for approval of a preliminary plan of subdivision of property that would create eight (8) lots for up to 92 two-over-twos (multi-unit dwelling units) and one hundred and eight (108) lots for up to 108 attached (townhouse) dwelling units on 13.86 acres of land in the CRNF-1.25, C-0, R-1.25, H-60’ zone, located at 7501 Standish Place, Derwood; approximately 500 feet north of the East Gude Drive and Crabbs Branch Way intersection (“Subject Property”), in the Derwood Policy Area and 2021 *Shady Grove Sector Plan Minor Master Plan Amendment* (“Sector Plan” or “Master Plan”) area; and

WHEREAS, Applicant’s preliminary plan application was designated Preliminary Plan No. 120250180, Centro Square (“Preliminary Plan” or “Application”); and

WHEREAS, the Application was submitted for concurrent review and approval with Site Plan No. 820250090, and Forest Conservation Plan No. F20250010; 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 November 28, 2025, providing its analysis and recommendation for approval of the Application, subject to certain conditions (“Staff Report”); and

WHEREAS, on December 11, 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 Pedoeem, seconded by Vice Chair Linden, with a vote of 4-0; Chair Harris, Vice Chair Linden, and Commissioners Bartley and Pedoeem voting in favor and Commissioner Hedrick necessarily absent.

---

2425 Reedie Drive, Floor 14, Wheaton, MD 20902 | Phone: 301-495-4605  
[www.montgomeryplanningboard.org](http://www.montgomeryplanningboard.org) | [mcp-chair@mncppc.org](mailto:mcp-chair@mncppc.org)

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Board APPROVES Preliminary Plan No. 120250180 to create eight (8) lots for up to 92 two-over-twos (multi-unit dwelling units) and one hundred and eight (108) lots for up to 108 attached (townhouse) dwelling units, including at least 15% MPDUs, and parcels for private roads, open space and stormwater management units on the Subject Property, subject to the following conditions: <sup>1</sup>

### **General Approval**

1. This Preliminary Plan is limited to eight (8) lots for up to 92 two-over-twos<sup>2</sup> (multi-unit dwelling units) and one hundred and eight (108) lots for up to 108 attached (townhouse) dwelling units, including at least 15% MPDUs, and parcels for private roads, open space and stormwater management.

### **Adequate Public Facilities**

2. The Adequate Public Facilities (“APF”) review for the Preliminary Plan will remain valid for five (5) years from the initiation date (as defined in Montgomery County Code Section 50.4.3.J.5).

### **Plan Validity Period**

3. The Preliminary Plan will remain valid for three (3) years from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and before the expiration date of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

### **Outside Agencies**

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated November 10, 2025, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Water Resources Section in its stormwater management concept letter dated October 30, 2025, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDPS – Water Resources

---

<sup>1</sup> For purposes 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.

<sup>2</sup> Two-over-twos are categorized as “apartments,” or “multi-unit living” based on Section 59.4.1.3.D. of the Montgomery County Code.

Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.

7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated October 20, 2025, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
8. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Housing and Community Affairs (“DHCA”), in its letter dated November 18, 2025, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

#### **Other Approvals**

9. The Applicant must comply with binding elements of County Council Resolution No. 20-850 approving Local Map Amendment No. H-156.
10. Before approval of a record plat or any demolition, clearing or grading for the Subject Property, the Applicant must receive Staff certification of this Preliminary Plan.
11. Except clearing and grading associated with the demolition of building and paving, there shall be no clearing or grading of the site before recordation of plat(s).
12. If an approved site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan amendment.

#### **Future Site Plan Approval Required**

13. Before clearing, grading, demolition or recording a plat for the Subject Property, the Applicant must receive Staff certification of Site Plan No. 820250090. The number and location of site elements, including but not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks, and bikeways will be determined through site plan review and approval.

#### **Transportation**

##### **Frontage Improvements on Existing Roads**

14. The Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:

- a) All land necessary to accommodate 40 feet from the existing pavement centerline along the Subject Property frontage for Crabbs Branch Way.
15. Before the recordation of a plat, the Applicant must satisfy all necessary requirements of MCDOT to ensure construction of an asphalt sidepath separated from traffic by a street buffer with trees along the Property frontage on Crabbs Branch Way, varying in width, following the specifications outlined in the approved cross-section on Sheet 07-SITE-820250090-SP-6 of the Site Plan.
- a) The minimum dimensions for the asphalt sidepath must be eight (8) feet, and six (6) feet for the street buffer with trees.

### **Private Roads**

16. The Applicant must provide Private Streets A, B, and C, and Private Alleys A, B, C, D, E, F, G, H, I, J, K, L, and M (collectively the Streets and Alleys are referred to as the "Private Roads") as shown on the certified plan set on Sheet 07-PREL-120250180-PP7 of the Preliminary Plan, including any sidewalks, parking spaces, storm drainage, facilities, street trees, street lights, private utility systems and other necessary improvements as required by the Preliminary and Site Plans, within the delineated private road areas, subject to the following requirements:
- a) The record plat must show the Private Roads in separate parcels.
  - b) The Private Roads must be subject by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland, in Book 54062 at Page 338, and the terms and conditions in the Montgomery County Code § 50-4.3.E et seq regarding private roads. The Covenant includes, but is not limited to, the following requirements/conditions:
    - i) The Applicant, at its expense, shall design, construct, and maintain the Private Roads.
    - ii) The Applicant, at its sole cost and expense, shall properly and continually maintain (including ordinary and capital maintenance and removal of snow, ice, litter, and other obstructions and hazards as soon as conditions reasonably allow), repair, and replace any portion of the Private Road and all improvements located within the Private Road, in good condition and repair for safe use and operation of the Private Road. The Applicant must maintain a commercially reasonable budget (operating and capital, as applicable) to address both short-term and long-term maintenance, and reserves for capital repairs. The Applicant must provide certification of the reserves to the Planning Board or its Staff every two (2) years (or every five (5) years in the event there are no below-ground parking structures in the Private Road). The reserves must be adequate to cover the costs of needed repairs.

- iii) The Applicant must post and retain signage to notify the public that the Private Road is not publicly maintained and to provide contact information to handle complaints, concerns, or questions regarding the Private Road.
  - iv) Approved sub-grade for private roads to be six-inch Graded Aggregate Base (GAB) or applicable MCDOT road classification standard.
- c) Before issuance of the first building permit, the Applicant must deliver to the Planning Department, with a copy to MCDPS, certification by a professional engineer licensed in the State of Maryland that the Private Road has been designed and the applicable building permits will provide for construction in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may be modified on this Preliminary Plan or a subsequent Site Plan, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.
- d) Before approval to release any portion of the site plan performance bond, the Applicant must deliver to the Planning Department and MCDPS inspector certification by a professional engineer licensed in the State of Maryland that the Private Roads and Alleys have been constructed in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code, as may be modified on the Preliminary Plan or Site Plan, including in-place density testing of the roadway soil sub-grade, aggregate base, and asphalt, and that the road has been constructed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshall.

#### **Record Plats**

17. The record plat must show necessary easements.

#### **Notes and Labels**

18. The record plat must reflect all areas under common ownership.
19. The record plat must reference the Common Open Space Covenant recorded among the Montgomery County Land Records at Book 28045 Page 578 (“Covenant”).

#### **Developments with MPDUs**

20. The final number of MPDUs as required by condition 1 above will be determined at the time of site plan approval.

### **Certified Preliminary Plan**

21. The certified Preliminary Plan must contain the following notes:

- a) *Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.*

22. Before submittal of the Certified Preliminary Plan, the Applicant must make the following changes:

- a) Show resolutions and approval letters on the certified set
- b) Show private roadway details and cross sections on the certified set.

BE IT FURTHER RESOLVED that having considered the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

1. *The 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.*

The Preliminary Plan is to create eight (8) lots for up to 92 two-over-twos<sup>3</sup> (multi-unit dwelling units) and one hundred and eight (108) lots for up to 108 attached (townhouse) dwelling units, including at least 15% MPDUs, and parcels for private roads, open space and stormwater management.

The proposed size, width, shape, and orientation of the lots are appropriate for the location of the subdivision taking into account the recommendations included in the Master Plan, and for the uses and building types contemplated. The dimensions of the lots are sufficient to accommodate the proposed building type and infrastructure necessary to serve them, including parking, access, and infrastructure, taking into account the proposed townhouse and two-over-twos are rear loaded and served by alleys. Stormwater management, access, and infrastructure is accommodated in the private alleys and other common Homeowner Association (“HOA”) property.

---

<sup>3</sup> Two-over-twos are categorized as “apartments,” or “multi-unit living” based on Section 59.4.1.3.D. of the Montgomery County Code.

***a) The block design is appropriate for the development or use contemplated***

As conditioned, the Subject Property is being divided into five new blocks, with each block being separated in a grid like form by new private street parcels, open space or pedestrian connections on HOA parcels.

***b) The Preliminary Plan provides for required public sites and adequate open areas***

While the Subject Property is not identified by the Master Plan as a master planned site or a site needed for a specific public use, the proposed subdivision does include ample room for the proposed common and public open spaces, which includes the recreational area needed to meet the needs of the new residents. As currently laid out, adequate space is provided to accommodate the pedestrian and vehicular transportation needs of the community, while accounting for the spaces necessary to provide utility services. Particular attention was given to the location of proposed electrical and telecommunication services, to limit conflicts between above ground transformers and service areas abutting the primary pedestrian connections between Standish Place and the proposed central park along Crabbs Branch Way.

***c) The Lot(s) and Use comply with the basic requirements of Chapter 59***

The lots were reviewed for compliance with the dimensional requirements for the CRNF zone as specified in the Zoning Ordinance and the Binding Elements stipulated in the Floating Zone Plan. With regard to the proposed use and maximum allowable density, the Hearing Examiner has already found (as part of LMA H-156) that in combination with the aforementioned binding elements, up to 210 dwelling units are permitted. The Applicant is proposing 108 Townhouses and 92 multi-family units, which are permitted uses in the CRNF-1.25, C-0, R-1.25, H-60' zone. Section 5.3.5. of the Zoning Code stipulates that maximum height, and minimum setbacks from the site boundary are established by the FZP (i.e. binding elements), but all other setbacks are established by the Site Plan.

The lots as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in the CRNF zone. The proposed lots provide sufficient space to accommodate the proposed development and the infrastructure necessary to support it, such as parking, stormwater management, landscape screening and open space, while respecting the established setbacks. A summary of this review is included in Table 1.

*Table 1: Preliminary Plan Data Table for the CRNF Zone, Standard Method, Section 59.5.3*

	<b>Approved per FZP</b>	<b>Approved</b>
Tract Area	N/A	13.86 ac (603,855 sf)
Previous ROW Dedications	N/A	1.13 ac (49,420 sf)
Proposed ROW Dedications	N/A	0.0 ac
Site Area	N/A	12.73 ac (554,435 sf)
<b>Density (max.)</b>		
Total FAR/Dwelling Units	1.25 FAR (754,819 sf) or 210 dus w/15% MPDUs	1.22 FAR (675,264 sf or 200 dus w/ 15% MPDUs
Commercial	0.0 FAR (0 sf)	0.0 FAR (0 sf)
Residential	1.25 FAR (754,819 sf)	1.22 FAR (675,264 sf)
<b>Open Space</b>	10% (55,444 sf) <sup>4</sup>	78,879 sf <sup>5</sup>
<b>Lot Coverage (max.)</b>	Determined at Site Plan	Determined at Site Plan
<b>Building Height (max.) Townhouses and Multi-family</b>	60 feet (Per FZP)	60 feet <sup>6</sup>
<b>Setback from Site Boundary</b>		
- Crabbs Branch Way (min.)	10 ft.	10 ft.
- Standish Place (min.)	30 ft.	30 ft.
<b>All other setbacks</b>	Determined at Site Plan	Determined at Site Plan

2. *The Preliminary Plan substantially conforms to the Master Plan.*

a) *Land Use*

Overall, the Project advances the Master Plan’s broader vision for the Shady Grove area as a mixed-use and pedestrian-oriented environment with attractive streetscapes, distinctive architecture, and a sense of place that is complemented with amenities and mobility options, especially at properties around the Metro Station and other key properties, such as the Grove Shopping Center (p.1). The Project substantially conforms to the Master Plan’s vision by providing varying housing typologies, internal network of private streets and alleys creating a smaller and more compact development pattern, and the new central park area that will serve as an amenity for the future residents and surrounding community members.

<sup>4</sup> Common and Public Open Space are required to be allocated proportionally by use (Townhouse and Multi-Family).

<sup>5</sup> Per Section 59-4.5.3.C., Open Space for townhouses is “Common Open Space” and for other building types (the proposed multifamily/two-over-twos) is “Public Open Space” but will be combined and appropriately allocated at time of Site Plan.

<sup>6</sup> The project must take its height measurement from the average grade along the building facing the applicable abutting or confronting property, per Section 59-4.1.8.B.3. of the Zoning Ordinance.

### Housing

The Sector Plan encourages residential development in proximity to the Metro Station and other key locations. As proposed, this development will advance key Sector Plan housing recommendations, including the following:

- Requiring 15 percent moderately priced dwelling units (MPDUs) as the highest priority public benefit for all new residential development.
- Providing a range of unit types, including for families, seniors, and persons with physical challenges.

The proposed development will provide at least 15 percent of the residential development as Moderately Priced Dwelling Units (MPDUs), which is one of the County's affordable housing programs. A binding element of the rezoning application requires the Applicant to provide "a minimum of 15 percent (15%) Moderately Priced Dwelling Units (MPDUs) as approved by the Montgomery County Department of Housing and Community Affairs (MCDHCA), consistent with the requirements of Chapter 25A".

Residential townhouses and two-over-two residential units are proposed that advance the Sector Plan's recommendations to "provide a range of unit types, including for families, seniors, and persons with physical challenges" (p. 69).

### Public Open Space

The Sector Plan recommends several new public open spaces within the Metro Neighborhoods where new mixed-use development is recommended. A binding element of the rezoning case requires 10 percent of the site to be open space, including the central open space along Crabbs Branch Way. Approximately 13 percent of the Property will be common and public open spaces.

The proposed open space associated with this development advances open space design principles recommended in the Sector Plan, including organizing "public open space along existing public streets or extensions of them, or ensure these spaces are accessible from a public street" (p. 28).

### Urban Design Guidance

The Sector Plan did not provide specific urban design guidance for the Property. However, the submitted project does illustrate a development "pattern of interconnected streets and public open spaces, with street-oriented buildings" and encourages "quality building and site design elements, such as building orientation that takes advantage of passive heating, lighting and ventilation" (p. 24).

## ***b) Environment***

The Sector Plan recommends a broad range of environmental measures, including restoring tree canopy in the Sector Plan area to "improve air quality, reduce storm

runoff, contribute to keeping the area cooler in summer, and sequester carbon to ameliorate climate change” (p. 79)

A variety of open spaces are proposed throughout the Property, including the linear open space along Crabbs Branch Way and smaller spaces along Standish Place. In addition, all streets in the development will have new canopy trees.

#### Noise

The Property is impacted by mixed automotive transportation noise from Crabbs Branch Way and the B & O Railroad. The Montgomery Planning “Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development” is used to review traffic noise impact on residential developments. In this area of the County, the Guidelines recommend a maximum value of 65 dBA Ldn for exterior recreation areas and 45 dBA Ldn for indoor residential spaces. The Applicant submitted a noise study, analyzing existing noise impacts from current traffic and future traffic volumes. The proposed development will be primarily impacted on the eastern border, along Crabbs Branch Way. The noise reduces further in from the roadway. A Building Shell Analysis will be performed with the final architectural details and architectural noise mitigation measures included, as necessary.

The Central Park, located adjacent to Crabbs Branch Way, will exceed the maximum value of 65 dBA Ldn for exterior recreation areas. The Applicant has requested relief from this requirement because it is not possible to mitigate for the exterior noise while still creating an open space that is open and connected to Crabbs Branch Way and adjacent neighborhoods. Alternative configurations of sound barriers were evaluated; however, they would substantially obstruct physical connectivity to the public realm and conflict with established urban design goals for this space. While this space may be more impacted by transportation noise than is desirable, it is more important that the space be both physically and visually connected to Crabbs Branch Way, allowing the space to function as public open space. Accordingly, exterior noise attenuation is not feasible.

#### **c) *Transportation***

The *2021 Shady Grove Sector Plan Minor Master Plan Amendment* calls for new bikeways that link the Plan area to adjacent localities. Further, the Master Plan promotes the installation of new pedestrian walkways and bicycle facilities to connect existing residential communities and mixed-use developments to commercial centers and new development areas. In this sense, the Master Plan “prioritizes the provision of multimodal transportation connections as a high-priority public benefit for new development” (p. 18).

The Subject Application substantially conforms to the Master Plan as it is proposing the construction of a fully residential development with a well-connected internal pedestrian network via a system of six (6)-foot-wide concrete sidewalks separated by traffic with street buffers. The sidewalk system will connect to the proposed asphalt sidepath along Crabbs Branch Way, therefore, also providing the Proposed Development with improved bicycle access. Additionally, all six (6) bus stops that bound the area will provide the future residents with access to public transportation, including the Shady Grove Metro Station. The aforementioned multimodal facilities will enhance and diversify modes of transportation in the area and the neighboring sites.

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

**a) *Roads and other Transportation Facilities***

**i. *Existing Facilities***

The Property has frontage along Crabbs Branch Way, a County-owned and maintained public street classified as a Boulevard with a master planned right-of-way of 80 feet under the *Master Plan of Highways and Transitways*. Crabbs Branch Way is a four (4) lane street with existing sidewalk facilities on both sides of the street. There are six (6) existing bus stop facilities bounding the Property along Crabbs Branch Way that provide both WMATA and RideOn Bus service.

To the south, the Property is bounded by Standish Place, which is a privately-owned and maintained street. Standish Place has two (2) travel lanes and substandard sidewalk facilities along some segments.

**ii. *Proposed public transportation infrastructure***

As part of this Application, the existing sidewalk along Crabbs Branch Way will be removed and replaced by an asphalt sidepath separated from traffic by a street buffer with trees. The proposed asphalt sidepath with a street buffer will vary in width due to space constraints with existing above-ground utilities and transformers. The asphalt sidepath facility with the street buffer will be constructed to the following dimensions, as shown on the Certified Preliminary Plan:

- Segment A: a ten-foot-wide (10 ft) asphalt sidepath separated from traffic by a six-foot-wide (6 ft) street buffer with trees.
- Segment B: an eleven-foot-wide (11 ft) asphalt sidepath separated from traffic by an eight-foot-wide (8 ft) street buffer with trees.
- Segment C: an eight-foot-wide (8 ft) asphalt sidepath separated from traffic by a six-foot-wide (6 ft) street buffer with trees.

- Segment D: transition zone with variable widths of a minimum of 8 feet and a maximum of 11 feet of asphalt sidepath separated from traffic by a minimum of six-foot-wide (6 ft) street buffer.

The proposed asphalt sidepath and street buffer minimum and maximum widths were reviewed and approved by MCDOT and Planning Staff. In areas with insufficient right-of-way to accommodate the asphalt sidepath, the Applicant will be locating the facility within a Public Improvement Easement (PIE), as approved by MCDOT and DPS-ROW. These areas are illustrated in the approved cross-section for the sidepath on Certified Preliminary Plan, and the Applicant will comply with these requirements, as approved in consultation with MCDOT and Planning Staff.

The Applicant will also dedicate the required right-of-way for Crabbs Branch Way. As part of this Application, 40 feet from the centerline of the pavement to the Property line will be dedicated. The street configuration for Crabbs Branch Way will remain the same, as there is no anticipated removal of the curb and gutter. All access points will also remain and were approved under previous applications. As part of this Application, there will be no modifications to the existing six (6) bus stops bounding the Site along Crabbs Branch Way.

iii. ***Proposed private transportation infrastructure***

The Applicant is proposing to provide vehicular and pedestrian access to the Site through a series of private streets and alleys accessed via Standish Place. The Applicant opted to construct private streets and alleys because they are intended to accommodate local circulation and do not provide transportation capacity for the general public. Additionally, the proposed private streets do not comply with the Montgomery County standards MC-20002.01 and MC-2002.02, which comprise requirements for centerline radii and travel lane widths. All three (3) private streets and alleys will be constructed following County Standards and the design parameters for Neighborhood Streets under the CSDG.

Private Street A

Private Street A will connect the Site from west to east and will consist of two (2) travel lanes with six-foot-wide (6 ft) sidewalks separated from traffic by street buffers with trees. Due to the incorporation of on-street parallel parking spaces being provided within the Site, the dimensions for the street buffers will change. Therefore, the street cross-sections for Private Street A will vary, including for sections as described below and reflected on the Certified Preliminary Plan:

- Segment A: two (2) ten-and-a-half-foot-wide (10.5 ft) travel lanes and a six (6)-foot-wide concrete sidewalk separated from traffic by a fourteen-foot-wide (14 ft) street buffer with trees on both sides. The total width of the street section for this segment is 61 feet.

- Segment B: two (2) ten and a half-foot-wide (10.5 ft) travel lanes, eight-foot-wide (8 ft) parallel street parking on one (1) side, a six-foot-wide (6 ft) concrete sidewalk separated from traffic by a six-foot-wide (6 ft) street buffer with trees on one (1) side, and a six-foot-wide (6 ft) concrete sidewalk separated from traffic by a fourteen-foot-wide (14 ft) street buffer with trees on the other side. The total width of the street section for this segment is 61 feet.
- Segment C :two (2) ten and a half-foot-wide (10.5 ft) travel lanes, eight-foot-wide (8 ft) parallel street parking on one (1) side, a six-foot-wide (6 ft) concrete sidewalk separated from traffic by a six-foot-wide (6 ft) street buffer with trees on one (1) side, and a six-foot-wide (6 ft) concrete sidewalk separated from traffic by a fourteen-foot-wide (14 ft) street buffer with trees on the other side. The total width of the street section for this segment is 61 feet.
- Segment D: two (2) ten-and-a-half-foot-wide (10.5 ft) travel lanes, eight-foot-wide (8 ft) parallel street parking on both sides, and six-foot-wide (6 ft) concrete sidewalks separated from traffic by six-foot-wide (6 ft) street buffers with trees on both sides. The total width of the street section for this segment is 61 feet.

#### Private Street B

Private Street B will connect Private Street A to Standish Place on the west side of the Proposed Development, and will consist of two (2) ten-and-a-half foot-wide (10.5 ft) travel lanes with six-foot-wide (6 ft) concrete sidewalks separated from traffic by a ten-foot-wide (10 ft) street buffer with trees on both sides of the street. The total of the street section for Private Street B is 53 feet.

#### Private Street C

Private Street C will connect Private Street A to Standish Place to the east side of the Proposed Development, and will consist of two (2) ten and half foot-wide (10.5 ft) travel lanes with six-foot-wide (6 ft) concrete sidewalks separated from traffic by a six-foot-wide (6 ft) street buffer with trees on both sides of the street. The total of the street section for Private Street C is 45 feet.

All private alleys A, B, C, D, E, F, G, H, I, J, K, L, and M will also be constructed following County standards and the CSGD, and will consist of two (2) ten-foot-wide (10 ft) travel lanes. All private alleys will provide exclusively motor vehicle access. All private alleys will also have a six-and-a-half-foot-wide (6.5 ft) separation from the driveways.

As conditioned, at all intersections, ADA-compliant curb ramps or at-grade-level pavement will be provided along with high-visibility crosswalks to ensure safe pedestrian crossing for all users, as shown in the Preliminary and Site plans. The Applicant will also provide an easement/covenant to allow the owner to the south

across Standish Place to access the Property in order construct a future ADA-compliant, high visibility cross walk.

At the time of construction and if deemed feasible, at the intersections of Private Street A with Private Street B and Private Street C, the Applicant will install mountable truck aprons to reduce the turning radii for passenger vehicles to 15 feet, while allowing trucks and emergency vehicles to navigate entry and egress of the Private Streets. More details are provided in the accompanying Site Plan related to these design conditions. All the turning curb radii for all intersections with the private alleys will be designed to a maximum of 15 feet, as no emergency vehicles will be accessing the alleys.

***b) Local Area Transportation Review (LATR)***

The previous use on the Site was a general office with 180,058 square feet of space. The proposed 200 single-family attached residential units are estimated to generate a net decrease of 169 vehicle trips in the morning peak hour and a net decrease of 146 vehicle trips in the evening peak hour. The 2024-2028 *Growth and Infrastructure Policy* (GIP) requires a transportation impact study for any project that is estimated to generate a net increase of 30 or more vehicle trips in either the morning or evening peak hours. As that is not the case for this Application, the LATR review is satisfied with a transportation exemption statement. A summary of the trip generation analysis is provided in Table 2 below.

*Table 2: Vehicle Trip Generation Analysis*

		<b>ITE Rate</b>	<b>ITE Rate</b>	<b>Adjusted Derwood Policy Area Rate</b>	<b>Adjusted Derwood Policy Area Rate</b>
		AM	PM	AM	PM
<b>Existing Uses</b>	General Office (180,058 SF)	278	271	261	255
<b>Proposed Uses</b>	200 Single-Family Attached Residential Units (ITE-215) <sup>7</sup>	98	116	92	109
<b>Net Change</b>				<b>-169</b>	<b>-146</b>

*Source: Transportation Exemption Statement from Lenhart Traffic Consulting, Inc., May 14, 2025.*

<sup>7</sup> The Project was analyzed using land use code (LUC) ITE-215 (Single-Family Attached Residential Units) to be more conservative with the trip generation. This LUC provides a higher trip generation for the Project and, therefore, better assesses the impact on the Site.

**c) Schools**

The Subject Property is located within the Derwood Policy Area, which is categorized as a Turnover Impact Area by the 2024-2028 Growth and Infrastructure Policy.

**Annual School Test Results**

The results of the FY2026 Annual School Test, approved by the Planning Board on June 26, 2025 and effective since July 1, 2025, are applicable to this Application.

The Property is served by College Gardens Elementary School, Julius West Middle School, and Richard Montgomery High School. The enrollment and capacity projections of these schools reflected in the FY2026 Annual School Test, which evaluates for the 2029-2030 school year, and the default Utilization Premium Payment (UPP) tier placements are shown in Table 3.

*Table 3: FY2026 Annual School Test Projections (2029-2030 School Year) & UPP Tier Placements*

	Program Capacity	Enrollment	Utilization Rate	Seat Surplus or Deficit	UPP Tier Placement
College Gardens ES	702	527	75.1%	+175	No UPP
Julius West MS	1,432	1,459	101.9%	-27	No UPP
Richard Montgomery HS <sup>i</sup>	2,236	2,082	93.1%	+154	No UPP

Based on the FY2026 Annual School Test results above, the Property is not subject to any UPP by default. However, if the project’s enrollment impact estimate exceeds an adequacy ceiling of a school as shown in Table 4, a payment will be required.

*Table 4. FY2026 Annual School Test Adequacy Ceilings*

	Tier 1 Adequacy Ceiling	Tier 2 Adequacy Ceiling	Tier 3 Adequacy Ceiling
College Gardens ES	249	316	421
Julius West MS	93	260	475
Richard Montgomery HS	314	602	937

**Enrollment Impact Estimate**

Table 5 shows the Project’s enrollment impact estimate calculation based on the School Impact Area classification and net residential units proposed, using the FY2026-2027 Student Generation Rates.

*Table 5. Student Enrollment Impact Estimate (reflects FY2026-2027 Student Generation Rates)*

Type of Unit	Net Number of Units	Turnover ES Student Generation Rate	ES Student Estimate	Turnover MS Student Generation Rate	MS Student Estimate	Turnover HS Student Generation Rate	HS Student Estimate
SF Attached	100	x 0.207	= 20.700	x 0.113	= 11.300	x 0.166	= 16.600
MF Low-rise	100	x 0.123	= 12.300	x 0.064	= 6.400	x 0.083	= 8.300
<b>TOTAL (rounded down)</b>			<b>33</b>		<b>17</b>		<b>24</b>

The enrollment impact of the proposed units during an average year throughout the life of this Project is estimated to be 33 elementary school students, 17 middle school students, and 24 high school students. This does not exceed the adequacy ceilings identified in Table 4. Therefore, a Utilization Premium Payment is not required for this Application.

**d) Other Public Facilities and Services**

The Subject Property is in water category W-1 and sewer category S-1, respectively. The use of public water and sewer service is consistent with the current categories. The existing water and sewer lines serving the office building will be abandoned. New water and sewer lines will be extended from the existing mains along Standish Place and Crabbs Branch Way to serve the individual units and supply a new fire hydrant along Standish Place. Similarly, underground electrical, telecommunications services and natural gas will be extended to serve the Property. Services will be provided within the private road parcels or along the front of each stick of dwelling units. Utility easements are provided for each service as necessary.

The Application was reviewed by the MCDPS, Fire Department Access and Water Supply Section, and a Fire Access Plan was approved on October 20, 2025. The Fire Department Access Plan provides fire code compliant access from Standish Place to the proposed residential structures.

Other public facilities and services, such as police stations, firehouses and health services are currently operating within the standards set by Growth and Infrastructure Policy currently in effect.

4. *The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code Chapter 22A.*

The Application satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and is in compliance with the Montgomery County Planning Department's Environmental Guidelines as further discussed in the findings for Forest Conservation Plan F20250010, which are included in a separately approved resolution and are incorporated herein.

5. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.*

The Preliminary Plan Application meets the stormwater management requirements of Chapter 19 of the County Code. MCDPS Water Resources Section approved a Combined Stormwater Management Concept/ Site Development Stormwater Management Plan on October 30, 2025. The plan proposes to meet required stormwater management goals using micro-bioretenion facilities and underground structural filtration. A partial waiver from stormwater management has been granted by DPS due to site constraints.

6. *Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Cemetery Inventory and located within the subdivision boundary is approved under Subsection 4.3.M*

Not applicable to this Property.

7. *Any other applicable provision specific to the property and necessary for approval of the subdivision is satisfied*

The Applicant meets the justification requirements for private streets under Section 50-4.3.D.4.b and conforms to the standards for private streets as outlined in Section 50-4.3.D.4.c. The Applicant opted to construct private streets and alleys because the proposed street grid does not comply with the Montgomery County standards MC-2002.01 and MC-2002.02, which include requirements for centerline radii and travel lane widths. However, to meet compliance with the aforementioned Sections of the Montgomery County Code, the three (3) private streets and alleys will be constructed following modified County Standards and the design parameters for Neighborhood Streets under the CSDG.

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

January 16, 2026

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

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

\* \* \* \* \*

**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 Pedoeem, seconded by Commissioner Bartley, with a vote of 3-0-1; Chair Harris and Commissioners Bartley and Pedoeem, voting in favor of the motion, Commissioner Hedrick abstained and Vice Chair Linden was necessarily absent, at its regular meeting held on Thursday, January 15, 2026, in Wheaton, Maryland and via video conference.



---

Artie L. Harris, Chair  
Montgomery County Planning Board