

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue, Silver Spring, Maryland 20910



URBAN DESIGN DIVISION TRANSMITTAL

DATE November 26, 1990

27 NOV 1990

NAME: Marshall Rea

ATTENTION:

REFERENCE

Site Plan Review #8-90060 Preliminary Plan #1-88153

Zone: I-3

Project: Cloverleaf Center Germantown

Location: E Crystal Rock Drive, 3500 Feet N and MD Route 118

SCHEDULE

12/10/90 Subdivision Review Committee
01/17/91 Tentative Planning Board Agenda

ACTION

- 1. Information
- 2. Review & Comment by 12/10/90
- 3. Other

ENCLOSURES

Copies	Title
<u>1</u>	<u>Site Plan, Coverleaf Center Germantown</u>

RESPONSE

- 1. No Comment
- 2. Comments Attached/Separate Cover
- 3. Comments as follows:

Concept OK.

URBAN DESIGN CONTACT: BROOKE FARQUHAR (301) 495-4570

TRANSPORTATION DIVISION COMMENTS

Subdivision Review Meeting:
Preliminary Plan No. 8-90066
Policy Area: GERMANTOWN WEST

Zone: I-1, I-3
Lots:

I. APF

- No capacity remaining
- Traffic study submitted and acceptable
- Traffic study submitted but not acceptable
- Traffic study required but not submitted
- No traffic study required
- No traffic study required if development limited to

II. R/W

- Provide Street Connection to
- Place in Reservation
- Property was previously in Reservation
- No dedication required
- Dedication required as shown on attached plan
- Dedication required as follows

- COORDINATE WITH ADJACENT PROPERTIES (FAIRCHILD IND. AND NORTH VILLAGE I-270 PINSHD) TO ENSURE THEIR APPROVAL OF ADJUSTMENT TO CENTURY BLD CENTERLINE.
- COORDINATE WITH MCDOT AND MNCPPC TRANSPORTATION STAFF ON ~~THE~~ ADJUSTMENT OF CENTURY BLD CENTERLINE AND TRANSIT EASEMENT.

WSSC No.:

Tax Map No.: EV

ADDITIONAL COMMENTS:

- SUBMIT LINE AND GRADE STUDY FOR MCDOT AND MNCPPC TRANSPORTATION STAFF APPROVAL FOR CENTURY BLD FROM SOUTHERN PROPERTY LINE TO NORTH VILLAGE I-270 PINSHD PROPERTY LINE.
- COORDINATE WITH DESIGN CONSULTANT, RKT&K, FOR THE FATHER HURLE BLD PROJECT TO ENSURE BRIDGE PIER DOES NOT CONFLICT WITH ~~ADJACENT~~ CENTURY BLD CENTERLINE.

MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION
STORMWATER MANAGEMENT SECTION
250 Hungerford Drive, 2nd Floor, Rockville, Maryland 20850

DATE: 12/10/90

MEMO TO:

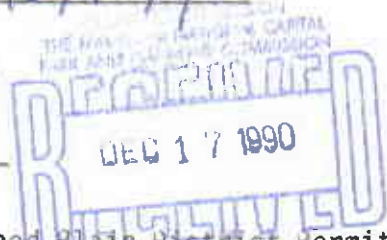
BROOKE FARQUHAR
Urban Design Division, MNCPPC

FROM:

Joseph Chen
Stormwater Management, MCDPEP

SUBJECT:

Stormwater Management Concept Plan/Flood Plain District Permit.
Site Plan # 8-90060
Preliminary Plan # 1-86156
Subdivision Review Meeting of 12/10/90
CLOVERLEAF CENTER



The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 5-90 for stormwater management and Executive Regulation 24-89AM for Flood Plain. The following summarizes our findings:

Area covered by plan 38.42 Number of lots proposed 1 lot
Zone I3 Proposed use: COMMERCIAL / INDUSTRIAL

SM CONCEPT PLAN PROPOSED:

On-site or Central: 4 on-site facility Exempt Other
Existing, Design approved, or Proposed

Type proposed:

Infiltration SWD Retention Detention Wetland Other
Extended Detention Also grass/swales also. Sediment facility / Oil separators
for pretreatment.

Waiver approved on _____

FLOOD PLAIN DISTRICT PERMIT: 100 Year Flood Plain On-Site Yes No
Source of 100 year Flood Plain Delineation _____
Dam Breach Analysis _____ Engineered Flood Plain Study _____

SUBMISSION ADEQUACY COMMENTS:

Adequate as submitted Inadequate for evaluation
 The following additional information is required for review:
Need to route S.D. runoff to have part of
Century Blvd drains to the on-site facility.

RECOMMENDATIONS:

Approve as submitted with conditions (see comments below).
Disapprove (see reasons under comments below).
 Hold for future recommendations
Comments/Recommendations: _____

cc: Nazir Baig, Environmental Planning Division, M-NCP&PC
6882M (8/90)

X. Patton, Harris, Rust & Assoc

MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION
STORMWATER MANAGEMENT SECTION
250 Hungerford Drive, 2nd Floor, Rockville, Maryland, 20850

DATE: 1/29/92

MEMO TO: BROOKE FARQUHAR
Urban Design Division, MNCPPC

FROM: Joseph Chew
Stormwater Management, MCDPP

SUBJECT: Stormwater Management Concept Plan/Flood Plain District Permit.
Site Plan # 8-90060, CLOVERLEAF CENTER
Preliminary Plan # 1-88156
Subdivision Review Meeting of 12/10/90

The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 5-90 for stormwater management and Executive Regulation 24-89AM for Flood Plain. The following summarizes our findings:

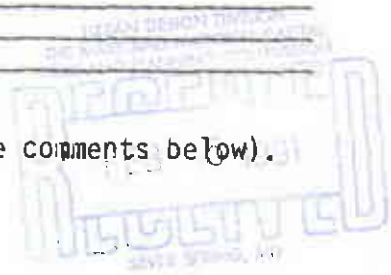
Area covered by plan 3.8 AC Number of lots proposed 1 lot
Zone E3 Proposed use: COMMERCIAL/INDUSTRIAL

SM CONCEPT PLAN PROPOSED: Exempt Other
 On-site or Central:
 Existing, Design approved, or Proposed
Type proposed: 4 on site facility
 Infiltration Retention Detention Wetland
 Extended Detention Other Sediment forebay or O/A separators for pretreatment
Waiver approved on _____

FLOOD PLAIN DISTRICT PERMIT: 100 Year Flood Plain On-Site Yes No
 Source of 100 year Flood Plain Delineation
 Dam Breach Analysis Engineered Flood Plain Study

SUBMISSION ADEQUACY COMMENTS:
 Adequate as submitted Inadequate for evaluation
 The following additional information is required for review:

RECOMMENDATIONS:
 Approve as submitted with conditions (see comments below).
 Disapprove (see reasons under comments below).
 Hold for future recommendations
 Comments/Recommendations:



cc: Nazir Baig, Environmental Planning Division, M-NCP&PC
6882M (8/90)
X Patton Harris Rust & Assoc.

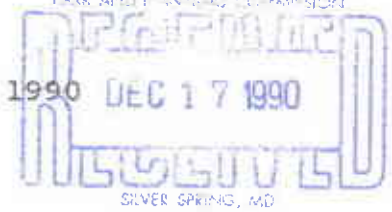
File # 8-90060



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

URBAN DESIGN DIVISION
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION



December 13, 1990

MEMORANDUM

TO: Brooke Farquhar, Urban Designer
Urban Design Division

FROM: Dan Walsh, Transportation Planner *DW*
Transportation Planning Division

SUBJECT: Site Plan No. 8-90060
Cloverleaf Center Germantown

My comments regarding the referenced site plan are as follows:

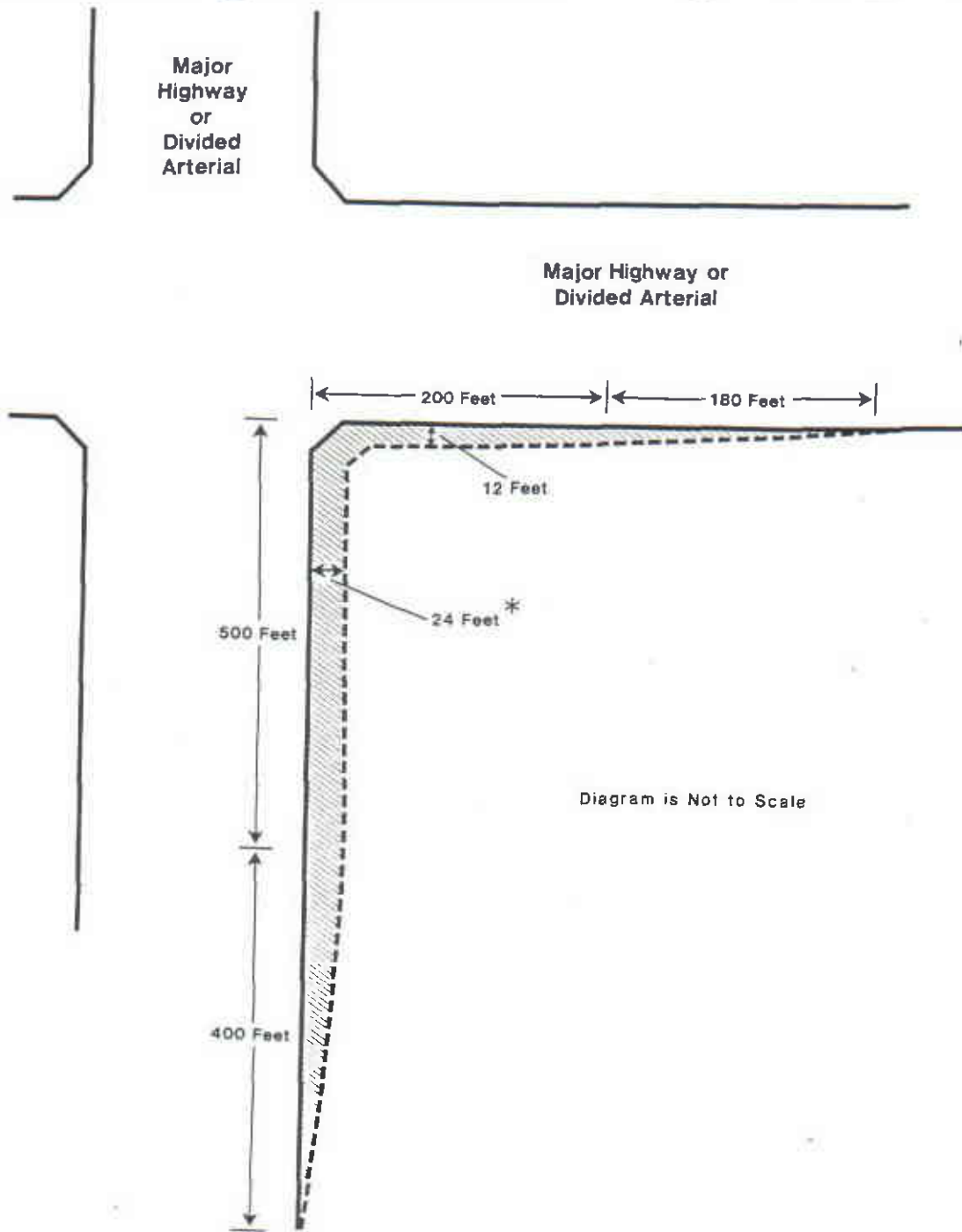
1. Submit a horizontal and vertical layout of Century Boulevard for MCDOT and M-NCPPC staffs review from the southern property line to the North Village I-270 Partnership property line. The horizontal and vertical layout should incorporate the adjustment to the Century Boulevard alignment as shown on the site plan.
2. Provide sufficient spacing between the adjusted Century Boulevard alignment and I-270 in order that the transit easement can be protected using minimum design standards. At the Century Boulevard and I-4 intersection, it is preferable that the transit centerline be designed to a minimum horizontal radius of 400 feet for safety and sight distance reasons. This conforms with the Corridor Cities Transit Easement Study.
3. Provide written confirmation that Fairchild Industries and North Village I-270 Partnership approve the adjustment to the Century Boulevard alignment.
4. Coordinate with MCDOT and the design consultant (RK&K) for the Father Hurley Boulevard project to ensure that the bridge pier does not conflict with the adjusted centerline of Century Boulevard as shown on the site plan.

5. Provide additional intersection right-of-way to accommodate turn lanes at the intersection of Crystal Rock Drive and Cloverleaf Drive (see attached diagram).

DW:dr/b:sp90060.dw

Attachment

cc: Patricia Willard
Bud Liem
Joe Anderson



Major Highway or Divided Arterial

Major Highway or Divided Arterial

200 Feet

180 Feet

12 Feet

24 Feet *

500 Feet

400 Feet

Diagram is Not to Scale



Comprehensive Amendment to the Master Plan for Germantown
Montgomery County Maryland

Intersection Rights-of-Way

Additional Right-of-Way to Accomodate Turn Lanes

12 Feet For Major Highways Planned For 30 Foot Medians and For Divided Arterials *

The Maryland-National Capital Park and Planning Commission



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

December 7, 1992
REVISED December 10, 1992

TO: Development Review Division

FROM: Tom Robertson, Transportation Planning Division

RE: Site Plan 8-90060 (Revision);
Cloverleaf Center, Phase I

I. APPLICATION/BACKGROUND

The Applicant, Creamore Germantown Associates, has requested that the Planning Board grant certain revisions to the terms and conditions associated with approved Site Plan 8-90060. Among the requested revisions, one relates to the Planning Board's requirement that the Applicant perform certain trip reduction measures, as set forth in the approved site plan, in accordance with the "I-3 Zone Special Trip Reduction Guidelines".

The site, known as Phase I of the Cloverleaf Center, is a 38.62 acre tract of property, situate in the I-3 zone, located between Crystal Rock Drive and future Century Boulevard and found in the Germantown Planning Area (Germantown West Policy Area). Site Plan 8-90060 was approved for 403,657 square feet of office on October 10, 1991.

As part of the site plan approval and pursuant to the I-3 Special Trip Reduction Guidelines, the Applicant was required to initiate a certain trip reduction program in accordance with the details set forth in a memorandum prepared by the Transportation Planning Division. (A copy of the prior Transportation memo is included as Attachment III, minutes of the Planning Board hearing on the site plan are included as Attachment IV). In general, the program was to consist of such things as discounting for vanpool and transit users and participation in a share-a-ride program. Provision was to be made for monitoring and enforcement mechanisms.

The Applicant objected to the many of the terms of the approval related to trip reduction and sought to have the Special Trip Reduction Guidelines amended by the County Council. In particular, the Applicant generally took exception with the following requirements:

- (1) The assignment of a goal of reducing the projects trip generation rate by 10%

(2) The limitation on parking spaces to 3.0 per thousand square feet of development.

(3) While agreeing with staff's recommendation that the program consist of a preliminary phase (performing/providing certain functions as each building is occupied) and a primary phase (to begin at the occupancy of 200,000 square feet, Applicant was required to immediately begin a specifically defined share-a-ride matching program), the Applicant objected to both the limitation that only a pre-defined matching program could be utilized and that it would have to be initiated without giving much regard to any goal achievement that the preliminary phase components may have achieved.

In the interim as the Applicant attempted to revise these requirements, the parties agreed to withhold issuing a written opinion for the site plan, so as to avoid the Applicant's need to file an administrative appeal to protect its right. The filing of an appeal would vest jurisdiction of the administrative action with the court and make efforts to negotiate an acceptable resolution more cumbersome.

On December 10, 1991, the County Council adopted ZTA 91013, effectively authorizing the Planning Board to assign on a case by case basis, varying trip reduction goals, to be achieved by all applicants of I-3 projects. Previously, the Planning Board interpreted the law to require a mandatory ten percent trip reduction which all I-3 applicants must achieve. The Council action authorized the Planning Board to assign trip reduction goals of less than ten percent, if appropriate, as determined by the Planning Board.

On September 10, 1992 the Planning Board adopted Guidelines to assist in the case by case determination of appropriate trip reduction goals in accordance with the I-3 Zone trip reduction requirements (copy attached as Attachment II).

II. THE PROPOSED REVISIONS TO THE TRIP REDUCTION PROGRAM

Based upon numerous meetings and discussions with the Applicant, staff has revised the previously established components of the trip reduction program. The Revised Conditions, dated December 7, 1992 are attached as Attachment I.

A. Overview of Program/Areas of Agreement

Briefly, the program has an initial component which shall apply as each building is occupied. These measures include providing transit discounts of 25% to any interested occupants, installing bus shelters, providing carpool and vanpool spaces, free rides home for emergencies, conducting educational programs, and assigning a transportation coordinator. The applicant believes

that these measures, together with its design of its buildings (making them more transit serviceable), will contribute to allow them to achieve the assigned trip reduction goal. However, the applicant has requested and staff has agreed to allow applicant to defer monitoring of compliance with the established goal until such time as the applicant has sizeable massing in place to facilitate trip reduction. The applicant has proposed that the occupancy of 200,000 square feet be this trigger.

Once the trigger is reached, the applicant must undertake monitoring of the peak period trips arriving at its site. If driveway counts show that the goal is not being achieved, then the applicant must initiate certain substitute measures designed to further the trip goal. These trip reduction measures include ride share matching, increased transit subsidies, participation in any transit management district program for Germantown, and/or the establishment of other programs.

The term of the monitored portion of the program shall begin when the trip reduction goal is first achieved and thereafter shall run for ten years. Provision shall be made for monitoring and enforcement.

B. Areas of Disagreement

1. The Trip Reduction Goal

The applicant has proposed that the trip reduction goal be revised downward from ten percent and be set at six percent. This means that for purposes of establishing compliance the applicant must demonstrate and the Commission will confirm that the operation of the program will result in the reduction of the established peak period trip generation rate for any proposed use by six percent below the standard, expected trip generation rate for such proposed uses.

The Special Trip Reduction Guidelines call for a case-by-case determination of the trip reduction goal. The Planning Board has promulgated guidelines to assist in its determination, on a case-by-case basis, of the appropriate goal to assign. Ultimately, it is the decision of the Planning Board that determines the goal to be assigned. In promulgating the guidelines, the Board instructed that each project will be assumed to have a goal of ten percent, unless the applicant clearly establishes and the Board is convinced that certain factors support a claim for a goal of less than ten percent. Certain "floors" were established in the guidelines, making clear that the goal could not fall below certain levels. The floors are tied to classification groupings established in the AGP. This project is in the Germantown West Policy Area which is in a Group II classification, and, by operation of the guidelines, the assigned goal cannot fall below six percent.

The applicant argues that a six percent goal is warranted due to the limited public transportation opportunities in the area, the relative lack of employment concentration, the nature of the projects occupancy (ie. "for lease as opposed to a corporate project"), design features, and other APFO efforts it must perform in accordance with other approvals.

Staff does not believe that applicant has stated a persuasive case for reducing the goal to six percent. Staff, noting that some transit is available in the area, ~~could support proposed~~ a goal of eight percent. Ride On buses provide service between the project site and the Shady Grove Metrorail station and the MARC rail station at Germantown. This goal is reflective of current conditions and future public policy expectations/objectives related to transit services within Germantown. Ongoing studies, supported by the County and State Government, are focused upon bringing transit to Germantown. Since the applicant is deferring the period for when monitoring will commence, it could very likely be that additional transit services will be available at that time. In any event, the Special Trip Reduction Guidelines do not state that applicant may only achieve its goal through the utilization of public transit. Other I-3 projects have proposed operating share-a-ride programs to achieve their goal. It is logical to conclude that areas currently lacking broad ranges of public transit are prime areas for other alternatives, like share-a-ride, without significant goal reductions. The absence of public transit spells a need for alternative transit programs, such as those proposed by applicant as substitute programs. It is equally logical to propose that areas lacking significant public transit are prime areas for seeking increased (not decreased) private programs.

The Planning Board after hearing the testimony of applicant and staff instructed staff, based upon the particular facts of this case, to revise the trip reduction goal to a seven percent reduction.

2. Parking.

Division 59-E of the Zoning Ordinance (the "Offstreet Parking Regulations") has established the minimum number of spaces for applicant's project at three spaces per thousand square feet of development. The Special Trip Reduction Guidelines recognize that an applicant who is successfully operating a trip reduction program will require less parking spaces, in theory, and, therefore, provision may be made to reduce the number of spaces allocated to the project. This limitation has the advantage of self-policing a trip reduction program. The applicant must establish parking demand for the particular use at the particular location. Parking reductions can be made to the clearly established market demand rate. The law goes on to provide that the Planning Board may not, however, decrease the number of parking spaces below the code minimum (ie. in this case 3.0/thousand). This, in part, recognizes

that some trip reduction may be achieved simply by having some employee's, who drive alone, to utilize flex time to travel during non-peak hours. They will require parking spaces as will visitors, etc.

The applicant proposes revising the conditions of approval now limiting parking to 2.7 spaces/1,000 square feet of development to a parking rate of 3.27 spaces/1,000, which rate applicant indicates is below the market rate. Applicant proposes that if this rate proves to be excessive once utilized on its Phase I site, it shall re-adjust the rate when a site plan for its next I-3 phase (phase III) comes before the Board for review.

Staff had questioned the applicant's market rate calculation, believing that the results do not truly represent the expected rates for similar uses at similar locations in Montgomery County. Drawing upon the results of parking studies commissioned by the Board and County government to lay the foundation for determining parking needs (see excerpt from the study, Attachment V). The staff believed that 3.0 reflected the market rate and should be the rate assigned to applicant. This rate increases the previously assigned rate from 2.7 to 3.0. ~~The parking rates established in the Offstreet Parking Regulations are based upon credible studies and are applied consistently and uniformly by the Board in each case. The evidence presented by the applicant does not appear to alter the underlying findings, conclusions, and assumptions which led to the assignment of this, a 3.0 parking rate.~~

The Planning Board agreed with the evidence submitted by applicant and concluded that a parking rate of 3.27 spaces, under the particular facts and circumstances of this case, did in fact reflect the prevailing market rate for this particular project.

mantrip.tgk
Attachments



Montgomery County Government

October 5, 1991



Ms. Brooke Farquhar
Urban Design Division
The Maryland-National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Site Plan No. 8-90060
Cloverleaf Center Phase I

Dear Ms. Farquhar:

On October 2, 1991, members of our Department met with representatives of the developer to review the latest set of plans for this site which incorporate revisions requested by DOT and the M-NCPPC. We recommend approval of the plan subject to the following comments:

1. See enclosed October 3, 1991, Traffic Engineering memorandum and redlined print for comments regarding loading space requirements.
2. Add handicap ramps on the main internal pedestrian sidewalk throughout the site.
3. Revisions to the intersection of Cloverleaf Drive and Century Boulevard (six lane section on Cloverleaf Drive, fifty (50) foot radius on the southwest curb return, and pedestrian refuge island) discussed at the August 21, 1991 meeting have been incorporated and are acceptable.
4. The three lane southbound approach on Cloverleaf Drive at existing Crystal Rock Drive has been approved.
5. The right in, right out entrance to Parcel C from existing Crystal Rock Drive has been approved.
6. We have agreed it is acceptable to construct the bikepath proposed on the east side of Crystal Rock Drive in a perpetual easement in lieu of expanding the right of way. The easement will be dedicated and shown on the record plat.
7. The plan to widen the bikepath to a total of ten (10) feet and match same for two (2) feet around this is acceptable to our Department. This modification will provide for a continuous eight (8) foot wide bikepath cross-section along the east side of Crystal Rock Drive.

Department of Transportation, Division of Transportation Engineering
Subdivision Development Section

Executive Office Building, 101 Monroe Street, Rockville, Maryland 20850-2589, 301/217-2104

Ms. Brooke Farquhar
Site Plan No. 8-90060
Cloverleaf Center Phase I
Page 2.

8. On sheet 6, the developer has agreed to add a sidewalk connection on the southwest corner of the Father Hurley Boulevard/Century Boulevard intersection as noted in Gail Tait-Nouri's September 26, 1991 memorandum to you.

Thank you for the opportunity to comment on the plan. If you have any questions on these comments, please call either Mr. Gregory M. Leck (217-2104) or myself at the phone number listed below.

Sincerely,



for Robert C. Merryman, Chief
Division of Transportation Engineering

RCM:GML:abc

Enclosure:

cc: C. Craig Hedberg, ITS
David Adams, TE
Charles R. Simpson, OPPD

22540

MEMORANDUM

October 3, 1991

To: Greg Leck, Engineer III, Subdivision Development Sec.
Division of Engineering

From: David Adams, Engineer III, Subdivision Review Unit *DCA*
Division of Traffic Engineering

Re: Cloverleaf Center, Germantown
Specific Comments on Loading Spaces and Truck Access

<u>Drawing</u>	<u>Parcel</u>	<u>Building</u>	<u>Comments</u>
3/17	A	1	OK
	B	2	Recess Loading Space a total of 10 feet or remove parking opposite Loading Space
	B	3	OK ONLY FOR OFFICE Enlarge curb return north of Loading Space to 25' minimum radius
4/17	C	4	OK for Office
5/17	D	5	ADD one 12'x30' Loading Space. Sufficient width available-just dimension
	E	6	OK for Office
	H	9	OK
6/17	F	7	OK
	G	8	OK

clover

FILE VIA ~~AML~~

SUBDIVISION DEVELOPMENT



*AME
PIS*

MEMORANDUM

September 26, 1991

TO: Brooke Farquar, Urban Designer
M-NCPPC, Urban Design Division

VIA: Robert C. Merryman, Chief
Division of Transportation Engineering

VIA: John J. Clark, Director
Office of Planning & Project Development

FROM: Gail Iait-Mouri, Planning Specialist III

SUBJECT: No. B-90060 Cloverleaf Center
Perpetual easement for maintenance of sidewalk

The Department of Transportation has reviewed and approved the attached concept plan of the applicant for a sidewalk located on private property adjacent to Century Boulevard and Father Hurley Boulevard.

We request that the following criteria be provided on the site plan as well as the record plat of subdivision.

- A. 10' wide perpetual easement
- B. 5'-wide sidewalk plus 2 1/2' on each side
- C. Maximum grade criteria is 12%

GI #:mt:77360

cc: ~~XXXXXXXXXX~~, Chief, Subdivision Development Section
Darryl Porterfield, Subdivision Development Section
Daniel Walsh, Transportation Planning Division, M-NCPPC

Attachment