



Century: Sketch Plan 320160020

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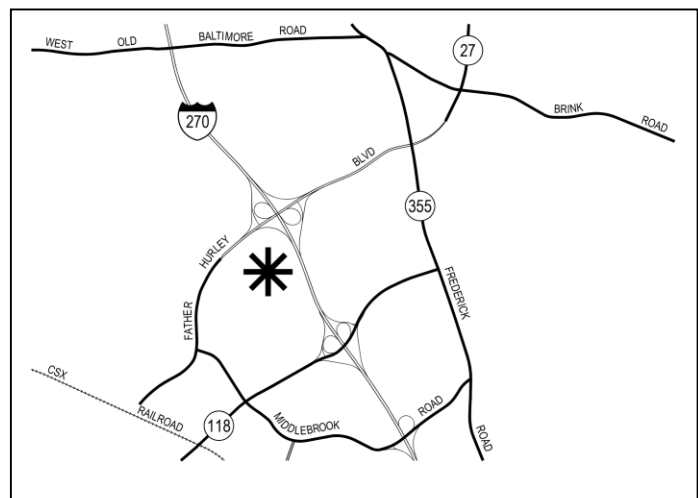
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Description

Completed: 12/24/2015

Phased, mixed-use development with a maximum of 2,114,230 square feet including residential, office, hotel, retail and restaurant uses.

- Located on Century Blvd opposite to Cloverleaf Center Drive;
- 57.6 gross acres zoned CR-2.0: C-1.25 R-1.0 H-145T and in the Germantown Transit Mixed Use Overlay Zone;
- 2009 Germantown Employment Area Sector Plan
- Application accepted: August 12, 2015
- Applicant: Century Technology Campus, LLC
- Review Basis: Chapter 50 and Chapter 59, Montgomery County Code



Summary

Staff recommendation: Approval of the Sketch Plan with conditions.

- The Project proposes a total density of 0.84 FAR consisting of 1,239,330 SF of residential and 874,900 SF of non-residential uses, including hotel, office, retail and restaurants.
- The Project will be developed in 2 Phases. Phase I, which has been submitted, will have a 0.53 FAR consisting of 0.36 FAR (or 899,872 SF) of residential uses and 0.17 FAR (or 437,420 SF) of non-residential uses.
- The Project meets the Sector Plan’s objectives for the Cloverleaf District by creating a mixed use development centered on the future Corridor Cities Transitway station, with employment uses along I-270, and street-oriented development along Century Boulevard.
- Per the Germantown Transit Mixed Use Overlay Zone, the ultimate buildout will require the purchase of 13.57 BLTs.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Sketch Plan No. 320160020, Century, for construction of a maximum total density of 2,114,230 square feet of development on the Subject Property. The following site development elements shown on the Sketch Plan stamped "Received" by the M-NCPPC on November 20, 2015, and December 14, 2015, are binding under Section 59-7.3.3.F:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Site Plan.

This approval is subject to the following conditions:

1. Density
The development is limited to a maximum of 2,114,230 square feet of total development. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Site Plan.
2. Height
The development is limited to the maximum height of 145 feet, as measured from the approved building height measuring point for each building, in accordance with Section 59-4.1.7.C.2 of the Zoning Ordinance.
3. Incentive Density
The development must be constructed with the public benefits listed below, unless modifications are made under Section 59-7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59-4.5.4.2.a. The requirements of Division 59-4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit proposed. Final points will be established at site plan approval.
 - a. Transit Proximity, achieved through proximity to the Corridor Cities Transitway (CCT) station;
 - b. Connectivity and Mobility, achieved through the provision of through-block connections and wayfinding;
 - c. Diversity of Uses and Activities, achieved through small business opportunities;
 - d. Quality of Building and Site Design, achieved through public art, and public open space; and
 - e. Protection and Enhancement of the Natural Environment, achieved through building lot termination (BLT), and vegetated roof.
4. Public Open Space
The Applicant must provide a minimum of 20% of the net lot area as public open space, in excess of minimum open space requirement of the zone, in order to qualify for 20 points of incentive density.
5. Public Art
The Applicant must provide public art on-site, integrated into the overall site design. The public art components must be commensurate with the size of the public use space in which the art will be located.

6. Building Lot Terminations (BLTs)

The ultimate build out of this Project will require the purchase of 13.57 BLTs. The provision of BLTs will commence upon issuance of building permits for development that exceeds 0.5 FAR for the site and will be in accordance with a Development Program to be included on the Certified Site Plan.

7. Moderately Priced Dwelling Units (MPDUs)

The Applicant must provide a minimum of 12.5% of the total residential units as Moderately Priced Dwelling Units on the Subject Property. The development must provide MPDUs in accordance with Chapter 25A.

SECTION 2: SITE DESCRIPTION

Site Vicinity

The Subject Property is located to the west of Interstate 270 and to the east of Century Boulevard, at its intersection with Cloverleaf Center Drive in the Cloverleaf District of the Germantown Employment Area Sector Plan. The adjacent uses consist entirely of commercial and office uses surrounded by large areas of surface parking. The Property will be served by the Corridor Cities Transitway (CCT), which is planned to run along Century Boulevard, with an anticipated stop in front of the Property. Properties in the Cloverleaf District, including the Subject Property, are all zoned CR-2 and within the Germantown Transit Mixed Use Overlay Zone.



Figure 1-Vicinity Map with zoning

Site Analysis

The Subject Property consists of approximately 57.6 acres of gross tract area. The net tract area is approximately 51.68 acres, comprised of Parcel X (approximately 47.9 acres) and Parcel Y (approximately 3.78 acres). Parcel Y is owned by Nattan, LLC and houses the one-story Fisher Building, which is used for medical research. The balance of the Property, Parcel X, is owned by Century Technology Campus, LLC, and contains four one-story office buildings and one smaller storage building of approximately 21,000 SF. All existing buildings are surrounded by large areas of surface parking. All buildings and structures in Parcel X will be demolished and replaced in Phase 1. The Fisher Building on Parcel Y will be replaced in Phase 2.

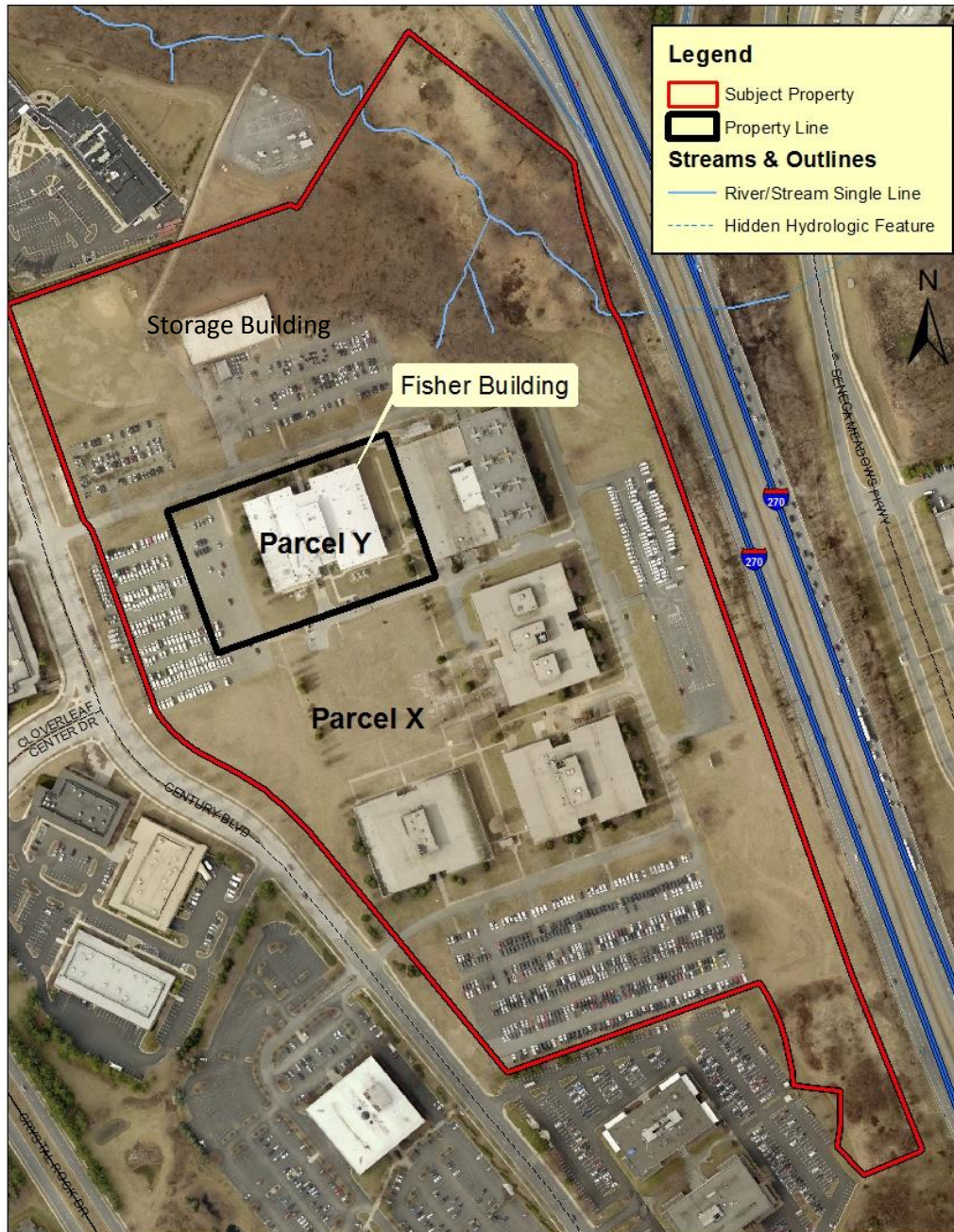


Figure 2-Aerial View

As recorded on Plat No. 24888 (see Figure 3), the Property accommodates an expired eighty-foot CCT reservation on the south side of the Property for an alternate CCT crossing over I-270, along with fifty CCT parking spaces. In coordination with MTA, DOT, and SHA, these requirements were deemed no longer necessary due to the revised alignment of the CCT, which is not planned to cross I-270 along the south side of Property and the provision of adequate CCT parking just north of the Property.

The site topography slopes down towards the northwest corner of the site. There are several significant existing trees, wetlands, and existing conservation easements primarily located along the northern and eastern edges of the site. A major utility right-of-way for Potomac Edison with an access easement through the Property is located in the northeastern corner of the Property.

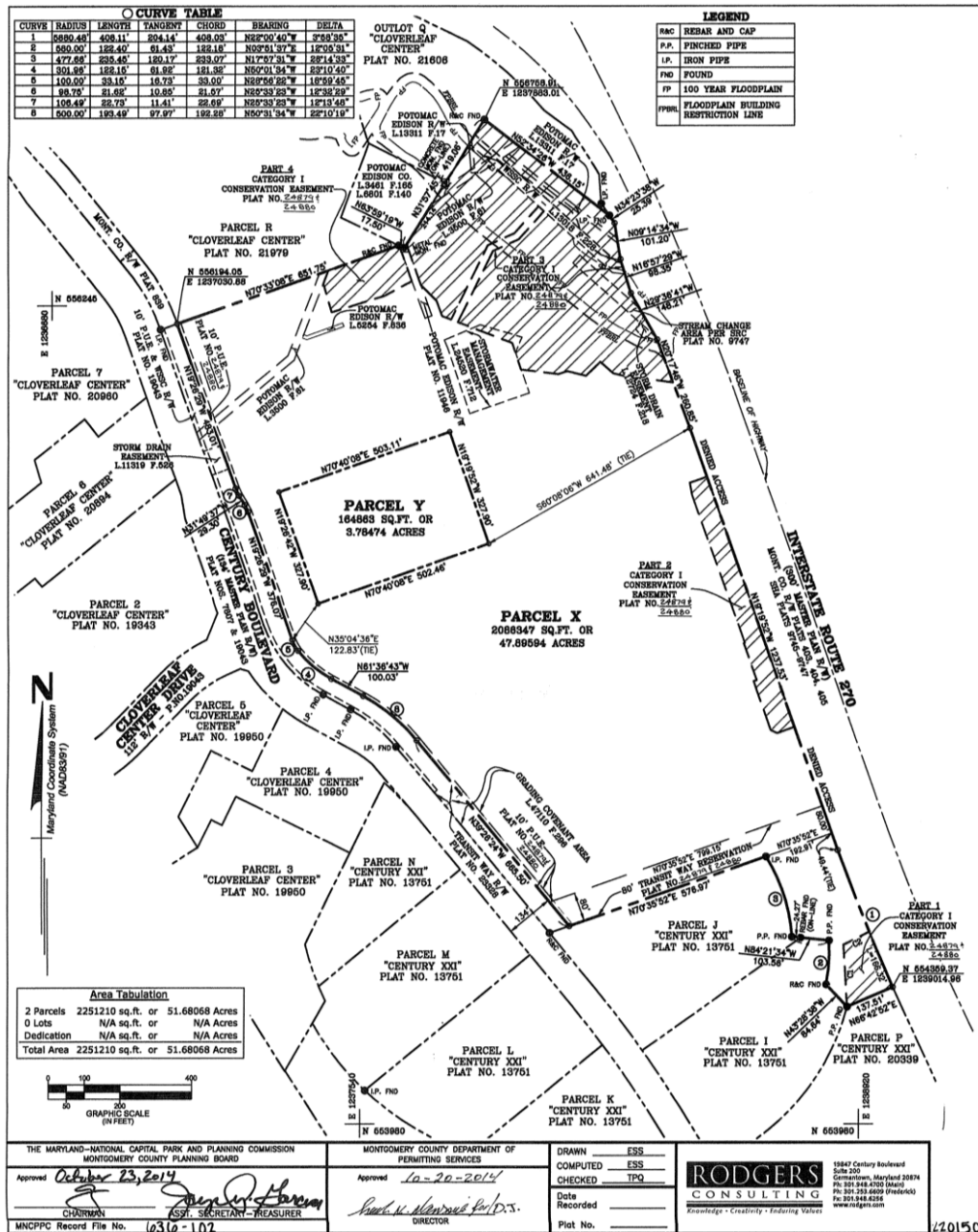


Figure 3 - Plat No. 24888

SECTION 4: PROJECT DESCRIPTION

Previous Approvals

On August 14, 2002, the Planning Board approved Preliminary Plan No. **120020950**, Cloverleaf Center, to create four recorded parcels on 55.81 acres of land for a total of 498,934 square feet of office space, which included 156,516 square feet of new general office space and 342,418 square feet of existing office space.

On March 17, 2003, the Planning Board approved Site Plan No. **820030070**, Century Technology Campus at Cloverleaf Center, for a total of 499,000 square feet of office space, which included 156,500 square feet of new commercial office space and 342,500 square feet of existing office space, on 55.81 acres of land.

On January 25, 2010, the Planning Board, by Resolution MCPB No. 09-156, approved Preliminary Plan No. **12002095A** to create one recorded parcel on 51.8 acres of land for 510,702 square feet of general office and 21,000 square feet of accessory storage uses.

On December 14, 2010, the Planning Board, by Corrected Resolution MCPB No. 10-153 (original MCPB No. 09-157), approved Site Plan No. **82003007A** for 510,702 square feet of general office and 21,000 square feet of accessory storage uses, on 51.8 acres of land.



Figure 4-Illustrative rendering of Previously Approved Site Plan No. 820030070

Proposal

Density

The Sketch Plan proposes to redevelop the Property of 57.6 gross acres in two phases with an ultimate density of 2,114,230 SF, and 0.84 FAR. The density consists of approximately 1,239,330 SF of residential and 874,900 SF of non-residential uses, including hotel, office, retail and restaurants. Phase 1 will be developed with a 0.53 FAR consisting of 0.36 FAR (or 899,872 SF) of residential uses and 0.17 FAR (or 437,420 SF) of non-residential uses.

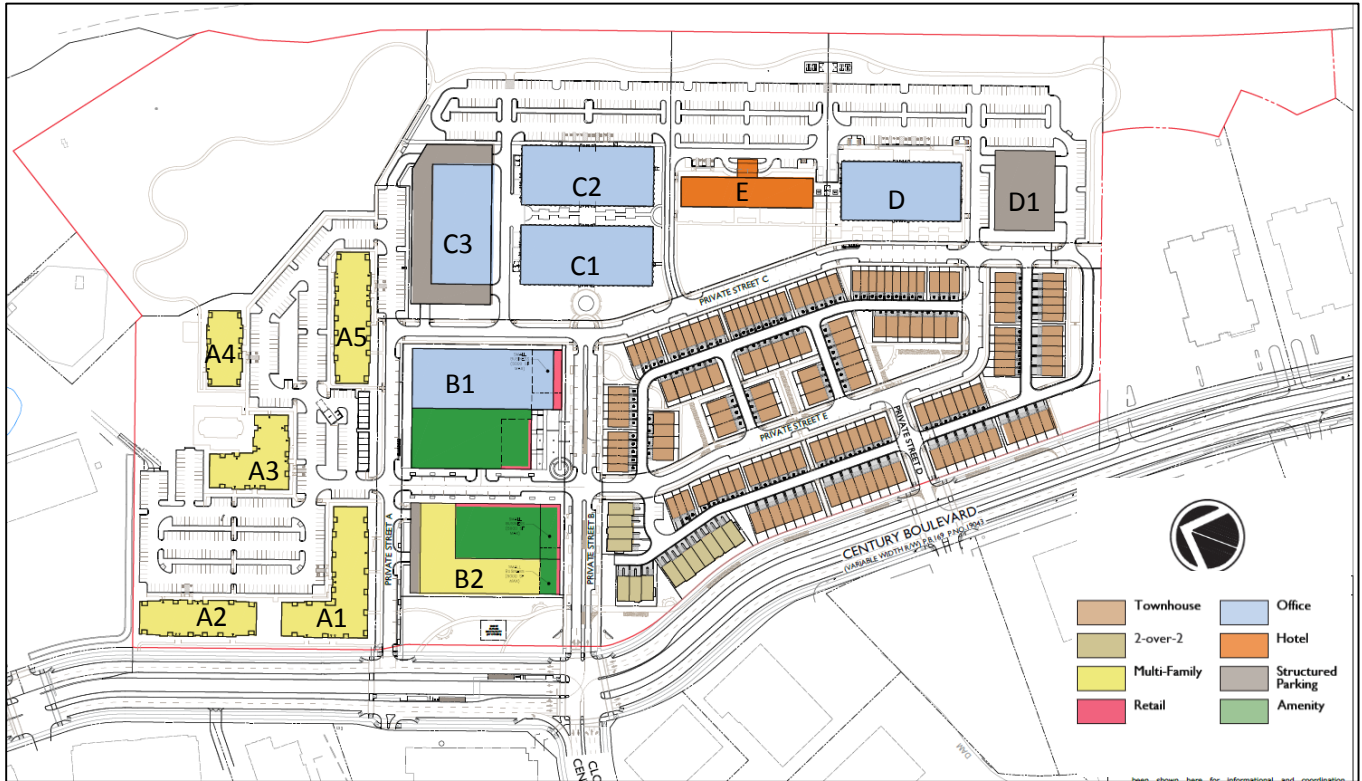


Figure 5-Sketch Plan

Buildings (see Figures 5 and 6)

The Plan includes a cluster of 5 multi-family buildings (A1, A2, A3, A4, A5) with a combined total of 300 dwelling units on the northern portion of the Property. This cluster also features a Clubhouse and swimming pool amenity area. Most of the 5-story buildings are arranged to front on Century Boulevard and the new Street A entering the Property from Century Boulevard.

Along Century Boulevard on the southern portion of the Property, the Plan includes a cluster of 160 townhouses and 28 two-over-two dwelling units. Most of the units front onto streets, including Century Boulevard and other internal streets, while some units front onto internal open space areas. All units are rear-loaded from alleyways.

Between the two residential clusters along Century Boulevard, the ultimate buildout plan proposes two mixed use buildings, B1 & B2, with the respective heights of 100 and 143 feet. The building closest to Century Boulevard (B2) has retail uses, including a potential grocery store, at ground level, with 4 stories of parking, and 8 stories of residential uses above. The adjacent building to the east (B1) has retail uses at ground level, with 3 stories of above-grade parking and 5 stories of office uses above.

In the rear of the Property, along I-270, the Plan proposes 4 office buildings and a 5-story hotel. The hotel (E) is surrounded by two 5-story office buildings (C1 and D) and one 9-story office building (C2). Building C3 includes 5 stories of office uses above 7 levels of structured parking. These buildings are served by additional areas of surface parking between the buildings and I-270.

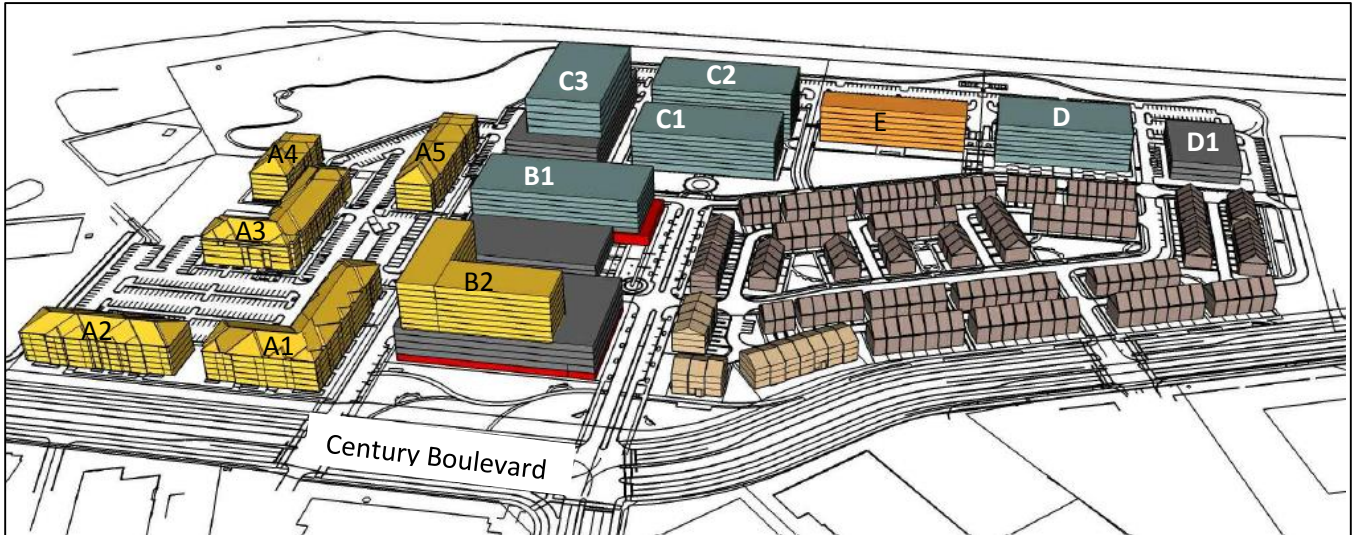


Figure 6-Massing Study

Open Space & Amenities

The open space concept consists mainly of 1) a large area to the northeast of the Property that contains environmentally sensitive features; 2) amenity areas within the residential clusters; and 3) public open spaces. The large area to the northeast of approximately 6.9 acres will be protected under a Category I easement at the same time that it will provide opportunities for recreation with a natural surface trail. This area connects to a linear open space area that functions as a buffer between I-270 and the proposed development, and includes a paved exercise trail with fitness stations.

Within the multi-family cluster, the plan includes a private Clubhouse with a fenced in swimming pool available for the residents of the multi-family and townhouse units, and play equipment. Within the townhouse cluster, the plan includes several open spaces that accommodate sitting and play equipment. These are centrally located within the townhouse cluster and linked by several through block connections.

Lastly, the Sketch Plan includes a series of 3 major public open spaces in front of the two office buildings C1 and D and the hotel, respectively, along Street C. These include a variety of amenities and features ranging from open lawns and hardscaped plazas, to art pieces and game tables. Another major public open space, of approximately 0.7 acres, is located along Century Boulevard at the main entrance to the site. This space includes entrance signs, seating areas, open lawn, and climbing boulders. Phase 2 will include an additional public open space tied to the retail and commercial component of the future mixed use buildings B1 and B2.

All open spaces and amenities areas are connected by a network of sidewalks, pathways, and trails.

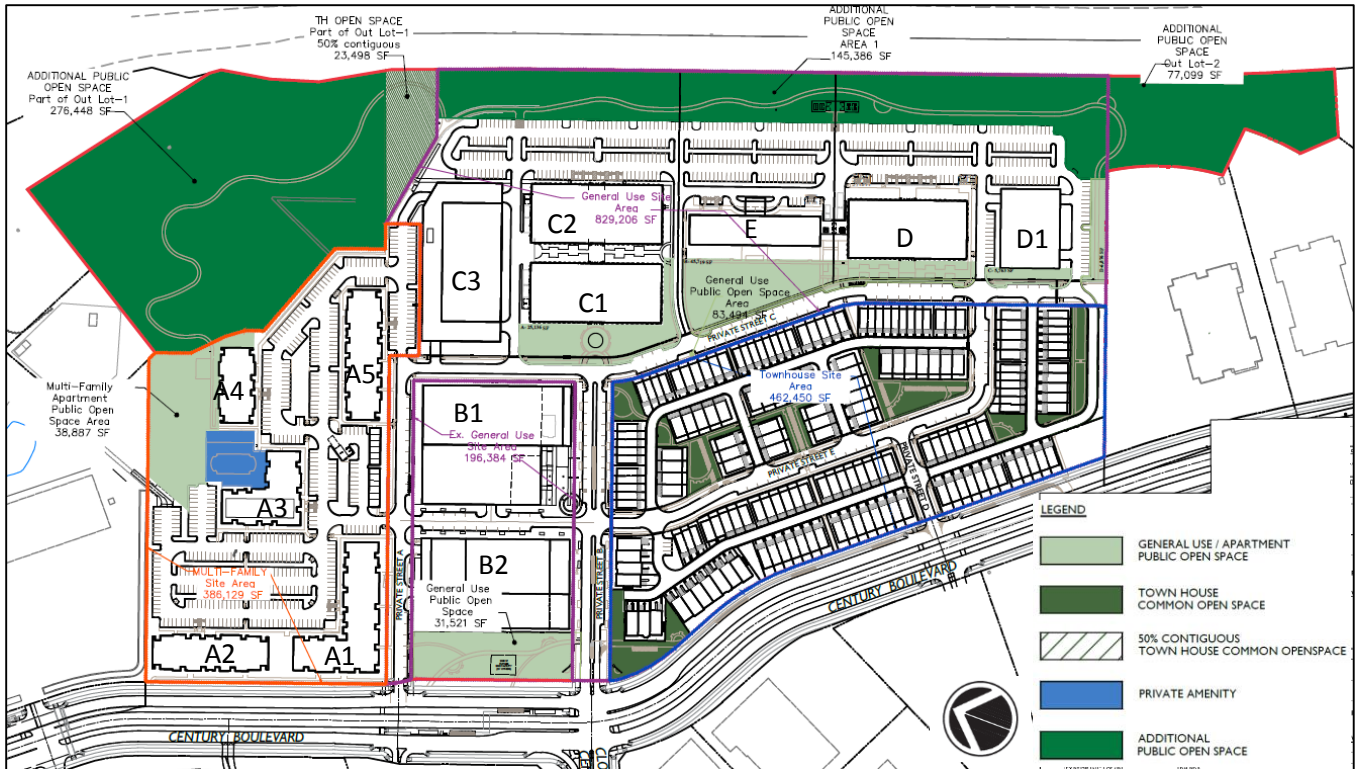


Figure 7-Open Space Plan

Transportation

Access and Circulation

Vehicular access to the Project is provided at three locations on Century Boulevard. Prior to the construction of the Corridor Cities Transitway (CCT) all of these intersections will be full-movement. Once the CCT is constructed, the signalized intersection at Cloverleaf Center Drive will remain a full-movement intersection while the other intersections will become right-in/right-out only. A network of internal streets accommodates vehicular circulation to the proposed uses, parking areas, and alleyways. Servicing and emergency vehicles are also accommodated in these roads.

Pedestrian circulation consists of sidewalks along both sides of most streets. The townhouse cluster includes internal through-block sidewalks to facilitate pedestrian circulation. Furthermore, there are paved paths to provide access and activation to some of the open spaces. Finally, a natural surface path is provided through the Forest Conservation easement in the northeast corner of the Property and continues to run along the east side of the Subject Property as a paved exercise path. The Project also includes pedestrian improvements along Century Boulevard.

Transit Connectivity

Ride-on route 83 provides service directly adjacent to the Subject Property, while Ride-on route 98 provides service within close proximity. Future transit in the area includes the CCT operating within the median of Century Boulevard and a planned station in front of the Property at Cloverleaf Center Drive and Century Boulevard.

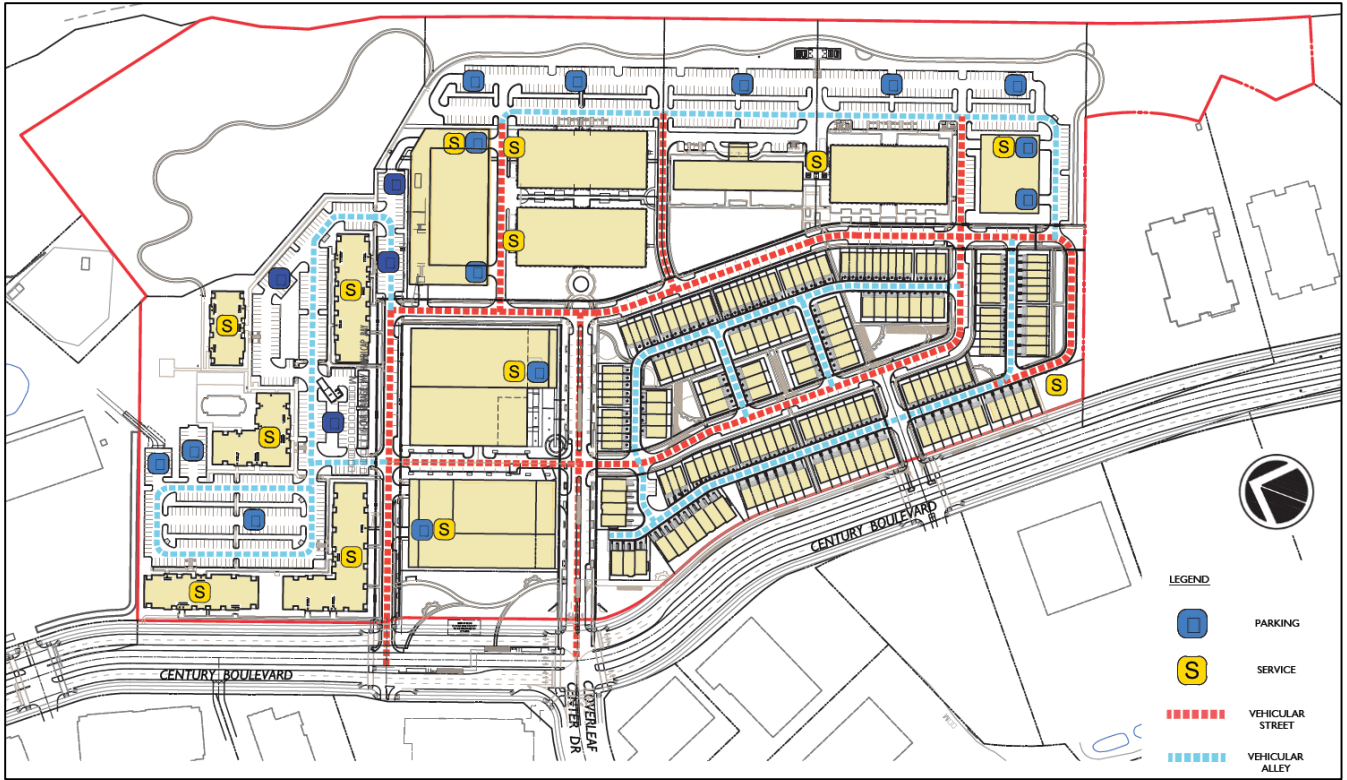


Figure 8-Vehicle Circulation Plan

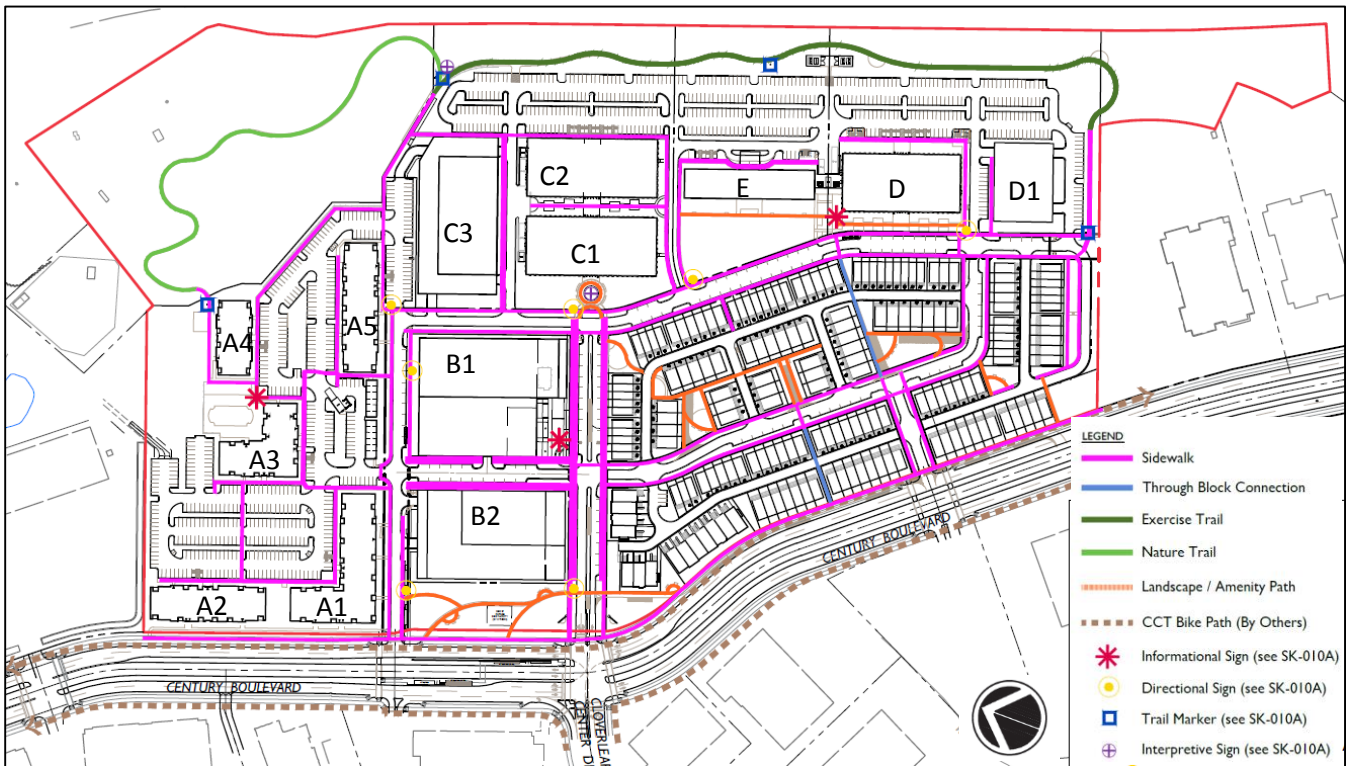


Figure 9-Pedestrian Circulation and Signage Plan

Adequate Public Facilities

Adequate Public Facilities (APF) review will be conducted at the time of Preliminary Plan. Although the Application is not eligible for formal APF transportation review at Sketch Plan, Staff is including a trip generation estimate for preliminary analysis of the traffic impacts for Phase 1. The Applicant has indicated that they will seek APF approval for Phase 2, which would include office and retail development, at a later date. The property currently has APF approval for 510,702 square feet of office. The Phase 1 proposal is to change the mix to 352,420 square feet of office, 120 hotel rooms, 303 apartments, and 174 townhomes. The change in use would generate 22 net new morning peak-hour trips and 120 net new evening peak-hour trips (Table 1). As a result of the proposed transportation impact, a full traffic study will be submitted with the subsequent Preliminary Plan application.

Table 1 – Trip generation estimate

Development	Sq. ft./Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Approved							
Office (M-NCPPC)	510,702 sf	748	112	860	128	627	755
Proposed							
Office (M-NCPPC)	352,420 sf	514	77	591	90	438	528
Hotel (ITE)	120 rooms	46	34	80	41	43	84
Multifamily (M-NCPPC)	303 units	25	99	124	95	49	144
Townhomes (M-NCPPC)	174 units	15	72	87	80	39	119
Total		600	282	882	306	569	875
Net Difference		-148	170	22	178	-58	120

Transportation Policy Area Review (TPAR)

The proposed development is within the Germantown West Policy Area. The area is considered adequate for the roadway test but inadequate for the transit test set forth in the 2012-2016 Subdivision Staging Policy. Therefore, the applicant must pay a transportation impact tax of 25% to satisfy the TPAR requirement.

Phasing

The Sketch Plan will be implemented in two separate phases. Phase 1, which has been submitted, covers the entire Property and includes 3 sub-phases. Phase 1A consists of the 160 townhouses units and 28 two-over-two dwellings units, resulting in 188 dwelling units. Phase 1B encompasses the multi-family cluster with 300 units in 5 buildings and associated amenities. Phase 1C is the non-residential portion including a hotel and two commercial office buildings surrounded by surface parking, which will function as building pad sites for future Phase 2.

Phase 2 includes the redevelopment of the existing Fisher Building and the development of 4 additional buildings. The Fisher Building will be replaced with mixed-use building B1. The 4 additional buildings will essentially replace areas of surface parking built in Phase 1. Mixed use building B2 will be built adjacent to the open space on Century Boulevard, while Buildings C2, C3 and D1 will densify the non-residential area in the rear of the Property. In total, Phase 2 contains approximately 620,000 square feet of space with approximately 15 levels of new structured parking across the entire Subject Property.

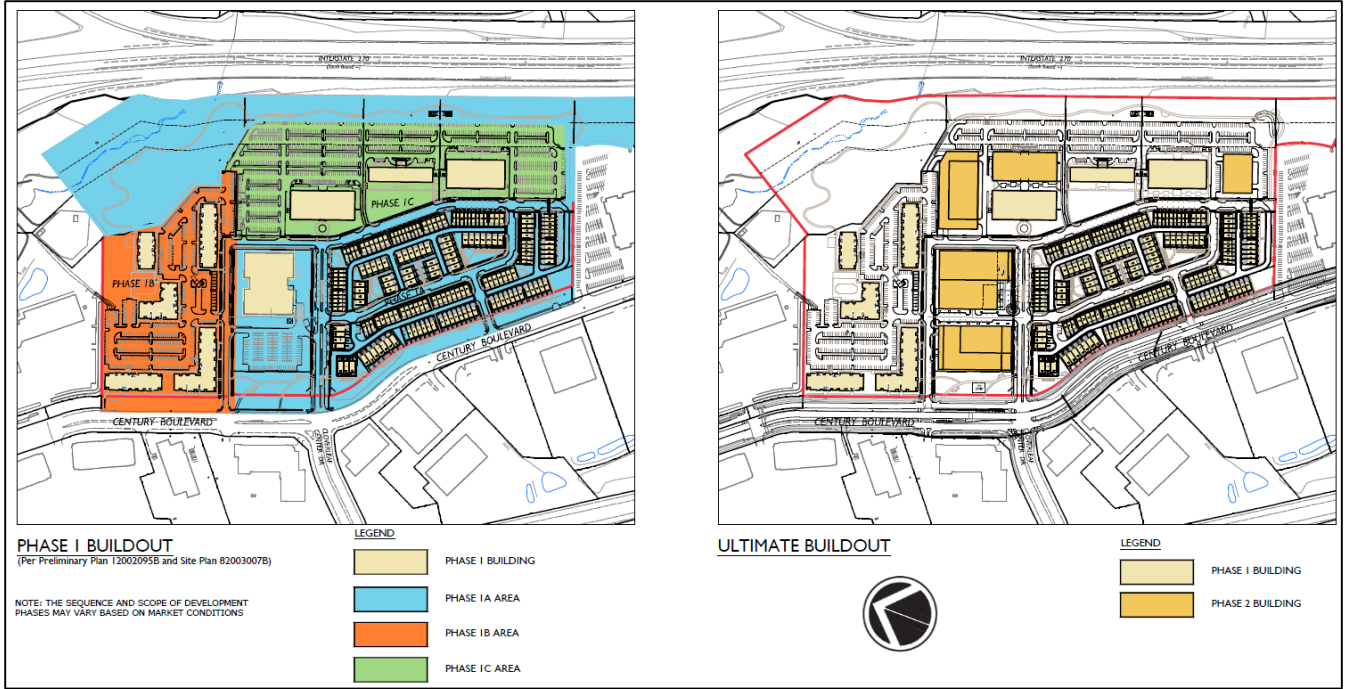


Figure 10-Proposed Phasing Plan

Community Outreach

The Applicant has complied with all submittal and noticing requirements. As of the date of this staff report, Staff has not received any correspondence regarding the application.

SECTION 5: SKETCH PLAN ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on: building densities; massing; heights and anticipated uses; the locations of open and public use spaces; the general circulation patterns for all modes of transportation; an estimated range of peak hour trips; and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review.

Section 59-7.3.3.E of the Zoning Ordinance states: “To approve a sketch plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The sketch plan must:”

1. *meet the objectives, general requirements, and standards of this Chapter;*

As conditioned, the Sketch Plan meets the development standards of Section 59-4.5.4, as shown in Table 2, Sketch Plan Project Data Table.

Table 2-Sketch Plan Project Data Table			
Section	Development Standard	Permitted/ Required	Proposed
59 – 4	Gross Tract Area (sq. ft.)	n/a	2,513,798
	Previous Dedications	n/a	262,588
	Net Tract Area	n/a	2,251,210
4.5.4.B.2.b	Max. Density CR2.0, C1.25, R1.0, H145T		
	Commercial (FAR/GFA)	1.25/3,142,248	0.35/874,900
	Residential (FAR/GFA)	1.0/2,513,798	0.49/1,239,330
	TOTAL (FAR/GFA)	2.0/5,027,596	0.84/2,114,230
4.5.4.B.2.b	Max. Building Height (feet)	145	
	Building A1 (Multi-family)		80
	Building A2 (Multi-family)		80
	Building A3 (Multi-family)		80
	Building A4 (Multi-family)		75
	Building A5 (Multi-family)		75
	Building B1 (Office over parking)		100
	Building B2 (Multi-family over parking & retail)		145
	Building C1 (Office)		80
	Building C2 (Office)		125
	Building C3 (Office over parking)		135
	Building D (Office)		80
	Building D1 (Parking structure)		40
	Building E (Hotel)		75
	Townhouses (Lots 1-160)		55
Two-over-Two's		55	
4.5.4.B.3	Minimum Setback (feet) From R.O.W.	0	0

4.5.4.B.1	Open Space (%/sq. ft.)		
	Common open space (462,450 SF - TH cluster)	10/46,245	17.5/80,805
	Public Open Space (1,411,719 SF - remaining area)	10/141,172	10.9/153,902
	TOTAL	10/225,121	12.5/234,707
4.9.9.D	BLT easements (50% of the incentive density = 50% * 857,331) ¹	13.61 (1 BLT=31,500 SF)	13.61
6.2	Parking (spaces)² Residential and non-residential uses	1,474 - 2,886	1,928

The intent of the CR zone is to:

- a) *Implement the recommendations of applicable master plans.*

As discussed in Finding 2 below, the Sketch Plan substantially conforms to the recommendations of the 2009 Germantown Employment Area Sector Plan by creating a mixed use development centered on the future Corridor Cities Transitway station, with employment uses along I-270, and street-oriented development along Century Boulevard.

- b) *Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.*

The Subject Property is currently improved with five one-story office buildings and one smaller storage building, all of which are surrounded by a significant amount of surface parking. The Sketch Plan proposes to redevelop this single-use Property with a modern, mixed-use development with structured parking. In total, the Project will provide approximately 664 additional residential dwelling units and 874,900 square feet of commercial uses, including office, hotel, and retail/restaurant uses.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Sketch Plan provides a mixed-use, transit-oriented development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities. The residential component of the Project includes 476 multi-family, 160 townhouses, and 28 2-over-2 housing types. Of the total 664 units, 12.5% are MPDUs, which will be distributed in various multi-family buildings and townhouses. The Project integrates commercial and employment uses, such as two 5-story office buildings, one 9-story office building, and one 5-story hotel that take advantage of I-270 visibility; and two mixed-use buildings with residential/office above and ground floor retail space including a potential grocery store.

The Sketch Plan will provide new residential units and employment opportunities in close proximity to the future CCT station on Century Boulevard. Additionally, the streetscape improvements along Century Boulevard, including a shared use path, as well as sidewalks on both sides of most of the

¹ As required by the Germantown Transit Mixed Use Overlay Zone.

² The final number of parking spaces may be adjusted between the minimum and maximum allowed under Section 6.2 of the Zoning Ordinance at the time of building permit based on final unit count and/or bedroom mix.

streets will promote both pedestrian and bicycle circulation. The Sketch Plan provides an easement for a future bicycle facility next to the CCT station, and bicycle storage within the multi-family buildings.

No parking will be provided between the buildings and the street.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Sketch Plan provides a context-sensitive design and will complement the surrounding uses, as envisioned in the Sector Plan. Residential townhouses and multi-family buildings are located away from I-270 and towards Century Boulevard, which limits noise impacts from I-270 and provides immediate activation of Century Boulevard according to the Project's phasing plan, which shows the residential construction starting first. The main entrance to the site, opposite Cloverleaf Center Drive and adjacent to the future CCT station, is framed with an 8-story mixed-use building on one side and four-story 2-over-2 units on the other. The building heights and massing are appropriate for highlighting the main entrance to the site and ensuring adequate transitions between the different uses on the Property. Other office buildings and the hotel are located in the rear of the Property to take advantage of I-270 visibility.

- e) *Integrate an appropriate balance of employment and housing opportunities.*

The Sketch Plan integrates an appropriate balance of employment and housing opportunities. At full build out, the Project will have a total density of 0.84 FAR, which breaks down into approximately 59 percent residential uses and 41 percent non-residential uses. The residential uses encompass a diverse mix of housing opportunities including 1-, 2-, and 3-bedroom units in the multi-family buildings, and 16-, 20-, and 24-foot wide townhouses in addition to 2-over-2 units. Of the total 664 units proposed, 12.5% are MDPU's.

The non-residential uses, encompassing office, hotel, and retail/restaurant including a potential grocery store, will provide employment opportunities and necessary services for Germantown, including future residents of this development, in close proximity to the future CCT stop.

- f) *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

As discussed in finding 6.g below, the Sketch Plan will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit.

The sketch plan meets the general requirements of the Chapter 59 as follows:

- i. *Division 6.1. Site Access*

Access to the Subject Property is adequately provided at three locations on Century Boulevard. The main access point is located opposite to existing Cloverleaf Center Drive, and the other two access points are to the north and south of the main entrance. Until the CCT is built, all three intersections will have full turning movements. After that time, the north and south intersections will likely

become right-in/right-out only while the main intersection at Cloverleaf Center Drive will remain a full turning movement intersection.

To facilitate inter-parcel connectivity and as part of the future Preliminary Plan approval, the Applicant may be required to grant an access easement on the street running along the east side of the townhouse section towards the Property boundary to the south. Inter-parcel connections are key within these large parcels, especially when the CCT is built, because full movement intersections along Century Boulevard will be very limited.

ii. Division 6.2. Parking, Queuing, and Loading

Within the multi-family building cluster, vehicle parking will be provided primarily with surface lots and a limited number of one-car garages lining Street A. Vehicle parking for the townhouse units and 2-over-2's will be accommodated in garages, driveways, and on-street. Parking for non-residential uses will be provided in surface lots during Phase 1, while some of those lots will be replaced with structured parking in Phase 2. On-street parking will be available to visitors and future patrons of the proposed retail space. Long-term indoor bicycle parking is being provided in the multi-family residential buildings along with outside short-term bicycle parking for visitors. Each non-residential building will also contain bike rooms and the appropriate bicycle amenities.

iii. Division 6.3. Open Space and Recreation

The overall Sketch Plan has a 10 percent, or 225,121 square feet, open space requirement, which has to be provided as common open space for the townhouse units and public open space for the remaining buildings. The Sketch Plan provides a total of 234,707 square feet or 10.4% of the net area as open space. As discussed in Finding no. 6 below, the Sketch Plan also provides an additional 498,933 square feet of open space beyond the 10 percent requirement of the zone that is counted as a public benefit supporting the requested incentive density.

The Project meets the active and passive recreation needs of the future residents by providing the following on-site recreation facilities: indoor fitness facility, swimming pool, wading pool, picnic/sitting areas, play lot, tot lots, open play areas, a bike system, a pedestrian system, and nature trails, in accordance with the MNCPPC Recreation Guidelines. All of these facilities will be provided in Phase 1, which will enable future residents to lead an active and healthy lifestyle.

iv. Division 6.4. General Landscaping and Outdoor Lighting

Landscaping and lighting, as well as other site amenities, will be provided to ensure that site amenities will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors. The landscaping provided serves the following purposes: screening and buffering between different uses within the Project; canopy coverage and shade for roads, parking areas and open spaces; and beautification of open spaces, entryways and through block connections. The light fixtures will provide enough illumination to create safe environments, but not so much as to cause glare, while respecting the pedestrian scale.

2. *substantially conform with the recommendations of the applicable master plan;*

The 2009 Germantown Employment Area Sector Plan offers broad land use and urban form recommendations for the Cloverleaf District, which includes the Subject Property. The Plan's overall recommendation is for mixed-use development to be concentrated at a future CCT station that will be located on Century Boulevard adjacent to the Property. It recommends a ratio of 40 percent to 50 percent residential uses and 50 percent to 60 percent commercial uses, and recommends that employment uses be located closer to I-270 to maximize their visibility. The Plan also recommends a privately developed "green common" and some retail development along Century Boulevard that would help to activate the street.

Consistent with Sector Plan's recommendations, the Sketch Plan provides a mixed-use development with residential, office, hotel, retail and restaurant uses centered on the future CCT station and within a short walking distance from each other. The Plan recommended that maximum building heights be located nearest the station, with reduced heights along I-270. The Project provides the tallest and most dense buildings at the core of the site across from the future station and office buildings along I-270 to maximize their visibility. The main entrance to the site, opposite to existing Cloverleaf Center Drive, will be framed with a 16-story mixed use building to the left and 2-over-2 units to the right. The latter unit type was added to the townhouse cluster to better meet the density and massing recommendations of the Sector Plan at the transit stop. The Project includes a green common area of approximately 0.7 acres, which incorporates a transit plaza, along Century Boulevard and across from the future CCT stop.

Street activation is achieved by placing the front door of the buildings on the street with minimal building setbacks and providing parking in the rear. The multi-family buildings along Century Boulevard and Street A include access from some ground-floor units directly to the sidewalk in addition to the main building entrances. These additional access points promote activation of the adjacent streets. The townhouse units and 2-over-2 units along Century also have the front doors on Century Boulevard and are rear-loaded from the alley.

Evolving trends in the design and use of office space—smaller workspaces, increased telecommuting and other initiatives—indicate that the demand for office space is lessening. Montgomery County currently has a significant amount of vacant office space, and there is a large inventory of approved but unbuilt space as well, which reflects a changing atmosphere for office space. These trends suggest that the 2009 Sector Plan's objectives for the mix of commercial and residential uses should be adjusted to reflect current conditions. The proposed mix, about 59 percent residential uses and 41 percent commercial uses, while less than that recommended in the Sector Plan, continues to meet the Plan's objectives for the Cloverleaf District by providing a mixed use development centered on a future transitway stop, with employment uses along I-270, and street-oriented development along Century Boulevard.

3. *satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *achieve compatible internal and external relationships between existing and pending nearby development;*

The Sketch Plan will achieve compatible internal and external relationships between existing nearby development by creating a mixed-use development with residential, office, hotel, and retail/restaurant uses within a short distance from each other. Internal relationships between the different uses are furthered by a well-connected network of streets with sidewalks and a network of diverse open spaces. The orientation of the townhouse buildings fronting onto streets and rear-loaded from alleyways reinforces compatibility with other uses. Similarly, office and hotel buildings front onto open spaces and streets and

parking is in the rear. At the corner of Century Boulevard and Cloverleaf Center Drive extended, the Project concentrates the tallest mixed-use buildings and 2-over-2 units with a large area of open space, which establishes a compatible relationship with the future CCT station at this location and is consistent with Sector Plan recommendations. The Project proposes an easement for a future inter-parcel connection along the southern Property boundary, which will improve connectivity with the adjacent development to the south.

5. *provide satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Sketch Plan will provide satisfactory pedestrian, bicyclist access and circulation within the Subject Property and to the external street network. Streetscape improvements along the Subject Property's frontage on Century Boulevard will create a recreational path for bicyclists and pedestrians. The internal streets have sidewalks on both sides which accommodates safe pedestrian circulation throughout the Project.

The Project will provide satisfactory vehicular circulation utilizing three intersections along the Property frontage and an easement for a future inter-parcel connection to the south. Adequate parking will be provided on-site via surface parking in Phase 1 and a combination of structured and surface parking in Phase 2. Access to parking and loading has been located to minimize pedestrian-vehicular conflicts.

6. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

The application includes public benefits that address the general incentive and density considerations required by Section 59-4.7.1.B. The public benefits:

- a. Take into consideration "the recommendations of the applicable master plan" by providing a Project that is transit-oriented, promoting connectivity and mobility in proximity of the future CCT station, increasing economic diversity, creating a network of public open spaces, and protecting and enhancing the natural environment;
- b. Meet the *2015 Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines (CR Guidelines)* by providing the proper calculations and criteria for each public benefit as described below;
- c. Meet the *2010 Germantown Urban Design Guidelines* by providing an attractive pedestrian environment with short blocks and defined streets with building edges, public open space, and safe pedestrian-friendly connections;
- d. Are appropriate for "the size and configuration of the site" by dispersing the public benefits throughout the 56-acre site, and pro-rating the amount of points received based on the incentive density proposed and the size of the site.
- e. Adequately address "the relationship of the site to adjacent properties" by providing public benefits that enhance connectivity and mobility within and through the site, which can be tied to future connections to adjacent properties as they re-develop, and promote walking, cycling and use of transit;
- f. Consider "the presence or lack of similar public benefits nearby" by providing an elaborate system of public open spaces including a major art component that achieves environmental, recreation, and place making goals;
- g. Provide "enhancements beyond the elements listed in an individual public benefit that increase public access to, or enjoyment of, the benefit" which will be developed and assessed during preliminary plan and site plan reviews.

For the proposed development the zoning code requires 100 points in four categories. Although at time of Sketch Plan, only the categories need be approved, Table 3 shows both the categories and points for the public benefits recommended at Sketch Plan to demonstrate the Project’s ability to meet the requirement to provide sufficient benefit points.

Table 3- Sketch Plan Public Benefits Calculations			
Public Benefit	Incentive Density Points		
	Total Points Possible	Requested	Recommended
4.7.3.B: Transit Proximity	30	30	30
4.7.3.C: Connectivity and Mobility			
Through Block Connections	20	10	10
Wayfinding	10	10	10
4.7.3.D: Diversity of Uses & Activities			
Small Business Opportunities	20	10	10
4.7.3.E: Quality of Building and Site Design			
Public Open Space	20	20	20
Public Art	15	15	15
4.7.3.F: Protection and Enhancement of the Natural Environment			
Building Lot Termination (BLT)	25	25	25
Vegetated Roof	15	15	15
TOTAL POINTS	155	135	135

Transit Proximity

The Subject Property is abutting the master-planned CCT station on Century Boulevard, which allows the development to be eligible for Level 2 transit as defined in the Zoning Ordinance. Staff recommends the full 30 points as provided in the Zoning Ordinance for CR-zoned properties that are abutting or confronting a master-planned transit station.

Connectivity and Mobility

Through Block Connections: The application proposes two safe and attractive pedestrian connections between streets within the townhouse cluster. One connects Century Boulevard to Street E on the townhouse cluster and terminates on a central pocket park. The other extends Street D off Century Boulevard through another pocket park to Street C and the various open spaces for the hotel and office buildings. These through block connections are open-air, at least 15 wide, and open to the public at least between 8 AM and 9 PM. Enhanced landscaping and light bollards will be provided for orientation and safety.

Wayfinding: The Project has an elaborate wayfinding system orienting residents, workers and visitors throughout the 51.7-acre site to the sculptural Art Piece, the Clubhouse amenity area, the major open space area with nature and exercise trails in the northeast corner of the site and along I-270, the future CCT station, retail plaza, office and hotel plaza and lawn area. Given the size of the site, the wayfinding system encompasses a large number of signs including informational signs, directional signs, and interpretive signs. Further details and refinement are to be provided at the time of Site Plan. Staff recommends the full 10 points as allowed in the Zoning Ordinance for designing and implementing a way-finding system orienting

pedestrians and cyclists to major open spaces, cultural facilities and transit opportunities using a large number of signs.

Diversity of Uses & Activities

Small Business Opportunities: The Project provides on-site space for at least three small, neighborhood-oriented businesses that are each no greater than 5,000 square feet in size. Staff recommends incentive density of 10 points since retail bays for only three small businesses are being provided. The size of these three will be restricted for a period of six years after the issuance of the initial use and occupancy permits.

Quality of Building and Site Design

Public Open Space: The Sketch Plan provides 498,933 square feet of open space in excess of the minimum open space requirement of the zone. The additional open space is generally located in the northeast corner of the site and extending along I-270 in the buffer area between I-270 and the proposed development. The open space is open to the public between sunrise and sunset; it is at least 35 feet wide; it includes an exercise trail with 2 fitness stations, which connects to a mulch path through the environmentally sensitive areas. This large area of contiguous open space is well connected to other areas of public open space and common open space to form a comprehensive network of open spaces. Staff recommends the full 20 points in this category based on the percentage of qualifying open space provided (498,933 square feet) over the net lot area (2,251,210 square feet).



Figure 11-Proposed Public Art with surrounding context

Public Art: The Sketch Plan includes a public art component that was reviewed for comment by the Art Review Panel on September 16, 2015 [Appendix D]. The art component will recognize the work and design of aircraft by Fairchild Industries, which was historically located on the Subject Property. The large-scale sculpture of a plane will be reminiscent of the Fairchild aircraft. Staff recommends the full 15 points to be attributed since the Public Art component fulfills the following goals:

- Achieves aesthetic excellence;
- Ensures an appropriate interaction between the art and the architectural setting in terms of scale, materials and context. The 30-foot tall by 21-foot wide sculpture effectively functions as a focal point at the terminus of Street B, while celebrating the history of the site. The public art component is set in a hardscape plaza with seating, which is appropriately landscaped and lit to emphasize the art piece.

- Ensures public access and invites public participation. The sculpture is located in a public plaza easily accessible from nearby sidewalks and highly visible as one enters the site. During the day, the sculpture will cast multiple blue airplane silhouettes on the ground level, which will move with the rotation of the earth. The playful and temporal nature of these shadows will invite public participation.
- Encourages collaboration between the artist and other Project designers early in the design process. The Project has included the artist Judy Moore since the early design stages and has also been reviewed by the Art Review Panel early in the review cycle.
- Ensures long-term durability of permanent works through material selection, such as, polished stainless steel and blue resin;
- Increases public understanding and enjoyment of art through interpretive information. The sculpture will include an interpretative exhibit with information on the sculpture and history of the site;
- Contributes to a collection of commissioned art that is unique and fosters a positive community identity.



Figure 12-Proposed Public Art

Protection and Enhancement of the Natural Environment

Building Lot Termination: The Applicant must purchase BLT easements in an amount equal to 50% of the incentive density floor area, per the Germantown Transit Mixed Use Overlay Zone (Section 59.4.9.9). One BLT must be purchased for each 31,500 square feet of gross floor area. With these parameters, the Applicant must purchase 13.6 BLTs, which, at the ratio of 9 points for each BLT, yields more points than allowed by this public benefit category. Therefore, Staff recommends the full 25 points in this category, which is the maximum allowable.

Vegetated Roof: The Applicant requests 15 points for providing vegetated roofs on Buildings B1, B2, C1, C2, C3, D and E with a soil depth of at least 8 inches and covering more than 33% of the total roof, excluding space for mechanical equipment. The plant material selected include a mix of low-growing sedums and ground cover species. Staff supports this request.

7. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The development will be built in two phases with three sub-phases for the residential, multi-family and non-residential portions of Phase 1. Phase 1 consists of a townhouse section, multi-family section, and a non-residential section consisting of a hotel and two office buildings (Buildings C1, E, D) and served by surface parking. The development in Phase 1 consists of 488 dwelling units and 388,000 square feet of hotel and office uses.

Phase 2 will consist of Building C2, C3, B1, B2, and D1, which will contain up 593,700 square feet of office, 63,200 square feet of retail, 166,400 square feet of residential over retail (approximately 176 units) and a 3 story parking structure to serve the surrounding offices.

The Preliminary Plan and Site Plan for Phase 1 have been submitted.

Table 4 shows the public benefits Staff recommends for each phase of development:

Table 4 - Phased Public Benefits			
	Total Sketch Plan Points	Phases	
		Phase 1	Phase 2
Transit Proximity	30	30	0
Connectivity and Mobility			
Through Block Connections	10	10	0
Wayfinding	10	8	2
Diversity of Uses & Activities			
Small Business Opportunities	10	0	10
Quality of Building and Site Design			
Public Open Space	20	20	0
Public Art	15	15	0
Protection and Enhancement of the Natural Environment			
Building Lot Termination (BLT)	25	11.5	13.5
Vegetated Roof	15	5	10
TOTAL POINTS	135	99.5	35.5

CONCLUSION

The Sketch Plan complies with the general requirements and development standards of Section 4.5, the optional method public benefits provisions of Division 4.7, and the general development requirements of Article 59-6 of the Zoning Ordinance. The Sketch Plan substantially conforms with the goals and recommendations of the *Germantown Sector Plan*. Therefore, Staff recommends approval of Sketch Plan No. 320160020 with the conditions specified at the beginning of this report.

ATTACHMENTS

Attachment A: Sketch Plan

Attachment B: Applicant's Incentive Density justification letter

Attachment C: Agency Letters

Attachment D: Art Review Panel Memorandum

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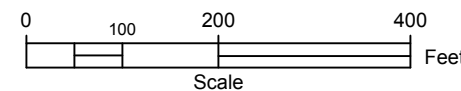


Site Analysis - Ultimate Buildout Including Fisher
 10/07/215

Gorsis Tract Area (including Fisher)	2,513,798 sq. ft.
Maximum FAR @ 2.0	5,027,596 sq. ft.
A. 300 Multi-Family Dwellings (432,511 sq. ft.)	
A1	80,765 sq. ft.
A2	126,590 sq. ft.
A3	62,429 sq. ft.
A4	51,501 sq. ft.
A5	90,826 sq. ft.
B.1 Office (5 stories @ 34,000 sq. ft./floor over 3 Story Parking Deck)	
1. First Floor Retail, Parking Behind	170,000 sq. ft.
B.2 276 Residential over Retail (Fisher)	
1. Residential (8 Stories @ 20,800 sq. ft./floor over 4 stories Parking and Retail) Bldg. Height: 143'	166,800 sq. ft.
2. Grocery Store/Retail/Residential Lobby (4,000 sq. ft. for Residential Lobby)	50,000 sq. ft.
C1. Office (5 stories @ 31,800 sq. ft./floor)	
C2. Office (9 stories @ 31,800 sq. ft./floor)	159,000 sq. ft.
C3. Office over Parking Deck (27,500/floor). 5 Stories	286,200 sq. ft.
Parking Deck for Offices C1, C2 and C3 (7 Levels, 6 Above, 1 Below)	197,500 sq. ft.
D. Office (5 stories @ 28,800 sq. ft./floor)	
D.1 Parking Deck for Office D (3 Levels)	144,000 sq. ft.
E. Hotel @ 15,000 sq. ft./floor	
5 Floors - 120 Keys	85,000 sq. ft.
F. 150 Townhomes	
1a. 4 - 16' Wide Townhomes @ 1,750 sq. ft. (MPDU's)	7,264 sq. ft.
1a. 42 - 16' Wide Townhomes @ 1,920 sq. ft.	89,712 sq. ft.
1a. 77 - 20' Wide Townhomes @ 2,540 sq. ft.	194,040 sq. ft.
3. 97 - 24' Wide Townhomes @ 3,048 sq. ft.	114,848 sq. ft.
4. Townhouse Sides	1,302 sq. ft.
5. Brick Fronts	1,253 sq. ft.
G. Multi-Family (2-over-2 Condos)	
1b. 28 - 24' Wide 2/2 Condo @ 4,352 sq. ft.	61,600 sq. ft.
Approximate Total Gross Floor Area	2,114,230 sq. ft.
Approximate FAR	0.84
Overall Site	
Office/Hotel	874,900 sq. ft.
Residential	1,239,330 sq. ft.

NOTES:

- All Sketch Plan Drawings and Exhibits are conceptual and only represent the proposed development in an illustrative interpretation.
- The final phasing, building dimensions, height, density and development standards shall be determined at Site Plan approval.
- The final building uses and programming shall be determined at Site Plan application.
- The maximum density and heights for the property pursuant to the Germantown Sector Plan and CR Zone.
- Phases may be developed in any order or combined. Phasing boundaries may be adjusted and the densities may be shifted between phases at Preliminary Plan and / or Site Plan approval.
- Improvement for the Corridor City Transitway as well as Century Boulevard improvements are by others and have been shown here for informational and coordination purposes only.



Sketch Plan

Cloverleaf Center - Parcels X & Y

REVISIONS / ISSUED FOR

NO	DATE	DESCRIPTION
---	---	Century Sketch Plan Application Package

PROJECT NUMBER **1178-A**

DATE **June 2015**

SCALE **1" = 200'**

DRAWING TITLE **Illustrative Site Plan**

DRAWING NUMBER **SK-008A**

Preliminary Not For Construction

Incentive Density Justification
CENTURY
December 16, 2015

In addition to compliance with the requirements and standards set forth in Section 4.5.4, properties developed under the optional method in the Commercial/Residential Zones must provide public benefits under Section 4.5.4.A.2 in exchange for greater densities and heights. In this case, based on the gross tract area of the Property, the Sketch Plan will be required to achieve at least 100 public benefit points from four benefit categories. The Sketch Plan proposes to comply with this standard by providing a total of 145 public benefit points from five different categories, as set forth in the chart below. Please note that the Project will provide 99.5 of the points from four categories in the first phase of the Sketch Plan (*i.e.*, the pending Preliminary & Site plan). The balance of points will be obtained with phase two of the development.

Summary of Public Benefits Incentive Density Categories

	Maximum Allowed for Section	Requested	
		Phase 1	Phase 2
4.7.3.A - Major Public Facilities	70	0	0
4.7.3.B - Transit Proximity	50	30	0
4.7.3.C - Connectivity & Mobility			
4.7.3.C.1 Advance Dedication	30	0	0
4.7.3.C.2 Minimum Parking	10	0	0
4.7.3.C.3 Neighborhood Services	15	0	0
4.7.3.C.4 Public Parking	25	0	0
4.7.3.C.5 Through Block Connections	20	10	0
4.7.3.C.6 Transit Access	20	0	0
4.7.3.C.7 Streetscape Improvements	20	0	0
4.7.3.C.8 Trip Mitigation	20	0	0
4.7.3.C.9 Way Finding	10	8	2

4.7.3.D - Diversity of Use & Activities

4.7.3.D.1	Adaptive Buildings	15	0	0
4.7.3.D.2	Care Center	20	0	0
4.7.3.D.3	Dwelling Unit Mix	10	0	0
4.7.3.D.4	Enhanced Accessibility	20	0	0
4.7.3.D.5	Live/Work Units	15	0	0
4.7.3.D.6	Moderately Priced Dwelling Units	TBD	0	0
4.7.3.D.7	Small Business Opportunities	20	0	10

4.7.3.E - Quality Building & Site Design

4.7.3.E.1	Architectural Elevations	20	0	0
4.7.3.E.2	Exceptional Design	10	0	0
4.7.3.E.3	Historic resource Protection	20	0	0
4.7.3.E.4	Public Open Space	20	20	0
4.7.3.E.5	Public Art	15	15	0
4.7.3.E.6	Structured Parking	20	0	0
4.7.3.E.7	Tower Step-Back	10	0	0

4.7.3.F - Natural Environmental Protection & Enhancement

4.7.3.F.1.a	BLT's	(Must Include)	25	11.5	13.5
4.7.3.F.2	Cool Roof		10	0	0
4.7.3.F.3	Energy Conservation & Generation		15	0	0
4.7.3.F.4	Habitat Preservation & Restoration		20	0	0
4.7.3.F.5	Recycling Facility Plan		10	0	0
4.7.3.F.6	TDR		20	0	0
4.7.3.F.7	Tree Canopy		15	0	0
4.7.3.F.8	Vegetated Area		10	0	0
4.7.3.F.9	Vegetated Roof		15	5	10
4.7.3.F.10	Vegetated Wall		10	0	0

4.7.3.G - Retained Buildings

100	0	0
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Incentive Density Points by Phase	99.5	35.5
Requested Total Incentive Density Points	135	

A discussion of how the Sketch Plan qualifies for the above-referenced points follows. As to each applicable point category, we provide the Zoning Ordinance citation along with the verbatim discussion of the point category from the Incentive Density Implementation Guidelines (the “Guidelines”), and any additional zoning provision that may apply. We then describe how the Project achieves the proffered points.

4.7.3.B - Transit Proximity 30 points

Zoning Ordinance Citation

Section 4.7.3.B. Transit Proximity

Transit proximity points are granted for proximity to existing or master-planned transit stops based on transit service level and CRT, CR, LSC, and EOF zones. Public benefit points can only be granted for one transit stop.

1. Transit proximity is categorized according to three levels:

- a. Level 1 is proximity to an existing or master planned Metrorail Station.*
- b. Level 2 is proximity to an existing or master planned station or stop along a rail or bus line with a dedicated, fixed path; this level excludes a site that is within one mile of an existing or master planned Marc station.*
- c. Level 3 is proximity to an existing or master planned MARC station.*

All distances for transit proximity are measured from the nearest transit station entrance or bus stop entrance.

1. A project is abutting or confronting a transit station or stop if it shares a property line or easement line, or is separated only by a right-of-way from an existing or master-planned transit station or stop, and 100 percent of the tract in a single sketch plan application is within ¼ mile of the transit portal.

2. For split proximity-range projects:

- a. If at least 75 percent of the tract in a single sketch plan application is within the closer of two proximity ranges, the entire project may take the points for the closer range;*
- b. If less than 75 percent of the tract in a single sketch plan is within the closer of two proximity ranges, the points must be calculated as the weighted average of the percentage of area in each range.*

Guideline Criteria

According to subsection 2, to qualify for the highest density points, a project must share a property line with or confront a property with a transit station or stop. Further, 100 percent of the tract submitted in a single sketch plan that takes advantage of this proximity must be within ¼ mile of that portal. The ability to easily access the transit stop using a mode of travel other than the automobile will also be taken into account.

Subsection 3. ensures that properties are granted incentive density in proportion to their proximity to a transit station or stop when they straddle the ranges. There are two parts to this provision. First, if a property is 75 percent within a proximity range, the entire property is eligible for the density incentive enumerated for that range. Second, if less than 75 percent of a property is within a proximity range, a property is eligible for a weighted average. In this case,

the amount of property in each range must be calculated and the density incentive enumerated as a weighted average.

The Project is entitled to 30 points from the Transit Proximity category because of its level 2 proximity to the future CCT station, located immediately adjacent to the Property.

4.7.3.C.5 - Through Block Connections 10 points

Zoning Ordinance Citation

5) Through-Block Connections: Up to 20 points for safe and attractive pedestrian connections between streets.

Guideline Criteria

*Incentive density of 10 points is appropriate for connections that meet the following criteria:
Open-air (direct access between streets may be provided through the first floor of a building if the property owner grants a public access easement for the walkway);
At least 15 feet wide;
Open to the public at least between 8 a.m. and 9 p.m. and, where the connection leads to a transit facility or publicly-accessible parking facility within ½ mile, for the hours of operation of the transit or parking facility.*

*Additional incentive density may be appropriate if other criteria are met, such as:
At least 35 percent of the walls facing the interior pedestrian connection must have clear, unobstructed windows above the floor level between three and eight feet;
Direct connection to parks, transit facilities, or public buildings;
Accessible retail uses along a majority of its length;
Increased width.*

Fewer than 10 incentive density points may be granted if some of the guideline requirements are not provided.

10 points should be allocated to the Project for the creation of through block connections that meet (or exceed) the Guidelines' criteria. As shown on the Pedestrian Circulation & Signage Exhibit (Sheet SK-010), the highlighted through block connections are open-air, publically accessible and at least 15 feet wide. These connections will be enhanced through attractive landscaping and certain architectural elements. In addition, they will feature low-level lighting for a more attractive and safe passage.

4.7.3.C.9- Wayfinding 8 points (phase 1) + 2 points (phase 2)

Zoning Ordinance Citation

9) Wayfinding: Up to 10 points for design and implementation of a way-finding system orienting pedestrians and cyclists to major open spaces, cultural facilities and transit opportunities.

Guideline Criteria

Incentive density of up to 5 points is appropriate for installing way-finding signage in proposed open spaces and public spaces. These signs should provide maps and information orienting pedestrians and cyclists to nearby:

- Parks and publicly accessible open spaces;*
- Trails and paths;*
- Cultural and governmental facilities;*
- Transit stations and stops;*
- Artworks and landmarks;*
- Special areas, buildings, or facilities of interest.*

Additional incentive density points may be appropriate if other criteria are met, including:

- A large number of signs are provided;*
- The way-finding system helps fulfill a demonstrated need, such as implementing a municipal program or capital improvement priority.*

The Sketch Plan proposes a phased accumulation of way-finding points (totaling 10 points) to reflect how wayfinding to the proposed trail system and within the Property will evolve over time. Specifically, almost all of the signs will be implemented in the first phase of development. Two additional signs (an informational sign and a directional sign) will be placed in the immediate vicinity of Building B1 when it is constructed in phase two.

The Pedestrian Circulation & Signage Exhibit (Sheet SK-010) and the Site Signage Concept Images (Sheet SK-010A) demonstrate where/how trail markers, informational signs, interpretive signs and directional signs will be strategically placed throughout the Project. Collectively, these signs will properly orient and direct Project visitors to its key features, including the major art component, the fitness and nature trails, the clubhouse amenity, the retail plaza, the hotel plaza, the office buildings, the multi-family buildings and the nearby CCT station.

4.7.3.D.7- Small Business Opportunities 10 points (phase 2)

Zoning Ordinance Citation

7. Small Business Opportunities: Up to 20 points for providing on-site space for small, neighborhood- oriented businesses.

Guideline Criteria

Incentive density of 10 points is appropriate for developments that provide retail bays of no more than 5,000 square feet for:

- At least three small businesses on sites over one acre; or*
- All of the commercial spaces on smaller sites.*

Further, the approved gross floor space for these businesses must be restricted for a period of six years after the issuance of the initial use and occupancy permits. The six-year time period is binding upon future owners and successors in title, and must be stated as a condition of any site plan approved by the Planning Board. Before a building permit is submitted for approval, the applicant must file a covenant in the County land records that reflects these restrictions.

Greater or fewer points are appropriate if more or less spaces are provided. Additional incentive density points are appropriate if small business opportunities are a master plan priority.

10 points should be allocated for the three retail bays of approximately 5,000 square feet each that will be implemented in phase 2. These areas are shown on the Sketch Plan (Sheet SK-005).

4.7.3.E.4- Public Open Space 20 points

Zoning Ordinance Citation

4. Public Open Space: Up to 20 points for providing, or making a payment for, open space in excess of the minimum open space requirement of the zone.

Guideline Criteria

Incentive density for public open space above the zone's requirements is granted on a sliding scale, based on the percentage of the lot area. The open space should be:

- Directly accessible to a street;*
- Open to the public between sunrise and sunset;*
- Designed so that proposed loading or parking facilities are screened or faced with active uses;*
- Completed with seating, trash receptacles, landscaping and other amenities, such as water features, kiosks and passive recreation areas;*
- At least 35 feet wide;*
- Designed so that walls of any nonresidential floor area facing the open space have windows between three and eight feet above ground level on at least 60 percent of the facade;*
- Designed so that main entries to any dwelling units are from a wall facing the open space.*

A fee-in-lieu of public open space may be accepted for incentive density as follows:

- The fee equals \$35 per square foot plus the development's market rate of land value per square foot for whatever percentage of the lot is requested for incentive density up to 20 points;*
- The fee is paid into an amenity fund or other designated open space construction, renovation, or improvement fund prior to release of a building permit;*
- The fee is used for installation and or acquisition of public facilities and amenities in part or in full that the Planning Board finds consistent with the goals of the applicable master plan.*

More points may be awarded in addition to those established by the formula when open space is a master plan priority or where there is a lack of open space nearby.

20 points for public open space is warranted for the Project's open space design that meets (or exceeds) the Guidelines' criteria. As shown on the Amenity, Public Use & Open Space Exhibit (Sheet SK-009), the Property provides 498,933 square feet of additional public use space, in excess of required amounts. This translates into the maximum number of public open space incentive density points (*i.e.*, 20) pursuant to the formula calculation set forth in the Guidelines ((498,933 ÷ 2,251,210 sf of net lot area) x 100).

4.7.3.E.5- Public Art 15 points

Zoning Ordinance Citation

5. *Public Art: Up to 15 points for installing public art reviewed for comment by the Art Review Panel under the Public Art Guidelines approved by the Planning Board, or by paying a fee accepted by the Public Arts Trust Steering Committee (PATSC).*

Guideline Criteria

Incentive density of 7.5 points is appropriate for public art that is reviewed for comment by the Art Review Panel and is found to fulfill at least five of the following goals.

- Achieve aesthetic excellence;*
- Ensure an appropriate interaction between the art and the architectural setting in terms of scale, materials, and context;*
- Ensure public access and invite public participation;*
- Encourage collaboration between the artist(s) and other project designers early in the design phases;*
- Ensure long-term durability of permanent works through material selection and/or a documented maintenance program;*
- Encourage a rich variety of arts including permanent installations, revolving temporary works, and event programming;*
- Increase public understanding and enjoyment of art through interpretive information and/or programmed events;*
- Contribute to a collection of commissioned art that is unique and fosters a positive community identity.*

A fee instead of public art may be accepted for incentive density as follows.

- The minimum fee is calculated on 0.5 percent of the development's projected cost up to \$100,000;*
- The fee is paid to the PATSC via the Arts and Humanities Council prior to release of a building permit;*
- The fee is used for installation, management, and maintenance of public art at the discretion of the PATSC, with preference given to the policy area where the proposed development is located.*

More or fewer points may be awarded for projects that fulfill greater or fewer goals, respectively; more points may be awarded for unique works that expand the County's collection of various types of works or recognized artists or for projects that provide rotating temporary pieces. Review by the Art Review panel should be completed prior to any Planning Board hearing on a site plan, except as allowed and conditioned by the Planning Board.

The Project's art component, described in detail in Attachment 2 of the Justification Statement, is entitled to the full 15-point allotment in the Quality Building & Site Design category because the art is significant and a defining landmark for the Property. Notably, the art component was reviewed and enthusiastically approved by the Art Review Panel as per a memorandum dated October 7, 2015 from the Art Review Panel Coordinator, Molline Jackson.

4.7.3.F.1.a- BLT's 11.5 point (phase 1) + 13.5 (phase 2)

Zoning Ordinance Citation

1. *Building Lot Termination (BLT): Up to 30 points for the purchase of BLT easements or payment to the Agricultural Land Preservation Fund (ALPF).*

a. *In the CR zone:*

i. *An applicant must purchase BLT easements, or make payments to the ALPF, in an amount equal to 7.5 percent of the incentive density floor area under the following parameters:*

- . *One BLT, equivalent to 9 points, must be purchased or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5 percent incentive density floor area;*
- . *A private BLT easement must be purchased in whole units; or*
- . *BLT payments must be made to the ALPF, based on the amount established by Executive Regulations under Chapter 2B; if a fraction of a BLT easement is needed, a payment based on the gross square footage of incentive density must be made for at least the fraction of the BLT easement.*

ii. *Up to 25 points for the purchase of BLTs or equivalent payments to the ALPF may be made for any incentive density above 7.5 percent. Each BLT easement purchase or payment is equivalent to 9 points, or such proportionate points represented by a fractional BLT purchase or payment.*

Guideline Criteria

Calculations for incentive density for BLTs are provided in Section 4.7.3.F.1 of the zoning ordinance.

Section 4.9.9. Germantown Transit Mixed Use (GTMU) Overlay Zone

D. Optional Method

Optional method development under the CR zone and the GTMU Overlay zone must provide public benefits under Section 4.7.3.F.1.a except that the applicant must purchase BLT easements, or make payments to the ALPF, in an amount equal to 50% of the incentive density floor area.

The Sketch Plan seeks 25 density points for its fulfillment of its BLT requirements once the built density exceeds .5 FAR (or 1,256,899 sf). The density points are calculated for this Project based upon the Germantown Transit Mixed Use Overlay Zone requirement for optional method development applicants to purchase BLTs for at least 50% of its incentive density floor area. As such, the density points are being sought as follows:

1. In phase 1 the Applicant is seeking 80,393 square feet of incentive density above the standard 0.5 FAR. Per the Overlay Zone requirement, we will purchase 50% of the incentive density, or 31,500 sf through BLTs.

Because each BLT is considered 31,500 sf of density, our phase 1 obligation equate to 1.28 BLT's ((.5 x 80,393 sf) ÷ 31,500 sf). Each BLT is worth 9 public benefit points, which results in a total of 11.5 points.

2. The balance of the available 25 points (i.e., 13.5 points) will be obtained as part of the phase 2 development.

4.7.3.F.9- Vegetated Roof 5 points (phase 1) + 10 points (phase 2)

Zoning Ordinance Citation

9. *Vegetated Roof: Up to 15 points for installation of a vegetated roof with a soil depth of at least 4 inches covering at least 33 percent of a building's roof, excluding space for mechanical equipment.*

Guideline Criteria

Incentive density of 7.5 points is appropriate for development that meets the zoning ordinance requirements. Incentive density points may be pro-rated per building for multi-building development.

Additional incentive density points may be appropriate if other criteria are met, including:

- Greater coverage than 33 percent of building roof;*
- Soil depth greater than 4 inches;*
- Plant species that provide habitat;*
- Native plant species.*

A phase-in of points (totaling 15) should be allotted for the proposed vegetative roofs that are designed for all the commercial buildings in the Project. In phase 1, Buildings C1, D, and E will be constructed with vegetative roofs that meet the additional density soil depth requirements as set forth in the Guidelines' criteria. Buildings B1, B2, C2, C3 will be similarly constructed in phase 2 of the Project. 5 points, representing approximately 1/3 of the green-roofed buildings that will ultimately be constructed, are being sought in the first phase, with the balance of the points coming in phase 2.

The SWM Concept Plan (Sheet SK-015) shows the location of each of the commercial buildings and confirms that each will have a green roof of approximately 8 inches of soil depth. In addition, at least 60% of each building will be covered with a green roof comprised of native plant species that also provide habitat.



Attachment C

DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

December 2, 2015

Mr. Timothy Crawford
Rodgers Consulting Inc.
19847 Century Blvd., Suite 200
Germantown, MD 20874

Re: Stormwater Management **CONCEPT** Request
for Century
Preliminary Plan #: TBD
SM File #: 277535
Tract Size/Zone: 51.68 acres/CR-2.0
Total Concept Area: 51.68 acres
Lots/Block: na
Parcel(s): X and Y
Watershed: Little Seneca

Dear Mr. Crawford:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via micro-bioretenion, planter boxes, bio swales, green roofs, two surface sand filters and a waiver for storage in Lake Churchill.

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

- 1. Per Section 19-23 of the Montgomery County Code, a separate Site Development Concept Plan must be approved for each Site Plan that is associated with this development.**
2. Each Site Development Plan Concept that is submitted must not rely on Storm Water structures in a future phase to meet Storm Water requirements.
3. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
4. An engineered sediment control plan must be submitted for this development.
5. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
6. Landscaping shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
7. The waiver of drainage areas #1 and #4 to Lake Churchill using existing storm drain is conditional upon Montgomery County DOT and DPS Right of Way approval of adequate storm drain capacity

255 Rockville Pike, 2nd Floor • Rockville, Maryland 20850 • 240-777-6300 • 240-777-6256 TTY
www.montgomerycountymd.gov

Mr. Timothy Crawford
December 2, 2015
Page 2 of 2

for the developed 10-year flows from this site. If adequate storm drain capacity cannot be demonstrated, pipe capacity will have to be provided or additional on-site controls will need to be designed.

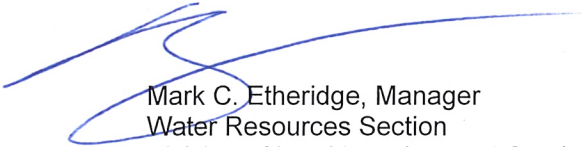
This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is 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 William Campbell at 240-777-6345.

Sincerely,



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

MCE: wrc

cc: C. Conlon
SM File # 277535

ESD Acres:	51.68
STRUCTURAL Acres:	7.84
WAIVED Acres:	16.11



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

FROM: Molline Jackson,
Art Review Panel Coordinator

PROJECT: Century
PREMINARY PLAN No. 12002095B, SITE PLAN No. 82003007B and SKETCH PLAN No. 320160020

DATE: October 7, 2015

The Art Review Panel has generated the following meeting minutes based on our discussion of the design concept for the public use space on September 16, 2015 for the Century project. The recommendations provided in this memo should be incorporated into your review and considered by the Planning Board prior to the certification of the Site Plan and/or prior to the release of the first building permit. Should you have any additional questions and/or comments please feel to contact me.

Attendance:

Sandra Pereira (Lead Plan Reviewer)
Molline Jackson (Art review Panel Coordinator)
Mark Kramer (Panelist)
Judy Sutton Moore (Panelist/ Public Artist for this project)
Damon Orobona (Panelist)
Germano Gomez (Panelist)

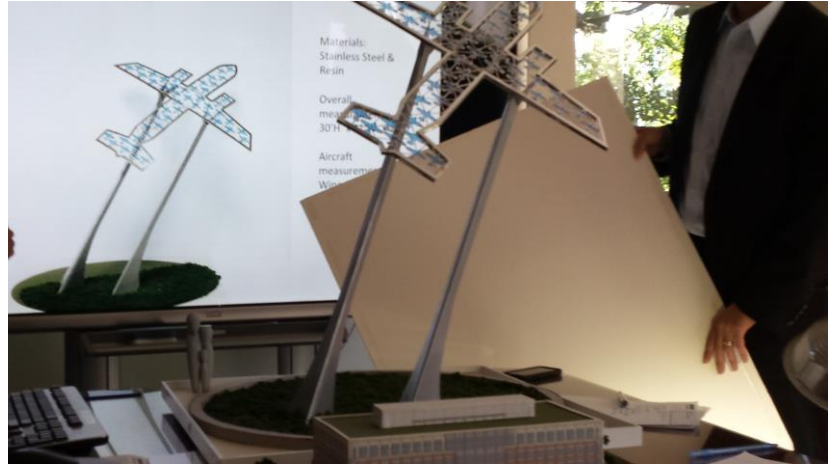
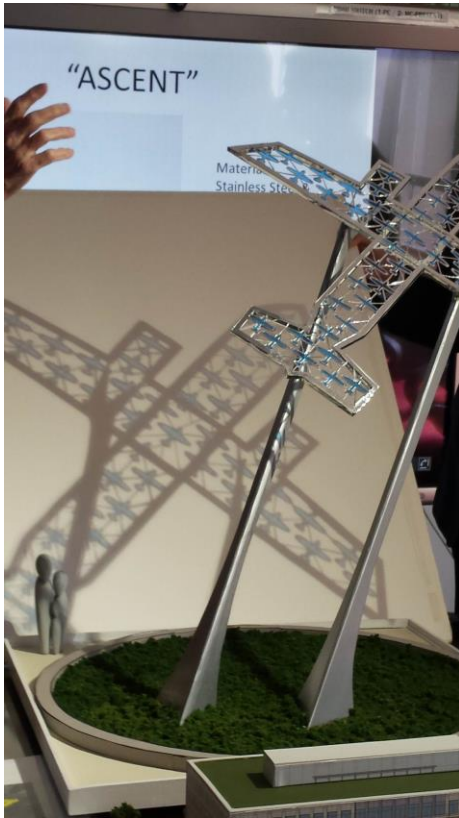
Patrick O’Neal (Attorney)
Ray Goins (Applicant)
Jerry Ricciardi (Applicant)
Daniel Park (Landscape Architect)

Meeting Notes:

- Located in Germantown (20301 Century Blvd.), approximately 0.5 miles from the Downtown area. Mixed-use development with approximately 10% public use space; provided via common open space and pedestrian trails.
- The mixed-use development will be phased over time with the first phase consisting of 2 new office buildings (1 existing office building), 174 townhouse units, 303 multi-family units, and a hotel.
- Fairchild-Hiller Corporation bought the property in 1964 and starting building industrial park 4 years later.
- Fairchild was comprised of many different companies, including several in the aerospace development industry. However, none of these companies currently exist.

- A Short Take-off and Landing (STOL) airstrip called “Turbo-Porter” field was installed onsite, and was active until the late 1980s.
- Fairchild Industries maintained offices onsite until the early 1990s.
- The public art concept is based on the historical presence of Fairchild Industries (a.k.a. Fairchild Aviation Corporation) for over 35 years.
- The sculpture is titled “Ascent”. It will have a significant presence, and is intended to draw visitors from Century Blvd. into the subject property.
- The public art piece is a stainless steel and blue resin sculpture that recognizes the contribution to the design and development of aircrafts by Fairchild Industries.
- The blue shapes are transparent and resemble the early single engine planes from the 1920s. The PT 19 was one of the most successful single engine planes of that era and was painted blue.
- Engineered drawings will be certified by a structural engineer at a later stage; therefore, the current base of the piece (roughly 3-feet wide) is subject to change. The Artist believes that there will be only slight changes to the base in order to ensure that the weight of the sculpture has been adequately addressed.
- The sculpture is 30 feet tall (max.) on stainless steel vapor trails streaming from the ascending silhouette of a Fairchild-Dorn jet.
- As the jet rises and banks right, blue shapes (smaller airplanes within the body of the aircraft) are viewed on an angle. Collectively, the aircrafts represent Fairchild’s contribution of 35 aircrafts to the aviation industry.
- The edges of the blue resin aircrafts will be sealed off and not exposed to the sunlight in order to prevent fading over time.
- During the day, shadows will be cast on the ground and the shadow will rotate with the sunrise and sunset (movement). Up-lighting will be provided after the sunsets.
- Information will be available via signage (i.e. way-finding) or in the seating areas.





Images from the presentation

Panel Recommendations:

1. The Art Review Panel recommends that the “Ascent” concept be expanded to the branding package for the entire project, and not used to attract visitors to one building. The Applicant should find other ways to incorporate the concept into other aspects of the design. This will encourage collaboration between the public artist and other project designers, and connects the sculpture to other design features.
2. The Panel has suggested integrating the blue resin of the smaller aircrafts into the concrete wall or within the seating areas. Way-finding is also be another example of how to connect the actual piece with the context of the property, this will also increases the public’s understanding and enjoyment of the public space. The Applicant may also choose to use this concept to reference other aircrafts and other historical information directly related to this site in particular.
3. Depending on the location of the proposed lighting fixtures, the projection of shadows could also be reflected on the surface of the building’s façade.
4. In accordance with the CR Guidelines (page 37), the Panel recommends approval of the public art piece. The scale and materials are appropriate for this type of mixed-use development. The size and location of the piece draw visitors from the street edge (Century Blvd.) into the center of the development. The surrounding seating area provides another opportunity to further engage the public’s interest. The proposed materials ensure the long-term durability of the

permanent artwork, which ultimately increase the life of the project. Aesthetic excellence may be further achieved by seamlessly connecting the public art component to other aspects of the design.

5. The Panel recommends approval.
6. The Panel does not need to review this proposal again; however, would recommend that the following conditions of approval be added to the Staff Report:
 - a. The Certified Site Plan must contain site details that clearly indicate the overall dimensions, prescribed materials, necessary lighting fixtures, footers and fasteners to ensure adequate safety and proper inspection of the artwork by the Montgomery County Department of Permitting Services (“DPS”). This information will most likely come from the engineered drawings, certified by the structural engineer.
 - b. The appropriate signage should also be clearly visible, specifically identifying the title of the piece, artist name, materials, completion date, and overall dimensions.
 - c. Upon completion of the public artwork(s), the Applicant must submit at least three images and site details including the 1) project number, 2) title of the piece, 3) date of completion, 4) description of materials used, and 5) address. This information will be added to the existing inventory of the public artworks throughout the County (<http://www.mcatlas.org/art/>).