



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

**Staff Report: Century XXI
 Preliminary Plan 120070650
 Site Plan 820070150**

ITEM #: _____

MCPB HEARING

DATE: November 13, 2008

REPORT DATE: October 31, 2008

TO: Montgomery County Planning Board

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APPLICATION

DESCRIPTION: Creation of one lot for the construction of 235,000 gross square feet of general office use, on 11.53 acres in the I-3 Zone; located on Century Boulevard, 1,000 feet east of Aircraft Drive, in the Germantown Master Plan area.

APPLICANT: Matan Development, LLP

FILING DATE: March 2, 2007

RECOMMENDATION: Approval with conditions

EXECUTIVE

SUMMARY: Staff reviewed the Preliminary Plan and Site Plan concurrently. The proposed development would create one parcel by consolidating two existing recorded parcels to accommodate a 7-story commercial office building containing 235,000 gross square feet. The subject project proposes 709 surface parking spaces on site.

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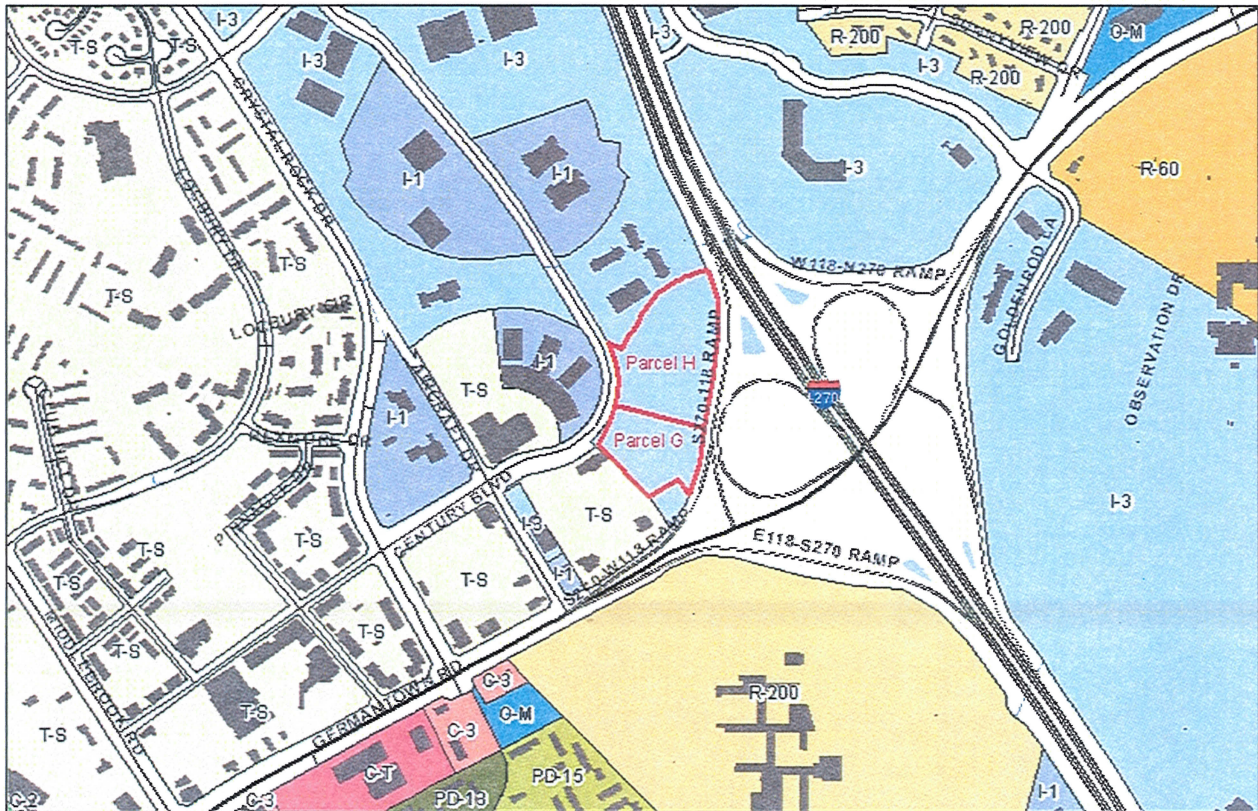
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SECTION 1: CONTEXT AND PROPOSAL

SITE DESCRIPTION

Vicinity

The subject property is located in the northwest quadrant of the intersection of Germantown Road (MD 118) and Interstate 270, with frontage on Century Boulevard. Century Boulevard will eventually accommodate the Corridor Cities Transitway in this location. The property is zoned I-3. Recorded parcels containing office uses are located to the north of the property and zoned I-3. To the west is a recorded parcel zoned I-1, also containing general office use. Recorded parcels located southwest of the property are zoned T-S and contain a hotel and restaurants. State Highway Administration right-of-way, which contains the MD 118/I-270 access ramp, is located south and east of the property. The site is currently undeveloped and contains an existing stormwater management pond. The Property is located in the Use I-P Little Seneca Creek watershed. There are no environmental features located on the Property other than 0.56-acres of low priority forest on the southeast side of the property adjacent to the MD Route 118 access ramp.



Vicinity Map

Site Analysis

The Century XXI site is on the east side of Century Boulevard and includes two recorded parcels totaling approximately 502,301 net square feet, or 11.53 acres, after dedication for Century Boulevard. The nearest intersection of Century Boulevard and Aircraft Drive is signalized. The site topography slopes down approximately twenty feet to the north side of the site, to an existing stormwater management pond. There are no significant existing trees or other vegetation on the site. Access would be provided from Century Boulevard and from the adjacent commercial development.

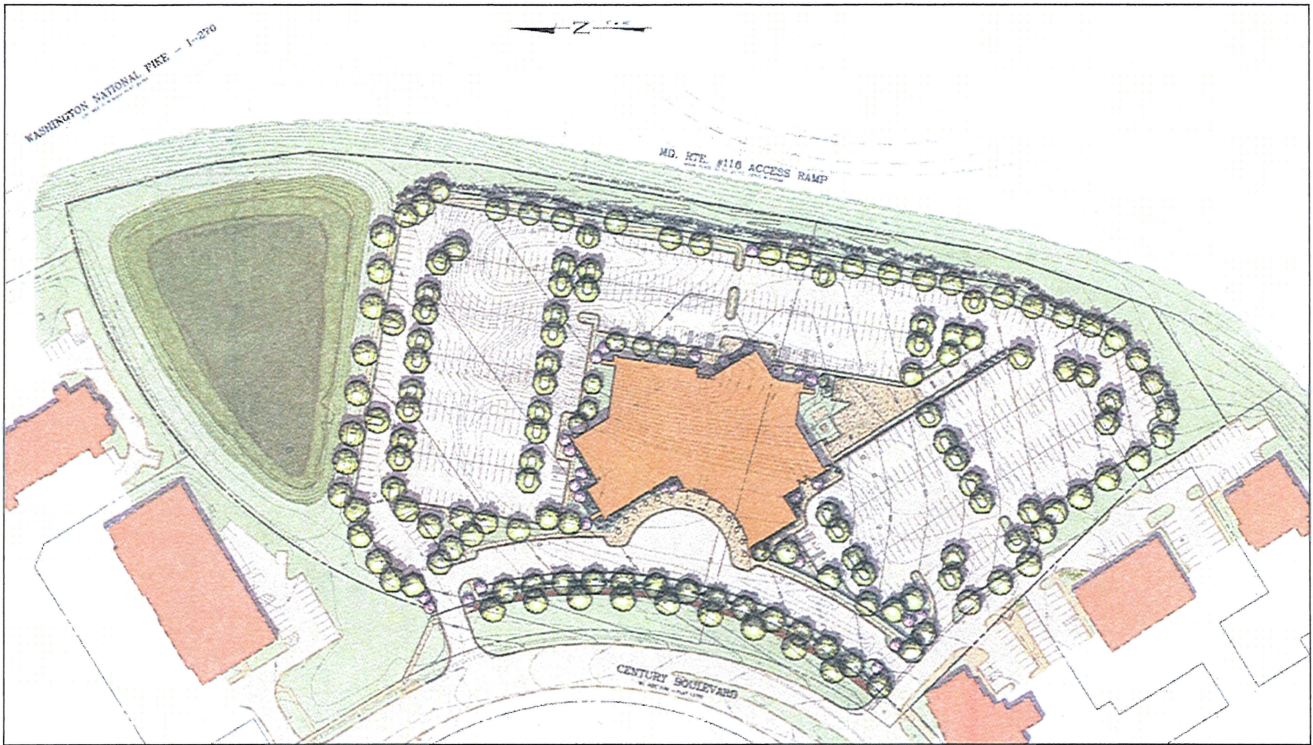


Site Aerial View

PROJECT DESCRIPTION

Proposal

The proposed development combines two existing recorded parcels, G and H, into a single recorded parcel, for a 7-story commercial office building containing 235,000 gross square feet. The building's primary frontage, which includes vehicular access, is on Century Boulevard. The project proposes 709 surface parking spaces on site.



Preliminary/Site Plan



Century Boulevard Elevation

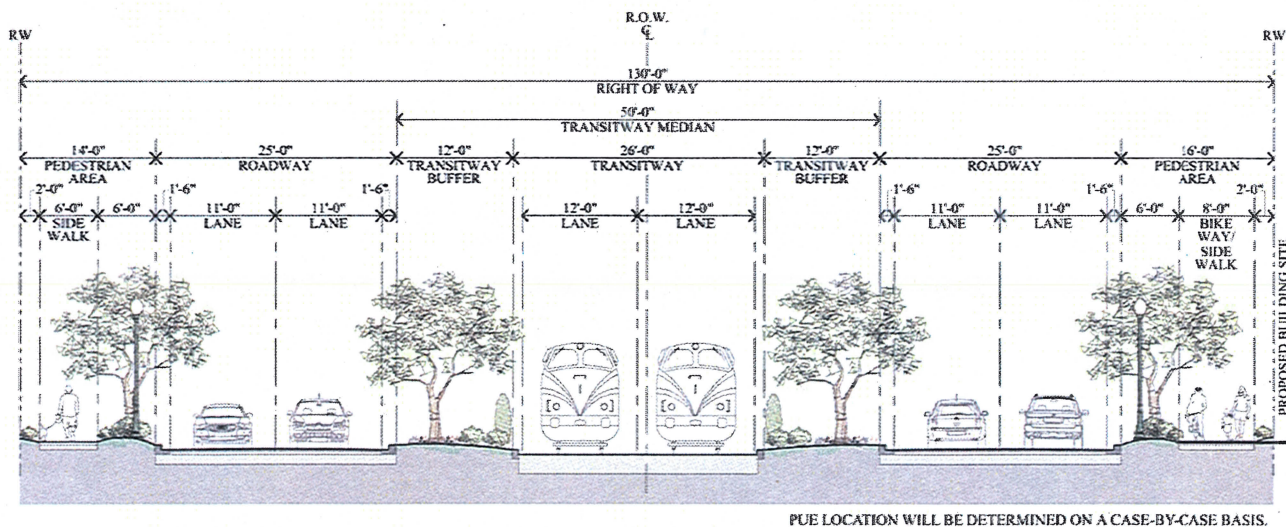
COMMUNITY OUTREACH

The Applicant has complied with all submission and noticing requirements, and staff has not received correspondence from any citizens or community groups as of the date of this report.

ISSUES

Century Boulevard Right-of-Way

At some future point, the route for the Corridor Cities Transitway (CCT) public transit system is expected to run along Century Boulevard in front of the site en route to the nearby Germantown Transit Center. When the Applicant submitted this proposal, there existed among the various regulatory agencies a variety of views on the ultimate width of the CCT right-of-way in front of this site, as well as this project's proportion of the dedication. To accommodate two lanes of traffic in each direction as well as the CCT in the median, the MCDOT standard calls for a right-of-way of 150 feet. The approved 1989 Germantown Master Plan, however, calls for 130 feet, 80 feet for the standard road and an additional 50 feet for the CCT. After extensive consultation and coordination between the Applicant and M-NCPPC, MCDOT, MCDPS, and MSHA staff, all parties agreed to a street section that reflects a 130-foot right-of-way, illustrated below and in Appendix B. For final approval of the 130-foot right-of-way, a waiver by the Planning Board to reduce the standard right-of-way is necessary and can be granted under Section 49-32 of the road code, which is discussed in greater detail on page 9 of this report.



Century Boulevard Right-of-Way

Germantown Forward: Future Site Development

Under the terms of the site's current zoning, I-3, and the dispositive 1989 Master Plan, the specific proposal before the Board – a single-use office building surrounded by surface parking – could arguable be deemed appropriate. A perspective that looks more holistically at the development of Century Boulevard as a mixed-use urban street – a view evidenced by the Germantown Master Plan

team's diligent work – might view the proposal with a more skeptical eye. This project as submitted originally included a structured parking garage, an additional building wing that included a restaurant, service, and retail component, and plans for yet another building on the large remaining surface parking lot. But given the evolving state of the general economy and the potential for additional development rights to accrue to this property under the updated Germantown Master Plan, currently in preparation, the Applicant has elected to present for approval a more modest proposal. Under these terms, staff has worked with the Applicant to move the building closer to the street and provide a more pedestrian-friendly aspect to the passing boulevardier.

SECTION 2: PRELIMINARY PLAN REVIEW

MASTER PLAN

The project is located within the Employment Corridor of Germantown on a signature site along I-270 as defined in the 1989 Germantown Master Plan. The pending Draft Plan for Germantown is currently in work sessions with the Planning Board. The Draft Plan designates this site within the Town Center due to its proximity to the Town Center's transit station. As previously discussed, review of this preliminary plan is, however, falls under the approved and adopted 1989 Germantown Master Plan. Nevertheless, this preliminary plan should recognize how the vision of the Draft Plan could be accommodated on this Property.

The proposed use and location of the building conforms to the 1989 Germantown Master Plan. The Master Plan calls for office and technology uses along I-270 and provides specific objectives and guidance for an urban pattern of development in a pedestrian-oriented, transit-serviceable form. The proposed preliminary plan achieves this by providing ingress/egress and massing oriented towards the street, Century Boulevard. The building will be set back 125 feet from the existing curb and will be 70 feet back from the ultimate curb line of Century Boulevard when it is reconstructed for the Corridor Cities Transitway. The plan will enhance the current pedestrian and built environment along Century Boulevard by extending the sidewalk on the north side of Century Boulevard from the existing commercial development to the south and with a building that will provide a visual termination of Century Boulevard as it extends north from the town center. When the Century Boulevard/Corridor Cities Transitway reconstruction takes place, the building will be closer to the street and will be served by multiple pedestrian access points. The forthcoming master plan discusses an increase in density that will necessitate structured parking in one or more locations. The transition to structured parking and potential development of a second office building will eliminate a large area of surface parking shown on the preliminary and site plans and provide more opportunities for open space amenities.

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. Access and public facilities will be adequate to support the proposed lot and uses. The proposed lot size, width, shape and orientation are appropriate for the location of the subdivision.

The proposed subdivision was reviewed for compliance with the dimensional requirements of the I-3 zone as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. Proposed green area for the site

exceeds the minimum required by the zone. A summary of this review is included in Table 1 below. The application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan.

ADEQUATE PUBLIC FACILITIES

Transportation

Site Access and Vehicular/Pedestrian Circulation

The site is located on the east side of Century Boulevard adjacent to the I-270 southbound off-ramp to MD 118. Two vehicular access points from Century Boulevard are proposed. The proposed aprons to the site and the vehicular circulation system shown on the preliminary plan will provide adequate vehicular access to the site.

The frontages of adjacent properties along Century Boulevard currently contain five-foot-wide sidewalks. The applicant will provide an eight foot-wide dual sidewalk/bikeway within the right-of-way connecting to the existing sidewalks. The pedestrian facilities and circulation along the Century Boulevard property frontage will be safe and adequate to serve the site.

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

The July 1989 Germantown Master Plan recommends a minimum right of way width of 80 feet for Century Boulevard with a proposed additional right of way of 50 feet for the Corridor Cities Transit (CCT) Easement.¹ The plan notes the importance of on-going studies related to the CCT alignment (including the Corridor Cities Transitway Easement Study that began in the spring of 1988) in “providing a better basis for right of way protection.”

The aforementioned Easement Study (Alternative 8) confirmed the current Master Plan alignment in the Germantown area and introduced a typical section for double tracks and an adjacent hiker/biker path ranging from 56 to 64 feet.²

The Montgomery County Department of Transportation completed an analysis of the CCT in November 1997 that was conducted by Baker Engineering. The Baker Study included the following recommendations:

- 70 foot wide typical exclusive right of way needed when the Transitway runs independent from (any) roadway and 50 feet wide plus the roadway width when the transitway runs adjacent to the roadway.³
- accommodation for light rail, busway, or other mode
- parallel hiker/biker trail
- location of the Transitway in the median of Century Boulevard

¹See July 1989 Adopted Germantown Master Plan, page 109 Table 17, and page 126.

²See I-270 Corridor Cities Transit Easement Study, May 1990, Appendix B

³Final Report Shady Grove – Clarksburg Transitway Study 2, Montgomery County Department of Public Works and Transportation, page 4.

- total right of way of 150 feet for a typical section in median or on side of roadway over any “running” segment and total right of way of 166 feet with center median at station locations.⁴

Montgomery County Roadway Standard No. MC-225.02 of January 1996 for a “transitway designated for exclusive use by transit including heavy or light vehicles and buses” reflects a 150 foot right-of-way.

Applicable Prior Approval

The hotel located south of the subject property was part of a site plan amendment (Site Plan Number 81999001A – approved March 15, 1999) that included a dedication of 50 feet for the transitway.⁵

Current Design Considerations and Recommendation

The pending Draft Plan for Germantown is currently underway. As such, this application has undergone extensive review in the context of the vision of the current Master Plan effort by Transportation Planning, the Maryland Mass Transit Administration I-270/US 15/Corridor Cities Transitway project team (see attached letter of September 30, 2008), the Montgomery County Department of Transportation, and the M-NCPPC North Corridor Transit team.

The consensus among reviewers from various county and state agencies is that the approval should be conditioned upon a dedication of 50 feet along and within the parcel boundary on Century Boulevard for the transit way, thereby providing a total of 130 feet (80 feet of existing and 50 feet of additional dedication).

Consistent with Section 49-32 of the Montgomery County Road Code, the Planning Board can waive the 150 feet standard right-of-way for a median transit way. This section, entitled *Design standards for types of roads*, stipulates:

(a) The design standards adopted under this Article govern the construction or reconstruction of any County road except Rustic Roads and Exceptional Rustic Roads. If the Planning Board, in approving a subdivision or site plan, determines that a waiver from any applicable design standard is necessary to promote context-sensitive design of a specific road, the Executive or the Executive’s designee must adopt the Board’s recommendation unless the Executive or the designee concludes that approving the waiver would significantly impair public safety.

(d) The minimum right-of-way for a road may be specified in the applicable master plan or sector plan for the area where the road is located.

Transportation Planning staff supports this waiver because the resulting 130 foot wide right of way is consistent with site plan approvals in the immediate area and the Master Plan vision for a more pedestrian friendly Germantown. It also accommodates the MTA plans for the CCT.

Local Area Transportation Review

A traffic analysis was prepared to determine the impact of 276,000 square feet of general office use on the area transportation system. The Applicant submitted a traffic analysis based on the square

⁴Final Report Shady Grove – Clarksburg Transitway Study 2, Montgomery County Department of Public Works and Transportation, pages 15-17

⁵See Phase D Items c and e of Exhibit B – Development Program – Site Plan #8-99001

footage envisioned for the property at that time. After various revisions, the plan before the Board for approval includes 235,000 square feet of general office.

Six locations were identified as critical intersections to be analyzed for effects resulting from the proposed development and were examined to determine whether they operate within the applicable congestion standard of 1,425 Critical Lane Volume (CLV) for the Germantown West Policy Area. New trips generated by the site were added to the existing and the background traffic (existing traffic plus traffic to be generated by the approved but unbuilt developments in the area) to determine the total future traffic condition. The total future traffic was assigned to the critical intersections and the results of CLV calculation for these intersections are summarized in Table I.

Table I.

Intersection Capacity Analysis with CLV Under Various Development Schemes During the Peak Hour						
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Crystal Rock Dr/Father Hurley Blvd.	984	956	1,218	1,316	1,282	1,382
Crystal Rock Dr/ Cloverleaf Center DR	554	595	919	1,014	944	1,204
Crystal Rock Dr/Aircraft Dr.	293	458	558	520	655	631
Century Blvd/Aircraft Dr.	371	505	326	474	488	538
MD 118/Aircraft Dr.	880	1,080	1,011	1,214	1,023	1,301
Crystal Rock Dr/Century Blvd.	563	692	603	908	606	934

As shown in Table I, all analyzed intersections are currently operating within the acceptable CLV congestion standard of 1,425 during both the morning and evening peak hour. Acceptable levels of traffic are projected to be maintained under the background and total development conditions. This analysis includes the impact the proposed Corridor Cities Transitway will have on the surrounding road network.

Policy Area Transportation Review (PAMR)

The site is located in the Germantown West Policy Area where there is no trip mitigation requirement in accordance with the Adopted 2007-2009 Growth Policy. Therefore, this application is not subject to the PAMR test.

Other Public Facilities and Services

Other public facilities and services are available and will be adequate to serve the proposed office building. The site will be 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 (MCFRS) which has determined that the property has adequate access for emergency vehicles.

ENVIRONMENT

Environmental Guidelines

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) #420070570 was approved on September 30, 2008. The NRI/FSD identifies the environmental constraints on the site. The NRI/FSD indicates there are no streams, wetlands, floodplains or associated buffers on the Subject Property but there are 0.56-acres of low priority forest on the southeast side adjacent to the MD Route 118 access ramp, which is addressed in the forest conservation plan. The site also contains areas of man-made steep slopes on the perimeter. Since there are no highly sensitive environmental features on the site, the Environmental Guidelines are not applicable to this preliminary plan.

Forest Conservation

The proposed forest conservation plan includes 0.56-acres of forest removal and no forest retention, generating a 2.46-acre planting requirement. The Applicant proposes to meet the planting requirements through a combination of landscape planting and offsite mitigation bank credits.

Stormwater Management

The MCDPS Stormwater Management Section approved the stormwater management concept for the site on February 8, 2007. The stormwater management concept consists of on-site channel protection measures via an existing pond, on-site water quality control via structural underground filtration systems and on-site recharge via infiltration chambers.

PRELIMINARY PLAN RECOMMENDATION AND CONDITIONS

Approval of Preliminary Plan 120070650 pursuant to Chapter 50 of the Montgomery County Subdivision Regulations and subject to the following conditions:

1. Approval under this preliminary plan is limited to 1 lot for a maximum of 235,000 square feet of general office use.
2. The Applicant must comply with the conditions of approval for the preliminary forest conservation plan. The Applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits, as applicable.
3. The Applicant must dedicate 50 feet along and adjacent to the property frontage on Century Boulevard - thereby providing a total of 130 feet of right-of-way (80 feet of existing roadway and 50 feet of additional dedication).

4. Prior to certified site plan, the Applicant must modify the existing I-3 Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) and the Planning Board to satisfy the requirements for development located on an I-3 zoned property.
5. The Applicant must comply with the conditions of approval of the MCDOT letter dated October 17, 2008 (*Appendix D*).
6. The Applicant must comply with the conditions of the Montgomery County Department of Permitting Services (MCDPS) stormwater management concept approval letter dated February 8, 2007 (*Appendix D*).
7. The Applicant must satisfy provisions for access and improvements as required by MCDOT prior to recordation of plat(s), as applicable.
8. The Applicant must satisfy provisions for access and improvements as required by the Maryland State Highway Administration (SHA) prior to recordation of plat(s), as applicable.
9. No clearing, grading or recording of plats prior to certified site plan approval.
10. Final approval of the number and location of buildings, on-site parking, site circulation, sidewalks, and bikepaths will be determined at site plan.
11. The record plat must reflect denial of access along the I-270 property frontage.
12. The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board Resolution.
13. All necessary easements must be shown on the Record Plat.

SECTION 4: SITE PLAN REVIEW

MASTER PLAN

The proposed uses and location of the proposed building conform to the Master Plan. The Master Plan calls for office and technology uses along I-270 and provides specific objectives and guidance for functional and visual relationships on page 15 of the Master Plan as follows:

Objectives:

The Employment Corridor should provide for:

- The development of two urban villages with a mix of residential, employment, and retail services;
- A built form that reflects an urban environment and streetscape;
- Pedestrian-oriented, transit-serviceable employment development;
- A broad range of retail services uses designed to serve the employees and residents, and
- A range of development densities that would provide a variety of employment opportunities and centers.

Functional Guidelines

Develop pedestrian systems that:

- Reflect practical walking distances and tie building to building;
- Are visible, unifying, and coherent, while providing an enjoyable walking experience;
- Provide clear informational and directional graphics;
- Provide employees with opportunities for active and passive recreation, and;
- Provide opportunities to improve transit serviceability.

Develop parking areas that:

- Keep paving to a minimum, reduce on-site runoff, and provide on-site detention ponds as amenities;
- Divide parking into small lots interspersed with natural land forms and landscape features;
- Include an internal road system designed to minimize conflicts and facilitate pedestrian movement; and
- Provide clear directional and informational graphics.

Visual Guidelines

- Provide landscape buffers to soften the public view of parking.
- Protect environment of stream valleys of Little Seneca Creek and its tributaries.
- Site buildings away from I-270 to create a park-like appearance.
- Give equal priority to views of structures and site from secondary roads and from I-270.
- Minimize the use of reflective glass on buildings in those conditions in which the sun's reflection on an adjacent site may become a nuisance.
- Encourage corporate identity through entry signage.
- Design entry signage as a part of streetscape planning.
- Provide clear informational and directional graphics, including gateway features.
- Use earth berms, walls, and setbacks to provide visual and noise separation, thus enhancing the utility of open space.

DEVELOPMENT STANDARDS

The proposed development is located in an industrial zone (I-3), which was created to provide a medium-density, industrial zone for park-like development of high-technology industries, research and development facilities, corporate and business offices, and uses that have similar location, site development, and use requirements. The I-3 zone is intended to be at locations within the county that can be served by transit. In order to ensure high quality industrial/employment development, the following objectives of the zone must be met:

- To provide a suitable operating environment for the range of uses allowed in the zone;
- To maximize the attractiveness of and to enhance the visual appearance of the zone through:
 - Preservation of significant natural features;
 - Provision of green space throughout a project as well as in required yard and setback areas;
 - Orderly clustering of buildings arranged and designed to promote internal compatibility;
- To reduce traffic congestion by encouraging the clustering of buildings near internal streets, the provision of service commercial uses, and the development of pedestrian networks to reduce dependence on single-occupant automobiles and to better accommodate bus service, carpooling, and vanpooling within a project in the zone;
- To protect I-3 zoned areas from the encroachment of incompatible employment uses, and to prevent industries within the I-3 zone from adversely affecting surrounding non-industrial uses by increased setback and landscaping requirements;

This site plan proposes a design that meets these goals and objectives as contained in the current zoning while also looking forward to the future redevelopment of the Germantown Town Center. The table below demonstrates the proposed development's compliance with the Zoning Ordinance.

Project Data Table for the I-3 Zone

Development Standard	Permitted/ Required	Proposed for Approval
Min. lot area (acres)	2	11.53
Gross tract area (sf.)	N/A	502,301
Max. building height ⁶ (feet)	100	100
Max. building height (stories)	N/A	7
Min. green area (% of gross tract area)	35	49
Min. green area (sf.)	175,805	245,000
Max. off-street parking area (% of gross tract area)	45	42.6
Max. off-street parking area (sf.)	226,035	213,900
Max. density of development (FAR)	0.5	0.47
Max. density of development (sf.)	251,150.5	235,000
Min. frontage (ft.)	150	573.35
Min. building setbacks (ft.)		
Century Boulevard right-of-way	25	61
Adjacent I-3-zoned lot	50	240
Adjacent T-S lot	N/A	230
Interchange ramp	100	100
Min. parking lot setbacks (ft.)		
Century Boulevard right-of-way	25	25
Adjacent I-3-zoned lot	20	27
Adjacent T-S lot	N/A	25
Interchange ramp	50	50
Max. Parking (spaces)	705	706
Min. parking lot internal landscaping (% of parking lot area)	5	5

⁶ As measured from the average elevation of finished ground surface along the front of the building.

FINDINGS

1. *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.*

This project has neither a development or diagrammatic plan nor a development plan.

2. *The Site Plan meets all of the requirements of the zone in which it is located, and where applicable conforms to an urban renewal plan approved under Chapter 56.*

The Site Plan meets all of the requirements of the I-3 zone as demonstrated in the project Data Table above. The building height, density, and setbacks conform to the limits of the zone.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

- a. Locations of buildings and structures

The proposed building is located central to the site and proximal to Century Boulevard, providing both a face to the street, albeit at somewhat of a remove, as well as a visual termination of the main axis of Century Boulevard as it moves out of the town center. Both the use and the architectural design elements provide an adequate, safe, and efficient building on the subject site.

- b. Open Spaces

The primary open space on the site is located between the building and Century Boulevard, and includes a forecourt for visitors to the building and a landscaped connection to the public sidewalk. The plan provides secondary open spaces around the parking lot for building employees. As the updating of the Germantown master plan continues, potential additional development rights at this site will provide greater opportunities and expectations for higher-quality open space at this site. However, within the current zoning and master plan, the open spaces are adequate, safe, and efficient.

- c. Landscaping and Lighting

The proposed landscaping on the site consists of foundation plantings and landscaped beds around the building and along the front driveway, trees along the public sidewalk and in parking lot islands, and a landscape buffer between the parking lot and the Interstate 270 off-ramp. This landscaping is adequate, safe, and efficient.

The lighting plan consists of full cut-off site lighting and, as conditioned, will conform to IESNA best practices for site lighting. and will provide adequate, safe, and efficient site illumination.

- d. Recreation Facilities

This site plan does not have a residential component and is not required to provide recreation facilities.

e. Pedestrian and Vehicular Circulation Systems

The plan will extend the sidewalk on the north side of Century Boulevard from the existing commercial development to the south, providing pedestrian access into and past the site. Vehicular access will be provided from the opposite ends of the site along Century Boulevard, as well as from the internal circulation system of the adjacent commercial development. The pedestrian and vehicular circulation systems are adequate, safe, and efficient.

4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The building is compatible with the constructed and planned development in the north end of Germantown Town Center in terms of massing, scale, detailing, and layout.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

The subject Site Plan is subject to forest conservation requirements. The proposed plan shows 0.56-acres of forest removal and no forest retention, generating a 2.46-acre planting requirement. The Applicant proposes to meet the planting requirements through a combination of landscape planting and offsite mitigation bank credits. Final conformance will be verified by Certified Site Plan.

MCDPS approved the proposed storm water management concept, which includes a combination of surface detention and infiltration, on February 8, 2007.

SITE PLAN RECOMMENDATION AND CONDITIONS

Approval of 235,000 gross square feet of general office development on one 11.53-acre lot. All site development elements as shown on the site, landscape, and lighting plans stamped by the M-NCPPC on September 19, 2008, are required except as modified by the following conditions:

1. Preliminary Plan Conformance

The proposed development must comply with the conditions of the approved Resolution for Preliminary Plan 120070650, unless amended and approved by the Planning Board.

2. LEED Certification

The Applicant must achieve a LEED (Leadership in Energy and Environmental Design) Certified Rating Certification at a minimum. The Applicant must make good faith efforts to achieve a LEED Silver rating. Before the issuance of any building permit, the Applicant must inform M-NCPPC staff of the LEED Certification Level for which they are applying. If this level is less than a Silver rating, before the issuance of any building permit the Applicant must provide to staff a written report from the Applicant's LEED consultant analyzing the feasibility of achieving a LEED-Silver rating, to include an affidavit from a LEED-Accredited Professional identifying the minimum additional improvements required to achieve the LEED Silver rating, including their associated extra cost.

3. Site and Landscape Plans

- a. Screen northern parking lot from view along Century Boulevard by providing a low ornamental wall to match the proposed ornamental wall screening the southern parking lot along Century Boulevard;
- b. Provide a mix of shade, ornamental, and evergreen trees along the high ground of the property line bordering the I-270 Interchange;
- c. Along the property frontage on the Century Boulevard right-of-way, provide a sidewalk consistent with the exhibit delineating the component elements of the 130-foot right-of-way for Century Boulevard, included as Exhibit B of the staff report. This sidewalk shall comport with the standard Germantown streetscape design. The elements of the revised Century Boulevard include, from the east to west:
 - i. a 16-foot pedestrian area: a 2-foot maintenance strip, an 8-foot shared bikeway/sidewalk, and a 6-foot planting strip;
 - ii. a 25-foot roadway: a 1.5-foot curb and gutter, two 11-foot travel lanes, the outside lane of which may be used for parking during off-peak hours, and another 1.5-foot curb and gutter;
 - iii. a 50-foot transitway median: a 12-foot transitway buffer, a 26-foot transitway, and another 12-foot transitway buffers;
 - iv. a 25-foot roadway: a 1.5-foot curb and gutter, two 11-foot travel lanes, the outside lane of which may be used for parking during off-peak hours, and another 1.5-foot curb and gutter;
 - v. a 14-foot pedestrian area: a 6-foot planting strip; a 6-foot sidewalk; and a 2-foot maintenance strip;
- d. Provide an alternative plant list for substitutions of plant material due to availability;

4. Forest Conservation

- a. Submit a final forest conservation plan for final staff review for conformance with section 109.B of the Forest Conservation Regulations prior to Certified Site Plan;
- b. Determine off-site forest mitigation location prior to Certified Site Plan;

5. Lighting

- a. All private on-site down-lighting fixtures must be full cut-off fixtures;
- b. Deflectors must be installed on all up-lighting fixtures causing potential glare or excess illumination;
- c. The lighting distribution and photometric plan with summary report and tabulations must conform to IESNA standards for commercial development;
- d. Illumination levels from on-site lighting shall not exceed 0.5 footcandles (fc) at any property line abutting county road rights-of-way;
- e. The height of the light poles, including the mounting base, shall not exceed the height shown in the Certified Site Plan;
- f. Until such time as the full 130-foot right-of-way for Century Boulevard is constructed, provide lighting for the sidewalk provided for in site plan condition 3.c., consistent with Montgomery County standards for lighting public sidewalks;

6. Site Plan Amendment

Upon completion of a Full-Funding Grant Agreement between the Maryland Transit Administration (MTA) and the Federal Transit Administration (FTA) – or an equivalent funding agreement – regarding the reconstruction of Century Boulevard, including the portion in front of the subject site, to accommodate the Corridor Cities Transitway (CCT), the Applicant must submit a site plan amendment to replace any parallel parking spaces located between the driveway along the western edge of the site and the Century Boulevard right-of-way with landscaping and/or hardscaping appropriate to the interface between Century Boulevard and the buildings included in this site plan, or as amended;

7. Stormwater Management

The proposed development is subject to Stormwater Management Concept approval conditions dated February 8, 2007, unless amended and approved by the Montgomery County Department of Permitting Services;

8. Development Program

The Applicant must construct the proposed development in accordance with Development Program. A Development Program shall be reviewed and approved by M-NCPPC staff prior to approval of the Certified Site Plan. The Development Program shall include a phasing schedule as follows:

- a. The sidewalk and required related improvements to the Century Boulevard right-of-way must be completed as building construction is completed;
- b. Site lighting and outdoor hardscaping must be completed before issuance of any use and occupancy permits;
- c. All on-site landscaping must be completed within six months of the issuance of any use and occupancy permits;
- d. On-site amenities including, but not limited to, sidewalks, benches, trash receptacles, and bicycle facilities must be installed prior to release of any building occupancy permit;
- e. Clearing and grading must correspond to the construction phasing to minimize soil erosion and must not occur prior to approval of the Final Forest Conservation Plan, Sediment Control Plan, and M-NCPPC inspection and approval of all tree-save areas and protection devices;
- f. The development program must provide phasing of dedications, stormwater management, sediment and erosion control, afforestation, trip mitigation, and other features;

9. Clearing and Grading

The Applicant must ensure that there is no clearing or grading of the subject site prior to M-NCPPC approval of the Certified Site Plan

10. Maintenance

The Applicant is responsible for maintenance of on-site landscaping and green space.

11. Certified Site Plan

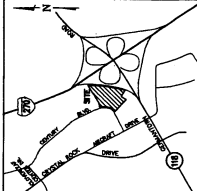
Prior to Certified Site Plan approval the following revisions shall be included and/or information provided, subject to staff review and approval:

- a. Minor corrections and clarifications to site details and labeling;
- b. Provide details for parking lot screening walls;

- c. Development Program, Inspection Schedule, Approved Forest Conservation Plan, and Site Plan Resolution;
- d. Final Green Space location diagram, including internal parking lot landscaping and green areas;
- e. All areas within the project Limits of Disturbance, including any off-site improvements;
- f. Exhibit showing the street section diagram of Century Boulevard, with a 130-foot right of way;
- g. Details of parking lot screen walls.

APPENDICES

- A. Preliminary Plan
- B. Century Boulevard Right-of-Way Exhibit
- C. Subdivision Data Table
- D. Agency Approval Letters



VICINITY MAP
SCALE 1" = 2,000'

PROPERTY	OWNER	PLAT	ZONE	AREA	PROP. USE
PARCEL 1	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 2	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 3	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 4	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 5	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 6	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 7	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 8	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 9	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 10	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 11	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 12	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 13	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 14	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 15	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 16	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 17	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 18	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 19	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 20	CENTURY XXI	1-5	H-2	1.5	RESTAURANT

PROPERTY	OWNER	PLAT	ZONE	AREA	PROP. USE
PARCEL 21	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 22	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 23	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 24	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 25	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 26	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 27	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 28	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 29	CENTURY XXI	1-5	H-2	1.5	RESTAURANT
PARCEL 30	CENTURY XXI	1-5	H-2	1.5	RESTAURANT

SURVEYOR'S CERTIFICATE
I hereby certify that the boundary shown herein is correct based on existing deeds and other recorded surveys, the latest of which were obtained by the Surveyor from the Maryland Department of the Environment. Topographic information was obtained from a recent survey of the property.
DATE: _____
BY: JENNIFER A. HARRIS, P.E.
Property Use: Surveyor



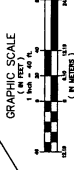
PRELIMINARY SUBDIVISION PLAN
PARCELS G & H, PLAT 13750 & L-4206 F-200
CENTURY XXI
PROPOSED PARCEL "X"
2ND ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND
MAGNUS ENGINEERS & ARCHITECTS, P.A.
1800 North Rockville Road, Suite 100
Rockville, MD 20850
Phone: 301-770-2800
Fax: 301-770-2801
www.magnus-engineers.com

NO.	DATE	DESCRIPTION

OWNER/DEVELOPER
MAGNUS ENGINEERS & ARCHITECTS, P.A.
4600 WEDGEWOOD BOULEVARD
SUITE A
FREDERICK, MD 21703
PHONE: 301-694-9300

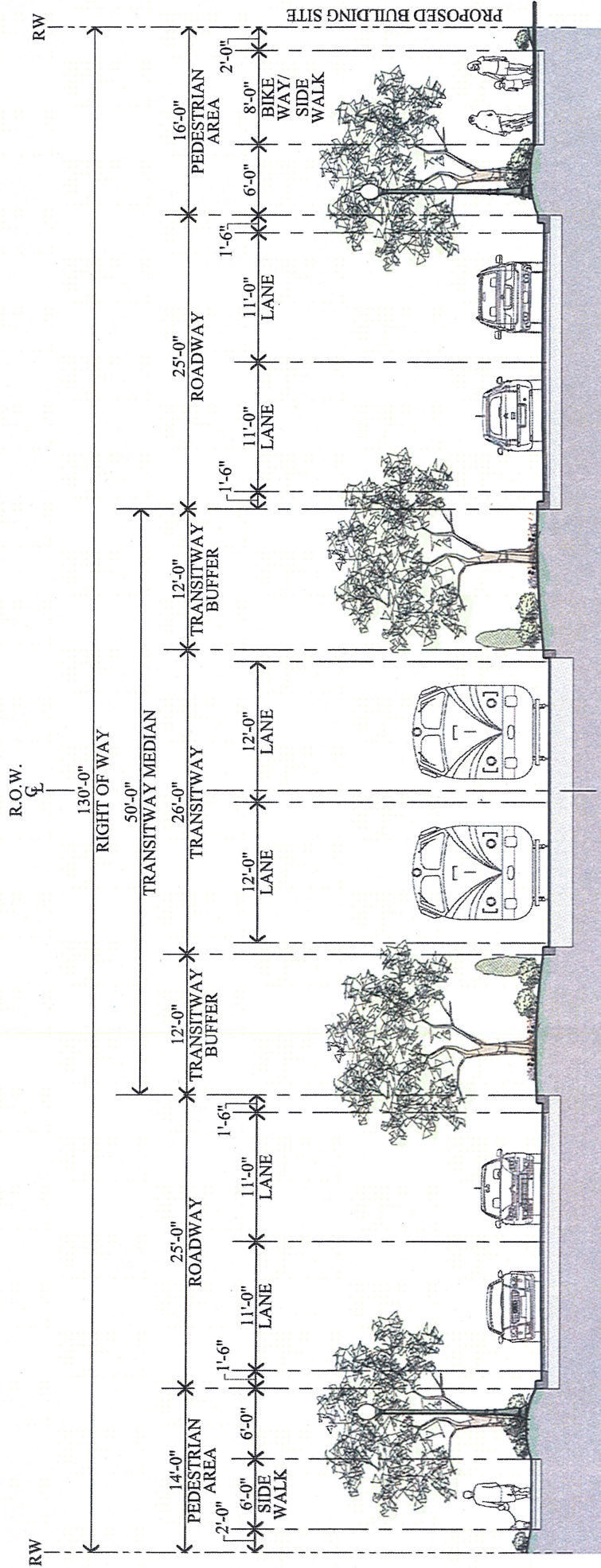
Call "Miss Utility" at 1-800-257-7777.
48 hours prior to the start of work.
In the case of a proposed excavation and where the utility lines are not shown on the utility map, the utility company should be contacted for compliance with requirements of Chapter 26 of the Montgomery County Code.

LEGISLATIVE PLAN SUBMISSIONS NOTICE
THIS PRELIMINARY PLAN IS NOT TO BE USED FOR CONSTRUCTION.
THE PRELIMINARY PLAN WAS PREPARED BY MAGNUS ENGINEERS & ARCHITECTS, P.A.
THIS PROPERTY IS WITHIN THE LITTLE BELLEVUE WATERSHED.
THE ENVIRONMENTAL PLANNING DEPARTMENT OF THE MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES HAS REVIEWED THIS PRELIMINARY PLAN AND HAS DETERMINED THAT IT IS IN SUBstantial CONFORMANCE WITH THE REQUIREMENTS OF THE ENVIRONMENTAL PLANNING DEPARTMENT OF THE MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES.
THIS PRELIMINARY PLAN HAS BEEN SUBMITTED TO THE MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES FOR REVIEW AND APPROVAL.
THE MONTGOMERY COUNTY HEALTH DEPARTMENT RECORDS DO NOT INDICATE ANY WELL OR SEWER AREAS ON THE PROPERTY.
SUBMITTANCE DATE: _____



EV 88 227 PW 12

APPENDIX B: Century Boulevard Right-of-Way Exhibit



PUE LOCATION WILL BE DETERMINED ON A CASE-BY-CASE BASIS.

APPENDIX C: Subdivision Data Table

Plan Name: Century XXI				
Plan Number: 120070650				
Zoning: I-3				
# of Lots: 1				
# of Outlots: 0				
Dev. Type: Standard				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval the Preliminary Plan	Verified	Date
Minimum Lot Area	2 acres	11.53 acres	<i>EG</i>	10/20/08
Setbacks: Front Sides Rear	25 feet 50 feet (north) N/A (for south side setback, see site plan) 100 feet	Meets minimum	<i>EG</i>	10/20/08
Lot Frontage	150 feet	Meets minimum	<i>EG</i>	10/20/08
Max Resid'l d.u. or Comm'l s.f. per Zoning	0.50 FAR	0.42 FAR	<i>EG</i>	10/20/08
Height	100 feet	100 feet	<i>EG</i>	10/20/08
Green Area	35%	49%	<i>EG</i>	10/20/08
Site Plan Req'd?	Yes		<i>EG</i>	10/20/08
FINDINGS				
SUBDIVISION				
Lot frontage on Public Street		Yes	<i>EG</i>	10/20/08
Road dedication and frontage improvements		Yes	Agency letter	
Environmental Guidelines		Yes	Staff memo	10/21/08
Forest Conservation		Yes	Staff memo	10/21/08
Master Plan Compliance		Yes	<i>EG</i>	10/20/08
Historic Preservation		N/A	<i>EG</i>	10/20/08
Stormwater Management		Yes	Agency letter	2/8/07
Water and Sewer (WSSC)		Yes	Agency memo	6/18/07
10-yr Water and Sewer Plan Compliance		Yes	Agency memo	6/18/07
Well and Septic		N/A	<i>EG</i>	10/20/08
Local Area Traffic Review		Yes	Staff memo	10/17/08
Fire and Rescue		Yes	Agency letter	10/29/08

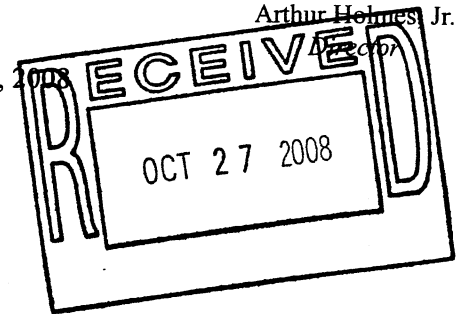


DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.

October 17, 2008



Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-20070650
Century XXI

Dear Ms. Conlon:

We have completed our review of the preliminary plan signed on 02/28/07. This plan was reviewed by the Development Review Committee at its meeting on June 18, 2007. 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 DPS 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.
1. Necessary dedication for Century Blvd and I-270 in accordance with the Master Plan.
 2. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
 3. Perform the necessary adjustments so driveway aprons do not cross the property frontages.
 4. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
 5. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.
 6. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan. Also establish each driveway user's (property owner's) rights & responsibilities with respect to use, maintenance & liability of the common driveway.

Division of Traffic Engineering and Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
Customer Service 240-777-6000 • Main Office 240-777-2190 • 240-777-6013 TTY • 240-777-2080 FAX
trafficops@montgomerycountymd.gov

7. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalk (bike path) is required to serve the proposed subdivision. Sidewalk (bike path) is to be provided along the site frontage according to item 24A below unless the applicant is able to obtain a waiver from the appropriate government agency.
8. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss the parking lot design.
9. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site. However Driveways curb returns should not encroach adjacent properties frontages. Also provide proper spacing between the driveways curb returns and public utilities features.
10. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline nor the curbline.
11. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may need to provide documentation of their proposed delivery schedules. Also coordinate with Robin Ennis at 240-777-6400 Division of Solid Waste about their requirements for recycle/trash truck access and movement.
12. Truck loading space requirements to be determined in accordance with the County's "Off-Street Loading Space" policy.
13. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
14. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
15. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
16. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
17. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.

18. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
19. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Engineering Design and Operation Section at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
20. Trees in the County rights of way - species and spacing to be in accordance with the applicable DOT standards. Tree planting within the public right of way must be coordinated with Brett Linkletter with Division of Highway Services, Tree Maintenance Unit at 240 777 6000.
21. If the applicant is required to install CBD streetscaping amenities along the site frontages – prior to approval of the record plat by DPS, execute and record a Declaration of Covenants (for Maintenance and Liability) or enter into an agreement for the maintenance of those items.
22. Access and improvement on I-270 as required by MSHA. Also coordinate with two State of Maryland projects: the I-270 and the Corridor Cities Transitway.
23. Coordinate with Gary Erenrich, DOT Director's Office regarding transitway and roadway cross-section on Century Blvd.
24. 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. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along the applicant side of Century Blvd (with amended soil panels and underground watering system for Tree Pits(CBDs)) according to the following street section starting from the right of way line:
2 feet of maintenance strip, 8 feet bikeway, 6 feet green strip, 25 feet roadway (including curb and gutter on both sides), 12 feet green strip and 13 feet (as a half) of transit way (including curb and gutter).
 - B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - C. 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.
 - D. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
 - E. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Division.

Ms. Catherine Conlon
Preliminary Plan No. 1-20070650
Date October 17, 2008
Page 4

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,

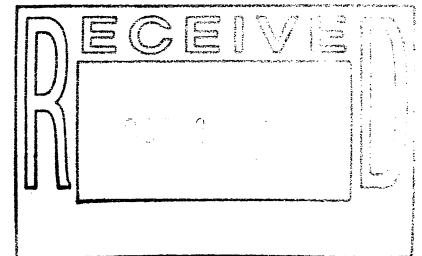


Sam Farhadi, P.E.
Development Review Group
Traffic Engineering and Operations Division

m:/subdivision/farhas01/preliminary plans/ 1-20070650, Century XXI.doc

Enclosures (1)

cc: Karl Morris, Matan Development
Dian Fainberg, Bellemead Development
Mike Plitt, Macris, Hendricks & Glascock
Robert Dalrymple, Linowes & Blocher
Joseph Y. Cheung; DPS RWPPR
Sarah Navid; DPS RWPPR
Henry Emery; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DOT TEO
Preliminary Plan Folder
Preliminary Plans Note Book





DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

February 8, 2007

Reginald Jetter
Acting Director

Mr. Pearce Wroe
Macris, Hendricks and Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886

Re: Stormwater Management **CONCEPT** Request
for Century XXI
Preliminary Plan #: 1-20078319
SM File #: 228520
Tract Size/Zone: 11.67 acres/I-3
Total Concept Area: 6.45 acres
Lots/Block: G&H
Parcel(s): NA
Watershed: Little Seneca Creek

Dear Mr. Wroe:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site channel protection measures via an existing pond; on-site water quality control via structural underground filtration systems; and onsite recharge via infiltration chambers.

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

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
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. Structural pretreatment must be provided for volume based Stormfilters.
6. It is not appropriate to provide recharge off of a separator sand filter as this is not the relatively clean water that we want infiltrating back into the ground. The separator sand filter design will remain the same with the exception of the removal of the 8" pipe to the recharge area.
7. The clustering of the recharge facilities is also not appropriate. Recharge is meant to be spread out throughout the site as much as possible. When recharge is clustered as shown it becomes formal infiltration and is more prone to failure. Due to the existing fill on site a determination of whether or not recharge is feasible can not be made until the fill is removed and soil borings are done. At the detailed plan stage show recharge in the grass areas on the north west side of the building fed directly from the building without being piped out into the parking lot.




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

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is/is not 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,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm

cc: C. Conlon
S. Federline
SM File # 228520

QN - onsite; Acres: 6.4
QL - onsite; Acres: 6.4
Recharge is provided



FIRE MARSHAL COMMENTS

DATE: OCTOBER 29, 2008
TO: MIKE PLITT, MHG
FROM: TYLER MOSMAN
RE: CENTURY XXI 8-20070150

PLAN APPROVED.

1. Review based only upon information contained on the plan submitted 10-28-08. 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.
3. This property requires a fire lane order.

cc: Department of Permitting Services

MNCPPC-MC