

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

DATE MAILED:

March 4, 2026

MCPB No. 26-03
Administrative Subdivision No. 620260080
20300-20350 Century Boulevard
Date of Hearing: January 29, 2026

RESOLUTION

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

WHEREAS, on November 26, 2025, Germantown MD FGF, LLC (“Applicant”) filed an application for approval of an administrative subdivision plan of property that would create five (5) lots and 297 dwelling Units in the multi-unit living building, 56 two-over-two dwelling units, and three (3) live work units on 6.93 acres of land in the CR-2.0, C-1.25, R-1.0, H-145T and the Germantown Transit Mixed Use Overlay zone, located approximately 500 feet southeast of the intersection of Century Boulevard and Cloverleaf Center Drive (“Subject Property”), in the Germantown Town Center Policy Area and 2009 *Germantown Employment Area Sector Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s administrative subdivision plan application was designated Administrative Subdivision Plan No. 620260080, 20300-20350 Century Boulevard (“Administrative Subdivision Plan” or “Application”); and

WHEREAS, the Application was submitted for concurrent review and approval with Forest Conservation Plan No. F20260250, and Expedited Approval Plan No. E20260020, both of which are incorporated herein by reference; 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 January 16, 2026, providing its analysis and recommendation for approval of the Application, subject to certain conditions (“Staff Report”); and

WHEREAS, on January 29, 2026, 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 Pedoeem, with a vote of 5-0; Chair Harris, Vice Chair Linden, Commissioners Bartley, Hedrick and Pedoeem voting in favor.

2425 Reddie Drive, Floor 14, Wheaton, MD 20902 | Phone: 301-495-4605
www.montgomeryplanningboard.org | 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 Administrative Subdivision Plan No. 620260080 to create five (5) lots and 297 dwelling Units in the multi-unit living building, 56 two-over-two dwelling units, and three (3) live work units on the Subject Property, subject to the following conditions:¹

General Approval

1. This Administrative Subdivision Plan is limited to one (1) lot for a multi-family building with up to 297 dwelling units and three (3) live work units (3,578 commercial square feet), four (4) lots for 56 two-over-two dwelling units, and eight (8) parcels for a private road, alleys, open spaces, and stormwater management.

Adequate Public Facilities

2. The Adequate Public Facilities (“APF”) review for the Administrative Subdivision 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 Administrative Subdivision 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 Administrative Subdivision 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 January 15, 2026, and incorporates them as conditions of the Administrative Subdivision 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 Administrative Subdivision 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 January 7, 2026, and incorporates them as conditions of the Administrative Subdivision Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDPS, Water Resources Section, provided the amendment does not conflict with any other conditions of the Administrative Subdivision Plan approval.

¹ For the purpose of these conditions, the term “Applicant” shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

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, 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 Administrative Subdivision 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 January 9, 2026, and incorporates them as conditions of approval. The Applicant must comply with each recommendation in the letter, which DHCA may amend, if the amendment does not conflict with other conditions of Administrative Subdivision Plan approval.

Other Approvals

9. Except for clearing and grading associated with the demolition of the building and paving, the Applicant must receive Staff certification of the Expedited Approval Plan No. E2026020 before submitting a record plat application or any clearing or grading on the remainder of the Subject Property. The number and location of site elements, including but not limited to, buildings, on-site parking, site circulation, sidewalks, and shared pathway(s) is determined through the Expedited Approval Plan or Site Plan review and approval.
10. The Applicant must provide an easement that allows the future extension of Private Street A to the adjacent properties to the north and south.

Transportation & Circulation

Frontage Improvements on Existing Roads

11. 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 forty-three (43) feet from the existing pavement centerline along the Subject Property frontage for Century Boulevard.
12. Before the recordation of plat(s), the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of a minimum eight-foot wide (8 ft) sidepath (ten-foot wide (10 ft) where not constrained by adjacent property boundaries), with a minimum seven-foot wide (7 ft) buffer from traffic (eight-foot-wide (8 ft) where not constrained by adjacent property boundaries) along the Property frontage on Century Boulevard.

Private Roads

13. The Applicant must provide Private Street A and Alleys A and B including any sidewalks, bikeways, storm drainage facilities, street trees, street lights, private utility systems, and other necessary improvements as required by either the Administrative Subdivision Plan or the Expedited Approval Plan or Site Plan within the delineated private road area (collectively, the “Private Road”), subject to the following conditions:

- a) The record plat must show the Private Road in a separate parcel.
- b) The Private Road must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338, and the terms and conditions in the Montgomery County Code § 50-4.3.E et seq regarding private roads. The Covenant includes, but is not limited to, the following requirements/conditions:
 - i) The Applicant, at its expense, shall design, construct, and maintain the Private Road.
 - ii) The Applicant, at its sole cost and expense, shall properly and continually maintain (including ordinary and capital maintenance and removal of snow, ice, litter, and other obstructions and hazards as soon as conditions reasonably allow), repair, and replace any portion of the Private Road and all improvements located within the Private Road, in good condition and repair for safe use and operation of the Private Road. The Applicant must maintain a commercially reasonable budget (operating and capital, as applicable) to address both short-term and long-term maintenance, and reserves for capital repairs. The Applicant must provide certification of the reserves to the Planning Board or its Staff every two (2) years (or every five (5) years in the event there are no below-ground parking structures in the Private Road). The reserves must be adequate to cover the costs of needed repairs.
 - iii) The Applicant must post and retain signage notifying the public that the Private Road is not publicly maintained and providing contact information for handling complaints, concerns, or questions regarding the Private Road.
- c) Approved sub-grade for private roads to be six-inch Graded Aggregate Base (GAB) or applicable MCDOT road classification standard.

Record Plats

14. The record plat must show necessary easements, including without limitation, the liber and folio number of the easement to allow for a future connection of Private Street A to the adjacent properties to the north and south.
15. The record plat must reflect common ingress/egress and utility easements over all shared driveways.

Notes and Labels

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

Certified Administrative Subdivision Plan

18. The certified Administrative Subdivision Plan must contain the following notes:

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 Administrative Subdivision Plan are illustrative. The final locations of buildings, structures, and hardscape will be determined at the time of Expedited Approval Plan or 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.

19. Before submittal of the Certified Administrative Subdivision Plan, the Applicant must make the following changes:

- a) Show resolutions and approval letters on the certified set.
- b) Delineate the limits of future street connections, including the easement to allow a future extension of Private Street A to the adjacent properties to the north and south. The book and page number must be shown on the record plat.

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 Administrative Subdivision Plan meets the requirements of Chapter 50, Section 6.1.E, Subdivision application for a property approved under the Expedited Approval Plan under Section 59.7.3.5 of the Zoning Ordinance A lot or lots created for an Expedited Approval Plan may be approved if:*

1. The Planning Board approves an Expedited Approval Plan under Section 59-7.3.5, including a finding of adequate public facilities under the standards of Section 50-4.3.J, before approval of the plat;

As stated above in Conditions 1 through 13, the Applicant has addressed the adequate public facilities under Section 50-4.3.J.

2. Any required road dedications, or covenants for future dedications, and associated public utility easements are shown on the record plat;

As stated above in Conditions 11 and 12, the applicant will be providing the necessary road dedications and easements as part of the Administrative Subdivision Plan.

3. *Forest conservation plan approval, stormwater management, and environmental protection requirements, if applicable, are satisfied before approval of the plat; and*

Per findings in Section D and Section E below, the Applicant has conformed with Chapter 22A and Chapter 19 of the Montgomery County Code.

4. *When located in a special protection area, all special protection area requirements are satisfied before approval of the plat.*

The Property is not located in a special protection area, therefore this section does not apply.

Expedited Approval Plan No. E20260020 is concurrently approved by a separate resolution, which is incorporated herein. An Expedited Approval Plan process is permitted for a Commercial to Residential Reconstruction (CRR) project. Adequate public facilities exist to support and service the Property in accordance with Section 50.4.3.J of the Subdivision Regulations as discussed in the findings section.

2. *The Administrative Subdivision Plan meets the technical review requirements of Chapter 50, Sections 6.3 and 4.3.*
 - A. *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.*
 - a) ***The block design is appropriate for the development or use contemplated***

The Property is being divided into one (1) lot for a multi-family building with three (3) Live-Work units, four (4) lots for 56 two-over-two dwelling units and eight (8) parcels for private roads, alleys, open spaces and stormwater management.

The proposed lots size, width, shape, and orientation are appropriate for the subdivision's location, taking into account the Master Plan recommendations, and the contemplated uses and building types. 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 that the proposed multi-family building and parking garage are served by the private street, and that the two-over-twos are rear-loaded and served by alleys. Stormwater management, access, and infrastructure are accommodated in the subdivision's private alleys and other common areas.

b) The lot design is appropriate for the development or use contemplated

The size and shape of the proposed lots and parcels adequately accommodate the proposed multi-family building, two-over-two units, parking garage, and amenities. The subdivision also includes dedications along Century Blvd. to provide the required Master Plan right of way width and also allows for the installation of an eight (8) feet-to-ten (10)-foot wide sidepath along Century Blvd.

c) The Administrative Subdivision Plan provides for required public sites and adequate open areas

i. Master Planned Sites

The 2009 *Germantown Employment Area Sector Plan* does not make any site-specific recommendations for public spaces on this Property.

ii. Local Recreation

The Applicant is proposing private amenity spaces for the residents of the proposed subdivision. The amenities being proposed include a patio and pool area within the courtyard of the multi-family building, various seating areas throughout the subdivision, a multi-age playground, and a dog run park area.

iii. Transportation and Utilities

The Applicant is proposing private streets and alleys within the Property. The proposed subdivision will be accessed from Century Boulevard, across from Dornier Drive. The Applicant will install a minimum eight-foot-wide (8 ft) sidepath along the Century Blvd. frontage.

The site is currently provided with electricity through existing underground utilities. The Property will continue to utilize water and sewer from the WSSC systems serving the Property.

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

The proposed lots were reviewed for compliance with the dimensional requirements for the CR zone as specified in the Zoning Ordinance. The lots proposed will meet the dimensional requirements for area, frontage, width, and setbacks in the CR zone. The proposed lots provide sufficient space to accommodate the proposed development and the infrastructure necessary to support it, such as parking, stormwater management, landscaping, and open space. A summary of this review is included in Table 1.

Section 59-3.1.6 of the Zoning Ordinance lists the uses that are permitted in the CR Zone. The Project proposes Commercial-to-Residential Reconstruction (CRR) uses, which are Limited Uses in the CR Zone. Section 59-3.3.2.B.1 defines a Commercial to Residential Reconstruction use as “a vacant building that is at least 2 stories high and is ... demolished and rebuilt as a residential building that qualifies as ... Multi-Unit Living under Section 3.3.1.E.” Further, in the “Commercial/Residential zones, vacancy is defined as a building that has no tenants in at least 50% of the building at the time of application and qualifies as an Office use under Section 3.5.8.B ...” As described above, the Property is improved with a completely vacant 5-story office building. The Applicant provided an affidavit confirming the existing office building is completely vacant. The Applications propose to redevelop the Property with Multi-Unit Living (Multi-family high-rise units, and multi-family low-rise units/two-over-twos), which are permitted pursuant to Section 59.3.3.1.E. The Property is located in the Germantown Town Center policy area.

Section 59-4.5.4.B of the Zoning Ordinance lists the development standards for development under the optional method in the CR Zone. The Administrative Subdivision Plan and accompanying Expedited Approval Plan satisfy all of these development standards, as described below and detailed in Table 1.

Table 1 – 20300-20350 Century Boulevard Data Table for CR-2.0, C-1.25, R-1.0, H-145T Zone, Optional Method, Section 59.4.5.4

Development Standard	Permitted/ Required	Proposed
Tract Area	n/a	301,690 SF (6.93 acres)
Prior Dedication	n/a	20,742 SF (0.48 acres)
Proposed Dedication	n/a	1,466 SF
Site Area	n/a	279,482 (6.45 acres)
Density (CR-2.0, C-1.25, R-1.0, H-145T)	-	-
Commercial (GFA/FAR)	377,113 SF (1.25 FAR)	3,588 SF (0.01 FAR) 3 live- work units
Residential (GFA/FAR)	301,690 SF (1.0 FAR)	486,412 SF (1.61 FAR)
Total Mapped Density (GFA/FAR)	603,380 SF (2.0 FAR)	490,000 SF (1.62 FAR) 297 multi-family units and 56 two-over-twos
MPDU Requirements, 12.5%	44 units (12.5%)	52 units (14.7%)
Public Open Space (10% min)	27,948 SF (0.64 acres)	29,067 SF (0.67 acres)
Principle Building setbacks		
Front	Establish by site plan	5 FT
Side	Establish by site plan	5 FT
Rear	Establish by site plan	5 FT
Site Plan Required	yes	Yes/Expedited Approval Plan

B. The Administrative Subdivision Plan substantially conforms to the Master Plan.

The Subject Property is located within the 2009 *Germantown Employment Area Sector Plan* (“Master Plan”) boundary, which envisions Germantown as “the center of business and community life in upper Montgomery County” (p. 8). The Master Plan aims to increase employment, organize communities around transit, enhance connectivity, and promote urban design that fosters a compact, walkable, and vibrant Town Center with surrounding mixed-use districts. The

recommendations in the Master Plan are intended to make Germantown the up-county's commercial hub, with a robust transit network, and activity focused along Century Boulevard. Transit-served mixed residential and employment neighborhoods work together to create a sustainable community. High-quality design, based on historical and cultural references, helps create a strong sense of place in Germantown.

The Property is within the Master Plan's "Cloverleaf" district, one of the plan's neighborhoods to be served by a future transit station (identified in the Master Plan as the "Cloverleaf" station). This district, immediately north of the Town Center, was all commercial in 2009, with a mix of flex and office buildings. The "Century" development across the street has been partially developed since 2009, with a mix of multifamily, two-over-two, and townhouse units; additional residential and commercial uses have been approved but are unbuilt. The Century development also includes a public green space adjacent to the planned Cloverleaf station, about one block north of the Subject Property.

The original transit corridor that was to serve the district was the Corridor Cities Transitway (CCT). In 2022, the *Corridor Forward: I-270 Transit Plan* replaced the CCT with a series of "Corridor Connector" Bus Rapid Transit (BRT) routes. The "Manekin West Connector" route follows the same alignment along Century Boulevard, and the planned Cloverleaf station was retained.

The Master Plan recommends that developments in transit-oriented centers, including the Cloverleaf District should be "defined by walkable block lengths and inviting public spaces" (p. 21). The Master Plan has accompanying design guidelines to help "establish a street-oriented pattern" and maintain compatibility with nearby residential areas. New developments are encouraged to be "inspired by Germantown's history, natural areas, and other unique community features" (p. 21). The Design Guidelines emphasize structured parking, located behind or to the side of development, with appropriate screening; on-street parking is also encouraged. The off-street parking included in the Application is completely screened—either in a parking garage with the apartment building wrapped around or in alley-served garages in the two-over-two units. The Application also includes five on-street parking spaces.

The Master Plan's housing section recognizes that the new transit stations, such as the Cloverleaf station, can create opportunities for increased housing, including affordable and workforce housing. The Master Plan encourages housing in areas that were previously entirely commercial. The Plan also supports a diversity of housing unit types. The Application includes two housing types—multifamily apartments and two-over-two units. These are much-needed unit types in Germantown and are included in an area that was only commercial in 2009. The two-over-two units on the site's western edge provide some compatibility with the

existing residential neighborhoods across Crystal Rock Drive, and the Applicant has proposed up to nine multifamily units that will be affordable to households earning 60% or less of the area median income (AMI).

The Master Plan recommends a more complete street grid to improve connectivity, reduce reliance on main roads, and make it easier for people to get around without cars. The Master Plan recommends a new road in the vicinity of the subject Property, designated “B-19”, as a 100-foot-wide business street (a “Town Center Street” under the Complete Streets Design Guide) connecting Century Boulevard with Crystal Rock Drive; the Master Plan shows an off-road shared-use path (“LB-2”) along B-19. Road B-19 is not precisely located in the plan, but it is roughly shown in a location that corresponds to the southern boundary of the Site. Various diagrams also show an additional road curving in from Century Boulevard to connect to B-19. This additional street runs roughly just inside the subject Property’s curving northwestern property line. It is important to note that the diagrams in the Master Plan are not intended to show the exact path of proposed streets, but to give the general location of desired connections and to indicate that a more complete street grid should be provided when possible. Although the southern property line of the subject Property appears to be in an ideal location to make the recommended B-19 connection, discussions between the Applicant, Planning Staff, and MCDOT staff determined that there is no practical route for the street across the neighboring property to the west of the Site, which is under different ownership, due to topological constraints and existing stormwater management ponds. The internal street proposed by the Applicant roughly follows the curved street shown in the Master Plan, thereby providing a more complete street grid. Shared-use bike path LB-2 is not possible if B-19 is not built, although it may be possible to route a future bike path across the properties to the south if they were to be redeveloped.

The Property is part of the site identified in the Master Plan as “270 Corporate Center” in the Cloverleaf District. Another site with the same name is located across Century Boulevard, southeast of the Subject Property, and was part of the original subdivision of land that included the subject site. The Master Plan recommends redevelopment of the Cloverleaf District into a mixed-use area, with 12-story buildings near the transit stop stepping down toward residential uses to the west across Crystal Rock Drive. The Master Plan supports a maximum of 50% residential uses for each property to create a mixed-use neighborhood. The plan recommends a continuous building line along Century Boulevard, activated with restaurant and retail uses interspersed with occasional gathering spaces. The plan recommends that buildings along Century Boulevard have “three-story bases and building step backs for upper floors” (p. 61).

The Master Plan recommended the mixed-use TMX-2 zone to replace the former I-3 (“Technology and Business Park”) zone on the Property. Optional method

development projects in the TMX-2 zone were required to purchase Building Lot Termination rights (BLTs) for densities with a Floor Area Ratio (FAR) of above 0.5. The TMX zone was replaced by the CR zone when the Zoning Ordinance was updated in 2014, with the zoning designation CR-2.0, C-1.25, R-1.0, H-145 T. To maintain the BLT requirement from the TMX zone, an overlay zone, the Germantown Transit Mixed Use (GTMU) overlay zone, was created and applied to all former TMX-zoned properties. The 2014 Zoning Ordinance rewrite generally applied a standardized translation methodology from old to new zones, but if a Master Plan made specific recommendations for a site, planners used the master plan's guidance to determine the appropriate zone under the new Ordinance.

Because of the specific language in the Master Plan recommending a range of 40 to 50% residential uses and 50 to 60% commercial uses throughout the Cloverleaf district, a non-standard zoning translation was used when determining the specific FAR components of the new CR zone. The effect of the zoning translation is that, as long as the applicant stays within the maximum residential FAR of 1.0, the project is in conformance with the Master Plan regarding the recommended mix of commercial and residential development, even if only residential units are proposed.

In early 2025, the County Council approved ZTA 25-03, which allows a new expedited application type for commercial-to-residential building conversions for mostly vacant commercial structures. This new type of use in the Zoning Ordinance contains the following provision (Section 3.3.2.B.3):

“Commercial FAR limits on the subject property may be reallocated to residential FAR if the total FAR does not exceed the maximum total mapped FAR of the property and the building height does not exceed the maximum mapped height, including any increases in each allowed by this Chapter.”

Because the commercial building on the site is completely vacant, the Applicant is entitled to develop the site up to the full 2.0 FAR. The Application proposes an FAR of 1.62, of which 1.61 is residential, and 0.01 is commercial (three Live Work Units). The Application includes the purchase of BLTs or fractional equivalents for FAR above 0.5, which equates to 5.38 BLT easements as proposed.

The project engages Century Boulevard with front doors on the ground floor of the multifamily and two-over-two units, creating an inviting pedestrian environment. The hidden off-street parking helps create a street-oriented design. The development will help Germantown meet the goals in *Thrive Montgomery 2050* to become a more complete community within an identified growth corridor. The project helps address the county's housing shortage in an area with planned

transit service and within a short distance of the Germantown Town Center. The Applicant is providing an internal street to expand the street grid. The Application is 100% residential, but given the area's development history, current market realities, and unrealized transit recommendations, it provides a much-needed boost to housing density near the Germantown Town Center. By contributing to the mix of uses in the vicinity of the project site and the Town Center, the Application substantially conforms to the intent of the Master Plan.

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

a) Roads and other Transportation Facilities

i. Existing Facilities

Century Boulevard currently has 130 feet of right-of-way with approximately a five-foot sidewalk and an approximately nine-foot street buffer. Additionally, there is an existing bus stop with a shelter and bench along the property frontage.

ii. Proposed public transportation infrastructure

The Applicant will dedicate an additional three feet of right-of-way to account for their portion of the total 136 feet of right-of-way required by the *Master Plan of Highways and Transitways* for Century Boulevard. The 2018 *Bicycle Master Plan* calls for a sidepath on this portion of Century Boulevard, and the Applicant will provide a ten-foot-wide (10 ft) asphalt sidepath along their frontage, extending it slightly to the north to the next intersection. The sidepath will narrow down to eight feet (8 ft) when constrained by adjacent property boundaries and will include a minimum seven-foot-wide (7 ft) street buffer.

iii. Proposed private transportation infrastructure

The Applicant will be providing Private Street A and Alleys A and B. A portion of Private Street A will have five parallel parking spaces along it, including one ADA space. Additionally, Private Street A will have six-foot-wide (6 ft) sidewalks with six-foot-wide (6 ft) street buffers along

both sides of the street. The proposed Private Street and Alleys are justified as they are internal to the development and will not serve area circulation.

b) Local Area Transportation Review (LATR)

The previous use on the Site was a five-story general office building with a gross floor area of 138,829 square feet. The proposed 297 mid-rise residential units are estimated to generate a net decrease of 30 vehicle trips during the morning peak hour and a net decrease of 28 vehicle trips during the evening peak hour. The 2024–2028 *Growth and Infrastructure Policy* requires a transportation impact study for any project estimated to generate a net increase of 30 or more vehicle trips during either the morning or evening peak hours. As that is not the case for this Application, the LATR review is satisfied with a transportation exemption statement. A summary of the trip generation analysis is provided in Table 2 below.

Table 2 - Trip Generation Analysis

		ITE Trip Generation Vehicle Rates		Adjusted Vehicle Rates Germantown Town Center Policy Area		Total Vehicle Trips	
		AM	PM	AM	PM	AM	PM
Existing	General Office (138,829 sq ft) (ITE Code 710)	176	169	162	155	162	155
Proposed	297 Multifamily Residential Units (Mid-rise) (ITE Code 221)	117	110	103	97		
	56 Multifamily Residential Units (Low-rise) (ITE Code 220)	33	34	29	30	132	127
Net Change						-30	-28

Source: Transportation Adequacy Form from Wells and Associates, October 16, 2025, modified by staff

c) Schools

School Impact Area Classification

The subject Property is located within the Germantown Town Center Policy Area, which is categorized as an Infill 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 Waters Landing Elementary School, Dr. Martin Luther King, Jr. Middle School, and Seneca Valley 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 resultant 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
Waters Landing ES	742	711	95.8%	+31	No UPP
Dr. Martin Luther King, Jr. MS	914	862	94.3%	+52	No UPP
Seneca Valley HS ²	2,524	2,351	93.1%	+173	No UPP

Based on the FY2026 Annual School Test results above, the relevant schools are not placed in a UPP Tier. 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
Waters Landing ES	105	180	291
Dr. Martin Luther King, Jr. MS	172	235	372
Seneca Valley HS	333	678	1,057

² Projected enrollment is modified to estimate the impact of Crown HS (CIP P651909), reflecting the scope of the boundary study approved by the Board of Education on March 19, 2024. Due to the delay of the Damascus HS Major Capital Project (CIP P652102), some of the boundary changes can be implemented in phases.

Enrollment Impact Estimate

Table 5 shows the Project’s enrollment impact estimate calculation based on the School Impact Area classification and the proposed net residential units, 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	ES Student Generation Rate	ES Student Estimate	MS Student Generation Rate	MS Student Estimate	HS Student Generation Rate	HS Student Estimate
MF Low-rise	56	x 0.066	= 3.696	x 0.034	= 1.904	x 0.049	= 2.744
MF High-rise	297	x 0.039	= 11.622	x 0.016	= 4.768	x 0.020	= 5.960
TOTAL (rounded down)			15		6		8

The enrollment impact of the proposed units during an average year throughout the life of this project is estimated to be 15 elementary school students, 6 middle school students, and 8 high school students. This does not exceed the adequacy ceilings identified in Table 4. Therefore, a Utilization Premium Payment is not required.

d) Other Public Facilities and Services

The Property is served by public water and sewer and is classified as W-1 and S-1. Public water and sewer mains currently serve the Property, which are adequate to serve the proposed subdivision.

Underground dry utilities, including electricity, gas, and telephone, are also available to the Property. Other utilities, public facilities, and services, such as electric, telecommunications, police stations, firehouses, and health services, are currently operating within the standards set by the *Growth and Infrastructure Policy* (GIP) in effect and are adequate for the proposed uses.

D. 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 F20260250,

which are included in a separately approved resolution and are incorporated herein.

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

MCDPS approved the Stormwater Management Concept Plan on January 7, 2026. The plan proposes to meet required stormwater management goals via planter box micros bioretention, modular wetlands and an existing pond

- F. 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*

This finding is not applicable to this Application, as the Applicant does not have actual or constructive notice of any burial site on the Property.

- G. Any other applicable provision specific to the property and necessary for approval of the Administrative Subdivision is satisfied.*

No other provisions apply to the Subdivision

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

March 4, 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 Hedrick, seconded by Commissioner Pedoeem, with a vote of 5-0; Chair Harris, Vice Chair Linden, and Commissioners Bartley, Hedrick, and Pedoeem, voting in favor of the motion, at its regular meeting held on Thursday, February 26, 2026, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board