



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 15-160
Sketch Plan No. 320160020
Century
Date of Hearing: January 7, 2016

FEB 3 2016

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on August 12, 2015, Century Technology Campus, LLC ("Applicant") filed an application for approval of a sketch plan for construction of up to 2,114,230 square feet of development including residential, office, hotel, retail and restaurant uses on 57.6 gross acres of CR-2.0: C-1.25 R-1.0 H-145T zoned-land and in the Germantown Transit Mixed Use Overlay Zone, located at on Century Blvd opposite to Cloverleaf Center Drive ("Subject Property") in the Germantown West Policy Area and 2009 Germantown Employment Area Sector Plan ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320160020, Century ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated December 24, 2016, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on January 7, 2016, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below;

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320160020, Century, for construction of up to 2,114,230 square feet of

Approved as to
Legal Sufficiency:

development including residential, office, hotel, retail and restaurant uses on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

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 are illustrative.

B. Conditions. 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;

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

- 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 13.61 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.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

a. Development Standards

The Subject Property includes approximately 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. The data table below demonstrates the Application's conformance to the applicable development standards of the zones.

Data Table			
Section	Development Standard	Permitted/Required	Approved
59 – 4	Tract (sq. ft.)	n/a	2,513,798
	Previous Dedications	n/a	262,588
	Site	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	0.42/1,044,900
	Residential (FAR/GFA)	1.0/2,513,798	0.43/1,069,330
	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) ²	13.61 (1 BLT=31,500 SF)	13.61

² As required by the Germantown Transit Mixed Use Overlay Zone.

6.2	Parking (spaces)³ Residential and non-residential uses	1,474 - 2,886	1,928
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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 seeks to redevelop this single-use Property with a modern, mixed-use development with structured parking. In total, the Sketch Plan will provide approximately 664 additional residential dwelling units and 1,044,900 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 Sketch Plan 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 Sketch Plan integrates commercial and employment uses, such as two 5-

³ 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.

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 full-service 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 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 Sketch Plan'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 a 13-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 Sketch Plan will have a total density of 0.84 FAR, which breaks down into approximately 50.6 percent residential uses and 49.2 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 provided, 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.

b. General Requirements

i. *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 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. *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. 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 that is available to visitors and future patrons of the retail space is also being provided. 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. *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 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 Sketch Plan meets the active and passive recreation needs of the future residents. The development will provide 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. *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 Sketch Plan; 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. *The Sketch Plan substantially conforms to the recommendations of the Sector 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. As corrected at the Planning Board Hearing, the mix of uses provided is well balanced and consistent with Sector Plan's ranges. The Sketch Plan includes 50.6 percent residential and 49.2 percent commercial uses.

The Sector Plan recommended that maximum building heights be located nearest the station, with reduced heights along I-270. The Sketch Plan 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 13-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 Sketch Plan 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-oriented development 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.

- 3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of 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. The Sketch Plan achieves 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 Sketch Plan 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 Sketch Plan provides an easement for a future inter-parcel connection along the southern Property boundary, which could improve connectivity with the adjacent development to the south.

5. The Sketch Plan provides 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 development.

The Sketch Plan 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. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

Under Section 59.4.7.1.B, in approving any incentive FAR based on the provision of public benefits, the Planning Board must consider:

1. the recommendations of the applicable Sector Plan;
2. *CR Zone Incentive Density Implementation Guidelines*;
3. any design guidelines adopted for the applicable master plan area;
4. the size and configuration of the site;
5. the relationship of the site to adjacent properties;
6. the presence or lack of similar public benefits nearby; and
7. enhancements beyond the elements listed in an individual public benefit that increase public access to, or enjoyment of, the benefit.

The Planning Board finds that the public benefits proposed by the Applicant as set forth in the following table are appropriate in concept, and appropriate for further detailed review. Final determination of public benefit point values will be determined at Site Plan(s).

Table 2- Sketch Plan Public Benefits Calculations			
Public Benefit	Incentive Density Points		
	Total Points Possible	Requested	Approved in Concept
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. The Planning Board supports 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 provides 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 Sketch Plan 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. The Planning Board supports 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 Sketch Plan provides on-site space for at least three small, neighborhood-oriented businesses that are each no greater than 5,000 square feet in size. The Planning Board supports 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 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. The Planning Board supports 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).

Public Art: The Sketch Plan includes a public art component that was reviewed for comment by the Art Review Panel on September 16, 2015. 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. The Planning Board supports 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.
- 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.

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 every 31,500 square feet of gross floor area comprising the 50 percent incentive density 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, the Planning Board supports 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. The Planning Board supports this request.

7. *The Sketch Plan establishes a feasible and appropriate 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 2 - 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

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Sector Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest electronic version of Century, 320160020, submitted via ePlans to the M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is **FEB 3 2016** (which is the date that this Resolution is mailed to all parties of record); and

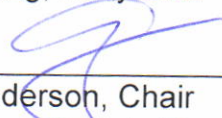
BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this

Resolution, consistent with the procedure rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

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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 Dreyfuss, seconded by Commissioner Fani-González, with Chair Anderson, Vice Chair Wells-Harley, and Commissioners Dreyfuss, Presley, and Fani-González voting in favor at its regular meeting held on Thursday, January 7, 2016, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board