



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

MCPB
Item #5
5/14/09

May 8, 2009

MEMORANDUM

TO: Montgomery County Planning Board
VIA: Glenn Kreger, Acting Chief, Vision Division *GK*
Sue Edwards, Team Leader, North Central Transit Corridor, Vision Division *Sue*
FROM: Nancy Sturgeon, Planner Coordinator, Vision Division (301-495-1308) *NS*
SUBJECT: Public Hearing Draft Gaithersburg West Master Plan: Planning Board
Worksession #2 – LSC Districts, CCT, LSC Design Guidelines, LSC Zone

STAFF RECOMMENDATION: Review Life Sciences Center Districts (transit, land uses, zoning, open space, design guidelines) and revise Plan recommendations as necessary.

I. SCHEDULE FOR FUTURE WORKSESSIONS

Worksession #3	May 18, 2009	Continuation of Issues from Worksession #2
Worksession #4	May 28, 2009	Transportation Issues, Environment, Economic Analysis, Staging and Implementation
Worksession #5	June 11, 2009	Continuation of Economic Analysis, Staging, and Implementation

Staff will present the following issues at the May 14 Worksession:

- LSC Overview
 - Connectivity (CCT Alignment, Stations, Street Grid)
 - Open Space System
 - Revision to LSC Zone
- LSC Districts: Land Use, Design Guidelines, Zoning

A revision to the LSC Zone will be presented to the Planning Board with the Master Plan Worksession on May 14. The Zoning Text Amendment (ZTA) for the LSC Zone should be reviewed by the County Council concurrently with the Planning Board Draft Gaithersburg West Master Plan. The draft Life Sciences Center Design Guidelines (Attachment A) will be presented and discussed by LSC District during the Worksession. Also attached for the Board's information are materials that will be included in the Plan's Appendix, including the Parks and Open Space Analysis (Attachment B), and the Historic Preservation element (Attachment C).

II. OVERVIEW

The draft Gaithersburg West Master Plan envisions a future Life Sciences Center (LSC) with an enhanced role as the County's premier life sciences location. Transforming today's suburban, auto-oriented LSC into tomorrow's walkable, vibrant science center requires changing the built environment, the pattern of development, and the mix of uses over time.

The future viability of the LSC requires the following components:

- opportunities for growth and expansion of existing enterprises
- a dynamic environment that will attract skilled workers and investment
- infrastructure and services to support future development
- staging development to balance growth and minimize adverse impacts
- sustainable practices that provide a "quality of place."

This Plan establishes a blueprint for the LSC that includes an expanded, first-class medical center, research facilities, academic institutions, and an array of services and amenities for residents, workers, and visitors. The Plan also recommends sites for new housing to provide workers the opportunity to live near their jobs.

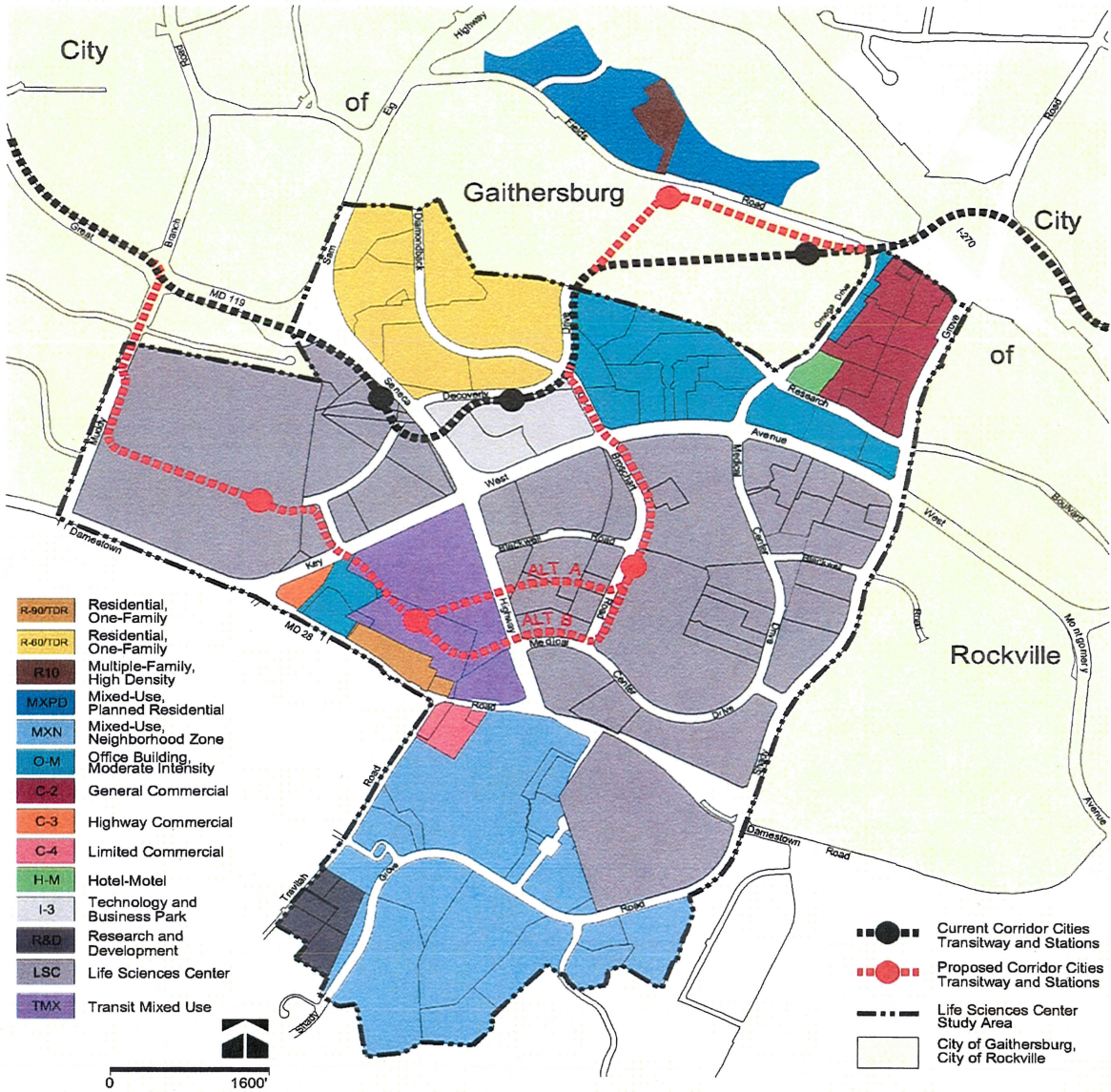
The LSC of the future will be served by a fully-integrated transit system that links mid-County activity centers via the Corridor Cities Transitway (CCT). A strong public and private commitment to the Plan's transit proposals will help ensure that the LSC is connected internally as well as to the rest of the Corridor. Access to high quality transit is increasingly important to businesses trying to attract knowledge-based, creative class workers. Transit is an essential element of this Plan and is the basis for the land use and zoning recommendations. The overall land use concept concentrates density and height at the three proposed CCT stations in the LSC while effectively maintaining existing zoning capacity elsewhere (primarily in LSC North and LSC South).

Connectivity within the LSC will also be provided through a local street grid that augments the existing arterials and highways. An open space system is proposed to integrate the area's natural environmental features into a larger network, connect destinations by paths and trails, and provide opportunities for a range of outdoor experiences.

III. LIFE SCIENCES CENTER ZONE

The proposed Zoning Text Amendment for the Life Sciences Center (LSC) Zone will be presented to the Planning Board concurrently with Worksession #2 on the Master Plan. Staff has revised the LSC Zone to increase the uses that are allowed, update the development standards, and increase the height and density in order to promote the growth and advancement of life sciences and applied technology. The revised zone establishes the maximum density and height, which may—and in the case of this Plan is—reduced by the Master Plan.

PROPOSED ZONING



The LSC Zone is currently applied to 226 acres in the greater LSC area, covering most of the Central District as well as the Universities at Shady Grove (USG). The R&D Zone is currently applied to about 167 acres, including the built and unbuilt portions of the Belward site, the Rickman property on Travilah Road (LSC South), and 16 acres in LSC Central. Since the LSC and R&D zones are very similar, staff recommends that the LSC Zone be revised and applied to more properties in the area. The Plan recommends that all of the LSC Central area, the USG site, and the Belward properties (built and unbuilt portions) be zoned LSC, a total of 410 acres. (See the map on page 3.)

With the revised zone, staff has attempted to strike a balance between preserving the primary purpose of the zone (and the properties it is applied to) for life sciences while introducing some additional uses to help transform the LSC from a single-use research park into a vibrant mixed-use center. The primary purpose of the zone will continue to be life sciences and health care. However, dwellings and dormitories (if substantially consistent with the Master Plan) would be added to the zone to provide housing near the LSC jobs. To allow housing, but prevent it from becoming the predominant use, the Master Plan limits housing in LSC Central to 30 percent of the permitted floor area ratio (FAR). For the JHU-Belward property, the Plan did not specify a housing percentage because residential use is restricted by the deed on the property. The same restriction could be added to the JHU-Belward site if the Planning Board is concerned that the deed may not be controlling.

IV. CORRIDOR CITIES TRANSITWAY

The Maryland Transit Administration (MTA) is currently studying the CCT as part of the I-270/US 15/Corridor Cities Transitway Multi-Modal Corridor Study. The CCT alignment that is being analyzed as part of MTA's Alternatives Analysis/Environmental Assessment (AA/EA) is referred to by the Plan as the "current" alignment (identified in black on the map on page 6). The alternate CCT alignment through the LSC is referred to as the "proposed" alignment (identified in red on the map on page 6). MTA is analyzing the proposed alignment but will not have findings until late summer or early fall 2009 and it is not part of the AA/EA. Staff and the Board will not have the benefit of MTA's assessment of the proposed CCT alignment before the Plan is scheduled to be transmitted to the County Council by the end of July 2009. The Board has confirmed that the Master Plan should move forward to the Council with both the current and proposed CCT alignments.

Staff recommends that the Planning Board support a realignment (or additional route) of the Corridor Cities Transitway (CCT) through the Life Sciences Center with stations at LSC Central, LSC West (PSTA), and LSC Belward. The proposed alignment through the LSC is needed to support the Plan vision, complement other planning efforts along the I-270 Corridor, and fulfill the potential of the CCT. Staff recommends that planning for the proposed CCT alignment move ahead with the assumption that the modification to bring the alignment into the LSC fulfills the future potential of this area – even if it results in the need for additional environmental impact analysis. Without the relocated CCT stations, the Plan-recommended densities in the LSC area would result in the Plan being out of balance from a land use/transportation perspective. These issues were discussed at the April 23 Worksession and on April 30, MTA briefed the Board on the ongoing study.

Staff Recommendation: The Plan should show both alignments with the expectation that the CCT will provide direct service to LSC stations and that some express transit service could remain along Great Seneca Highway.

V. GRADE-SEPARATED INTERCHANGES

At the April 23 Worksession, the Planning Board directed staff to prioritize the interchanges recommended in the Plan and try to determine whether any of them are needed before Stage 3, which reflects the final phases of potential build-out. Staff is working on this and will prepare a response for a subsequent Worksession. In addition, a transportation working group that includes the County Department of Transportation, the State Highway Administration, the Maryland Transit Administration, and the cities of Gaithersburg and Rockville is meeting regularly (on a schedule concurrent with the MTA analysis of the CCT) to continue discussions about the major infrastructure projects that may be necessary to support full build-out of the Plan's recommended densities.

VI. LSC DISTRICTS

The following sections include property-specific issues in the LSC.

LSC North

LSC North totals 195 acres and includes DANAC, the National Association of Securities Dealers (NASD), and the Decoverly residential community. It also includes the Shady Grove Executive Center and the Bureau of National Affairs (BNA). (See the map on page 8.)

Issue #1 Shady Grove Executive Center: 6.9 acres Existing Zone: C-2 Proposed Zone Option: PD

Bureau of National Affairs (BNA): 10.5 acres Existing Zone: O-M Proposed Zone Option: PD

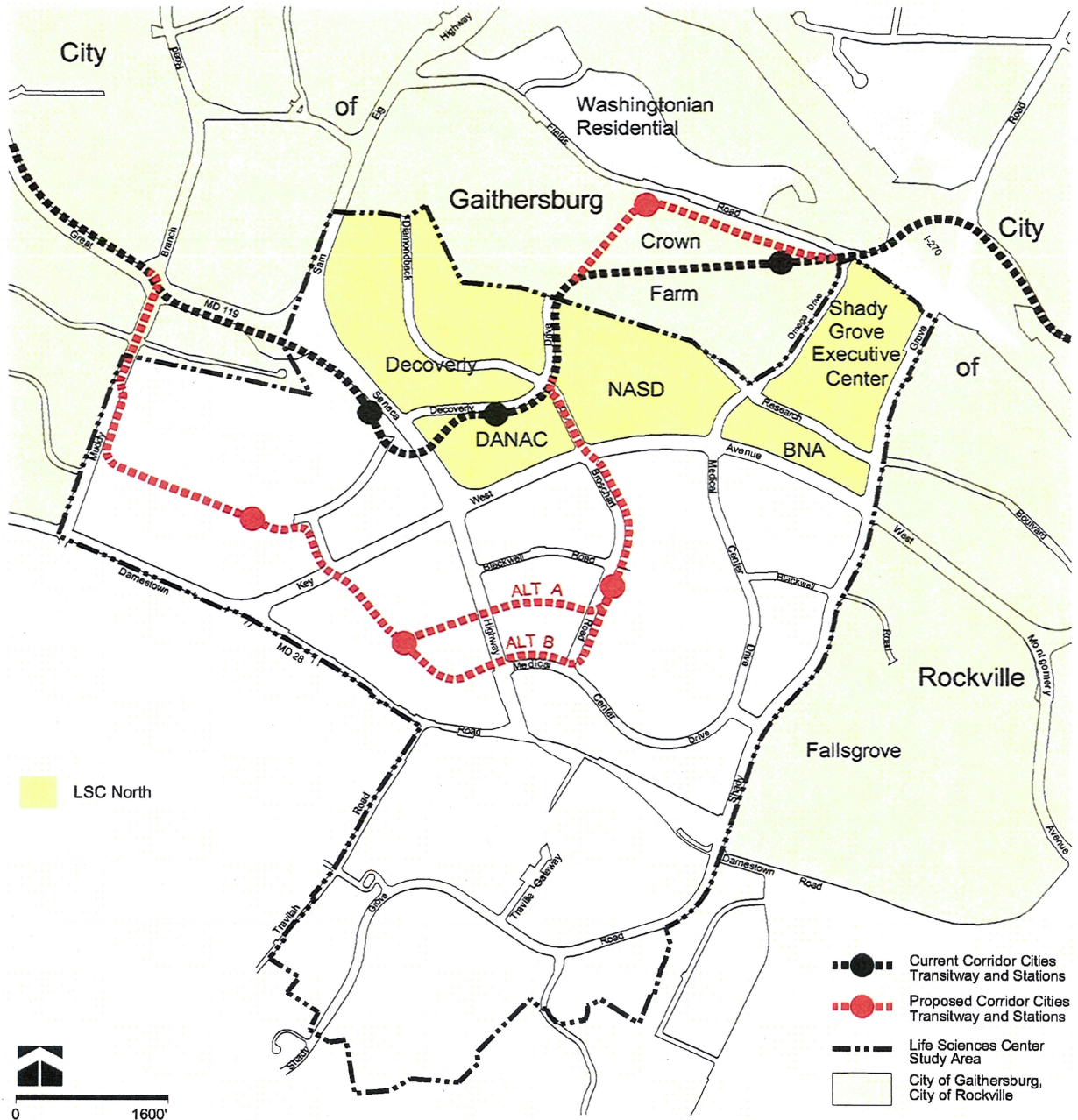
These two property owners are seeking additional flexibility to allow housing on sites that are currently developed and zoned primarily for office use.

The Shady Grove Executive Center is an office park that was built between 1982-1993 and is surrounded by Shady Grove Road on the east, Research Boulevard on the south, and Omega Drive on the west. (See the map on page 10.) The Crown Farm, in the City of Gaithersburg, is on the west side of Omega Drive across from the property. A Homestead Suites hotel is located at the corner of Omega Drive and Research Boulevard. The Center is zoned C-2 and is currently developed with six office buildings, two parking garages, and surface parking. There are two vacant “pad” sites on 6.9 acres (of the 42-acre site) that are approved for office buildings (totaling 210,000 square feet) that have not been built.

Meridian, the owner of the two vacant parcels at the Shady Grove Executive Center, is interested in the possibility of developing these sites for housing, rather than the approved office buildings. In 2006, Meridian applied for PD-44 zoning (371 multi-family dwelling units) on these parcels. The Planning Board supported the rezoning request, but it was denied by the Hearing Examiner and the County Council due to an interpretation that the PD zone can only be applied to areas that clearly are recommended for residential use in a master plan (at a density of two dwelling units per acre or higher).

The Bureau of National Affairs (BNA) is located at 9435 Key West Avenue. BNA owns two parcels in the vicinity of Key West Avenue, Omega Drive, and Research Boulevard. (See the map on page 10.) One parcel has surface parking and a 112,000 square foot building that was built in 1974 and is one of the older buildings in the area. The adjacent parcel has a parking lot and stormwater facility but is otherwise vacant. The two parcels total 10.5 acres and are zoned O-M.

LSC NORTH DISTRICT



Public Hearing Draft Text

The Master Plan states:

Each of the office parks in LSC North has some remaining development capacity. Several property owners are interested in more flexibility, particularly the ability to consider housing rather than office. While the uses are limited, the current zones for several of the office parks allow relatively high density for the area (1.5 FAR) and the Plan does not recommend increases because the objective is to concentrate additional density at the proposed CCT stations. The Plan also seeks to achieve an overall balance between land use and transportation infrastructure.

The possibility of residential as an infill use on remaining developable sites in LSC North would increase the amount of housing near the jobs in the greater LSC. To create a sense of community, the Plan encourages clustering any housing to create a residential neighborhood rather than isolated housing sites in scattered office parks. (page 30)

Public Hearing Testimony

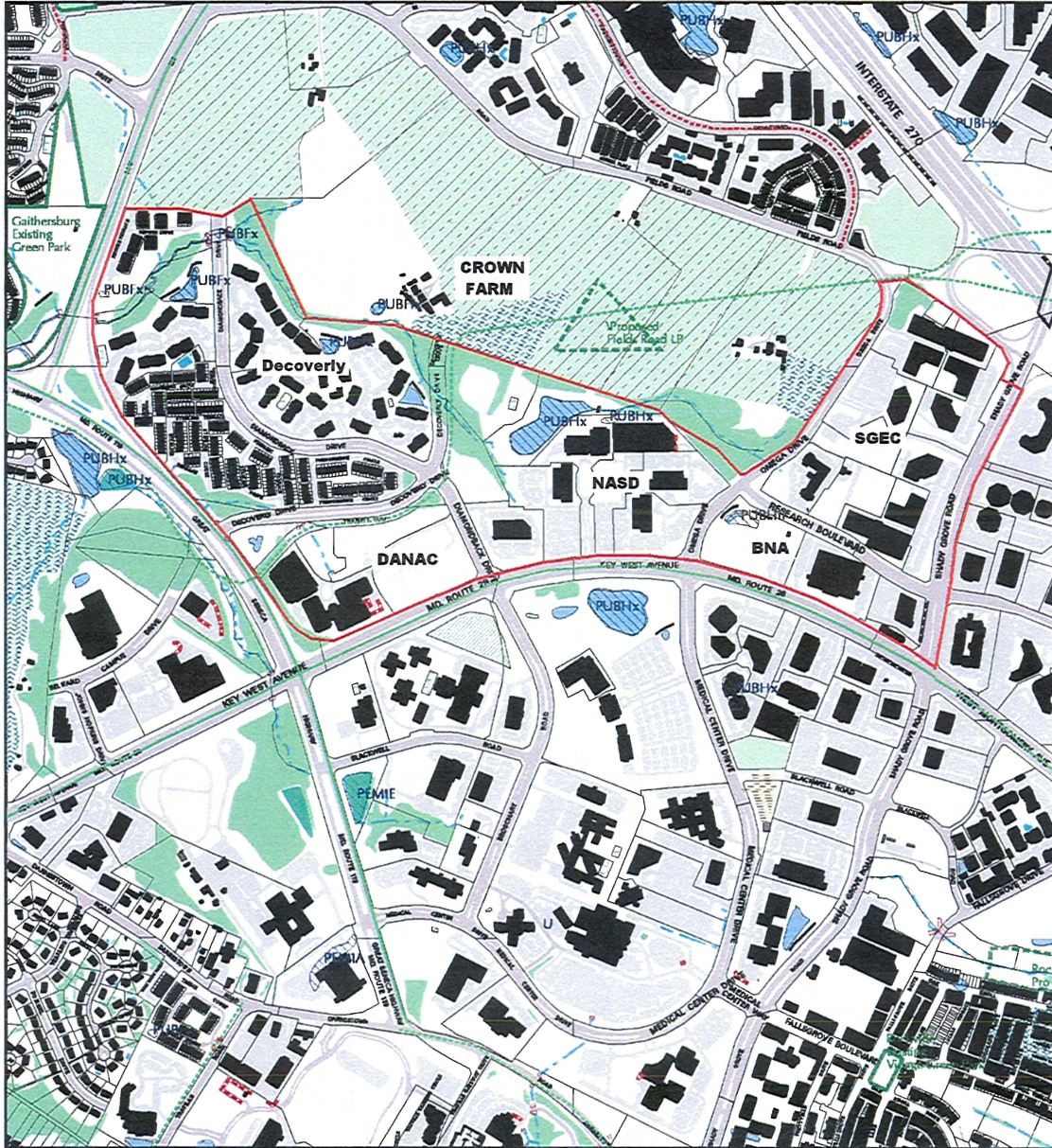
As part of the public hearing, the property owners have requested that the two sites within the Shady Grove Executive Center and the BNA properties be able to develop housing, which is not allowed in the C-2 and O-M zones. As the draft Master Plan language above states, developing infill sites for residential rather than office use would increase the supply of housing near jobs in the LSC and would begin to introduce a mix of uses that is considered beneficial overall. However, as the draft Plan also states, isolated housing sites in scattered office parks is not ideal. The goal is to create sustainable and desirable residential neighborhoods with supporting services and amenities.

Staff Response

One of the challenges for the LSC overall is how to transform the area from segregated clusters of single-purpose uses that are auto-dependent into areas with more activity and a mix of uses. Staff has encouraged these property owners to work together on plans for residential use that would begin to create more of a community in this area. Residential development is planned on the Crown Farm (in the City of Gaithersburg), located west of Omega Drive across from the Shady Grove Executive Center, and a public high school site has been reserved along Omega Drive. The Corridor Cities Transitway station that is planned on Fields Road on the Crown Farm is one-half to three-quarters mile from the Executive Center and BNA sites.

Staff supports the property owners' request for a Planned Development (PD) Zone option. The underlying zoning for the properties would remain unchanged; the PD Zone is a floating zone that provides a housing option should the owners choose to pursue it. As a floating zone, the property owners would be required to initiate the rezoning by filing a Local Map Amendment for review and approval by the Planning Board and County Council. A Development Plan and Site Plan are required in the PD Zone. An application for PD zoning should provide for community-serving amenities.

LSC NORTH



Map compiled on May 04, 2009 at 2:11 PM | Site located on base sheet no - 220NW10

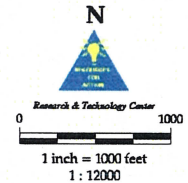
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Staff Recommendation Add the PD Zone option to the Proposed Zoning map and revise the Plan text as follows: *To create a sense of community, the Plan encourages clustering any housing to create a residential neighborhood rather than isolated housing sites in scattered office parks. Community-serving amenities, such as creating the LSC Loop along Omega Drive, should be provided. The Plan recommends the PD Zone (28-44) for the 6.9-acre site in the Shady Grove Executive Center and for the 10.5-acre BNA site.*

Current Master Plan text is shown in *black italics*; new Plan text is shown in *red italics*.

Issue #2 DANAC: 23 acres Existing Zone: I-3 Proposed Zone: LSC

The property owner seeks to retain the CCT station at DANAC and allow more density and uses at the site.

The DANAC site is located on 23 acres surrounded by Key West Avenue to the south, Great Seneca Highway to the west, Discoverly Drive to the north, and Diamondback Drive to the east. (See the map on page 10.) The property is zoned I-3 and is approved for .5 floor area ratio (FAR), totaling 669,538 square feet of commercial development, of which approximately half has been built. The current alignment of the Corridor Cities Transitway (CCT) runs along the north side of the DANAC property with a station centered on Discoverly Drive between Great Seneca Highway and Diamondback Drive. (See the map on page 8.)

As discussed above, the Master Plan shows two CCT alignments in the LSC area: the current alignment and the alignment proposed by the Plan, which brings the transitway through the LSC. (See map on page 8.) MTA has agreed to analyze the proposed alignment but it is not part of the formal Alternatives Analysis/Environmental Assessment.

Public Hearing Draft Text

With regard to the CCT and DANAC, the Plan states:

This Plan recommends realigning the CCT to bring transit into the heart of the LSC where it can serve a greater number of businesses, institutions, and other users than the current route. The Plan builds a pattern of density focused on the three LSC Districts where CCT transit stations are proposed: LSC Central, LSC West, and LSC Belward. Increased density is recommended only at proposed transit stations and development can only proceed in stages that are linked to the provision of infrastructure, most importantly, the CCT. The LSC North and LSC South Districts are not recommended for increased densities. Realigning the CCT route into the center of the LSC will bring transit closer to LSC South, home to the Universities at Shady Grove, Human Genome Sciences, and the Traville community.

The two current station locations—DANAC (on the south side of Discoverly Drive) and Discoverly (along Great Seneca Highway near Sam Eig Highway) are not located to serve the LSC Districts with the most growth potential and the greatest number of future transit riders. Growth at the DANAC station is limited due to the existing residential community to the north... The Plan's three

proposed stations locate the stops in the center of large blocks where new development and redevelopment is expected, increasing the number of potential CCT riders within a quarter mile radius, or a five-minute walk. The proposed realignment would lengthen the route by one mile. This Plan shows both the current alignment and the proposed alignment because the Maryland Transit Administration is studying the route and selecting an alternative.
(page 13)

This Plan relocates the CCT station from Decoverly Drive at the DANAC site into the core of the Life Sciences Center adjacent to Shady Grove Adventist Hospital. However, the Plan maintains the current alignment pending a decision by MTA. (page 30)

Public Hearing Testimony

The property owner requests that 1) the CCT alignment and station be retained on the DANAC site, 2) the site be recommended for mixed-use with increased density (from .5 to 1.2 FAR), and 3) the zoning be changed to accommodate the requested use and to take better advantage of the transit station.

Staff Response

If MTA supports the Plan-proposed realignment into the LSC, the DANAC station could be retained and relocated to the east side of the property. Moving the station to the east side of DANAC would better serve other properties in the area, including NASD and the Decoverly residential community. If the proposed realignment through the LSC is ultimately selected as the primary route and the current alignment is retained as a secondary route, the DANAC station could be retained on either the north side or the east side of the property.

Staff Recommendation: Revise the Plan text on page 30 as follows:

~~*This Plan relocates the CCT station from Decoverly Drive at the DANAC site into the core of the Life Sciences Center adjacent to Shady Grove Adventist Hospital. However, the Plan maintains the current alignment pending a decision by MTA.*~~

The Plan shows both the current CCT alignment and the proposed realignment through the LSC pending a decision by MTA. With a bus rapid transit (BRT) option, it may be possible to accommodate both a primary route through the LSC and a secondary route on the current alignment. The CCT station currently located on the north side of the DANAC property (along Decoverly Drive) could be relocated to the east side of the property (along Diamondback Drive) if the transitway is realigned through the LSC.

Current Master Plan text is shown in *black italics*; deleted text is shown with ~~strike through~~; new Plan text is shown in *red italics*.

The property owner also requested more density and a change in zoning, suggesting the TMX-2 or LSC zones (with modifications to allow certain uses) for the DANAC property. Rather than these zoning options, staff recommends that the new mixed use (CR) zone be considered for this site.

In addition to the rezoning request, the property owner is seeking additional uses, including:

- 1) Manufacturing and assembly of electronic components, instruments and devices.
- 2) Manufacturing of yeasts, molds, and other natural products necessary for medical and biotechnical research and development.
- 3) Computer programming and software services including data banks and data retrieval.

Should the Planning Board wish to consider the LSC Zone for this site, staff does not support the property owner's request that the zone include uses in 1 and 3 above. Item 2 is already permitted in the LSC Zone; items 1 and 3 are not. Staff is concerned that uses in items 1 and 3 do not contribute to the primary mission of the LSC Zone for development in the biotech, research, and medical sectors. The proposed ZTA for the LSC Zone does not include these uses.

DANAC is requesting an increase in density on their site from 0.5 to 1.2 FAR. Staff has some concerns about increasing density in this area prior to a decision by MTA about the Plan's recommended CCT realignment. At this time, staff supports rezoning the property to the revised LSC Zone, but maintaining a 0.5 FAR pending a decision from MTA regarding the CCT alignment. Greater density could be considered if a CCT station is retained at the site.

LSC South

Of the five LSC Districts, LSC South currently has the most diverse mix of uses – academic, biotech, retail, and residential. The area includes the Universities at Shady Grove and the headquarters of Human Genome Sciences with retail, senior housing, and apartments along Traville Gateway Drive. (See the map on page 15). The Master Plan does not recommend substantial change for this area – it maintains the existing zoning and land use. LSC South is within the Watts Branch Watershed and is part of the Piney Branch sub-watershed, which is a Special Protection Area (SPA) due to its fragile ecosystem and unusually good water quality. To protect the watershed, the Plan recommends that LSC South be limited to existing and approved development, with the exception of the Rickman property on Travilah Road, which is largely vacant and has no approved development plans.

Issue #3 Rickman Property: 13 acres Existing Zone: R&D Proposed Zone Option: PD

The property owner seeks the ability to develop housing while retaining the existing R&D Zone.

The 13-acre Rickman Property is located at the edge of the Master Plan boundary and is zoned R&D. To the north and east (across Shady Grove Road) of the site, properties in the adjacent Traville development are zoned MXN (Mixed-Use Neighborhood). Properties to the south and west are within the *Potomac Subregion Master Plan* and are zoned R-200/TDR and PD-3.

Public Hearing Draft Text

With regard to the Rickman property, the draft Master Plan states the following:

Only the 13-acre Rickman property on Travilah Road (zoned R&D) is currently undeveloped. The Plan supports R&D uses on this site, but housing would also be compatible with surrounding development. (page 32)

- *Maintain the R&D zoning on the Rickman site, but consider it for R-T to encourage residential development. (page 35)*

Public Hearing Testimony

The property owner is interested in retaining the R&D Zone but is seeking the ability to do multifamily housing on the site if the opportunity presents itself and there is adequate market support. The property owner's attorney has prepared a Zoning Text Amendment (ZTA) to the R&D Zone that would allow multifamily as a permitted use on parcels that do not exceed 15 acres. In testimony, the property owner requested: 1) the Master Plan recommend implementation of the ZTA or 2) an alternative zone be considered if it allows for both R&D type development and multifamily residential development.

Staff Response

Staff has considered alternatives for this site, including the MXN Zone or a Planned Development (PD) option. The adjacent Traville development is zoned MXN, therefore, it could be applied to the Rickman parcel (without the minimum tract requirement of 20 acres) and would be a logical extension of the zone. MXN is a floating zone that would be applied through a local map amendment.

Staff recommends that the Plan language be revised to provide a Planned Development (PD) option of 13-18 dwelling units per acre. The PD Zone allows townhouses, multifamily, or a combination of unit types. It is a floating zone that would require a rezoning application. This alternative achieves the property owner's request to retain the R&D Zone, but provides a housing option. This density (PD 13-18) is not as much as the property owner is seeking, but it is consistent with the residential density of the Avalon Bay development east of Shady Grove Road and more compatible with the adjacent single-family residential to the south and west.

Staff Recommendation Revise the Plan text on page 35 as follows:

- *Maintain the R&D zoning on the Rickman site, but consider it for ~~RT~~ the PD (13-18) Zone to ~~encourage~~ provide a residential development option.*

Current Master Plan text is shown in *black italics*; deleted text is shown with ~~strikethrough~~; new Plan text is shown in *red italics*.

LSC SOUTH



Map compiled on April 29, 2009 at 2:30 PM | Site located on base sheet no - 219NW10

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Issue #4 Universities at Shady Grove (LSC Zone; 56 acres)

The Universities at Shady Grove (USG) request a CCT station on the campus.

Public Hearing Draft Text

The draft Plan discusses several ways to improve connectivity between LSC South and areas to the north, including building design and massing, street character, and improved access. Among the opportunities mentioned in the Plan to integrate the Districts better is the following text:

Extending Great Seneca Highway as a local business district street south of Darnestown Road provides an additional, signalized access point for LSC South. This proposed improvement should be coordinated with HGS's future plans, including their internal street network. A major benefit of improving the intersection of Great Seneca Highway and Darnestown Road would be to provide direct access, particularly for pedestrians and bicyclists, between LSC South and the proposed CCT station at LSC West. (page 32)

Public Hearing Testimony

USG testified that the site is becoming a “destination location” and requested consideration of routing the CCT into LSC South and providing a station on the campus.

Staff Response

Staff considered this proposed change to the CCT route, but continues to support the Plan-recommended realignment for the following reasons:

- The USG campus density in the LSC South District is less than the planned density in the LSC Central, LSC West and LSC Belward Districts;
- The additional circuitry in the CCT alignment needed to reach the USG campus would increase CCT travel times, reducing CCT attractiveness;
- The rider profile of students at this commuter campus may not be as predisposed to transit use as the residents and workers in the LSC Districts located north of Darnestown Road;
- Transit access for USG and LSC South could be provided by extensive shuttle bus services that would accompany the CCT; and
- While pedestrian access across Darnestown Road is an issue, the USG campus is within a reasonable walking distance to the proposed LSC West CCT station (10-15 minutes) as well as the LSC Central station.

In addition to improving connectivity between LSC South and areas to the north, the existing Bus Transit Center, adjacent to USG on Traville Gateway Drive, could be enhanced. One of the Ride-On buses (#43) that currently serves the Transit Center is scheduled to accommodate student demand at this commuter campus. In the past, a campus connector shuttle provided free bus service for all USG and Montgomery College students travelling between USG and the three community college locations. In the future, the campus connector could be reinstated along with new bus shuttle service to the proposed LSC transit stations.

LSC Central

Issue #5 LSC Central District: 226 acres

Existing Zones: LSC, R&D, O-M, R-200 Proposed Zone: LSC

Staff recommends that the Planning Board confirm the Plan's recommendations for the LSC Central District. (See maps on pages 18 and 19.)

Public Hearing Draft Recommendations

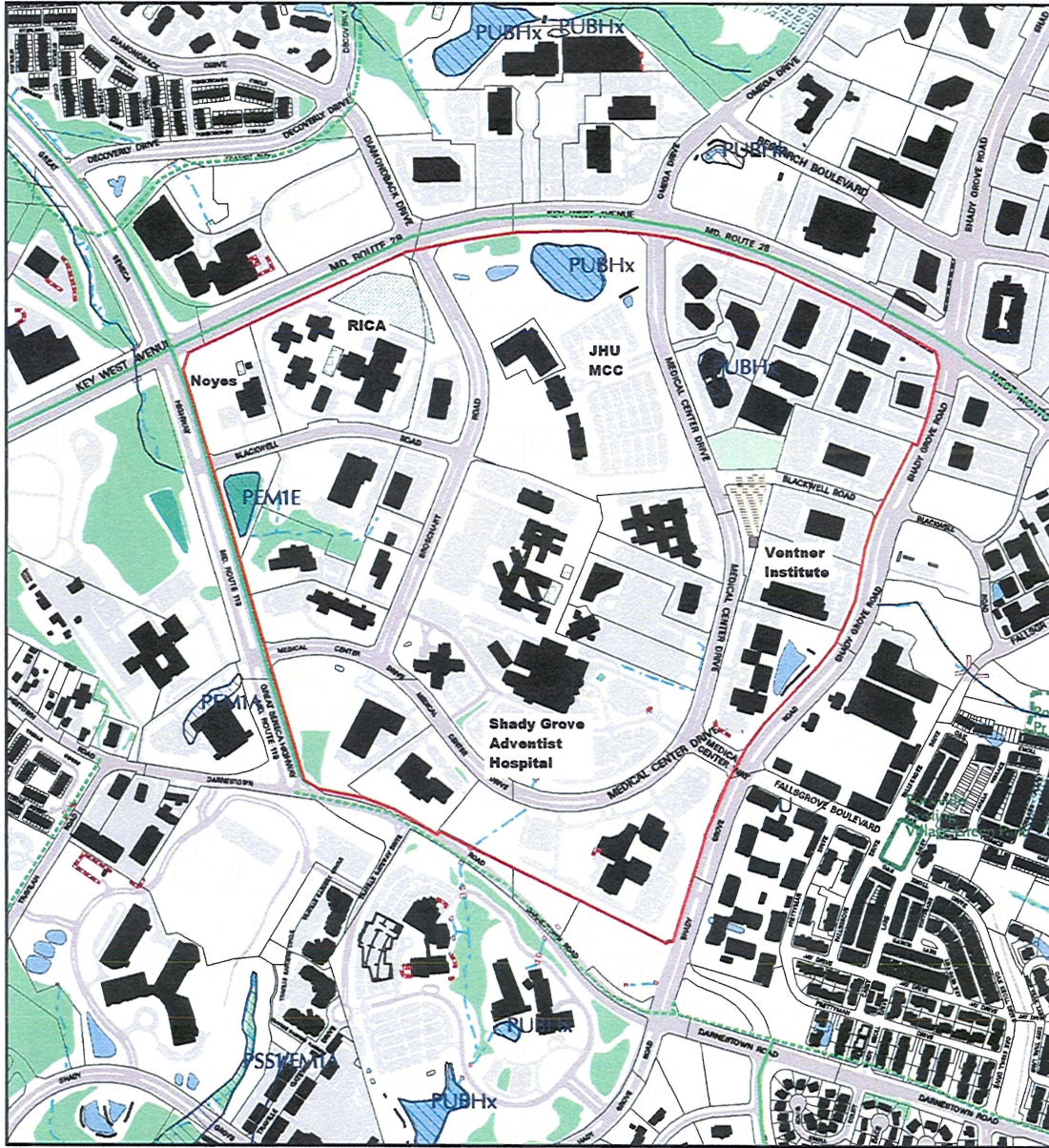
The Plan recommends the following for LSC Central:

- Locate a CCT station with a public green space in the vicinity of Blackwell and Broschart roads. (See map on page 19.)
- Apply the revised LSC Zone to all properties in the Central District.
- Allow up to 1.5 FAR for properties within the core area (JHU, Adventist HealthCare, and adjacent medical office buildings).
- Assign up to 1.0 FAR for all other properties.
- Allow up to 30 percent of permitted FAR to be used for housing.
- Limit building height to 143 feet, with highest height and density at CCT station.
- Develop the LSC Loop as an exercise path along Medical Center Drive
- Create a green promenade between the hospital and JHU sites.
- Designate additional local streets to encourage an urban building form and to improve access and circulation for pedestrians and vehicles.
- Require Concept Plans with regulatory plans for large property owners.

Public Hearing Testimony

There was relatively little specific testimony regarding the LSC Central District. Property owners are generally supportive of the Plan's recommendations for this area, although several expressed concern about the proposed local street network due to potential impacts or conflicts with future development. This issue was briefly discussed with several property owners at the Worksession on April 23. The Plan should be clear that final alignments for any proposed new streets will be subject to future engineering evaluation at the time of new development or redevelopment.

LSC CENTRAL



Map compiled on April 29, 2009 at 3:47 PM | Site located on base sheet no - 220NW09

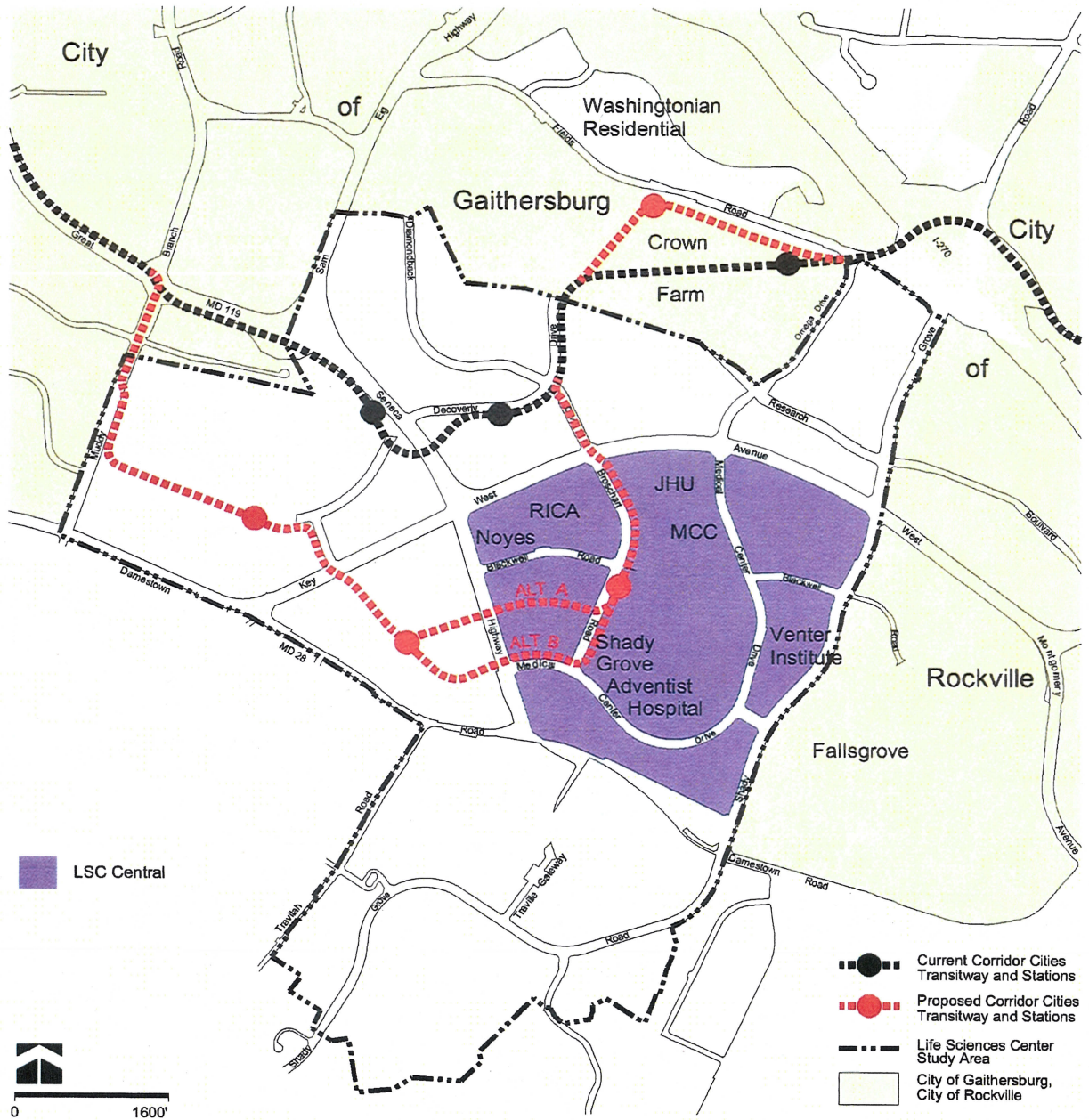
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LSC CENTRAL DISTRICT



LSC Belward

Issue #6 JHU-Belward: 107 acres Existing Zone: R&D Proposed Zone: LSC

Determine the appropriate density and height on LSC Belward. The property owner seeks additional density and height above the draft Plan recommendation on Belward.

Public Hearing Draft Recommendations

The Plan's recommendations for Belward include:

- Rezone the property to the LSC Zone and allow up to 1.0 FAR.
- Limit heights to 110 feet near the proposed CCT station.
- Preserve the historic farmstead with an environmental setting of 10-12 acres; limit height adjacent to the farm to 60 feet.
- Provide housing for the employees and/or visiting researchers.
- Create a 300-foot buffer along Muddy Branch Road and a 60-foot buffer along Darnestown Road.

Public Hearing Testimony

At the public hearing, Johns Hopkins University requested that the Board consider increasing the density on Belward from the Plan-recommended 1.0 FAR to 1.5 FAR and allowing an increase in height around the transit station from 110 feet to 143 feet.

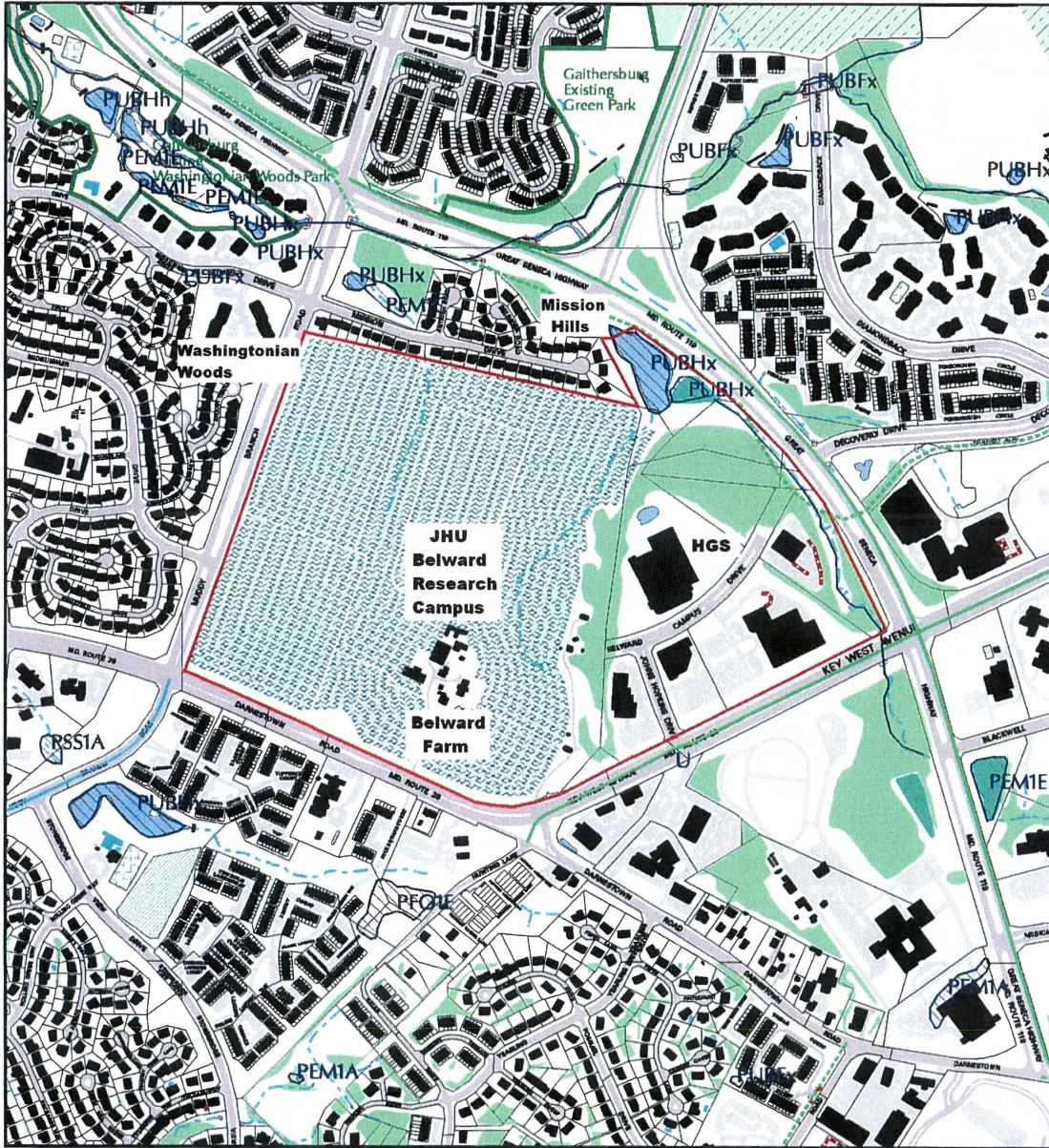
Much of the testimony from area residents was focused on the Belward property and is summarized as follows:

- The scope and scale of development on Belward is excessive and is inconsistent with suburbia.
- Traffic is already bad and will worsen; density should be scaled back so that grade-separated interchanges are not needed.
- Put more density on LSC Central, less on Belward.
- Establish a specific buffer between Mission Hills and the Belward development.
- Some schools are currently overcrowded, particularly the Wootton cluster.
- Density should not be increased based on the CCT; potential ridership is unknown and projections are exaggerated. Density should not be increased based on a future transit facility that is not designed or funded.
- Housing on Belward would violate deed restrictions.

Staff Response

The 107-acre JHU-Belward property is located at the western edge of the LSC, surrounded by major roads and by residential neighborhoods on three sides. (See maps on pages 21 and 22.)

LSC BELWARD



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Key Map



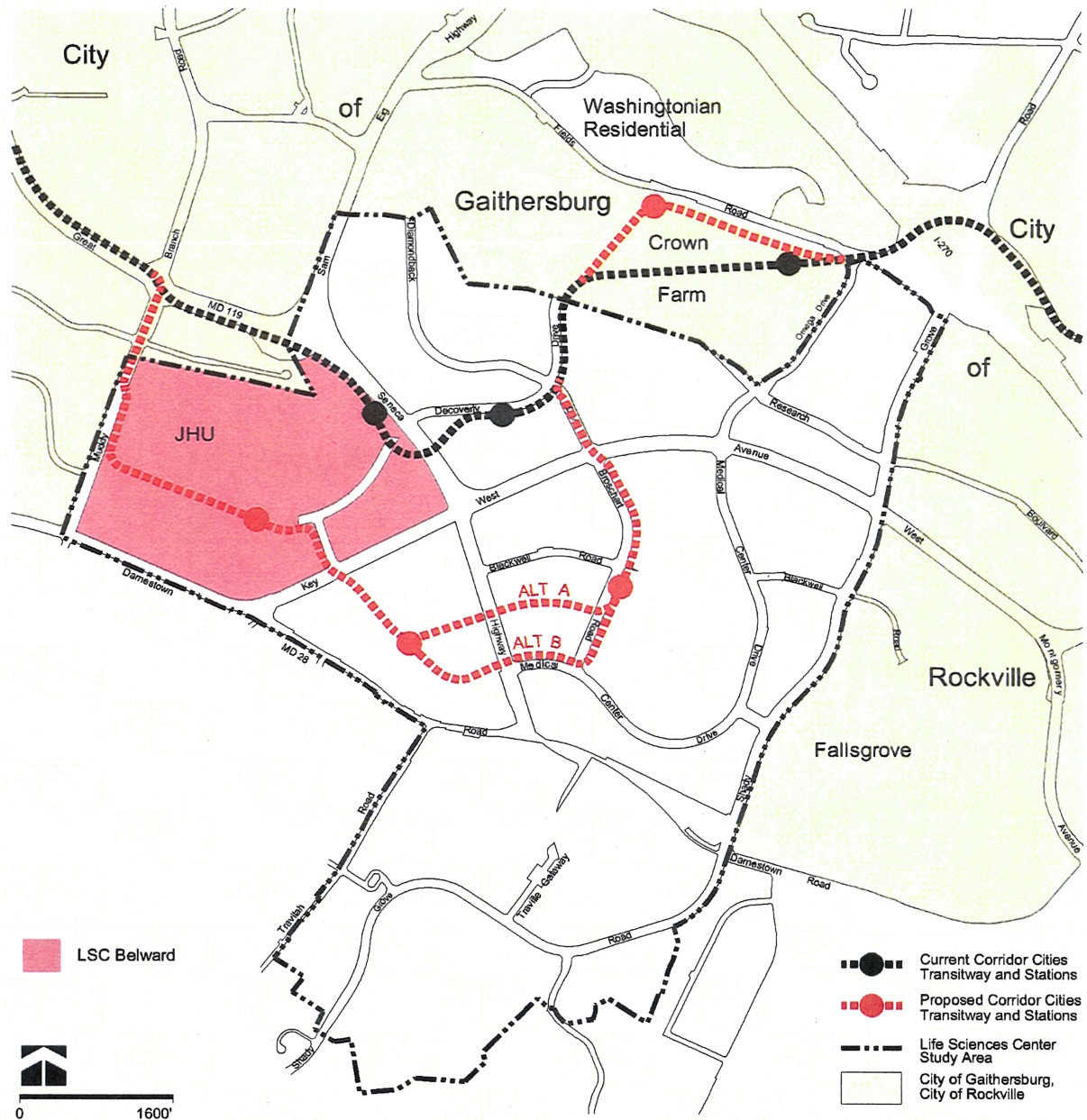
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1 inch = 800 feet
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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
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LSC BELWARD DISTRICT



Staff does not find a compelling reason to allow more development on Belward (to 1.5 FAR). A 1.0 FAR on Belward could result in 4.6 million square feet of development, which is double the capacity currently allowed under the existing zoning. A 1.5 FAR on Belward could result in 6.9 million square feet of development. The following table summarizes the existing zoning (based on the 1990 *Shady Grove Study Area Master Plan*), the Public Hearing Draft Plan recommendation, and the property owner's request for Belward.

Potential Development on JHU-Belward (107 acres)			
	1990 Plan	2009 Plan	JHU's Request
Zone	R&D	LSC	LSC
Floor Area Ratio (FAR)	0.3-0.5	1.0	1.25-1.5
Yield (square feet)	1.4 – 2.3 million*	4.6 million	5.8-6.9 million
Maximum Height	75 feet	110 feet**	143 feet**

*A preliminary plan was approved in 1996 for 1.8 million square feet (0.3 FAR) on 138 acres; 31 acres have been sold and developed by other entities; approximately 1.4 million is in the pipeline for the 107-acre parcel.

**Concentrated at CCT; Height limited to 60 feet near historic site.

A 1.5 FAR is a large amount of development capacity and staff is not convinced it is necessary to achieve the science-oriented vision that JHU proposes. In addition, the 35-acre JHU site in the LSC Central District is recommended for 1.5 FAR (adjacent to the proposed CCT station), which could result in over two million square feet of development. The total density recommended in the Plan at both JHU sites in the LSC would be nearly seven million square feet.

With regard to the request for additional height, staff would not be opposed to 143 feet in height for buildings centered around the transit station, which is the furthest point of the property from the surrounding residences. A 33-foot difference in height (between the Plan-recommended 110 feet and the requested 143 feet) will not likely be discernable from the edges of the property or from the residential neighborhoods. This additional height near the transit station could also decrease the amount of building coverage on the site, providing for more open space. In LSC Central and LSC West (PSTA), the Plan recommends up to 143 feet in height. Buildings adjacent to the historic site should be no higher than 60 feet, as stated in the Plan.

Buffers, Open Space, and Parks

Staff agrees with Mission Hills residents that the buffer adjacent to this neighborhood should be delineated in the Plan. The Plan recommends that the existing trees along the northern boundary be preserved and augmented. In addition, there are also two streams on Belward that will have 200-foot wide buffers for a length of over 800 feet. Staff recommends that the Plan state that a buffer of at least 200 feet be provided between the property line of the single-family homes in Mission Hills and any structures on Belward.

Further consideration has been given to how the buffer areas on Belward could be used, particularly the large area along Muddy Branch Road. As mentioned in Attachment B (page 2) from the Parks Department, the I-270 Corridor has the highest needs for rectangular fields in the County. The 1990 *Shady Grove Study Area Master Plan* recommended local parks at the King Farm, Crown Farm, Banks Farm (Belward), and Traville. The King Farm and Crown Farm have been annexed into Rockville and Gaithersburg, respectively. A local park site has been designated, but not yet developed, at Traville.

To meet the active recreation needs of this area, as well as provide facilities for those working on-site at Belward, areas should be reserved for both active and passive recreation. Park facilities, including rectangular fields, would be appropriate at this site.

Staff Recommendations:

- Maintain 1.0 FAR on Belward.
- Amend Plan text to allow 143 feet in height near the CCT station; retain limit of 60 feet near historic site.
- Amend text to specify a 200-foot buffer adjacent to Mission Hills.
- Add recommendation for a local park, with possible conveyance to the Parks Department, to include two rectangular fields in the vicinity of Muddy Branch and Darnestown Roads.

LSC West

Issue #7 LSC West/Public Safety Training Academy: 76 acres

Existing Zones: R-90/TDR, LSC, O-M, C-3, RT-8

Proposed Zones: CR, O-M, C-3, RT-8

Staff recommends that the new mixed-use zone (CR) be applied to the PSTA rather than the draft-recommended TMX-2 Zone. A property owner along Darnestown Road requests the C-T Zone.

Public Hearing Draft Recommendations

The Plan's recommendations for LSC West include:

- Relocate the PSTA and create a new residential community on this site.
- Provide a CCT station on LSC West.
- Place the greatest densities and building heights at the transit station.
- Allow up to 2000 dwelling units with supporting retail.
- Allow up to 143-foot height near the transit station.
- Provide a site for a new fire station and a new public elementary school with a park.

Public Hearing Testimony

The limited testimony related to the LSC West District (Public Safety Training Academy site) was generally supportive of relocating the PSTA and redeveloping the site as a new residential neighborhood. There was concern that residential development proposed in the Plan, including on the PSTA site, is not included in the staging element in the Plan. Staff will consider whether to add housing to the staging plan and will discuss this issue along with other proposed modifications to the staging text at a subsequent worksession.

The owner of the Academy Child Development Center (10109 Darnestown Road) requested that the property be rezoned from R-90/TDR to C-T (Commercial-Transition).

LSC West Zoning

The 76-acre LSC West District is bordered by Key West Avenue, Great Seneca Highway, and Darnestown Road. (See the map on page 26.) The 52-acre PSTA site is currently zoned R-90/TDR Zone and the adjacent 6-acre County Innovation Center (business incubator) is zoned LSC Zone. The Public Hearing Draft Plan recommends that these two parcels, PSTA and the Innovation Center, be rezoned to the TMX-2 Zone. Since the Plan was released, a new mixed-use zone is being developed by the Department. Staff recommends that this new zone, the Commercial/Residential (CR) Zone, be applied to the PSTA and Incubator sites as well as the adjacent PEPCO substation (total of 59 acres). The new CR Zone provides for “bundles” of amenities that address sustainability, connectivity, diversity, and design. A property owner can achieve the maximum allowable density on a site by focusing development near public transit and providing amenities consistent with the priorities in the Master Plan; the potential FAR incentivizes the provision of public amenities and the design envisioned in the Plan.

The remainder of LSC West is zoned C-3, O-M, and R-90/TDR. In addition, a local map amendment was approved by the County Council on March 17, 2009 that rezones 4.92 acres along Darnestown Road from R-90/TDR to RT-8. As a result of this rezoning, several small parcels along Darnestown Road remain in the R-90/TDR Zone, including the PEPCO substation and two special exception uses, Academy Child Development Center and a dance studio. As mentioned above, the day care center has requested the C-T Zone. Staff supports this request and would also recommend that the adjacent dance studio be rezoned from R-90/TDR to C-T.

Staff Recommendations

- Amend the draft Plan to recommend the CR Zone on PSTA, Incubator, and PEPCO sites.
- Modify proposed zoning map to show the CR Zone, the C-T Zone, and the recently approved RT-8 Zone.

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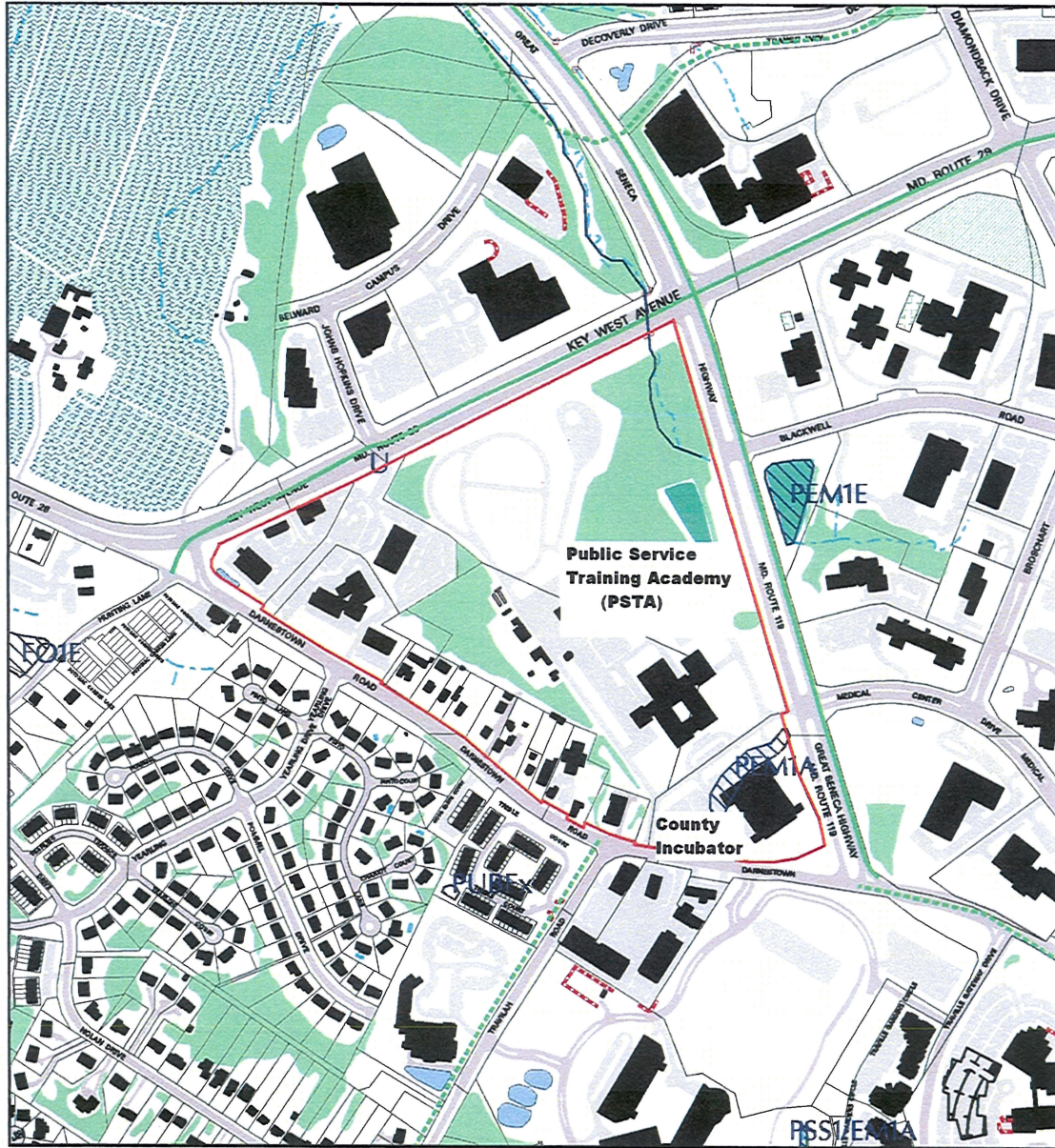
Attachments:

Attachment A: Draft Life Sciences Center Design Guidelines

Attachment B: Parks and Open Space Analysis

Attachment C: Historic Preservation Program

LSC WEST



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