



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

**Staff Report: Century Technology Campus
Preliminary Plan Amendment 12002095A
Site Plan Amendment 82003007A**

ITEM #:

MCPB HEARING

DATE: December 17, 2009

REPORT DATE: December 7, 2009

TO: Montgomery County Planning Board

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**APPLICATION
DESCRIPTION:**

Creation of one recorded parcel for a total of 510,702 gross square feet of general office use and 21,000 square feet of accessory storage uses, on approximately 51.8 acres in the I-3 Zone; located on Century Boulevard, at the intersection of Cloverleaf Center Drive, in the Germantown Master Plan area.

APPLICANT: New Tower Trust Company; c/o Trammel Crow Company

FILING DATE: August 11, 2009

RECOMMENDATION: Approval with conditions

**EXECUTIVE
SUMMARY:**

The Preliminary Plan and Site Plan Amendments were reviewed concurrently for conformance with the I-3 zone and the recommendations of the Sector Plan for the Germantown Employment Area. The proposed development would create one recorded parcel by consolidating four existing recorded parcels, demolish four existing buildings, retain one existing building, retain one existing storage building, and construct three new commercial office buildings, which would total 531,702 gross square feet. Only the 510,702 square feet of office use was analyzed regarding trip generation and employment because the storage space does not generate any trips.

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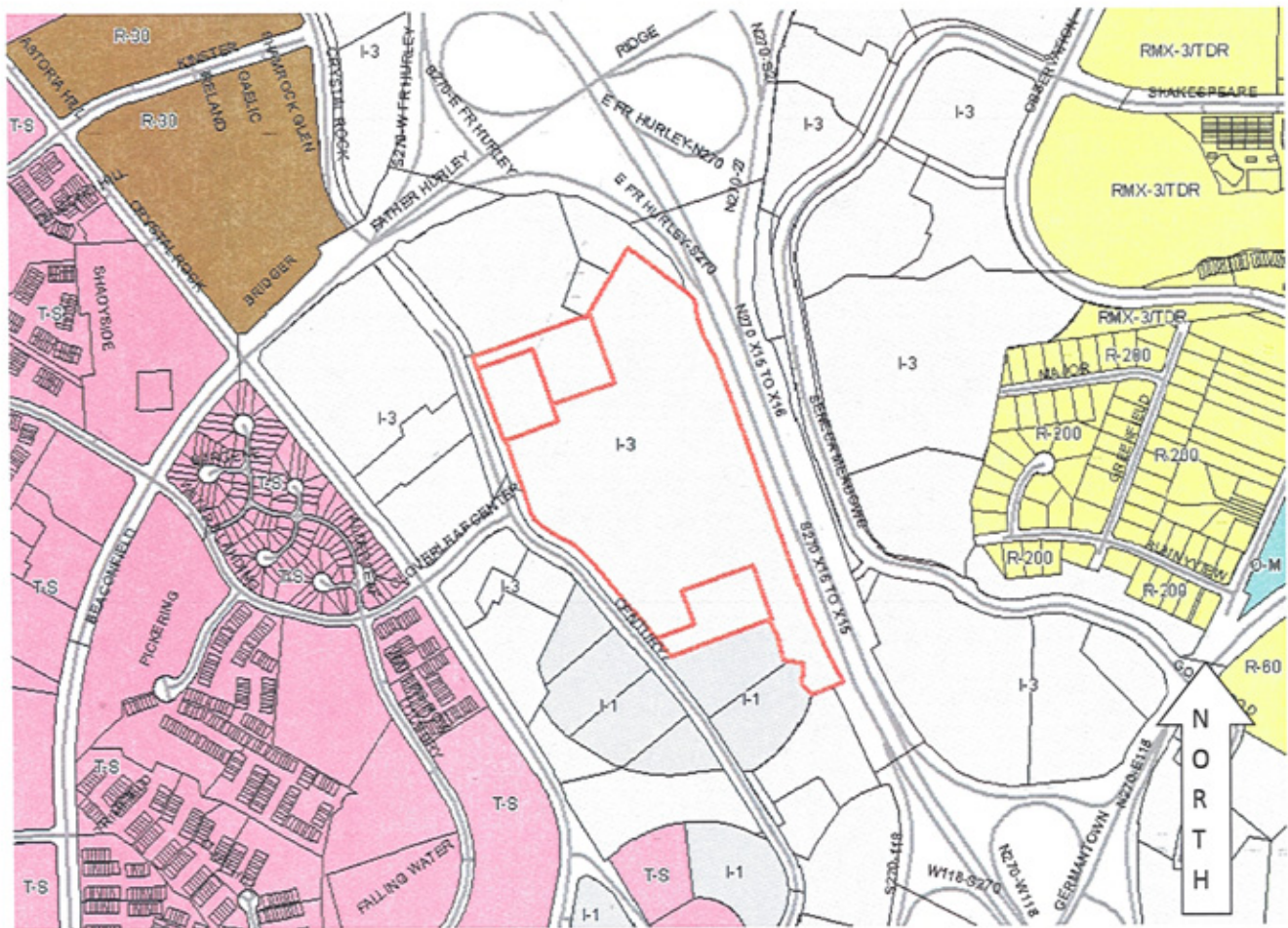
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SECTION 1: CONTEXT AND PROPOSAL

SITE DESCRIPTION

Site Vicinity

The I-3-zoned subject properties are located at the intersection of Century Boulevard and Cloverleaf Center Drive and encompass a total area of 51.76 net acres. Recorded parcels containing office uses in the I-1 and I-3 zones surround the property to the north, west, and south. The subject properties abut a State Highway Administration right-of-way (I-270) to the east. Century Boulevard, which runs along the entire western edge of the site, will eventually accommodate the Corridor Cities Transitway with an anticipated stop in front of this site; a master planned spur for the Transitway also runs along the southern end of the property.



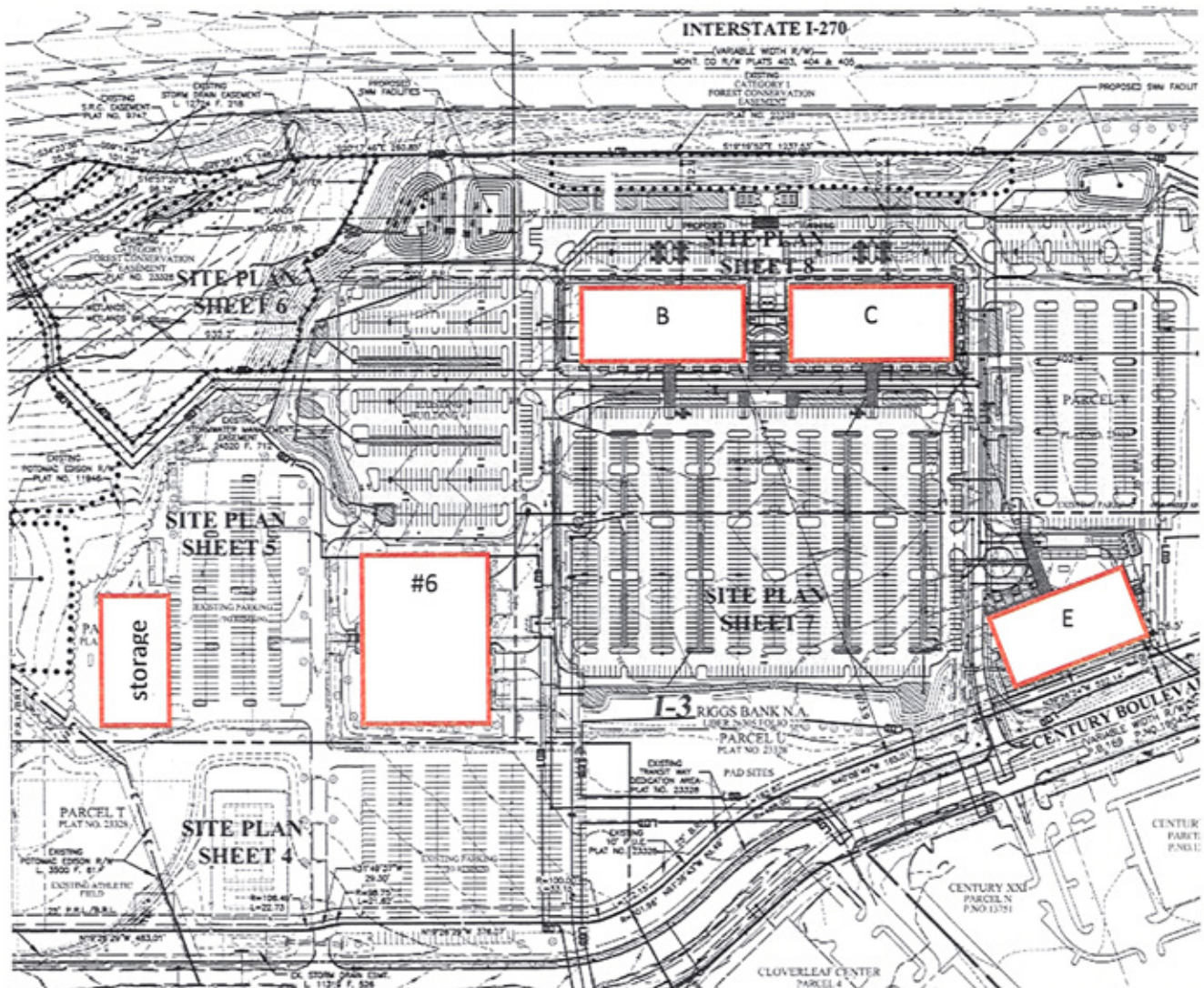
Vicinity Map

Site Analysis

The Century Technology Campus site is on the east side of Century Boulevard and includes four recorded parcels totaling approximately 2,254,593 net square feet, most of which is paved or covered by buildings. The site topography slopes down towards the northwest corner of the site. There are several significant existing trees, wetlands, and existing forest conservation easements primarily located along the northern and eastern edges of the site. These conservation easements are being modified by this amendment, but no specimen trees will be removed. The existing vehicular access points from Century Boulevard will be retained and utilized for the proposed development. Existing buildings and structures include five one-story office buildings, one storage building, four parking

Summary of Approvals and Densities

<u>Original Preliminary and Site Plan Approvals:</u>	<u>499,000 square feet</u>
<u>Built on Site as of Today:</u>	<u>363,418 square feet</u>
<u>Proposed for Demolition:</u>	<u>292,917 square feet</u>
<u>Remaining Storage Shed and Building #6:</u>	<u>70,501 square feet</u>
<u>Proposed Buildings B, C, & E:</u>	<u>461,201 square feet</u>
<u>Total Development Included in Application:</u>	<u>531,702 square feet</u>
<u>Net Tract Area:</u>	<u>2,254,593 square feet</u>
<u>Previous Dedications:</u>	<u>176,357 square feet</u>
<u>Gross Tract Area:</u>	<u>2,430,950 square feet</u>



Proposed Layout of Retained and Proposed Buildings

Proposed buildings B & C are set well back on the site and use their height to take advantage of views from Interstate I-270. Building E's primary frontage is along Century Boulevard, although it will be set back from the road a considerable distance due to the required dedication to accommodate

the future Corridor Cities Transitway. When the CCT is built, Building E will have a more appropriate setback along Century Boulevard. Landscape plans for the interim and final conditions have been designed to accommodate the current and future build-out of the site.

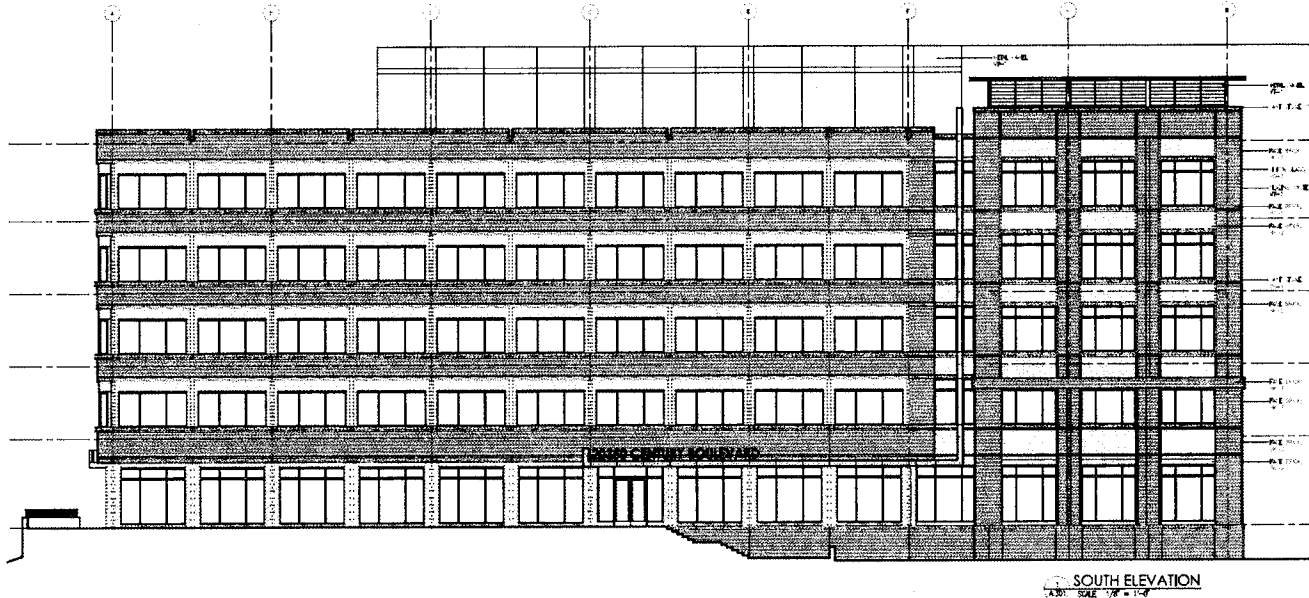


Illustrative Plan

As mentioned earlier, the two existing vehicular entry points will be used for this development as will much of the existing surface parking. The internal circulation, however, is being modified in expectation of future phases of development and to begin providing more of a grid of blocks. Importantly, the utilities are being planned in advance along the major driveways that will become streets in the full build-out. Parking in the original application was 1816 spaces; this has been reduced during the review process to 1,686 spaces, which is approximately 3.6 spaces per 1,000 square feet of office space, and Staff is recommending a further reduction of 70 spaces. Regardless of the final parking count, fifty spaces in the far-western parking lot will remain reserved for transit parking as required by an earlier agreement.

Although much of the surface parking will remain, some parking is being converted to green area primarily along Century Boulevard. Most of the green area, however, is along the northern and

western edges of the site where the wetland, forest conservation, and stormwater management facilities are being located. Pedestrian circulation is limited at this time to sidewalks along the frontage and into the site. The applicant has agreed to upgrade the bus stop facilities on site and has enhanced the pedestrian route from this bus stop to the proposed office buildings. Future development will focus more on the pedestrian and transit environment as density increases in this core nodal area of Germantown.



Century Boulevard Elevation – Building E

COMMUNITY OUTREACH

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

DEVELOPMENT ISSUES

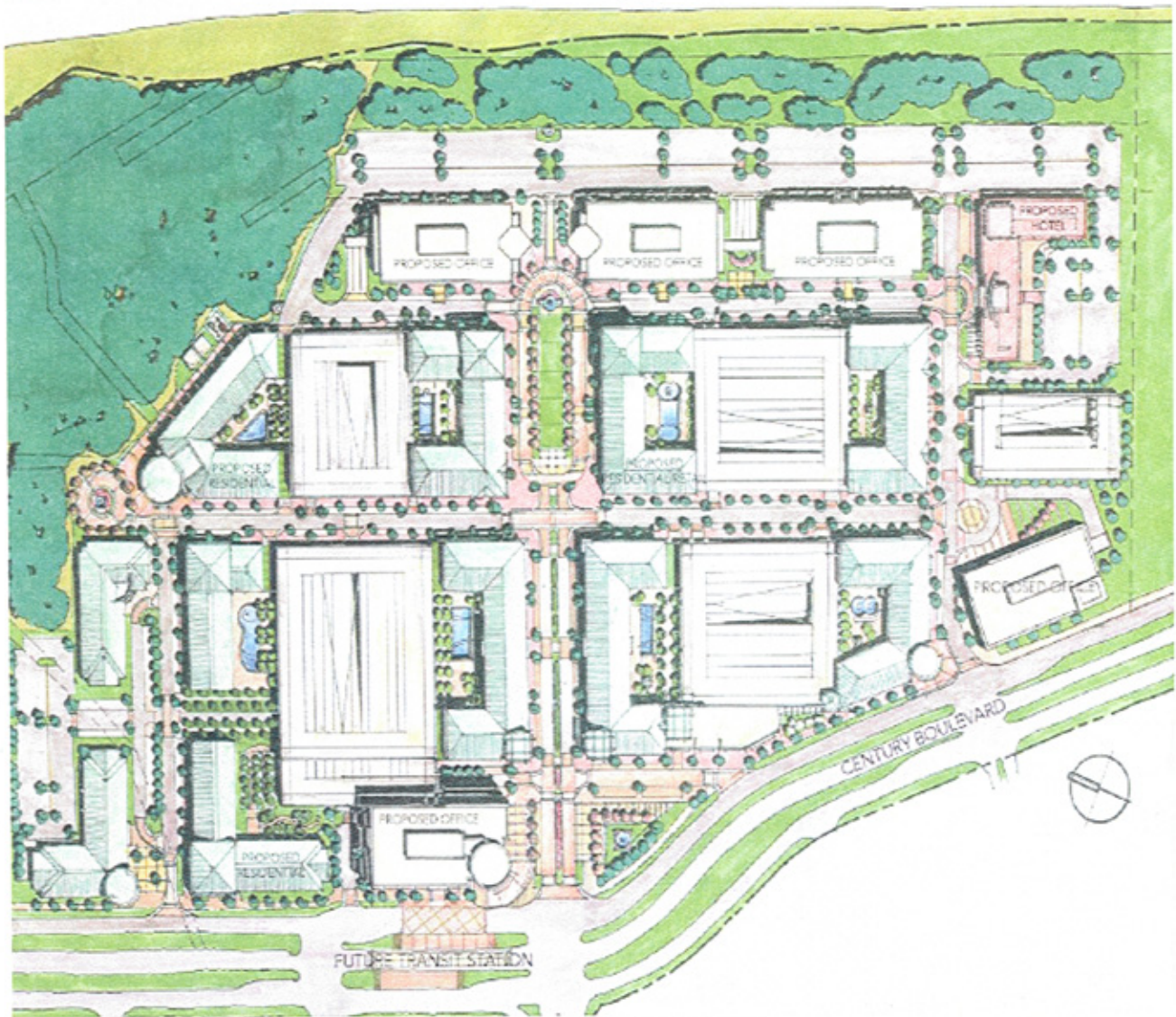
Century Boulevard Right-of-Way

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. There is also an 80' wide strip on the southern property line where the CCT is expected to cross I-270. The recently approved Sector Plan for the Germantown Employment Area calls for a 134-foot right-of-way to accommodate the CCT within a 50-foot median and two travel lanes on either side of the transitway. The proposed plans currently delineate a 130-foot dedication and Staff is recommending a condition requiring four additional feet of dedication. The 80' wide strip on the southern property line is to be placed in reservation for future acquisition for additional right-of-way. The reservation period is limited to the maximum three years provided under the Subdivision Regulations, however, it is probably unlikely that the right-of-way will be acquired within this period. If it is not, staff will explore other mechanisms for longer term protection of this important CCT link as part of future phases of development on this property.

Germantown Forward: Future Site Development

Although this proposal complies with the development standards of the current I-3 zoning, the specific proposal before the Board seems to fall far short of the design and planning objectives of the recently approved and adopted Sector Plan for the Germantown Employment Area. . In fact, however, Staff and the Applicant spent considerable time ensuring that the basic framework of the future vision – of both the Sector Plan and the site itself – was being put in place in an efficient and effective manner. This application is only the first phase of the intended development, and looking more holistically at the Applicant’s final master plan for the site, the proposal fits well into the mixed-use, urban street grid envisioned for this area. This first phase was done in such a way as to allow future growth to fill in around these buildings and along the street grid as it develops with concurrent economic growth and transit options. In the meantime, however, Staff and the Applicant have worked to ensure that the interim development will be attractive and compatible with the surrounding area.

1-270



Conceptual Site Master Plan

SECTION 2: PRELIMINARY PLAN REVIEW

MASTER PLAN

The project 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.

Conformance with the Sector Plan

The impetus and vision of the Sector Plan is to increase employment opportunities and provide mixed-use communities around transit. The Sector Plan lists several key 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. A phasing plan, as illustrated below, depicts how existing buildings and parking will transition through multiple phases to allow for build-out of a mixed-use community when the property is served by the Corridor Cities Transitway.



Conceptual Phasing Plan

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. Staff analyzed the submitted, conceptual phasing plan to ensure that interim uses of the site will not preclude full build-

out of the recommended land uses and maximum amount of development. This phase provides approximately 49 percent of the Sector-Plan recommended employment uses for this site and verifies that the Sector Plan’s land use and design recommendations will still be achievable.

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. 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. 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, parking spaces have been reduced to 1,686 spaces in the lots to the north and west of proposed buildings B and C;
3. Also, as shown above, 302 parking spaces to the west of Building #6 have been removed from the plan; and
4. As conditioned, 70 further spaces will be removed by not constructing the small lot in the southeast corner of the site.

The resulting total number of spaces built, per the revisions proffered and conditions enumerated in this report, would be 1,788. This is still more than the required number of parking spaces. In this particular case, however, Staff finds that the revised and conditioned parking facilities are appropriate. This is 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 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 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.

ADEQUATE PUBLIC FACILITIES

Transportation

Site Access and Vehicular/Pedestrian Circulation

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 point 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. A proposed bus shelter and sidewalks connecting the internal pedestrian circulation system and the sidewalks along Century Boulevard ensure easy and safe access for pedestrians to and from the site. 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. Staff recommends that the Century Technology Campus site 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 3 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 the 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.

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 (MCFRS) 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.

ENVIRONMENT

Ecological Context

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) for the 51.74-acre site was approved by Environmental Planning Staff on November 30, 2001 and recertified on March 2, 2009. There are approximately 750 linear feet of stream channel, 4.39 acres of stream valley buffer, 0.82 acres of forested stream valley buffer, 0.09 acres of wetlands, and 0.05 acres of forested wetlands on the project site.

The site is currently developed with most of the topography of the site in the range of 3 to 8 percent. Some steep manmade slopes have been created along the perimeter of the development as the result of prior grading on the site. There are some naturally occurring steep slopes in the northern portion of the site in the 8 to 15 percent range leading from the project site down to the stream channel. The slopes flatten out to the 3 to 8 percent range within the floodplain of the stream.

The vegetative cover on the site consists of 4.25 acres of forest comprised of three forest stands. Forest Stand 1 is an upland hardwood forest 0.85 acres in size located in the northwestern portion of the property dominated by Black Oak (*Quercus velutina*), White Oak (*Quercus alba*) and Tulip Poplar (*Liriodendron tulipifera*). This stand is considered high priority for retention due to the minimal presence of invasive plant material, numerous specimen trees and contiguity with a larger lowland forested area. Forest Stand 2 is contiguous to Stand 1, but delineated from Stand 1 by a ridge line and vegetation change. Forest Stand 2 is a transitional mixed hardwood forest 2.65 acres in size located in the north-northwest portion of the site dominated by Tulip Poplar (*Liriodendron tulipifera*), Red Maple (*Acer rubrum*) and Red Oak (*Quercus rubra*). Forest Stand 2 is considered a moderate priority for retention due its upland position and the extent of invasive plant material. Forest Stand 3 is an isolated bottomland forest 0.75 acres in size located in the northeast portion of the site dominated by Eastern Sycamore (*Platanus occidentalis*), Red Maple (*Acer rubrum*) and Tulip Poplar (*Liriodendron tulipifera*). The project site contains seventy-seven specimen sized trees (24" diameter breast height (dbh) and greater) of various species of which twenty are 30" or greater dbh.

The site is located on the Milestone Tributary of the Little Seneca Creek watershed which is classified as a Use Class IV-P stream. The Milestone Tributary watershed is listed as being in excellent condition with the Little Seneca watershed listed in good to excellent condition as reported on the Montgomery County Department of Environment Protection (DEP) website.

Forest Conservation

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 by the site plan amendment that is being reviewed concurrently with the preliminary plan amendment.

Stormwater Management

The MCDPS Stormwater Management Section approved the stormwater management concept for the site 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-bioretenion facilities. Onsite recharge is provided.

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 the requirement and standards of 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 this type of subdivision where the underlying land will stay in common ownership. It is likely, however, that additional internal lot lines will be created as the later phases of the property are developed.

The proposed subdivision was reviewed for compliance with the dimensional requirements of the I-3 zone as specified in the Zoning Ordinance. The proposed development meets all 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 the Project Data Table in the Site Plan Review section. The application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan.

PRELIMINARY PLAN RECOMMENDATION AND CONDITIONS

Approval of Preliminary Plan Amendment 12002095A pursuant to Chapter 50 of the Montgomery County Subdivision Regulations and 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 as part of future development for rebuilding either half or all of the ultimate cross section for Century Boulevard along the property frontage. The extent of this requirement will be determined by subsequent applications.
4. The Applicant must dedicate 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 either 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).
6. 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.
7. 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.
8. The record plat must reflect a public use and access easement over all private streets and adjacent parallel sidewalks.
9. 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.
10. 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.
11. The Applicant must satisfy provisions for access and improvements as required by MCDOT prior to recordation of plat(s), as applicable.
12. No clearing, grading, or recording of plats prior to certified site plan approval.
13. Final approval of the number and location of buildings, on-site parking, site circulation, sidewalks, and bikepaths will be determined by the site plan.
14. The record plat must reflect denial of access along the I-270 property frontage.
15. 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.
16. 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 prior to certification of the site plan and recordation of the plat.
17. All necessary easements must be shown on the Record Plat.

SECTION 4: SITE PLAN REVIEW

SITE AND BUILDING DESIGN

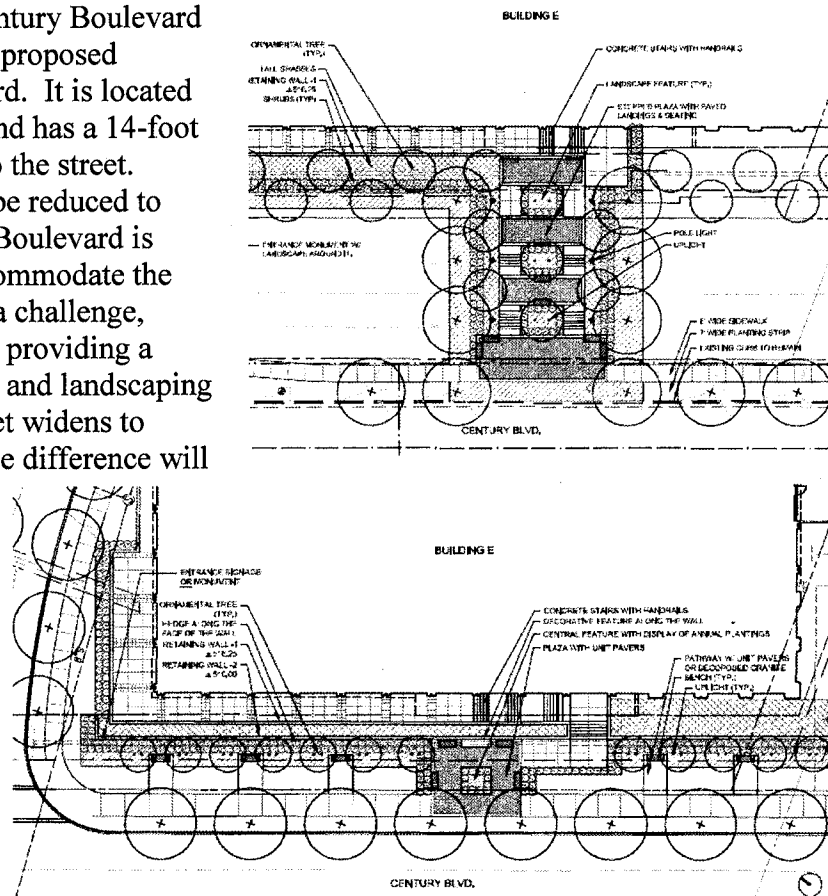
Mixed Uses

The proposed plan provides much needed employment uses for Germantown and is expected to provide housing, restaurants, hotel and limited retail services in future phases. Future residential and retail uses should center around the planned transit station at the corner of Cloverleaf Center Drive and Century Boulevard.

Building Layout

The proposed plan takes advantage of its I-270 frontage by locating two office buildings adjacent to the highway in accordance with the setback recommendations of the Sector Plan. An existing office building will remain in the northern end of the site and a new office building, Building E, is proposed along Century Boulevard at the southern end. It is reasonable to first develop along the I-270 edge of the property since the CCT along Century Boulevard is not expected to be built for at least 5 to 10 years. The initial phase will benefit from Building E's location along Century Boulevard. Ultimately, subsequent phases will locate taller buildings along Century Boulevard and cluster the higher densities adjacent to the transit station in accordance with the Sector Plan.

In Phase 1, the subject of this application, achieving street-oriented development along Century Boulevard is a challenge. Building E is the only proposed building adjacent to Century Boulevard. It is located 95 feet from the existing street curb and has a 14-foot grade difference from the first floor to the street. Ultimately, the building setback will be reduced to approximately 30 feet when Century Boulevard is expanded to its 134-foot width to accommodate the CCT. The grade difference remains a challenge, which the proposed plan addresses by providing a series of stepped terraces with seating and landscaping for the interim period. When the street widens to accommodate the transitway, the grade difference will be accommodated with a narrower plaza providing access to the building from Century Boulevard. Given that Building E is located some distance from the center of the Cloverleaf District and is not planned for first floor activating uses, the proposed grade relationship to the street is acceptable.



Interim and Final Landscape Designs for Building E

The street oriented, urban character envisioned by the Sector Plan will be compromised in future phases by the proposed public utility easement (PUE) along Century Boulevard's right-of-way that will force buildings to be set back further from the curb and restrict what can be built in the easement. Within the central business districts, there are no PUE's and buildings are located behind the right-of-way without additional setback restrictions caused by the PUE. Utilities typically located in a PUE are located under the public sidewalk or to the rear of buildings in urban areas. The Town Center and the Cloverleaf District are designated by the Sector Plan as urban areas to enable use of the Road Code's urban street standards. This urban standard should also be applied to the PUE in this area. It is conditioned that the PUE along Century Boulevard must be provided unless an agreement between staff, MCDOT and the applicable utility companies can be reached during the certified site plan review to allow utilities to be placed within the right-of-way or along internal streets and behind buildings.

All on-site streets are proposed as private streets forming a loop through the property with southern and northern intersections with Century Boulevard. The initial streets are part of the ultimate network that is envisioned for the area and will not preclude the ultimate network of streets being fulfilled. It will be important in future phases to achieve the Sector Plan's vision for a street network with approximately 250 to 350 foot long blocks to promote walking and convenience and to provide on-street parking with pedestrian friendly intersections with features such as neck-downs.

Internal streetscape treatment for private streets should include ornamental, pedestrian scaled LED street lights, integration of unit pavers adjacent to building entrances, and closely spaced street tree plantings that provide tall growing shade trees to reduce the heat build up from the pavement and separate pedestrians from moving vehicles.

Parking is currently proposed at 3.74 spaces/1,000 square feet of office development, which totals 1,910 spaces on surface lots (see the parking analysis above). The parking lots are distributed throughout the site with the largest lot located in the center of the property. Parking is also proposed between the buildings and I-270. Ultimately, future development and structured parking will be provided on many of these surface parking lots. The amount of parking exceeds the Sector Plan's parking policy that states that the amount of parking should not exceed the minimum amount required by the zoning ordinance. The minimum parking required for office development is 3 spaces/1,000 square feet, requiring only 1,532 spaces. The amount of parking exceeds the minimum required by 378 spaces. Elimination of some parking should occur along the I-270 frontage adjacent to the proposed stormwater facilities where screening the parking will be difficult.

Pedestrian Circulation

Pedestrian circulation is provided along most of the internal streets and, to a more limited extent, within the parking lots. Good pedestrian access from Century Boulevard in the initial phase is important because bus service is provided along Century Boulevard. The plan has provided a separate sidewalk system from the bus stop along Century Boulevard into the site to accommodate transit users. Additional sidewalk connections, however, are required by the conditions of approval from Century Boulevard along the northern entrance street to the existing sidewalk adjacent to Building #6 and around all driveway entrances into the parking lots. An efficient sidewalk system is proposed in front of Buildings B, C and E.

Building Heights

The proposed 5- to 7-story buildings are well within the Sector Plan's height recommendations. The Sector Plan allows up to 125 feet along I-270 and encourages higher building heights at the transit station up to 143 feet.

Landscaping

The proposed landscape plans need to be updated to reflect the most recent street layout revisions requested by Planning Department Staff. All streets need to be lined with street trees, pedestrian lighting and sidewalks set back behind the tree line. The view of the large, central parking lot will need to be adequately screened from views along Century Boulevard in the interim stage. This area between the central parking lot and Century Boulevard will ultimately be redeveloped but the interim view needs to be landscaped.

Along the I-270 right-of-way, all parking should be further screened from view with additional plantings along the highway. The plans show stormwater management basins in some locations that will prevent adequate screening of the parking. In these areas, landscaping to screen parking should be provided within the I-270 right-of-way and approved by the State Highway Administration.

Conclusion

The proposed plan, as conditioned for approval, provides a good beginning for development in Germantown. Signature office development along I-270 will provide a positive contribution to the character of the Technology Corridor. The initial phase as viewed from Century Boulevard will need to rely upon proposed landscaping and good building design to establish an attractive character until the future phases provide more street oriented development along this side of the property.

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; and
- 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, at full build-out, meets these goals and objectives contained in the current zoning while also looking forward to the future redevelopment and rezoning of this area of Germantown. 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
Gross tract area (sf.)	N/A	2,430,950
Max. building height ¹ (feet)	100	100
Max. building height (stories)	N/A	7
Min. green area (% of gross tract area)	35	54
Max. off-street parking area (% of gross tract area)	45	36
Max. density of development (FAR)	0.5	0.22
Max. density of development (sf.)	1,127,296	510,702 office 21,000 accessory
Min. building setbacks (ft.)		
Adjacent I-1 lot	25	25
Adjacent I-3 lot	20	20
Interstate 270	200	200
Arterial	25	35
Transitway	25	25
Between buildings on the same lot	30	30
Min. parking lot setbacks (ft.)		
Adjacent to I-1 lot	25	25 ²
Adjacent I-3 lot	20	20
Interstate 270	100	100
Arterial	35	35
Transitway	25	25 ³
Min. parking (spaces)	1533	1910
Min. parking lot internal landscaping (% of parking lot area)	5	7

¹ As measured from the average elevation of finished ground surface along the front of the building.

² Applies only to proposed parking and maneuvering areas, not to an existing parking lot.

³ Ibid.

REVISED FINAL FOREST CONSERVATION PLAN (FFCP)

The revised FFCP proposes to remove 0.8 acres of the existing 3.74 acres of on-site forest. This would result in the retention of 2.94 acres of forest versus the previously approved 3.05 acres. This results in a total reforestation/afforestation requirement of 5.19 acres for the current submittal. The Applicant proposes to address this requirement by planting 5.40 acres of forest on-site and by using 0.32 acres of installed street trees for landscape credit.

There are several reasons for the change in the overall forest acreage amounts from the original FFCP approved in June 2003 to the amended FFCP submitted in November 2009. The primary reason is the fact that the amount of acreage being dedicated for road and utilities has increased 4.03 acres with this amendment. These areas are not being cleared as part of this plan and as such are removed from the developer's overall requirement. The overall afforestation/reforestation planting requirement has gone down in part because the Applicant is now claiming 0.32 acres of landscape trees for forest conservation credit that was not claimed on the originally approved FFCP.

In addition, with the revised FFCP the Applicant is also proposing to alter the existing Category I easement areas. The Applicant proposes to abandon 0.38 acres of easement area and create 0.32 acres of easement not covered by the previous FFCP. This results in a net loss of 0.06 acres of conservation easement which the Applicant is proposing to replace at a 2:1 rate for a total of 0.12 acres of additional forest conservation easement. This replacement will occur on-site and has been accounted for within the total proposed reforestation amount of 5.40 acres. The easement abandonment is a result of new utility alignments, changes to the previously approved stormwater management facilities, and a new site layout which impacts the margins of the existing easements that are outside of the stream valley buffer.

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 schematic 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. The requirements for green area and internal parking facility landscaping exceed the minimum standards. This proposal, while conforming to the requirements of the existing I-3 zone, will soon be subject to the requirements of the TMX-2 zone. At that time, subsequent applications will be reviewed under different development standards and this proposal has been analyzed to ensure that the building layout and site design will not conflict with those standards.

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 buildings are located according to a phasing plan that will, at full build-out, create an adequately vibrant, efficient, and safe mixed-use area for this sector of Germantown. In the interim, the buildings will provide focal elements along I-270 and begin to form a street wall along Century Boulevard. The use of structures – terraces, steps, and walls – at a proper proportion along Century Boulevard mitigates the setback from the street and serves to accommodate the large grade change while providing pedestrian access to the site.

b. Open Spaces

Open space in this site plan is limited to the existing natural areas and small forecourts near each of the buildings. The later phases will fill in development and replace parking lots with buildings, plazas, and greens. These areas will provide efficient seating and aesthetically pleasing open space to adequately serve employees. These areas are safely lit and visible. The foreseen additional development at this site will provide greater opportunities and expectations for higher-quality open space.

c. Landscaping and Lighting

The proposed landscaping on the site consists of three distinct types. First, there is a large natural area around the wetland and forest conservation areas as well as green space around the stormwater facilities and between the development and I-270. Second, there are numerous street trees and trees within the parking lot. And third, there are several landscaped beds and planters around the buildings and at key entrances as well as around the proposed bus shelter. Additional screening is required between parking areas and I-270 and Century Boulevard as enumerated in the conditions of approval. With these conditions, the landscaping is adequate, safe, and efficient.

The lighting plan consists of contemporary-style street lights mounted at 17-foot heights, parking lot lights at 20 to 32.5 feet and accent lights around key site elements. The lighting plan conforms to IESNA standards 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 modify portions of the sidewalk along Century Boulevard, but because the final design of the streetscape along this road has not been finalized, it is not recommended that this site construct extensive improvements within or along this right-of-way. Sidewalk connections from Century Boulevard into the site and the circulation system between parking areas, the bus stop, and buildings are important and, as conditioned, provide safe, adequate, and efficient pedestrian access.

Vehicular access will be provided from opposite ends of the site along Century Boulevard, which remains unchanged from the current configuration. Internal streets are being

developed according to a future phasing plan and will provide the framework for an urban grid of streets that will only further enhance the safety, efficiency, and adequacy of the vehicular circulation system.

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

The proposed buildings begin to create a street wall along Century Boulevard and successfully create signature development visible from I-270. In the future, taller buildings and stronger street relationships will effectively play off this initial phase of development. The proposed buildings, structures, and uses are compatible with the constructed and planned development in this area of Germantown in terms of massing, scale, detailing, and layout. And as part of a phased multi-use, transit-oriented development, they also fit well with the objectives of the pending adopted Sector Plan.

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 revised FFCP proposes to remove 0.8 acres of the existing 3.74 acres of on-site forest. This would result in the retention of 2.94 acres of forest versus the previously approved 3.05 acres. This results in a total reforestation/afforestation requirement of 5.19 acres for the current submittal. The Applicant proposes to address this requirement by planting 5.40 acres of forest on-site and by using 0.32 acres of installed street trees for landscape credit.

MCDPS approved the proposed storm water management concept on July 22, 2009. The stormwater management concept consists of on-site channel protection measures via two dry ponds; on-site water quality control via two sand filters, a volume based stormfilter, two hydrodynamic devices, numerous micro-bioretenion facilities; on-site recharge is provided.

SITE PLAN RECOMMENDATION AND CONDITIONS

Approval of 510,702 gross square feet of general office use and 21,000 square feet for storage and mechanical equipment, on approximately 51.8 acres in the I-3 Zone. All site development elements as shown on the site, landscape, and lighting plans stamped by the M-NCPPC on November 24, 2009, 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 12002095A, 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, or county-approved equivalent for each of the three proposed buildings. 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. Revise streetscape treatment along internal streets to match modified layout shown on submitted site plans.
- b. Provide shade trees at regular intervals along all internal sidewalks from Century Boulevard to the existing and proposed building.
- c. Provide continuous sidewalk connections along the entrance drive north of Cloverleaf Center Drive and around driveway entrances to parking lots.
- d. Show Building E's south entrance facing Century Boulevard on all drawings. Further define the south entrance with architectural elements that read more clearly as a building entrance along Century Boulevard.
- e. Provide landscape treatment within the I-270 right-of-way, to be approved by Maryland State Highway Administration, to buffer the views of parking seen from I-270.
- f. Provide additional screening with mixed evergreens, shade trees, and ornamentals between the large, central parking lot and Century Boulevard.
- g. Coordinate with site plan staff to comply with preliminary plan condition to provide an alternative layout of utilities away from the Century Boulevard right-of-way prior to certified site plan.
- h. Provide an alternative plant list for substitutions of plant material due to availability.
- i. Move the pedestrian crossing at the circular access to Building E northward closer to intersection.
- j. Remove two parallel parking spaces on either side of the crosswalks to Buildings B and C or provide a curb "bump out" for pedestrians.
- k. Connect the sidewalk on the southwest side of Building B to the new parking lot entrance with a connection into the parking lot. Provide a sidewalk along the east island to that parking lot and along the north side of existing Building 6 to connect around to the existing sidewalk in front of Building 6.

4. Parking

Reduce overall parking to as close to 3 spaces per 1,000 SF of development as possible, in accordance with the Sector Plan's parking policy that the minimum parking requirement is the maximum allowed. This should be done, in part, by removing the 70-space proposed lot in the southeast corner of the site.

5. Forest Conservation

- a. Applicant to plat revised Category I Forest Conservation Easements prior to any clearing or grading occurring on site.
- b. Applicant to install all of the afforestation/reforestation planting material within the first planting season following the release of the first sediment control permit.
- c. Applicant to submit and obtain approval of the forest conservation financial security instrument prior to any clearing or grading occurring on site.

6. Lighting

- a. All private on-site down-lighting fixtures must be changed, if necessary, to full or partial 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.

7. 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. 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 associated with each building or parking area must be completed before issuance of any use and occupancy permits;
- c. All on-site landscaping associated with each building or parking area 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 associated with each building or parking area 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;

8. 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

9. Maintenance

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

10. Performance Bond and Agreement

The Applicant is subject to the following provisions for surety as described in Section 59-D-3.5 of the Montgomery County Zoning Ordinance and Site Plan approval:

- a. The Applicant must provide a cost estimate from the landscape architect or landscape contractor indicating the installed costs of site plan elements such as but not limited to landscaping, lighting, recreation facilities, special paving, art work and site furnishings. The cost estimate should include a 10% inflation factor for the site plan elements to account for changes in price and materials and modifications to the approved plans.
- b. The Applicant must submit a Performance Bond or other satisfactory form of surety as approved by M-NCPPC to cover the installed costs of site plan elements such as but

- not limited to landscaping, lighting, recreation facilities, special paving, art work and site furnishings as shown and described in the cost estimate.
- c. The Applicant must execute an agreement for site plan elements in conjunction with the performance bond indicating the Applicant's agreement to install, construct and maintain the site plan elements.
 - d. The Bond and agreement must be submitted and accepted prior to the release of the first building permit.

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. Changes addressing conditions 3-6 above;
- c. Change references on data table from "must meet minimum" to numbers and other minor corrections and modifications;
- d. Insert a note that, "If required by DPS, the access driveway at Century Boulevard may be widened for a two-lane egress."
- e. Development Program, Inspection Schedule, Approved Forest Conservation Plan, and Site Plan Resolution.
- f. Any required changes to the layout, site landscape, surrounding hardscape, or architecture of Building E.

APPENDICES

- A. Preliminary Plan
- B. Agency Approval Letters



Attachment B

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

November 18, 2009

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 #1-2002095A
Century Technology Campus
Amendment

Dear Ms. Conlon:

We have completed our review of the preliminary plan printed on October 7, 2009. The earlier version of this preliminary plan was reviewed by the Development Review Committee at its meeting on September 14, 2009. 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. All conditions of our approval letter dated July 19, 2002 for preliminary plan 1-02095 remain in effect unless specifically changed below.
2. Dedicate additional right-of-way as necessary to achieve the master planned minimum width of one hundred thirty four (134) feet; additional right-of-way dedication may be necessary in future phases of this project to meet the needs of the Maryland Transportation Administration (MTA) project for the Corridor City Transitway (CCT) and implement the divided roadway.
3. Provide eighty (80) foot wide transitway reservation along the southern property line per the master plan.
4. Please note this approval is intended for phase I of this development only. Any development beyond the scope of the above mentioned preliminary plan will be subject to a separate review and approval.

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878
Customer Service 240-777-6000 • Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080
trafficops@montgomerycountymd.gov

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We reserve the right to require improvements to the public transportation and drainage systems as part of the review of future phases of this project.

5. Prior to approval of the record plat and the construction drawings to improve Century Boulevard near proposed Building "E," the applicant should coordinate their drawings with the MTA's requirements for the CCT project.
6. Assuming the proposed street opposite the master planned future Road B-19 (the right-of-way proposed for reservation within which the easterly extension of CCT is located) to be private, MCDOT will defer to MTA and the Planning Board for the design of that road.

However, should it be decided that this road will be County maintained, the Executive Branch (MCDOT and MCDPS) must be included in any discussions regarding the public street design, profile, grading, and permitting requirements.

7. The applicant's engineer has submitted an exhibit which depicts the current concept for the ultimate cross section of Century Blvd. However if that section should change prior full buildout of this site, the impacts of the change(s) should be addressed in future phases of this development.
8. Coordinate with Ms. Yasamin Esmaili DOT-Division of Transportation Engineering regarding the Century Blvd subdivision road participation project [SRP-71, CIP# 508000] north of this site, to coordinate roadway improvements. The Century Blvd CIP project may also be done as a pure CIP, project# 501115. Ms. Esmaili may be contacted at 240-777-7220.
9. 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.
10. The owner will be required to furnish this office with a recorded covenant whereby said owner agrees to pay for grading the shelf (including the lawn panel, sidewalk, maintenance strip) and Public Utilities Easement according to the ultimate (divided) cross section of Century Blvd from the southern property line to a point approximately one hundred feet north of the existing private street near proposed Building E whether built as a Montgomery County project or by private developer under permit, prior to DPS approval of the record plat. The deed reference for this document is to be provided on the record plat. Reconstruction of the existing private street (immediately north of proposed building "E") to accommodate the widening on Century Boulevard will need to be provided simultaneously with these improvements.

Ms. Catherine Conlon
Preliminary Plan No. 1-2002095A
Date November 18, 2009
Page 3

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. An updated Traffic Impact Study with traffic signal warrant studies was submitted for our review on November 4, 2009; that study indicates the intersection of Crystal Rock Drive and Century Boulevard will operate satisfactorily under this phase of the project. The report also notes traffic signal warrant studies (for the Cloverleaf Center Drive intersections of with Crystal Rock Drive and Century Boulevard) will be submitted prior to submission of the record plat. Construction of traffic signal(s) at those intersection(s) may be required as a result of the review of those warrant studies.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Sam Farhadi at (240) 777-2197.

Sincerely,



Gregory M. Leck, P.E. Manager
Development Review Team

m:/subdivision/farhas01/preliminary plans/ 1-2002095A, Century Technology Campus, final.doc

cc: Jennifer Keating, Trammel Crow Company
Campbell Smith, Trammel Crow Company
Kraig Walsleben, Rodgers Consulting, Inc.
Robert Brewer, Lerch, Early & Brewer
Patrick Butler; M-NCPPC DRD
Shahriar Etemadi; M-NCPPC TPD
Tom Autrey; M-NCPPC TPD
Ki Kim; M-NCPPC TPD
Karen Kumm; M-NCPPC UD
Rick Kiegel; MTA
Corren Giles; MSHA EAPD
Joseph Y. Cheung; DPS RWPPR
Henry Emery; DPS RWPPR
Sarah Navid; DPS RWPPR
Gary Erenrich; DOT DO
Anne Root; DOT DO
Yasamin Esmaili, DOT DTE
Bruce Mangum; DOT DTEO
Sam Farhadi, DOT DTEO
Preliminary Plan Folder
Preliminary Plans Note Book



RECEIVED JUL 27 2009

DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

July 22, 2009

Carla Reid
Director

Mr. Uri Pasternak, P.E.
Rodgers Consulting
19847 Century Boulevard, Suite 200
Germantown, MD 20874

Re: Stormwater Management **CONCEPT** Request
for Century Technology Park
Preliminary Plan #: NA
SM File #: 235262
Tract Size/Zone: 55.8 acres/industrial
Total Concept Area: 18 acres
Lots/Block: NA
Parcel(s): 600
Watershed: Little Seneca

Dear Mr. Pasternak:

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 two dry ponds; on-site water quality control via two sand filters, a volume based Stormfilter, two hydrodynamic devices, numerous micro bioretention facilities; and onsite recharge is provided.

The following **item s** 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. The existing 24 inch storm drain pipe will be removed or properly abandoned.
6. Green roof technology will be reconsidered prior to detailed Sediment Control/Storm Water plan review stage, when end users for the buildings have been determined.
7. "Maryland Department of the Environment regulations require all final sediment control and stormwater management plans approved on or after May 4, 2010 must comply with the most recent changes to the Maryland Stormwater Design Manual. After that date, previously approved stormwater management concept plans are no longer valid unless they have been designed to the new standards or have been reconfirmed by the Department of Permitting Services."

8. There is no guarantee that this concept will fully comply with the most recent changes to the Maryland Stormwater Design Manual and may need to be revised at a later date.

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 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
M. Pfefferle
SM File # 235262

QN - onsite; Acres: 18
QL - onsite; Acres: 18
Recharge is provided