

Century: Preliminary Plan Amendment 12002095B and Site Plan Amendment 82003007B

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Description

A. Century, Preliminary Plan No. 12002095B

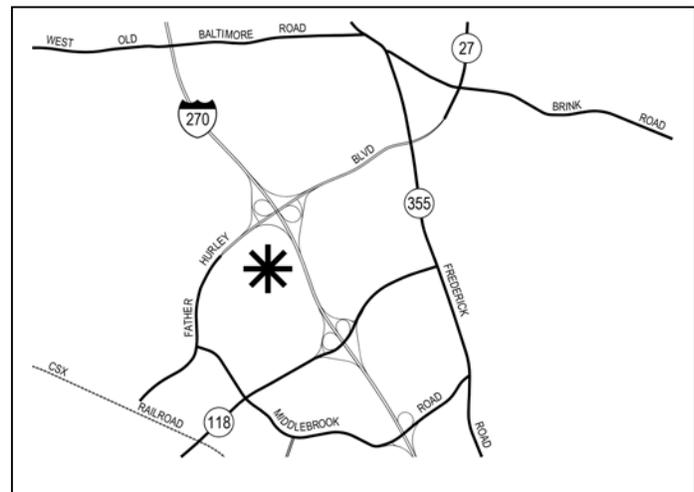
Completed: 02/04/2016

Request to subdivide Parcel X into 160 new townhouse lots, 3 lots for 28 two-over-two dwelling units, one lot for 300 multi-family units, four lots for a combined 437,420 SF of commercial uses, and one outlot for a forest conservation/natural area.

B. Century, Site Plan No. 82003007B

Request for Phase 1 development with 160 townhouse units, 28 two-over-two units, and 300 multi-family units (including 12.5% MPDUs), 303,000 SF of new office uses, 85,000 SF of hotel and 49,420 SF of existing office uses.

- Located on Century Blvd opposite 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 22A, 50 and Chapter 59, Montgomery County Code



Summary

Staff recommendation: Approval of the preliminary plan amendment and site plan amendment with conditions.

- The subject applications represent Phase I development of the ultimate buildout approved with Sketch Plan No. 320160020.
- The Property will be served by the second phase of the Corridor Cities Transitway (CCT), which is planned to run along Century Boulevard, with an anticipated stop in front of the Property.
- The Applicant is requesting to amend the approved APF based on the proposed uses.
- The Applicant is constructing an interim cross-section for Century Boulevard to be replaced by the ultimate cross-section once the CCT is built.
- Noise impacts are mitigated through building construction materials and techniques; building locations; and berms. Outdoor musical play structures will counteract highway noise in the open space area along I-270.
- The Project is enhanced with diverse site amenities that provide unique opportunities for recreation and environmental education.

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Figure 1 – Rendering of the proposed phase I development

SECTION 1: RECOMMENDATIONS AND CONDITIONS

Preliminary Plan Amendment No. 12002095B

Staff recommends approval of Preliminary Plan No. 12002095B, Century, subject to the following conditions:

1. All conditions imposed by the approval of Preliminary Plan No. 12002095A in Planning Board Resolution MCPB No. 09-156 dated January 10, 2010, are superseded by the conditions contained herein.
2. Approval is limited to one hundred and sixty (160) lots for townhouses, three (3) lots for 28 2-over-2 dwelling units, and one (1) lot for up to 300 multi-family dwelling units including 12.5% moderately priced dwelling units (“MPDUs”) with a maximum density of 902,530 square feet of residential uses, and up to 437,420 square feet of nonresidential (office and hotel) uses, one outlot for forest conservation and one outlot for stormwater management.
3. The Applicant must comply with the binding elements and conditions of approval for Sketch Plan No. 320160020 as listed in the MCPB Resolution No. 15-160.
4. The Planning Board accepts the recommendations of MCDPS – Water Resources Section in its stormwater management concept letter dated January 5, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in

the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.

5. The Planning Board accepts the recommendations of the Montgomery County Fire and Rescue Services (“MCFRS”) approval dated February 2, 2016 and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the approval. These recommendations may be amended by MCFRS provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
6. The Applicant must show on the record plat a parcel for the following private streets as well as construct the roads to the design standards specified below:
 - a. Private Street A (Sherman Boulevard) with a minimum parcel width of 50 feet from Century Boulevard to Private Street C (Stol Run Way). Private Street A must be constructed to Montgomery County Department of Transportation (“MCDOT”) Road Code Standard MC-2001.02: Tertiary Residential Street Modified as shown on the Certified Preliminary Plan.
 - b. Private Street B (Fairchild Boulevard) with a minimum parcel width of 76 feet from Century Boulevard to Private Street C (Stol Run Way). Private Street B must be constructed to MCDOT Road Code Standard MC-2005.04: Business District Street Modified as shown on the Certified Preliminary Plan.
 - c. Private Street C (Stol Run Way) with a minimum parcel width of 50 feet from Private Street A to Private Alley A. Private Street C must be constructed to MCDOT Road Code Standard MC-2001.02: Tertiary Residential Street Modified as shown on the Certified Preliminary Plan.
 - d. Private Street D (Mills Drive) with a minimum parcel width of 50 feet from Century Boulevard to Private Street E. Private Street D must be constructed to MCDOT Road Code Standard MC-2001.02: Tertiary Residential Street Modified as shown on the Certified Preliminary Plan.
 - e. Private Street E (Provider Lane) with a minimum parcel width of 50 feet from Private Street B to Private Street C. Private Street E must be constructed to MCDOT Road Code Standard MC-2001.02: Tertiary Residential Street Modified as shown on the Certified Preliminary Plan.
7. A public access easement must be shown on the record plat for Private Street A, Private Street B, Private Street C, Private Street D, and Private Street E.
8. The Applicant must show on the record plat a 50-foot wide access easement for a future inter-parcel street connection, as show on the Preliminary Plan Amendment, from the southern terminus of Private Street C to the southern property boundary to provide future access to Parcel J on Plat No. 13751.
9. The Applicant must show a note on the record plat for an easement for a 2,000 square foot bicycle parking facility adjacent to the Century Boulevard right-of-way and outside of the Public Utility Easement between Private Street B and Private Street A that will be provided to the County when the Corridor Cities Transitway – Phase II is funded for design and construction in the Capital Improvement Program (CIP).
10. The Applicant must install a traffic signal at the intersection of Century Boulevard and Cloverleaf Center Drive/Private Street B prior to the issuance of the third nonresidential building permit (either Building C or Building D only, as shown on the Preliminary Plan). This allows the issuance of building permits for all approved residential dwelling units (488 units) on the Subject Property.

11. The Applicant must install a traffic signal at Crystal Rock Drive/Cloverleaf Center Drive/Waters Landing Drive prior to the issuance of the second nonresidential building permit. This allows the issuance of building permits for all approved residential dwelling units (488 units) on the Subject Property.
12. The Applicant must construct a second northbound right turn lane on Crystal Rock Drive at Father Hurley Boulevard prior to the issuance of the first nonresidential building permit. This allows the issuance of building permits for all approved residential dwelling units (488 units) on the Subject Property.
13. The Applicant must satisfy the Adequate Public Facilities – Transportation Policy Area Review (TPAR) test by making a TPAR payment, equal to 25% of the applicable development impact tax, to the Montgomery County Department of Permitting Services (DPS) at the time of building permit.
14. The Planning Board has accepted the recommendations of the Montgomery County Department of Transportation (MCDOT) in its letter dated December 8, 2015, and does hereby incorporate them as conditions of the Preliminary Plan approval except for Comment #2 and Comment #11A, 11B, and 11E. Comment #2 is amended by the triggers in the Preliminary Plan conditions #10 and #11, for the construction of the traffic signals. For MCDOT Comment #11, the permit and bonding of the improvements is amended as follows:
 - a. 11A – prior to the issuance of any building permit for any residential building fronting Century Boulevard.
 - b. 11B - prior to the issuance of the triggering building permit as noted in the Preliminary Plan conditions #10 and #11 for the construction of the traffic signals.
 - c. 11E – prior to the issuance of any building permit for any residential building fronting Century Boulevard.

Except for the above amendments, the Applicant must comply with each of the recommendations as forth in the MCDOT letter, which may be subsequently amended by MCDOT provided that the amendments do conflict with other conditions of the Preliminary Plan approval.

15. The Certified Preliminary Plan must contain the following note:

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

16. The record plat must show necessary easements.
17. The record plat must reflect all areas under Homeowners Association ownership and specifically identify stormwater management parcels.
18. The final number of Building Lot Termination (BLT) will be determined at the time of Site Plan(s) approval.
19. The final number of MPDUs and other affordable housing units as per condition #2 above will be determined at the time of Site Plan(s) approval.

20. The record plat must reference the Common Open Space Covenant recorded at Liber 28045 Folio 578 (“Covenant”). The Applicant must provide verification to Staff prior to release of the final building permit that the Applicant’s recorded HOA Documents incorporate the Covenant by reference.
21. Except for the demolition of existing structures, no clearing, grading or recording of plats prior to Certified Site Plan approval.
22. Final approval of the number and location of buildings, dwelling units, on-site parking, and internal sidewalks will be determined at Site Plan.
23. Include the stormwater management concept approval letter, other agency letters referenced in the conditions, and Preliminary Plan resolution on the approval or cover sheet(s) of the Certified Preliminary Plan.
24. In the event that a subsequent Site Plan approval substantially modifies the subdivision shown on the approved Preliminary Plan with respect to lot configuration or location or right-of-way width, or alignment, the Applicant must obtain approval of a Preliminary Plan amendment prior to certification of the Site Plan.
25. The Adequate Public Facility (“APF”) review for the Preliminary Plan will remain valid for eighty-five (85) months from the date of mailing of the Planning Board Resolution.

Site Plan Amendment No. 82003007B

Staff recommends approval of Site Plan Amendment 82003007B for Phase 1 development with 160 townhouse units, 28 two-over-two units, and 300 multi-family units (including 12.5% MPDUs), 303,000 SF of new office uses, 85,000 SF of hotel and 49,420 SF of existing office uses, on approximately 57.6 gross acres in the CR-2.0 C-1.25 R-1.0 H-145T Zone and in the Germantown Transit Mixed Use Overlay Zone. All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions.¹

Conformance with Previous Approvals

1. Previous Conditions
All conditions imposed by the approval of Site Plan No. 82003007A in Planning Board Resolution MCPB No. 10-153 dated December 14, 2010, are superseded by the conditions contained herein.
2. Sketch Plan Conformance
The Applicant must comply with the binding elements and conditions of approval for Sketch Plan No. 320160020 as listed in the MCPB Resolution No. 15-160.
3. Preliminary Plan Conformance
The Applicant must comply with the conditions of approval for Preliminary Plan Amendment No. 12002095B.

Environment

4. Forest Conservation & Tree Save
The Applicant must comply with the conditions of the approved Final Forest Conservation Plan No. 82003007B.
 - a. The Applicant must record a Category I Conservation Easement over all areas of forest retention, forest planting and environmental buffers as specified on the approved Forest Conservation Plan and demonstrated on the Easement Tracking Exhibit. The Category I Conservation Easement approved by the M-NCPPC Office of the General Counsel must be recorded in the Montgomery County Land Records by deed prior to the start of any demolition, clearing, or grading on the Subject Property, and the Liber Folio for the easement must be referenced on the record plat.
 - b. The Applicant must provide financial surety to the M-NCPPC Planning Department for the 5.97 acres of new forest planting prior to the start of any demolition, clearing, or grading on the Property.
 - c. The Applicant must submit a two-year Maintenance and Management Agreement approved by the M-NCPPC Office of General Counsel prior to the start of any demolition, clearing or grading on the Property.
 - d. Prior to the issuance of the first building permit for the Subject Property, the Applicant must install permanent Category I Conservation Easement signage along the perimeter of the conservation easements.
 - e. The Final Sediment Control Plan must be consistent with the final limits of disturbance shown on the approved Final Forest Conservation Plan.

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

- f. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC forest conservation inspector at the pre-construction meeting.
- g. All planting on the forested berms, as shown on the Forest Conservation Plan sheet FCP-04, must be completed prior to the release of the 120th townhouse building permit, which represents 75% of the total number of townhouse units.
- h. All other forest plantings must be completed within two (2) years of the first Multi-family building permit release.
- i. Applicant must submit and have approved by M-NCPPC an invasive species management plan for all forest conservation areas prior to Certified Site Plan.

5. Noise Attenuation

- a. Prior to issuance of the first building permit, the Applicant must provide certification to M-NCPPC Staff from an engineer that specializes in acoustical treatment that:
 - i. the location of the noise mitigation techniques to attenuate current and/or proposed noise levels to no more than 60 dBA Ldn for areas of common outdoor activity in the townhouse portion of the Property are adequate.
 - ii. the building shell for residential dwelling units to be constructed within the projected ≥ 60 dBA Ldn noise contour is designed to attenuate projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.
- b. If any changes occur to the plan after Certified Site Plan which affect the validity of the noise analysis dated, November 9, 2015, acoustical certifications, and/or noise attenuation features, a new noise analysis will be required to reflect the revised plans and new noise attenuation features may be required.
- c. Prior to Certified Site Plan, the Applicant must certify that they will construct the noise impacted units (Lots 1-59, 103-149, Condo 2/2 (a-e), and Condo 2/2 (a-n)) in accordance with the recommendations of the engineer that specializes in acoustical treatments.
- d. For any residential dwelling units to be constructed within the projected 60, dBA Ldn noise contour (Lots 1-59, 103-149, Condo 2/2 (a-e), and Condo 2/2 (a-n)), the Applicant must disclose in writing to all prospective residents that those units are impacted by transportation noise.

6. Stormwater Management

The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Service (MCDPS) Water Resources Section in its stormwater management concept letter dated January 5, 2016, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

Public Use Space, Facilities and Amenities

7. Public Use Space, Facilities, and Amenities

- a. The Applicant must provide a minimum of 750,000 square feet of public open space (33% of net lot area) on-site.

- b. Before issuance of the Use & Occupancy Permit for the last floor of each multi-family building, all on-site amenities² associated with that building must be installed.
- c. Before issuance of the Use & Occupancy Permit for the last floor of Building A3, the Clubhouse, swimming pool, wading pool and tot lot must be completed must be completed.
- d. Before issuance of the 1st Commercial Use & Occupancy Permit for the hotel, the open space and amenities fronting the hotel must be completed.
- e. Before issuance of the Use & Occupancy Permit for the last floor of the Office Buildings, the open space and amenities fronting each building, including public art, must be completed.
- f. Before issuance of the 120th townhouse building permit, which represents 75% of the total number of townhouse units, the exercise trail and associated amenities must be completed. The natural surface trail to be delineated after the SWM facility conversion.
- g. Prior to the release of the 159th townhouse building permit, which represents 99% of the total number of townhouse units, the open space on Century Boulevard and associated amenities must be completed.
- h. All public and common open space areas, including those with or without amenities, within each sub-Phase (I-A, I-B, I-C), shall be completed when each respective Phase is completed.

8. Public Benefits

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the *CR Zone Incentive Density Implementation Guidelines* for each one.

a. *Transit Proximity (30 points)*

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 Site Plan qualifies for the full 30 points as provided in the Zoning Ordinance for CR-zoned properties that are abutting or confronting a master-planned transit station.

b. *Connectivity and Mobility*

i. Through Block Connections (10 points)

The Applicant must provide two pedestrian connections within the townhouse cluster that are open-air, at least 15 feet wide, open to the public at least between 8 AM and 9 PM, and with enhanced landscaping and light bollards, as shown on the Certified Site Plan.

ii. Wayfinding (8 points)

The Applicant must install informational signs, directional signs, and interpretive signs directing pedestrians and bicyclists 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, office and hotel plaza and lawn area, as shown on the Certified Site Plan.

c. *Quality of Building and Site Design*

i. Public Open Space (20 points)

The Applicant must provide a minimum of 20 percent of the net lot area as public open space in excess of the minimum open space requirement of the zone.

ii. Public Art (15 points)

The Planning Board accepts the recommendations of the Art Review Panel as described in their letter dated October 7, 2015 and hereby incorporates them as conditions of approval. The Applicant must provide for and install the public art concept designed by artist Judy Moore, as presented to the Planning Board's Art Review Panel on September 16, 2015, and

² On-site amenities include, but not limited to, streetlights, sidewalks/pedestrian pathways, hardscape, benches, trash receptacles, bicycle facilities, and recreation amenities.

illustrated in the Certified Site Plan. Any significant changes to the concept must be presented to the Art Review Panel and may require a Site Plan Amendment.

- a) Prior to the issuance of the first building permit for the nonresidential portion of the Property, the Applicant must submit engineering drawings, certified by a structural engineer, regarding the construction of the artwork(s) to the Arts & Humanities Council of Montgomery County (“AHCMC”) and the Montgomery County Department of Permitting Services (“DPS”). The drawings 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 by AHCMC and DPS. The Certified Site Plan must include a note referencing the aforementioned drawings.
- b) 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 artworks by the Arts and Humanities Council of Montgomery County (“AHCMC”) and Montgomery County Department of Permitting Services (“DPS”). This information will come from the engineered drawings, certified by the structural engineer.
- c) The appropriate signage should also be clearly visible on-site, specifically identifying the title of the piece, artist name, materials, completion date, and overall dimensions.
- d) Prior to final inspection Upon completion of the public artwork(s), the Applicant must submit to the Public Art Coordinator at the Maryland – National Capital Park and Planning Commission (M-NCPPC) at least three images of the artwork(s) on-site and information regarding the 1) associated 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/>).

d. *Protection and Enhancement of the Natural Environment*

- i. Building Lot Termination (“BLT”) (11.5 points)
The Applicant must provide proof of purchase and/or payment of 1.32 BLTs to the Department of Permitting Services (DPS) prior to issuance of the building permit for the final multi-family building in Phase IB (either building A1, A2, A3, A4 or A5).
- ii. Vegetated Roof (5 points)
The Applicant must install a vegetated roof on Buildings C1, 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, as shown on the Certified Site Plan.

9. Recreation Facilities

- a. Before Certified Site Plan approval, the Applicant must meet the square footage requirements for all of the applicable recreational elements and demonstrate to M-NCPPC Staff that each element meets M-NCPPC Recreation Guidelines.
- b. The Applicant must provide at a minimum the following recreation facilities: one (1) indoor fitness facility, one (1) swimming pool, one (1) wading pool, ten (10) picnic/sitting areas, one (1) play lot, three (3) tot lots, one (1) open play area with a minimum of 5,000 SF, a bike system, a pedestrian system, and nature trails.
- c. The Applicant must allow access to the pool facilities to all future residents of the development, including the townhouse units, two-over-two units, and multi-family units.
- d. The Applicant must provide a minimum of 3 fitness stations, 4 outdoor musical play structures, and a junior half basketball court along the exercise trail in rear of the Property.
- e. The Applicant must provide a minimum of 3 butterfly boxes and 3 bird boxes along the natural surface trail in the northeast corner of the Property.

- f. The Applicant must provide a total of 3 trellis structures, one at each entrance to the natural surface trail and exercise path.
- g. The Applicant must provide a minimum of 2 pet stations in the open space on Century Boulevard and adjacent to the future transit stop.

10. Maintenance of Public Amenities

The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to pedestrian pathways, landscaping, lighting, hardscape, recreation facilities, site amenities, and public open space.

Transportation & Circulation

11. Transportation

- a. The Applicant must construct the private internal streets to applicable Montgomery County structural standards as specified in Preliminary Plan No. 12002095B and must construct all sidewalks, both on and off the Subject Property, to applicable ADA standards. The structure standards must be shown on the Certified Site Plan. Before the release of bond or surety, the Applicant must provide DPS Zoning and Site Plan Enforcement Section (Z&SPE) Staff with certification from a licensed civil engineer that all streets and sidewalks have been built to the above standards.
- b. Prior to issuance of the 30th building permit for the townhomes fronting Private Street C (Stohl Run Way), which represents 85 percent of the total number of units fronting Street C, Street C must be opened to traffic. Prior to the issuance of the building permits for the last stick of townhouses fronting Private Street C, Private Street C cannot be used for construction staging, material storage, and operations.

12. Public Road Right-of-way

The Planning Board accepts the recommendations of the MCDPS Right-of-Way Permitting Section in its letter dated January 7, 2016, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which the MCDPS Permitting Right-of-Way Section may amend if the amendments do not conflict with other conditions of Site Plan approval.

13. Pedestrian & Bicycle Circulation

- a. The Applicant must provide 182 long-term (private) and 20 short-term (public) bicycle parking spaces.
- b. The private spaces must be on-site in a secured, well-lit bicycle room adjacent to the covered parking area, and the public spaces must be inverted-U racks installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the public bicycle rack(s) must be identified on the Certified Site Plan.
- c. Prior to the issuance of the first use and occupancy permit for the first floor in Buildings A1-A5, the Applicant must complete the bike rooms in each respective building, as shown on the Certified Site Plan.
- d. Prior to the issuance of the first use and occupancy permit for the first floor in Building A2, the Applicant must install six bicycle parking spaces (inverted U rack or design approved by the Department of Permitting Services "DPS") in the location as shown on the Certified Site Plan.
- e. Prior to the issuance of the first use and occupancy permit for the first floor in Building A3, the Applicant must install six bicycle parking spaces (inverted U rack or design approved by DPS) within 20 feet of Building A3.
- f. Prior to the issuance of any commercial use and occupancy permit for Buildings C, D, and E, the Applicant must complete the bike room in each building that can accommodate the number of bicycle parking spaces specified on the Certified Site plan.

- g. Prior to the issuance of any commercial use and occupancy permit for Buildings C and D, the Applicant must install four bicycle parking spaces (inverted U rack or design approved by DPS) at each building within 50 feet of the main door facing Private Street D.

Density & Housing

14. Density

The Phase I development is limited to a maximum 0.53 FAR consisting of 902,530 SF of residential uses and 437,420 SF of non-residential uses. Residential uses include 160 townhouse units, 28 two-over-two units, and 300 multi-family units. Non-residential uses include an 85,000 SF hotel (120 keys), 303,000 SF of new office and 49,420 SF of existing office space.

15. Moderately Priced Dwelling Units (MPDUs)

The Planning Board accepts the recommendations of the Montgomery County Department of Housing and Community Affairs (“DHCA”) in its letter dated January 29, 2016, and hereby incorporates them as conditions of Site Plan approval [Attachment C]. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by DCHA, provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.

- a. The development must provide 12.5 percent MPDUs on-site consistent with the requirements of Chapter 25A and the applicable Master Plan.
- b. Before issuance of any building permit for any residential unit(s), the MPDU agreement to build between the Applicant and DHCA must be executed.

Site Plan

16. Site Design

- a. The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the latest approved architectural drawings included in the Certified Site Plan, as determined by M-NCPPC Staff.
- b. The exterior architectural character, proportion, materials, and articulation of the MPDUs must be substantially similar to the exterior architectural character, proportion, materials, and articulation of the market-rate units.
- c. The Applicant must provide multiple direct ingress/egress points for the multi-family buildings from Century Boulevard and Street A, as shown on the Certified Site Plan.

17. Landscaping

The Applicant must install the landscaping associated with each phase no later than the next growing season after completion of each phase and site work.

18. Lighting

- a. Before issuance of any above-grade building permit, the Applicant must provide certification to M-NCPPC Staff from a qualified professional that the lighting in this Site Plan conforms to the Illuminating Engineering Society of North America (IESNA) recommendations in effect on the date of this resolution for a development of this type.
- b. Deflectors must be installed on all up-lighting fixtures to prevent excess illumination and glare.
- c. Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at any property line abutting public roads.
- d. Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

19. Site Plan Surety and Maintenance Agreement

Before issuance of any building permit, sediment control permit, or use-and-occupancy permit for each block/phase of development, the Applicant must enter into a separate Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.k.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a. A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b. The cost estimate must include applicable Site Plan elements including, but not limited to: entrance signage features; decorative and security fencing; plant materials; on-site lighting; exterior site furniture; all recreation and playground equipment/features; artwork; retaining walls; railings; private roads, streets, and alleys; curbs; gutters; sidewalks; specialty pavers; group mailboxes; and associated improvements within the relevant phase of development.
- c. The bond or surety must be tied to the development program, and completion of plantings and installation of particular materials and facilities covered by the surety will be followed by inspection and release of the surety.
- d. The bond or surety for each block/phase shall be clearly described within the Site Plan Surety & Maintenance Agreement including all relevant conditions and specific CSP sheets depicting the limits of each phase.

20. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved by Staff prior to the approval of the Certified Site Plan.

21. Certified Site Plan

Before approval of the Certified Site Plan, the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the final forest conservation approval letter, stormwater management concept approval letter, development program, Sketch Plan resolution, Preliminary Plan resolution and Site Plan resolution on the approval or cover sheet(s).
- b. Add a note to the Site Plan stating that "M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading."
- c. Modify data table to reflect development standards approved by the Planning Board.
- d. Ensure consistency of all details and layout between Site and Landscape plans.
- e. Show all recreation and site amenities approved on the site and landscape sheets.

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.³ Properties in the Cloverleaf District, including the Subject Property, are all zoned CR-2 and within the Germantown Transit Mixed Use Overlay Zone.

Figure 2 - Vicinity Map with zoning



³ The CCT is planned to run from the Shady Grove Metrorail Station to the Comsat property in Clarksburg. The CCT is being designed and constructed in two phases. The first phase runs from the Shady Grove Metrorail station to the MARC station at Metropolitan Grove. The second phase will run from Metropolitan Grove to the Comsat Property. The Subject Property is located along the second phase of the planned CCT route, which is not designed or funded at this time.

Site Analysis

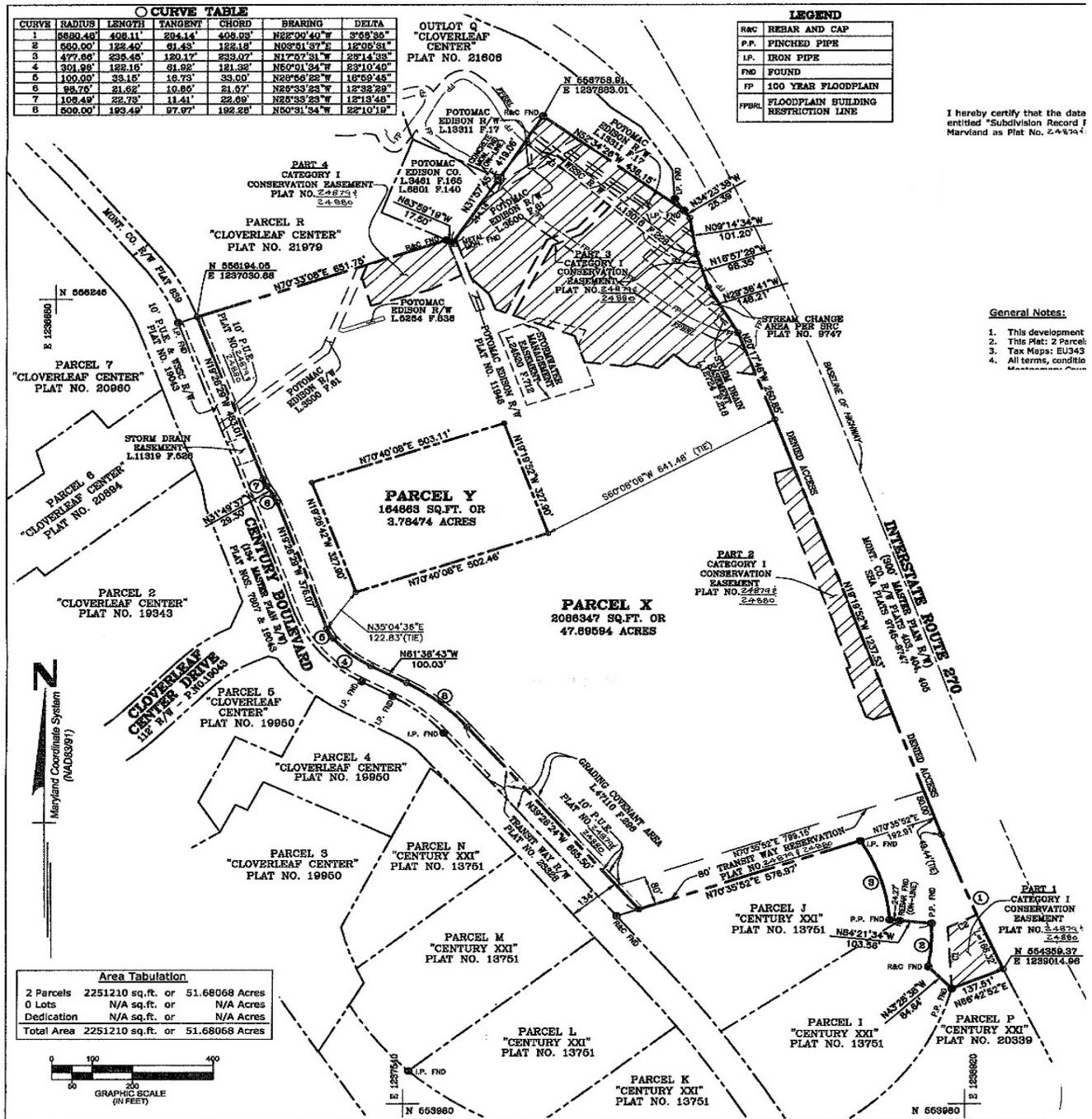
The Subject Property consists of approximately 57.6 acres of gross tract area. The net tract area is approximately 51.68 acres, comprised of Parcel X (47.9 acres) and Parcel Y (3.78 acres). Parcel Y is owned by Nattan, LLC and houses the one-story Fisher Building, which is used for medical research. 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 as indicated on Sketch Plan No. 320160020. Phase 2 is not part of this Preliminary Plan Amendment or Site Plan Amendment.

Figure 3 – Aerial View



As recorded on Plat No. 24888 (See Figure 4), 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, MCDOT, 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 Subject Property. A major utility right-of-way for Potomac Edison with an access easement through the property is located in the northwestern corner of the Property.

Figure 4 – Plat No. 24888



The Property is within the Little Seneca Creek watershed; a Use IV-P watershed. The Countywide Stream Protection Strategy (CSPS) rates streams in this section of the watershed as good overall condition. The Property contains 4.25 acres of forest, and 98 trees greater than 24" diameter at breast (DBH).

The site's topography is generally flat with exception of the northern corner which has steep and moderate slopes leading down to the stream. There is a stream, wetlands, and associated environmental buffers in the northern corner of the Subject Property. The southern end of the Project is approximately 10-14 feet higher than the adjacent property to the south (See Figure 5). This difference in grade is man-made presumably to create a flatter surface for the parking lot on the adjacent property.

Figure 5- Photograph of elevation change along the southern property line facing west



SECTION 3: 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.

On January 7, 2016, the Planning Board approved Sketch Plan No. **320160020**, by Resolution MCPB No. 15-160 for a phased mixed-use development with a maximum of 2,114,230 square feet including residential, office, hotel, retail, and restaurant use on 57.6 gross acres.

Figure 6-Illustrative rendering of Previously Approved Site Plan

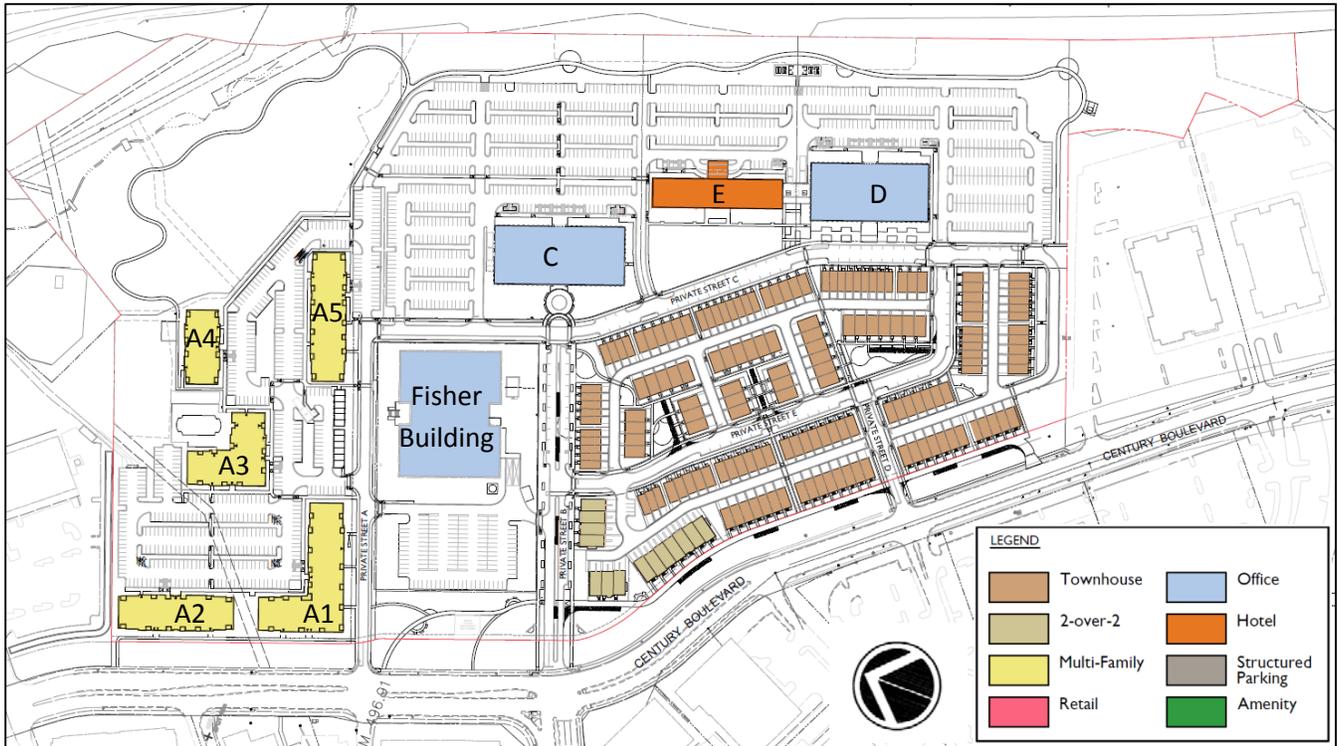


Proposal

Density

The Preliminary Plan Amendment and Site Plan Amendment request to develop Phase 1 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 on 57.6 gross acres. This results in a mix of 67.4% residential and 32.6% commercial uses in Phase 1.

Figure 7-Land Use Exhibit



Lots

The Preliminary Plan Amendment proposes 160 lots for townhouses and 3 lots containing 28 2-over-2 dwelling units (Figure 9) with corresponding Open Space Parcels. The multi-family building will be on one lot. Each office building and hotel will have individual lots. Finally, the forest conservation area and stormwater management will be contained on their own outlots (Figure 8). This Preliminary Plan Amendment includes both Parcel X and Parcel Y.

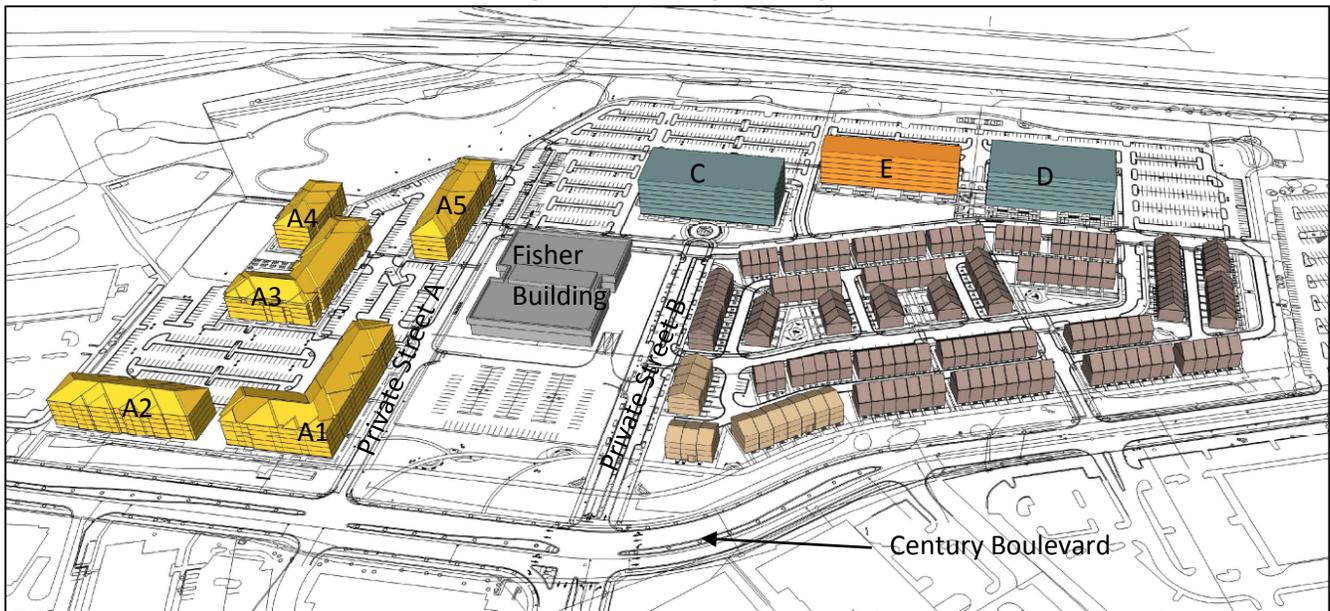
Buildings

The Preliminary Plan Amendment and Site Plan Amendment include 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 (Figure 10).

Along Century Boulevard on the southern portion of the Subject 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 existing 1-story Fisher Building and associated surface parking will remain during Phase 1. Future phase(s) propose to replace this building. In the rear of the Property, along I-270, the Plan proposes two 5-story office buildings (Buildings C & D) and one 5-story hotel (Building E).

Figure 10-Building Massing



Open Space & Amenities (Figure 11)

The open space concept generally consists 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 mostly protected under a Category I easement at the same time that it will provide opportunities for recreation and environmental education with a natural surface trail, bird boxes and butterfly boxes. 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, outdoor musical play structures, and a junior half basketball court.

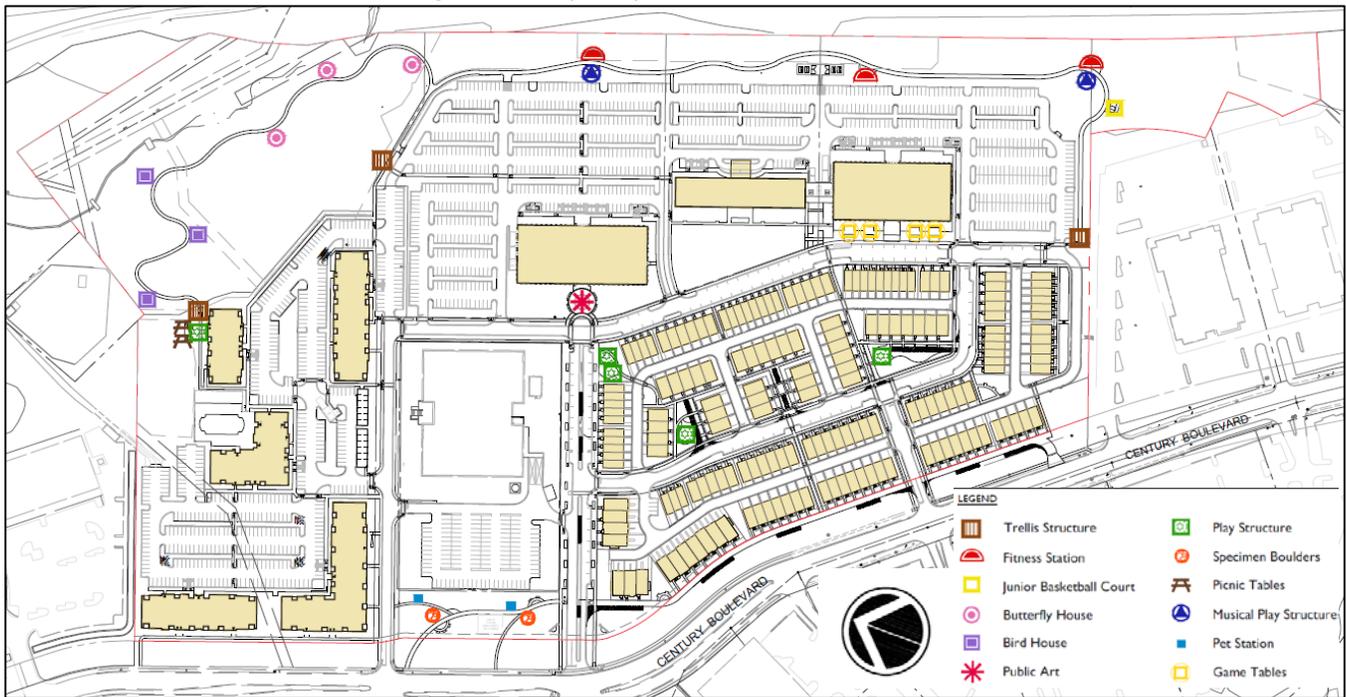
Within the multi-family cluster, the Site Plan Amendment includes a private Clubhouse with a fenced in swimming pool available for the residents of the multi-family, 2-over-2s and townhouse units, and play equipment. Within the townhouse cluster, the plan includes several common open space areas that accommodate sitting and play

equipment. These are centrally located within the townhouse cluster and linked by several through block connections.

Lastly, the Site Plan Amendment includes a series of 3 major public open spaces in front of the two office buildings and the hotel, respectively, along Street C. These include a variety of amenities and features ranging from open lawns and hardscaped plazas, to a major art piece and game tables. Another significant public open space, of approximately 0.7 acres, is located on Century Boulevard at the main entrance to the site. This space includes entrance signs, seating areas, open lawn, climbing boulders, and pet stations.

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

Figure 11 – Open Space & Amenities Exhibit



Transportation

Access and Circulation (Figure 12)

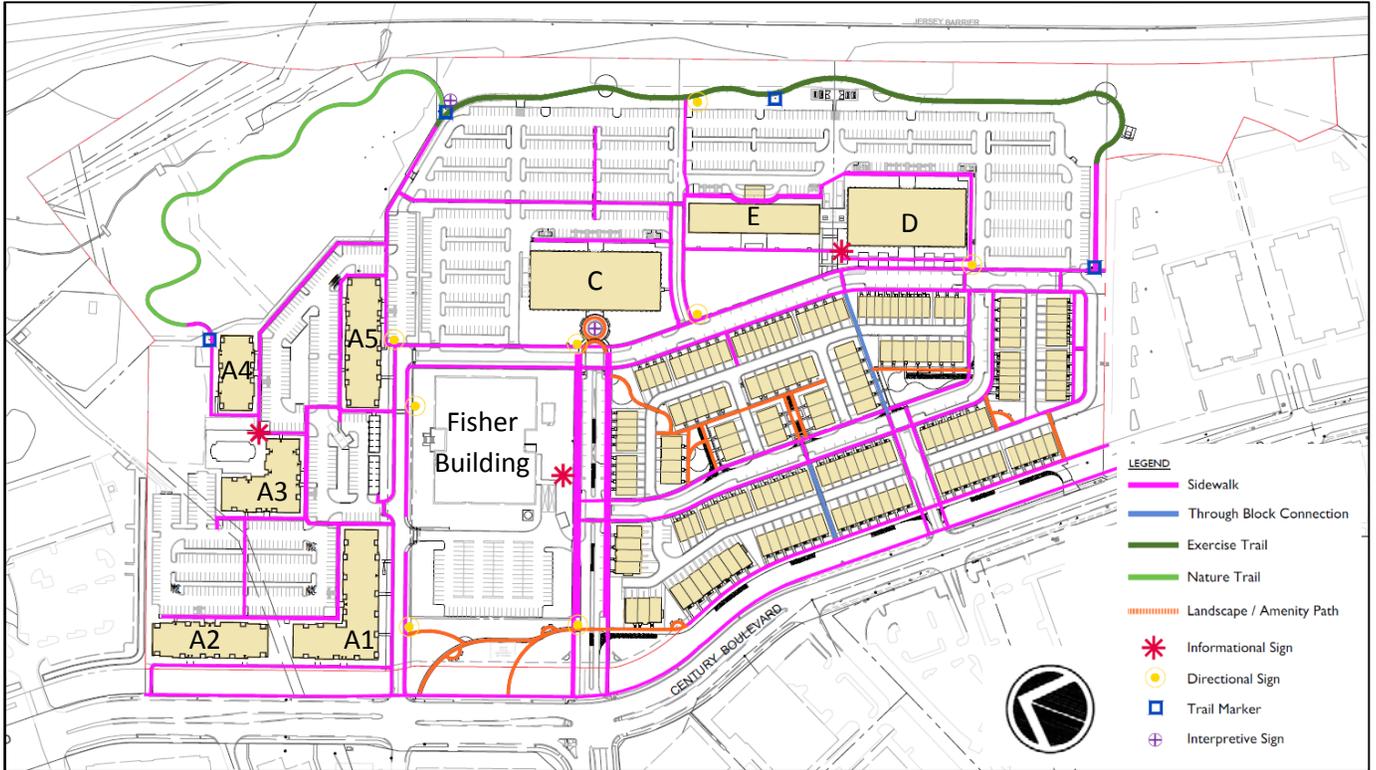
Vehicular access to the Project is provided at three locations on Century Boulevard. Prior to the construction of the CCT all of these intersections will be full-movement. Once the CCT is constructed, the signalized intersection at Cloverleaf Center Drive will remain a full-movement intersection while 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 is accommodated on sidewalks along both sides of most streets. The townhouse cluster includes internal through-block sidewalks to facilitate pedestrian circulation. Paved paths accommodate access and circulation through 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 12-Pedestrian Circulation



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 these applications.

SECTION 4: PRELIMINARY PLAN ANALYSIS AND FINDINGS

Sector Plan Conformance

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. The Sector Plan recommends a ratio of 40 percent to 50 percent residential uses and 50 percent to 60 percent commercial uses. Furthermore, the Sector Plan recommends that employment uses be located closer to I-270 to maximize their visibility. A privately developed "green common" and some retail development along Century Boulevard that would help to activate the street is also strongly suggested in the Sector Plan.

Consistent with Sector Plan's recommendations, the Preliminary Plan Amendment and Site Plan Amendment provide a mixed-use development with residential, office, and hotel uses along the future CCT station and within a short walking distance from each other. The Sector Plan recommends that maximum building heights be located nearest the station, with reduced heights along I-270. Phase I does not preclude future phases with taller buildings from occurring across from the station or other building included in Sketch Plan No. 320160020. The first phase provides a multi-family building and 2-over-2 units framing the entrances to the site. Residential 2-over-2 unit types, which are taller and denser than townhouse units, have been added to the townhouse cluster to better meet the density and massing recommendations of the Sector Plan at the transit stop. The Project includes office buildings along I-270 to maximize their visibility. Also, it 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.

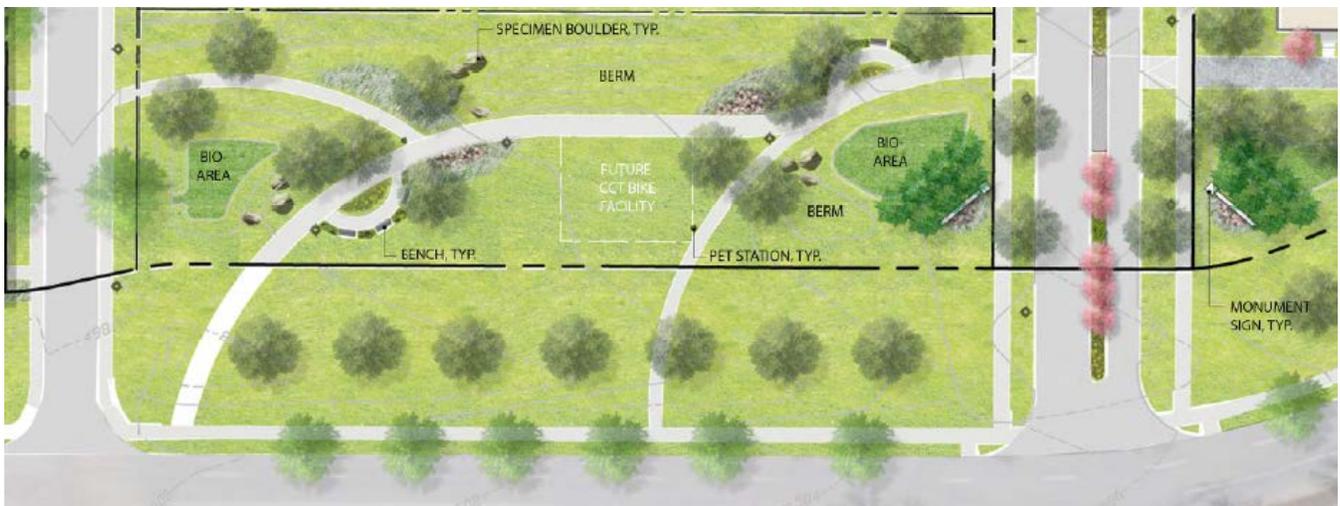


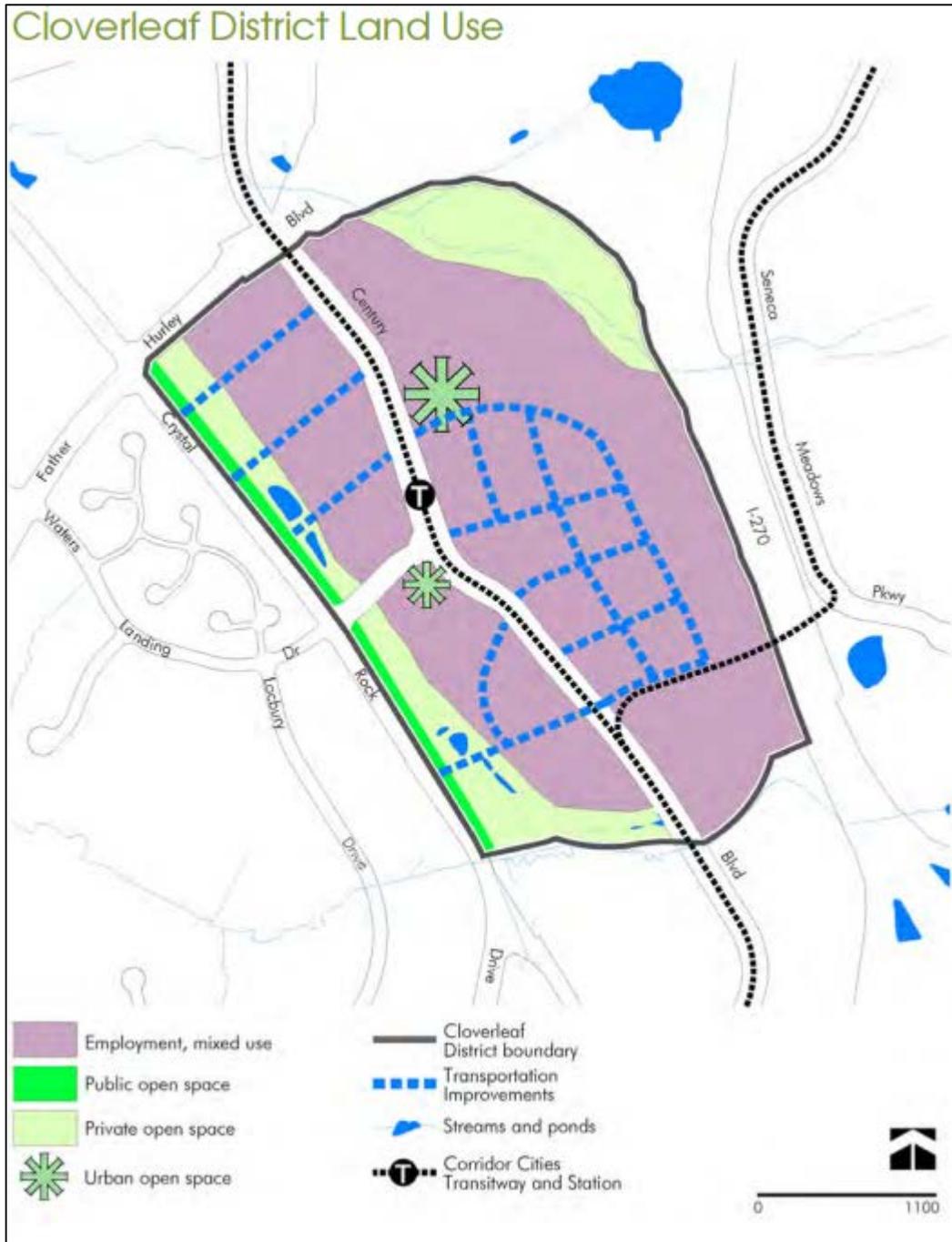
Figure 13 – Rendering of the green common area on Century Boulevard

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 onto 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.

Figure 14-Cloverleaf Distric Land use (source: 2009 Sector Plan)



The Preliminary Plan Amendment and Site Plan Amendment propose 67.4% residential and 32.6% commercial land use mix. While this mix is outside the recommended range in the Sector Plan, it represents only Phase I of the ultimate buildout, which was approved with Sketch Plan No. 320160020 with the ratio of 50.6% residential and 49.4% commercial uses. The ultimate buildout is in substantial conformance with the Sector Plan ranges. The Site Plan Amendment and Preliminary Plan Amendment are in interim step towards achieving the ultimate land

use mix recommended in the Sector Plan. Lastly, the Phase I development is a significant improvement towards achieving the Sector Plan's goals and recommendations as compared to the existing development, or even the previously approved Site Plan No. 82003007A and Preliminary Plan No. 12002095A, which had no residential component.

Therefore, the Phase I development continues to meet the Sector 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 while laying the groundwork to ultimately achieve the land use mix desired in the Sector Plan. Staff finds the Preliminary Plan Amendment and Site Plan Amendment substantially conform to the Sector Plan.

Transportation

Access, Parking, and Public Transportation

Current improvements on Century Boulevard include four lanes of travel along the full length of the Subject Property's frontage and a median along the northern half of the Property's frontage. The ultimate right-of-way for Century Boulevard of 134 feet, as recommended in the Sector Plan, to accommodate the future CCT has already been dedicated. Additional right-of-way has also been dedicated at the location of the future CCT station. While sufficient right-of-way has been dedicated, the roadway travel lanes are not in their ultimate location and will need to be reconstructed when the CCT phase II is constructed and open to the public.

Vehicular access to the Property is provided directly from Century Boulevard. Currently, there are two full movement vehicular access points, one to the north and one to the south of the Cloverleaf Center Drive and Century Boulevard intersection. Both of these accesses are proposed to remain full movement until the CCT Phase II is constructed, at which time they will become right-in/right-out only to minimize the number of median openings and potential conflicts with the CCT operations. A note will be placed on the record plat to this effect. An additional access point is proposed as an extension of Cloverleaf Center Drive across Century Boulevard into the Property. As the main access point to the Property, this will remain a full movement access when the CCT Phase II is constructed. Additionally, the intersection of Cloverleaf Center Drive and Century Boulevard warrants a traffic signal to be installed when all the residential development is constructed and 266,900 square feet of non-residential development is constructed.

The Subject Property has no access to any other roads or inter-parcel access with properties to the north or south. However, the Applicant is granting an access easement for a future inter-parcel street connection from the terminus of Private Street D to the southern property boundary. To the east of the Property is I-270 and the Applicant is not proposing any development in the 200-foot setback from the Interstate.

Frontage improvements include the construction of a 12-foot shared use path in addition to rough grading the road so that Century Boulevard can be constructed to its ultimate cross section when the CCT Phase II is funded. The shared-use path provided will also function as a fire access lane. The shared-use path is an interim improvement, which will ultimately be changed to separated bicycle lanes, when the CCT is constructed. The separated bike lanes on the northbound side of Century Boulevard (the Applicant's side) will be accompanied by separated bike lanes on the southbound side. Additionally, wide sidewalks will also be provided with the ultimate construction of Century Boulevard. The current Functional Master Plan of Bikeways calls for a shared-use path on the southbound side of Century Boulevard. The interim and ultimate recommendations for bicycle facilities on Century Boulevard are considered to be an upgraded facility and can be accommodated within the 134-foot right-of-way recommended in the Sector Plan.

All of the internal roads being constructed on the Subject Property are proposed to be private roads. Staff supports private roads for several reasons. As designed, and given the Property's location, all internal roads only serve the proposed uses within the Subject Property, and all of the Property's access points only connect to Century Boulevard. Private roads will be constructed to Montgomery County Department of Transportation (MCDOT) standards, as specified in the Preliminary Plan conditions, which will ensure safety and adequacy. Even though the roads will be privately owned and maintained, public access easements will be placed on all private streets and an access easement to extend Private Street D to the south will be placed on the record plat. Lastly, private roads allow for more flexibility in design and choice of materials, such as, along Street C where brick pavers are provided.

Pedestrian and bicycle access to the Property will be provided along the Subject Property's entire frontage on Century Boulevard, in the interim, with the shared use path, and ultimately, with separated bike lanes and wide sidewalks as noted above. Bicycles will be able to travel in the same lanes as vehicles within the Subject Property as vehicle speeds are not expected to be higher than a residential street and will likely be slower due to the mixed-use nature of the development. Pedestrians, bicycles, and vehicles will be accommodated on every street within the development on sidewalks and travel lanes, respectively.

Bicycle parking is provided throughout the Property with short-term bicycle parking outside and long-term parking inside each of the multifamily and non-residential buildings. Long-term parking is on the first floor of each multifamily and non-residential building in bike rooms. Additionally, a 2,000 square foot public improvement easement is being placed next to the Century Boulevard right-of-way, where the CCT station is planned, to accommodate a 100-space bicycle parking facility. Since this facility is meant to support the CCT Phase II, which is not in the County's Capital Improvement Program, the Applicant is not being requested to construct it or provide funds for its construction.

Vehicle parking for the residential multifamily buildings will be provided with a combination of predominately surface lots and some one-car garages for a portion of the multifamily units. Surface parking is being provided for the non-residential uses. The townhomes and 2 over 2 units will have parking in garages, driveways, and on-street.

Montgomery County Ride-on route 83 provides service in front of the subject Property. The route connects the Holy Cross Germantown Hospital to the Germantown Transit Center and to the Germantown MARC Station (during the AM and PM peak periods) Monday through Saturday. Service is provided approximately every 30 minutes. Ride-on route 98 also provides service within close proximity of the site from the Kingsview Park and Ride to the Germantown Transit Center Monday through Saturday. Service is provided approximately every 30 minutes. Future transit in the area includes the CCT operating within the median of Century Boulevard and a planned station in front of the Subject Property at Cloverleaf Center Drive and Century Boulevard.

Master Plan Transportation Facilities

As discussed above, the Project substantially conforms to the 2009 Germantown Employment Sector Plan with respect to the following recommendations for roadway, transit, and bikeway facilities on Century Boulevard:

- A business district street (B-10) with four divided lanes (two in each direction) and a right-of-way of 134 feet.
- A shared use path (LB-2 and SP-66) from the proposed Dorsey Mill Bridge to Aircraft Drive. The SP-66 designation refers to the same shared use path as part of the planned CCT. However, as noted above, the shared use path facility is being upgraded to a shared use path on both sides of Century Boulevard and then ultimately to separated bike lanes.
- Corridor Cities Transitway (CCT) with a 50-foot width inside the 134-foot right-of-way for Century Boulevard.

Adequate Public Facilities

As conditioned, the subject Preliminary Plan for the proposed 300 multifamily residential units, 160 townhomes, 28 2 over 2 units, 85,000 SF hotel (120 rooms), and 352,420 square feet of office space will satisfy the LATR and TPAR requirements of the Adequate Public Facilities (APF) review.

Trip Generation

The peak-hour trip generation estimated for the proposed development was based on trip generation rates from M-NCPPC in the LATR/TPAR Guidelines for office, multifamily residential, and townhomes and from the *ITE Trip Generation Manual, 9th Edition* for the proposed hotel use. The Subject Property currently has approval for 510,702 square feet of office use. The Applicant is requesting to amend their current APF based on the uses shown in the Site Trip Generation Table 1. The propose development would generate 29 additional trips in the AM peak hour and 123 additional trips in the PM peak hour compared to their current approval as shown in Table 1.

Table 1: Site Trip Generation

Development	SF/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-NCCPC)	352,420 sf	514	77	591	90	438	527
Hotel (ITE)	120 rooms	46	34	80	41	43	84
Multifamily (M-NCPPC)	300 units	25	98	123	94	48	142
Townhome and 2over2 (M-NCPPC)	188 units	<u>16</u>	<u>79</u>	<u>95</u>	<u>84</u>	<u>41</u>	<u>125</u>
Total Proposed		601	288	889	308	570	879
Net Difference		-147	176	29	180	-57	123

Local Area Transportation Review (LATR)

A traffic study dated July 2015 (with a minor revision on October 6, 2015), was submitted to determine the impact of the proposed development on the area transportation system. Seven local intersections were identified as critical intersections for analysis to determine whether they meet the applicable congestion standard, including four access points for the driveway. The intersections are located in the Germantown West Policy Area with a Critical Lane Volume (CLV) standard of 1,425 and in the Germantown Town Center Policy Area with a CLV of 1,600. The proposed development trips were added to the existing and the background traffic (trips generated from approved but unbuilt developments) to determine the total future traffic. The total future traffic was assigned to the critical intersections to evaluate the total future CLVs. The result of CLV calculation is shown in the Table 2 below. As shown in the table, one of the intersections will not operate at acceptable conditions under the background development condition and the CLV is made worse under the total future condition with the propose use on the Subject Property.

The intersection of Father Hurley Boulevard and Crystal Rock Drive exceeds the CLV standard in the background condition. The Subject Property, further compounds the issue increasing the unacceptable condition of the CLV standard. An improvement was identified in the original traffic study submitted for the Subject Property, which is to convert one of the northbound through lanes on Crystal Rock Drive to a right-turn lane. This would change the northbound approach so that there would be one left turn lane, one through lane, and two right turn lanes. This improvement was identified in another that is within close proximity of the Subject Property, which is the Black Hill development (formerly Crystal Rock). However, MCDOT traffic engineering did not agree with the conversion

of one of the two through lanes to a right turn lane. Therefore, based on the feedback from MCDOT, the improvement being put forth is to add a second northbound right turn lane. So the ultimate northbound approach on Crystal Rock Drive will have one left turn lane, two through lanes, and two right turn lanes. The two right turn lane scenario is not included in the CLV table below; however, the CLV will either be the same or better based on the agreed upon improvement.

The applicant identified that the unsignalized intersection of Cloverleaf Center Drive/ Crystal Rock/Waters Landing Drive met the signal warrants analysis based on a future condition. That signal will be needed when all of the residential development from the Subject Property plus 266,900 square feet of non-residential development has been built. The construction of the signal, based on the phasing of development at the Subject Property, is included in the conditions.

Table 2: Summary of Critical Lane Volume (CLV) Calculations

Intersection	Critical Lane Volume (CLV) Standard	Existing Traffic		Background Traffic		Total Future Traffic		Total Future Traffic with Improvement	
		AM	PM	AM	PM	AM	PM	AM	PM
Father Hurley Blvd & Crystal Rock Blvd	CLV Standard 1,425	714	1,166	1,044	1,646	1,116	1,819	1,190	1,373
	Exceed CLV	no	no	no	yes	no	yes	no	no
Crystal Rock Dr & Cloverleaf Center Dr	CLV Standard 1,425	474	644	606	745	968	1,020	---	---
	Exceed CLV	---	---	no	no	no	no	---	---
Crystal Rock Dr & Century Blvd	CLV Standard 1,600	335	599	597	963	687	1,039	---	---
	Exceed CLV	no	no	no	no	no	no	---	---
Germantown Rd (MD 118) & Aircraft Dr	CLV Standard 1,600	817	981	975	1,322	1,075	1,466	---	---
	Exceed CLV	no	no	no	no	no	no	---	---
Cloverleaf Center Dr & Century Blvd*	CLV Standard 1,425	136	191	585	589	1,024	872	---	---
	Exceed CLV	no	no	no	no	no	no	---	---
Century Blvd & North Driveway*	CLV Standard 1,425	72	64	497	462	526	450	---	---
	Exceed CLV	no	no	no	no	no	no	---	---
Century Blvd & Right-in/Right-Out N. Driveway*	CLV Standard 1,425	31	23	480	421	486	421	---	---
	Exceed CLV	no	no	no	no	no	no	---	---
Century Blvd & South Driveway*	CLV Standard 1,425	96	112	512	470	656	615	---	---
	Exceed CLV	no	no	no	no	no	no	---	---

*Site Driveway

Transportation Policy Area Review (TPAR)

The Property is located in the Germantown West Policy Area. According to the 2012-2016 Subdivision Staging Policy (SSP), the Germantown West Policy Area is adequate for the roadway test but inadequate under the transit test; therefore, a TPAR payment of 25% of the General District Transportation Impact Tax is required. The timing and amount of the payment will be in accordance with that set in Chapter 52 of the Montgomery County Code.

Transportation Conclusion

The Project has been evaluated by Staff, the Montgomery County Department of Transportation, and the Montgomery County Department of Fire and Rescue Services (MCFRS) all of which support the transportation elements of the Plan. Staff finds the proposed accesses to the site, as shown on the Preliminary Plan and Site Plan, to be adequate to serve the traffic generated by the development. Staff also finds that the internal and external pedestrian and bicycle circulation and walkways as shown on the Plans will provide adequate movement of pedestrian traffic and bicycle traffic.

Other Public Facilities and Services

Other public facilities and services are available and adequate to serve the proposed lots. The Property is located in the W-1/S-1 water and sewer service categories and, therefore will be utilizing existing water and sewer infrastructure. The Application received MCFRS approval on February 2, 2016 (Attachment C). Other utilities, public facilities and services, such as electric, telecommunications, police stations, firehouses and health services are currently operating within the standards set by the FY 2016 Growth Policy Resolution currently in effect. The Application is located in the Seneca Valley Cluster, which is not identified as a school moratorium area; and is not subject to a School Facilities Payment.

Compliance with Zoning Ordinance and Subdivision Regulations

This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. The application meets all applicable sections. The size, width, shape, and orientation of the proposed lots are appropriate for the location of the subdivision taking into account the recommendations included in the 2009 *Germantown Sector Plan*, and for the type of development or use contemplated. As discussed, the Project substantially conforms to the Sector Plan. The Project complies with the land use recommendations for the site as well as the applicable urban design, roadway, and general recommendations outlined in the Sector Plan.

Under Section 4.5.4 of the Zoning Ordinance, the dimensional standards for the lots will be determined at Site Plan(s).

Environment

The Application satisfies all of the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A. As conditioned and fully discussed in the Site Plan Section of the Staff Report, the Application is in compliance with the Environmental Guidelines and the Forest Conservation Law.

The site has a previously approved FCP dated November 18, 2009 in association with the original Site Plan #820030070. This Application contains an amended FCP that proposes 0.70 acres of forest clearing and 3.04 acres of forest retention. The acreage of forest onsite differs from the approved NRI/FSD due to the deduction of easements and ROW not being developed as part of the Application. The FCP generates a 5.71 acre planting requirement. The Applicant is proposing to meet the entire planting requirement on-site with 5.97 acres of forest planting. The proposed amendment has no new impacts to any trees 30" DBH or larger and does not generate the requirement for a Variance.

SECTION 5: SITE PLAN ANALYSIS AND FINDINGS

1. *When reviewing an application, the approval findings apply only to the site covered by the application.*
2. *To approve a site plan, the Planning Board must find that the proposed development:*
 - a. *satisfies any previous approval that applies to the site;*

The Site Plan Amendment, covering Phase 1 of the ultimate development, conforms to all binding elements and conditions of approval of Sketch Plan No. 320160020, which was approved by the Planning Board on January 7, 2016 [MCPB Resolution No. 15-160]. The Site Plan is now being reviewed concurrently with an amendment to the approved Preliminary Plan. Subsequent site plan(s) will be filed in the future when the remaining phase(s) of the proposed development are ready to move forward.

- b. *satisfies under Section 7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;*

This section is not applicable as there are no binding elements of an associated development plan or schematic development plan in effect on October 29, 2014.

- c. *satisfies under Section 7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;*

This section is not applicable as the Property’s zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

- d. *satisfies applicable use standards, development standards, and general requirements under this Chapter;*

- i. *Division 4.5. Commercial/Residential Zones*

Development Standards

The Phase 1 project is approximately 51.68 net acres zoned CR-2.0 C-1.25 R-1.0 H-145T and in the Germantown Transit Mixed Use Overlay Zone. The following table, Table 3, shows the application’s conformance to the development standards of the zone and the overlay zone.

Table 3-Site 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	0.17/437,420
	Residential (FAR/GFA)	1.0/2,513,798	0.36/902,530
	TOTAL (FAR/GFA)	2.0/5,027,596	0.53/1,339,950

Table 3 continued

Section	Development Standard	Permitted/ Required	Proposed
	Commercial Density (sq. ft.) Building C1 (Office) Building D (Office) Building E (Hotel) Existing Fisher Building Total		159,000 144,000 85,000 <u>49,420</u> 437,420
	Residential Mix (DUs) Building A1 (Multi-family) Building A2 (Multi-family) Building A3 (Multi-family) Building A4 (Multi-family) Building A5 (Multi-family) Townhouses (Lots 1-160) 16-foot wide 20-foot wide 24-foot wide Two-over-Two's Total		60 85 45 40 70 46 77 37 <u>28</u> 488
	MPDUs (%/ units)	12.5%/ 61	12.5%/ 61
4.5.4.B.2.b	Max. Building Height (feet) Building A1 (Multi-family) Building A2 (Multi-family) Building A3 (Multi-family) Building A4 (Multi-family) Building A5 (Multi-family) Building C1 (Office) Building D (Office) Building E (Hotel) Townhouses (Lots 1-160) Two-over-Two's	145	80 80 80 75 75 80 80 75 55 55
4.5.4.B.3	Minimum Setback (feet)		
	Principal Building Townhouse - Front - Side - Side, End unit - Rear, alley Multi-family/ Apartment - Front - Side - Rear, alley General (Office/Hotel) - Front - Side - Rear, alley	5 5 2 4 0 0 4 0 0 4	5 5 2 4 15 12 4 19 18 4

Table 3 continued			
	Development Standard	Permitted/ Required	Proposed
	Parking <ul style="list-style-type: none"> - Front - Side street - Side - Rear 	Must be behind front building line ⁴ Must be behind side street building line Must accommodate landscaping Must accommodate landscaping	
4.5.4.B.1	Open Space (%/sq. ft.) <ul style="list-style-type: none"> ▪ Common open space (462,450 SF - TH cluster) ▪ Public Open Space (1,411,719 SF – area for remaining buildings) ▪ Additional Public Open Space counted towards Incentive Density TOTAL (net site area 2,251,210 SF)	10%/46,245 10%/141,172 n/a 10%/225,121	16.1%/74,468 11%/155,719 522,431 33%/752,618
4.9.9.D	BLT easements (50% of the incentive density = 50% * 83,051) ⁵	1.32 (1 BLT=31,500 SF)	1.32
6.2	Vehicle Parking (spaces)⁶ <ul style="list-style-type: none"> Multi-family (A1, A2, A3, A4, A5) ⁷ Buildings C1 & D (Office) and Fisher Building Building E (Hotel) Townhouses ⁷ Total	Min-Max 300-453 875-1,908 150-225 <u>149-300</u> 1,474 - 2,886	443 943 126 <u>418</u> 1,930
	Motorcycle Parking (spaces) <ul style="list-style-type: none"> Multi-family (A1, A2, A3, A4, A5) Buildings C1 & D (Office) and Fisher Building Building E (Hotel) Total	10 20 <u>3</u> 33	10 20 <u>3</u> 33
	Bicycle Parking (spaces) <ul style="list-style-type: none"> Multi-family (A1, A2, A3, A4, A5) Building C1 (Office) Building D (Office) Building E (Hotel) Total	100 (max) 32 (min) 29 (min) <u>17 (min)</u> 178	100 32 32 <u>18</u> 182
6.2.9.C.3.1.	Parking Lot Internal Landscape Area (%) <ul style="list-style-type: none"> Parking Lot A Parking Lot C Parking Lot D Parking Lot E 	5 5 5 5	17.0 19.1 11.1 16.7

⁴ Future buildings pad sites are being used for interim surface parking areas, which in some cases do not fully meet the setback requirements

⁵ As required by the Germantown Transit Mixed Use Overlay Zone.

⁶ 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.

⁷ Residential number of spaces adjusted for MPDU credit.

Section 4.5.4.B.4 - Form Standards

The Site Plan conforms to the intent of the Form Standards, including active entrances, transparency, and blank walls. Buildings are located so that they provide a vertical edge and activation through main entrances and transparency to the adjacent streets and open spaces. The two office buildings and the hotel face onto open spaces with activating features, such as, public art, outdoor seating and game tables. The majority of the townhouse units face onto streets while some front onto open spaces with play equipment and seating areas. The multi-family buildings are oriented towards Century Boulevard and Street A with general building entrances on these facades as well as direct access from individual units at ground floor to these streets. The non-residential buildings have significant glass features at the ground-level for transparency. As conditioned, the exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the architectural drawings included in the Certified Site Plan, as determined by Staff.



Figure 15 – Architectural Front Elevation of Hotel

ii. Division 4.7 Optional Method Public Benefits

Table 4- Phase 1 Site Plan Public Benefits Calculations			
Public Benefit	Incentive Density Points		
	Approved with Sketch Plan	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	8	8
4.7.3.D: Diversity of Uses & Activities			
Small Business Opportunities	20	0	0
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	11.5	11.5
Vegetated Roof	15	5	5
TOTAL POINTS	155	135	135

In accordance with the Zoning Ordinance, Section 59-4.7.1, the Phase 1 Site Plan proposes the following phased public benefits to satisfy the requirements: Transit Proximity, Connectivity and Mobility, Quality of Building and Site Design, and Protection and Enhancement of the Natural Environment.

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 fronting 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 are provided for orientation and safety. These attributes meet the criteria in the CR Zone Guidelines, and therefore, Staff recommends 10 points.

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, 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. Staff recommends 8 points for designing and implementing a wayfinding system that orients pedestrians and cyclists to major open spaces, cultural facilities and transit opportunities using a large number of signs. Two additional points will be provided in Phase 2 when the remaining signs will be provided.



Figure 16 - Outdoor musical play structures



Figure 17 - Fitness stations

Quality of Building and Site Design

Public Open Space: The Site Plan provides 522,431 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; and it includes diverse site amenities that provide unique opportunities for recreation and environmental education. These include a paved exercise trail with 3 fitness stations (Figure 17), 4 outdoor musical play structures (Figure 16), and a junior half basketball court; a natural surface trail with interpretive exhibits, butterfly boxes and bird boxes (Figures 18, 19). Trellis structures demarcate entrance locations for the natural surface trail and exercise trail (Figure 20). 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 (522,431 square feet) over the net lot area (2,251,210 square feet).



Figure 18 – Bird Box and feeder



Figure 19 – Butterfly box



Figure 20 – Gateway trellis

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 (Figures 21 and 22). 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 21-Proposed Public Art with surrounding context



Figure 22-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 every 31,500 square feet of gross floor area comprising the 50 percent incentive density floor area. With these parameters, the Applicant must purchase 1.32 BLTs for Phase I, which, at the ratio of 9 points for each BLT, yields 11.86 points for this public benefit category. Staff recommends approval of 11.5 points, in compliance with the Zoning Ordinance and the CR Zone Implementation Guidelines.

Vegetated Roof: The Applicant requests 5 points for providing vegetated roofs on Buildings C, 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.

Figure 23 – Rendering of vegetated roofs on Buildings C, D and E and 3 major public open spaces



iii. Division 6.1. Site Access

Vehicle, pedestrian, and bicycle access to the Subject Property is adequately and safely 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. A network of internal streets accommodates vehicular, pedestrian and bicycle circulation to the proposed uses, parking areas, alleyways, open spaces and site amenities.

To facilitate inter-parcel connectivity, the Applicant is granting an access easement at the terminus of Street C 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.

iv. Division 6.2. Parking, Queuing, and Loading

Within the multi-family building cluster, vehicle parking is 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 is accommodated in garages, driveways, and on-street. Parking for the hotel and office uses is provided in surface lots. Long-term indoor bicycle parking is 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.

v. Division 6.3. Open Space and Recreation

The Site 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 Site Plan provides a total of 752,618 square feet, or 33 percent, of the net area as open space, which is well above the minimum requirement of the Zone. Common open space encompasses roughly 16 percent of the townhouse cluster area, and the majority is centrally located bordered by streets or building lots. At least 50 percent of the required common open space is in one contiguous area only separated by a residential street. Public open space encompasses roughly 11 percent of the lots/parcels covered by other buildings.

The remaining open space in excess of the 10 percent requirement of the zone is counted as a public benefit supporting the requested incentive density. As discussed in Finding d-ii) above, this amounts to 522,431 square feet of open space or 23 percent of the net lot area.

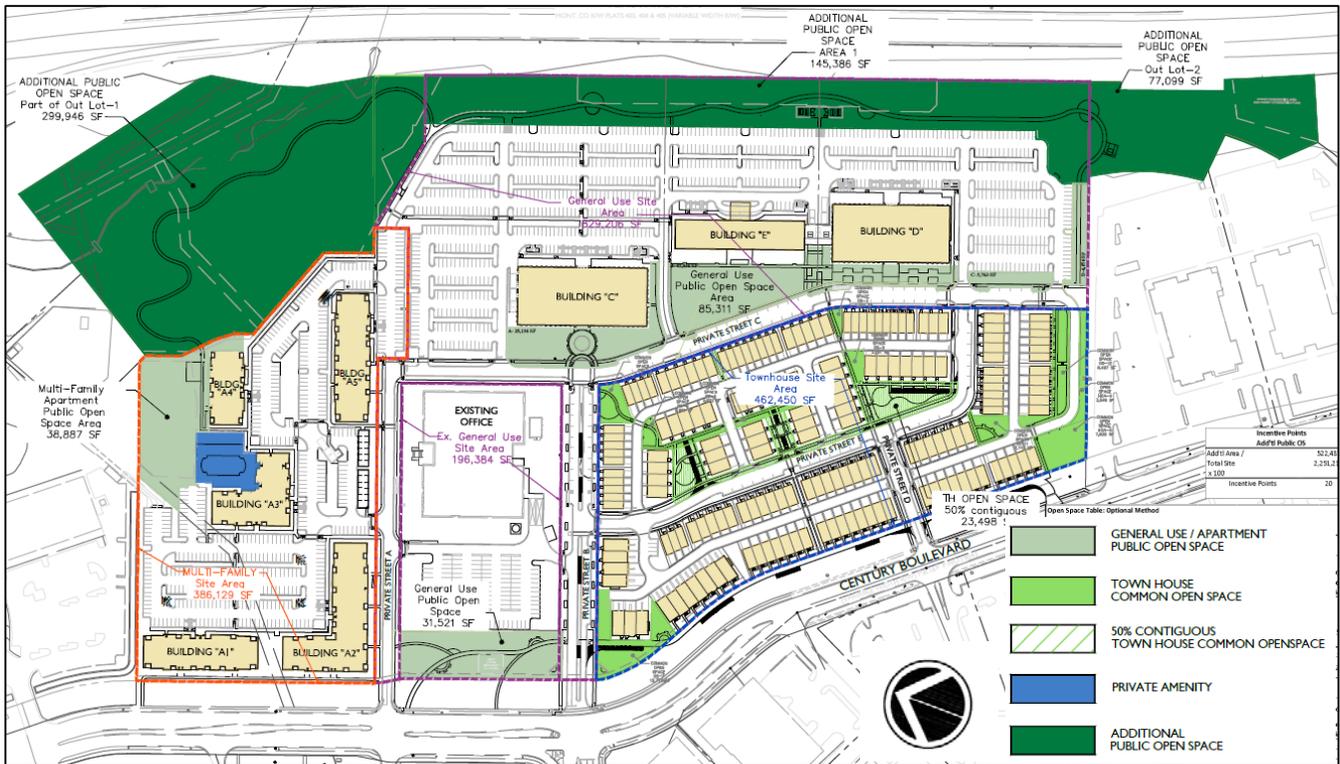


Figure 24 – Open Space exhibit

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. Additionally, the Project also provides site amenities that enrich the recreation opportunities provided and add uniqueness to the project. These include fitness stations, outdoor musical play equipment, junior half basketball court, butterfly boxes and bird boxes along the rear of the site and the environmentally sensitive areas; and pet stations and specimen boulders in the transit plaza. All of these facilities will be provided in Phase 1, which will enable future residents to lead an active and healthy lifestyle.

vi. 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.

As shown in the Development Standards table, the Phase 1 Site Plan meets all of the general requirements and development standards of Section 4.5 of the Zoning Ordinance, the optional method public benefits provisions of Division 4.7 of the Zoning Ordinance, and the general development requirements of Article 59-6 of the Zoning Ordinance.



Figure 25 – Swimming Pool and surrounding Amenity area in the Multi-family building cluster

e. satisfies the applicable requirements of:

i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

The MCDPS Stormwater Management Section approved the stormwater management concept on January 5, 2016. According to the approval letter, the stormwater management concept meets stormwater management requirements via environmental site design to the maximum extent practicable through the use of micro-bioretenion, planter boxes, bioswales, green roofs and two surface sand filters.

ii. Chapter 22A, Forest Conservation.

The application is in compliance with the Environmental Guidelines and Forest Conservation Law. Staff recommends that the Planning Board approve the final Forest Conservation Plan ("FCP") as part of the Site Plan with the conditions cited in this staff report.

The Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) #420063560 for this Property was originally approved on August 10, 2006 and was recertified on March 2, 2009. The NRI/FSD identifies the environmental constraints and forest resources on the Subject Property. The Property contains 4.25 acres of forest, and 98 trees greater than 24" diameter at breast (DBH), a stream, wetlands, and associated environmental buffers in the northern corner of the Subject Property.

The Application proposes a trail which runs around the Property providing connectivity between the residential and natural area of the Property. A portion of this trail network is proposed to be within the Stream Valley Buffer (SVB). This portion of the trail within the SVB will be a natural surface trail with no impacts to the natural grade of the Property. The trail is shown on the submitted FCP within the Category I conservation easement and will be field located to determine the best route while following the general alignment shown. The natural surface trail as shown on the FCP is consistent with the Environmental Guidelines and provides for connectivity and amenities for future residents.

The site has a previously approved FCP dating November 18, 2009 in association with the original Site Plan #820030070. This Application contains an amended FCP that proposes 0.70 acres of forest clearing and 3.04 acres of forest retention. The acreage of forest onsite differs from the approved NRI/FSD due to the deduction of easements not being developed as part of the Application. A complete list of easements and deductions is shown on page 1 of the FCP, but includes pre-existing WSSC, Pepco, SRC, and Storm Drain Easements. The FCP generates a 5.71 acre planting requirement. The planting requirement is generated because the project is clearing below the conservation threshold set under the MPD land use category of 20% net tract area. The Applicant is proposing to meet the entire planting requirement on-site with 5.97 acres of forest planting.

The proposed amendment has no new impacts to any trees 30" DBH or larger and does not generate the requirement for a Variance.

As a part of this amendment the Applicant has requested to revise the configuration of previously recorded Category I conservation easements on the Subject Property. The Applicant is proposing 0.46 acres of Category I conservation easement to be removed. The Applicant is proposing to mitigate the removal of easement by creating an additional 1.15 acres of new Category I conservation easement onsite. This amount is greater than the Planning Board's current policy of a minimum of 2:1 replacement ratio. All of the new easement areas will be planted as part of this plan. The Applicant has provided an easement tracking exhibit, which shows all area of Category I conservation easement to be retained, removed, and created onsite (Attachment F).

iii. Noise

A Roadway Noise Impact Analysis was prepared for the Subject Property and the results provided in a report dated October 20, 2015 and a subsequent addendum dated November 9, 2015 (Attachment G). A noise analysis is necessary to determine the projected interior and exterior noise levels requiring mitigation for residential units and outdoor recreational areas. The Montgomery County "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development" stipulate a 60 dBA Ldn maximum noise level for outdoor recreation areas and 45 dBA Ldn for indoor areas.

Due to the noise reduction provided by the townhomes surrounding the outdoor areas, roadway noise levels in the two playgrounds located on the interior of the site will be below 60 dBA Ldn, with the exception of a small portion of the southern playground where noise levels will slightly exceed 60 dBA Ldn. Under the current site design, further mitigation for the site's public outdoor activity areas is not recommended.

The Noise Analysis for this Property indicates that future unmitigated traffic noise levels above 60 dBA Ldn will impact the residential areas of the Subject Property. Ten of the two-over-two's and 106 townhouses will be exposed to future roadway noise levels above 60 dBA Ldn. While noise impact upon these units will be above the recommended outdoor noise level of 60 dBA Ldn, compliance with Montgomery County's residential 45 dBA Ldn interior noise level requirement can be achieved through modifications to proposed building construction and using enhanced building materials.

Depending upon the noise level specific to each impacted unit, modifications may include increased window/door STC ratings and slight adjustments to exterior wall construction. Further analysis is required to determine the exact mitigation designs necessary, which will be established once a builder has been selected and architectural plans (building elevations, window/door schedule, unit plans) for available units are available (see condition 5a).

In addition to the modifications to proposed building construction, the Applicant is also providing varying height (up to 10 feet) forested berms along I-270. The forested berms will help both with noise reduction at the ultimate buildout but also provide some physical and psychological noise reduction during the interim between the initial buildings and final site buildout.

- f. provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;*

The Phase 1 Site Plan provides safe, well-integrated parking, circulation patterns, building massing, open spaces and site amenities. Buildings are adequately oriented to front onto streets or open spaces with parking in the rear. Building locations and massing create a vertical edge to streets, which effectively re-enforce the circulation patterns both for pedestrians and vehicles. The Project provides a well-connected network of streets that give access to buildings, parking areas, alleyways, open spaces and site amenities.

The diverse open spaces and site amenities provided are well integrated into the project to create unique opportunities for recreation and leisure while adding distinctiveness to the project. For instance, on Century Boulevard across from the future CCT transit stop, the open space includes pet stations and specimen boulders. At the terminus of Street B, the open space includes a large-scale public art piece. In front of the hotel and the adjacent office building, the open spaces consist of a large lawn area and a plaza with seating and game tables. Within the townhouse cluster, the common open space areas are centrally

located and include a range of play structures with seating (Figure 26). These open spaces are complemented by a large area of open space in the rear of the Property which features amenities with an environmental education component such as interpretive exhibits, butterfly boxes and bird boxes. Trellis structures demarcate entrance locations for the natural surface trail and exercise trail. Along the exercise trail, the project features fitness stations, musical play structures and a junior half basketball court. Collectively, the open spaces and site amenities enable a diverse range of activities that enhance the usability of the spaces and distinctiveness of the project.



Figure 26 – Common Open Space areas within the Townhouse Cluster

- g. substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;*

As discussed in the Preliminary Plan section of this staff report, the Phase 1 Site Plan substantially conforms with the recommendations of the 2009 Germantown Employment Area Sector Plan by creating a mixed use development centered on the future CCT station, with employment uses along I-270, and street-oriented development along Century Boulevard.

- h. will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;*

As discussed in the Preliminary Plan findings, the Phase 1 development will be served by adequate public facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities.

- i. on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and*

The Property is not located in a Rural Residential or Residential zone.

- j. on a property in all other zones, is compatible with existing and approved or pending adjacent development.

The Phase 1 development is compatible with existing adjacent development in terms of building heights, access points, and setbacks. The Site Plan proposes two 5-story office buildings and one 5-story hotel building towards the rear of the site to maximize visibility from I-270 as recommended in the Sector Plan. At the corner of Century Boulevard and Cloverleaf Center Drive extended (Street B), the Project provides a large open space area with a 5-story multi-family building and 2-over-2 units framing it, which will be further densified with the Phase II development. The uses and massing at this location is compatible with the future transit stop. The three access points to the project off Century Boulevard are located opposite to existing access points on adjacent properties, which creates a compatible vehicular circulation pattern. Additionally, the project provides an access easement for a future inter-parcel connection along the southern Property boundary, which will improve connectivity with the adjacent development to the south. The building setbacks provided conform to the zoning ordinance and establish compatibility with existing development, which typifies the more traditional development pattern with office buildings surrounded by parking areas and located away from streets.

CONCLUSION

The project complies with the general requirements and development standards of Section 4.5, the optional method public benefits provisions of Division 4.7.3.4, and the general development requirements of Article 59-6 of the Zoning Ordinance. The project satisfies the findings of the Subdivision Regulations and substantially conforms with the goals and recommendations of the *2009 Germantown Sector Plan*. Therefore, Staff recommends approval of Preliminary Plan Amendment No. 12002095B, and Site Plan Amendment No. 82003007B with the conditions specified at the beginning of this report.

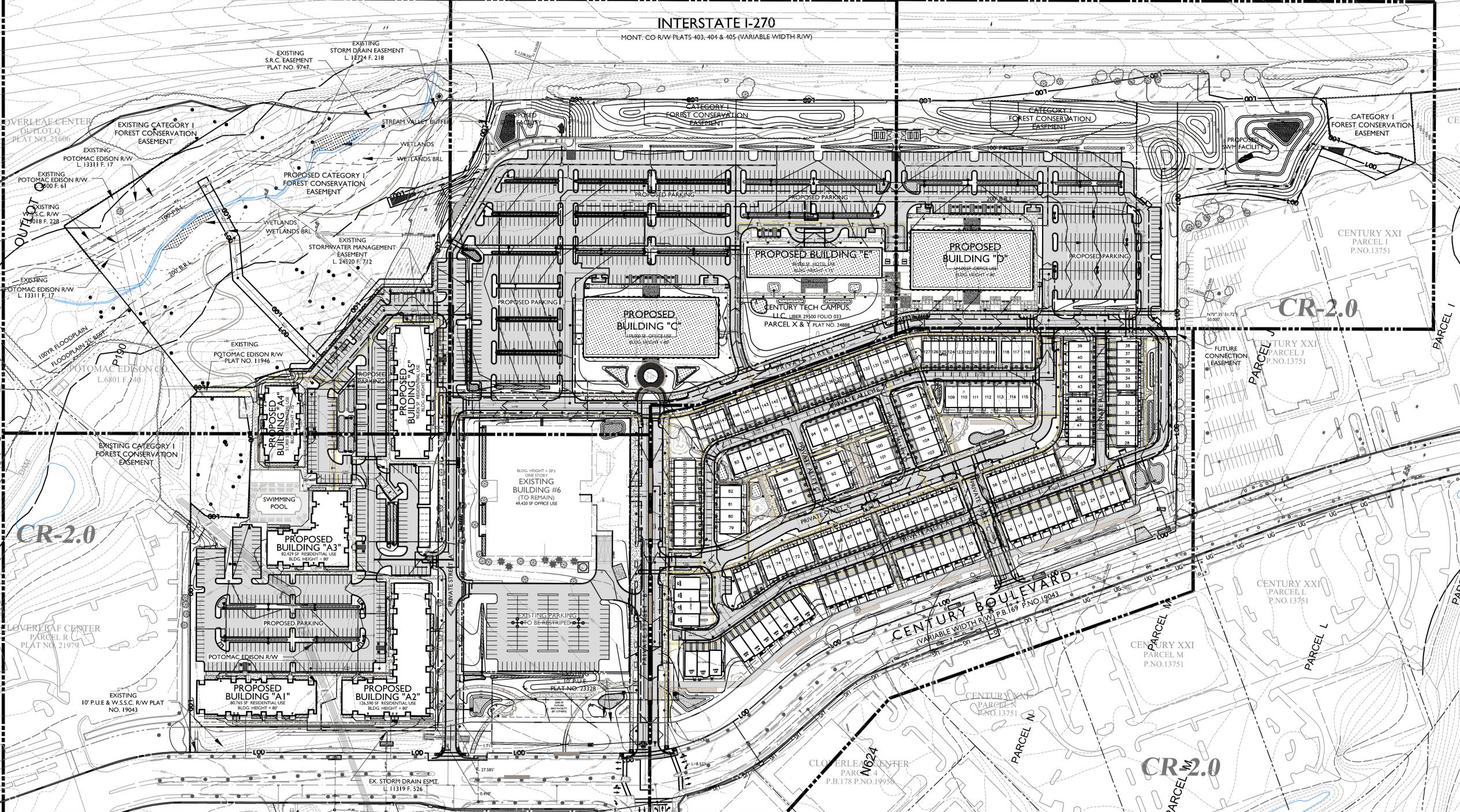
ATTACHMENTS

- Attachment A: Preliminary Plan Amendment, Site Plan Amendment
- Attachment B: Sketch Plan Resolution [MCPB Resolution No. 15-160]
- Attachment C: Agency Correspondence
- Attachment D: Art Review Panel Memorandum
- Attachment E: Forest Conservation Plan
- Attachment F: Forest Conservation Easement Exhibit
- Attachment G: Roadway Noise Impact Analysis

SEE SHEET SP-06

SEE SHEET SP-08

SEE SHEET SP-10

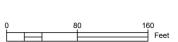


SEE SHEET SP-07

SEE SHEET SP-09

FOR LOCATION OF UTILITIES CALL "MISS UTILITY" AT 1-800-857-7777 OR LOG ON TO http://www.missutility.net/itics/ 48 Hours in Advance of Any Work in This Vicinity

NOTE: The Planimetric information shown on this plan is based in part on copyrighted GIS Data from M-NCPPC, and may not be copied or reproduced without express written permission from M-NCPPC.



Site Plan Composite SCALE: 1"=80' Feet



Developer's Certificate form with fields for Developer (Century Technology Campus, LLC), Address (1055 Thomas Jefferson Street, N.W., Suite 600), Phone ((202) 337-1075), and Signature.

CENTURY Site Plan Amendment # 82003007B



Table with 2 columns: DATE and DESCRIPTION. Rows include 7.10.2015 INITIAL SUBMISSION, 7.29.2015 FINAL SUBMISSION, and 10.06.2015 DRC AMENDED SUBMISSION.

Table with 2 columns: NO and DESCRIPTION. Row includes 1001 Century Site Plan Set.

PROJECT NUMBER: 1178A DATE: December 2015 SCALE: 1"=80' DRAWING TITLE: Overall Site Plan

DRAWING NUMBER: SP-05

Preliminary Not For Construction



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

JAN 25 2010

MCPB No. 09-156
Preliminary Plan No. 12002095A
Century Technology Campus
Date of Hearing: December 17, 2009

RESOLUTION¹

WHEREAS, pursuant to Montgomery County Code Chapter 50, the Montgomery County Planning Board ("Planning Board" or "Board") is vested with the authority to review preliminary plan applications; and

WHEREAS, on August 11, 2009, Trammel Crow Company ("Applicant"), filed an application for approval of a preliminary plan amendment to consolidate four recorded parcels and create one recorded parcel on 51.8 acres of land in the I-3 Zone; located on Century Boulevard at the intersection of Cloverleaf Center Drive, ("Property" or "Subject Property"), in the Sector Plan for the Germantown Employment Area ("Master Plan"); and

WHEREAS, Applicant's preliminary plan application was designated Preliminary Plan No. 12002095A, Century Technology Campus ("Preliminary Plan" or "Application"); and

WHEREAS, Staff issued a memorandum to the Planning Board, dated December 7, 2009, setting forth its analysis, and recommendation for approval, of the Application subject to certain conditions ("Staff Report"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and the staffs of other governmental agencies, on December 17, 2009, the Planning Board held a public hearing on the Application (the "Hearing"); and

WHEREAS, at the Hearing, the Planning Board heard testimony and received evidence submitted for the record on the Application; and

¹ This Resolution constitutes the written opinion of the Board in this matter and satisfies any requirement under the Montgomery County Code for a written opinion.

Approved as to
Legal Sufficiency:

8787 Georgia Avenue, N.C. 20910 Chairman's Office: 301.495.4605 Fax: 301.495.1320

www.MCParkandPlanning.org E-Mail: mcp-chairman@mncppc.org

WHEREAS, on December 17, 2009, the Planning Board approved the Application subject to certain conditions, on motion of Commissioner Alfandre; seconded by Commissioner Wells-Harley; with a vote of 3-0, Commissioners Alfandre, Hanson, and Wells-Harley voting in favor, Commissioner Presley absent, and one seat vacant.

NOW, THEREFORE, BE IT RESOLVED THAT, pursuant to the relevant provisions of Montgomery County Code Chapter 50, the Planning Board approved Preliminary Plan No. 12002095A to create one recorded parcel on 51.8 acres of land in the I-3 Zone; located on Century Boulevard at the intersection of Cloverleaf Center Drive, ("Property" or "Subject Property"), in the Sector Plan for the Germantown Employment Area ("Master Plan"), subject to the following conditions which supersede the conditions of the preliminary plan approval 120020950:

1. Total development under the subject Preliminary Plan is limited to 510,702 square feet of general office as analyzed in the traffic study and 21,000 square feet of space for accessory mechanical and storage uses.
2. The Applicant must dedicate, and the record plat must reflect, an additional 4 feet of right-of-way where needed along Century Boulevard to provide the master-planned minimum right-of-way width of 134 feet.
3. The Applicant must provide all necessary roadway improvements for Century Boulevard as contained in the Montgomery County Department of Transportation (MCDOT) letter dated November 18, 2009. The Applicant will ultimately be responsible for part of the cost of the future realignment and reconstruction of the cross section of Century Boulevard along the property frontage. The extent of this requirement will be determined at the time of subsequent applications.
4. The Applicant must reserve 50 on-site parking spaces located on the surface parking lot near the intersection of Century Boulevard and Cloverleaf Center Drive to users of the CCT. The location and nature of these spaces may change with subsequent applications.
5. The Applicant must record a record plat that places the 80-foot-wide right-of-way segment on the southern boundary of the property in reservation for a minimum of 3 years for the future CCT and a potential local roadway (B-19). The Applicant may reconstruct and maintain existing surface parking in the reservation area until the County or other entity is prepared to construct the contemplated improvements.
6. The record plat must reflect the 80-foot-wide right-of-way for the future extension of the CCT along the southern border of the site along with a note describing it as the maximum extent for the potential right-of-way shown in the Sector Plan for the future CCT.
7. The Applicant must coordinate with MCDOT regarding the Century Boulevard subdivision road participation project (SRP-71, CIP 508000) north of this site to coordinate roadway improvements.

8. To satisfy the requirements for development located on an I-3 zoned property, the Applicant must execute a Traffic Mitigation Agreement with MCDOT and the Planning Board prior to submission of the certified site plan.
9. The record plat must reflect a public use and access easement over all private streets and adjacent parallel sidewalks.
10. The Applicant must comply with the conditions of approval of the MCDOT letter dated November 18, 2009. These conditions may be amended by MCDOT, provided the amendments do not conflict with other conditions of the preliminary plan approval.
11. The Applicant must comply with the conditions of the Montgomery County Department of Permitting Services (MCDPS) stormwater management concept approval letter dated July 22, 2009. These conditions may be amended by MCDPS, provided the amendments do not conflict with other conditions of the preliminary plan approval.
12. The Applicant must satisfy provisions for access and improvements as required by MCDOT prior to recordation of plat(s), as applicable.
13. Except for the demolition of existing structures, no clearing, grading, or recording of plats prior to certified site plan approval.
14. Final approval of the number and location of buildings, on-site parking, site circulation, sidewalks, and bikepaths will be determined by the site plan.
15. The record plat must reflect denial of access along the I-270 property frontage.
16. The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid for eighty-five (85) months from the date of mailing of the Planning Board Resolution.
17. The Applicant must provide a ten-foot public utility easement parallel, contiguous and adjacent to the right-of-way of Century Boulevard, unless an alternative alignment is agreed upon by the applicable utility companies at the request of the M-NCPPC prior to certification of the site plan and recordation of the plat.
18. All necessary easements must be shown on the Record Plat.

BE IT FURTHER RESOLVED, that, having given full consideration to the recommendations and findings of its Staff, which the Board hereby adopts and incorporates by reference and upon consideration of the entire record, the Montgomery County Planning Board FINDS, with the conditions of approval, that:

1. *The Preliminary Plan substantially conforms to the sector plan.*

Sector Plan Conformance

The subject property is located within the Employment Corridor of Germantown on a signature site along I-270. The newly approved and adopted, but not yet implemented, Sector Plan for the Germantown Employment Area (Sector Plan) designates this site within the Cloverleaf District, which is envisioned to redevelop into a

compact, mixed-use, transit-based neighborhood. The Sector Plan identifies the following applicable recommendations:

- Creating Germantown as a Corridor City with a unique quality of place;
- Designing and funding the Corridor Cities Transitway as an essential feature of Germantown’s future;
- Creating Germantown as a strategic location for employment in the County;
- Creating transit-served, mixed-use communities;
- Enhancing Germantown’s natural environment; and
- Encouraging high-quality design that enhances character and identity.

The buildings and parking that currently exist on the site are inconsistent with the new Sector Plan. This application proposes to remove many of the existing buildings and utilize existing parking where possible. The recommended land use distribution is 50-60 percent commercial uses and 40-50 percent residential uses for each property in the Cloverleaf District. The Sector Plan also recognizes that employment uses should be oriented to take advantage of visibility from I-270. A conceptual phasing plan was submitted to ensure that interim uses of the site would not preclude full build-out of the recommended land uses and maximum amount of development. The Board has determined this initial phase provides approximately 49 percent of the Sector-Plan-recommended employment uses for this site, and thus verifies that the Sector Plan’s land use and design recommendations will still be achievable by subsequent phases of development.

Employment Development

The subject site encompasses approximately 51.76 acres (after dedication) of the Sector Plan’s 130-acre Cloverleaf District, which is recommended to develop with an average density of 1.0 FAR under the TMX-2 zone that will be put in place with the newly approved sector plan. This application proposes development at 0.22 FAR for office and storage uses under the current I-3 zone, which allows up to 0.5 FAR.

During the master planning process, Staff used the following land uses and development amounts at maximum build-out on this site to evaluate local transportation impacts and the jobs to housing ratio:

Sector Plan Modeling of the Century Technology Campus		
Land Use	Amount of Development (s.f)	Jobs @ 350 s.f.
Office	725,000	2,071
Retail	100,000	285
Day Care	10,000	28
Hotel	100,000	285

Other	100,000	285
Total Non-residential	1,035,000	2,954
Residential	1,055	N/A

Both the Planning Board and County Council emphasized the importance of employment at transit-served locations. The Board finds that this application, the first phase for the projected mixed-use development, begins to fulfill the Sector Plan objective of providing employment at transit-served properties. The Board further finds that subsequent phases should address the need for additional employment and housing needs.

Parking

The subject application proposes an excess of 377 parking spaces above the requirements enumerated in Section 59-E of the Zoning Ordinance.

Parking Analysis				
Building	Building Size (s.f.)	Originally Proposed Parking Spaces	Revised Proposed Parking Spaces	Required Parking Spaces (3 per 1,000)
Building B	172,895	1,816	1,686	519
Building C	159,039			477
Building E	129,267			388
Building #6	49,501	526	224	149
Total	510,702	2,342	1,910	1,533

To meet the Sector Plan recommendations, parking should typically not exceed the minimum required in the Zoning Ordinance. Staff has worked with the Applicant to address this in a number of ways:

1. The fifty spaces required for transit parking must be provided in the western lot near the intersection of Cloverleaf Center Drive and are not attributable to this project;
2. As shown above, the number of parking spaces has been reduced to 1,686 in the lots to the north and west of proposed buildings B and C;
3. 302 parking spaces to the west of Building #6 have been removed from the plan; and
4. As a condition of the concurrent site plan approval, 70 additional spaces will be removed from the total built by not constructing the small proposed lot in the southeast corner of the site.

The resulting total number of spaces built would be 1,788, which is still more than the required number of parking spaces. In this particular case, however, the Board finds

that the revised and conditioned parking facilities are appropriate based on three unique factors. First, much of the parking that is proposed already exists on site. Second, the existing site is largely covered by parking lots and buildings and the new parking will not impact significant pervious areas, instead being concentrated on existing impervious areas. Third, the phased nature of this project will result in a highly-intense and largely impervious site in the future. The proposed and conditioned vegetative screening and stormwater management facilities sufficiently mitigate the visual and environmental impacts of these interim surface lots.

Zoning

The Applicant proposes to develop the property under the current I-3 zoning, but the property will be rezoned to TMX-2 by sectional map amendment as recommended in the Sector Plan. The Board finds the proposed development in this phase will not limit future achievement in later phases of the greater mix of uses including retail, services, residential, entertainment, and research and development that are envisioned by the Sector Plan.

Therefore, the Board finds the proposed plan substantially conforms to the Master Plan.

- 2. Public facilities will be adequate to support and service the area of the proposed subdivision.*

Roads and Transportation Facilities

The site is located on the east side of Century Boulevard opposite its intersection with Cloverleaf Drive with two vehicular access points from Century Boulevard. The access points and the vehicular circulation system shown on the plan are adequate to provide sufficient capacity for safe and efficient circulation into and from the site. In particular, parking and drives are sufficiently separated for through movement and safe maneuvering. Egress from the site may be required to expand to two lanes to provide dedicated right-turn and through/left-turn lanes. But this and other circulation details will be decided at later phases as density increases on and around this site.

Five-foot sidewalks exist within the right-of-way for Century Boulevard along the frontage of the two adjacent properties, and the Applicant will continue these sidewalks along the subject property's frontage. The proposed bus shelter and sidewalks connecting the internal pedestrian circulation system and the sidewalks along Century Boulevard will ensure easy and safe access for pedestrians to and from the site. Therefore, the Board finds the proposed and conditioned pedestrian facilities and circulation system are safe and adequate.

Master Plan Roadway, Corridor Cities Transitway, and Right-of-way

The newly approved 2009 Germantown Master Plan recommends a minimum right-of-way width of 134 feet for Century Boulevard to accommodate the Corridor Cities Transitway (CCT). The master plan also recommends 80 feet of right-of-way on the south side of the subject property and crossing I-270 for a future access roadway and a CCT spur to the east. The Applicant will dedicate the necessary right-of-way to achieve the master planned width along their frontage on Century Boulevard and place the recommended 80 feet of additional right-of-way on the southern property boundary into reservation for the maximum of three years. There is a CIP project (SRP-71, CIP 508000) to widen Century Boulevard north of the subject property. The applicant will need to coordinate with MCDOT on this CIP project.

Local Area Transportation Review

A traffic analysis was prepared to determine the impact of 510,702 square feet of general office use on the area transportation system. The 21,000 square-foot existing storage shed that will remain on-site does not generate any trips.

Nine locations were identified as critical intersections affected by the proposed development. These intersections were examined to determine whether they operate within the applicable congestion standard of 1,600 Critical Lane Volume (CLV) for the Germantown Town Center and 1,425 CLV for the Germantown West Center Policy Areas. The site trips were added to the existing and background traffic (traffic generated by the approved but un-built developments in the area) to determine the total future traffic condition. The total future traffic was assigned to the critical intersections and the result of the CLV calculations for these intersections is summarized below.

Intersection Capacity Analysis with CLV Under Various Development Schemes During the Peak Hour						
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
MD 118/Wisteria Drive	902	1,300	1,167	1,310	1,168	1,524
MD 118/Middlebrook Road	921	1,289	964	1,454	983	1,468
MD 118/Crystal Rock Drive	806	1,013	825	1,019	825	1,045
MD 118/Aircraft Drive	741	891	750	964	756	1,010
MD 118/I-270 SB Off Ramp	903	1,062	1115	1,111	1,175	1,122
Father Hurley Blvd./ I-270 SB Off Ramp	378	421	664	534	698	587
Father Hurley Blvd./ I-270 NB Off Ramp	556	596	909	704	943	731
Crystal Rock/Cloverleaf Center Drive	566	651	677	713	934	923
Father Hurley Blvd./Crystal Rock Drive	903	1,062	1115	1,111	1,242	1,121

As shown in the above table, all analyzed intersections are currently operating within acceptable CLV standards during the morning and evening peak hours. All MD 118 intersections except the I-270 southbound ramp are located in the Germantown Town Center Policy Area (congestion standard of 1,600 CLV) while all other intersections are located in the Germantown West Policy Area (congestion standard of 1,425 CLV). Acceptable levels of traffic conditions are projected to be maintained under the background and total proposed development conditions.

Policy Area Mobility Review (PAMR)

This application is not subject to the PAMR test because the site is located within the Germantown West Policy Area where there is no PAMR trip mitigation requirement according to Adopted 2009-2011 Growth Policy.

Therefore, the Board finds that the proposed plan satisfies the LATR and PAMR tests. The Board also finds that with the proposed dedication and improvements vehicle and pedestrian access and circulation of the subject property will be safe, adequate, and efficient.

Other Public Facilities and Services

Other public facilities and services are available and will be adequate to serve the proposed office buildings. The site is served by public water and sewer. Gas, electric and telecommunications services are also available to serve the property. Police

stations, firehouses and health services are currently operating within the standards set by the Growth Policy Resolution currently in effect. The Application has been reviewed and approved by the Montgomery County Fire and Rescue Service which has determined that the property has adequate access for emergency vehicles. The property is within a school cluster that is currently in moratorium. However, the preliminary plan approval does not include any residential uses.

- 3. The size, width, shape, and orientation of the proposed lots are appropriate for the location of the subdivision.*

The lots have been reviewed for compliance with 50-29(a) of the Subdivision Regulations. The Planning Board finds that the size, shape, width, and area of the lots were appropriate for their location within the subdivision.

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

A Preliminary Forest Conservation Plan (with preliminary plan 120020950) was approved in August 2002 and a Final Forest Conservation Plan (with site plan 820030070) was approved in June 2003. At that time the Applicant was proposing to remove 0.81 acres of the existing 3.86 acres of on-site forest and retain 3.05 acres of forest. The Final Forest Conservation Plan (FFCP) approved at that time had a 5.77-acre planting requirement. Both the retained and proposed planted forest areas associated with that FFCP are protected by a Category I conservation easement recorded by plat 23328. The existing FFCP will be revised slightly by the site plan amendment that is being reviewed concurrently with the preliminary plan amendment. No significant trees or forest will be impacted by this minor revision to the Category I conservation easement. Therefore, the Board finds the preliminary plan satisfies the requirements of the Forest Conservation Law.

- 5. The Application meets all applicable stormwater management requirements and will provide adequate control of stormwater runoff from the site. This finding is based on the determination by the Montgomery County Department of Permitting Services (MCDPS) that the Stormwater Management Concept Plan approval meets MCDPS' standards.*

The MCDPS Stormwater Management Section approved the stormwater management concept for the project on July 22, 2009. The stormwater management concept consists of on-site channel protection via two dry ponds; on-site water quality control via two sand filters, a volume based stormfilter, two hydrodynamic devices, and numerous micro-bioretenment facilities. Onsite recharge is provided.

BE IT FURTHER RESOLVED, that this Preliminary Plan will remain valid for 60 months from its Initiation Date (as defined in Montgomery County Code Section 50-35(h), as amended) and that prior to the expiration of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded among the Montgomery County Land Records or a request for an extension must be filed; and

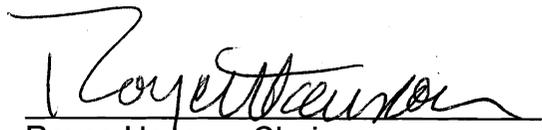
BE IT FURTHER RESOLVED, that the date of this Resolution is JAN 25 2010 (which is the date that this Resolution is mailed to all parties of record); and

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

* * * * *

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 Wells-Harley, seconded by Commissioner Alfandre, with Commissioners Hanson, Alfandre, and Wells-Harley voting in favor of the motion, and Commissioner Presley absent, with a four-member Board, at its regular meeting held on Thursday, January 14, 2010, in Silver Spring, Maryland.



Royce Hanson, Chairman
Montgomery County Planning Board



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

FEB 3 2016

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

A blue ink signature of a representative from the M-NCPPC Legal Department.

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

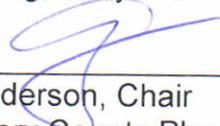
BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this

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

* * * * *

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

DPS-ROW CONDITIONS OF APPROVAL

January 7, 2016

82003007B Century

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan files

“07-SITE-82003007B-SP-07.pdf V6” uploaded on/ dated **“12/21/2015”** and
“07-SITE-82003007B-SP-09.pdf V6” uploaded on/ dated **“12/21/2015”**.

The followings need to be addressed prior to the certification of site plan:

1. Clearly show and label the ROW line, bio swales and Fire Dept Access.
2. Clearly label private streets “B” and “C” as “Fire Access”.
3. Label all existing and proposed public sidewalks also label them ramps as 5’ minimum wide and ADA compliant. All handicap ramps should be aligned.
4. Provide a note that all private streets have to be built to tertiary roadway structural standards.
5. Delete all pedestrian crossing markings from the plan.
6. Replace all ash trees along the site frontage from the approved species list.



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett
County Executive

Clarence J. Snuggs
Director

January 29, 2016

Ms. Sandra Pereira
Area 3 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Century
Sketch Plan No. 320160020
Preliminary Plan Amendment No. 12002095B
Site Plan Amendment No. 82003007B

Dear Ms. Pereira:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the applicant's revisions to the above referenced plans and recommends Approval of the plans.

Sincerely,

Lisa S. Schwartz
Senior Planning Specialist

cc: Ryan White, Rodgers Consulting
Patrick O'Neil, Lerch, Early & Brewer
John Clarke, Elm Street Development

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Division of Housing

Affordable
Housing Program
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Multifamily Housing
Programs
FAX 240-777-3691

Landlord-Tenant Affairs
FAX 240-777-3691

Licensing & Registration Unit
240-777-3666
FAX 240-777-3699

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DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Acting Director

December 15, 2015

Montgomery County
RECEIVED

★ DEC 17 2015 ★

★ Planning Department ★

Mr. Michael Garcia, Transportation Coordinator
Area 3 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 12002095B
Century
Traffic Impact Study Review

Mike:
Dear Mr. Garcia:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review (TIS) dated July 2015, and prepared by Craig Hedberg of Integrated Transportation Solutions, Inc. Total development evaluated by the analysis evaluates the differences between the previously approved 510,702 SF office space and:

- 352,420 SF proposed office space
- 120 room hotel
- 303 apartments
- 174 townhomes

We offer the following comments:

Local Area Transportation Review (LATR)

1. The Planning Board Resolution for the previous amendment to this preliminary plan contained the following condition no. 7: *“The applicant must coordinate with MCDOT regarding the Century Boulevard Subdivision Road Participation project (SRP-71, CIP 508000) north of this site to coordinate roadway improvements.”* This report does not mention that approval condition. We believe the condition remains applicable unless the applicant can demonstrate how it has been satisfied.

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2. This TIS includes analyses considering the projected potential development for the Symmetry at Cloverleaf site. This report is not consistent with the figures shown in the now pending Provisional APF for the Symmetry project. We do not recommend any changes to this study for the Symmetry site, since those figures are for comparison purposes and the maximum development yield (for the Symmetry project) has not yet been approved by the Planning Board.
3. The CLV values at the intersections studied are less than the applicable congestion threshold standards, assuming completion of the mitigation at the Father Hurley Boulevard/Crystal Rock Drive intersection. We accept the consultant's conclusions.

However, the study did not evaluate the Aircraft Drive & Century Boulevard intersection. The Black Hills (PP No. 12012021A) TIS dated April 10, 2015 and prepared by The Traffic Group shows significant increases in CLV's at this intersection in both a.m. and p.m. peak hours (79% and 74%, respectively). MCDOT recommends that this intersection should be evaluated as part of the Century project and any necessary improvements be established prior to approval of the first record plat for this project.

4. We have received the applicant's Traffic Signal Warrant Analyses for the Crystal Rock Drive/Cloverleaf Center Drive/Waters Landing Road and Century Boulevard/Cloverleaf Center Drive/site main entrance intersections. We have received revisions to these studies, and they remain under review by our Division of Traffic Engineering and Operations. If traffic signal(s) are determined to be warranted at the intersection(s), construction of same shall be at the applicant's expense.

Pedestrian and Bicycle Impact Statement (PBIS)

1. Table G: The pedestrian and bicycle counts do not match the data in Appendix A for the following intersections:
 - a. Crystal Rock Drive at Cloverleaf Center Drive/Waters Landing Drive
 - b. Maryland Route 118 (Germantown Road) at Aircraft Drive
 - c. Century Boulevard at Cloverleaf Center Drive
2. The "Bikeways and Transit Service" discussion on pages 29 through 32 should include an evaluation of existing sidewalks, bicycle facilities, handicap ramps, pedestrian amenities at traffic signals, etc. (in addition to the master planned facilities). The evaluation in this report does not fully assess those details.

Transportation Policy Area Review (TPAR)

1. The Transportation Policy Area Review test under the Subdivision Staging Policy must be satisfied by paying the "transportation impact tax" that equals 25% of the development

Mr. Michael Garcia
Preliminary Plan No. 1-2002095B
December 15, 2015
Page 3

impact tax for a site located in the Germantown Town Center and Germantown West Policy Areas.

SUMMARY

1. The report should explain if the previous Planning Board requirement to participate in the Century Boulevard Extension CIP project has been satisfied. If not, the report should proffer a remedy to achieve that condition.
2. The findings of the LATR have been accepted, assuming completion of the mitigation at the Father Hurley Boulevard/Crystal Rock Drive intersection.
3. Since the Black Hills (PP No. 12012021A) TIS shows significant increases in both a.m. and p.m. CLV's at the intersection of Aircraft Drive and Century Boulevard, MCDOT recommends that this intersection should be evaluated as part of the Century project and any necessary improvements be established prior to approval of the first record plat for this project.
4. The revisions to the traffic signal warrant analyses study have been received and they remain under review by our Division of Traffic Engineering and Operations. If traffic signal(s) are determined to be warranted at the intersection(s), construction of same shall be at the applicant's expense.
5. We recommend that the consultant revise Table G to match the data in Appendix A.
6. The applicant will need to pay a transportation impact tax equal to 25% of the development impact tax.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. Billy Whelan, our Development Review Engineer for this project, at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,



Gregory M. Leck, Manager
Development Review Team
Office of Transportation Policy

Mr. Michael Garcia
Preliminary Plan No. 1-2002095B
December 15, 2015
Page 4

cc: Craig Hedberg; Integrated Transportation Solutions, Inc.
Campbell Smith; Trammel Crow Co.
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Fred Lees; MCDOT DTEO
Khursheed Bilgrami; MCDOT DTEO
Bruce Mangum; MCDOT DTEO
Mark Terry; MCDOT DTEO
Billy Whelan; MCDOT OTP



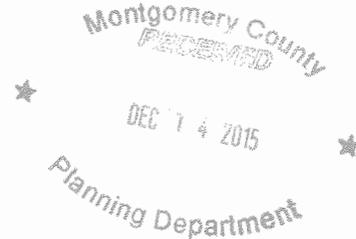
DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Acting Director

December 8, 2015

Mr. Ryan Sigworth, Senior Planner
Area Three Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760



RE: Preliminary Plan No. 12002095B
Century

Ryan
Dear Mr. Sigworth:

We have completed our review of the revised preliminary plan dated October 6, 2015. An earlier version of this plan was reviewed by the Development Review Committee at its meeting on August 31, 2015. We appreciate the cooperation and additional information provided by the applicant and their consultant. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

NOTE: All conditions in our previous review comments letters dated July 19, 2002 (for preliminary plan no. 120020950) and November 18, 2009 (for preliminary plan no. 12002095A) remain applicable unless modified below.

Design Exception Requests

We have received a package of Design Exception requests from the applicant dated October 23, 2015. We offer the following comments on each of these requests:

1. **Design Exception Request: "Fire access roads and operating bays."** This Design Exception proposes to "provide a 12 foot wide asphalt paved Fire Department Access roadway surface along the frontage of units 1-27 with six (6) Fire Department Operating bays, measuring a minimum of 20 feet x 50 feet, to provide the required fire access to emergency services. The 12 foot asphalt roadway will be widened at the operating bays to 20 feet providing an additional 8 feet of Grasscrete."

Office of the Director

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Response: MCDOT approves this Design Exception subject to the following conditions:

- a) In conjunction with the issuance of the right-of-way construction permits for the proposed emergency access pavement, the applicant shall rough grade the entire Century Boulevard site frontage to accommodate the future widening of that roadway – to facilitate implementation of the Corridor Cities Transitway as well as other future right-of-way improvements [including a six (6) foot lawn panel, a seven (7) foot wide cycle track, a six (6) foot shared use path, and a two (2) foot maintenance strip] so as to not conflict with the proposed development on this site. The existing sidewalk, which will be removed and replaced as a result of this construction, should be located further away from the existing roadway curbline.
 - b) The emergency access pavement will become a temporary installation, to be removed when the Corridor Cities Transitway is constructed at a future date.
 - c) The total width of the emergency access pavement shall not exceed twenty (20) feet.
 - d) The proposed pavement shall be for emergency vehicle use only. At the permit stage, the Signs and Markings Plan will need to reflect appropriate signage, to be installed at the applicants' expense prior to release of the right-of-way construction permit.
 - e) "Grasscrete" material may be substituted with another material having satisfactory comparable load strength and construction characteristics at the permit stage. The bituminous concrete and "Grasscrete" alternative pavement surfaces will need to be of sufficient thickness/depth to bear the load of a fully-loaded fire truck. We defer to the Office of the Fire Marshal and the Department of Permitting Services to confirm the pavement design and specifications at the permit stage.
 - f) The applicant will need to install collapsible bollards within the Century Boulevard right-of-way to preclude private use of the emergency vehicle pavement. We recommend these bollards be installed no closer than twenty five (25) feet from the Century Boulevard curbline and extend across the entire width of the emergency access pavement. We defer to the Fire Marshal and the Department of Permitting Services for the specific collapsible bollard to be used.
 - g) The emergency access pavement shall be privately maintained within the Century Boulevard right-of-way under a formal Maintenance and Liability Agreement. Prior to issuance of the permit to construct this pavement, the applicants will need to execute and record that agreement. The agreement may be formally extinguished when the emergency access pavement has been permanently removed, a new five (5) foot wide concrete sidewalk is constructed in its ultimate location, and the right-of-way is satisfactorily restored under permit.
2. **Design Exception Request: "Fire access road entrances."** This Design Exception proposes "Near the southernmost boundary to provide a 35 foot wide entrance apron along the east side of Century Boulevard and apronless, mountable curb entrances with Grasscrete fill-in along proposed private streets for use by emergency services. Areas of grasscrete will be designed to allow the largest planned emergency vehicle to safely complete the required turning movements between the proposed private streets and the proposed fire access road."

Response: MCDOT approves this Design Exception subject to the following conditions:

- a) We note the drawing does not provide a one hundred (100) foot tangent between the end of the curb return for the adjacent (off-site) southern driveway and the proposed apron for the emergency access pavement. Since the emergency access pavement will function as a one-way (in only) movement and is expected to receive infrequent use, we approve the proposed entrance location.
- b) The emergency access apron must be constructed full width in concrete to a point twenty five (25) feet behind the existing curbline of Century Boulevard.
- c) We approve the use of Type F Mountable Concrete Curb and Gutter (MCDOT Standard No. MC-104.01) across the width of the emergency access apron.
- d) The emergency access apron shall be privately maintained within the Century Boulevard right-of-way under the formal Maintenance and Liability Agreement conditioned in the response to the first Design Exception request.
- e) This apron will be removed in the future when Century Boulevard is widened to accommodate the Corridor Cities Transitway.

3. **Design Exception Request: "Landscaping within the right of way."** This Design Exception proposes "To provide required tree, shrubbery, and ground cover plantings along Century Boulevard."

Response: Provided the Century Boulevard right-of-way is rough graded per the response in the first Design Exception request, MCDOT approves this Design Exception subject to the following conditions:

- a) More information on the species of the proposed landscaping is needed. This information should be reflected on the pending preliminary and site plans.
- b) The emergency access apron shall be privately maintained within the Century Boulevard right-of-way under the formal Maintenance and Liability Agreement conditioned in the response to the first Design Exception request.

4. **Design Exception Request: "Stormwater management within the right of way."** This Design Exception proposes "To provide stormwater management environmental sensitive design facilities within the public right-of-way, in accordance with Montgomery County standards and specifications along Century Boulevard."

Response: Provided the Century Boulevard right-of-way is rough graded per the response in the first Design Exception request, MCDOT approves this Design Exception subject to the following conditions:

- a) More information on the species of the proposed stormwater management facilities is needed. The plans attached to the Design Exception request simply indicate "SWM BIO." This information should be reflected on the pending preliminary and site plans.

Preliminary Plan Review Comments

1. The Traffic Impact Study (TIS) is currently under review by MCDOT.
2. The TIS included Traffic Signal Warrant analyses for two intersections (Century Boulevard/Cloverleaf Center Drive/main site entrance and Crystal Rock Drive/Cloverleaf Center Drive/Waters Landing Road). These studies remain under review by our Division of Traffic Engineering and Operations. If traffic signal installation(s) are found to be warranted, installation shall be at the applicants' expense. Any signal construction will need to be under permit and bond prior to the issuance of any right-of-way construction and/or site access permits.
3. Prior to the issuance of any permits for work within the Century Boulevard right-of-way, the applicant will need to coordinate with Ms. Joana Conklin of our Director's Office and Mr. Rick Kiegel of Maryland Transit Administration regarding the latest plans for the Corridor Cities Transitway. Ms. Conklin may be contacted at 240-777-7195 or at joana.conklin@montgomerycountymd.gov; Mr. Kiegel may be contacted at 410-767-1380 or at rkiegel@mta.maryland.gov
4. At or before the permit stage, please coordinate with Ms. Stacy Coletta or Mr. Lee Winestone of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta and Mr. Winestone may be contacted at 240-777-5800.
5. In order to promote the use of non-auto modes of transportation, transit-oriented and sustainable development, as called for in the 2009 Germantown Forward Sector Plan, the Project should incorporate the following Transportation Demand Management (TDM) related measures:

Incorporate transit-oriented building elements into the project design to facilitate transit use, including the following options:

- i. Design lobbies to emphasize two-way visibility for transit or shuttles.
- ii. Orient office and residential building lobbies toward public roads for maximum visibility of transit options and other non-auto transportation modes (i.e., vanpools, taxis, shuttles, etc).
- iii. Provide a concierge/reception desk in major residential and office buildings with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.

In the lobbies of each building, provide opportunity and connections for electronic (LCD) display screens providing Real Time Transit Information Signs to enable information to be readily accessed at each phase by Project residents, employees, visitors, etc.

Provide bike racks, lockers and bicycle storage facilities, as well as publicly-accessible bike parking; clarify location(s) on the site plan. Both publicly- and privately-accessible bike racks should be conveniently located. Provide **showers and changing rooms** in the office buildings to encourage use of bicycling and walking as a means of commuting in size and number per zoning ordinance or make permanent arrangements for use of convenient alternatives (e.g., fitness center, hotel, etc.).

Bikeshare stations must be sited at locations that will optimize use of the system to connect employees, residents and visitors at the Project to transit and to major origins and destinations throughout the Project and surrounding area. To the extent possible, bikeshare stations should also be selected to be proximate to off-street bicycle trails and other safe cycling infrastructure. Specific bikeshare station sites will be selected in concert with MCDOT to ensure consistency with bikeshare system objectives and siting requirements.

Identify proposed locations for **6 bikeshare** station sites to be approved as part of the Sketch Plan for the entire Property. For Preliminary and Site Plan for the Project, show locations for **3 bikeshare station sites** including one near the proposed CCT station and the other two at key nodal points on the site. MCDOT has coordinated with the applicant to locate the other two bikeshare stations in the following locations: one station should be located near existing Building 6 and proposed Building A3, preferably in the plaza area of existing Building 6; the other station should be located in front of the proposed hotel, Building E.

Applicant will be required to contribute to the cost of bikeshare facilities and services in accordance with County Code and other regulations in place at the time of occupancy of each building. Applicant will be required to take other actions in concert with the County to promote use of bikesharing among residents, employees and visitors at the Project.

Parking considerations:

Minimize Parking. We recommend that the Applicant be required to provide parking at the minimum level possible. Also, provide for shared parking to the maximum extent possible.

Provide **flexibility in design of parking** areas to enable mixed uses to share parking areas so as to make most efficient use of them as recommended in the Sector Plan. This also strengthens the incentive to reduce drive-alone commuting and parking among employees, since doing so frees up spaces for other uses including retail customers. That approach will only work if the unused parking areas for employees can be made available once a decrease in demand is realized.

Provide adequate numbers of **carpool and vanpool** parking spaces in highly visible, preferentially-located spots in office parking facilities.

Provide **four car sharing vehicle parking spaces** available to the public, or the number required by law, whichever is greater, in highly visible, preferentially-located spots. The spaces must be provided in each residential, office, hotel and retail parking facility.

Provide **two electric car charging stations**, or the number required by law, whichever is greater, in each parking facility.

6. Prior to approval of the first commercial use and occupancy permit for this development, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-8380.
7. The applicant must pay the TPAR mitigation payment that is equivalent to 25% of the Transportation Impact Tax prior to issuance of the building permit.
8. The sight distance certifications have been reviewed and accepted by MCDOT. Approved copies are attached to this letter.
9. The storm drain study, including spread computations, has been review and accepted by MCDOT.
10. Comment no. 17 of our July 19, 2002 letter (regarding the temporary construction and maintenance of parking facilities within the transit right-of-way) indicated the applicants should contact Mr. Robert Klein of our Division of Transit Services and Ms. Gayle Libby Curtiss of our Property Acquisition Section. Both Mr. Klein and Ms. Curtiss have now retired. If the applicants wish to pursue such an arrangement, we recommend they contact Ms. Carolyn Biggins, Chief, Division of Transit Services and Mr. Eric Willis, Chief, Office of Property Acquisition Section respectively.
11. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - A. Along the entire Century Boulevard site frontage (behind the existing curblineline of Century Boulevard) rough grade the right-of-way to accommodate installation of the future lawn panel, cycle track, sidewalk, and maintenance strip in such a way that implementation of same will not conflict with the proposed on-site development.

***NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
 - B. Construction of new traffic signal(s) and related appurtenances, if required as a result of the traffic signal warrant analyses currently under review (see note 2, page 4 of this letter).
 - C. Provide permanent monuments and property line markers as required by Section 50-24(e) of the Subdivision Regulations.
 - D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

Ms. Ryan Sigworth
Preliminary Plan No. 12002095B - Century
December 08, 2015
Page 7

E. The developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review the design exception requests. If you have any questions or comments regarding this letter, please contact Mr. William Whelan, our Development Review Engineer for this project, at william.whelan@montgomerycountymd.gov.

Sincerely,



Gregory M. Leck, Manager
Development Review Team
Office of Transportation Policy

Attachments (Sight Distance Certifications)

M:\corres\FY16\Traffic\Active\12002095B, Century, MCDOT FINAL prelim plan ltr.doc

cc: Raymond Goins Century Technology Campus, LLC
Ryan White Rodgers Consulting, Inc.
Patrick O'Neil Lerch, Early, & Brewer
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Bill Campbell MCDPS WRM
Marie LaBaw MCFRS
Gary Erenrich MCDOT OTP
Carolyn Biggins MCDOT TS
Stacy Coletta MCDOT TS
Eric Willis MCDOT DTE/PAS
Bruce Mangum MCDOT DTEO
Mark Terry MCDOT DTEO
Sandra Brecher MCDOT OTP
William Whelan MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Century Preliminary Plan Number: 1-2002095B

Street Name: Century Boulevard Master Plan Road Classification: Business District Street (B-10)

Posted Speed Limit: 35 mph

Street/Driveway #1 (Multi-Family Entrance (Driveway)) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>495'</u>	<u>YES</u>	Right _____	_____
Left <u>713'</u>	<u>YES</u>	Left _____	_____

Comments: Meets 400 ft. requirement
Right: Median trees obstruct view at 495 ft.
Left: Existing sign obstruction view at 713 ft.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

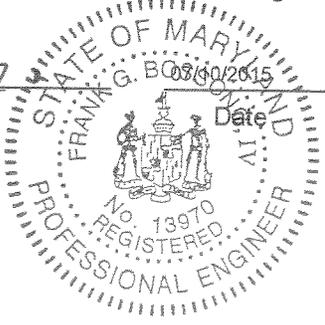
*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

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

Frank G. B...
 Signature
 13970
 PLS/P.E. MD Reg. No.



Montgomery County Review:

Approved
 Disapproved:

By: *W. J. H.*
 Date: 12/01/15



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Century Preliminary Plan Number: 1-2002095B

Street Name: Century Boulevard Master Plan Road Classification: Business District Street (B-10)

Posted Speed Limit: 35 mph

Street/Driveway #1 (Existing North Entrance) Street/Driveway #2 (_____)

Sight Distance (feet) OK?
 Right 751' YES
 Left 591' YES

Sight Distance (feet) OK?
 Right _____
 Left _____

Comments: Meets 400 ft. requirement
Right: Median trees obstruct view at 751 ft.
Left: Existing sign obstructs view at 591 ft.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

Frank G. Bossong
 Signature
 13970
 PLS/P.E. MD Reg. No.



Montgomery County Review:

Approved
 Disapproved:

By: *W. M. J. [Signature]*
 Date: 12/07/15



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Century Preliminary Plan Number: 1-2002095B

Street Name: Century Boulevard Master Plan Road Classification: Business District Street (B-10)

Posted Speed Limit: 35 mph

Street/Driveway #1 (Main Entrance) Street/Driveway #2 (_____)

Sight Distance (feet) OK?
 Right 714' YES
 Left 467' YES

Sight Distance (feet) OK?
 Right _____
 Left _____

Comments: Meets 400 ft. requirement

Comments: _____

Right: Median trees obstruct view at 714 ft.

Left: Trees in planting strip obstructs view at 467 ft.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

Joe P. [Signature]
 Signature
 13970
 PLS/P.E. MD Reg. No.

Montgomery County Review:

Approved
 Disapproved:

By: Wm J. [Signature]
 Date: 12/01/15



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Century Preliminary Plan Number: 1-2002095B

Street Name: Century Boulevard Master Plan Road Classification: Business District Street (B-10)

Posted Speed Limit: 35 mph

Street/Driveway #1 (Townhome Entrance) Street/Driveway #2 (_____)

Sight Distance (feet) OK?
 Right 605' YES
 Left 448' YES

Sight Distance (feet) OK?
 Right _____
 Left _____

Comments: Meets 400 ft. requirement
Right: Trees in planting strip obstruct view at 751 ft.
Left: View disappears beyond horizon of existing grade at 591 ft.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

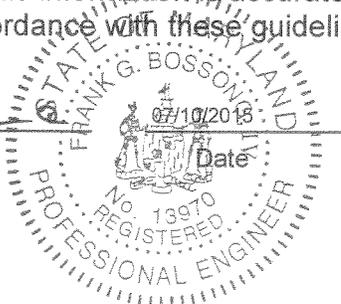
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*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

Frank G. Bossion
 Signature



13970
 PLS/P.E. MD Reg. No.

Montgomery County Review:

Approved
 Disapproved:

By: [Signature]
 Date: 12/01/15



FIRE MARSHAL COMMENTS

DATE: 02-Feb-16
TO: Ryan White - rwhite@rodgers.com
Rodgers Consulting, Inc.
FROM: Marie LaBaw
RE: Century
82003007B

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **05-Jan-16** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

***** See Statement of Performance Based Design and Statement of Operations *****

Pereira, Sandra

From: Rick Kiegel <RKiegel@mta.maryland.gov>
Sent: Wednesday, October 14, 2015 2:00 PM
To: Pereira, Sandra
Subject: Century Boulevard

Sandra,

MTA reviewed the typical sections presented by Dave Anspacher and agree with them. We have further coordinated with him and are comfortable with the CCT considerations for the project.

Thank you.

Rick J. Kiegel, P.E.

Project Manager
McCormick Taylor, Inc.

Maryland Transit Administration

Office of Planning and Programming
Suite 902, 6 Saint Paul Street, Baltimore, MD 21202
Office: 410-767-1380 **Fax:** 410-333-0489
rkiegel@mta.maryland.gov

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Maryland with world-class customer service.*



Maryland now features 511 traveler information!
Call 511 or visit: www.md511.org

Pereira, Sandra

From: Daniel Park <DPark@RODGERS.com>
Sent: Monday, January 25, 2016 11:17 AM
To: Pereira, Sandra
Cc: rwhite
Subject: FW: Century - Potomac Edison

Importance: High

Sandra,

Potomac Edison has provided comments on e-plans, and notes their routes approved. We would consider this definitive.

Have you heard from MCFR? We've had no response what-so-ever. Thanks.

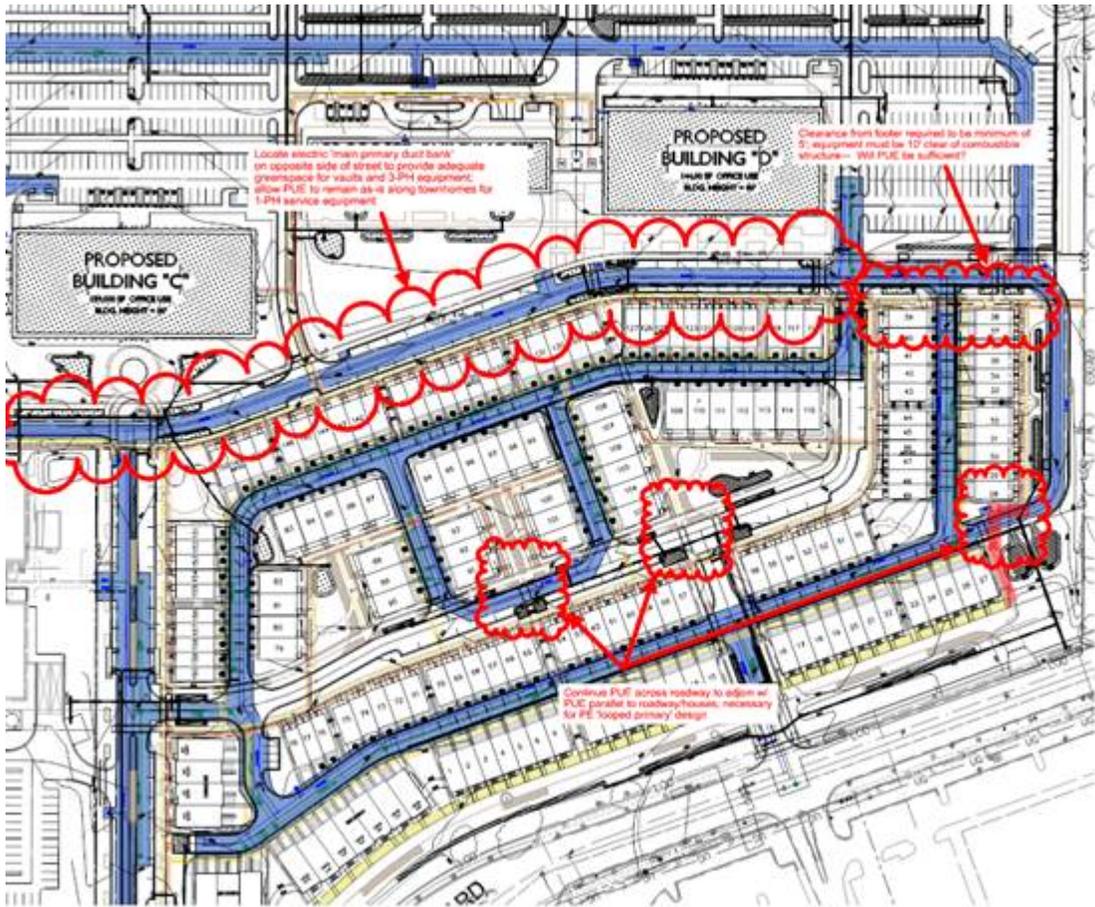
Daniel Park

From: Warrenfeltz, Brandon L [mailto:bwarren@firstenergycorp.com]
Sent: Monday, January 25, 2016 11:04 AM
To: Daniel Park
Cc: Ryan White; Hixon, Christopher D
Subject: RE: Century - Potomac Edison

Daniel-

Thank you for your patience. I've been held up over the past few weeks with work volume and a few issues with the ePlans site. Hopefully our markups are visible on the site and will suffice for the purpose of plan review.

After reviewing the proposed realignment of the parking area(s) and public right-of-ways to accommodate PE requirements for substation access, consider the route approved. It appears that we will have adequate turning radius and access to the existing driveway surface as previously requested.

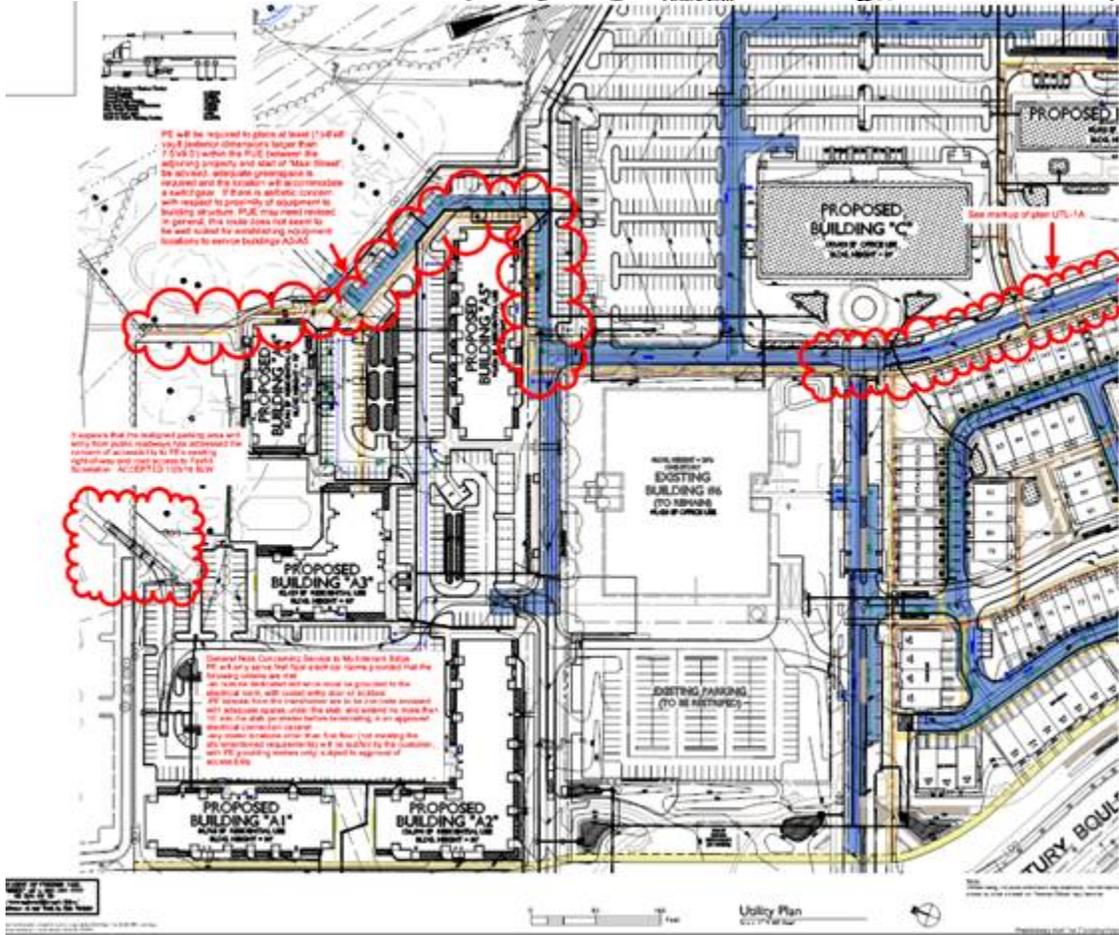


CENTURY
Preliminary Plan of Subdivision
12022019-01

City of Portland, Oregon
Department of Planning and Economic Development
Division of Community Development

Project Name: Century
Project Number: 12022019-01
Date: 11/20/19
Scale: 1" = 100'

Utility Plan



CENTURY
Preliminary Plan of Subdivision
12022019-01

City of Portland, Oregon
Department of Planning and Economic Development
Division of Community Development

Project Name: Century
Project Number: 12022019-01
Date: 11/20/19
Scale: 1" = 100'

Utility Plan



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

January 5, 2016

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

Re: **Site Development Stormwater Management
CONCEPT Request for Century**
Preliminary Plan #: 12002095B
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 **site development 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, bioswales, green roofs and two surface sand filters. Partial waivers of DA's #1 and #4 to Lake Churchill Regional pond.

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 additional Site Plan that is associated with this development.**
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. 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.

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

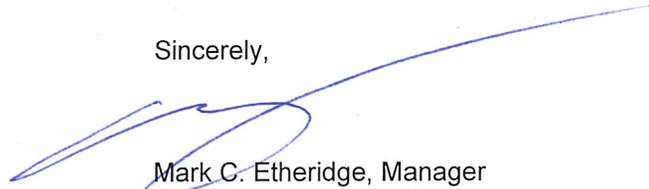
Mr. Timothy Crawford
January 5, 2016
Page 2 of 2

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)

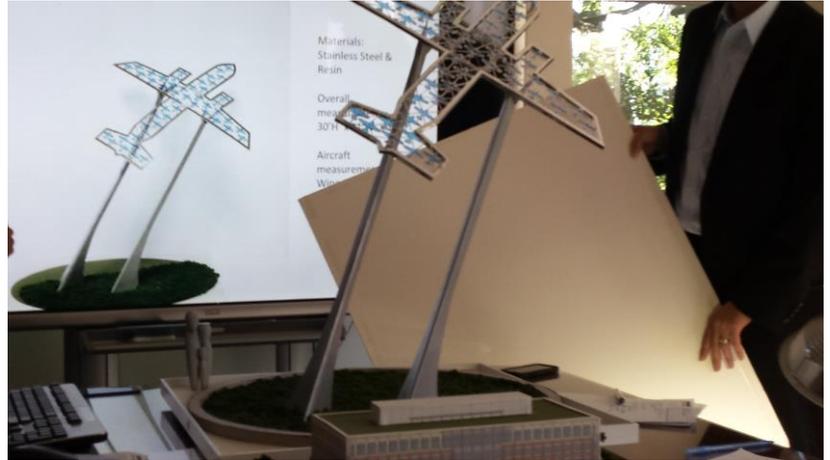
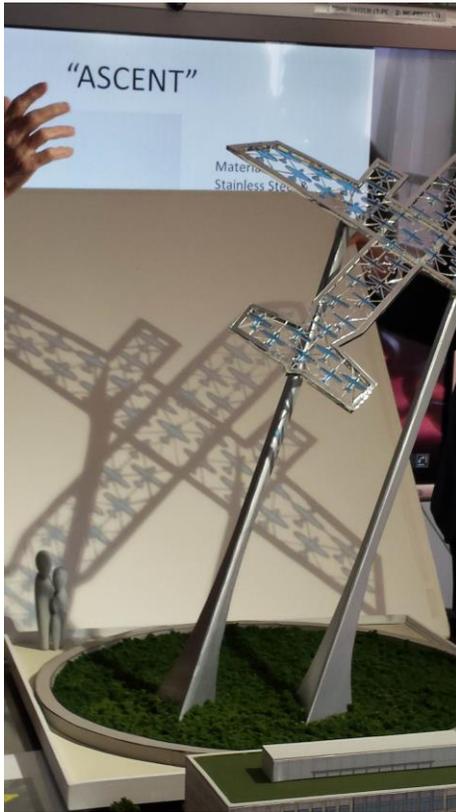
Patrick O'Neal (Attorney)
Ray Goins (Applicant)
Jerry Ricciardi (Applicant)
Daniel Park (Landscape Architect)

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

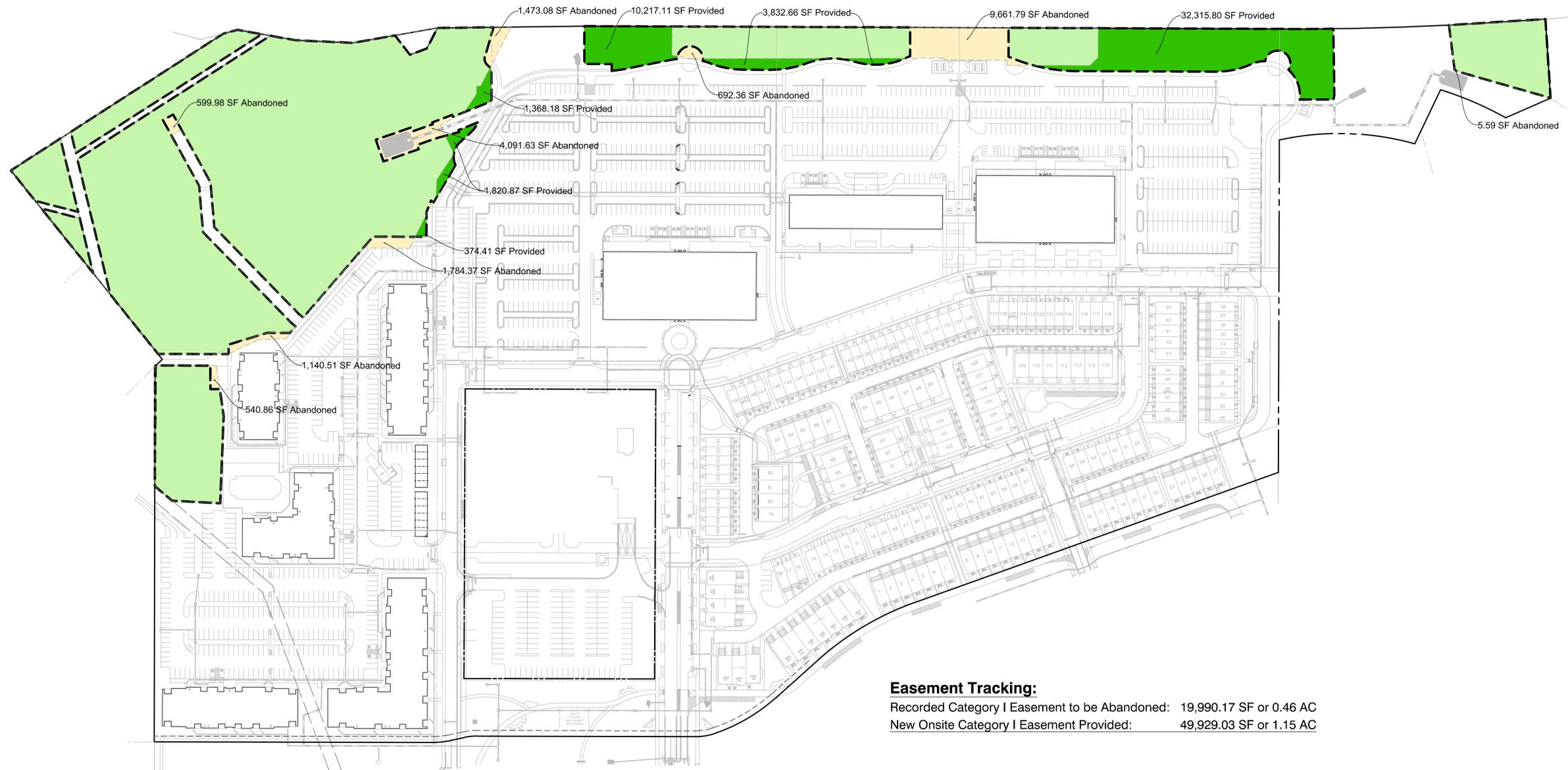
Panel Recommendations:

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/>).

Attachment F

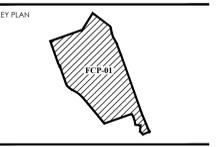


Easement Tracking:
 Recorded Category I Easement to be Abandoned: 19,990.17 SF or 0.46 AC
 New Onsite Category I Easement Provided: 49,929.03 SF or 1.15 AC

Legend

Recorded Category I Easement	-----
Amended Category I Easement	-----
Easement to be Abandoned	Yellow
Easement to Remain	Light Green
Easement to be Provided	Dark Green

CENTURY
 Site Plan Amendment
 # 82003007B
 Cloverleaf Center - Parcels X & Y
 Election District (No.2) Clarkburg, Montgomery County, Maryland



ISSUE	DATE	DESCRIPTION

REVISIONS	NO.	DATE	DESCRIPTION

PROJECT NUMBER: 1178A
 DATE: January 2016
 SCALE: Not to Scale
 DRAWING TITLE: Forest Conservation Easement Exhibit

NOTE: The Planimetric information shown on this plan is based in part on copyrighted GIS Data from M-NCPPC, and may not be copied or reproduced without express written permission from M-NCPPC.

9 November 2015
(Originally Dated 20 October 2015)



Phoenix Noise & Vibration, LLC
5216 Chairmans Court, Suite 107
Frederick, Maryland 21703
301.846.4227 (phone)
301.846.4355 (fax)
www.phoenixnv.com

Preliminary Plan #12002095B Century – Mixed Use Roadway Noise Impact Analysis

Montgomery County, Maryland

Report #150929

For: Trammel Crow Company

By: Scott Harvey, PE, INCE Bd. Cert.
Josh Curley

1 EXECUTIVE SUMMARY

Phoenix Noise & Vibration has conducted an analysis of roadway noise impact upon the townhome portion of the proposed Century mixed-use development in Montgomery County, Maryland. Upon completion, the townhome portion of the site will contain 14 55-foot tall two-over-two condominiums and 160 37-foot tall townhomes, as well as two public playgrounds on the interior of the site.

This study was limited to noise impact from surrounding roadways, primarily I-270 and Century Boulevard. The proposed Corridor Cities Transitway (CCT) was not included in this analysis, as there is insufficient information on the expected noise impact of the future transit system upon the Century project as of the date of this analysis. This noise analysis included:

- On-site 24-hour noise level measurements.
- Computer modeling.
- Determination of future roadway noise levels.
- Preliminary mitigation recommendations to meet Montgomery County's residential noise regulations.

Noise impact at Century will vary with height; therefore impact has been presented at multiple heights to show how the noise level changes with height throughout the site. Impact is presented in varying levels of noise indicating the future roadway noise level. All calculated noise levels are "mitigated," accounting for the presence of existing buildings, significant structures, and surrounding topography, as well as all future site buildings (i.e. the "Ultimate" site condition, not "Phase I") and topography. Structures along roadways act as noise barriers, providing protection from noise exposure and reducing the impact and extent of any potential mitigation required, if any, to comply with Montgomery County's noise regulations.

The two playgrounds on the interior of the site are sufficiently shielded from I-270 and Century Boulevard such that noise levels throughout the outdoor spaces will be below 60 dBA Ldn, with the exception of a small portion of the southern playground where noise levels will slightly exceed 60 dBA Ldn. Additional mitigation for the playgrounds is not recommended.

Ten of the 14 two-over-two condominiums and 106 of the 160 townhomes and will be impacted by roadway noise levels above 60 dBA Ldn, with impact as high as 70 dBA Ldn at Lot 38. These residences, those along Century Boulevard and closest to I-270, require further analysis to determine if proposed building architecture will be capable of maintaining indoor noise levels at the required 45 dBA Ldn indoor limit. This analysis can only be conducted once well-developed architectural plans for the residences to be offered throughout the site are available. Final mitigation designs will be detailed following the selection of a builder for the site and availability of architectural plans.

The remaining four two-over-two condominiums and 54 townhomes will not be impacted by roadway noise levels above 60 dBA Ldn and require no further analysis. Furthermore, modifications to these residences will not be necessary; i.e. typical residential building construction can be used to maintain indoor noise levels at 45 dBA Ldn.

2 NOISE TERMINOLOGY

2.1 dB vs. dBA

While the standard unit of measurement for sound is the decibel (dB), discussions of noise impacting the human ear use “dBA.” The “A” refers to a frequency weighting network used to simulate the human ear’s unequal sensitivity to different frequencies. The A-weighted noise level is therefore more representative of a human’s perception of a noise environment than the unweighted overall noise level in dB and is currently used in most all environmental noise studies.

2.2 Ldn vs. Leq

The day-night average noise level, or Ldn, is the equivalent sound pressure level averaged over a 24-hour period, obtained by adding 10 dB to sound pressure levels measured from 10:00 p.m. to 7:00 a.m. This 10 dB “penalty” accounts for the added sensitivity caused by noise generated during the nighttime hours.

The Ldn is NOT a measurement of the instantaneous noise level. It is very possible to have several short term events (tractor trailer, emergency vehicle siren, car horn, etc.) which generate a relatively high noise level (e.g. 85 dBA) during a given time period, yet have a more moderate overall Ldn value (e.g. 65 dBA Ldn).

The equivalent-continuous sound level, or Leq, is the sound level averaged over a given time period. The Leq does not include any penalties or adjustments.

2.3 Summing Noise Levels

Noise levels from multiple sources do not add arithmetically; i.e. when two noise sources generate 60 dB individually, they do not produce 120 dB when combined. Noise levels are measured using a logarithmic scale; therefore they must be summed logarithmically. In the decibel scale, two identical, non-coherent noise sources having the same noise level produce a 3 dB increase above the condition of one source alone (i.e. two 80 dB lawnmowers running at the same time generates 83 dB).

Similarly, two different noise sources with a difference of 10 dB in their individual levels results in no measureable increase in noise when they are combined. Put another way, the quieter noise source does not increase the overall noise generated by the louder source; i.e. adding an 80 dB lawnmower into a noise environment where a 90 dB lawnmower is already running does not increase the noise level above 90 dB.

3 NOISE REGULATION

Traffic noise impact for proposed residential developments in Montgomery County is governed by Table 2-1 (reprinted in Table 1) on page 8 of the *Staff Guidelines for the Consideration of Transportation Noise Impacts In Land Use Planning and Development* (June 1983).

Accompanying this table is Map 2-1 (see Figure 1), indicating outdoor noise level requirements not to be exceeded throughout the County.

Table 1: Maximum Levels for Exterior Noise & Building Line¹ For Noise Sensitive Land Uses (Table 2-1).

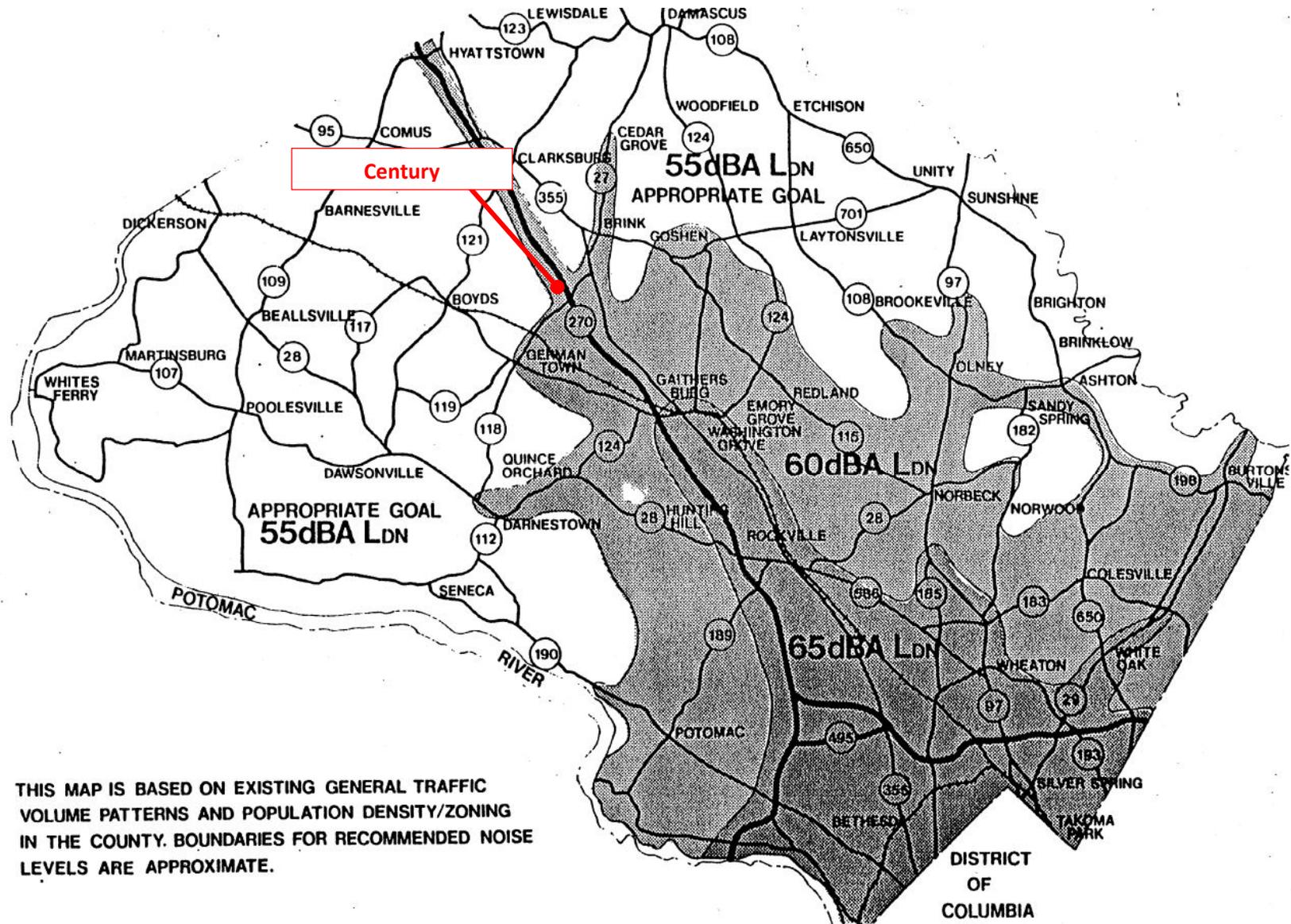
Guideline Value	Area of Application
Ldn = 55 dBA	This guideline is suggested as an appropriate goal in permanent rural areas of the County where residential zoning is for five or more acres per dwelling unit and background levels are low enough to allow maintenance of a 55 dBA Level. This guideline is consistent with Federal, State, and County goals for residential areas.
Ldn = 60 dBA	This is the basic residential noise guideline which will be applied in most areas of the County where suburban densities predominate. Maintenance of this level will protect health and substantially prevent activity interference both indoors and outdoors. Noise attenuation measures will be recommended to allow attainment of this level.
Ldn = 65 dBA	This guideline will generally be applied in the urban ring, freeway, and major highway corridor areas, where ambient levels are such that application of a stricter guideline would be infeasible or inequitable. Significant activity interference will occur outdoors and indoors if windows are partially opened, but available evidence indicates hearing is adequately protected. Noise attenuation measures will be strongly recommended to attain this level.

¹ Building line as used here refers to habitable structures only. It does not include garages, sheds, or recreational accessory buildings.

According to Map 2-1, Century is located within the 60 dBA Ldn noise zone, indicating that noise levels in outdoor activity areas throughout the site should be maintained at or below 60 dBA Ldn. Any outdoor area exposed to future transportation noise levels above 60 dBA Ldn typically requires further analysis to determine the mitigation designs necessary to comply with this requirement.

When outdoor noise levels exceed the recommended guideline value, Montgomery County also requires an analysis of indoor noise levels in residential buildings. According to Sections 2.2.2 and 2.2.3 of the *Staff Guidelines*, any residential building impacted by noise levels above 60 dBA Ldn must be evaluated to certify that the building structure will be capable of maintaining indoor noise levels at 45 dBA Ldn.

Figure 1: Map 2-1 from *Staff Guidelines for the Consideration of Transportation Noise Impacts In Land Use Planning and Development* (June 1983).



4 SITE DESCRIPTION

Century (approximate townhome property line shown in red in Figure 2) is located between I-270 and Century Boulevard approximately 2,000 feet south of Father Hurley Boulevard. In the vicinity of the site, I-270 is composed of four northbound and four southbound lanes, while Century Boulevard is composed of two northbound and two southbound lanes.

The existing Century Boulevard alignment will be altered during the development of Century, such that the two northbound and two southbound lanes will be divided by a median set aside for possible construction of the Corridor Cities Transitway (CCT).

Figure 2: Existing site and surroundings. Aerial image dated April 11, 2015, courtesy of Google Earth.



5 NOISE MEASUREMENTS

On September 17 - 18, 2015, Phoenix Noise & Vibration conducted an on-site noise measurement survey to determine existing transportation noise levels throughout the site. This involved continuous noise level measurements and monitoring for one 24-hour period. Measurements were made using Norsonic Type 118 Precision Integrating Sound Level Meters. All meters were calibrated prior to the survey traceable to National Institute of Standards and Technology (NIST). Each meter meets the ANSI S1.4 standard for Type 1 sound level meters.

During the 24-hour measurement, noise levels were recorded and averaged over five minute time intervals. Noise measurements were then used to calculate the site’s 24-hour average day-night noise level (Ldn), which includes the 10 dBA penalty for noise levels measured during nighttime hours.

Noise level measurements were made at the locations shown in Figure 3 (and Drawing 1 of the Appendix). Measurements were made at 5 feet (“ground level”, GL) and 25 feet (“upper level”, UL) above existing grade to account for the roadway noise level as it varies with height above the ground. Measurement results are presented in Table 1.

Table 2: 24-hour noise measurement results.

Measurement Location	Measured Noise Level (dBA Ldn)
A UL	76.5
B GL	59.0
B UL	61.4

Figure 4 presents the survey results graphically, showing the noise level as measured in five minute increments throughout the survey. Figure 4 indicates the actual measured values over the 24-hour period. While the 10 dBA nighttime penalty is not shown graphically, it was included in the Ldn calculations.

Note the similarity in the profile of the existing noise levels measured at Points A and B throughout the 24-hour period, indicating that even at Point B, over 1,100 feet from I-270, the interstate is the primary noise source, not Century Boulevard.

Figure 3: Long-term noise measurement locations.

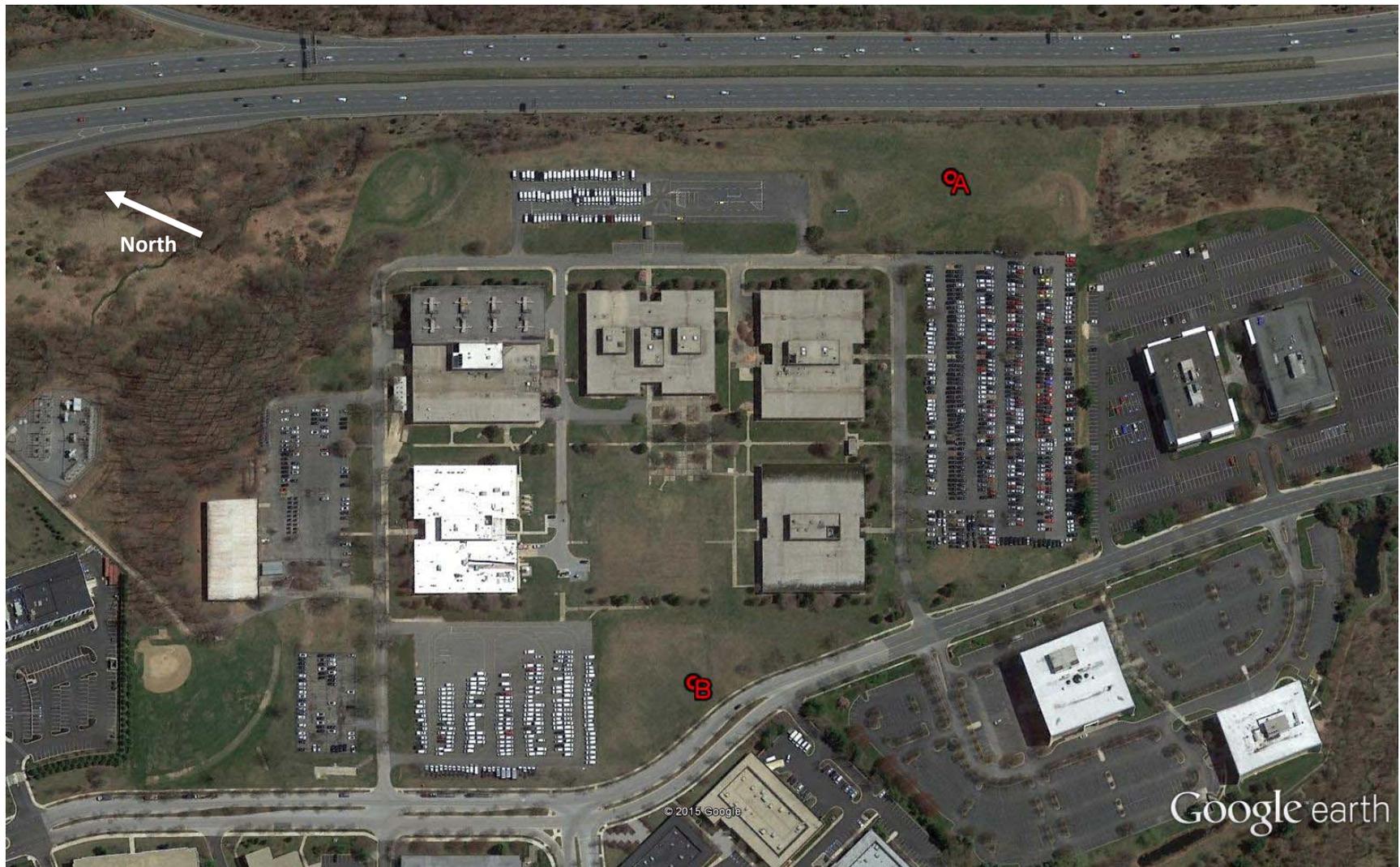
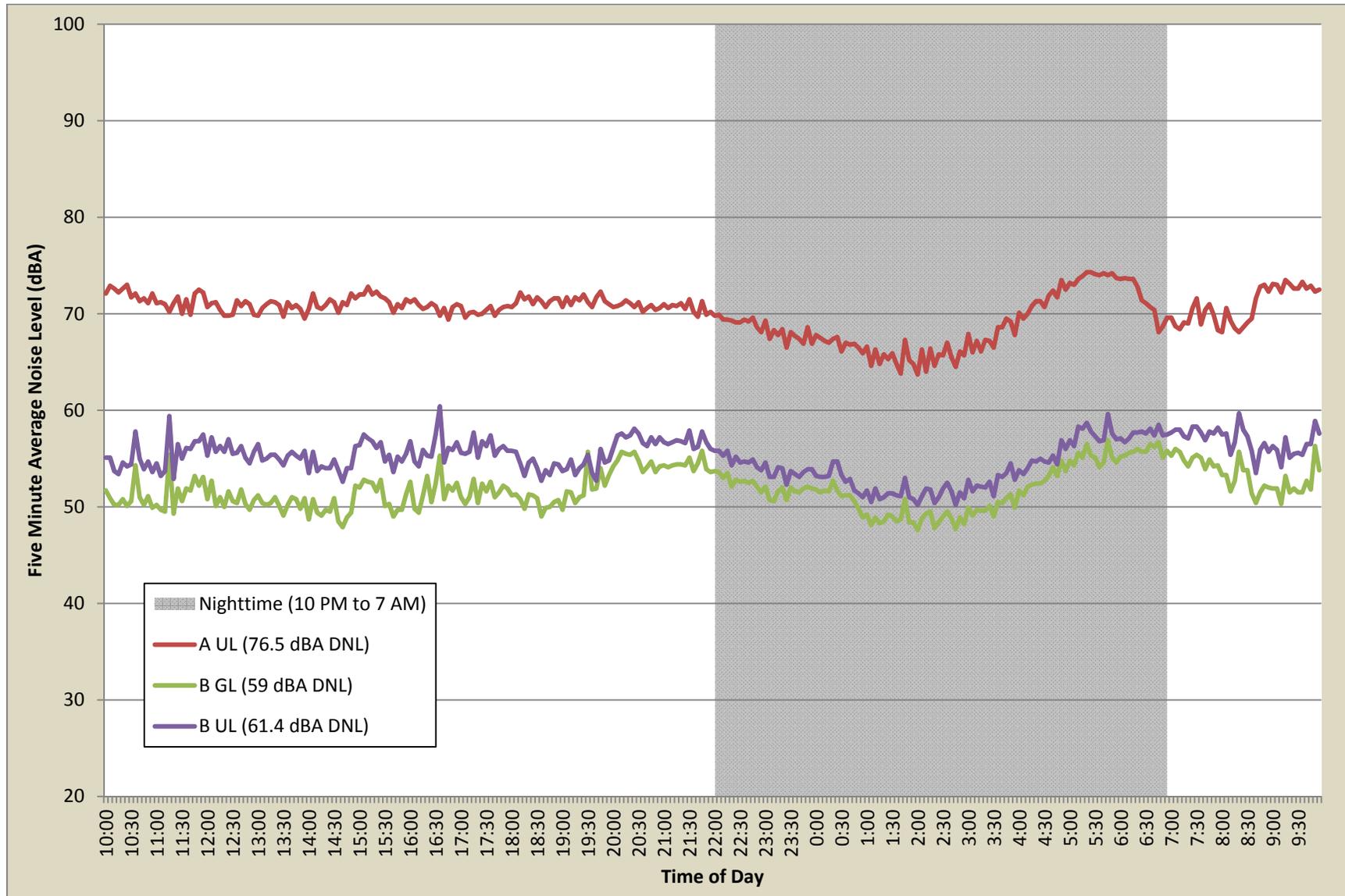


Figure 4: Five minute average noise levels recorded during 24-hour noise survey.



6 COMPUTER MODELING

The existing and future sites were computer modeled using the CadnaA software program, a three-dimensional noise propagation model capable of determining the noise level impact from multiple noise sources across vertical and horizontal surfaces while accounting for factors such as topography, ground absorption, reflections, and roadway data (traffic volumes, speeds, and vehicle classifications, etc.). Noise levels can be presented either in spot locations or as noise contours of equal value throughout a defined surface area.

6.1 Current Model

A current model was developed to simulate the existing site and its surroundings using information provided on the site's existing site plan,¹ the Montgomery County GIS, and data collected during the 24-hour measurement survey, inputting existing topography, roadway alignments, and buildings. Roadway noise levels were calibrated using the on-site noise measurements by adjusting the modeled input until the modeled noise level output matched the measured values.

6.2 Future Model

A future model was developed by altering the calibrated current model to include projected roadway data, future Century Boulevard roadway alignment, and the future information for the "Ultimate" site build-out available as of the date of this analysis (topography – including the berms along I-270, building layout, and building heights). Changes to any of the future site input used in this analysis, including site layout, building heights (particularly those closest to I-270), site topography, and projected Century Boulevard roadway data, may alter the resulting noise propagation throughout the site, and should be reevaluated upon availability of this information.

The future model calculated the site's projected noise level contours at 5 and 25 feet above grade, as well as noise levels on rooftops of the 55-foot tall two-over-two's and 37-foot townhomes. Noise contours at five feet above grade represent the noise impact in outdoor activity areas and upon first floors of the planned residential units, while the noise contours at 25 feet account for the noise impact upon upper floors of the residences. Noise contours at 5 and 25 feet are shown on Drawings 2 and 3 of the Appendix, respectively.

Noise levels on two-over-two and townhome rooftops are presented on Drawing 4, indicating the noise impact upon a rooftop patio. Note that these noise levels assume an "open" rooftop with no other rooftop structure, such as an indoor rooftop space, which might reduce roadway noise in the outdoor rooftop area below the levels shown.

All noise levels presented on Drawings 2, 3, and 4 are "mitigated" noise levels, calculated in the presence of site topography and buildings, as well as all existing surrounding buildings, topography, and significant structures. Mitigated noise levels account for the effect of buildings, barriers, and other significant structures in reducing and reflecting roadway noise propagation and are more representative of the noise level actually experienced at a specific location.

¹ Provided by Rodgers Consulting.

Furthermore, these noise contours represent the noise propagation throughout the “Ultimate” site layout, not the “Phase I” site layout.

6.3 Roadway Data

Existing average annual weekday traffic (AAWDT) volumes, vehicle percentages, and nighttime percentages for I-270 and Century Boulevard were based upon the most recent data published by the Maryland State Highway Administration (MDSHA). MDSHA does not typically provide future traffic data; therefore for I-270, a conservative, 2% increase in traffic compounded annually until 2035 was assumed.²

Traffic volumes for the future Century Boulevard alignment were based upon a traffic study completed for the development³ which calculated future morning and evening peak hour traffic volumes for the various sections of the roadway along the site’s western property boundary. The traffic study did not calculate an AAWDT for Century Boulevard; therefore it was assumed that the peak hour volume represented 8% of the total AAWDT.⁴ The traffic study also did not provide estimated nighttime or truck volumes; thus these were taken from the current MDSHA data. All necessary traffic data for both roadways is provided in Table 3.

Table 3: Roadway traffic data used in the computer models.

Roadway	2014 AAWDT	2035 AAWDT	Nighttime Volume %	Truck %	Posted Speed Limit (mph)
I-270	121,392	183,990	18.6%	14%	55
Century Boulevard	3,412	15,675 to 21,750	7.0%	3%	30

Table 3 Notes:

- A. All values are based upon MDSHA roadway data other than the future AAWDT for Century Boulevard.
- B. The AAWDT for the future Century Boulevard varies depending upon the roadway section, with volumes increasing traveling north to south along the roadway.

6.4 Future Noise Impact

Drawing 2 of the Appendix (noise level contours at 5 feet above future grade) indicates that future roadway noise levels will be below 60 dBA Ldn in the two playgrounds located on the interior of the site, with the exception of a small portion of the southern playground where noise levels will slightly exceed 60 dBA Ldn. The future residences surrounding the outdoor areas will sufficiently shield the playgrounds from roadway noise such that additional mitigation is not recommended.

²Montgomery County typically requires that roadway noise impact studies be conducted using the projected traffic volumes 20 years from the date of the study.

³ Report by Integrated Transportation Solutions, Inc. dated July 2015 prepared for Century Technology Campus, LLC.

⁴ Based upon a recommendation from C. Craig Hedberg, President of Integrated Transportation Solutions. According to Mr. Hedberg, in his experience the peak hour typically represents 8% to 9% of the AAWDT for roadways in Montgomery County. The 8% value was used to remain slightly conservative in the analysis.

Drawing 3 of the Appendix indicates that residences along Century Boulevard and those closest to I-270 will be impacted by noise levels above 60 dBA Ldn. Noise impact upon Century residences is summarized in Table 4.

Table 4: Noise impact upon Century residences.

Future Noise Impact (dBA Ldn)	55-Foot Tall Two-Over-Two Condominiums	37-Foot Tall Townhomes	
		Lots	Total
Below 60	4 (29%)	60 – 102, 150 - 160	54 (34%)
60 to 65	10 (71%)	1 – 15, 51 – 59, 103 – 114, 119 - 149	67 (42%)
65 to 68	-	16 – 28, 43 – 50, 115 - 118	25 (16%)
68 to 70	-	29 – 37, 39 - 42	13 (8%)
70 to 71	-	38	1 (< 1%)

Note that a majority of residences (10 two-over-two’s and 106 townhomes) will be impacted by future roadway noise levels above 60 dBA Ldn. Residences exposed to noise levels above 60 dBA Ldn (shown on Drawing 5 of the Appendix) require further analysis (see “Further Analysis” below) to determine the mitigation measures necessary to comply with Montgomery County’s indoor noise regulation.

7 CORRIDOR CITIES TRANSITWAY

The Corridor Cities Transitway (CCT) is a proposed Bus Rapid Transit (BRT) line that will run from the Shady Grove Metro station to the COMSAT facility in Clarksburg. Under the currently planned alignment, the CCT will travel down the median of the future Century Boulevard roadway alignment along the entire western property boundary of Century.

The project is being overseen by the Maryland Transit Administration (MTA) and is currently planned in two phases:

- Phase I: a nine-mile corridor from the Shady Grove Metro station to the Metropolitan Grove MARC station. According to the schedule available as of the date of this analysis, Phase I will begin construction in the spring of 2018 and begin operations in the spring of 2021.
- Phase II: a six-mile future extension from the Metropolitan Grove MARC station to the COMSAT facility in Clarksburg. While Phase II is still intended to be constructed as part of the CCT, as of the date of this analysis MTA has not started designing this phase, nor is there a begin construction or completion date. According to MTA, all CCT planning, development, and funding is being directed towards Phase I, not Phase II.

Multiple environmental impact studies have been completed for the CCT, two of which included projected noise impact from CCT operations along the transit corridor. In May 2002, the Draft

Environmental Impact Statement (DEIS) presented expected noise levels due to the CCT at select locations along Phases I and II of the corridor using light rail as the mode of transportation, while in May 2009, the Alternatives Assessment/Environmental Assessment (AA/EA) provided a similar noise study using BRT as the mode of transportation. Both of these studies provided projected CCT noise levels at locations just north and south of Century (along the CCT); however no noise levels were calculated for the CCT along Century Boulevard.

According to Rick J. Kiegel with the MTA Office of Planning and Programming, any noise level projections presented in these previous noise studies for Phase II of the CCT are no longer valid and should not be used in this analysis of noise impact upon Century for the following reasons:⁵

- None of the transit noise receptor sites included in the two previous CCT noise studies are close enough to Century.
- The noise assessment results are based on surrounding land use which would have changed since the 2002 DEIS and the 2009 AA/EA.
- MTA has no design or construction schedule for Phase II of the CCT.
- There is no operations plan (frequency, duration of service, etc.) in place for buses in this segment of the CCT.
- The bus fleet, if and when this segment is in operation, could have very different noise abatement measures in place that could influence noise levels.

While CCT noise may impact the site, the CCT has not been accounted for in this analysis due to insufficient information regarding the noise output from Phase II of the transit project. Furthermore, at the time of this analysis, there is no set start or completion date for Phase II, there is not even a set start date to begin the design, and there is no funding, such that Phase II of the CCT may never be constructed within the 20 year time range of this noise analysis.

⁵ According to email correspondence between Phoenix Noise & Vibration and Mr. Kiegel on September 21, 2015.

8 MITIGATION

According to Montgomery County’s noise regulations for residential development, residential sites and buildings impacted by noise levels above 60 dBA Ldn require further analysis to determine the mitigation measures necessary to maintain noise levels in outdoor activity areas and indoor living spaces at 60 and 45 dBA Ldn, respectively.

8.1 Outdoor Noise Levels

8.1.1 Public Playgrounds

With the exception of a small portion of the southern playground, Drawing 2 indicates that noise levels in the two playgrounds on the interior of the site will be below 60 dBA Ldn. Under the current site design, further mitigation for the site’s public outdoor activity areas is not recommended.

8.1.2 Rooftop Patios

If rooftop patios are available for two-over-two’s and townhomes, all patios throughout the site would be exposed to noise levels above the relatively strict 60 dBA Ldn outdoor limit due to the height of the elevated areas with respect to the roadways (see Drawing 4 of the Appendix). While exposed to noise levels above 60 dBA Ldn, noise levels on rooftops of a majority of the residences throughout the site would be below 65 dBA Ldn, with only those rooftops on residences closest to I-270 and Century Boulevard exposed to noise levels between 65 and 70 dBA Ldn.

Unlike ground level outdoor areas (rear yards, playgrounds, etc.), which are frequently held to the outdoor noise limit, elevated outdoor areas (decks, patios, rooftops) are not typically required to strictly comply with the outdoor limit due to the mitigation which would be required to do so. Since they are elevated, a significantly tall noise barrier (at a minimum, as tall as the elevated area) or some sort of privacy fence attached to the outdoor area are usually required to reduce noise impact to the area, both of which can alter the intended use of the outdoor space.

8.2 Indoor Noise Levels

8.2.1 Building Shell Analysis

According to the future noise levels shown on Drawing 3, 10 two-over-two condominiums and 106 townhomes will be exposed to noise levels above 60 dBA Ldn. Residential buildings exposed to noise levels above 60 dBA Ldn (at any height) require further analysis to determine whether the proposed building construction will be capable of maintaining indoor noise levels below 45 dBA Ldn. This evaluation, or “building shell analysis,” calculates a room’s indoor noise level based upon its exterior noise level, the Sound Transmission Class (STC) ratings⁶ of its various building components, the amount of exposed exterior wall area, and the room’s size and finish.

⁶ The STC rating is a single number value which describes a building element’s (wall, window, door, roof, etc.) ability to reduce noise transmission from one side of the partition to the other.

Modifications to standard building construction may not be necessary for all units impacted by future noise levels above 60 dBA Ldn. It is possible that the proposed standard building construction will provide sufficient noise reduction to maintain the required 45 dBA Ldn indoor noise level for outdoor noise levels above 60 dBA Ldn; however the proposed building construction must be evaluated to determine the need for modifications.

A detailed evaluation of the proposed architecture for Century townhomes cannot be conducted at this time, as a builder for the site and well-developed architectural drawings (floor plans, unit plans, building elevations, window/door schedule) are not yet available; therefore the specific mitigation designs (i.e. wall, window, and door STC ratings) required for residential units to comply with Montgomery County's indoor noise level limit, if necessary, cannot yet be accurately determined.

When a builder has been selected and architectural drawings are available, noise impact will be analyzed for each townhome impacted by transportation noise levels above 60 dBA Ldn. Likewise, mitigation requirements will also be provided for each townhome individually where necessary. Calculating minimum STC ratings specific to each townhome reduces "overbuilding" (i.e. installing windows/doors with unnecessarily high STC ratings).

To aid in the early phases of the design process and provide information on the factors that influence noise reduction in residential buildings, general mitigation design guidelines and explanations are provided in Section 8.2.3.

8.2.2 Other Mitigation Methods

The indoor noise limit is typically maintained using modifications to proposed building construction, as this is more feasible and reasonable than lowering the noise level at residences below the outdoor limit using exterior site features, such as a noise barrier. To be effective, a noise barrier must at a minimum be tall enough to block the line of sight from the noise receiver, in this case the highest floor of the residence, to the noise source, in this case the vehicles using the roadways. This is the height at which the noise barrier just begins to reduce noise impact, and not necessarily the height required to reduce noise impact below the outdoor limit.

For example, a 37-foot tall townhome directly along a roadway which is even with the townhome finished floor elevation is impacted by roadway noise up to 70 dBA Ldn at the top floor. A 25-foot tall noise barrier between the roadway and townhome might be necessary to block the line of sight from the top floor to the vehicles using the roadway, yet the 25-foot tall noise barrier only reduces noise impact upon the top floor by 5 dBA to 65 dBA Ldn. The noise barrier would need to be even taller, maybe as tall or taller than the townhome, to strictly reduce the noise impact upon the townhome from 70 dBA Ldn to below the 60 dBA Ldn outdoor limit.

Reducing indoor noise levels below 45 dBA Ldn can typically be accomplished through upgraded windows and doors and sometimes slight modifications to exterior wall construction. These types of architectural modifications, even throughout a large residential site, are typically more feasible and reasonable than constructing a noise barrier along the entire property boundary as tall as the residences.

8.2.3 STC Rating Requirements

The noise reduction provided by a building structure, and the resulting indoor noise level, are primarily dependent upon the percentage of the exterior wall surface area occupied by “non-wall” items and the STC ratings of these items. These items, typically windows and doors, act as “holes” in what would otherwise be a relatively effective exterior wall, significantly reducing its ability to prevent noise transmission. Consequently the exterior surface area occupied by windows and doors is a significant issue. This information is recorded and tracked so that the STC ratings of exterior elements can be adjusted accordingly until the required indoor noise level is achieved.

While the wall construction is also an important factor, the “holes” in the wall (i.e. the windows and doors) must be addressed first if the noise reduction of the overall building shell is to be significantly increased and the indoor noise level decreased. This can be accomplished by reducing the size of existing windows/doors and/or increasing the STC ratings of windows/doors.

Table 5 and Table 6 illustrate this concept, indicating window/door STC rating requirements based upon the window/door (or glass) area when using either cementitious/Hardi panel or brick/masonry exterior walls.⁷ The STC ratings shown are those necessary to maintain indoor noise levels at 45 dBA Ldn when using that specific exterior wall construction.

The values included in Table 5 and Table 6 were calculated using one generic room (15 feet x 15 feet, carpeted room with two walls exposed to noise) to demonstrate the concept of varying window/door percentages and the resulting effect on required STC ratings. Values in Table 5 and Table 6 **should not** be universally applied to outdoor noise impact upon Century townhomes; however they can be used to gain a general idea of the window/door STC ratings to be expected based upon the level of noise impact upon a building elevation. Actual STC ratings will depend upon interior room finishes and characteristics, room/building orientation with respect to the noise source, building geometry, etc.

Table 5: Hypothetical window/door STC ratings with cementitious or Hardi panel exterior walls.

	Percentage of Exterior Wall Area Occupied by Windows/Doors			
	20%	40%	60%	80%
Outdoor Noise Impact (dBA Ldn)	Required Window/Door STC Rating Necessary to Maintain Indoor Noise Levels Below 45 dBA Ldn (When Using Cementitious or Hardi Panel Exterior Walls)			
≤ 65	25	25	27	28
70	28	30	32	33
75	35	37	38	39

⁷ STC ratings were calculated assuming exterior walls constructed of one layer of 5/8” interior gypsum board, 2” x 4” wood studs with 3.5” fiberglass batt insulation, one layer of 1/2” exterior plywood, and the specified exterior wall finish.

Table 6: Hypothetical window/door STC ratings with brick/masonry exterior walls.

	Percentage of Exterior Wall Area Occupied by Windows/Doors			
	20%	40%	60%	80%
Outdoor Noise Impact (dBA Ldn)	Required Window/Door STC Rating Necessary to Maintain Indoor Noise Levels Below 45 dBA Ldn (When Using Brick/Masonry Exterior Walls)			
≤ 65	25	25	27	28
70	27	30	32	33
75	32	35	37	38

STC ratings apply to one individual element. The composite STC rating is the overall STC rating of a partition with multiple elements (e.g. a wall with a window) and is always controlled by the building element with the lowest individual STC rating. In residential construction, this is almost always the glass (windows and doors); therefore the percentage of the exterior wall occupied by glass becomes critical. This also means the amount of outdoor noise heard inside a unit is primarily dependent on the glass percentage and STC rating, not the wall STC rating.

In other words, when the glass occupies such a significant portion of the exterior wall, increasing the wall STC rating even drastically will not decrease the indoor noise level. Increasing the composite STC rating of the partition must be accomplished by first addressing the “weakest link” in the partition (the glass).

Note that when windows and/or doors occupy a high percentage of the impacted façade, substantially higher window/door STC ratings than those typically used in standard construction (usually around 25 STC) may be required depending upon the noise level impact.

The current conceptual building elevations show a significant amount of glass for the majority of the buildings; therefore higher STC ratings, such as those shown for window/door percentages greater than 40%, should be expected. For reference, STC ratings greater than approximately 33 STC require either laminated glass, increased airspace between glass panes, or varying glass pane thicknesses.

9 CONCLUSION

Century residences will be exposed to future roadway noise levels up to 70 dBA Ldn. While this represents a moderate level of noise impact, compliance with Montgomery County’s residential noise regulations can be achieved through reasonable modifications to proposed building plans.

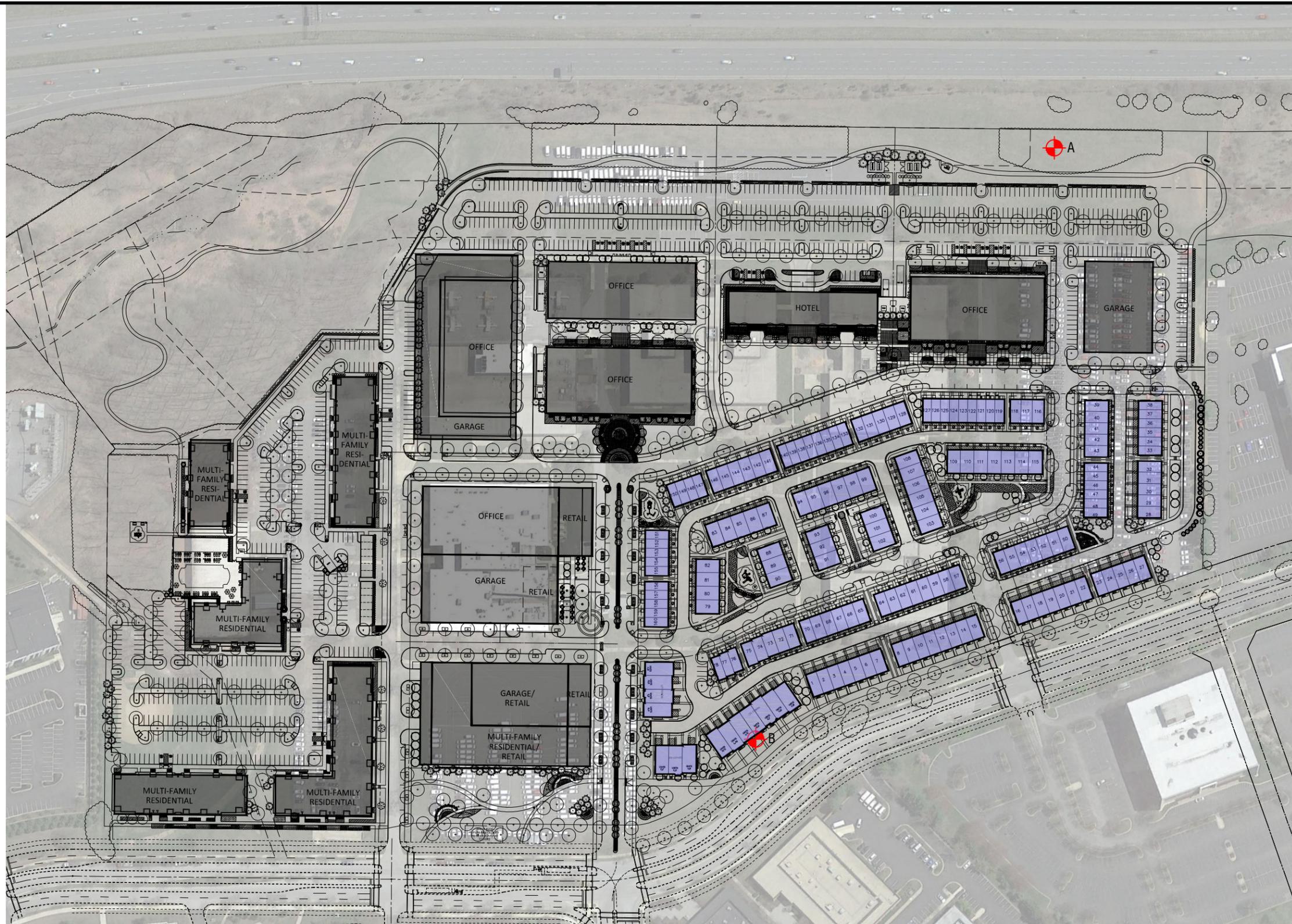
Due to the noise reduction provided by the townhomes surrounding the outdoor areas, roadway noise levels in the two playgrounds located on the interior of the site will be below 60 dBA Ldn, with the exception of a small portion of the southern playground where noise levels will slightly exceed 60 dBA Ldn.

Ten of the two-over-two’s and 106 townhomes will be exposed to future roadway noise levels above 60 dBA Ldn. While noise impact upon these Century residences will be above the recommended outdoor noise level of 60 dBA Ldn, compliance with Montgomery County’s residential 45 dBA Ldn interior noise level requirement can be achieved through modifications to proposed building construction. Depending upon the noise level specific to each impacted townhome, modifications may include increased window/door STC ratings and slight adjustments to exterior wall construction. Further analysis is required to determine the exact mitigation designs necessary, which will be established once a builder has been selected and architectural plans (building elevations, window/door schedule, unit plans) for available townhome models are available.

The remaining residences, four two-over-two’s and 54 townhomes, will not be exposed to future transportation noise levels above 60 dBA Ldn. These residences require no further analysis or modifications to comply with Montgomery County’s residential noise regulation.

Please Note: *The results of this Roadway Noise Impact Analysis have been based upon the site and architectural information made available at the time of this study, including existing and proposed topography, projected roadway traffic volumes, and the proposed ultimate building layout and building heights. Should any of this information be altered, additional analysis will be required to determine if the results and recommendations presented herein are capable of reducing outdoor and indoor noise levels to comply with Montgomery County’s noise level requirements for residential development.*

APPENDIX

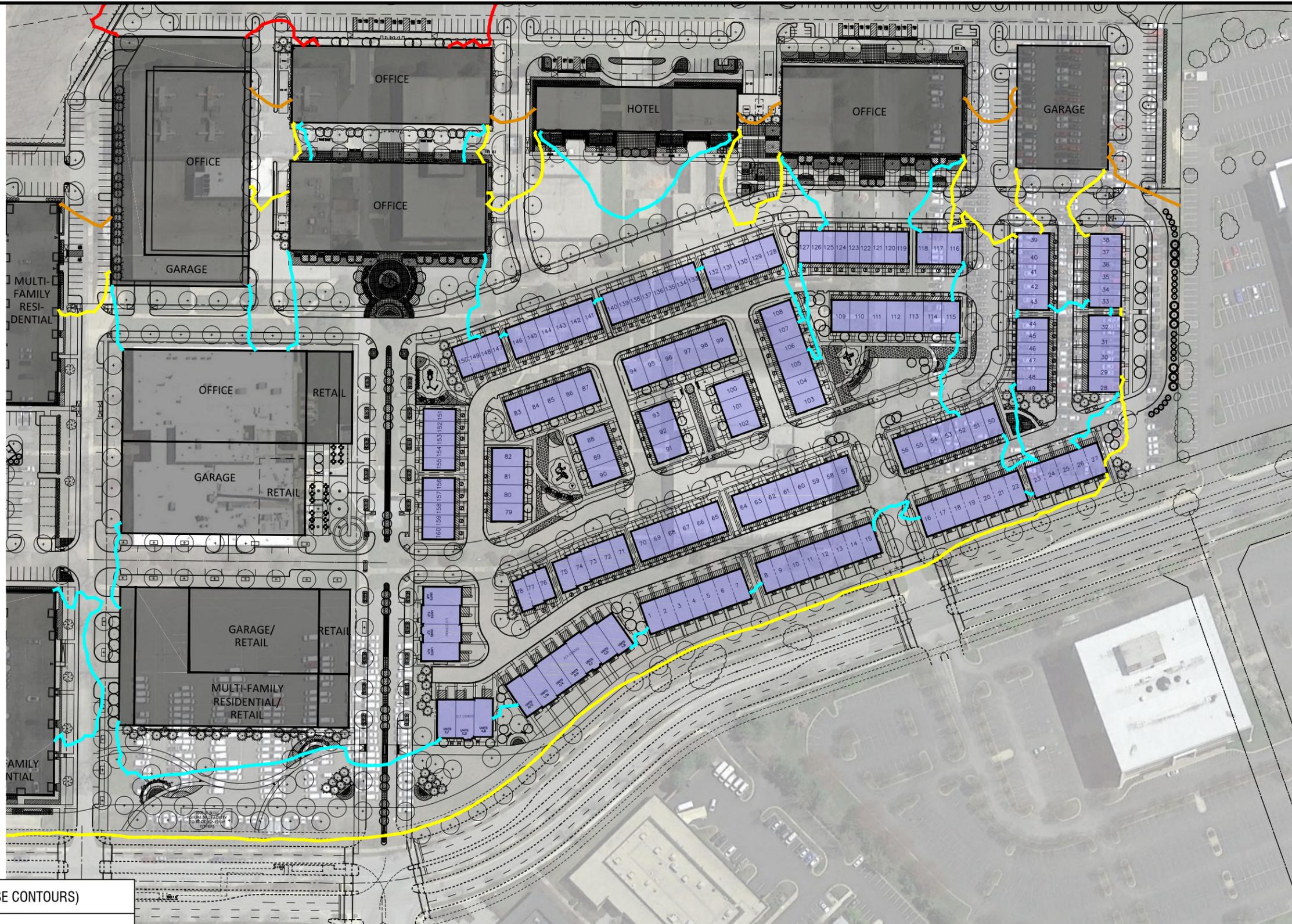


LEGEND	
	NOISE MEASUREMENT LOCATION



PHOENIX
noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

Century		
NOISE MEASUREMENT LOCATIONS		
DWG. No. 1	PRJ. No. TCR1501	DATE 151106
SCALE NOT TO SCALE		DRAWN BY WCC

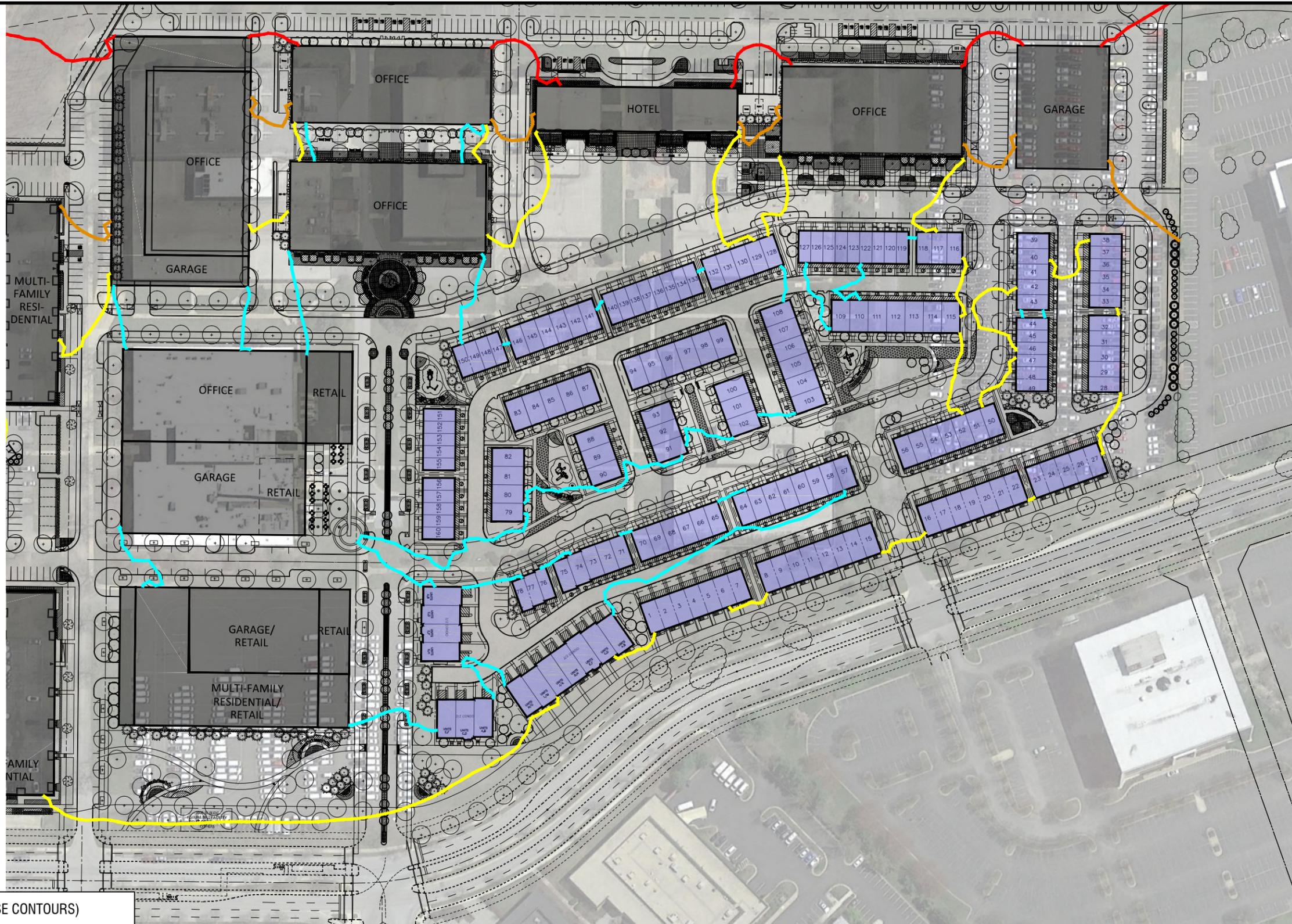


LEGEND	(NOISE CONTOURS)
	75 dBA Ldn
	70 dBA Ldn
	65 dBA Ldn
	60 dBA Ldn



PHOENIX
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5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

Century		
NOISE CONTOURS @ 5 FT. ABOVE GROUND		
DWG. No. 2	PRJ. No. TCR1501	DATE 151106
SCALE NOT TO SCALE		DRAWN BY WCC

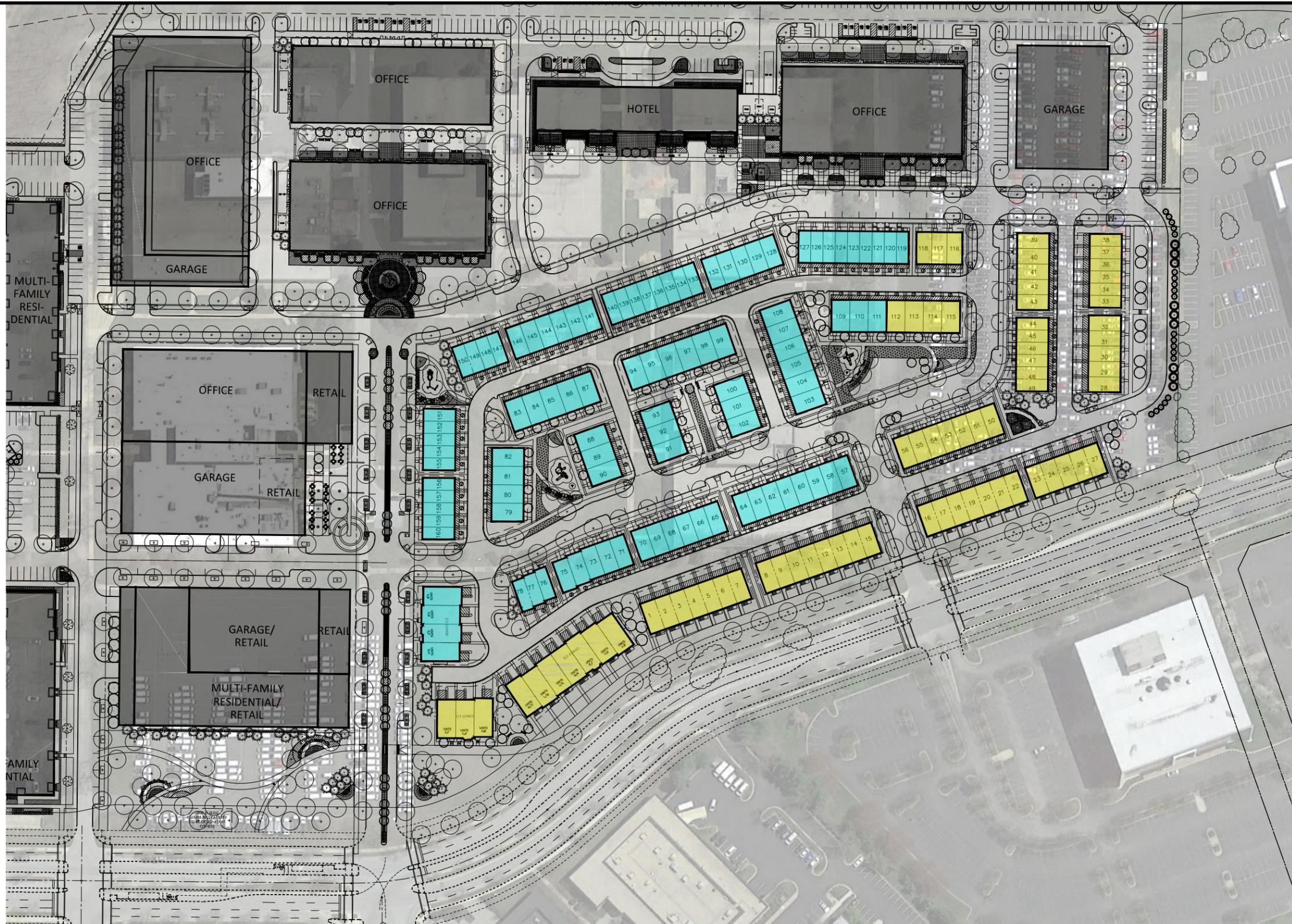


LEGEND	(NOISE CONTOURS)
	75 dBA Ldn
	70 dBA Ldn
	65 dBA Ldn
	60 dBA Ldn



PHOENIX
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5216 Chairmans Court Suite 107
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Century		
NOISE CONTOURS @ 25 FT. ABOVE GROUND		
DWG. No. 3	PRJ. No. TCR1501	DATE 151106
SCALE NOT TO SCALE		DRAWN BY WCC

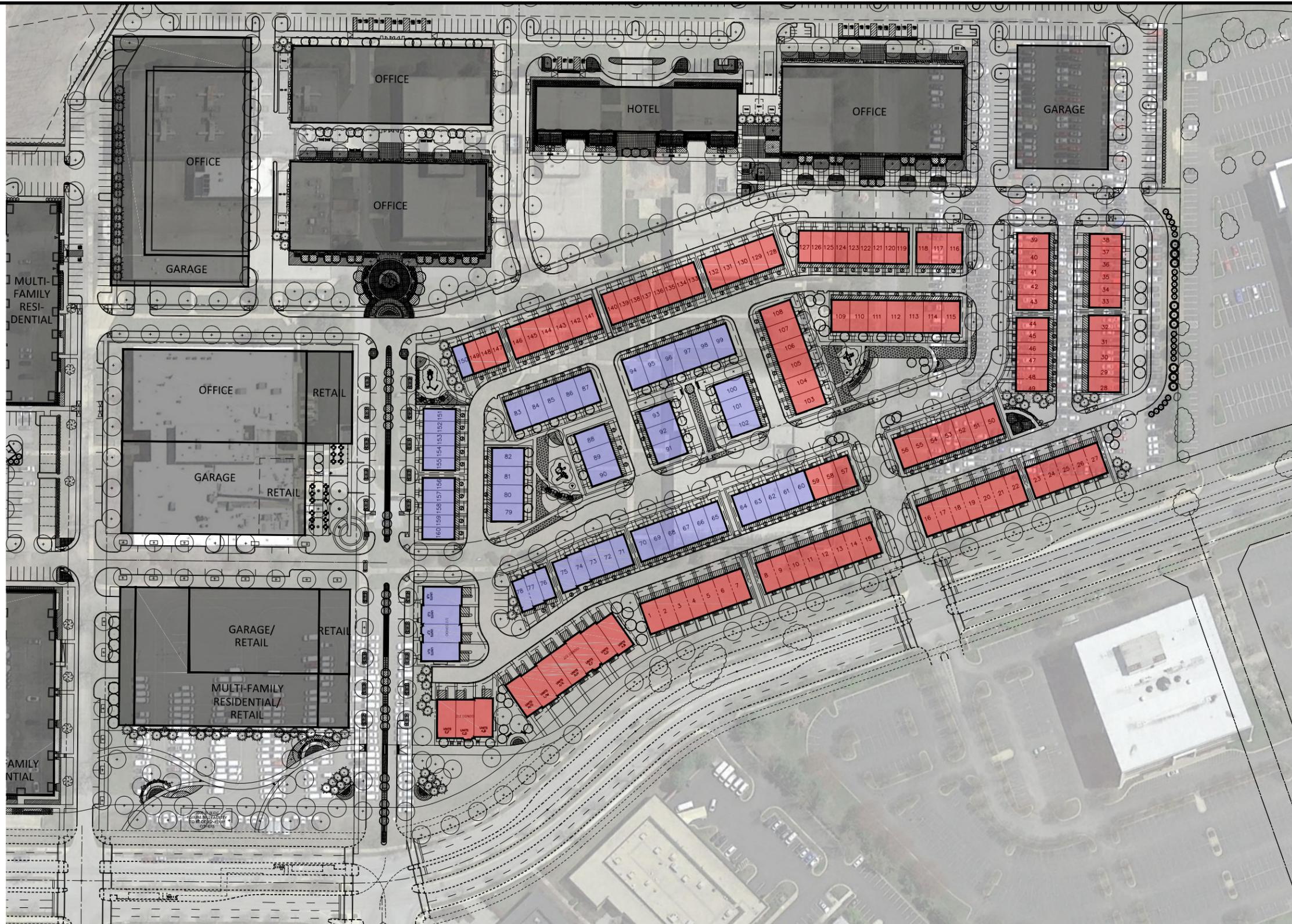


LEGEND	(ROOFTOP NOISE LEVELS)
	$60 \leq \text{dBA Ldn} < 65$
	$65 \leq \text{dBA Ldn} < 70$



PHOENIX
noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

Century		
TWO-OVER-TWO AND TOWNHOME ROOFTOP NOISE LEVELS		
DWG. No. 4	PRJ. No. TCR1501	DATE 151106
SCALE NOT TO SCALE		DRAWN BY WCC



LEGEND	
	Ldn ≥ 60 dBA



PHOENIX
noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

Century NOISE IMPACT		
DWG. No. 5	PRJ. No. TCR1501	DATE 151106
SCALE NOT TO SCALE		DRAWN BY WCC