

## Item 10 - Correspondence

**From:** [DG](#)  
**To:** [MCP-Chair](#)  
**Cc:** [Jose Guitarra](#)  
**Subject:** Re: Century Public Hearing Item #10 - Hearing on 7-27-23  
**Date:** Saturday, July 22, 2023 10:50:00 PM  
**Attachments:** [Re\\_Century Item #10 - Hearing on 7-27-23.pdf](#)

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**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Good evening Montgomery County Board Members,

Please find attached our comments for Century Public Hearing (Item #10) ahead of this Thursday's 7/27 Planning board meeting. We hope you take into consideration our comments and concerns.

Thank you,  
Jose and Denisse Guitarra

Dear Montgomery County Planning Board,

**Re: Thursday July 27th, 2023 Montgomery Planning Board Meeting on item #10 - Century (Public Hearing).<sup>1</sup>**

We are a family that lives on Cloverleaf Center Drive which would be bordering the new proposed Century development. We are in support of the additional mixed-use development to create more housing and retails. However, we **oppose** the additional two new eight-story hotel buildings (154 rooms) (Buildings D and E in Figure 1- Phasing Plan map - page 3) due to following reasons:

- **Nearby existing hotels:** Less than a mile away there are two hotels already which are Fairfield Inn and Suites ( at 20025 Century Blvd.) as well as an Extended Stay America (at 20141 Century Blvd.). It seems unnecessary to build a third hotel less than a mile away from two other hotels.
- **Increase Traffic:** Cloverleaf Center Drive is not wide enough to hold the proposed increased traffic volume which will come from the new buildings and also cause parking problems to the residents already living on this street. Also Cloverleaf Center Drive would be the main entrance to this new development which would cause an increased congestion to the residents already living on this street.
- **Increase Noise:** The increased new building construction will cause more noise disturbance to the existing townhouse/condo community.

We hope you take into consideration our concerns as residents who would be impacted by this development.

Thank you,  
Jose and Denisse Guitarra  
12812 Cloverleaf Center Drive  
Germantown, MD 20874

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<sup>1</sup> Item 10. Century Public Hearing. Available at:  
[https://montgomeryplanningboard.org/wp-content/uploads/2023/07/StaffReport\\_Century\\_32016002A\\_12002095C\\_82003007E.pdf](https://montgomeryplanningboard.org/wp-content/uploads/2023/07/StaffReport_Century_32016002A_12002095C_82003007E.pdf)

**From:** [isabel cristina gonzalez](#)  
**To:** [MCP-Chair](#)  
**Cc:** [isabel cristina gonzalez](#); [Leonel Rodriguez Guti](#)  
**Subject:** Name of Plan: Century 32016002A  
**Date:** Wednesday, July 26, 2023 11:59:44 AM

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**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Good morning,

I live in 20236 Stol Run. My name is Isabel Gonzalez.

I do not agree with the plan that is proposed for the land in front of my house. The size of the streets is very small for the amount of traffic and people who will be working and living here. Also, the project is too big and we are going to live in a construction zone for years. The quality of life will decrease significantly. I think the project should have more green areas and smaller buildings.

Please, take on consideration the families who are living in this area.

Thanks

Isabel Gonzalez



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

July 25, 2023

Mr. Ryan Sigworth, Planner II  
Up-County Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive  
Wheaton, MD 20902

RE: Preliminary Plan Amendment  
No. 12002095C  
Century

Dear Mr. Sigworth:

This letter replaces MCDOT's Preliminary Plan letter dated July 14, 2023.

We have completed our review of the revised preliminary plan uploaded to eplans on May 24, 2023. A previous version of the plans was reviewed by the Development Review Committee at its January 4, 2022, meeting. We recommend approval of the plans subject to the following comments:

**Significant Comments**

1. All comments from our previous preliminary plan letters dated December 8, 2015, and December 15, 2015, continue to apply to this Preliminary plan amendment unless revised in this letter.
2. **Storm Drain Study**: The amendment does not impact the existing public storm drain system and will not increase flow to the public storm drain system. We defer to MDSHA for runoff from the site draining to an existing downstream storm drain system maintained by MDSHA.

**Standard Comments**

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (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.

2. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
3. If the proposed development is reconstructing or modifying any pedestrian facilities or traffic control devices/equipment (identified as "improvements") at an intersection or along their site frontage, the developer will be responsible to upgrade or bring into ADA compliance all facilities at the intersection to the current standards. At or before the right-of-way permit stage, please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 or at [kamal.hamud@montgomerycountymd.gov](mailto:kamal.hamud@montgomerycountymd.gov) for proper executing procedures. All costs associated with such improvements shall be the responsibility of the developer.
4. Stop sign locations, crosswalks and markings will be shown on the signing and marking plans and be reviewed and approved at the right-of-way permit stage.
5. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
6. The owner will be required to submit a recorded covenant for the operation and maintenance of any private 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.
7. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
8. All private streets and alleys should be located on their own separate parcel. Recorded covenant for the operation and maintenance of any private streets (including alleys), storm drainage systems, and/or open space areas.
9. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
10. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
11. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.

### **Century Amendment – Transportation Study Exemption**

The Transportation Exemption dated May 24, 2023, was prepared by Symetra Design. The applicant provided a comparison of person trips associated with the approved preliminary plan versus the preliminary plan amendment, where the vehicle trips associated to the approved trip cap were converted to person trips in accordance with the September 2022 Local Area Transportation Review Guidelines.

We offer the following comments:

1. The applicant states in the report that the proposed amendment results in a reduction of total person trips in the AM and zero (0) net new trips in the PM when comparing to the previously approved trips as shown in Table 2 (Pg. 5). The applicant states that as outlined in Montgomery County Local Area Transportation Review (LATR), applications to amend valid APFs (Adequate Public Facilities) may modify the approved land use, trip generation, distribution, and assignment without providing a new transportation study provided the amendment does not generate more peak hour person trips than the original approval. Thus, the applicant states the project should be exempt from submitting a complete transportation study.
2. The applicant is proposing to change conditions number 10, 11 and 12 from Montgomery County Planning Board's Resolution dated February 18, 2016.

a. **Condition No. 10:**

i. **Original Condition:**

The Applicant must install a traffic signal at the intersection of Century Boulevard and Cloverleaf Center Drive/Private Street B prior to the issuance of the third nonresidential building permit (either Building C or Building D only, as shown on the Preliminary Plan). This allows the issuance of building permits for all approved residential dwelling units (488 units) and up to 284,399 square feet of nonresidential uses on the Subject Property.

ii. **Proposed Revised Condition by Applicant:**

**Century Blvd at Cloverleaf Center Drive mitigation:** The Applicant must install a traffic signal at the intersection of Century Boulevard and Cloverleaf Center Drive/Private Street B Center Drive/Private Street B prior to the occupancy of up to 248,000 SF of office [building C1/C2]. This allows occupancy for all approved residential mixed-use buildings (233 new units [building H and building G]) and two hotel buildings [building D and building E] on the Subject Property.

**MCDOT Response:** We generally **agree** with the applicant's request to amend this condition. The final language for the resolution as agreed to by MCDOT and the Parking and Planning is as follows:

*Century Blvd at Cloverleaf Center Drive mitigation: Prior to the application for the second building permit for Phase I-C, the applicant will need to obtain the Department of Transportation's approval of the detailed/engineered traffic signal or roundabout construction plans for the intersection of Century Boulevard and Cloverleaf Center Drive/Private Street B. Prior to the issuance of the second building permit, the applicant must have bonded the traffic signal or roundabout construction. The traffic signal must be operational prior to the issuance of the any Use and Occupancy permit for the second building.*

*If MCDOT decides to install the permanent traffic signal and related pedestrian improvements or the roundabout prior to the applicant completing the work listed above, the Applicant must pay the full cost of design and installation to MCDOT for the traffic signal or roundabout prior to the issuance of the Use and Occupancy Certificate.*

b. **Condition No. 11:**

i. **Original Condition:** The Applicant must install a traffic signal at Crystal Rock Drive/Cloverleaf Center Drive/Waters Landing Drive prior to the issuance of the second nonresidential building permit. This allows the issuance of building permits for all approved residential dwelling units (488 units) and up to 266,899 square feet of nonresidential uses on the Subject Property.

ii. **Proposed Revised Condition by Applicant:**

*Crystal Rock Drive at Cloverleaf Center Drive/Waters Landing Drive mitigation: The Applicant must install a traffic signal at Crystal Rock Drive/Cloverleaf Center Drive/Waters Landing Drive prior to the occupancy of the first office building. This allows the occupancy for all approved residential mixed-use buildings (233 new units [building H and building G]) and two hotel buildings [building D and building E] on the Subject Property.*

If Montgomery County Department of Transportation (MCDOT) installs a traffic signal at the Crystal Rock Drive/Cloverleaf Center intersection prior to the occupancy of the first office building, the applicant must reimburse MCDOT for the cost of the signal prior to the occupancy of the first office building.

**MCDOT Response:** We generally **agree** with the applicant's request to amend this condition. The final language for the resolution as agreed to by MCDOT and the Parking and Planning is as follows:

*Crystal Rock Drive at Cloverleaf Center Drive/Waters Landing Drive mitigation: Montgomery County DOT is in the process of installing a temporary traffic signal and related pedestrian facilities at this intersection. These facilities are not considered permanent. Prior to application for the first building permit for either office building C1 or C2, whichever is built first, the applicant will need to obtain the Department of Transportation's approval of the detailed/engineered traffic signal construction plans for the intersection of Crystal Rock Drive and Cloverfield Center Drive/Waters Landing Drive. Prior to issuance of the first office building permit, either C1 or C2, the applicant must have bonded the traffic signal construction. The traffic signal must be operational prior to issuance of the first Use and Occupancy permit for the first office building, either C1 or C2, whichever is built first on the site.*

*If Montgomery County Department of Transportation (MCDOT) installs the permanent traffic signal (underground utilities, non-wooden poles, etc.) at the Crystal Rock Drive/Cloverleaf Center intersection prior to the building permit for the first office building, either C1 or C2, the applicant must reimburse MCDOT for all costs associated with the traffic signal installation.*

c. **Condition No. 12:**

i. **Original Condition:**

The Applicant must construct a second northbound right turn lane on Crystal Rock Drive at Father Hurley Boulevard prior to the issuance of the first nonresidential building permit of any Use and Occupancy Certificate for any floor in nonresidential Buildings C, D, and E as shown on the Preliminary Plan. This allows the issuance of building permits for all approved residential dwelling units (488 units) on the Subject Property.

ii. **Proposed Revised Condition by Applicant:**

*Northbound Crystal Rock Drive at Father Hurley Blvd mitigation: The Applicant must construct a second northbound right turn lane on Crystal Rock Drive at Father Hurley Boulevard prior to the occupancy of the second residential mixed-use building permit associated with existing Lots 2, 3 and 4. This allows the occupancy for one new residential mixed-use building (138 new units [building H]) on the Subject Property.*



**MCDOT Response:** We generally **agree** with the applicant's request to amend this condition. The final language for the resolution as agreed to by MCDOT and the Parking and Planning is as follows:

*Northbound Crystal Rock Drive @ Father Hurley Blvd mitigation: The applicant has not provided any information to determine if there is enough right-of-way to complete this improvement. Prior to application of the second building permit associated with either office building C1 or C2, the applicant must provide design plans with the building permit to construct a second northbound right turn lane on Crystal Rock Drive at Father Hurley Boulevard. Prior to issuance of the second office building permit, the right turn lane must be bonded, and the right-of-way permit issued to construct the right turn lane. Prior to issuance of the Use and Occupancy permit for the second office building, either C1 or C2, the applicant must construct the second northbound right turn lane.*

- d. Planning staff suggested the applicant install a road diet that would reduce Century Boulevard from four lanes to two lanes between Crystal Rock Drive and Father Hurley Boulevard.

i. **Proposed Condition by Applicant:**

*Frontage Improvements:* The applicant, in conjunction with other applicants, must construct a road diet along the property frontage of Century Blvd to include bicycle facilities within the road comprised of a painted striped median, concrete dividers, and flex bollards. This allows the occupancy of the first new (per 2023 Preliminary Plan amendment) residential mixed-use building.

**MCDOT Response:** At this time, MCDOT **does not recommend** a road diet be installed. The speed study shows that vehicle speeds at the 85 percentiles operate at 40 mph, which does not meet MCDOT's requirement for traffic calming. The lane reduction will create congestion at unacceptable levels. In addition, we do not believe that it will reduce vehicle speeds unless physical barriers will be installed such as narrowing the lanes with concrete curbs. Lastly, the lane will need to be milled and overlaid along with the removal of significant amount of stripping in the future to accommodate the BRT service since Century Boulevard is an Area Connector. Therefore, Planning staff revised their language, which MCDOT and Planning staff have agreed to is as follows:

*The Applicant must receive approval from MCDOT and Planning Staff for final designs of one of two frontage mitigation improvements listed below. The timing of ultimate construction will be determined at Site Plan.*

- a. *Designs for a minimum twelve-foot-wide, two-way separated bike lane along the property frontage on the east side of Century Boulevard with a minimum six-foot-wide buffer as measured from the curb edge in the ultimate location of the cross section for Century Boulevard with a parallel minimum eight-foot-wide asphalt sidepath. The bike lanes and sidepath must be separated by a minimum 4 ft. wide buffer. The existing 12 ft. wide asphalt sidewalk may be retained to meet the requirement for sidepath. The existing 6-ft wide sidewalk may be retained.*

*or;*

- b. *If a speed study conducted by the Applicant satisfies MCDOT's criteria for the need of a road diet. Then the applicant should provide a road diet design with bike lanes on Century Boulevard with the applicant completing the following requirements:*
  - i. *A road diet on both sides of Century Boulevard from the driveway access point approximately 700 ft. north of Fairchild Drive to the intersection with Aircraft Drive in the south. The road diet will consist of bicycle facilities within the road comprised of a painted striped median, concrete dividers, and flexi bollards.*
  - ii. *Restriping the right travel lanes in each direction into a bike lane with a minimum four-feet wide buffer with interim barriers equivalent to concrete wheel stops with bollards.*
  - iii. *Provision of breaks to accommodate bus stops and movement or consolidation of existing bus stops. Bus stops must remain ADA compliant.*
  - iv. *Traffic analysis showing that the improvement will meet safety and congestion standards.*

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me for this project at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov) or at (240) 777-7170.

Sincerely,

*Brenda M. Pardo*

Brenda M. Pardo, Engineer III  
Development Review Team  
Office to Transportation Policy

Ryan Sigworth  
Preliminary Plan Amendment No. 12002095C  
Century  
July 25, 2023  
Page 8 of 8

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP12002095C\\_Century\Letters\12002095C\\_Century-DOT Preliminary Plan\\_7.25.23](#)

cc: Correspondence folder FY 2024

cc-e: Kelvin Robinson	Symmetra Design
Mark Terry	MCDOT DTEO
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Rebecca Torma	MCDOT OTP