



MEMORANDUM

TO: Chris Van Alstyne M-NCPPC, Area 3
FROM: Kelvin Robinson
Nicole A. White, P.E., PTOE
DATE: May 23, 2023
RE: Century Amendment – Transportation Study Exemption

INTRODUCTION

The following Transportation Exemption has been prepared for the amendment to the Century Technology project (“Century”) located in Germantown, Maryland. Amendments are proposed for Century’s previously approved Preliminary (No. 12002095B) and Site Plan (No. 82003007E) for the subdivision Lots 2, 3, & 4 (collectively, the “Amendments”).

The Century site is located near Interstate I-270 and Father Hurley Boulevard Interchange, along Century Boulevard. Century has two existing driveways, one from Fairchild Drive and one from Dornier Place, both onto Century Boulevard. The main entrance is an extension of Cloverleaf Center Drive across Century Boulevard. Figure 1 illustrates the site vicinity map.

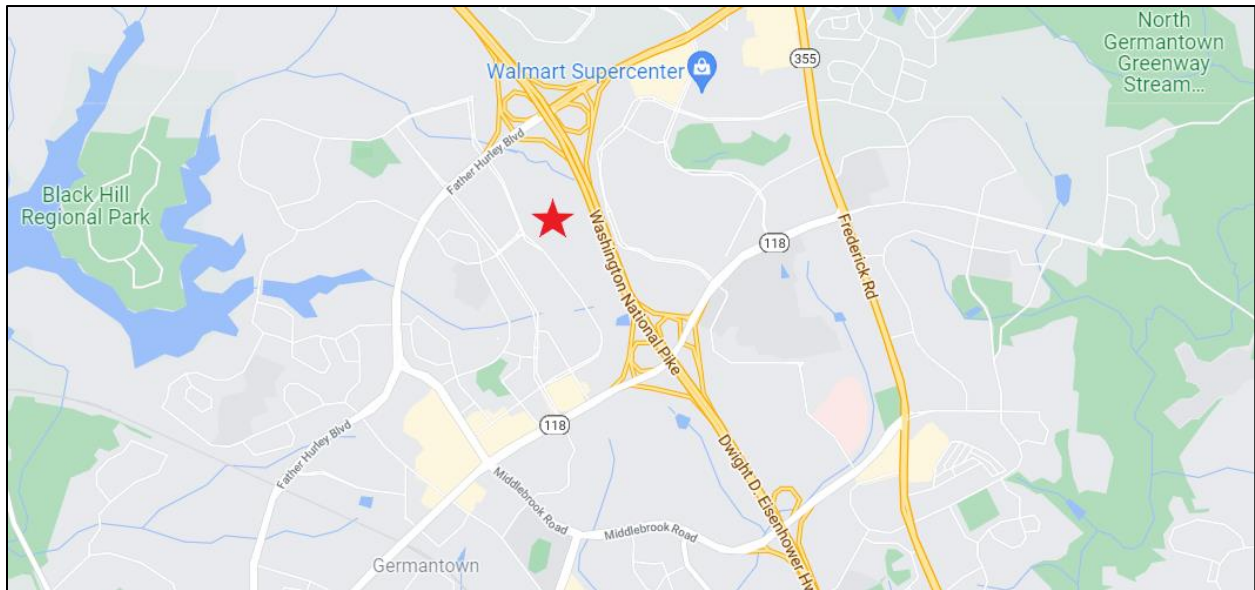


Figure 1: Vicinity Map

The site consists of 57.7 gross acres zoned CR-2.0: C-1.25 R-1.0 H-145T and is in the Germantown Transit Mixed Use Overlay Zone.

The project proposes the following development:

- 5-story over 1-story podium multi-family building towers for a total of 233 D.U. and 48,550 sf of ground floor commercial/retail, with connected below grade parking.
- 8-story hotel building towers with 154 keys, 2,440 sf retail, and 2,830 sf conference meeting space.
- 8-story towers with a total of 517,000 sf of office space.

This memorandum provides justification for the project to be exempt from submitting a complete transportation study. 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.*

Prior Approvals

The project received previous Preliminary Plan and Site Plan approvals as part of an amendment in 2016 for the following development program:

- 49,250 SF (Existing Fisher Building – constructed prior to 2016 amendment)
- 303,000 SF Office
- 120 - Key Hotel
- 300 Multi-Family Units
- 188 TH and 2/2 Units

The site was approved for vehicle trips as follows:

- AM (601 In, 288 Out, 889 Total)
- PM (309 In, 570 Out, 879 Total)

The development program and trip cap approvals were associated with the entire Century site, including Lot 1 (Multi-family), Lot 5 (Fisher Bldg.), and the townhouse lots, which are not part of this amendment.

TRIP GENERATION

This section provides a comparison of person trips associated with the approved preliminary plan versus the preliminary plan amendment. The vehicle trip cap for the 2016 approval was determined in accordance with a previous version of the Local Area Transportation Review (LATR) Guidelines. The previous LATR focused on vehicle trip caps whereas the current guidance examines person trips. Thus, vehicle trips associated with the approved trip cap were converted to person trips in accordance with the September 2022 Local Area Transportation Review Guidelines.

The following development has been constructed under the current trip cap and was included in the “proposed” trip generation calculations:

- 49,420 SF Office (Existing Fisher Building)
- 300 Multi-Family Units
- 188 TH and 2/2 Units

Table 1 below shows the conversion of the approved vehicle trips to person trips (based on the September 2022 LATR). Proposed trips are based on rates outlined in the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition. Table 2 provides a comparison of approved versus the proposed person trips (including trips associated with the previously constructed residential and office buildings).

Table 1: Conversion of Vehicle Trips to Person Trips (Previous Approval)

Vehicle Trips							
		AM Peak Hour			PM Peak Hour		
	Units/SF	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	300 Multi-Family 188 TH and 2/2 Units	41	177	218	178	89	267
Office	352,420	514	77	591	90	438	528
Hotel	120 Rooms	46	34	80	41	43	84
Total		601	288	889	309	570	879
Person Trips							
		AM Peak Hour			PM Peak Hour		
	Units/SF	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	300 Multi-Family 188 TH and 2/2 Units	41/.577= 71	177/.577= 307	218/.577= 378	178/.577= 308	89/.577= 154	267/.577= 462
Office	352,420	514/.692= 743	77/.692= 111	591/.692= 854	90/.692= 130	438/.692= 633	528/.692= 763
Hotel	120 Rooms	46/.682= 67	34/.682= 50	80/.682= 117	41/.682= 60	43/.682= 63	84/.682= 123
Total		881	468	1349	498	850	1348

**2022 LATR Person-trip conversion rates were used; person trip cap and conversion not required in 2012 LATR used in previous TIS. The conversion rates are shown in the appendix.*

Table 2: Proposed Century Amendment vs Approved Person Trips

Person Trips								
		Units/SF	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Century Amendment (Lots 2, 3, & 4)	Mid Rise Residential w/ Ground Floor Commercial - ITE LU 231	233	30	78	108	91	39	130
	Hotel – ITE LU 311	154 Rooms	34	30	64	35	38	73
	Office– ITE LU 710	517,000	580	94	674	114	599	713
	<i>Total</i>		<i>644</i>	<i>202</i>	<i>846</i>	<i>240</i>	<i>676</i>	<i>916</i>
Previously Constructed: Lot 1 (multi-family), Lot 5 (Fisher Bldg), and Townhomes	Multi-Family – ITE LU 221	300	40	115	155	120	77	197
	Townhouse and 2/2 Units – ITE LU 220	188	31	103	134	97	62	159
	Office (Fisher Bldg) – ITE LU 710	49,420 SF	82	13	95	12	64	76
	<i>Total</i>		<i>153</i>	<i>231</i>	<i>384</i>	<i>229</i>	<i>203</i>	<i>432</i>
Proposed	Total		797	433	1230	469	879	1348
Approved*	Total		881	468	1349	498	850	1348
Net Person Trips			-84	-35	-119	-29	29	0

*Approved trips include trips associated with previously constructed multi-family (Lot 1), townhouse and Fisher Building (Lot 5) as well as Lots 2, 3, and 4.

As shown in Table 2, the proposed amendment would result in a reduction of total person trips in the AM and zero (0) net trips in the PM when the proposed trips are compared to the previously approved trips.

PREVIOUS APPROVAL TRANSPORTATION CONDITIONS

The previous approval was required to implement several transportation conditions based on the number of vehicle trips associated with various stages of development. The previous conditions were as follows:

1. Northbound Crystal Rock Drive @ 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 issuance of the first nonresidential building permit. This allows the issuance of building permits for all approved residential dwelling units (488 units) on the Subject Property.

2. Crystal Rock Drive @ 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 issuance of the second nonresidential building permit. This allows the issuance of building permits for all approved residential dwelling units (488 units) on the Subject Property.

3. Century Blvd @ Cloverleaf Center Drive mitigation

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

The following revised transportation conditions are proposed, consistent with the previous approval conditions, considering equivalent trips.

1. Northbound Crystal Rock Drive @ 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 ~~issuance~~ occupancy of the ~~first nonresidential~~ **second residential mixed-use building permit associated with existing Lots 2, 3 and 4**. This allows the ~~issuance of building permits~~ **occupancy** for all approved residential dwelling units (488 units) ~~one new residential mixed-use building (138 new units [building H])~~ on the Subject Property.*

2. Crystal Rock Drive @ 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 ~~issuance~~ **occupancy** of the ~~second non-residential building permit~~ **first office building**. This allows the ~~issuance of building permits~~ **occupancy** for all approved residential ~~dwelling units~~ **mixed-use buildings (488 units) (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 prior¹ to the occupancy of the first office

¹ Park and Planning has been working with MCDOT to address community concerns over the Crystal Rock Drive/Cloverleaf Center Drive intersection. Due to a history of crashes that has demonstrated this to be an existing hazard, Park and Planning is in discussion with MCDOT to move forward the timing of the signalized intersection.

building, the applicant must reimburse MCDOT for the cost of the signal prior to the occupancy of the first office building.

3. Century Blvd @ 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 issuance of the third nonresidential building permit occupancy of up to 248,000 SF of office [building C1/C2] (either Building C or Building D only, as shown on the Preliminary Plan). This allows the issuance of building permits occupancy for all approved residential dwelling units mixed-use buildings (233 new units [building H and building G]) and two hotel buildings [building D and building E] on the Subject Property.

Conditions have been modified to account for changes in trip generation rates (previous Montgomery County rates versus ITE Trip Generation Manual, 11th Edition) and a greater level of residential and hotel development as part of preliminary plan submittal.

See Table 4 and Table 5 for calculation of equivalent trips for transportation conditions.

Table 4 below shows the amount of Century Amendment development that can be developed before the first mitigation would need to be implemented when compared to the previous approval (i.e., prior to the issuance of the first non-residential building or greater than 488 residential units).

Table 4: Proposed Century Amendment vs Approved Trips Second NB Right Turn Lane

Person Trips								
		Units/SF	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Century Amendment (Lots 2, 3, & 4) Plus Previously Constructed	Mid Rise Residential w/ Ground Floor Commercial - ITE LU 231	191	25	64	89	74	32	106
	Multi-Family – ITE LU 221	300	40	115	155	120	77	197
	Townhouse and 2/2 Units – ITE LU 220	188	31	103	134	97	62	159
Total			96	282	378	291	171	462
Approved	Multi-Family	300	71	307	378	308	154	462
	Townhouse and 2/2 Units	188						
Net Person Trips			25	-25	0	-17	17	0

Table 4 above shows that 191 proposed residential units could be constructed before the northbound right turn lane is needed on Crystal Rock Drive at Father Hurley Blvd. The first residential building is planned to include 138 residential units and could be accommodated within the proposed trips for the first condition.

The total Century Amendment development was examined to determine when the second mitigation would be required. **Table 5** below shows the amount of Century Amendment development that can be developed before the second mitigation would need to be implemented when compared to the previous approval.

Table 5: Proposed Century Amendment vs Approved Trips Crystal Rock/Cloverleaf Signal

Person Trips								
		Units/SF	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Century Amendment (Lots 2, 3, & 4) plus Previously Constructed	Mid Rise Residential w/ Ground Floor Commercial - ITE LU 231	233	30	78	108	91	39	130
	Hotel – ITE LU 311	154 Rooms	34	30	64	35	38	73
	Multi-Family – ITE LU 221	300	40	115	155	120	77	197
	Townhouse and 2/2 Units – ITE LU 220	188	31	103	134	97	62	159
Total	Total		135	326	461	343	216	559
Approved*	Multi-Family	300	71	307	378	308	154	462
	Townhouse and 2/2 Units	188						
	Hotel	120 Rooms	67	50	117	60	63	123
Total			138	357	495	368	217	585
Net Person Trips			-3	-31	-34	-25	-1	-26

Table 5 shows the Century Amendment development could be accommodated with minimal net trips remaining prior to requiring a traffic signal at Crystal Rock Drive @ Cloverleaf Center Drive/Waters Landing Drive.

Table 6 below shows the amount of office development that can be developed before the third mitigation would need to be implemented when compared to the previous approval.

Table 6: Proposed Century Amendment vs Approved Person Trips Century Blvd/Cloverleaf Center Drive Signal

		Person Trips						
			AM Peak Hour			PM Peak Hour		
		Units/SF	IN	OUT	TOTAL	IN	OUT	TOTAL
Century Amendment (Lots 2, 3, & 4) plus Previously Constructed	Mid Rise Residential w/ Ground Floor Commercial - ITE LU 231	233	30	78	108	91	39	130
	Hotel – ITE LU 311	154 Rooms	34	30	64	35	38	73
	Multi-Family – ITE LU 221	300	40	115	155	120	77	197
	Townhouse and 2/2 Units – ITE LU 220	188	31	103	134	97	62	159
	Office– ITE LU 710	248,000	294	48	342	57	298	355
Total			429	374	803	400	514	914
Approved*	Multi-Family	300	71	307	378	308	154	462
	Townhouse and 2/2 Units	188						
	Hotel	120 Rooms	67	50	117	60	63	123
	Office	144,000	298	44	342	56	273	329
Total			436	401	837	424	490	914
Net Person Trips			-7	-27	-34	-24	24	0

Table 6 shows approximately 248K SF of office space could be accommodated with “0” net trips remaining during the PM peak hour prior to requiring a traffic signal at Century Blvd/Cloverleaf Center Drive.

NOTE: The Thermo Fisher building was constructed prior to 2016 when the previous transportation conditions were established. Thus, trips associated with Thermo Fisher were not assumed in the previously approved or revised transportation conditions.

ADDITIONAL TRANSPORTATION CONDITIONS

In addition to the previous transportation conditions, the applicant has agreed to the following frontage improvements:

4. 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 flexi bollards. This allows the occupancy for the first new (per 2023 Preliminary Plan amendment) residential mixed-use building.

CONCLUSIONS

In conclusion, the Century Amendment will not generate more person trips than the original approval, thus a new transportation study should not be required. The following revised transportation conditions are proposed, consistent with the previous approval conditions, considering equivalent trips.

1. Northbound Crystal Rock Drive @ 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 ~~issuance~~ occupancy of the ~~first nonresidential~~ **second residential mixed-use building permit associated with existing Lots 2, 3 and 4**. This allows the ~~issuance of building permits~~ **occupancy for all approved residential dwelling units (488 units) one new residential mixed-use building (138 new units [building H])** on the Subject Property.*

2. Crystal Rock Drive @ 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 ~~issuance~~ **occupancy** of the ~~second non-residential building permit~~ **first office building**. This allows the ~~issuance of building permits~~ **occupancy for all approved residential dwelling units mixed-use buildings (488 units) (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 prior² 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.

3. Century Blvd @ 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 ~~issuance of the third nonresidential building permit~~ **occupancy of up to 248,000 SF of office [building C1/C2] (either Building C or Building D only, as shown on the Preliminary Plan)**. This allows the ~~issuance of building permits~~ **occupancy for all approved residential dwelling units mixed-use buildings (233***

² Park and Planning has been working with MCDOT to address community concerns over the Crystal Rock Drive/ Cloverleaf Center Drive intersection. Due to a history of crashes that has demonstrated this to be an existing hazard, Park and Planning is in discussion with MCDOT to move forward the timing of the signalized intersection.

new units [building H and building G] and two hotel buildings [building D and building E] on the Subject Property.

4. 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 flexi bollards. This allows the occupancy of building permits for the first new (per 2023 Preliminary Plan amendment) residential mixed-use building.