




Site Plan No. 820130110, Camden Shady Grove

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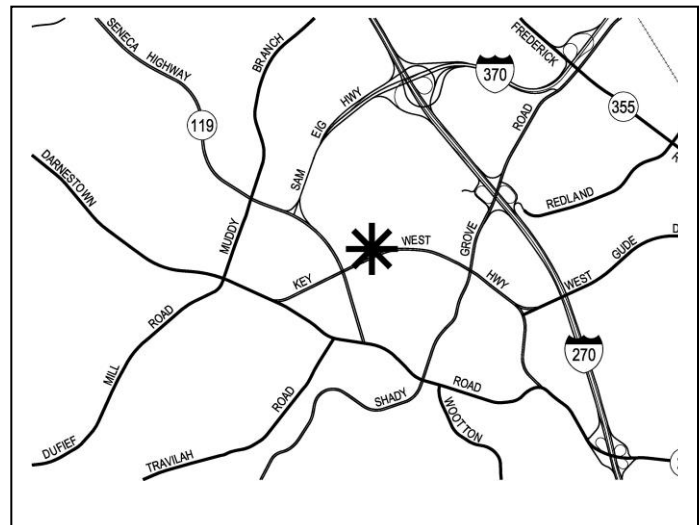
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Description

- Construction of 498,072sf of residential uses and 5,000sf of non-residential live/work units, and provision of public open space, residential amenities, and public benefits;
- Current uses: surface parking and lawn;
- Located in the northwest quadrant of the intersection of Key West Avenue and Diamondback Drive;
- On 7.62 gross acres of land in the CR2 C1.5 R1.5 H150 zone in the LSC North District of the Great Seneca Science Corridor Master Plan area;
- Applicant: Camden USA, Inc, filed on February 2, 2012.



Summary

- Staff recommends approval with conditions.
- Conversion of approved commercial capacity is exempt from staging.
- The proposed development is providing approximately 475 residential units and 5 live/work spaces in an area dominated by research, medical, and office uses. It proposes to use less than the full density allowed under the optional method development (at this time requesting only 0.015 FAR of the non-residential density allowed) but still must accommodate this density with structured parking, construction of new road frontages, and provision of a public benefits package suited for this area.
- This site is the location of a future Corridor Cities Transitway ("CCT") station and will be providing dedication to accommodate the station as well as a phased open space program as the area evolves into a more transit-focused center. Multi-modal transportation is a key element of the circulation plan, although it will be years before it can be fully implemented. A parking waiver to allow parking spaces above the maximum is being requested; given the unit mix and lack of any alternative street or public parking, Staff supports the 9.9% waiver.
- Staff has received no correspondence from noticed parties as of the date of this report.

SITE PLAN RECOMMENDATION AND CONDITIONS

Staff recommends approval of Site Plan 820130110, Camden Shady Grove, for 498,072 square feet (1.5 FAR) of multi-unit residential development for up to 475 units and 5,000 square feet of commercial density (0.015 FAR) for at least 5 live/work units on the subject property. All site development elements as shown on the site, landscape, and lighting plans received electronically by the M-NCPPC on August 20, 2013 are required except as modified by the following conditions:

1. Sketch Plan Conformance

The development must comply with the binding elements and conditions of Sketch Plan 320120050 approved by the Planning Board in MCPB Resolution No. 12-93 dated August 13, 2012.

2. Preliminary Plan Conformance

The development must comply with the conditions of the approved Opinion for Preliminary Plan 119961120 and Preliminary Plan Amendment 11996112A in MCPB Resolution No. 12-153, including any subsequent amendments approved by the Planning Board.

3. Public Benefits

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the CR Zone Incentive Density Implementation Guidelines, as amended, for each one. Each public benefit must be verified by Staff to be complete as required by the conditions listed for each prior to issuance of any use-and - occupancy permit for the associated phase, except as noted below. Any disagreement regarding the application or interpretation of the Public Benefits may be brought to the Planning Board for resolution.

a. Transit Proximity

b. Transit Access Improvement

This improvement must be bonded before any above-grade building permit and constructed under the Development Program on the certified site plan.

c. Wayfinding

Exhibit must be included and approved with certified site plan; final details of sign information may be modified with approval of Park and Planning Staff.

d. Dwelling Unit Mix

e. Enhanced Accessibility for the Disabled

Provide exhibit of tentative locations with certified site plan with a note that final locations may change and public benefit to be confirmed by as-built reviewed by Planning Staff.

f. Structured Parking

g. Public Open Space

This public benefit must be bonded before any above-grade building permit and constructed under the Development Program on the certified Site Plan.

h. Exceptional Design

i. BLTs

Purchase or payment of 0.8426 BLTs must be made before issuance of any above-grade building permit.

j. Tree Canopy

k. Vegetated Area

l. Cool Roof

4. Transportation – Pedestrian and Bicycle Facilities

The Applicant must provide 112 bicycle parking spaces as follows:

- a. For the public bike parking spaces, at least 12 bicycle parking spaces with inverted-U bike racks, or approved equivalent, located in or near primary entrances and public uses spaces in a weather-protected area.
 - b. For the private bike parking spaces, at least 100 secured bike parking spaces or bike lockers located in the garage in a well-lit area near the elevator or garage entrance.
 - c. Final location of the publicly accessible and private secured bicycle parking spaces and facility details to be determined by certified Site Plan.
5. The Applicant must amend the existing Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) to participate in the Greater Shady Grove Transportation Management Organization (TMO) that was executed originally on June 6, 2000. The amended Traffic Mitigation Agreement must be executed prior to release of any building permit.
6. The Applicant must work with the Maryland Transit Administration (MTA) to assure that the subject plans reflect the latest MTA alignment and design of the Corridor Cities Transitway (CCT) along the west side of Diamondback Drive and its proposed station near the intersection with master-planned business district street, B-2.
7. The Applicant must show on the certified Site Plan the entire cross-section of the adjacent streets and intersections including the CCT Station, curb cuts on the opposite site, and crosswalks and handicap ramps on all intersection legs.
8. Moderately Priced Dwelling Units (“MPDUs”)
- a. The development must provide 12.5 percent MPDUs on-site in accordance with an Agreement to Build with the Department of Housing and Community Affairs (“DHCA”).
 - b. An Agreement to Build between the Applicant and DHCA must be executed prior to the release of any above-grade building permits.
9. Recreation Facilities
- a. The Applicant must provide at least the following recreation facilities for the building, as shown on the Site Plan, conforming to the 1992 M-NCPPC Recreation Guidelines:
 - Indoor Community Space;
 - 2 Indoor Fitness Facilities;
 - 1 Swimming Pool; and
 - 4 Picnic/Sitting Areas.
 - b. In addition to the on-site facilities recognized by the Recreation Guidelines, the Applicant must provide:
 - 2 Outdoor Lounge Areas;
 - A Cyber Café; and
 - Connections to the local pedestrian and bicycle circulation systems.
10. Maintenance
- Maintenance of all on-site Public Use Space is the responsibility of the Applicant and subsequent owner(s). This includes maintenance of paving, plantings, lighting, and benches/sitting areas. Maintenance may be taken over by a governmental agency by agreement with the owner and applicable agency.

11. Architecture

The final exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the submitted architectural drawings received electronically by the M-NCPPC on August 20, 2013, as determined by Staff.

12. Financial Security and Agreement

Prior to issuance of first building permit within each relevant phase of development, the Applicant must provide a form of financial surety in accordance with Section 59-D-3.5(d) of the Montgomery County Zoning Ordinance with the following provisions:

- a. The Applicant must provide a cost estimate of the materials and facilities, which, upon Staff approval, will establish the initial surety amount. The bond amount shall be calculated for the full cost of the CCT Station plaza at the annual rate of inflation plus 4% for each year of the duration of the bond. The cost estimate must include the calculations used for the annual rate of inflation plus 4% for each year of the anticipated duration of the bond. If the CCT Station is not funded at the time of completion of the Project, the Maryland Transit Authority (MTA) shall construct a modified version of the plaza at-grade.
- b. The amount of the bond or surety must include plant material, on-site lighting, recreational facilities, exterior site furniture, entrance piers and private roads within the relevant phase of development.
- c. Before issuance of any above-grade building permit, the Applicant must enter into a Site Plan Surety & Maintenance Agreement with the Planning Board in a form approved by the Office of General Counsel that outlines the responsibilities of the Applicant and incorporates the cost estimate.
- d. The bond/surety must be tied to the Development Program, and completion of plantings and installation of particular materials and facilities covered by the surety for each phase of development will be followed by inspection and reduction of the surety.

13. Development Program

The Applicant must construct the development in accordance with a development program that will be reviewed and approved by Staff prior to the approval of the Certified Site Plan. The development program must include the following items in the phasing schedule:

- a. Building phasing, if applicable.
- b. Removal of the existing parking lot, clearing, and grading may commence prior to approval of the certified site plan but must not occur before approval of the Final Forest Conservation Plan, Sediment Control Plan, and M-NCPPC inspection and approval of all applicable environmental protection devices.
- c. Street lamps and sidewalks adjacent to each building must be installed before release of any use-and-occupancy permit for the respective building. Street tree planting may wait until the next growing season.
- d. On-site amenities including, but not limited to, on-site landscaping, lighting, recreation amenities and public use space amenities adjacent to the building, must be installed before release of any use-and-occupancy permit for any units, excluding space for a leasing office, for the respective building phase.
- e. For that area delineated as the "CCT Plaza" on the certified site plan: construction of the transit access improvement and CCT Plaza open space must be coordinated with the MTA and, to the extent possible, completed within 12 months of the date the DANAC CCT station opens for operation, but no longer than 24 months from that date.

- f. The development program must provide phasing of dedications, stormwater management, sediment and erosion control, afforestation, and other features, as applicable.

14. Certified Site Plan

Before approval of the certified Site Plan the following revisions must be made and/or information provided subject to staff review and approval:

- a. Include the Final Forest Conservation Plan approval, stormwater management concept approval, development program, inspection schedule, and Resolution approving this Site Plan on the approval or cover sheets.
- b. Remove unnecessary sheets.
- c. Make corrections and clarifications as required by Staff including signage for each specific parking space type.
- d. The parking waiver for additional spaces above the required amount based on the unit mix must be no more than the ratio as in the Applicant's Parking Waiver Explanation.
- e. Ensure consistency of all details and layout between architecture, site, landscape, and forest conservation plans.
- f. Provide all public benefits exhibits approved by the Planning Board on a separate sheet of the certified Site Plan.

All architectural exhibits are limited to a maximum height of 75 feet for occupiable space, and architectural design elements are limited to a maximum height of 85 feet.

SECTION 1: CONTEXT AND PROPOSAL SITE DESCRIPTION

Vicinity

The subject site, Lot 7 of the DANAC Stiles tract, occupies the southeast portion of the DANAC campus encompassed by Key West Avenue to the south, Diamondback Drive to the east, Decoverly Drive to the north, and Great Seneca Highway to the west. Other uses within the campus include office buildings, surface parking, structured parking, and forest conservation and stormwater areas. This large block is split by two master-planned business streets that subdivide the campus; each of these streets is generally complete.



Vicinity Map

The site is immediately surrounded by research, office, institutional, and office parks; low density residential uses are located immediately across Decoverly Drive to the north. The LSC zoning to the south allows density up to 1.5 FAR and building heights up to 150 feet; the O-M zoning to the east allows density up to 1.5 FAR and building heights up to 80 feet (as recommended in the Master Plan). The site is located adjacent to a future Corridor Cities Transitway (“CCT”) station (and is dedicating right-

of-way for the station and alignment) and within ½ mile of three additional master-planned Corridor Cities Transitway Stations and within 1 mile of a fourth. Numerous bike routes, including shared-use paths, dual-bikeways, and shared signed roadways (including the LSC Loop and the bikeway along the CCT) run along and near the site.



Master Plan Map 22 (page 48)

Site Description

The 7.62-acre site (gross area) is substantially flat, sloping gently from south to north, with slightly steeper slopes rising to meet Key West Avenue to the south and Diamondback Drive to the east. The site is maintained in grass with the exception of an existing surface parking lot.



Aerial Photo

The property lies within the Upper Muddy Branch watershed, which is a State Use Class I stream. This site is not within a Special Protection Area. The site is included in an existing Forest Conservation Plan for the entire DANAC campus (11996112A), which will be amended in association with a Preliminary Plan amendment that has also been filed for the site. There are no known rare, threatened, or endangered species on site; there are no 100-year floodplains, stream buffers, or wetlands on site. There are no known historic properties or features on site.

PROJECT DESCRIPTION

Previous and Related Approvals

Master Plan Staging Considerations

According to the Master Plan, converting non-residential to residential development is exempt from the staging requirements, as long as the residential project does not increase the number of already approved vehicle trips. See Section 3 of this report – Analysis and Findings, Staging Considerations for specific information.

Preliminary Plan

The original Preliminary Plan No. 11961120 was approved on May 15, 1997, for 669,538 square feet and revised on March 8, 2001. On October 14, 2010, the Planning Board granted an Adequate Public Facilities (“APF”) validity extension, until July 9, 2017.

In December 2012, the Planning Board approved Preliminary Plan amendment 11996112A with the site’s APF validity extended until December 2019. The amendment was approved for a maximum of 475 mid-rise apartments on Lot 7 that replaces a portion of the previously-approved 301,859 square feet unbuilt office space (or 155,330 square feet). For the Local Area Transportation Review (LATR) test on Lot 7, the number of vehicular peak-hour trips generated by the 475 apartment units is less than the trips generated by the previously-approved and unbuilt office space during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.). In addition, Preliminary Plan No. 11996112A was approved under the Policy Area Mobility Review (PAMR) test, not the newly County Council adopted Transportation Policy Area Review (TPAR) test. PAMR mitigation was not required because the new peak-hour trips generated by the apartments are less than the new trips generated by the previously approved and unbuilt office space.

Site Plan

Site Plan No. 820000180 was approved on April 16, 2000, for 669,400 square feet of office uses and has been subsequently amended four (4) times through March 9, 2012.

Sketch Plan

The Planning Board approved Sketch Plan 320120050 on August 13, 2012 subject to binding elements and conditions. The approved development included one mixed-use building with a maximum total density of 1.5 FAR for residential uses and 0.015 FAR for non-residential live/work units. The illustrative building was shown at 5-stories and may be up to 75 feet in height as final architectural designs are completed; architectural elements to create a landmark feature at the CCT station may be built to 85 feet.



Sketch Plan

Binding Elements of the Sketch Plan

1. *Maximum density and height*

The development is limited to a total density of 503,072 square feet (SF) of development, including a maximum of 498,072SF of residential uses and a minimum of 5,000SF of non-residential uses. The final amount of residential and commercial floor area and the final number of dwelling units will be determined at site plan, but a minimum of five live/work units must be provided. The development is limited to a maximum height of 75 feet for occupiable space and 85 feet for architectural design elements.

2. *Approximate location of lots and public dedications*

The development is on one lot and will dedicate rights-of-way for Key West Avenue, Diamondback Drive, and the CCT.

3. *General location and extent of open space, including public use space*

The extent of open space features a range of public and private spaces. Key open space features include:

- a public plaza at the CCT station,
- shared use paths and landscaping along Key West Avenue and the CCT alignment that runs along the west side of Diamondback Drive, and

- two amenity spaces framed by the figure-8 building opening up (through secure gates) to the surrounding sidewalks.

4. *General location of vehicular access points*

Vehicular access to the site is from existing private roads with a new garage access on the north side of the building; no new vehicular access points or new roads are necessary to support the development. Pedestrian and bicycle access is provided at numerous points from sidewalks along all of the streets to individual units and the main lobby entrances. Infrastructure improvements and connections will be made to increase connectivity for pedestrians and cyclists to the nearby transit stops. The pedestrian experience will be enhanced through landscaping along sidewalks, including street trees and hardscape that encourage walking and biking.

5. *Public benefit schedule.*

Public Benefit	Points Approved
Transit Proximity Category	
¼ - ½ mile from Level 2 CCT Station	30
Connectivity & Mobility Category	
Transit Access Improvement	15
Wayfinding	5
Diversity Category	
Dwelling Unit Mix	10
Enhanced Accessibility for the Disabled	6
Quality Design Category	
Structured Parking	10
Public Open Space	8
Exceptional Design	5
Environmental Category	
BLTs	5
Tree Canopy	10
Vegetated Area	8
Cool Roof	8
Total	120

These binding elements, as shown on the sketch plan, are subject to conditions and modification at site plan per Section 59-C-15.43(d). A Detailed Public Benefit Table was included in the Sketch Plan approval for a total of 120 Incentive Density points. The Public Benefits and binding elements approved in the sketch plan are not being amended by the proposed Site Plan.

Proposal

The site plan application is substantially the same as the proposed sketch plan with minor changes to address design issues of open space and architecture (Attachment C).

Buildings

The proposed building takes up most of the lot to internalize private amenity space and create a street wall along each frontage. Parking is internalized and open spaces are created to evolve as the area becomes more transit-accessible. In concept, the building works as two: an eastern and western “C” attached back-to-back around the central parking structure. (Together, the components resemble a

figure-8.) The corner facing the intersection of Diamondback Drive and Key West Avenue is being designed with elements to create a landmark feature near the CCT station.



Illustrative Architectural View (corner of Key West & Diamondback)

Although the majority of the building is proposed as residential units of various unit-types, including units with enhanced accessibility features, there are also several live/work units proposed near the CCT stop to allow hybrid commercial uses providing business opportunities for residents.

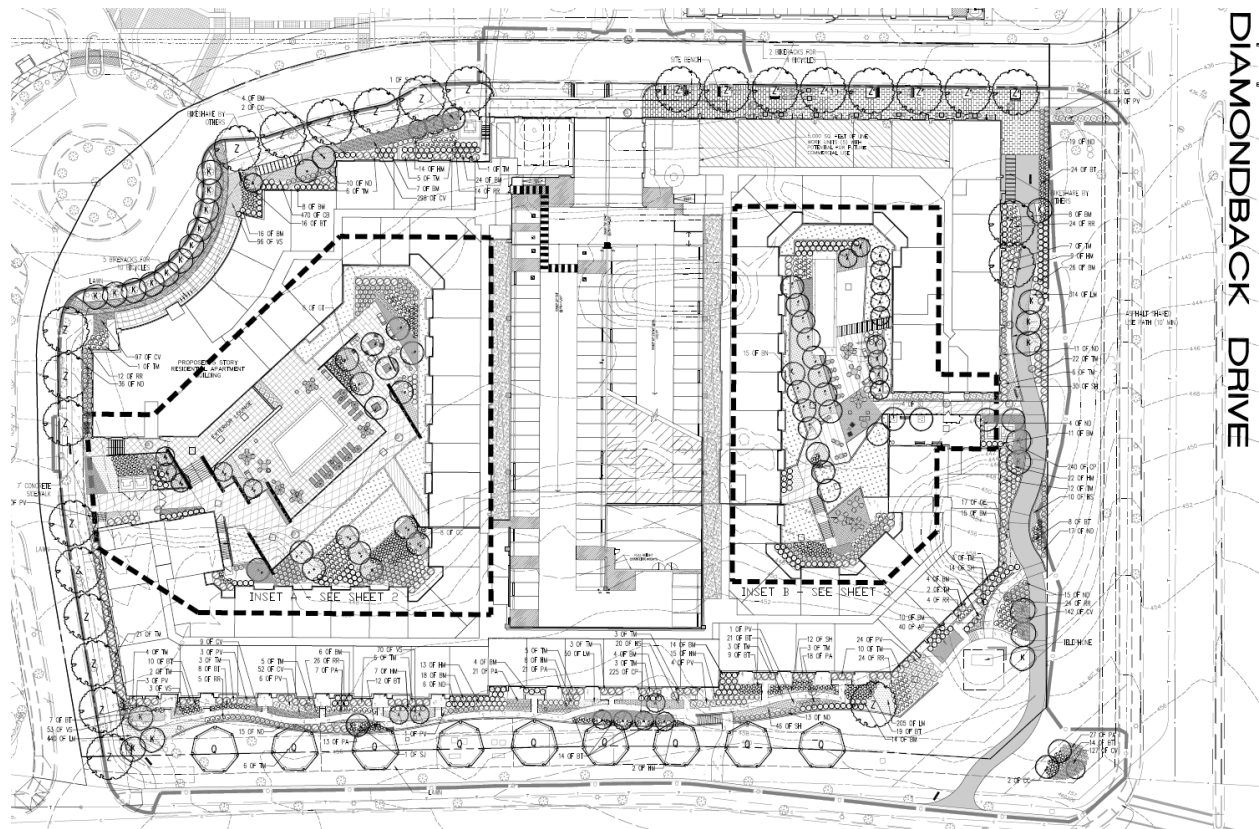


Illustrative Architectural View – Ground Floor Live/Work Units (corner of Diamondback & Private Road)

Each building will have internal amenity space and facilities and private landscaped open space. The lobby will face the internal round-about. Several at-grade units will have stoops and direct access to the sidewalks along the façade facing the street.

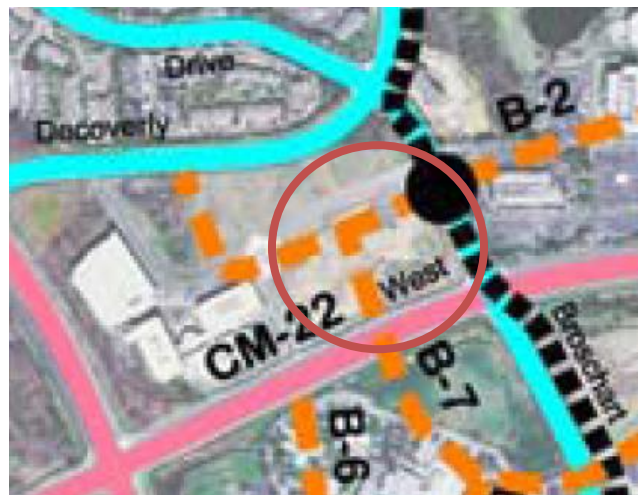
Open Space & Landscaping

The proposed open space concept features private amenity space within the building “C’s” and external open space along each frontage concentrated along the CCT station. Each area has been designed with a distinct vocabulary: the internal, private spaces are accentuated by angles and dissected spaces; the external public spaces are defined by curvilinear paths and open, interwoven spaces. A particular issue of this development is the need to evolve as transportation alternatives come on-line. The frontage along Diamondback Drive and the open space around the CCT station have been designed to work before and after construction of the CCT.



Landscape Plan (Prior to CCT)

A particularly difficult situation addressed by this development is the fact that the current plans for the CCT require the station to be built approximately 8 feet below grade and will require the closure of B-2 (the east-west running internal street) at Diamondback Drive. Integration of the station with the site is provided by taking advantage of the closed street, turning it into open space, and providing amphitheater steps from the expanded open space to the station with an adjacent ramp winding down to meet ADA requirements. The station will also be accessible from stairs at the southern end and by an at-grade sidewalk at the northern end.



Master Plan Map 29: LSC Circulation

SECTION 2: SITE PLAN ANALYSIS AND FINDINGS

ENVIRONMENT

An amended Final Forest Conservation Plan was approved with Preliminary Plan Amendment 11996112A by Planning Board Resolution on February 26, 2013; no modifications to that approval are proposed by this site plan. The Department of Permitting Services (DPS) issued a Stormwater Concept Plan acceptance letter (Attachment D).

MASTER PLAN

General Recommendations

The project is located within the Life Science Center (LSC) of the Great Seneca Science Corridor (GSSC) Master Plan area. The LSC includes five districts. The Subject Property is located within the North District. The specific language on the LSC North District of the Master Plan is included in Attachment E. The Master Plan provides the following general applicable recommendations for the Subject Property on pages 9-11:

- Transform the LSC into a dynamic live/work community while ensuring growth opportunities for research, medical, and bioscience interests;
- Align the Corridor Cities Transitway (CCT) through the LSC and provide four transit stations that will be the focal point of new development in the LSC North, Central, West, and Belward districts;
- Concentrate density, building height, and civic green spaces at the CCT stations. Provide appropriate transitions to adjacent neighborhoods;
- Create the LSC Loop as the organizing element of the open space plan to connect districts and destinations, incorporate natural features, and provide opportunities for recreation and non-motorized transportation;
- Create a sustainable community that will attract nationwide interest with design and materials that minimize carbon emissions, maximize energy conservation, and preserve water and air quality; and
- Support the County's Agricultural Reserve with zoning that requires acquisitions of Building Lot Termination (BLT) easements to achieve maximum densities.

There is a shortage of housing in the Master Plan area, and the proposed development, which will be adjacent to a planned CCT station, will add to the housing stock at a strategic and convenient location in the LSC. The Applicant is proposing to concentrate the most height and density of the DANAC Stiles Property on Lot 7 as envisioned by the Master Plan, while also designing the proposed development in a way that makes the planned CCT station a focal point of the development. The CCT station will provide convenient access to and from the area. The hardscaping and landscaping details will be addressed at the time of site plan review. Before the CCT is constructed, the area will still include the existing vehicular and pedestrian access to and from Diamondback Drive. As discussed during the review of the Sketch Plan for this site, it is expected that such access point (the Diamondback Drive/private road intersection) will be closed when the CCT is constructed. The LSC Loop already runs along Decoverly Drive, along the north side of the DANAC Stiles campus. The LSC Loop provides for recreational opportunities and helps to connect the DANAC Stiles campus with the rest of the LSC. The project will have a unique façade design, and will incorporate sustainable elements through its compliance with the County's green building requirements and public benefits schedule. Finally, the proposed plan will support the Agricultural Reserve through its acquisition of BLTs.

Previous Approvals

The Planning Board Opinion for Preliminary Plan No. 11961120 dated June 9, 1997, includes the following condition:

- (4) Dedication of Master Plan transit alignment (minimum 50' wide) as shown on plan, adjacent to Discoverly Drive. In the area of alternative transit alignments, as shown on the preliminary plan, provide an easement for possible future dedication to accommodate the alternative alignments. In the event that the final transit alignment is approved adjacent to Discoverly Drive, then the easement shall be extinguished for that portion of the easement area no longer needed for right of way to allow for the reconfiguration of development on lot 4. In the event that the final transit alignment is approved so that it loops into the DANAC property, as shown on the preliminary plan, then the easement shall be extinguished for that portion of the easement area no longer needed for the right of way.

Currently, the Maryland Transit Administration (MTA)'s preferred alignment of the Corridor Cities Transitway (CCT) is along the west side of Diamondback Drive, instead of along Discoverly Drive. Although the transit easement along Discoverly Drive is no longer needed for the CCT, a portion of the right-of-way width is necessary for other non-auto transportation modes-especially the LSC (shared use path) Loop plus sidewalk that is recommended in the GSSC Master Plan. The GSSC Urban Design Guidelines (on page 16) recommend a sidewalk, tree panel, and shared use path all being 8-feet wide. Currently along Discoverly Drive, an 8-foot wide tree panel and shared use path exists between Great Seneca Highway (MD 119) and Diamondback Drive. Along this segment only an 8-foot wide sidewalk needs to be added to the existing shared use path to satisfy the master plan recommendation. In addition, the LSC Loop along Discoverly Drive provides a vital pedestrian and bicycle connection to the proposed CCT station located in the southwest corner of Diamondback Drive/Discoverly Drive intersection. The Applicant doesn't own Lot 6 where the CCT easement is located. Future funding sources for the LSC Loop shared use path and sidewalk are being tracked/monitored by Area 2 Staff. Funding for this segment of the LSC Loop improvements cannot be required of the owner of the Subject Property.

Climate Protection and Sustainability

The Master Plan makes a number of recommendations to reduce development's carbon footprint (page 29), including site and building design and orientation that take advantage of passive solar heating and lighting and passive cooling opportunities and commitments to reduce energy and water consumption. A LEED review checklist was provided to Staff showing compliance with LEED standards including:

- 16 points for Sustainable Sites,
- 4 points for Water Efficiency,
- 7 points for Energy & Atmosphere,
- 4 points for Materials & Resources,
- 7 points for Indoor Environmental Quality,
- 3 points for Innovation in Design, and
- 2 Points for Regional Priority.

Housing

The Master Plan encourages the provision of housing to improve the area's jobs-housing balance. The Plan recommends a range of housing options to help meet County housing goals, including Moderately Priced Dwelling Units and workforce housing (page 23). This Site Plan proposes 12.5% MPDUs.

Staging Considerations

According to the Master Plan, converting from non-residential to residential development is exempt from the Master Plan’s staging requirement, as long as the residential project does not increase the number of already approved vehicle trips. As stated on page 76 of the Master Plan: “The 3.7 million square feet of development in the pipeline is not subject to the Plan’s staging requirements unless a project’s Preliminary Plan expires. The owner of a property approved for commercial development may re-subdivide and convert to residential development and still be exempt from staging provided that the change in development will not increase the number of vehicle trips.”

Thus, the subject plan is exempt from the Master Plan staging limit of 2,500 dwelling units because it does not increase the number of approved vehicle trips in 119961120. The Applicant will be using 5,000 square feet of the approved but unbuilt 301,857 square feet of commercial uses to construct the required live/work units on-site.

Site Specific Recommendations

The Master Plan has the following recommendations that are specific to the Subject property on pages 48 and 49:

- Locate the LSC North CCT station on the east side of the DANAC property (west side of Diamondback Drive);
- Rezone DANAC property from I-3 to CR Zone;
- Recommended Zoning for Lot 7 is: CR2.0 C1.5 R1.5 H150. The remainder of the DANAC property should be zoned CR1.0 C0.5 R1.0 H 80;
- Building height along Discoverly Drive adjacent to the residential community to the north is limited to 50 feet within 100 feet of the Discoverly Drive right-of-way;
- The sidewalk and pedestrian improvements as shown on the Site Plan;
- 150-feet of right-of-way for Diamondback Drive;
- 200-feet of right-of-way for Key West Avenue; and
- Dedication of master planned business district streets B-2 and B-7.

The Applicant is providing for the dedication and design of the CCT on the east side of the Subject Property. The Applicant has also designed a public space to complement the planned CCT station when constructed as shown in the CCT Plaza Illustrative plan on page 15 of this report. The building height restriction in relationship to Discoverly Drive is being adhered to. The Applicant is providing the dedications for Diamondback Drive and Key West Avenue, and the business district streets are proposed as private roads with public access easements, but will be constructed to the standards specified in the Master Plan.

DEVELOPMENT STANDARDS

The proposed development is on 332,048 square feet of gross tract area zoned CR2.0 C1.5, R1.5 H150 with 13.66% MPDUs. The Applicant is using the CR Optional Method in this development. The following tables show the application’s conformance to the development standards of the zone and the approved Sketch Plan; minimum setbacks are not applicable on this site.

1. Density of Development (maximum square feet)			
	Total (CR)	Non-Residential (C)	Residential (R)
Allowed by the Zone	664,096	498,072	498,072
Approved with Sketch Plan	503,072	5,000 (minimum)	498,072
Proposed	452,211	5,000	498,072

2. Height (maximum feet)	
Allowed by the Zone	150
Approved with Sketch Plan	75 for occupiable space 85 for design elements
Proposed	75 for occupiable space 85 for design elements

3. Public Use Space (minimum % of net lot)	
Required by the Zone	10%
Approved with Sketch Plan	10%
Proposed	21%

4. Residential Amenity Space (minimum square feet per market rate unit)			
Type	Rate	Required	Proposed
Indoor Amenity Space	20sf per unit up to 5,000sf	5,000	5,000
Outdoor Amenity Space	20sf per unit up to 5,000sf	5,000	5,000

5. Minimum Bicycle Parking Spaces & Shower/Change Facilities				
Use	Required		Proposed	
	Publicly Accessible	Private & Secure	Public	Private
Residential – 457 units	10	100	10	100
Non-residential – 5,000sf	2	2	4	2

6. Parking (minimum/maximum spaces required)		
	Required	Proposed
Per Unit Mix	367/611	678¹

Parking Waiver

The Applicant proposes to provide 67 additional parking spaces above the required 611 for guests, staff, prospective residents visiting the site and for 2 ZIP Cars as in the Parking Waiver Explanation (see Attachment E). The Applicant’s basis of the waiver is two-fold: 1) their property management experience with similar-sized multi-family residential developments in the region and a demonstrated reoccurring pattern of need for these specific parking spaces and, 2) in the Applicant’s opinion if the CR Zone’s and Section 59-E parking provisions were imposed, the result would be contrary to each CR Zone’s requirements and objectives. In the Waiver the Applicant explains that their parking ratio is the correct method to strike a balance between such sensitivities. In the Waiver Explanation it is also noted that “The project must operate in today’s ‘suburban’ environment, so that it contributes to the critical mass that will help achieve the Master Plan objectives, in the long run.” The parking structure for residents will be completely integrated into the building design (self-contained) and exclusively for residents and

¹ Requires a waiver of the maximum number of spaces under 59-C-15.636. In this case, there are 67 spaces above the maximum resulting in an average of 1.47 spaces per unit. This represents a 9.9% increase in parking above the required spaces given the unit mix.

non-residents to this site for specific reasons. Staff supports the requested waiver based on the unique parking need identified by the Applicant and similar-sized multi-family residential developments under their property management. In addition, Staff supports the parking waiver because of the unit mix, which includes numerous 2- and 3-bedroom units, and the necessity to provide visitor, employee, and prospective tenant parking (with few nearby alternatives). Provision of these additional parking spaces for non-residents must be clearly identified on the certified Site Plan and include signage for each specific parking space type.

TRANSPORTATION

Master-Planned Roadways and Bikeways

In addition to the discussion in the Master Plan section of this report above regarding Master-planned roadways: as approved for Preliminary plan No. 11996110A, JHU-Belward Campus, and Preliminary Plan No. 11986115C, JHU – Montgomery County Medical Center, the master-planned business district streets B-2 (Street “A”) and B-7 (Road “F”) may be private roads with the requirements specified in the approved Preliminary Plan. Both business district streets are already built to tertiary residential street standards but, if taken over by the public, must be reconstructed to Road Code Standard 2005.01 (i.e., master-planned recommended 60-foot right-of-way and no bikeway).

Bicycle facilities must be adequate with the required improvements described in the CR zone Section 59-C-15.62. For the proposed apartment building with 475 units, the required bicycle parking is as follows:

1. Publicly accessible bike spaces: The maximum of 10 spaces per apartment building because the required 0.1 space per unit totals over the 10 maximum spaces. For the building, the total number of publicly accessible bicycle spaces provided is 14 (or 2 more than required) inverted-U bike racks. The site plan currently shows only one set of five publicly secured bike racks located in the northwest corner of the proposed building. The location of all 14 bicycle parking spaces must be shown on the plans and approved at certified site plan.
2. Private secured bike spaces: The maximum of 100 spaces because the required 0.35 space per unit totals over the 100 maximum spaces. For the building, the total number of private secured bike parking spaces provided is 102 (or 2 more than required) spaces. A secured bike room is shown on the plans in the parking garage, but additional details are needed at certified Site Plan.

Thus, 114 (4 more than required) total bicycle parking spaces are provided for the proposed apartment building.

In addition, MCDOT recommended two bike sharing docking stations in their Comment No. 19. b.iv.1. in their letter dated November 6, 2012, for the Preliminary Plan No. 11996112A. The two stations were one of the Traffic Mitigation actions to satisfy the master-planned recommended Transportation Demand Management. The Applicant has worked with MCDOT regarding the bike sharing docking stations locations at the southeastern corner of business district streets B-2 and B-7 and the southwestern corner of business district street B-2 and Diamondback Drive.

Master-Planned Transportation Demand Management

The site is located within the boundary of the Greater Shady Grove TMD. The Applicant must participate with the TMO and assist the County in achieving and maintaining its non-auto driver mode share goals.

On-Site Parking

Staff supports a parking waiver that would result in 67 more parking spaces over the total of 611 spaces required under Section 59-E-3. The 611 parking spaces are for the residents while the extra parking spaces are for employees and visitors. Although the site is adjacent proposed future CCT and BRT transit stations, MTA estimates CCT service would begin in 2020 without any future unexpected delays. The future CCT service should reduce the need to drive single-occupancy vehicles to and from the site, but the extra parking spaces would be needed for at least the next 7 years.

Master Plan's Staging Requirement

According to the *Great Seneca Science Corridor Master Plan*, converting from non-residential to residential development is exempt from the Master Plan's staging requirement, as long as the residential project does not increase the number of already approved vehicle trips. As stated on page 77 of the *GSSC Master Plan*:

"The 3.7 million square feet of development in the pipeline is not subject to the Plan's staging requirements unless a project's Preliminary Plan expires. The owner of a property approved for commercial development may re-subdivide and convert to residential development and still be exempt from staging provided that the change in development will not increase the number of vehicle trips."

The proposed plan meets this requirement because the subject plan is exempt from the *GSSC* staging limit of 2,500 dwelling units.

Corridor Cities Transitway

MTA's preferred alignment of the CCT is along the west side of Diamondback Drive with a proposed station just north of the intersection with master-planned business district street, B-2. The Applicant must coordinate with the MTA's CCT project manager, regarding MTA latest alignment and design of the CCT. The preferred CCT alignment along Diamondback Drive is currently at-grade across Key West Avenue (that was previously proposed to be under the intersection with Key West Avenue).

Associated with Diamondback Drive/Business District Street B-2 intersection, MCDOT required a traffic signal warrant study be prepared by the Applicant's transportation consultant. The conclusions of the submitted study dated July 30, 2013, was that warrants for eight-hour and four-hour vehicular volumes were not satisfied as established in the *Manual of Uniform Traffic Control Devices*.

Due to the uncertainty of funding for the CCT Station, and the Applicant's intention to build the plaza to coincide with completion of the Project, the Applicant must bond the full cost of the plaza at the CCT Station at the annual rate of inflation plus 4% for each year of the duration of the bond. The cost estimate must include the calculations used for the annual rate of inflation plus 4% for each year of the anticipated duration of the bond. If the CCT Station is not funded at the time of completion of the Project, the MTA shall construct a modified version of the plaza at-grade.

FINDINGS

1. *The site plan conforms to all non-illustrative elements of a development plan, or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.*

The site plan is not subject to a development plan, diagrammatic plan, schematic development plan, or project plan. It is, however, subject to five binding elements and seven conditions of Sketch Plan 320120050 in MCPB Resolution No. 12-93, which may be modified at the time of site plan review under Section 59-C-15.43(d). There are, however, no proposed modifications to those binding elements or conditions and the site plan, therefore, conforms to the sketch plan approval.

2. *The site plan meets all of the requirements of the zone in which it is located, and where applicable conforms to an urban renewal plan approved under Chapter 56.*

The Application must meet the following requirements of the CR Zone:

- Uses;
- General Requirements;
- Development Standards; and
- Special Regulations for the Optional Method of Development (Public Benefits).

a. Uses

The proposed uses – dwellings and live/work units – are permitted in the zone.

b. General Requirements

This Site Plan is substantially consistent with the Master Plan and the GSSC Design Guidelines. As part of the LSC North District, the development will:

- Provide in-fill residential development (page 48);
- Provide public benefits that improve connectivity and mobility, improve open spaces and the pedestrian-realm, and add to the diversity of activities, through construction of a diversity of dwelling units, live/work units, and units with enhanced accessibility (page 48);
- Improve vehicular and pedestrian connections, through improvements to the local sidewalks and around the new buildings; the block defining the site is not overly large and the existing private streets serve the purpose of a finer street grid because they will be protected by public access easements (general);
- Achieve more sustainable development patterns through balanced land use, connectivity improvements, open spaces, enhanced stormwater management, and building design (design guidelines, pages 26-30);
- Create public use spaces that allow for active and passive recreation, are visible and usable; have a strong relationship to retail on adjacent properties, amenity space, and the pedestrian network; and are not separated by barriers (Design Guidelines, page 13);
- Encourage the use of sustainable building practices and site design to reduce energy use and stormwater runoff (Design Guidelines pages 24-25);
- Provide street trees, lighting, and amenities; although parallel parking is recommended, it will not be allowed on Key West Avenue or Diamondback Drive (Design Guidelines, pages 14 & 44);
- Provide buildings as close to property lines as grades and easements allow with access from units to perimeter sidewalks (Design Guidelines, pages 22 & 45);

- Provide design excellence with innovative building materials and style (design guidelines, page 27); and
- Provide at least the minimum required number of bicycle parking spaces for residents and visitors (general).

c. Development Standards

The proposed development will comply with all development standards as shown in the data tables and discussion above. Staff supports the parking waiver because of the unit mix, which includes numerous 2- and 3-bedroom units, and the necessity to provide visitor, employee, and prospective tenant parking (with few nearby alternatives). The Applicant has demonstrated a reoccurring pattern of need for specific parking spaces at other similar multi-family residential developments in their property management experience for non-residents to the site. The Applicant has prepared a guest parking and staff parking ratio to provide the best balance for such specific parking spaces for non-residents. Staff further supports the waiver because the building’s design will completely integrate the parking structure (it will be self-contained) so that all parking in it is exclusively for residents and non-residents (the latter) coming to the site for specific reasons.

d. Public Benefits

The proposed development will provide numerous public benefits with proportional incentive density points according to:

- The recommendations, objectives, and priorities of the Master Plan;
- The CR Zone Incentive Density Implementation Guidelines and the GSSC Design Guidelines;
- The size and configuration of the tract;
- The relationship of the Site Plan to adjacent properties;
- The presence or lack of similar public benefits nearby; and
- Enhancements beyond the elements listed in the individual public benefit descriptions or criteria that increase public access to or enjoyment of the benefit.

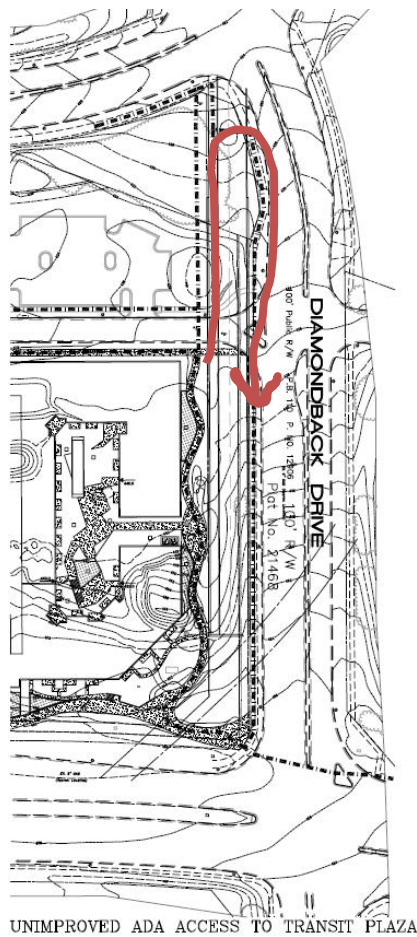
In accordance with the Zoning Ordinance, Section 59-C-15.82, the Site Plan proposes the following four public benefits categories to satisfy the requirements: Transit Proximity; Diversity of Uses & Activities; Quality of Building and Site Design; and Protection and Enhancement of the Natural Environment. The following descriptions detail the public benefits provided with only slight modifications from the sketch plan regarding the calculations for tree canopy and vegetated area.

Transit Proximity

Being adjacent to a CCT station (level 2 transit) and, in fact, dedicating right-of-way for the station and alignment, the Site Plan is eligible for 30 points. Staff recommends granting the full 30 points to spur development and increase the likelihood that a mix of uses in the area will become more financially viable.

Transit Access Improvement

Up to 20 points may be granted for transit access improvements. These improvements must provide access to a transit facility to at least meet the County’s accessibility standards. In this case, the proposed CCT station must be built about 8 feet below grade and is only accessible by stairs or by walking (or rolling) to the intersection of Diamondback Drive and Decoverly Drive. An alternative is proposed by this development – switch-back ramps integrated into the open space directly adjacent to the station platform. This is an intensive and complicated improvement and implements an important Master Plan goal and Staff recommends granting 15 points for construction of this Transit Access Improvement.



Transit Access Improvement Illustration

Wayfinding

Up to 10 points may be granted for the design and implementation of a wayfinding system. The application proposes several signs at key intersections and the CCT station providing directional signage to nearby amenities, bike routes, and transit facilities. Staff recommends that at least 7 signs be provided and that each have a map encompassing the area within at least a ½ mile radius from the CCT station indicating directions to certain features as appropriate for the individual sign locations. Based on fulfillment of these criteria that will encourage the Linking & Connecting goals of the Master Plan, Staff recommends 5 points be granted for implementation of the wayfinding system.

Dwelling Unit Mix

Up to 10 points may be granted for providing a dwelling unit mix that includes at least 7.5% efficiency units, 8% 1-bedroom units, 8% 2-bedroom units, and 5% 3-or-more bedroom units. Under the Guidelines, the Planning Board should only grant 5 points for meeting the minimum unit mix and 10 points only for a greater mix (10% efficiency, 10% 1-bedroom, 10% 2-bedroom, and 7.5% 3-bedroom). Since diversity of housing is a specific Master Plan goal for this District and some of these units will be live/work, further enhancing the diversity of uses and activities, Staff recommends that the full 10 points be granted for provision of the unit mix required by the Ordinance.

Enhanced Accessibility for the Disabled

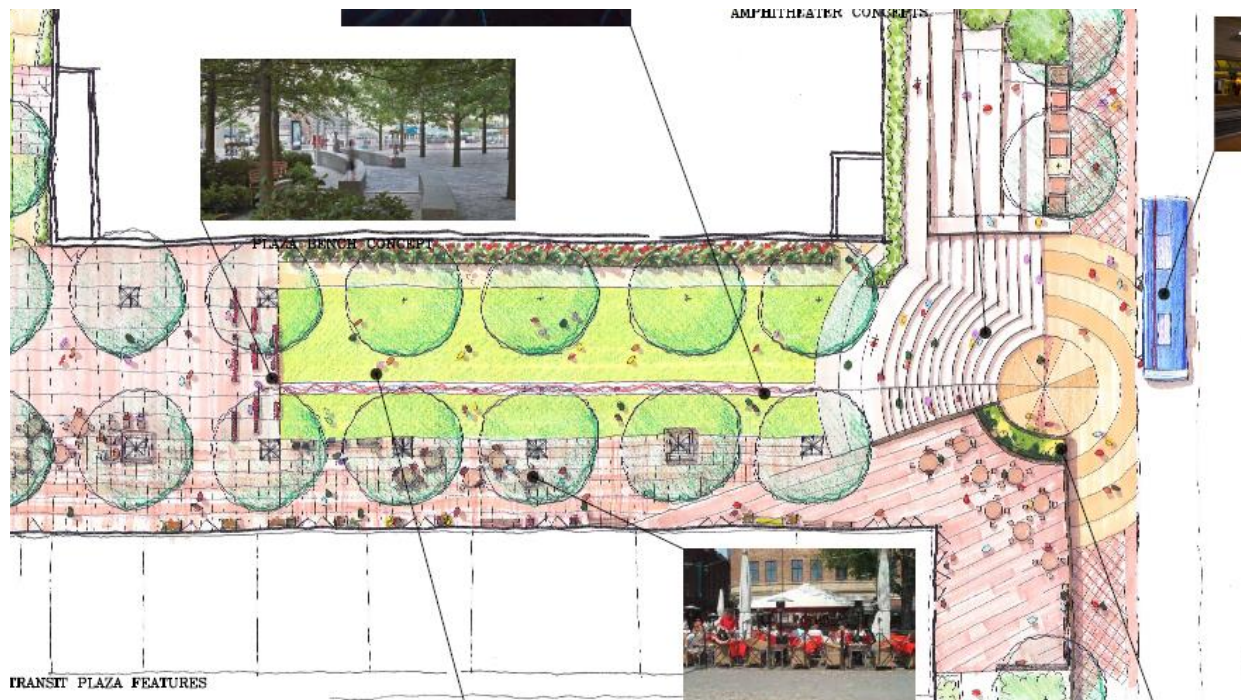
Up to 20 points may be granted for constructing units that satisfy ANSI A117.1 Residential Type A standards. The Guideline formula is that points be granted for each percent of units that meet the criteria. Like the dwelling unit mix, this public benefit helps fulfill a Master Plan goal and, in this case, 2% of the units are proposed to ANSI A117.1 standards. Staff recommends that 6 points be granted.

Structured Parking

Up to 20 points may be granted for provision of parking within a structure. A formula dividing the parking provided within an above-ground structure divided by the total parking provided and multiplying the result by 10 has been approved in the guidelines (below ground parking spaces are eligible for double the points because of the greater cost). The proposed parking is wrapped by residential uses so mitigation of visibility is not a concern. In this case 99% of the parking is within an above grade structure and granting 10 points is recommended by Staff.

Public Open Space

Up to 20 points may be granted for providing public open space above the minimum required by the zone. The Guideline formula requires dividing the proposed amount of open space above the minimum required by the zone divided by the net tract area and then multiplying by 100. Eight percent of the net tract area (above the minimum 10% required by the zone) is being provided as public open space. This area is near a CCT station, which is recommended for open space of ¼ to ½ acres. The open space provided at the station alone is about 0.4 acres. The design also meets the accessibility, size, and activation criteria of the guidelines and Staff recommends that 8 points be granted for this public benefit.



CCT Station Open Space

Exceptional Design

Up to 10 points may be granted for building and site design whose visual and functional impacts enhance the character of the setting. The Guidelines have established 6 criteria to evaluate the exceptional design public benefit and recommends that the application meet at least five of these criteria for the full 10 points. Staff concludes that three of these criteria are met:

- Providing an innovative solution in response to the immediate context by, in this case, creating a site design that accommodates and integrates a transit station below grade with public space and pedestrian and bicycle routes;
- Creating a sense of place and serving as a landmark through the architectural treatment at the corner of Key West and Diamondback and the distinct design vocabulary and amenities provided at the station open space; and
- Enhances the public realm in a distinct and original manner through turning a difficult context with evolving variables into an asset through unique landscape design, integration of various unit types (bedroom mix, enhanced accessibility units, and live/work units), and construction of a street-focused building in a currently suburban environment.

Since only half (3 out of 6) of the criteria have been satisfied, Staff recommends that 4 of the 10 possible points be granted for this benefit.

BLTs

Five points are required for CR-zoned optional method projects and are calculated by a formula established in the Ordinance. The Applicant will provide the BLTs as required and Staff recommends granting the 5 required points for this public benefit.

Tree Canopy

Up to 15 points may be granted for tree canopy coverage at 15 years growth over 25% of the on-site open space. The important sustainability goals of improving air and water quality as well as protection of biodiversity are enhanced by tree canopy. A slightly larger area of coverage is provided by the layout shown in the site plan than in the sketch plan, which awarded 10 points. For this larger area and because no underground structures are involved and the conceptual landscape design shows large planting areas, Staff recommends granting 11 points for this public benefit.

Vegetated Area

Up 10 points may be granted for installation of plantings meeting certain criteria, including coverage of at least 5,000sf. The sketch plan proposed vegetated area of 8,500sf (and 8 points) which is not included in the required public use space, the proposed public benefit open space, or any easements. This area has been increased to 10,000sf due to design changes and Staff recommends granting 10 points for this public benefit.

Cool Roof

Up to 10 points may be granted for constructing a cool roof with a minimum solar reflectance index ("SRI"). The Applicant proposes to meet the minimum SRI for a flat roof. As seen in the aerial photograph of the area, the District is dominated by dark roofs, parking lots, and roads; decreasing the heat island effect and making a more energy efficient building are encouraged by the sustainability goals of the Master Plan. For this reason and because this is such a large building, Staff recommends granting 8 points for this benefit.

Public Benefit	Maximum Points Permitted	Proposed Points [Sketch Plan]	Criteria	Points Recommended
Transit Proximity Category				
Transit Proximity	30	30 [30]	Site adjacent to Level 2 CCT Station	30
Connectivity and Mobility Category				
Transit Access Improvement	20	15 [15]	Design and construction of switch-back ramps integrated into open space directly adjacent to CCT Station platform	15
Wayfinding	10	5 [5]	Design and implementation of wayfinding system with at least 7 signs detailing area within at least ½ mile of the CCT station.	5
Diversity of Uses and Activities Category				
Dwelling Unit Mix	10	10 [10]	Provision of at least 7.5% efficiency units, 8% 1-bedroom units, 8% 2-bedroom units, & 5% 3-or more bedroom units; fulfills a master plan priority	10
Enhanced Accessibility for the Disabled	20	6 [6]	Provision of 2% of units meeting ANSI A117.1 Residential Type A standards.	5
Quality of Building and Site Design Category				
Structured Parking	20	10 [10]	All parking spaces will be built within above grade structure.	10
Public Open Space	20	8 [8]	Density for open space above the zone's requirements is granted on a sliding scale based on the % of the net lot area.	8
Exceptional Design	10	5 [5]	Incentive density of 5 points for development that meets at least 4 of 6 criteria and 10 points for development that meets all 6.	4
Protection & Enhancement of the Natural Environment Category				
BLTs	30	5 [5]	Purchase/payment for 1 BLT per 20,000sf of 5%	5
Tree Canopy	15	11 [10]	Coverage of 25% of on-site open space with tree canopy at 15 years growth.	11
Vegetated Area	10	10 [8]	Installation of plantings in a minimum of 12 inches of soil covering at least 5,000 square feet of previously impervious surfaces.	10
Cool Roof	10	8 [8]	Roof must meet minimum Solar Reflectance Index (SRI)	8
Total Points	205	120		121

Staff finds that the proposed public benefits fulfill the priority recommendations of the Master Plan, meet the criteria of both the Implementation and Design Guidelines, are appropriate for the size and configuration of the tract, and enhance the site's relationship to adjacent properties. The Applicant will provide public benefits from at least 4 categories equal to greater than 100 points, the final numbers to be determined prior to approval of the certified site plan.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

a. Landscape and Lighting Plan

The landscape plan includes a mixture of deciduous, evergreen, and ornamental trees as well as flowers, shrubs, and seasonal color transforming the area into a more aesthetically-pleasing, green environment. The interior spaces and public open spaces will have adequate, safe, and efficient landscaping for year-round enjoyment and comfort. The Lighting Plan includes a variety of area and pedestrian light meeting industry standards to provide adequate, safe, and efficient pedestrian and vehicular circulation systems during evening hours.

b. Pedestrian and Bicycle Facilities

The Site Plan includes adequate, safe, and efficient sidewalks and trails with widths from 8 feet to 10 feet along each road frontage connecting to a greater circulation system. Bike facilities will be provided for residents and visitors as required by the Code.

c. Open Spaces

The Project includes a large plaza adjacent to the CCT Station and adequate, safe, and efficient open space around the perimeter of the site and within internal, private amenity areas. These areas will support healthy activity and social interaction in contrast to a rather sterile environment in the surrounding office developments.

d. Recreation

A network of sidewalks and shared use trails are proposed on the site's perimeter for connections to existing and planned recreation features nearby (the LSC Loop to the north). Recreation features internal to the building include a courtyard on the west side with in-ground swimming pool, pool-side brick patio/lounge with tables (some with umbrellas), lounge chairs, floating wood benches, a cyber café, picnic and sitting areas and a gas grill. On the east side of the building is a plaza area with raised lawn for outdoor recreation including gas grills, floating benches, picnic and sitting areas, a dog water fountain, and water fountain feature.

e. Vehicular Circulation

Residents and non-residents using the parking garage will access via the north private road with access from Decoverly Drive to the north and Key West Avenue to the south onto the west private road to the north private road. There will be limited vehicular access at the west side of the building in vicinity of the round-about between the west and north private roads. When the CCT Station and plaza are constructed the vehicular access from the Diamondback Drive intersection with the private road will be permanently closed.

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

Surrounding, developed properties in the immediate area (DANAC Stiles Properties, Lots 4 and 6 and the Subject Property [Lot 7]) are CR-zoned and, although currently dominated by an office park setting. Two of these three lots (Lots 6 and 7) are redeveloping in similar patterns based on the master plan. The owner of Lot 6 is redeveloping a 45-foot high parking garage structure where a surface parking lot was previously located. The parking garage is for employees at the existing office buildings on Lots 4 and 6. The Project on Lot 7 is limited to a maximum height of 75 feet for occupiable space, and architectural design elements are limited to a maximum height of 85 feet. The maximum allowable height in the CR

zone for the Project is 150 feet. Existing office buildings on Lots 4 and 6 have heights of approximately 40 feet. The heights of the structures on these three lots (4, 6 and 7 in Figure 1 below) will be reasonably compatible by comparison.



Figure 1 DANAC Stiles Property lot locations

Existing development to the north and across Decoverly Drive includes townhouse and multi-family units. The townhouse units are closest to Decoverly Drive and have building heights of approximately 30 feet. To the east side of Diamondback Drive is the developed FINRA² campus, to the south of Key West Avenue is the National Cancer Institute campus and the RICA³ building. The buildings to the east (FINRA and RICA) are built at heights similar to the buildings on Lots 4 and 6 of the DANAC Stiles property. The Project represents infill development for multi-family residential housing that will complement the developed office buildings by providing employees an option of living near their places of employment.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

- a. Forest Conservation

The development is subject to the Chapter 22A, Montgomery County Forest Conservation Law. All forest conservation requirements are being met through the approval of Preliminary Plan No. 11996112A. As conditioned, this Site Plan must comply with the conditions of that preliminary plan.

² FINRA = Financial Industry Regulatory Authority.

³ RICA = Regional Institute for Children and Adolescents.

- b. Stormwater Management
Stormwater Management Concept Plan approval was issued by DPS on April 4, 2012. Environmental-Sensitive Design (ESD) methods will be provided on-site.

- c. Environmental Guidelines
Staff finds that the Site Plan proposal complies with the M-NCPPC's Environmental Guidelines.

ATTACHMENTS

- A. Sketch Plan Resolution
- B. Preliminary Plan Resolution
- C. Applicant's Justification Statement
- D. Stormwater Management Concept Plan acceptance letter
- E. Master Plan (pages 9-11, 23, 29, 48, 49 and 76)
- F. Parking Waiver Explanation
- G. Master Plan Design Guidelines (pages 13, 14, 22, 24-30, 44 and 45)
- H. Letter from SHA, dated 6/10/13



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

MCPB No. 12-93
Sketch Plan No. 320120050
Camden Shady Grove
Date of Hearing: July 26, 2012

AUG 13 2012

RESOLUTION

WHEREAS, under Section 59-C-15.42 of the Montgomery County Code the Montgomery County Planning Board ("Planning Board" or "Board") is authorized to review sketch plan applications; and

WHEREAS, on February 2, 2012, Camden USA, Inc. ("Applicant"), filed an application for approval of a sketch plan for construction of up to 498,072sf of residential uses and up to 5,000sf of non-residential uses on 7.62 gross acres of CR2 C1.5 R1.5 H150-zoned land, located on Parcel 7 in the northwest quadrant of the intersection of Key West Avenue and Diamondback Drive ("Subject Property") in the Great Seneca Science Corridor Master Plan ("Master Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320120050, Camden Shady Grove ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated July 11, 2012, setting forth its analysis of and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on July 26, 2012, the Planning Board held a public hearing on the Application, and at the hearing the Planning Board heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote as certified below.

NOW, THEREFORE, BE IT RESOLVED that, the Planning Board approves Sketch Plan No. 320120050, Camden Shady Grove for construction of up to 498,072sf

Approved as to
Legal Sufficiency:

7/18/12
M-NCPPC Legal Department

8787 Georgia Avenue, Silver Spring, Maryland 20910 Chairman's Office: 301.495.4605 Fax: 301.495.1320

www.MCParkandPlanning.org E-Mail: mcp-chairman@mncppc.org

of residential uses and a minimum of 5,000sf of non-residential uses, on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-C-15.43(b)(4) of the Montgomery County Zoning Ordinance:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public use space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The development is limited to a maximum total of 503,072 square feet of development, including a maximum of 498,072 square feet of residential uses and a minimum of 5,000 square feet of non-residential uses. The final amount of residential and commercial floor area and the final number of dwelling units will be determined at site plan; but a minimum of five live/work units must be provided.

2. Height

The development is limited to a maximum height of 75 feet for occupiable space and 85 feet for architectural design elements.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59-C-15.43(c); total points must equal at least 100 points and be chosen from at least 4 categories as required by Section 59-C-15.82(a); the requirements of Division 59-C-15 and the Implementation Guidelines must be fulfilled for each public benefit proposed.

- a. Transit proximity
- b. Connectivity and Mobility achieved through transit access improvements and wayfinding.

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

- c. Diversity of Uses and Activities achieved through provision of dwelling unit mix and enhanced accessibility for the disabled.
- d. Quality Building and Site Design achieved through provision of structured parking, public open space, and exceptional design.
- e. Protection and Enhancement of the Natural Environment achieved through the purchase of Building Lot Terminations ("BLT"s), tree canopy, vegetated area, and a cool roof.

4. Building Lot Terminations (BLTs)

Prior to release of any building permit, the Applicant must provide proof of purchase and/or payment for the required BLTs.

5. Moderately Priced Dwelling Units (MPDUs)

The development must provide MPDUs in accordance with Chapter 25A and with an agreement to build with the Department of Housing and Community Affairs finalized prior to any building permit for the building.

6. Transportation

At the time of Preliminary and Site Plan review, the Applicant must address the following issues:

- a. Amendment of the existing Traffic Mitigation Agreement with the Montgomery County Department of Transportation ("MCDOT") and the Planning Board completed under the previous zoning to satisfy I-3 trip reduction requirements and participate in the Greater Shady Grove Transportation Management Organization ("TMO") that was executed originally on August 28, 1989.
 - i. Whether trip credits will be applied as a result of the conversion from commercial to residential will be evaluated during preliminary plan review.
 - ii. The amended Traffic Mitigation Agreement must be executed prior to release of any core and shell building permit for the building.
- b. Provision of a public access easement for business district streets B-2 and B-7, as shown on the plan, on the record plat. The easement must be approved by the Planning Board and MCDOT, and should address the following issues:
 - i. Whether the existing internal roadways are adequately constructed and need not be demolished and reconstructed or modified to public standards and in accordance with the Road Code standards 2005.01 for B-2 and B-7 or, if not adequately constructed, need to be demolished and reconstructed or modified;
 - ii. Whether the existing sidewalks and other streetscape amenities associated with streets B-2 and B-7 that are not on Lot 7 are

- adequately constructed and need not be demolished and reconstructed or modified to standards in conformance with the Great Seneca Science Corridor ("GSSC") Master Plan and Design Guidelines or, if not adequately constructed, need to be demolished and reconstructed or modified;
- iii. Whether the proposed sidewalks and other streetscape amenities associated with streets B-2 and B-7 that are on Lot 7 and part of the Sketch Plan are in conformance with the GSSC Master Plan and Design Guidelines or, if not, need to be modified;
 - iv. Installation of public utilities will be permitted within the easement;
 - v. The streets within the easement may not be closed for any reason unless approved by MCDOT;
 - vi. The easement may be volumetric to accommodate uses above and below the designated easement area;
 - vii. The easement will grant the County the right to construct and install appropriate traffic control devices, if not required to be installed by the Applicant;
 - viii. The Applicant is obligated to remove snow and provide repairs to keep the streets in working order and open and if, for any reason, the Applicant does not, the County must have the right, but not the obligation, to remove snow and/or provide repairs;
 - ix. The final extent, delineation, and alignment of these streets will be determined at the time of site plan; and
 - x. Maintenance and Liability Agreements for each easement area will be entered into by the Applicant.
- c. The Applicant must coordinate with the developer of Site Plan No. 820100090, JHU-National Cancer Institute, regarding the improvements to the intersection of Key West Avenue and Diamondback Drive/Broschart Drive, which is adjacent to the site.
 - d. The Applicant must work with the Maryland Transit Administration ("MTA") to assure that the subject plans reflect the latest MTA alignment and design of the Corridor Cities Transitway ("CCT") along the west side of Diamondback Drive and its proposed station at the intersection of Diamondback Drive and business district street, B-2.
 - e. The Applicant must provide and show on the site plan bicycle parking spaces consisting of public bike racks near the main entrances in a weather-protected area and secure, private bike spaces in the garage near the elevator in a safe, well-lit area. The specific number and location must be identified and shown on the site plan.

7. Future Coordination for Preliminary and Site Plan

In addition to any other requirements of Chapter 50, Subdivision Regulations, and Chapter 59, Zoning Ordinance, the following must be addressed when filing the preliminary or site plan:

- a. Final alignment and design of streets and justification for not dedicating streets recommended to be public in the Master Plan;
- b. Final dedication and coordination with MTA engineering of the CCT station;
- c. Underground wet and dry utilities;
- d. Fire and Rescue access and facility details;
- e. Demonstration of how each public benefit meets the Ordinance and Guideline requirements and final point calculations;
- f. Implementation of transportation improvements;
- g. Implementation of stormwater management with Environmental Site Design methods to the maximum extent practicable;
- h. Compliance with forest conservation law;
- i. Consideration of building-to-street interface to maximize activation and safety;
- j. Consideration of ways to ensure public use space will be accessible, inviting, and safe.
- k. Focus on energy efficiency in site design, building orientation, and building design features;
- l. Consideration of shadows on primary public use spaces;
- m. Consideration of the Applicant's request for a parking space waiver;
- n. Consideration of final incentive density points; and
- o. Finalization of design and specifications of live work units.

BE IT FURTHER RESOLVED that, having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of § 59-C-15.43(c), the Planning Board finds that as conditioned herein the elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan. Specifically, the Planning Board FINDS the Sketch Plan:

1. *Meets the objectives, general requirements, and standards of Division 59-C-15;*
 - a. The Sketch Plan meets the objectives of Section 59-C-15.2 quoted below; specifically, the development as approved will:
 - i. "Implement the policy recommendations of the applicable sector plan" by providing the residential uses, business opportunities, pedestrian circulation routes, and public benefits encouraged by the Master Plan. While the total density, height, and mix of uses envisioned is not yet obtained, full development of the campus may

still implement this vision through subsequent applications on the remaining parcels as transit opportunities are realized and density increases allowing taller buildings and greater commercial opportunities;

- ii. "Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses" by replacing a surface parking lot and lawn area with a residential building, structured parking, and live/work units;
- iii. "Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities" by providing housing with enhanced accessibility for the disabled, a mix of multi-family unit types, density adjacent to a proposed CCT station, access to the LSC recreation loop and numerous other bike routes, public open space and improved streetscapes, and a mix of diversity and connectivity public benefits;
- iv. "Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighbors" by building residential and non-residential uses within the envelope established by the CR zone at a scale of development similar to existing and allowed buildings near the CCT station that allow densities up to 1.5 FAR and building heights up to 150 feet;
- v. "Allow an appropriate balance of employment and housing opportunities" by providing diverse housing encouraged for this District in the Master Plan and potential employment for residents who occupy the live/work units as well as employees that will staff the complex; and
- vi. "Provide public benefits that will support and accommodate density above the standard method limit" through the public benefits, as discussed in detail in Finding #5, that meet the requirements of the Ordinance and standards of the Implementation Guidelines.

b. The Sketch Plan meets the general requirements of Section 59-C-15.6 as follows:

- i. Be substantially consistent with the GSSC Master Plan, as detailed in Finding #2 below, and substantially conform to the GSSC Design Guidelines by:
 - Creating public use spaces that allow for recreation; are visible and usable; have a strong relationship to adjacent live/work units, transportation nodes, and the pedestrian network; and are not separated by barriers (page 13);

- Providing improved streets with wide sidewalks, street trees, lighting, amenities, and connections to adjacent pedestrian and bike routes (pages 14 & 44);
 - Providing buildings as close to property lines as grades, stormwater areas, landscaping, and easements allow with access from units to perimeter sidewalks and, in particular, by providing live/work units along what will become a focal open space at the CCT station (pages 22 & 45);
 - Providing design excellence with a landmark feature on the building at the CCT station with a design vocabulary new to the area that will be further developed through the site plan process (page 27); and
 - Placing parking within a structure faced with residential uses (pages 18-19).
- ii. Provide at least the minimum required number of bicycle parking spaces for residents and visitors, as determined by the final unit count and non-residential space approved with the site plan; and
- iii. Provide parking spaces between the minimum required and maximum allowed, as determined by the final unit count and non-residential space approved with the site plan.
- iv. The sketch plan meets the development standards of Section 59-C-15.7, as shown in the Data Table below:

<i>Development Table for the CR1.5 C1.5 R1.5 H100 Zone</i>		
Development Standard	Required/Allowed	Approved by the Planning Board and Binding on the Applicant
Max. Density (FAR)		
Total	2.0	1.515
Residential	1.5	Up to 1.5
Commercial	1.5	Up to 0.015
Max. Height (feet)		
	150	75 for occupiable space 85 for non-occupiable architectural features
Setbacks		
	n/a	n/a
Min. Public Use Space (% of net lot)		
	10	10
Min. Residential Amenity Space		

Indoor	5,000sf	5,000sf
Outdoor	5,000sf	5,000sf
Min. Parking Spaces	TBD	TBD

2. Furthers the recommendations and objectives of the Great Seneca Science Corridor Master Plan;

The Great Seneca Science Corridor Master Plan has several specific recommendations satisfied by this project. As part of the Life Science Center North District (LSC North), the development will:

- Provide mixed-use infill with residential uses and pedestrian-oriented live/work units that may provide local services (page 48), although true realization of this objective will only be realized as further applications are made on the remaining parcels of the campus;
- Provide public benefits as detailed in Finding #5;
- Improve pedestrian and bicyclist connections, through dedication for the CCT and improvements to the sidewalks and paths along each of the property's frontages (page 53); and
- Achieve more sustainable development patterns through balanced land use, connectivity improvements, open spaces, enhanced stormwater management, and building design (pages 26-30).

3. Achieves compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses;

The buildings and open spaces are compatible with existing nearby buildings, open spaces, and uses. Development on adjacent properties is related to this Application: a site plan amendment has been filed to move surface parking from the Subject Property to a structured garage on an adjacent lot and a preliminary plan amendment has been filed to convert uses from office to residential and to update the preliminary forest conservation plan. Compatibility with existing and pending development is achieved through:

- Similar massing envelopes, although with more articulation and diversity of materials;
- Modest height, comparable to other built and allowed development which may build up to 110 feet in the LSC Zone, and 85 – 150 feet in the CR Zones on surrounding properties;
- Creation of defined streetscapes and open spaces that will begin to transform the pedestrian environment and network;
- Replacement of surface parking with internal structured parking creating a stronger relationship between buildings, sidewalks, and streets; and

- Addition of a complementary mix of uses.
4. *Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

Circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists are well designed or enhanced by the development. Specifically, this Sketch Plan provides:

- Off-street loading areas for the residents from a business district street avoiding congestion on Key West Avenue and Diamondback Drive;
- Access to the residential building from the public streets at existing curb cuts;
- Increased parking for bicycles;
- Improved sidewalks, amenities, and open spaces for pedestrians and bicyclists;
- Sufficient parking within new structures for residents and visitors; and
- Sufficient area left clear of buildings, major improvements, or important amenities for proper dedication for the CCT during preliminary plan review.

5. *includes public benefits that support the approved incentive density;*

To achieve the incentive density for this project, the Applicant must provide public benefits from four of seven categories that total at least 100 points. The public benefit categories the Applicant proposes to utilize include:

Public Benefit	Max Points Allowed	Points Recommended
Transit Proximity Category		
Adjacent to Level 2 CCT Station	30	30
Connectivity & Mobility Category		
Transit Access Improvement	20	15
Wayfinding	10	5
Diversity Category		
Dwelling Unit Mix	10	10
Enhanced Accessibility	20	6
Quality Design Category		
Structured Parking	20	10
Public Open Space	20	8
Exceptional Design	10	5
Environmental Category		
BLTs	30	5
Tree Canopy	15	10

Vegetated Area	10	8
Cool Roof	10	8
Total		120

Generally

General incentive density considerations are established by the zoning ordinance and include:

- The recommendations of the master plan;
- The Incentive Density Guidelines and master plan guidelines;
- The size and configuration of the tract;
- The relationship of the site to adjacent properties;
- The presence or lack of similar public benefits nearby; and
- Enhancement beyond the criteria required for the public benefits.

The Master Plan has few specific recommendations for this site and generally encourages "public benefits that improve connectivity and mobility or add to the diversity of uses and activity" in this District (page 48). In even more general terms, the Master Plan focuses on several issues: Linking Land Uses/Connecting Communities (page 20), Housing (page 23); Urban Form and Open Spaces (page 25); Sustainability (page 26); and Community Facilities, Open Spaces, and Connectivity (page 30).

The Sketch Plan proposes taking advantage of the transit proximity and four public benefits from the connectivity and diversity categories to satisfy the recommendations for the District and the Linking Land Uses/Connecting Communities and Housing foci of the Master Plan. To satisfy the Urban Form and Open Spaces and Community Facilities, Open Spaces, and Connectivity foci, the Sketch Plan proposes open space above the minimum required amount, structured parking designed consistent with the Guidelines, and exceptional design to create a landmark architectural feature and open space at the CCT station. The Sustainability element of the Master Plan is satisfied through provision of BLTs, tree canopy, vegetated area, and a cool roof to improve water and air quality, mitigate climate change, and protect biological diversity.

Being a rather large site with the highest density recommended in the Master Plan, the Sketch Plan takes advantage of the tract and density to provide structured parking faced with active uses and open space above the minimum required, focused appropriately on the CCT station.

This development is the first proposed CR-zoned application on the west side of the LSC North District; it is one of the few sites directly adjacent to one-family residential development. It is also the first sketch plan for a site with an adjacent CCT station. Thus, the Sketch Plan proposes public benefits to take advantage

of transit proximity and provide increased connectivity with active open spaces near the CCT station and connecting trails rather than within the site and nearer the adjacent residential development.

There are no nearby developments that have provided public benefits to compare with this development. Although the Application does not qualify for points for live/work units, they are being provided to allow a flexible non-residential use near the CCT. As development proceeds, future applications will find a better market for neighborhood-serving retail and services, although this Application focuses on housing for the employees of the LSC area. This proposal is one of a few different attempts to experiment with a mix of uses that is sustainable from inception (and in a still suburban environment) and it can evolve as density and transit opportunities are realized.

Transit Proximity

Being adjacent to a CCT station (level 2 transit) and, in fact, dedicating right-of-way for the station and alignment, the Sketch Plan is eligible for 30 points. The Planning Board is granting the full 30 points to spur development and increase the likelihood that a mix of uses in the area will become more financially viable.

Transit Access Improvement

Up to 20 points may be granted for transit access improvements. These improvements must improve access to a transit facility to at least meet the County's accessibility standards. In this case, the proposed CCT station must be built about 8 feet below grade and is only accessible by stairs or by walking (or rolling) to the intersection of Diamondback Drive and Decoverly Drive. An alternative is proposed by this development – switch-back ramps integrated into the open space directly adjacent to the station platform. This is an intensive and complicated improvement and implements an important Master Plan goal. The Planning Board is granting 15 points for construction of this Transit Access Improvement.

Wayfinding

Up to 10 points may be granted for the design and implementation of a wayfinding system. The Application proposes several signs at key intersections and the CCT station providing directional signage to nearby amenities, bike routes, and transit facilities. Although the final design and layout will be determined at site plan, the Planning Board requests at least 7 signs be provided and that each have a map encompassing the area within at least a ½ mile radius from the CCT station indicating directions to certain features as appropriate for

the individual sign locations. Based on fulfillment of these criteria that will encourage the Linking & Connecting goals of the Master Plan, the Planning Board is granting 5 points for implementation of the wayfinding system.

Dwelling Unit Mix

Up to 10 points may be granted for providing a dwelling unit mix that includes at least 7.5% efficiency units, 8% 1-bedroom units, 8% 2-bedroom units, and 5% 3-or-more bedroom units. Under the Guidelines, the Planning Board should only grant 5 points for meeting the minimum unit mix and 10 points only for a greater mix (10% efficiency, 10% 1-bedroom, 10% 2-bedroom, and 7.5% 3-bedroom). But, because diversity of housing is a specific Master Plan goal for this District and the fact that some of these units will be live/work, further enhancing the diversity of uses and activities, the Planning Board is granting the full 10 points for provision of the unit mix required by the Ordinance.

Enhanced Accessibility for the Disabled

Up to 20 points may be granted for constructing units that satisfy ANSI A117.1 Residential Type A standards. The Guideline formula is that one point be granted for each percent of units that meet the criteria but Staff has finalized a revised draft of the Guidelines that will be reviewed by the Planning Board in September. In the revised draft, Staff recommends that three points be granted for each percent of units that meet the criteria. Like the dwelling unit mix, this public benefit helps fulfill a Master Plan goal and, in this case, 2% of the units are proposed to ANSI A117.1 standards and that the Planning Board is granting 6 points for the provision of this benefit.

Structured Parking

Up to 20 points may be granted for provision of parking within a structure. A formula dividing the parking provided within an above-ground structure by the total parking provided and multiplying the result by 10 has been approved in the guidelines (below ground parking spaces are eligible for double the points because of the greater cost). The parking is wrapped by residential uses so mitigation of visibility is not a concern. In this case 99% of the parking is within an above grade structure, therefore the Planning Board is granting 10 points for the provision of this benefit.

Public Open Space

Up to 20 points may be granted for providing public open space above the minimum required by the zone. The Guideline formula requires dividing the proposed amount of open space above the minimum required by the zone divided by the net tract area and then multiplied by 100. Eight percent of the net tract area (above the minimum 10% required by the zone) is being provided as public open space. This area is near a CCT station, which is recommended for

open space of $\frac{1}{4}$ to $\frac{1}{2}$ acres. The open space provided at the station alone is about 0.4 acres. The design also meets the accessibility, size, and activation criteria of the guidelines, therefore the Planning Board is granting 8 points for this public benefit.

Exceptional Design

Up to 10 points may be granted for building and site design whose visual and functional impacts enhance the character of the setting. The Guidelines have established 6 criteria to evaluate the exceptional design public benefit and recommends that the Application meet at least five of these criteria for the full 10 points. The Planning Board concludes that three of these criteria are met:

- Providing an innovative solution in response to the immediate context by, in this case, creating a site design that accommodates and integrates a transit station below grade with public space and pedestrian and bicycle routes;
- Creating a sense of place and serving as a landmark through the architectural treatment at the corner of Key West and Diamondback and the distinct design vocabulary and amenities provided at the station open space; and
- Enhances the public realm in a distinct and original manner through turning a difficult context with evolving variables into an asset through unique landscape design, integration of various unit types (bedroom mix, enhanced accessibility units, and live/work units), and construction of a street-focused building in a currently suburban environment.

For these reasons, the Planning Board grants 5 points for this public benefit (with the final analysis being done at site plan).

BLTs

Five points are required for CR-zoned optional method projects and are calculated by a formula established in the Ordinance. The Applicant will provide the BLTs as required and the Planning Board grants the 5 required points for this public benefit.

Tree Canopy

Up to 15 points may be granted for tree canopy coverage at 15 years growth over 25% of the on-site open space. The important sustainability goals of improving air and water quality as well as protection of biodiversity are enhanced by tree canopy. Because no underground structures are involved and the conceptual landscape design shows large planting areas, the Planning Board grants 10 points for this public benefit. A larger area of coverage, use of only native trees, or large planting size may be considered for the full 15 points.

Vegetated Area

Up to 10 points may be granted for installation of plantings meeting certain criteria, including coverage of at least 5,000sf. The Sketch Plan proposes vegetated area of 8,500sf which is not included in the required public use space, the proposed public benefit open space, or any easements. Ten points are granted only for projects that far exceed the minimum – up to twice the area required (10 points for 10,000sf) – and points are awarded on a pro-rated basis below that. In this case, the Planning Board grants 8 points for this public benefit.

Cool Roof

Up to 10 points may be granted for constructing roofs with a minimum solar reflectance index (“SRI”). The Applicant proposes to meet the minimum SRI for a flat roof. As seen in the aerial photograph of the area, the District is dominated by dark roofs, parking lots, and roads; decreasing the heat island effect and making a more energy efficient building are encouraged by the sustainability goals of the Master Plan. For this reason and because this is such a large building, the Planning Board grants 8 points for this benefit.

6. *Establishes a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The development may be built in one phase. Thus, no particular provisional phasing plan is required at this stage of design; a full development program to establish phasing of the elements required by this Application will be developed and analyzed during preliminary and site plan reviews.

BE IT FURTHER RESOLVED that at the time of site plan, the Planning Board may approve changes to this Sketch Plan under certain circumstances. If the Applicant proposes to change a condition of approval or binding element, or agrees to a change proposed by another party, the proposed change must satisfy the requirements for approval of a sketch plan and site plan, including Section 59-C-15, Section 59-D-3.4, and the Great Seneca Science Corridor Master Plan. If Staff proposes to change a condition of approval or binding element, however, the Board may approve the change if necessary to ensure conformance with Section 59-C-15, Section 59-D-3.4, or the Master Plan. In other words, for the Board to approve an Applicant-proposed change of a binding element it must find consistency with applicable standards; for the Board to approve a modification to a Staff-proposed binding element that the Applicant has not agreed to, the Board must find that the proposed change is necessary to meet the site plan approval standards, including conformance with zoning and Master Plan requirements.

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Alternatively, based on detailed review of a site plan, the Board may find that any element of the approved Sketch Plan, including a binding element, does not meet the requirements of the zone, Master Plan, or other findings necessary to approve a site plan, and deny the site plan application.

The Board's review of sketch plans is governed by Section 59-C-15.43, which provides that "in approving a sketch plan" the Board must find that certain elements of the sketch plan are "appropriate in concept and appropriate for further detailed review at site plan." Because the Board's approval of a sketch plan is in concept only and subject to further detailed review at site plan, it necessarily follows that the Board may find, based on detailed review of a site plan, that any element of a sketch plan does not meet the requirements of the zone, master plan, or other requirements for site plan approval. The Board does not have the authority at the time of sketch plan to predetermine that any element of the sketch plan will satisfy all applicable requirements for site plan approval. As a practical matter it would be unwise for it to do so, due to the limited detail contained in a sketch plan and the sketch plan's unlimited validity period. If the Board were unable to require changes to binding elements at the time of site plan to ensure compliance with all code and master plan requirements, the Board might have decided to approve fewer elements of this Sketch Plan as binding.

Although the Board does not have the authority to provide complete certainty about the conditions of approval or binding elements of a sketch plan, this does not mean that the Board should or will require changes to an approved sketch plan without good reason. To do so would be inefficient and unfair to Applicants and community members whose expectations about the future shape of development will be formed by what the Board approves in a sketch plan; and

BE IT FURTHER RESOLVED that all elements of the plans for Sketch Plan No. 320120050, Camden Shady Grove, stamped received by M-NCPPC on May 23, 2012 are required except as modified herein; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is AUG 13 2012 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this

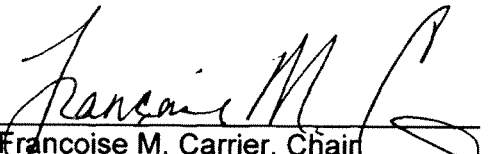
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Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Dreyfuss, seconded by Commissioner Presley, with Chair Carrier, Vice Chair Wells-Harley, and Commissioners Anderson, Dreyfuss, and Presley voting in favor of the motion at its regular meeting held on Thursday, July 26, 2012, in Silver Spring, Maryland.


Françoise M. Carrier, Chair
Montgomery County Planning Board

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Sketch Plan No. 320120050, Camden Shady Grove

Item #3

July 26, 2012

Speaker Sign-up Sheet

No.	Name & Phone Number	Email	Organization & Address	Time
1	Tim Dugan Mark Coletta Jay Johnson Vic Bryant Toby Wilson Federico Olivera Sala Applicants		Shulman, Rogers, Gandal, Pordy & Ecker, PA 12505 Park Potomac Ave, 6th Floor Potomac, MD 20854 Camden Property Trust 1420 Spring Hill Road, Ste. 200 McLean, VA 22102 Camden USA 1420 Spring Hill Road, Ste. 200 McLean, VA 22102 Macris, Hendricks & Glascock, PA 9220 Wightman Road, Suite 120 Montgomery Village, MD 20886 SK&I Architectural Design Group, LLC 7735 Old Georgetown Road, Ste. 100	
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MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

FEB 26 2013

MCPB No. 12-153
Preliminary Plan No. 11996112A
DANAC Stiles Property
Date of Hearing: December 6, 2012

RESOLUTION

WHEREAS, under Montgomery County Code Chapter 50, the Montgomery County Planning Board ("Planning Board" or "Board") is authorized to review preliminary plan Applications; and

WHEREAS, on February 14, 2012, Camden USA, Inc. ("Applicant"), filed an application for approval of an amendment to an approved preliminary plan of subdivision to resubdivide Lots 7 and 5 in order to convert previously approved commercial uses to residential uses and modify an existing Category I Forest Conservation Easement, to allow for a maximum of 1,012,253 square feet of development which includes up to 514,181 square feet of non-residential uses and up to 498,072 square feet of multi-family residential use, with up to 475 units, including a minimum of 12.5% moderately priced dwelling units ("MPDUs"), on approximately 30.7 acres of land in the CR2.0 C1.5 R1.5 H150 & CR1.0 C0.5 R1.0 H80 Zones, located in the northwest quadrant of the intersection of Key West Avenue and Diamondback Drive ("Subject Property"), in the LSC North District of the Great Seneca Science Corridor Master Plan ("Master Plan") area; and

WHEREAS, Applicant's preliminary plan Application was designated Preliminary Plan No. 11996112A, DANAC Stiles Property ("Preliminary Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated November 20, 2012, setting forth its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on December 6, 2012 the Planning Board held a public hearing on the Application, and at the hearing the Planning Board heard testimony and received evidence submitted for the record on the Application; and

Approved as to
Legal Sufficiency

Christina Soren 2/7/13
MNCPPC Legal Department
www.montgomeryplanningboard.org Phone: 301.495.4605 Fax: 301.495.1320
E-Mail: mcp-chair@mncppc-mc.org

WHEREAS, on December 6, 2012 the Planning Board voted to approve the Application subject to conditions, on the motion of Commissioner Presley, seconded by Commissioner Wells-Harley, with a vote of 4-0; Commissioners Anderson, Carrier, Presley and Wells-Harley voting in favor, with Commissioner Dreyfuss being absent.

NOW, THEREFORE, BE IT RESOLVED THAT, the Planning Board approves Preliminary Plan No. 11996112A to resubdivide Lots 5 and 7, subject to the following conditions:¹

1. Approval is limited to a maximum density of 1,012,253 square feet of total development, which includes up to 514,181 square feet of non-residential uses and up to 498,072 square feet of residential uses for up to 475 multi-family units, including a minimum of 12.5% moderately priced dwelling units (MPDUs).
2. Prior to submission of a Site Plan for Lot 7, permanent Category I Forest Conservation Easement signs must be placed along the perimeter of the conservation easement area. Final number and locations of signs to be determined by the M-NCPPC inspector.
3. Prior to the submission of a Site Plan for Lot 7, a Phase I Noise analysis must be conducted to determine if noise mitigation elements must be incorporated in the Site Plan.
4. Prior to issuance of any residential building permit, Lot 5 and Lot 7 must be rerecorded by plat to reflect the required right-of-way dedications and amended Category I Forest Conservation Easement areas. Platting will be done in phases, and additional right-of-way dedication for Lot 4 and Lot 6 will be required in the future when the Preliminary Plan is amended and those properties are redeveloped.
5. The Applicant must dedicate, and the record plat(s) must reflect, the Master Plan recommended 200-foot right-of-way (100 feet from centerline along the Subject Property frontage) for Key West Avenue (MD 28), per the phasing allowed in Condition No. 4.
6. The Applicant must dedicate, and the record plat(s) must reflect, the Master Plan recommended 150-foot right-of-way (150 feet from the opposite right-of-way along the Subject Property frontage) for Diamondback Drive, per the phasing allowed in Condition No. 4.

¹ For the purpose of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

7. The Applicant must amend the existing Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) and the Planning Board that was originally executed on June 6, 2000 to satisfy trip reduction requirements under the I-3 Zone and participate in the Greater Shady Grove Transportation Management Organization (TMO). The amended Traffic Mitigation Agreement must be executed prior to release of any building permit for the residential building.
8. The Applicant must design, construct, maintain, and provide the 56 feet wide public access easements for the recommended business district streets B-2 and B-7. The two new internal streets may be implemented as private streets subject to the following conditions:
 - a. The Applicant must determine the final extent, delineation, and alignment of the private streets when subsequent site plans are filed.
 - b. Private streets must be located within their own parcel, separate from the proposed development.
 - c. Public access easements must be granted for the streets and must be reviewed and approved by MCDOT and the Maryland-National Capital Park and Planning Commission (M-NCPPC).
 - d. The design of the roads must follow or improve on the corresponding Montgomery County Road Code standard (2005.02 modified) for a similar public road, unless a modification is approved by MCDOT and the Planning Board at the time of future site plan.
 - e. Installation of any public utilities must be permitted within such easements.
 - f. The streets may not be closed for any reason unless approved by MCDOT.
 - g. The public access easements must be volumetric to accommodate uses above or below the designated easement areas.
 - h. Montgomery County may require the Applicant to install appropriate traffic control devices within the public access easement and the easement must grant the right to the County to construct and install such devices.
 - i. Maintenance and Liability Agreements will be required for each public access easement area by MCDOT at the time of record plat. These agreements must identify the respective Applicant's responsibility to maintain all of the improvements within their easement areas in good fashion and in accordance with applicable laws and regulations.
 - j. Montgomery County will inspect these streets and ensure that each has been constructed in accordance with or improving upon the corresponding Montgomery County Road Code standard (2005.02 modified) for a similar

- public road, unless a modification is approved by MCDOT and the Planning Board at the time of future site plan.
- k. The Applicant is obligated to remove snow and provide repairs to keep the roads in working order and open and if, for any reason, the Applicant does not, the County must have the right, but not the obligation, to remove snow and/or provide repairs.
 - l. The boundary of the public access easements must be shown on the record plat.
9. The Applicant must coordinate with the applicant of Site Plan No. 820100090, JHU-National Cancer Institute, to improve the intersection of Key West Avenue and Diamondback Drive/ Broschart Drive, which is adjacent to the Subject Property.
 10. The Applicant must coordinate with the Maryland Transit Administration (MTA) to ensure that the Preliminary Plan reflects the latest MTA alignment and design of the Corridor Cities Transitway (CCT) along the west side of Diamondback Drive and its proposed station at the intersection with master-planned business district street, B-2.
 11. The Applicant must provide and show on the future site plan a total of 110 bicycle parking spaces consisting of the following:
 - a. At least 10 public bicycle parking spaces or 5 inverted-U bike racks, or approved equivalent, near the main entrances in a weather-protected area, with locations and final numbers determined at site plan.
 - b. 100 bike lockers or a secured bike room for at least 100 bicycles in the garage near the elevator in a well-lit area, with locations and final numbers determined at site plan.
 12. The Planning Board has accepted the recommendations of the MCDOT in its letter dated November 6, 2012, and hereby incorporates them as conditions of the Preliminary Plan approval. Therefore, the Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
 13. Prior to recordation of plat(s), the Applicant must satisfy the provisions for access and improvements as required by MCDOT.
 14. The Planning Board has accepted the recommendations of the Maryland State Highway Administration ("MDSHA") in its letter dated April 16, 2012, and hereby incorporates them as conditions of the Preliminary Plan approval. Therefore, the Applicant must comply with each of the recommendations as set forth in the

- letter, which may be amended by MDSHA provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
15. Prior to issuance of access permits, the Applicant must satisfy the provisions for access and improvements as required by MDSHA.
 16. The Planning Board has accepted the recommendations of the Montgomery County Department of Permitting Services ("DPS") stormwater management concept approval letter dated April 4, 2012, and hereby incorporates them as conditions of the Preliminary Plan approval. Therefore, the Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by DPS provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
 17. The Subject Property is located in the Gaithersburg High School Cluster. The Applicant must make a School Facilities Payment to the Montgomery County Department of Permitting Services at the elementary school level. The Applicant will be required to pay at the "highrise/low-rise w/structured parking" residential units rate for all units for which a building permit is issued. The amount of the payment will be determined by the rate in effect at the time the payment is made. The timing of the payment is determined by DPS.
 18. No clearing or grading of the Subject Property, or recording of plats prior to certified site plan approval.
 19. Final approval of the number and location of buildings, dwelling units, on-site parking, and site circulation will be determined at site plan.
 20. In the event that a subsequent site plan approval substantially modifies the subdivision shown on the approved Preliminary Plan with respect to lot configuration or right-of-way location, width, or alignment, the Applicant must obtain approval of a preliminary plan amendment prior to certification of the site plan.
 21. The Certified Preliminary Plan must contain the following note: "Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan review. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for this lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval."
 22. All necessary easements must be shown on the Record Plat.

23. The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid until July 9, 2019.
24. The Applicant must submit a Certificate of Compliance Agreement for reforestation/ afforestation to be approved by M-NCPPC General Counsel; forest bank credits must be purchased prior to issuance of sediment and erosion control permits.
25. The final Sediment Control Plan must be consistent with the limit of disturbance shown on the Amended Final Forest Conservation Plan (FFCP).
26. The Applicant must comply with all tree protection and tree save measures shown on the approved Amended FFCP, including recommendations specified in the arborist's letter dated May 24, 2012 and included on Sheet FC-4 of the Amended FFCP.
27. Additional tree save measures not specified on the Amended FFCP may be required by the M-NCPPC forest conservation inspector.
28. Permanent Category I Forest Conservation Easement signs must be placed along the perimeter of the conservation easement area. Final number and locations of signs to be determined by the M-NCPPC inspector.

BE IT FURTHER RESOLVED, that, having considered the recommendations and findings of its Staff as presented at the Hearing and as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

1. *The Preliminary Plan substantially conforms to the Master Plan.*

Master Planned Roadways B-2 and B-7

The Master Plan identifies two business district rights-of-way on the Subject Property. They are Roadways B-2 and B-7. B-2 provides a connection from Discoverly Drive through the site to Diamondback Drive, while B-7 provides a connection from B-2 through the site to Key West Avenue. According to the Master Plan, business district streets B-2 and B-7 should be dedicated and constructed as 60-foot wide rights-of-way.

The Applicant has requested permission to construct these roads as private roads with public access easements instead of dedicating the roads to the public. Although the Master Plan envisions these roadways to be dedicated to public use, the Planning Board finds that the business district roads developed as private roads with public access easements granted to the County is in substantial conformance with the Master Plan, as conditioned by this approval.

The Planning Board supports this request due to the unique circumstances of the DANAC Stiles Property. The DANAC Stiles Property site has been developed and maintained as an office campus environment. The two owners work cooperatively with one another in order to control the overall design, appearance, and character of the campus. Both property owners have agreed to this request regarding the internal roads. These internal roads, unlike the perimeter roads (i.e., Key West Avenue, Diamondback Drive, Decoverly Drive, and Great Seneca Highway), are not essential to the primary network for the Master Plan area. As private rights-of-way with public access easements, they will still provide alternate route options for pedestrians, cyclists, and vehicles. Also, the roads will be constructed to the public road standards identified in the Master Plan and Design Guidelines, and public access easements reflecting the master-planned right-of-ways for B-2 and B-7 will be recorded on the plat. The preferred alignment of the CCT station will not accommodate the B-2 Diamondback Drive intersection as shown in the Master Plan. The Applicant is providing a width slightly less than the Master Plan recommended 60 foot right-of-way due to constraints of the amount of space between existing buildings and the Category I Conservation Easements. The Applicant, however, will be responsible for maintenance of the roads. As conditioned above, the Applicant is required to plat the roads (curb to curb) in separate parcels, while the public access easement will cover the larger cross section including the sidewalks envisioned by the Master Plan. Therefore, in this unique instance, roads B-2 and B-7 can be provided as private rights-of-way with public access easements, and will still function as public roads in a dedicated right-of-way.

General Recommendations

The Master Plan provides the following general applicable recommendations for the Subject Property including:

- Transform the Life Science Center (LSC) into a dynamic live/work community while ensuring growth opportunities for research, medical, and bioscience interests;
- Align the Corridor Cities Transitway (CCT) through the LSC and provide four transit stations that will be the focal point of new development in the LSC North, Central, West, and Belward districts;
- Concentrate density, building height, and civic green spaces at the CCT stations. Provide appropriate transitions to adjacent neighborhoods;
- Create the LSC Loop as the organizing element of the open space plan to connect districts and destinations, incorporate natural features, and provide opportunities for recreation and non-motorized transportation;
- Create a sustainable community that will attract nationwide interest with design and materials that minimize carbon emissions, maximize energy conservation, and preserve water and air quality; and
- Support the County's Agricultural Reserve with zoning that requires acquisitions of Building Lot Termination (BLT) easements to achieve maximum densities.

There is a shortage of housing in the Master Plan area, and the development, which will be adjacent to a planned CCT station, will add to the housing stock at a strategic and convenient location in the LSC. The Applicant is proposing to concentrate the most height and density of the DANAC Stiles Property to date on Lot 7 as envisioned by the Master Plan, while also designing the development in a way that makes the planned CCT station a focal point of the development. The CCT station will provide convenient access to and from the area. The hardscaping and landscaping details will be addressed at the time of site plan review. Before the CCT is constructed, the area will still include the existing Diamondback Drive vehicular and pedestrian access to and from Diamondback Drive. As discussed during the review of the Sketch Plan for this site, it is expected that such access point will be closed when the CCT is constructed. The LSC Loop already runs along Decoverly Drive, along the north side of the DANAC Stiles campus. The LSC Loop provides for recreational opportunities and helps to connect the DANAC Stiles campus with the rest of the LSC. As indicated by the Sketch Plan Application, the development will have a unique façade design, and will incorporate sustainable elements through its compliance with the County's green building requirements and public benefits schedule. The Application will support the Agricultural Reserve through its acquisition of BLTs. The final number of BLTs will be determined at site plan review.

Climate Protection and Sustainability

The Master Plan makes a number of recommendations to reduce development's carbon footprint (page 29), including site and building design and orientation that takes advantage of passive solar heating and lighting and passive cooling opportunities and commitments to reduce energy and water consumption. The Applicant will address these climate goals at site plan.

Housing

The Master Plan encourages the provision of housing to improve the area's jobs-housing balance, and recommends a range of housing options to help meet County housing goals, including Moderately Priced Dwelling Units and workforce housing (page 23). The Application provides 12.5% MPDUs, and satisfies that recommendation.

Staging Considerations

According to the Master Plan, converting from non-residential to residential development is exempt from the Master Plan's staging requirement, as long as the residential project does not increase the number of already approved vehicle trips. As stated on page 76 of the Master Plan:

"The 3.7 million square feet of development in the pipeline is not subject to the [Master] Plan's staging requirements unless a project's Preliminary Plan expires. The owner of a property approved for commercial development may re-subdivide

and convert to residential development and still be exempt from staging provided that the change in development will not increase the number of vehicle trips."

Thus, the Application is exempt from the Master Plan staging limit of 2,500 dwelling units since the Preliminary Plan has not expired and the Application is for a conversion to residential development. The Applicant will be using 5,000 square feet of the approved but unbuilt 301,857 square feet of commercial uses to construct the required live/work units onsite.

Site Specific Recommendations

The Master Plan has the following recommendations that are specific to the Subject Property on pages 48 and 49:

- Locate the LSC North CCT station on the east side of the DANAC property (west side of Diamondback Drive);
- Rezone DANAC property from I-3 to CR Zone;
- Recommended Zoning for Lot 7 is: CR2.0 C1.5 R1.5 H150. The remainder of the DANAC property should be zoned CR1.0 C0.5 R1.0 H 80;
- Building height along Decoverly Drive adjacent to the residential community to the north is limited to 50 feet within 100 feet of the Decoverly Drive right-of-way;
- The sidewalk and pedestrian improvements as shown on the Sketch Plan and Concept Plan;
- 150-feet of right-of-way for Diamond Back Drive;
- 200-feet of right-of-way for Key West Avenue; and
- Dedication of master planned business district streets B-2 and B-7.

The Applicant is providing for the dedication and design of the CCT on the east side of the Subject Property. The Applicant has also designed a public space to complement the planned CCT station when constructed as shown in the illustrative plan below. The building height restriction in relationship to Decoverly Drive is being adhered to. The Applicant is providing the dedications for Diamondback Drive and Key West Avenue, and the business district streets are proposed as private roads with public access easements, but will be constructed to the standards specified in the Master Plan.

2. *Public facilities will be adequate to support and service the area of the approved subdivision.*

Master-Planned Roadways and Bikeways

The DANAC Styles Property is located on the north side of Key West Avenue (MD 28) between Great Seneca Highway (MD 118) and Diamondback Drive. The vehicular access points are at the following intersections:

- Business district street, B-7, and Key West Avenue.

- Business district street, B-2, and Decoverly Drive.
- Business district street, B-2, and Diamondback Drive if not closed to accommodate the Corridor Cities Transitway station and its extension southward crossing under Key West Avenue.

Site Location and Vehicular Site Access Points

In accordance with the 2010 *Great Seneca Science Corridor Master Plan (GSSC)* and the 2005 *Countywide Bikeways Functional Master Plan (Countywide)*, the roadways and bikeways are classified as follows:

1. Key West Avenue is designated as a six-lane major highway, CM-22, with a recommended 200-foot right-of-way and a Countywide dual bikeway (bike lanes and a shared use path on the north side), DB-43;
2. Great Seneca Highway is designated as a six-lane major highway, M-90, with a recommended 150-foot right-of-way and a Countywide shared use path, SP-63, on the west side;
3. Diamondback Drive is a four-lane arterial, A-261b, with a recommended 150-foot right-of-way that includes a 50-foot-wide CCT right-of-way along west side, GSSC dual bikeway, LB-3, and a Countywide shared use path, SP-66, within the CCT right-of-way;
4. Decoverly Drive is a four-lane arterial, A-284, with a recommended 100-foot right-of-way and the GSSC Life Science Center Loop dual bikeway, LB-1.

The Master Plan identifies two business district rights-of-way on the Subject Property. They are Roadways B-2 and B-7. B-2 provides a connection from Decoverly Drive through the site to Diamondback Drive, while B-7 provides a connection from B-2 through the site to Key West Avenue. According to the Master Plan, business district streets B-2 and B-7 should be constructed as 80-foot wide rights-of-way.

Corridor Cities Transitway (CCT)

MTA's preferred alignment of the CCT is along the west side of Diamondback Drive with a proposed station at the intersection with master-planned business district street, B-2. The Applicant must coordinate with the MTA CCT's project manager, Rick Kiegel, regarding MTA's latest alignment and design of the CCT. The preferred CCT alignment along Diamondback Drive crosses under Key West Avenue but an alternative proposal suggests that the CCT might cross the intersection with Key West Avenue at-grade.

If the CCT alignment along Diamondback Drive does run under Key West Avenue, the proposed CCT station would be below the grade of the Diamondback Drive/B-2 intersection and block the eastbound approach of B-2 to this intersection. To travel eastbound on B-2, motorists must circle the block formed by master-planned "business district street" B-7, Decoverly Drive, and Diamondback Drive.

Based on the master-planned projection of peak-hour trips, the CLV values would not exceed the congestion standard of 1,450 with or without the eastern approach of Diamondback Drive open to traffic.

Bus Rapid Transit

One of the candidate Bus Rapid Transit (BRT) options is Route 5, "Gude Drive/Key West Avenue" that proposes transit vehicles operating along Key West Avenue with a station at the intersection with Diamondback Drive/Broschart Drive.

Existing Available Transit Service

Other than the proposed CCT and BRT stations, the following two Ride-On routes currently operate along the roads fronting the site:

1. Ride-On route 66 along Key West Avenue between Great Seneca Highway and Diamondback Drive;
2. Ride-On route 74 along Decoverly Drive and Diamondback Drive between Great Seneca Highway and Key West Avenue.

On-Site Pedestrian and Bicycle Facilities

On Lot 7, the pedestrian and bicycle facilities will be determined as part of the future site plan. Under Section 59-C-15.62 of the County Zoning Ordinance as a development located in the CR zone, the Applicant must provide bicycle parking spaces for a residential building with 20 or more dwelling units. For the proposed apartment building with 475 units, the required bicycle parking is:

1. Publicly accessible bike spaces: At least 10 spaces. Final number and location to be determined at site plan.
2. Private secured bike spaces: At least 100 spaces. Final number and location to be determined at site plan.

Master-Planned Transportation Demand Management

The site is located within the boundary of the Greater Shady Grove Transportation Management District (TMD). The Applicant must participate in the TMD and assist the County in achieving and maintaining its non-auto driver mode share goals.

Local Area Transportation Review (LATR)

The original Preliminary Plan No. 119961120 was approved in 1997 for 669,538 sf of office uses. In accordance with the *Local Area Transportation Review and Policy Area Mobility Review Guidelines*, a traffic study is not required to satisfy the LATR test because the number of total peak-hour trips generated by the proposed apartments is less than the trips generated by the previously-approved and unbuilt office uses.

The CLV values exceed the 1,450 standard during the weekday morning peak hour without the intersection improvement required of JHU-National Cancer Institute. With the improvement, the CLV values are reduced below the 1,450 standard. An Applicant would typically be required to improve an intersection that exceeds the congestion standard as result of development approved. However, the conversion of approved commercial uses to residential uses results in an overall reduction of trips, and therefore, the previous adequate public facilities test approval remains valid, and the Applicant is not required to improve the intersection of Key West Avenue and Diamondback Drive/Broschart Drive.

Policy Area Mobility Review (PAMR)

Under the current *Subdivision Staging Policy*, because the new peak-hour trips generated by the proposed apartments are less than the new trips generated by the previously approved and unbuilt office space, mitigation is not required to satisfy the PAMR test.

Other Public Facilities and Services

The development will be served by public water and sewer systems. The Application has been reviewed by the Montgomery County Fire and Rescue Service which has determined that the Subject Property has appropriate access for fire and rescue vehicles. Other public facilities and services including police stations, firehouses and health care are currently operating in accordance with the Subdivision Staging Policy and will continue to be sufficient following the construction of the Project. Electric, gas and telecommunications services will also be available and adequate. The Application is located in the Gaithersburg Cluster, which requires a School Facilities Payment at the elementary school level. The required payment will be made to DPS.

3. *The size, width, shape, and orientation of the approved lot is appropriate for the location of the subdivision.*

The size, shape, and width of the approved lots allow the development to meet the Master Plan goals to provide a more urban and walkable community while providing much needed residential development. Further, the lots are designed in such a way to meet all other requirements of the Subdivision Regulations, including access, frontage, dedication for public uses, adequacy of public facilities and conformance to Master Plan recommendations.

This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50-29(a) of the Subdivision Regulations, and Chapter 59, the Zoning Ordinance. The Planning Board finds that the size, shape, width, and area of the lots are appropriate for the location of the subdivision.

4. *The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A.*

Amended Final Forest Conservation Plan

The original Final Forest Conservation Plan (#820000180) was approved on October 13, 2000, and resulted in a mitigation requirement of 5.4 acres. Of this figure, the Applicant has previously provided 1.8 acres of on-site plantings and 2.6 acres of off-site forest planting (Certificate of Compliance June 23, 2000, Liber 18194, Folio 136) for a total of 4.4 acres of mitigation satisfied. The remaining 1.0 acre mitigation requirement was to be satisfied by street tree canopy credit; however, site constraints make this option difficult. As part of the Preliminary Plan, the Applicant is amending the previously approved Final Forest Conservation Plan to satisfy the remaining 1 acre requirement at an approved off-site forest conservation bank.

In addition, the original Final Forest Conservation Plan included an approved paved pedestrian pathway within the Category I Forest Conservation easement around the stream buffer. Portions of this Category I easement adjacent to this pathway have been maintained by mowing, which is a violation of the easement agreement. As part of the Final Forest Conservation Plan Amendment, the Planning Board hereby approves removal of the Category I easement around the pathway to permit maintenance and allow visibility of the trail, with the 0.28 acres of Category I easement removed to be replaced at a 2:1 ratio in an approved off-site forest conservation bank, resulting in an additional planting requirement of 0.56 acres. The Applicant has agreed to stop mowing the Category I easement and add supplemental tree plantings in the easement. A mulched strip will be permitted adjacent to the inner edge of the pathway to facilitate maintenance. This is consistent with allowed uses in a Category I easement.

Noise

Prior to the submission of a Site Plan for Lot 7, a Phase I Noise analysis must be conducted to determine if noise mitigation elements must be incorporated in the Site Plan.

5. *All stormwater management requirements shall be met as provided in Chapter 19, article II, title "stormwater management", Section 19-20 through 19-35.*

The Montgomery County Department of Permitting Services (DPS) issued a letter accepting the Stormwater Management Concept approval for the original Preliminary Plan on June 29, 2006. The requirements of the original stormwater concept plan still apply to the site, with the exception of Lot 7. For Lot 7, DPS issued a letter on April 4, 2012, and has determined that required stormwater management goals will be met onsite via Planter box micro filters, non-rooftop disconnect and the existing stormwater pond.

BE IT FURTHER RESOLVED, that this Preliminary Plan amendment will remain valid for 60 months (5 years) from its initiation date (as defined in Montgomery County Code Section 50-35(h)), and that prior to the expiration of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records, or a request for an extension must be filed; and

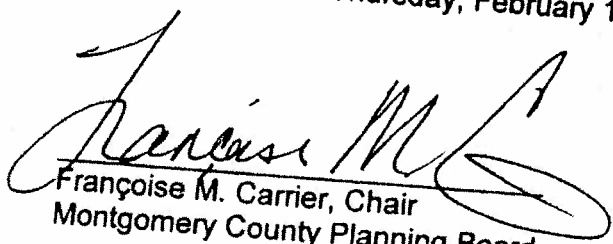
BE IT FURTHER RESOLVED, that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is FEB 26 2013 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED, that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Vice Chair Wells-Harley, seconded by Commissioner Anderson, with Chair Carrier, Vice Chair Wells-Harley, and Commissioner Anderson voting in favor of the motion, and with Commissioners Dreyfuss and Presley absent, at its regular meeting held on Thursday, February 14, 2013, in Silver Spring, Maryland.


Françoise M. Carrier, Chair
Montgomery County Planning Board

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July 30, 2013

Françoise M. Carrier, Chair
Montgomery County Planning Board
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Camden Shady Grove
Site Plan Application No. 8-20130110¹
Statement of Justification Addendum ("SOJ Addendum")

Dear Ms. Carrier and Members of the Planning Board:

We are submitting this SOJ Addendum to our Statement of Justification, dated April 30, 2013 (the "SOJ"). This Addendum is organized as follows:

- 1) Highlights of Changes From The Original Statement of Justification:..... 2
- 2) Binding Elements and Bonus Density Components. 2
 - a) Binding Elements 2
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 - a) Buildings and Structures..... 16
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- 5) Section 59-D-3.4(c)(4) Camden Shady Grove Is Compatible With the Other Uses and Other Site Plans, and With Existing and Proposed Adjacent Development..... 23

¹ The Site Plan Application involves the seven acres (approx.) of "Lot 7" of the DANAC Stiles Corporate Campus.

6) Relationship of Sidewalks to the GSSC Design Guidelines 26
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1) Highlights of Changes From The Original Statement of Justification:

The number of apartment dwelling units that will be available for the Great Science Corridor Master Plan increased slightly from the original Site Plan submittal from about 453 units to 457 units, including the five live/work units. The number of dwelling units will be constructed within the approved 498,072 SF of residential uses and up to 5,000SF of non-residential uses.

2) Binding Elements and Bonus Density Components.

a) Binding Elements

The Applicant does not request modifications to the binding elements identified in the Sketch Plan Resolution.

b) Bonus Density Elements

Below, we provide a copy of the proposed public benefits chart, shown on pages 36-37 of the SOJ. We justify the proposed public benefits on pages 37-46 of the SOJ. We added a column to the chart entitled "Applicant's Recommended Points at Site Plan." Now that the Site Plan has been further refined as a result of the DRC comments and Camden's work, two public benefit components are enhanced. More density bonus points should be awarded.

We request 1 additional point for "Tree Canopy" for a total of 11 points. The estimated tree canopy at Sketch Plan was 26,620 SF, about 111% of the minimum required, for which 10 bonus density points were recommended. The tree canopy shown on the Site Plan is greater, 27,500SF, which is about 113% SF of the minimum required. We recommend 11 points.

We request 2 additional points for "Vegetated Area" for a total of 10 points. The estimated Vegetated Area at Sketch Plan was 5,000 SF for which 5 bonus density points were recommended. The Vegetated Area shown on the Site Plan is 10,000SF, which is 5,000 SF greater than the Sketch Plan square footage. The 100% increase justifies the additional points. We recommend the maximum of 10 points.

Depending upon the final outcome as to the number of density bonus points comprising the 100 points required, Camden continues to reserve the right to pursue those other recommended bonus density points from some of the other public benefit components.

Row #	Description	Description	Camden's Recommended Points at Sketch Plan	Maximum Allowed Points (Where Applicable)	August 13, 2012 Sketch Plan Resolution Points	Camden's Recommended Points at Site Plan
1.	Transit Proximity					
2.		DANAC CCT Stop	30		30	30
3.		Crown Farm CCT Station (Proximity: 1/2-1 mile)	15			15
4.		LSC Central CCT Station (Proximity: 1/4 - 1/2 mile)	20			20
5.		LSC PSTA CCT Station (Proximity: 1/2-1 mile)	15			15
6.		LSC Belward CCT Station (Proximity: 1/2-1 mile)	15			15
7.	Connectivity and Mobility					
8.		Transit Access Improvement	20	20	15	20
9.		Way-Finding	10	10	5	10
10.	Diversity of Uses and Activities					
11.		Dwelling Unit Mix Minimum: 7.5% EFF 8% 1-BDRM 8%-2 BDRM 5% 3-BDRM	10	10	10	10
12.		Enhanced Accessibility for the Disabled	20	20	6	20
13.	Quality building and site design					
14.		Structured Parking	20	20	10	20
15.		Public Open Space		20	8	
16.		Exceptional Building or Site Design	10	10	5	10
17.	Protection and enhancement of the natural environment					

Row #	Description	Description	Camden's Recommended Points at Sketch Plan	Maximum Allowed Points (Where Applicable)	August 13, 2012 Sketch Plan Resolution Points	Camden's Recommended Points at Site Plan
18.		Building Lot Termination ("BLT")	5	25	5	5
19.		Tree Canopy	15	15	10	<u>11</u>
20.		Vegetated Area 5,000 SF of plantings in a minimum of 12 inches of soil.	10	10	8	<u>10</u>
21.		Cool roof with minimum solar reflectance index	10	10	8	10
22.	Totals Listed Earlier		245		120	N/A
23.	Corrected Totals & Applicant's Revised Total for Site Plan		225		120	<u>221</u>

3) Detailed Explanation of Design Objectives

The following explains how Camden Shady Grove addresses each applicable Design Objective beginning at page 7 of the Design Guidelines. Please also refer to the SOJ, beginning at page 22. Below, the Design Objectives are first listed *in toto*. Then, each one is relisted and is followed with an explanation about how the Applicant addresses it.

a) Design Objectives Listed *In Toto* Before Detailed Explanations

Connectivity

Establish comprehensive transit, pedestrian, bicycle and road networks that connect to retail, life sciences employment, academic facilities, and local and regional parks by:

- ***Improving pedestrian safety at major intersections and strengthening connections between the districts and the Life Sciences Center***
- ***Creating an engaging pedestrian environment along streets with building facades and spaces***
- ***Providing on-street parking wherever possible***
- ***Connecting people to the regional Metrorail system via the CCT.***

Design

Create a sustainable community focused on cutting-edged medical, science and technology research and applications by:

- *Supporting the construction of flexible and multi-purpose buildings that allow changes in use*
- *Encouraging aggressive use of building systems and technologies to decrease energy use and reduce carbon emissions*
- *Encouraging design excellence through use of innovative building materials, facade articulation, street-oriented buildings and sustainable building practice.*

Environment

Reduce impact on the natural environment by:

- *Creating walkable environments that reduce our reliance on automobiles*
- *Using innovative stormwater management techniques to meet Environmental Site Design(ESD) guidelines for urban areas*
- *Promoting energy conservation and generation as a primary building and public space design*
- *Encouraging building massing that sustains air flow and access to natural light*
- *Integrating active and passive sustainable features and technologies into building and open space design.*

Diversity

Create a true mix of uses to support an active urban environment that supports the life sciences by:

- *Implementing land use patterns that combine laboratories, offices and academic institutions along with residential, office and retail uses*
- *Creating housing opportunities that accommodate a range of family needs*
- *Creating an attractive, compact built environment that fosters collaboration between professionals and academics in a variety of disciplines.*

Each Design Objective is discussed below:

b) Connectivity

Establish comprehensive transit, pedestrian, bicycle and road networks that connect to retail, life sciences employment, academic facilities, and local and regional parks by:

- ***Improving pedestrian safety at major intersections and strengthening connections between the districts and the Life Sciences Center***

The Applicant's project is located at the intersection of Diamondback Drive and Key West Avenue. It has complied with all required SHA and MCDOT requirements that were imposed at the time of the original preliminary plan approval.

- ***Creating an engaging pedestrian environment along streets with building facades and spaces***

The Camden Shady Grove project is designed to enhance and reinforce the Great Seneca Science Corridor Master Plan and accentuate the proposed urban fabric of the Life Sciences Center North Section. The residential building strategically occupies a whole block and addresses all four sides of the site with a strong urban edge, shaping the public domain. Its well proportioned setbacks provide sidewalks and landscaped areas that will enhance the pedestrian experience around the whole block and create an urban buffer between the residential units and the public realm.

The building's south façade fronting Key West Avenue will not include a pedestrian bridge but the first floor units along the south façade will have sidewalks leading to the Key West Avenue sidewalk/bikeway.

Internal to the campus, pedestrian friendly sidewalks and open spaces will facilitate circulation. With the improved sidewalks and bikeways, the Camden Shady Grove site development will enhance the sidewalk and bikeway experience around the perimeter leading to and from the DANAC CCT Stop and within the DANAC Stiles Campus. It will result in "an

engaging pedestrian environment along streets with building facades and spaces that define and activate the public realm."

- ***Providing on-street parking wherever possible***

Key West Avenue and Great Seneca Highway are major local arterials. In addition the DANAC CCT stop will be on Diamondback Drive. There will be no public parking on those streets. The Camden Shady Grove building will fully wrap around the internal above ground parking structure for use by residents and will not be visible from the streets. There will be limited surface parking only along the west and north facades of the building near the campus' internal circle, where possible, as shown on the Site Plan.

- ***Connecting people to the regional Metrorail system via the CCT.***

The DANAC CCT Stop will be located adjacent to Camden Shady Grove. The DANAC CCT Stop will "connect people to the regional Metrorail system via the CCT."

c) Design

Create a sustainable community focused on cutting-edged medical, science and technology research and applications by:

- ***Supporting the construction of flexible and multi-purpose buildings that allow changes in use***

Camden Shady Grove's live/work units provide construction that will be flexible to allow for possible future conversion from residential to nonresidential uses.

The project will have 1.5 FAR of residential density of approximately 457 dwelling units, and 5,000 SF of retail for live/work units with at least 5 live/work units, pursuant to the Sketch Plan Resolution. The live/work units are planned to be located near the DANAC CCT Stop. When economic circumstances evolve with the opening and the operating of the DANAC CCT Stop, they will be available for conversion to small scale work related quasi retail units.

As has been observed regarding other approved multifamily residential project applications in the CR Zone, economic circumstances do not now, and may never, support the provision of retail uses within the Camden Shady Grove apartment building. The live/work units will provide flexibility and will be the best option for bridging to future nonresidential uses that might be supported by: (1) the Camden Shady Grove apartment residents; (2) those who work at DANAC Stiles, on site, in the nearby office/research buildings but who might not live at Camden Shady Grove; (3) the nearby residents and office park neighbors across Decoverly and/or Diamondback who may be using the DANAC CCT Stop; and (4) depending upon the use, perhaps, by others located further away traveling on the CCT.

- ***Encouraging aggressive use of building systems and technologies to decrease energy use and reduce carbon emissions***

To decrease energy use and reduce carbon emission, the Camden Shady Grove project is pursuing USGBC 2009 LEED-NC (New Construction) certification through GBCI. The project design team is targeting the LEED-Certified Level. The Project is registered with GBCI with Project ID number 1000020756. SK&I is the architect of record and has LEED Accredited Professional on staff to help lead the project team through the LEED Documentation and Certification process.

- ***Encouraging design excellence through use of innovative building materials, facade articulation, street-oriented buildings and sustainable building practice.***

The Camden Shady Grove project is designed to enhance and reinforce the Great Seneca Science Corridor Master Plan and accentuate the proposed urban fabric of the Life Sciences Center North Section. This residential building strategically occupies a whole block and addresses all four sides of the site with a strong urban edge, shaping the public domain. Its well proportioned setbacks provide sidewalks and landscaped areas that will enhance the pedestrian experience around the whole block and create an urban buffer between the residential units and the public realm.

The length of the block along Key West Avenue, Diamondback Drive and the private streets are mitigated by creating a series of

articulations that suggest a series of buildings working together to create a sense of place and reinforce the street wall. The articulation is taken a step further at the four corners of the site where a specific architectural treatment is used to enhance the particularity of each corner.

The main entrance and amenities are provided at the internal circle where the building plan and the massing embrace the shape of the urban space through strategically placed higher elements. The architecture materials include masonry, cementitious panels and glass while reinforcing verticality and providing a sense of arrival at this entry plaza.

The corner at the CCT Stop Plaza provides live work units, flex spaces and a lobby to help create another point of arrival for transit users and pedestrians. A higher architectural element will reinforce this corner, while transparency will be introduced through the use of store front and building materials thus making this corner a special place for pedestrians given the public nature of the Plaza.

Greater building heights are introduced at the corner of Key West Avenue and Diamondback Drive to establish a gateway to the development and at the same time creating a smooth transition with the other developments along Key West Avenue.

The breakdown into a series of buildings is also reinforced through the interruption of the massing at the entrance to the private courtyards thus providing a strong visual connection between the public urban space and the private residential open space. It is important to note that the above ground parking structure is fully wrapped by the residential building and is not visible from the streets.

The building architecture and the use of materials will reinforce this private pedestrian gateway and visual connection between spaces. The use of individual residential entrances around the block (where grade conditions permit) addresses the scale and character of the streets and enhances the pedestrian experience. Multiple entrances to the building will be strategically located to encourage continuous activity around the block and at the same time putting eyes on the public realm, and, therefore, safer streets.

The architecture of the building will take its cues from the massing and will vary to emphasize the idea of a series of buildings being developed around the block.

Bay projections and recessed balconies will be used to break down the massing while an array of materials (masonry, metal panels, cementitious panels and planks) and the use of glass and generous openings will contribute to the individual character of each section of the building while working as a whole. The innovative massing strategy combined with the astute use of different materials and the various articulation of the building façade and varied heights will contribute to the special character of the Life Sciences Center North Section and will serve as a landmark to help identify the development.

d) Environment

Reduce impact on the natural environment by:

- ***Creating walkable environments that reduce our reliance on automobiles***

Residents will have the opportunity to rely less on the automobile by using public transit, walking or biking to nearby venues such as employment and recreation areas.

The Camden Shady Grove residents will be near other residential communities. They will be within convenient walking distances from their Decoverly townhome and condominium neighbors, consisting of 1,144 townhouse and multifamily units, whose homes are immediately to the north across Decoverly Drive from Camden Shady Grove. They will be near Avalon at Decoverly Apartments, which are located just a short walk away on the east side of Diamondback Drive near its intersection with Decoverly Drive.

- ***Using innovative stormwater management techniques to meet Environmental Site Design(ESD) guidelines for urban areas***

The Project is complying with all applicable stormwater management requirements. As noted in the April 24, 2012 Department of Permitting Services letter included with the 11/20/12 M-NCPPC Staff Report

addressing the Preliminary Plan application, "The stormwater management concept proposes to meet required stormwater management goals via planter box micro biofilters, no-rooftop disconnect and the existing storm water pond."

- ***Promoting energy conservation and generation as a primary building and public space design***

Consistent with its efforts to decrease energy use and reduce carbon emissions, the Camden Shady Grove project is pursuing USGBC 2009 LEED-NC (New Construction) certification through GBCI. The project design team is targeting the LEED-Certified Level. The Project is registered with GBCI with Project ID number 1000020756. SK&I is the architect of record and has LEED Accredited Professionals on staff to help lead the project team through the LEED Documentation and Certification process.

- ***Encouraging building massing that sustains air flow and access to natural light***

The Camden Shady Grove project is designed to enhance and reinforce the Great Seneca Science Corridor Master Plan and accentuate the proposed urban fabric of the Life Sciences Center North Section. This residential building strategically occupies a whole block and addresses all four sides of the site with a strong urban edge, shaping the public domain.

The breakdown into a series of buildings is reinforced through the interruption of the massing at the openings to the two private courtyards thus providing a strong visual connection between the public urban space and the private residential open space. Such large breaks also allow light and air throughout the various internal facades that encircle the two courtyards. The distances between the DANAC Stiles Campus buildings similarly allow for air flow and natural light.

Bay projections and recessed balconies will be used to break down the massing while an array of materials (masonry, metal panels, cementitious panels and planks) and the use of glass and generous openings will contribute to the individual character of each section of the building while working as a whole and accessing natural light.

- ***Integrating active and passive sustainable features and technologies into building and open space design.***

The July 11, 2012 M-NCPPC Staff report, at page 15, noted that the Camden Shady Grove Sketch Plan meets the general requirements of Zoning Ordinance Section 59-C-15.6 and highlights several of the Guidelines as support. Project features noted include, "creating public use spaces that allow for recreation; are visible and usable; have a strong relationship to adjacent live/work units, transportation nodes, and the pedestrian network; and are not separated by barriers." Camden Shady Grove's public use space encircles the apartment building. Along Key West Avenue and Diamondback Drive, the plan shows a curvilinear multi use pathway for hikers, bikers and pedestrians, leading through a landscaped area with benches, offering residents and the public active and passive recreational amenities and transitioning the urban landscape of the Camden Shady Grove residential building from the DANAC Stiles office park and neighboring office buildings.

We, however, have been directed to straighten the curvilinear pathway.

The apartment building's doorways and walks lead to the pathway and afford residents an opportunity to use the public open space as well as folks coming and going from the DANAC CCT Stop and other destinations. As noted, the internal thoroughfares provide pedestrian friendly open space.

There will not be a pedestrian bridge connecting the south façade to the Key West Avenue sidewalk/bikeway, but the first floor units along the south façade will have sidewalks leading to the Key West Avenue sidewalk/bikeway.

The schematic plan for a plaza area next to the DANAC CCT Stop is included in the Site Plan application and was included in the Sketch Plan application. It is shown on page 22 of the July 11, 2012 Staff Report for the Sketch Plan. Similarly, it is shown on page 11 of the November 20, 2012 Staff report for the Preliminary Plan. The area comprising the DANAC CCT Stop is within the ¼ to ½ acre that conforms with the Guidelines at page 13. The schematic plan for the plaza shows how the plaza's amphitheater design transitions the higher grade to the CCT's lower grade. Also, the amphitheater's inherent step feature will afford low walls and steps for informal seating. Persons using the DANAC CCT Stop will traverse the plaza. It will be a popular outdoor gathering

space and will be enjoyed for a variety of purposes. The DANAC CCT Stop will provide public open space of approximately 0.4 acres and is expected to be an open air stop and exposed to sunlight. Bicycle storage will be nearby for both sheltered publicly available bike storage and secure and sheltered private bicycle storage for the apartment residents. The MTA might include other publicly available bicycle storage.

Two publicly available bike share stations are planned.

The public use space will allow for passive recreation such as walking and sitting outdoors. The streetscape and adjacent public use space will be adjacent to the Camden Shady Grove apartment building. The buildings will include openings outdoors for the residents to enter both: (1) the east courtyard, located nearest to the CCT Stop; and (2) the west courtyard, accessible from outdoors from the internal thoroughfare/streetscape leading to and from Key West Avenue. There is another internal thoroughfare/streetscape on the north side of the apartment building. It leads to and from the campus' internal circle to the CCT Stop and Diamondback Drive. The live/work units will be located adjacent to the streetscape on the ground floor at the building's northeasterly corner, and, again, near the DANAC CCT Stop. When the retail use is activated, the open space will be enhanced by outdoor recreation related activities that might include outdoor seating for a small café.

Stormwater management will be provided through planter box micro bio-retention facilities (a component of environmentally sensitive design) located within the courtyards. These facilities will provide localized quality treatment of rainwater. Facilities located within the courtyards will be situated to compliment and integrate active and passive areas. The facilities will contain plants that will provide environmental benefits like water and nutrient uptake, filtering and evapotranspiration while providing an aesthetic consistent with the general landscaping. Details and materials of the facilities will work to enhance and create an attractive raised planter appearance that will blend seamlessly into the courtyards.

In addition to the public and private amenities immediately surrounding the Property, diagonally across from the internal circle from the Camden Shady Grove main pedestrian/resident entrance, there is a Category I Forest Conservation Easement/Area that includes a lighted pathway with benches for hikers and bikers. Residents of Camden Shady Grove will have access to this additional amenity for active and passive recreation.

e) Diversity

Create a true mix of uses to support an active urban environment that supports the life sciences by;

- *Implementing land use patterns that combine laboratories, offices and academic institutions along with residential, office and retail uses*

The multi-family apartment building will bring residential uses to a developed office park campus that represents a new land use to the mix in support of the LSC. Camden Shady Grove will provide housing options where no such options are currently available and it will contribute to an active urban environment in the DANAC Stiles Campus and the surrounding LSC North area.

Camden Shady Grove will be a distinctive project and, architecturally, a forerunner of other projects involving health care, biotechnology, and academia pursuits. Its design will contribute to the establishment of a dynamic and sustainable science and medical hub. The contemporary designed, high density, multi family project, located next to the DANAC CCT Stop, will be a signature building in the Life Sciences Center/Science City. Further, the project's layout will foster the neighborhood's physical activities and the overall community's social integration with the established neighborhoods and the new ones. The enhanced accessibility to the DANAC CCT Stop will ensure that all may be involved.

The project will have 1.5 FAR of residential density of approximately 457 dwelling units, and 5,000 SF of retail for live/work units with at least 5 live/work units, pursuant to the Sketch Plan Resolution. The live/work units are planned to be located near the DANAC CCT Stop. When economic circumstances evolve with the opening and the operating of the DANAC CCT Stop, they will be available for conversion to small scale retail units.

- *Creating housing opportunities that accommodate a range of family needs*

Camden Shady Grove will provide a substantial number of new households to accommodate a range of family needs. Camden Shady Grove will provide approximately 457 apartment units, of which a minimum of 12.5% will be MPDU units to comply with County requirements. The Project will provide a mix of efficiency, 1-bedroom units, 2 bedroom units and 3 bedroom units designed to accommodate a range of family needs. The campus office/research and residential neighbors will enjoy the campus' open space and pedestrian friendly streetscape. The project will offer the local work force an option of living near their workplace. The existing DANAC Stiles Campus provides office and research uses. In combination, the DANAC Stiles Campus will be diverse.

Current housing choices in the immediate area of Camden Shady Grove include the already existing Decoverly townhomes and condominiums, consisting of 1,144 townhouse and multi-family units immediately to the north across Decoverly Drive. The Property is also close to Avalon at Decoverly Apartments which is located on the east side of Diamondback Drive near the Decoverly Drive intersection. Other new multi-family housing such as Mallory Square and Hanover Shady Grove will provide about 747 and 380 multi-family units respectively. They will have greater walking distances to and from the CCT stations.

Fundamentally, adding approximately 457 apartment units will relieve some of the lack of housing and add diversity to the existing housing stock. Camden Shady Grove will offer the public an alternative housing option to live in a mixed use urban environment with public and private amenities and the convenience to live within walking/biking distance or otherwise within close proximity to their workplace and the DANAC CCT Stop.

- *Creating an attractive, compact built environment that fosters collaboration between professionals and academics in a variety of disciplines.*

Camden Shady Grove will be attractive, as indicated by the description of the architecture, materials and other design elements. With its juxtaposition with office/research buildings, and the DANAC CCT Stop, it will be compact, and in addition, it will be near highway access to the Inter County Connector and BWI Airport. It balances both the planned urban fabric with the existing suburban circumstances. Collaboration between professionals

and academics will be fostered to occur where they reach one another by email, on foot, by car or by the airport.

- 4) Section 59-D-3.4(c)(3) Buildings and Structures, Open spaces, Landscaping, Recreation facilities, and Pedestrian and vehicular circulation systems are adequate, safe, and efficient.

The following further explains how Camden Shady Grove meets the objectives of Section 59-D-3.4(c)(3). Please also read page 78 of the Applicant's SOJ.

- a) Buildings and Structures

This residential building strategically occupies a whole block and addresses all four sides of the site with a strong urban edge, shaping the public domain. It will have well proportioned setbacks that provide sidewalks and landscaped areas that will enhance the pedestrian experience around the whole block and create an urban buffer between the residential units and the public realm.

The length of the block along Key West Avenue, Diamondback Drive and the private streets are mitigated by creating a series of articulations that suggest a series of buildings working together to create a sense of place and reinforce the street wall. The articulation is taken a step further at the four corners of the site where a specific architectural treatment is used to enhance the particularity of each corner.

The main entrance and amenities are provided at the internal circle where the building plan and the massing embrace the shape of the urban space through strategically placed higher elements. The architecture materials include masonry, cementitious panels and glass while reinforcing verticality and providing a sense of arrival at this entry plaza.

The corner at the CCT Stop Plaza provides live work units, flex spaces and a lobby to help create another point of arrival for transit users and pedestrians. A higher architectural element will reinforce this corner, while transparency will be introduced through the use of store front and building materials thus making this corner a special place for pedestrians given the public nature of the Plaza.

Greater building heights are introduced at the corner of Key West Avenue and Diamondback Drive to establish a gateway to the development and at the same time creating a smooth transition with the other developments along Key West Avenue.

The breakdown into a series of buildings is also reinforced through the interruption of the massing at the entrance to the private courtyards thus providing a strong visual connection between the public urban space and the private residential open space. It is important to note that the above ground parking structure is fully wrapped by the residential building and is not visible from the streets.

The building architecture and the use of materials will reinforce this private pedestrian gateway and visual connection between spaces. The use of individual residential entrances around the block (where grade conditions permit) addresses the scale and character of the streets and enhances the pedestrian experience. Multiple entrances to the building will be strategically located to encourage continuous activity around the block and at the same time putting eyes on the public realm, and, therefore, safer streets.

The architecture of the building will take its cues from the massing and will vary to emphasize the idea of a series of buildings being developed around the block.

Bay projections and recessed balconies will be used to break down the massing while an array of materials (masonry, metal panels, cementitious panels and planks) and the use of glass and generous openings will contribute to the individual character of each section of the building while working as a whole. The innovative massing strategy combined with the astute use of different materials and the various articulation of the building façade and varied heights will contribute to the special character of the Life Sciences Center North Section and will serve as a landmark to help identify the development.

b) Open Spaces

The DANAC CCT Stop will provide public open space of approximately 0.4 acres. Residents will also enjoy the interior and exterior amenities along the Plaza by the CCT Stop, Key West Avenue and Diamondback Drive, as well as the two interior courtyards for active and passive recreation.

The schematic plan for a plaza area next to the DANAC CCT Stop is included in the Site Plan application and was included in the Sketch Plan application. It is shown on page 22 of the July 11, 2012 Staff Report for the Sketch Plan. Similarly, it is shown on page 11 of the November 20, 2012 Staff report for the Preliminary Plan. The area comprising the DANAC CCT Stop is within the $\frac{1}{4}$ to $\frac{1}{2}$ acre that conforms with the Guidelines at page 13. The schematic plan for the plaza shows how the plaza's amphitheater design transitions the higher grade to the CCT's lower grade. Also, the amphitheater's inherent step feature will afford low walls and steps for informal seating. The DANAC CCT Stop is expected to be an open air stop and exposed to sunlight.

The public use space will allow for passive recreation such as walking and sitting outdoors. The streetscape and adjacent public use space will be adjacent to the Camden Shady Grove apartment building. The buildings will include openings outdoors for the residents to enter both: (1) the east courtyard, located nearest to the CCT Stop; and (2) the west courtyard, accessible from outdoors from the internal thoroughfare/streetscape leading to and from Key West Avenue. There is another internal thoroughfare/streetscape on the north side of the apartment building. It leads to and from the campus' internal circle to the CCT Stop and Diamondback Drive. The live/work units will be located adjacent to the streetscape on the ground floor at the building's northeasterly corner. When the retail use is activated, the open space will be enhanced by outdoor recreation related activities that might include outdoor seating for a small café.

Diagonally across from the internal circle from the Camden Shady Grove main pedestrian/resident entrance, there is a Category I Forest Conservation Easement/Area that includes a lighted pathway with benches for hikers and bikers. Residents of Camden Shady Grove will have access to this additional public amenity for active and passive recreation.

c) Landscaping

The hardscaping and green landscaping integrate the apartment building layout with the DANAC CCT Stop. The hardscape and landscape details are included with the Site Plan Application materials. See also discussion immediately below describing the Property's two interior courtyards.

The project will provide 8,500 SF of "Vegetated Area" in the two courtyards. The areas will provide sufficient soil volume to meet the criteria set forth in the Sector Plan and Urban Design Guidelines. The vegetated areas will be located in raised areas in the courtyards, and will contain trees, shrubs, and perennials. The "Vegetated Areas" will be large continuous soil panels that will be very supportive of plant growth and health.

An asphalt shared use path is provided on two sides of the site which, in conjunction with concrete paver and poured concrete sidewalks on the remaining two sides provide for access around the entire project. Use of the courtyards can be through the building; however, they can also be accessed from either of their respective east or west linkage to the aforementioned walk/path system. The courtyards themselves are enhanced by a variety of durable materials selected to add interest to the site including a selection of concrete pavers, wood decking and poured concrete. Vehicular traffic makes use of the existing road network with frontage on all project sides.

The recreational facilities in the west courtyard will include a swimming pool with outdoor lounge and bar, a bosque of trees with a patio for grilling and a fireplace for gatherings. The east courtyard will consist of an outdoor lawn for games like horseshoes, bocce, bean bag games, etc., a patio for grilling, and a fountain for gathering. An outdoor dog run will be provided for the canine residents and their owners. This area will be enclosed and provisioned with water, bags and trash cans to accommodate the needs of the users. Both will contain tables and chairs, and lounge furniture for a relaxed gathering of friends. Terracing will provide the user with various views of their surroundings and will be taken advantage of by creating smaller more intimate spaces within the larger courtyards.

d) Recreation Facilities

The residential indoor amenity space is located in two areas. One area is near the Camden Shady Grove main pedestrian entrance near the DANAC Campus' internal circle where residents will pick up their mail and parcels. The second area is near the DANAC CCT Stop where residents may use a fitness center or a social/meeting room. The amenity room(s) should contribute to animating the DANAC CCT Stop area. The details of the plans for the amenity spaces are included in the Site Plan Application materials.

Please also see the Site Plan and the details about the fixtures and improvements to be located in the outdoor residential amenity space.

The east courtyard shows that the grade transitions between the upper courtyard space and lower courtyard space. The entry at Diamondback Drive includes a row of trees to along the exposed foundation wall where the building transitions. Details about the tables and chairs, benches and green landscaped areas are included in the Site Plan Application materials. The plans also show small patio "stoops" from some of the apartment homes "fronting" on the courtyard, which will contribute to activating the space with the residents. Generally, the other residents will be able to access the east courtyard from the building.

The west courtyard shows surface parking to be located off the north/south internal campus driveway. As one enters from the internal driveway, the stairs illustrate the private walkway toward the entry for the club/leasing area. The grade transitions within the courtyard between the upper courtyard space and lower courtyard space. The plan shows a swimming pool and patio and seating areas. The grade transition will accommodate the hardscape and landscape features detailed in the Site Plan Application materials. The concept also illustrates green areas. As in the east courtyard, the concept shows small patio "stoops" from some of the apartment homes "fronting" on the courtyard. Similarly, also, the other residents will be able to access the west courtyard from the building as well.

e) Pedestrian and Vehicular Circulation

Camden Shady Grove connects to the rest of the Life Sciences Center/Science City through:

i) Hiker Biker Trails: Such as the LSC Loop that runs along Discoverly Drive to and from the Belward Campus, the Crown Farm and RIO.

ii) Existing and future non park connectors: Such as along Great Seneca Highway and Key West Avenue to and from West Montgomery Avenue and the Kentlands.

iii) Green connectors: Such as those running from Diamondback Drive to and from the Crown Farm and to and from the Belward Campus.

iv) Transit stop and stations: Such as the planned Corridor Cities Transit way stops and stations: (1) the DANAC CCT Stop on the Camden Shady Grove site; (2) the Crown Farm station; and (3) the LSC Central station, near Shady Grove Adventist Hospital.

v) Roadways: Such as Key West Avenue, Great Seneca Highway, and Diamondback Drive/Brosehart Road.

Camden Shady Grove is a short drive to/from Sam Eig Highway which connects to the Inter County Connector (MD 200) and BWI.

Residents will have the opportunity to rely less on the automobile by using public transit, walking or biking to nearby venues such as employment and recreation areas. The Camden Shady Grove site development will enhance the sidewalk and bikeway experience around the perimeter leading to and from the DANAC CCT Stop and within the DANAC Stiles Campus.

Camden Shady Grove will have convenient access for pedestrians and vehicles traveling to and from and near the Property. The DANAC CCT Stop will provide convenient public transit access. Camden Shady Grove will provide a location for bike share. The residents will have convenient structured parking enveloped by the apartment building.

The proposed apartment building will have an urban footprint whose scale is compatible with the surrounding buildings on site and with nearby buildings off site. It will be located adjacent to the two external streets, Key West Avenue and Diamondback Drive, and the internal streets, in order to both help define the public realm and foster activation of the street with pedestrian activity. All exterior façades will address the streets. Along the Key West Avenue façade, private stoops will lead from individual units to the Key West Avenue streetscape/ hiker-biker trail. For all of the residents, there will be five apertures providing access to the surrounding streetscape to foster continuous street animation and social interaction. All of the hiker-biker trail users, both the residents and those from the public at large, will enjoy an experience different from other stretches of the hiker-biker trail off site, including locations for resting.

There is a system of internal sidewalks throughout the DANAC Stiles Campus. The internal sidewalk network includes a pathway around the Category I Forest Conservation Easement Area located on Lot 5, located immediately to the northwest across the internal circle from Camden Shady Grove. The internal sidewalk network leads to the perimeter sidewalks and hiker-biker trails, such as Key West Avenue hiker-biker trail, and offsite to a pathway around the FINRA pond. The combined network of internal and external pathways provides ample and convenient opportunities for pedestrian circulation.

The combination of nearby and convenient public transit, sidewalks/hiker-biker trails, and roadways will allow people to use multimodal forms of transportation to travel to and from work, home, and play.

Camden Shady Grove will be an elegant and strategically located residential community. It will provide convenient, high quality apartment homes that will support the Life Sciences Center/Science City. It will be a transit oriented development and consistent with Smart Growth objectives. The strategic proximity to: nearby roadway networks, the future CCT, hiker-biker trail, and network of internal sidewalks will provide residents with a variety of transportation options. Camden Shady Grove's exceptional design provides a contemporary, human-scaled, energy efficient building that is surrounded by landscape architecture that fits the project into the envisioned urban fabric of the LSC North section. The

interior courtyards will provide a haven from the surrounding hustle and bustle of the Life Sciences Center/Science City.

For all of the above reasons, the Project's proposed improvements, open spaces, landscaping, recreational facilities and pedestrian and vehicular circulation systems are adequate, safe and efficient.

5) Section 59-D-3.4(c)(4) Camden Shady Grove Is Compatible With the Other Uses and Other Site Plans, and With Existing and Proposed Adjacent Development.

In addition to the following explanation, please see page 78 of the Applicant's SOJ.

The Planning Board's August 13, 2012 Sketch Plan Resolution, at pages 8-9, Paragraph 3, made the following findings:

"3. Achieves compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses;

The buildings and open spaces are compatible with existing nearby buildings, open spaces, and uses. Development on adjacent properties is related to this Application: a site plan amendment has been filed to move surface parking from the Subject Property to a structured garage on an adjacent lot and a preliminary plan amendment has been filed to convert uses from office to residential and to update the preliminary forest conservation plan. Compatibility with existing and pending development is achieved through:

- Similar massing envelopes, although with more articulation and diversity of materials;
- Modest height, comparable to other built and allowed development which may build up to 110 feet in the LSC Zone, and 85 — 150 feet in the CR Zones on surrounding properties;
- Creation of defined streetscapes and open spaces that will begin to transform the pedestrian environment and network;
- Replacement of surface parking with internal structured parking creating a stronger relationship between buildings, sidewalks, and streets; and
- Addition of a complementary mix of uses."

Camden Shady Grove's Site Plan Application is based on two other applications: Sketch Plan Application No. 3-20120050 and Preliminary Plan Amendment Application Nos. 1-1996112 and 1-1996112A. Lot 4 and Lot 6 of the DANAC Stiles Campus were developed under the I-3 Zone. Site Plan No. 8-2000018, with Amendments A through D, pertain to the DANAC Stiles Campus Development under the I-3 Zone classification.

Camden Shady Grove will be built on Lot 7 of the DANAC Stiles Corporate Campus. Lot 4, to the west of Lot 7, currently houses JDA Software, a developer of business solutions software and Theracom, a leading provider of services to pharmaceutical and biotechnology manufacturers. Lot 6, to the north of Lot 7, currently houses the Metropolitan Regional Information Services (MRIS) which maintains computer databases for the multiple listing service for all residential realtors. Lot 5 is a Category I Forest Conservation Area that is surrounded by a pathway/bikeway illuminated by bollards and is directly across the internal circle from Camden Shady Grove.

There is currently surface parking on Lot 7 (the Camden Shady Grove Property) which supports the parking requirements for the MRIS office building on Lot 6. The surface parking will be removed before Camden Shady Grove is developed. The replacement parking spaces will be provided in a structured garage to be constructed on Lot 6. Permission for erecting the garage was granted on December 6, 2012, Site Plan Application Amendment No. 82000018D.

The structured parking garage on Lot 6 will only serve the MRIS office building on Lot 6. It is under construction. The south façade of the parking garage on Lot 6 will be opposite to the internal thoroughfare/streetscape along the north side of the apartment building. The roadway surface will be closed when the Corridor Cities Transitway is operating. As shown on the Camden Shady Grove Site Plan, this area will be transformed into pedestrian friendly open space. At its eastern end, amphitheater steps will lead from the expanded open space to the CCT station. An adjacent ramp will wind down to the station to meet ADA requirements. The CCT Stop will also be accessible from stairs at the southern end and by an at grade sidewalk at the northern end of the open space. Lot 6 will have a similar street wall that will flank and frame the public use space that will lead to the CCT Stop.

Lot 6's parking structure will be about 40 feet/4 stories tall. The length of its south facade (west to east) will be about 185 feet.

The parking structure's height will be compatible with, but will not be as tall as, the Camden Shady Grove project of about 5 stories/up to 75 feet tall. The length (west to east) of the parking structure's south facade would be compatible with, but would be significantly shorter than, the length (west to east) of the closest portion of Camden Shady Grove's north facade of about 320 feet.

Further, the parking garage will have a landscaped green wall along the south facade and an architectural feature on the east facade's stair tower enhancing the compatibility with the internal thoroughfare/streetscape along the north side of the Camden Shady Grove apartment building. Thus, the combined features of Lots 6 and 7 will contribute to the creation of open spaces; will allow for recreation; will be visible and usable and will have a strong relationship to the CCT Stop and the pedestrian network.

Camden Shady Grove will implement the Master Plan's policy recommendations by providing a high rise apartment building adjacent to the DANAC CCT Stop and transform the DANAC Stiles Corporate Campus into a mixed use, transit oriented development. The as yet not completely developed former office park is just the sort of redevelopment of an otherwise single use area into a mixed use that the County envisions. The DANAC CCT Stop will reduce dependence on the automobile. The new apartment building will fit easily within the existing neighborhood. The new residence will contribute to alleviating the dearth of housing.

Camden Shady Grove will be within easy walking distances from the existing research/office buildings on the DANAC Stiles Campus and nearby properties. New residents might include some who will work in the research/office buildings on the DANAC Stiles Campus. Other research, office, health care and other properties are within short drives and/or biking distances. One of Camden's main entrances will face the campus' internal circle; thus, the existing buildings and Camden will be oriented toward one another. The building's mass will be compatible with the surrounding area and will continue to be so as the area redevelops.

For the above reasons, Camden Shady Grove is compatible with the other uses and other site plans and with existing and proposed adjacent development.

6) Relationship of Sidewalks to the GSSC Design Guidelines

The following explains how Camden Shady Grove meets the Sketch Plan Resolution Condition of Approval. The condition is "whether the proposed sidewalks associated with streets B-2/North Private Road and B-7/West Private Road that are on Lot 7 and part of the Sketch Plan are in conformance with the GSSC Master Plan and Design Guidelines or, if not, need to be modified." Please also see Sketch Plan Resolution Condition 6.b.iii. and Camden's explanation starting on page 55 of the SOJ.

The detail on page 14 of the GSSC Urban Design Guidelines shows an illustration of the recommended section for Business District Streets, identified as "B2-B12." It proposes: a ROW of 70' with 2 lanes of traffic, parking on both sides, trees every 30 – 35,' sidewalks a minimum of 15' in width, no setbacks, and no median.

For a variety of reasons addressed and resolved at preliminary plan, the Applicant cannot provide the 70' ROW, parking on both sides, sidewalks a minimum of 15', or no setbacks. A 56' public access easement will be provided as approved by the Preliminary Plan Amendment Resolution. Camden worked diligently with the adjacent property owners and obtained all possible concessions. The other property owners have agreed to cooperate with the establishment of the 56' public access easement.

The Applicant is providing an 18' sidewalk at the main entrance to the building at the traffic circle. A 17' minimum sidewalk is proposed in front of the live/work units that will accommodate any foot traffic generated by the live/work units, and will provide sufficient sidewalk for the potential conversion to commercial uses in the future.

The layout leaves two areas along B-2/North Private Drive and B-7/West Private Drive that have a 7' wide sidewalk, instead of the Guidelines' recommended 15' sidewalk. The Guidelines detail, on page 14, includes a note allowing for streetscape design flexibility at time of regulatory review.

The 7' wide sidewalk is in keeping with the remaining DANAC Stiles campus, where redevelopment is not anticipated in the near future. If the Guidelines' wider 15' sidewalk were installed in such areas, the streetscape would be unbalanced. The 7' sidewalk allows for a landscaped buffer between the public

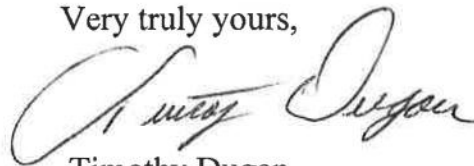
sidewalk and the residential units along these frontages. Such a buffer is necessary for the comfort and safety of the residents. No retail or commercial uses are proposed for these portions of the Camden building frontage, so a wider sidewalk is not needed for outdoor tables, kiosks, etc. The portion of the building's north facade between the traffic circle and the loading dock, that faces B-2/North Private Road, has a finished floor elevation that is 4' higher than the outside grade. The units do not have direct access to the sidewalk. With no direct access to the sidewalk for these units, a wider sidewalk is less applicable.

For the above, Camden Shady Grove conforms with the GSSC Master Plan and its Design Guidelines and thus satisfies the condition of approval.

7) Conclusion

We remain ready to respond to any issues that will enhance Camden's Statement of Justification and its Site Plan Application overall and facilitate your consideration and approval of the Site Plan Application. Thank you for your consideration.

Very truly yours,



Timothy Dugan



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

April 4, 2012

Mr. Pearce Wroe
Macris, Hendricks and Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886-1279

Re: Stormwater Management **CONCEPT** Request
for Camden Shady Grove
Preliminary Plan #: 1-96112
SM File #: 242219
Tract Size/Zone: 6.93 acres/CR
Total Concept Area: 5.6 acres
Lots/Block: 7
Parcel(s): NA
Watershed: Muddy Branch

Dear Mr. Wroe:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via Planter box micro biofilters, non-rooftop disconnect and the existing storm water pond.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. Landscaping shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
6. Each interior level of the parking garage that cannot drain to the WSSC system must have a valve installed that will be closed when the floor is washed so that the wash water can be pumped out and disposed of properly and not drain to the storm water facilities

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is **not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact William Campbell at 240-777-6345.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB: tla

cc: C. Conlon
SM File # 242219

ESD Acres: 2.4
STRUCTURAL Acres: 3.2
WAIVED Acres: 0



plan summary

The *Great Seneca Science Corridor (GSSC) Master Plan* envisions a vibrant Life Sciences Center (LSC) where the foundation of health care, biotechnology, and academia combine to create a dynamic and sustainable science and medical hub. Knowledge will drive its agenda, attracting international scientists, business leaders, physicians, and professors who will contribute ideas and insights for the future. Labs, classrooms, research centers, and universities will encourage and foster cutting-edge discoveries. The LSC should evolve into a place where the physical form—buildings, open spaces, and amenities—is as inspiring as the discoveries occurring inside.

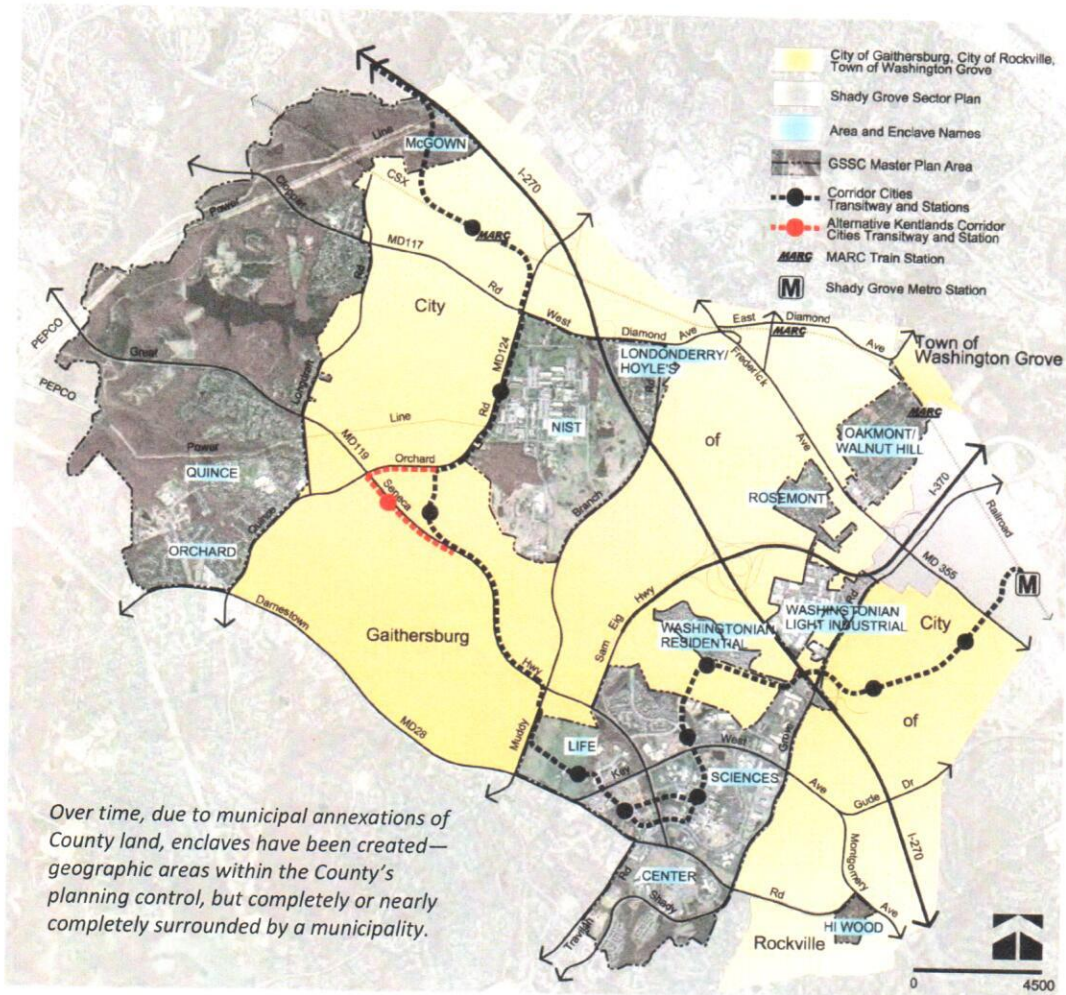
This Plan’s vision will develop over 25 to 35 years. During that time, the local and national economy will experience three or four business cycles. These economic cycles make it imperative to periodically check the Plan’s progress and recommendations. Regardless of the pace of growth, it is essential to establish a vision and provide a blueprint for the future that will enable the LSC to evolve over time.

While this Plan is about providing opportunities for future world-leading scientific research, it is also concerned with protecting residential neighborhoods and investments made by businesses and institutions in the area. Growth and change in the LSC must occur in a way that does not overburden the surrounding communities. This Plan’s explicit staging recommendations are essential to preserving the quality of life that residents enjoy. Infrastructure—particularly transit—must be provided before significant amounts of development can be built. Staging development ensures that growth will be managed and timed with the delivery of the infrastructure necessary to support it.

Key Recommendations

- Transform the LSC into a dynamic live/work community while ensuring growth opportunities for research, medical, and bioscience interests.
- Align the Corridor Cities Transitway (CCT) through the LSC and provide four transit stations that will be the focal point of new development in the LSC North, Central, West, and Belward districts.
- Concentrate density, building height, and civic green spaces at the CCT stations. Provide appropriate transitions to adjacent neighborhoods and to the historic Belward Farm.
- Create a grid pattern of new streets that improve local circulation and connectivity among the LSC districts, promote alternatives to car use, and enhance access to the future transit stations.

map 1 Great Seneca Science Corridor Master Plan



- Create the LSC Loop as the organizing element of the open space plan to connect districts and destinations, incorporate natural features, and provide opportunities for recreation and non-motorized transportation.
- Replace the Public Safety Training Academy (PSTA) in the LSC West District with a new residential community that includes supporting retail, open spaces, and community facilities.
- Maintain the established residential neighborhoods throughout the GSSC Master Plan area.
- Create a sustainable community that will attract nationwide interest with design and materials that minimize carbon emissions, maximize energy conservation, and preserve water and air quality.
- Ensure that development in the Piney Branch Special Protection Area uses the best available stormwater management treatment techniques to protect the watershed's headwaters.
- Meet the recreation needs of the GSSC area by identifying and acquiring a site for a new local public park in the Quince Orchard area and requiring the dedication of parkland for new parks and open spaces in the LSC Districts.
- Support the County's Agricultural Reserve with zoning that requires acquisition of Building Lot Termination (BLT) easements to achieve maximum densities.

overview and context

Forty-five years ago, the County identified the I-270 Corridor as a place for higher densities in a series of Corridor Cities supported by a comprehensive transportation network. Since then, jobs and business opportunities have attracted skilled workers and business investment that have in turn enabled local government to provide quality schools, amenities, and services.

The GSSC Master Plan area covers 4,360 acres in the heart of the I-270 Corridor. It includes the Life Sciences Center, the western Quince Orchard neighborhoods and enclave areas such as the National Institute of Standards and Technology (NIST) and Rosemont, which are completely or nearly completely surrounded by a municipality. The City of Gaithersburg occupies 10 square miles in the center of the Plan area. The City of Rockville borders the Plan area on the east and the Town of Washington Grove is located to the northeast. The incorporated municipalities have their own planning and zoning authority and are not part of the County's master plans.

The Life Sciences Center has played a significant role in establishing the Corridor as a globally known center for science and technology-driven industry, home to biotechnology companies, higher education facilities, and a quality medical center. This Plan provides a blueprint for the future that will transform the LSC into a vibrant place served by transit and enhanced by activating uses, open spaces, and amenities.

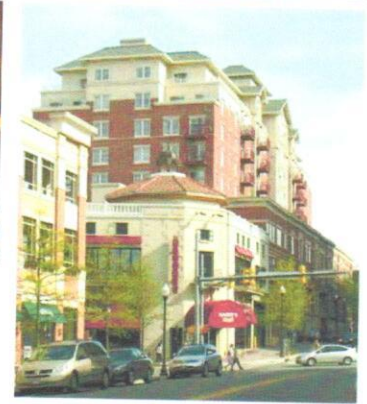
Planning Framework

The Plan's recommendations are consistent with State and County planning policies.

- The 1964 General Plan identifies the I-270 Corridor (which includes the LSC) for concentrated, high-density development supported by a comprehensive transportation system including a major highway network, rail lines, and centers called Corridor Cities.
- The 1992 Economic Growth, Resources Protection and Planning Act requires local plans to protect sensitive environmental resources.
- The 1993 *General Plan Refinement* supported the Corridor Cities concept but acknowledged that it had not yet fully evolved.
- The 1997 Priority Funding Areas Act directs State spending to support smart growth, typically to existing communities and places where local governments want investment to support future growth. The entire Master Plan area is within a Priority Funding area and is eligible for State funding.

Housing

This Plan's primary goal is to create a world class life sciences center. A range of housing options and amenities is needed to support this development and help achieve County housing goals, including Moderately Priced Dwelling Units and workforce housing. The transportation infrastructure proposed in this Plan will link the LSC districts in a sustainable development pattern where people can walk, bike, or use transit to reach their destinations.



One of the County's fundamental planning tools is the jobs-housing balance—the ratio of jobs to housing units in an area. Creating a balance provides the opportunity for people to live near work, which can reduce traffic congestion. While a balanced jobs-housing ratio does not guarantee that the housing will be occupied by those who work nearby, opportunities to live near work should be provided.

To date, the LSC has developed as a single-purpose, single-use employment center. Housing has not been a permitted use so the jobs-housing ratio within this area is not balanced. Because the LSC's focus has been on economic development and jobs, not housing, achieving the optimal jobs-housing balance within this small geographic area is unrealistic. However, over a broader area, the appropriate ratio can be achieved.

The 1990 Plan proposed new residential neighborhoods on large tracts of land near the LSC, including new neighborhoods at the King Farm, the Crown Farm, and the Thomas Farm (Fallsgrove). King Farm and Fallsgrove were annexed into the City of Rockville and are nearly built-out. The Crown Farm was annexed into the City of Gaithersburg, which approved a mixed-use community with 2,250 dwelling units that is not yet under construction. Existing housing that is near the LSC and within the Plan boundaries totals 3,262 dwelling units (of which 230 are senior units) at the Decoverly and Traville communities and the Washingtonian cluster north of Crown Farm.

This Plan recommends a new residential community on the current site of the County's Public Safety Training Academy (PSTA), LSC West. Housing development on this site could yield 2,000 new dwelling units. In addition, the Plan recommends that housing be allowed as a secondary use in the LSC Central District, which, along with several other sites in the greater LSC, could yield 3,750 new dwelling units. In LSC Central, the Plan allows 30 percent of the density to be used for housing. If all LSC Central property owners utilized this option, the total dwelling units in the district could be 2,225. This maximum theoretical amount will not be achieved in LSC Central due to the existing built environment and the business objectives of the property owners.

promotion of renewable energy generation, increased carbon sequestration and reduced urban heat island effect.

To reduce carbon footprint, this Plan:

- Recommends development that is compact, features a mixture of land uses, is walkable and served by public transit to make efficient use of land and resources, to reduce vehicle miles traveled and facilitate non-motorized travel.
- Creates opportunities for new development and redevelopment that take advantage of existing infrastructure and adaptive re-use of existing structures where feasible.
- Recommends that development meeting LEED or equivalent certification of any level obtain as many points as possible from approaches that reduce carbon emissions, including:
 - Site and building design and orientation that takes advantage of passive solar heating and lighting opportunities, maximizes potential for use of renewable solar energy systems, and permits passive cooling through proper shading and ventilation.
 - A commitment to reduce energy and water consumption.
 - A commitment to use recycled building materials, locally produced materials, and local labor.
 - A commitment to use building deconstruction techniques to facilitate re-use and/or recycling of building materials.
 - A commitment that new buildings meet the minimum energy efficiency standards of 17.5 percent below the calculated baseline performance or meet the appropriate ASHRAE advanced energy design guide. Renovated buildings should commit to meet a 10.5 percent energy efficiency standard below the calculated baseline performance or meet the appropriate ASHRAE advanced energy design guide.
 - Incorporates renewable energy systems to supply a portion of a building's energy needs, where feasible. Such systems may include:
 - o solar power
 - o wind power
 - o geothermal heating and cooling systems.
- Recommends maximizing tree canopy coverage. (See goals for tree canopy coverage in the water quality section).
- Recommends the use of green roofs and walls.
- Recommends the use of light-reflecting roof surfaces where green roofs cannot be used.
- Recommends increasing vegetation throughout the Life Sciences Center. Approaches include:
 - Targeting unforested portions of regulated areas for reforestation.
 - Incorporating street trees and landscaping trees throughout the Life Sciences Center.
 - Use of vegetated roofs and walls.
 - Use of planter beds, bioswales and rain gardens.
 - Incorporating vegetation into landscaped open space areas.

Protection of Biological Diversity

Protection of biological diversity focuses on preserving existing habitat, and on restoring habitat where feasible. Biological diversity is maintained when habitat is protected and invasive species are controlled. Control of invasive species and reducing wildlife overpopulations are operational issues not appropriate to address in a master plan. While an urban environment cannot typically support highly diverse plant and wildlife populations, much can be done to improve conditions for native plants and animals.

To protect biological diversity, the Plan:

- recommends preservation of existing natural areas, including the forest at the corner of Key West Avenue and Great Seneca Highway
- recommends the use of native plants and trees in landscaping and street tree planting to the maximum extent possible

LSC North and Washingtonian Cluster: Residential and Office

The 195-acre LSC North District is developed with several office parks, including DANAC, the National Association of Securities Dealers, Shady Grove Executive Center, and the Bureau of National Affairs. These properties are zoned I-3, O-M, and C-2. LSC North also includes the residential communities of Decoverly, with 1,144 townhouse and multifamily units along Diamondback Drive west of Decoverly Drive. The Washingtonian residential area is part of this Master Plan, but is geographically separated from the Life Sciences Center by the Crown Farm, which is in the City of Gaithersburg. The Washingtonian cluster is a housing resource for those who work in the LSC. As such, for purposes of staging, this area is included in the total amount of existing and approved dwelling units (3,300).

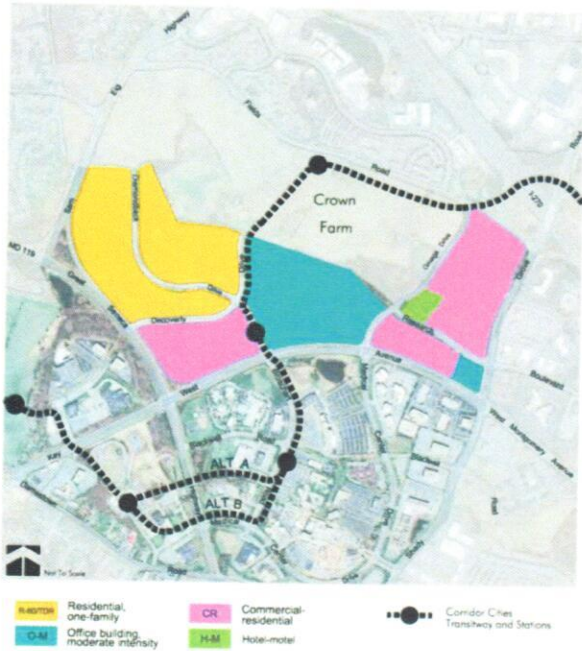
The LSC North CCT station is located on the east side of the DANAC property as part of the CCT alignment through the LSC. The Plan recommends that the DANAC property be rezoned from the I-3 Zone to a CR Zone. Rezoning DANAC to a mixed use zone with higher density will take better advantage of this transit station location. The DANAC parcel on the southeast corner of Key West Avenue and Diamondback Drive (the 6.93-acre Lot 7) is largely undeveloped and is adjacent to the proposed CCT station on the east side of the property. The recommended Zone for this parcel (Lot 7) is: CR 2: C 1.5, R 1.5, H 150. The remainder of the DANAC property should be zoned CR 1.0: C 0.5, R 1.0, H 80. Building height along Decoverly Drive adjacent to the residential community to the north is limited to 50 feet within 100 feet of the Decoverly Drive right-of-way (not including the 50-foot transit right-of-way).

The Plan does not recommend any zoning change to the National Association of Securities Dealers site. The Plan encourages mixed-use infill for the Shady Grove Executive Center and Bureau of National Affairs sites and recommends CR 1.5: C 1.5, R 1.5, H 100. Residential uses are encouraged, as are pedestrian-oriented local retail facilities that are compatible with and provide convenience for residents. Public benefits that improve connectivity and mobility or add to the diversity of uses and activity are encouraged. These should include the LSC Loop along Omega Drive as well as pedestrian connections to CCT stations at DANAC and Crown Farm.

map 22 LSC North: Urban Form



map 23 LSC North: Proposed Zoning



map 24 LSC North: Mobility



Recommendations

- Extend Discoverly Drive north from its current terminus, into and through the Crown Farm to Fields Road.
- Extend Diamondback Road north from its current terminus into and through the Crown Farm to Fields Road.
- Rezone DANAC from the I-3 Zone to the CR Zone.
- Rezone the Shady Grove Executive Center property from the C-2 and O-M zones to the CR Zone.
- Rezone the Bureau of National Affairs property from the O-M Zone to the CR Zone.
- Provide for the LSC Loop, to be accompanied with the CCT from Fields Road to Diamondback Drive, and then along Discoverly Drive and across Great Seneca to the Belward site.
- Widen Key West Avenue (MD 28) to eight lanes divided.
- Construct interchanges at Great Seneca Highway (MD 119) and Sam Eig Highway and at Key West Avenue (MD 28) at Shady Grove Road.

Staging

Master plan staging addresses the timing of development and the provision of key public facilities. Staging assures sufficient capacity for the next phase of growth, provides essential place-making facilities, helps achieve a desired form of development, as well as necessary connections for efficient mobility within and around an area. Experience shows that all density allowed by zoning is rarely built and certainly not all at once. Market absorption rates are one limiting factor. Realizing the vision in this Plan will take time; its implementation should be monitored to evaluate how development is achieving the vision.

The Annual Growth Policy (AGP) is used to establish the policies and procedures for administration of the Adequate Public Facilities Ordinance (APFO). The LSC is in the R&D Village policy area, where the AGP indicates that, by suburban standards, area roads are congested and certain school clusters are overcrowded. Any new development will need to mitigate a percentage of its impact before it can move forward. The goal of the APFO is to ensure that transportation and school facilities have sufficient capacity for the Planning Board to approve specific development projects.

In addition to the APFO standards, this Plan recommends staging to ensure that infrastructure, particularly the CCT, is in place before development is allowed to proceed. Staging is applied to all five LSC districts with the exception of the Rickman property in LSC South. Each development stage will be initiated when all of the triggers for that stage are met. After a stage has been triggered, individual properties can proceed with Preliminary Plan approval.

The CCT is the centerpiece of the Plan's vision for the LSC. The Plan promotes transit-oriented development by concentrating higher density uses near future CCT stations. Staging principles seek to prevent the construction of low intensity uses at transit stations that could preclude or delay the recommended higher intensity uses. To achieve the vision, a mix of uses, particularly at transit stations, should be part of new development and redevelopment to enliven these areas, increase and encourage transit use, and help create a more dynamic Life Sciences Center.

The Plan provides stages and amounts of development that are tied to the CCT's funding, construction, and operation to ensure that transit is available as development proceeds. Relocation of the PSTA from the LSC West District is a part of staging to ensure that the alignment through the LSC can be achieved and to provide new housing with increases in jobs. Staging also requires that the non-driver mode share be documented and that increases be achieved over time, a goal that results in reduced traffic congestion and increased transit use. Public institutions are not subject to staging because these projects are reviewed as mandatory referrals.

Staging Requirements

In 2010, the LSC contains 7 million square feet of commercial development. Approximately 3.7 million square feet of commercial (non-residential) development has been approved but is not yet built in the five LSC districts. The total existing and approved commercial development in all five LSC districts is 10.7 million square feet. The total existing and approved dwelling units in the LSC area is 3,300.

This Plan recommends that the staging plan and its requirements be applied to all five LSC districts except the Rickman property in LSC South. The 3.7 million square feet of development in the pipeline is not subject to the Plan's staging requirements unless a project's Preliminary Plan expires. The owner of a property approved for commercial development may re-subdivide and convert to residential development and still be exempt from staging, provided that the change in development will not increase the number of vehicle trips. This may require an administrative adjustment in the number of approved jobs and housing units exempt from staging. If a Preliminary Plan expires, the development capacity associated with it becomes available to all eligible applicants. This released capacity would



1420 Spring Hill Road, Suite 200
McLean, VA 22102
703-556-5740 / 703-556-0988 Fax

December 22, 2011

Françoise M. Carrier
Chair, Montgomery Planning Board
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Camden Shady Grove
Parking Waiver Explanation
Sketch Plan Application 3201200 ____
Preliminary Plan Amendment Application 11996112A

Dear Ms. Carrier and Members of the Planning Board:

Camden USA, Inc. is the Applicant for the Camden Shady Grove project that is the subject of the Sketch Plan Application and the Preliminary Plan Amendment Application. Camden Shady Grove is a multifamily apartment development of about 470 units with structured parking. Below, we explain our reasons for requesting parking spaces, in addition to the ones allowed pursuant to Section 59-E, through the Planning Board's authority under Section 59-C-15.636. Notice of the consideration of the waiver, under Section 59-C-15.636, is being provided as part of our application notice compliance.

The total number of parking spaces allowed under Section 59-E, without a waiver, would be only about 1.3 spaces per unit. We base our preliminary estimate on the estimated unit mix of: efficiencies, one, two, and three bedroom units, for a conceptual 470 unit apartment building. We need additional parking spaces for: guests, our staff, prospective residents visiting our project, and the two ZIP Car spaces that we would like to provide.

We base our request on our experience from owning and managing 68,000 units across the country, including almost 5,000 units in the Washington Metropolitan Area. Please see the listing of projects that follows. We know that 1 guest space for every 10 units is the most ideal and efficient ratio. As for our staff, we typically use a ratio of about 1 staff space for every 50 units. For a project the size of Camden Shady Grove, our projects average about 10 staff members working on site during normal business hours. In addition to the guest and staff spaces, our projects provide between 5-10 "prospective resident" spaces. None of our other projects offer Zip Car spaces, but we intend to offer 2 such spaces. Parenthetically, we plan to provide space for a "bike share" program.



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We agree with the County that building parking spaces that sit empty or that foster driving, where public transit alternatives are conveniently located, is not a valid objective. For Camden, it would be a waste of resources and would detract from the project's cachet. Conversely, nothing is more damaging to a project's acceptance by the community and to the ultimate success of a project than its being under-parked. We found that, over time, both the guest space ratio and the staff space ratio strike the best balance between such sensitivities.

Please consider the following information about projects that are similar to Camden Shady Grove and are located in the Washington Metropolitan Area. They follow the above ratios and are very successful.

- 1) Camden Fairlakes in Fairfax County: 530 units with 50 guest spaces and 11 staff spaces
- 2) Camden Monument in Fairfax County: 368 units with 35 guest spaces and 8 staff spaces
- 3) Baileys' Crossing in Fairfax County: 414 units with 40 guest spaces and 9 staff spaces
- 4) Summerfield I and II, Prince Georges' County, MD: 478 units with 48 guest spaces and 10 staff spaces
- 5) Camden Fairfax Corner, Fairfax County: 488 units with 45 guest spaces and 10 staff spaces

In Camden Shady Grove's case, the Planning Board is authorized to waive elements of the CR Zone's parking provisions because imposing them would not be necessary to accomplish the objectives of the CR Zone and Section 59-E, and because imposing them would produce a result contrary to such objectives.

Camden Shady Grove must be successful in the short run. The project must operate in today's "suburban" environment, so that it contributes to the critical mass that will help achieve the Master Plan objectives, in the long run. By providing available, comfortable and convenient apartment housing, that has adequate parking in today's suburban environment, scientists who work in the Life Sciences Center will find it desirable to live at Camden Shady Grove. Once public transit is in place, in the long run, through the Corridor Cities Transitway, and supporting infrastructure, Camden Shady Grove already will have a full complement of residents who will then have more transportation choices. The residential density in the Life Sciences Area generally will have already been established in part by Camden Shady Grove. Such available, comfortable and convenient apartment homes today will foster scientific endeavors for tomorrow. Granting the waiver will contribute to accomplishing the CR Zone's objectives.



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McLean, VA 22102
703-556-5740 / 703-556-0988 Fax

For the above reasons, we respectfully request approval of a waiver to provide parking spaces based on the following standards.

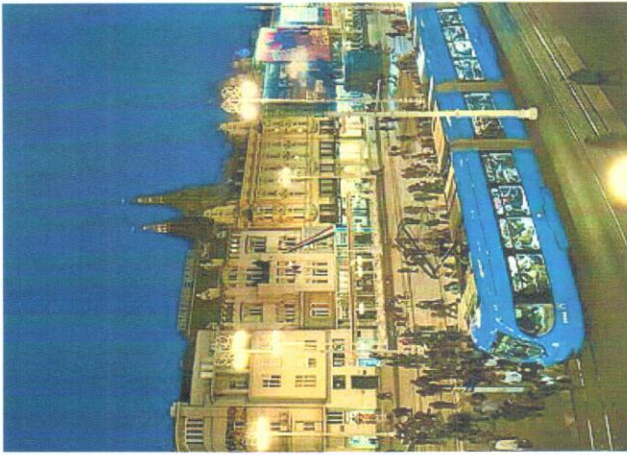
Description of Element	Space Standards for Camden Shady Grove	Estimated Number Assuming 470 Units
Resident Parking	Spaces according to the Section 59-E ratios for efficiencies, one, two and three bedroom units	629
Guest Parking	1 space for every 10 units	47
Staff Parking	1 space for every 50 units	10
Prospective Tenants	5-10 spaces	5
Zip Cars	2 spaces	2
Total		693

Thank you for your consideration.

Sincerely,

Jay K. Johnson
Director of New Development
Camden USA, Inc.

c:\reports\work\site\6m\2728207_3.doc



TP CCT Transit Plazas

CCT Transit Plazas are designated for each of the four stations in the Plan area and should:

- be 1/4 to 1/2 acre in size
- be integrated with the station platform
- balance green area and hard surfaces
- maximize sunlight exposure
- provide bicycle storage
- use special lighting to create ambiance and a unique setting
- use site design features such as low walls and steps for informal seating



Public Use Space

Small public open spaces will be created under the Zoning Code requirements for open space. They should:

- allow active or passive recreation
- be visible and usable
- have a strong relationship to adjacent architecture and open space networks
- avoid creating barriers between buildings and public streets

Outdoor public use spaces from several projects can be combined to create a larger public use areas.



LP Linear Parks

Linear parks are green spaces that serve one of two purposes:

- buffer areas between new development and neighboring communities or busy roadways
- create urban green space running the length of one or more blocks.

Guidance and design considerations for specific linear parks are discussed in the district sections.



sv Stream Valley Buffers

The existing forest and wetland areas, including the Muddy Branch and Great Seneca stream valleys, Great Seneca Creek State Park, and connected lands should be preserved and enhanced for recreation and enjoyment of the natural environment.

- Minimize the impact of new development on stream valleys
- Minimize impervious surfaces by using pervious paths or raised boardwalks
- Restore and enhance natural settings, native plant species, and indigenous ecosystems

Streets

Road Code

Chapter 49 of the Montgomery County Code, the Road Code, codifies street classification standards, including rights-of-way and paving widths. The Road Code emphasizes context sensitive street design to create a network of “complete streets” for automobiles, transit, cyclists, and pedestrians for an area such as the Great Seneca Science Corridor Master Plan area.

All applicants must comply with the Road Code. Applicants pursuing streetscape designs inconsistent with the Road Code must apply for a waiver.

Utilities

Utilities should be accommodated underneath sidewalks and streets within the right-of-way limits, and be coordinated by MCDOT and utility companies.

Streetscape

Closely-spaced street trees will be included along all streets. Sidewalks should be at least 15 feet from curb to building.

Intersections

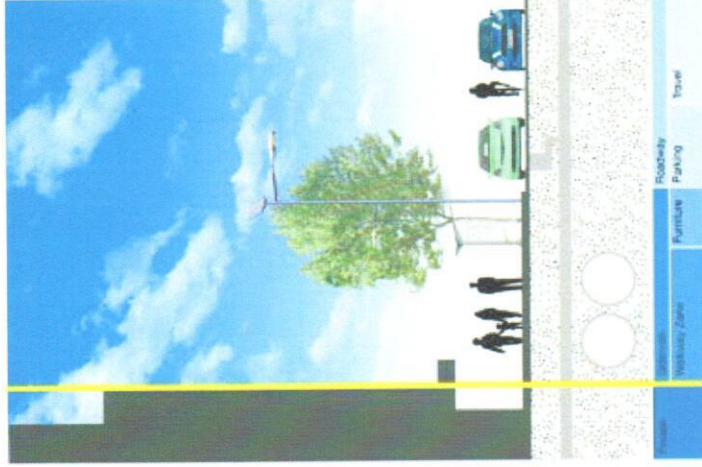
The Great Seneca Science Corridor Master Plan identifies the possibility for grade separated intersections, including urban diamonds at:

- Great Seneca Highway and Muddy Branch Road
- Shady Grove Road and Key West Avenue.

Improvements of other intersections should include:

- Special crosswalk paving
- Raised and planted medians
- Pedestrian priority signal timing.

B2-B12
Business District Streets



Master Plan

Min. R.O.W.: 70 ft
Lanes: 2

Guidelines

Parking: Both Sides
Trees: 30-35' o.c.
Sidewalk: Minimum 15'
Setback: None
Median: None

Comments

The proposed Business District Streets show the general location of streets, not actual alignments. Specific alignments, parking and streetscape will be determined during regulatory review.

Medical Center Drive
Arterial Street (A-261)



Master Plan

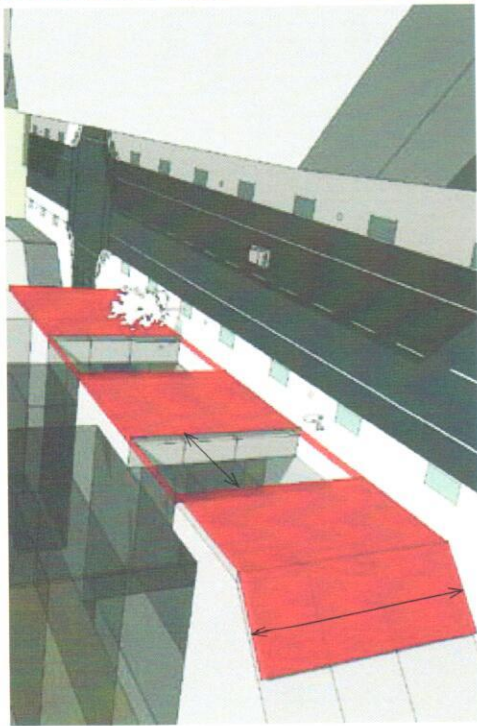
Min. R.O.W.: 100 - 150 ft
Lanes: 4 - 6

Guidelines

Parking: Off-peak
Trees: 30-35' o.c.
Sidewalk: 20' wide
Setback: None
Median: Planted with turn lanes

Street-Defining Buildings

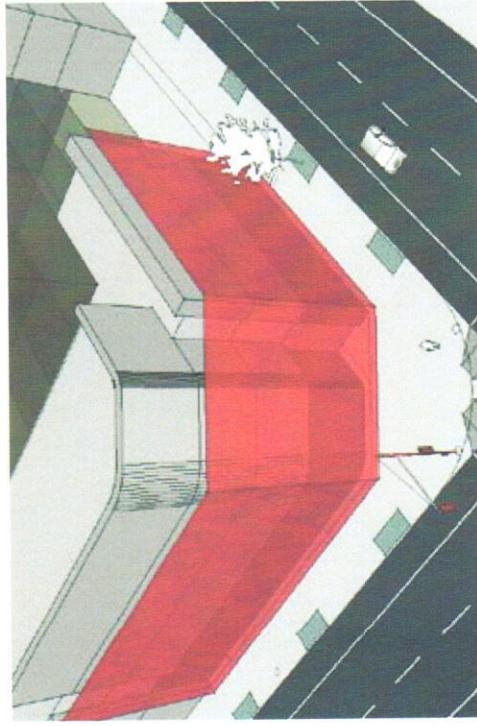
Streets should be defined by consistent street walls. Building podiums should meet build-to lines on both sides of the street where indicated on district maps.



*The Ellington
Washington, DC
Torti Gallas and Partners*

Street Walls

Breaks along street walls with block frontages 200 feet or longer are appropriate. Breaks should occur away from block corners, and should be infrequent on retail streets.



Street wall



*40 Mercer
New York, NY
Jean Nouvel Ateliers*

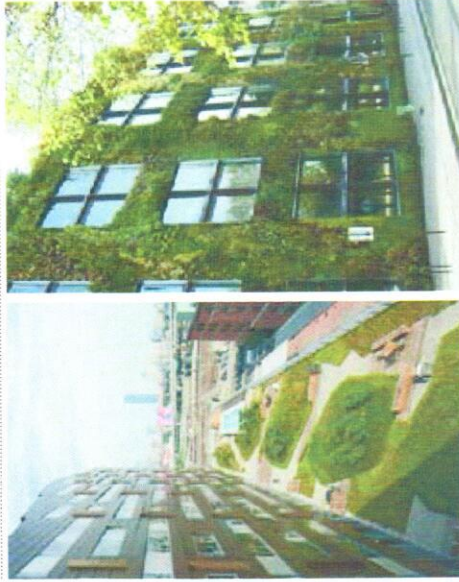


*Memorial Sloan-Kettering Cancer Center
New York, NY
Granary Associates*

Podiums

Podium heights should range between two and five stories, as indicated on street sections.

Green Roofs and Living Walls



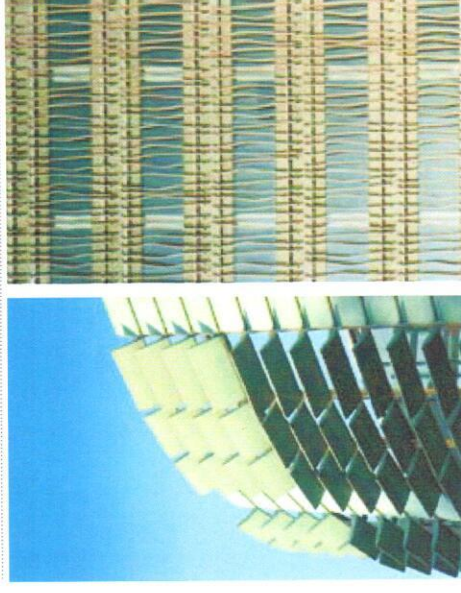
Use green walls and green roofs to reduce heat island effect and increase perviousness. Where possible, use native vegetation and species that require little or no watering or fertilization. Green roofs should cover at least 33 percent of the roof, excluding mechanical equipment space, and have a minimum depth of four inches. Green walls should be on blank walls facing streets, open spaces, and parking garage facades as well as for general aesthetic enhancements.

Natural Ventilation



Use building design and mechanical systems to reduce HVAC loads and improve indoor air quality. Where possible, design buildings with thin floor plates and operable windows to allow natural cross ventilation. Consider use of fan-assisted cooling systems and open staircases to provide stack ventilation.

Recyclable and Renewable Materials



Use rapidly renewable building materials and materials made from recycled content. These materials are typically harvested within a ten-year cycle, and FSC Certified Wood products are encouraged. Materials extracted, harvested or recovered as well as manufactured within 500 miles of the project site are strongly encouraged.

Building Sustainability

The Great Seneca Science Corridor Master Plan strongly encourages use of sustainable building practices and site design:

- use existing infrastructure and adaptive re-use of existing buildings
- use site and building design and orientation for passive solar heating and lighting
- maximize the potential for renewable solar energy systems
- incorporate passive cooling through proper shading and ventilation
- reduce energy and water consumption
- use recycled building materials, locally produced materials, and local labor
- use building deconstruction techniques to facilitate re-use and/or building material recycling
- adopt minimum energy efficiency standards of 17.5% below baseline performance or the appropriate ASHRAE advanced energy standard for new buildings
- meet 10.5% energy efficiency standard below calculated baseline performance for renovated buildings
- incorporate renewable energy systems such as wind, solar power, and geothermal heating and cooling systems
- use light-reflecting roof surfaces where green roofs cannot be used

Adaptive Reuse



Reuse existing buildings to mitigate construction and demolition waste. Reuse can strengthen neighborhood character and create a diversity of architectural styles.

Passive Solar Design

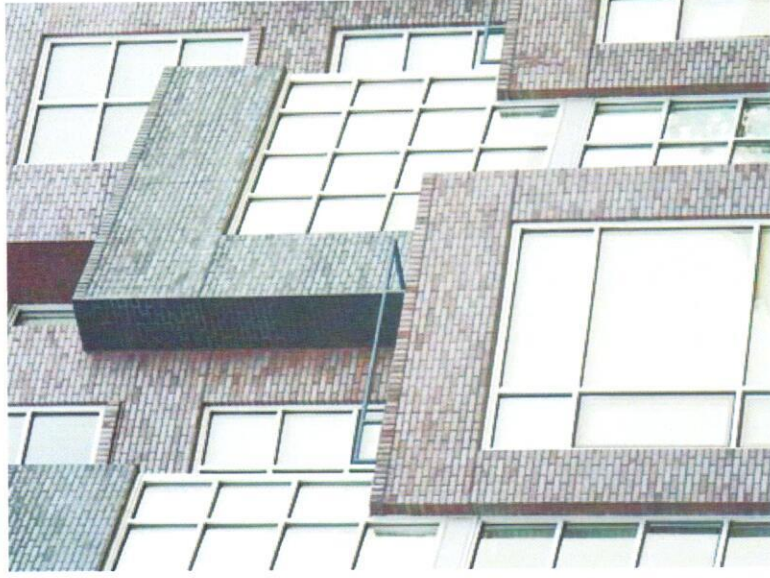


Reduce the need for artificial lighting with extensive glazing and building orientation. Shifting buildings to maximize solar exposure can accommodate additional sustainability features.

Renewable Energy



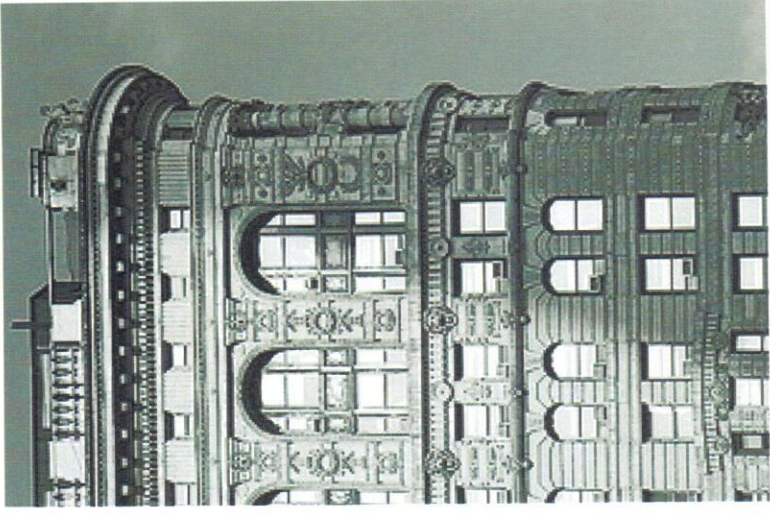
Use building-integrated renewable energy sources such as wind turbines and photovoltaics to reduce energy use. Photovoltaics can be placed on roofs, surface-mounted, or embedded in transparent surfaces to diffuse light entering the building.



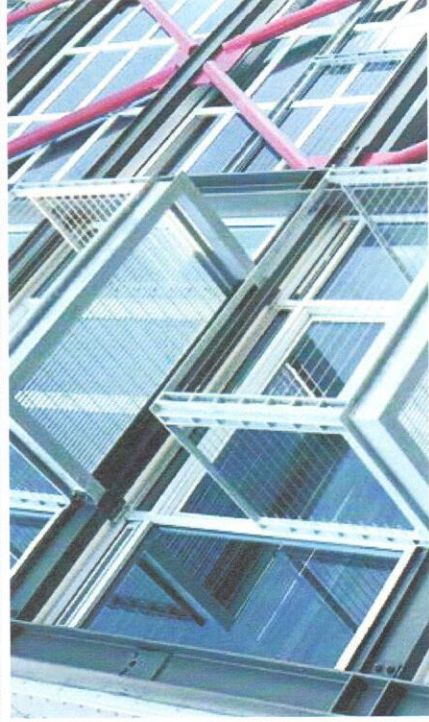
Right:
The Beauregard
Washington, D.C.
Sorg & Associates

Far Right:
Flatiron Building
New York, NY
Daniel Burnham

Below:
156 West Superior
Chicago, IL
Miller Hull Partnership



Facade Articulation

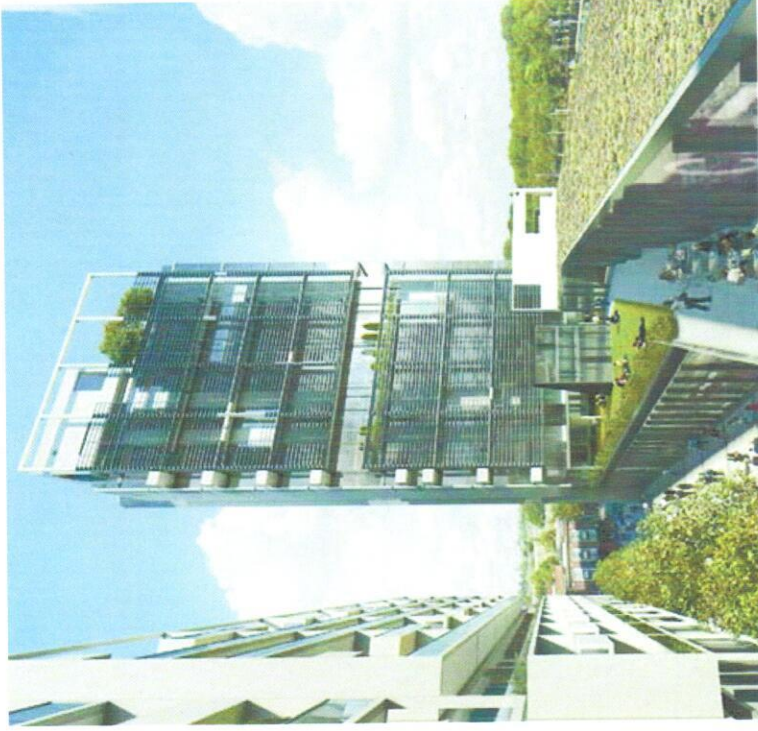


Facades should be articulated to promote pedestrian activity, enhance the overall urban environment, and create a diversity of architectural styles.

- Incorporate the most public and active building space on the ground floor to activate the street.
- Create retail frontages that are as transparent as possible. Avoid long stretches of blank walls.
- Design building entrances to be in the street frontage.
- Provide vertical articulation along street walls to reduce their visual length.
- Use materials, finishes, and architectural features that refine building facades by creating visual interest and texture.
- For residential buildings, consider using balconies to provide variation in facade depths.

Design Excellence

A diverse range of building styles will improve quality and attract growth. Whether contemporary or traditional, flexible structures and innovative building materials will advance the cause of better design. Architectural excellence would support the vision for world class research and development in the Life Sciences Center.



Above:
Islington Towers
London, UK
Benson & Forsyth

Left:
1111 E. Pike Mixed-Use
Seattle, WA
Olson Kundig Architects

Far Left:
Biomedical Research Building
University of Michigan
Ann Arbor, MI
Polshke Partnership

Parking

Great Seneca Science Corridor Master Plan

The Plan recommends a strong pedestrian orientation for future development, reducing the amount of surface parking lots by:

- reducing parking requirements and using structured and/or shared parking
- relieving smaller properties from self-park requirement
- establishing a 30 percent non-auto driver mode share goal for LSC employees.

Public garage sites will be defined at Preliminary Plan for publicly owned properties in the LSC Central and LSC West districts.

Zoning Ordinance

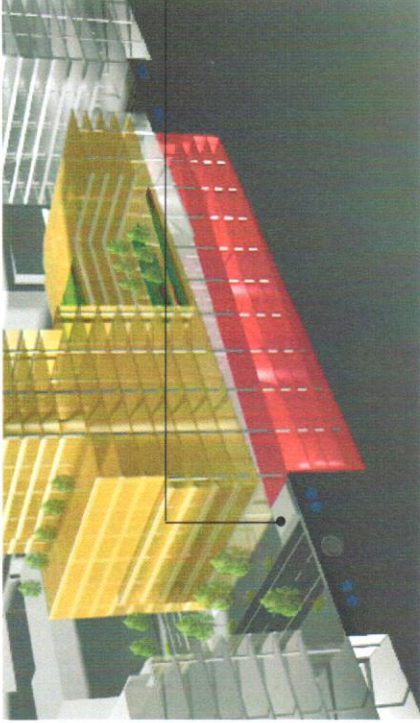
Parking requirements in the Great Seneca Science Corridor Master Plan area are set by the Montgomery County Zoning Ordinance. **For a list of uses, see Section 59-E of the Zoning Ordinance.**

The Commercial Residential (CR) Zones have specific parking requirements, **see Section 59-C-15**, and provide incentives for constructing below-grade parking facilities.



*St. Mary's Square Garage and Park
San Francisco, CA*

Using the site's sloped topography, St. Mary's Garage is built into the side of a hill and covered with a public park. The park is heavily vegetated to mitigate runoff and reduce the garage's visual impact on the street.

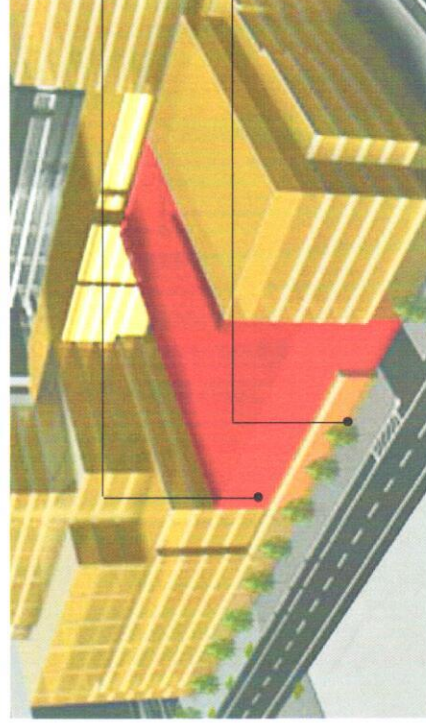


Narrow Entrance
minimize width of entrance and egress lanes



Wrapped Parking Deck
place garage centrally within the block

Access off Alley
consolidate access points with adjacent properties



Minimize Street Exposure
reduce the amount of garage facade facing the street

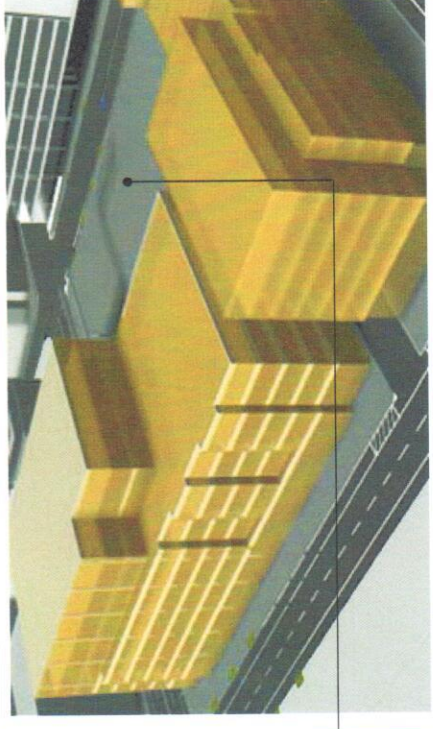
Ground Floor Frontage
activate ground floor with retail or other uses



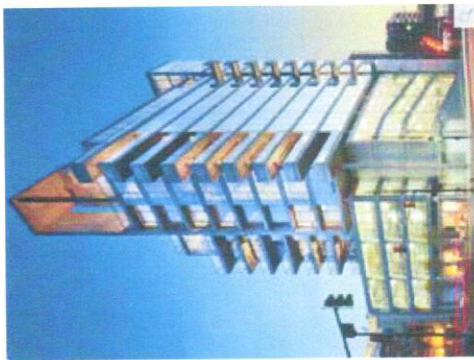
Integrated Building Facade
garage and building are indistinguishable



Access off Side Street
provide side street access to minimize traffic impact



Parking Behind Building
internalize parking structures where possible



The Contemporaine
Chicago, IL
Perkins + Will

The Contemporaine creates an integrated aesthetic by applying the same materiality and design sensibility to both the podium parking structure and residential units. The ground floor of the building is activated by retail on the primary street while the garage is accessed from an alley in back.

Parking Best Practices

Underground and Structured Parking

Parking should minimize its impact on the pedestrian environment and public realm.

- Locate entrances and exits along service alleys or business district streets.
- Minimize impact on building's architectural character. When building above structured parking, building and garage facades should be compatible in order to enhance overall architectural quality. Consider enhancements such as artwork, murals, interactive features, or vegetative screens.
- Minimize the width of driveways and height of garage entrances. Ensure adequate access clearances are being provided at all times for public safety vehicles.
- Combine loading dock and garage access, if feasible.

Surface Parking

When surface parking cannot be avoided, locate parking on the back or side of the building, with the building fronting the primary streets and sidewalks. Surface parking should not be visible from primary streets.

- Cover surface with a low-albedo pervious surface to reduce heat island warming. Provide tree canopy and permeable areas to treat stormwater.



Far Left:
University of Toronto Biosciences Lab
Toronto, ON
Foster + Partners

Middle:
Calit2, UC San Diego
La Jolla, CA

Left:
Harvard Graduate Housing
Cambridge, MA
Richard Burck Associates



Great Seneca Science Corridor Master Plan

- Zoning:** Life Sciences (LSC) Residential (R-60/TDR) Commercial-Residential (CR) Office Building, Moderate (OM) Hotel-Motel (H-M) General Commercial (C-2)

Key Recommendations

- Extend Discovery Drive into and through Crown Farm to Fields Road
- Create LSC Loop from Fields Road along CCT alignment connecting to the LSC Belward and Central districts
- Create new streets with short blocks
- Construct interchanges at Great Seneca Highway and Sam Eby Highway and at Key West Avenue at Shady Grove Road



Great Seneca Science Corridor Master Plan

- Zoning:** Life Sciences (LSC) Commercial-Residential (CR) Planned Development (PD-22)

Key Recommendations

- Improve pedestrian connections between LSC South and areas to the North, emphasizing connections to future transit stations
- Protect the Piney Branch sub-watershed
- Construct Traville Local Park
- Extend Great Seneca Highway as a business district street south of Darnestown Road

General

- Proposed R.O.W.
- Planning Area Outside District
- Planning Area Boundary

Building Height

- 50 - 110 ft Max (*)

(*) Max. Heights within these areas shall be as follows:

- As permitted by C-4 zone.
- As permitted by H&D zone.
- As permitted by MOW/LSC zones. Refer to Master Plan for zone extents.

General

- Proposed R.O.W.
- Proposed Mass Transit
- Proposed Transit Stop
- Planning Area Outside District
- Planning Area Boundary

Building Height

- 150 ft Max.
- 80 ft Max.
- 42 - 60 ft Max (*)

(*) Max. Heights within these areas shall be as follows:

- 50 ft Max. within 100 ft distance from R.O.W.
- R60/TDR zone.
- As permitted by O-M zone.
- As permitted by O/M/C 2/H/M/PO zones. Refer to Master Plan for zone extents.

Streets



*Metro Light Rail
Phoenix, AZ*

- Create safe, context-sensitive crossing at Great Seneca Highway and Darnestown Road and at Key West Avenue and Brochart Drive.
- Crossings should use special pavement, as well as other methods to alert drivers to the intersection.
- If grade-separated interchanges are necessary, minimize the total crossing distance and create pedestrian and bicycle friendly crossings to the extent possible.

Buildings



*The Terry Thomas
Seattle, WA
Weber + Thompson*

- In **LSC North**, street-oriented buildings should continue the urban fabric from Crown Farm
 - establish primary street wall along Brochart Drive and Decoverly Drive.
 - locate tallest building heights along Shady Grove Road and Key West Avenue.
- In **LSC South**, street-oriented buildings connect to LSC Central and West by focusing height at Darnestown Road crossings.
 - Continue street wall along Travilah Gateway Boulevard.

Open Space



*South Boston Maritime Park
Boston, MA
Machado Silivetti Architects*

- Create the Traville Local Park as a large community oriented park with athletic fields and connections to trails in the stream valley parks.
 - Enhance stream valley buffers with native planting and reforestation
 - Use trees to provide shading for field spectators and create a sense of enclosure around athletic fields.



*Woodley Gardens Park
Rockville, MD*



Martin O'Malley, Governor
 Anthony G. Brown, Lt. Governor

Darrell B. Mobley, Acting Secretary
 Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

June 10, 2013

Ms. Lori Shirley
 The Maryland-National Capital Park &
 Planning Commission
 8787 Georgia Avenue
 Silver Spring, Maryland 20910

RE: Montgomery County
 MD 28
 Camden Shady Grove
 SHA Tracking No: 12APMO009XX
 County Tracking No: 820130110
 Mile Post: 18.91

Dear Ms. Shirley:

Thank you for the opportunity to review the site plan, dated May 16, 2013, for the proposed Camden Shady Grove development in Montgomery County. The State Highway Administration (SHA) offers the following comments:

Regional Intermodal Planning Division (RIPD) Comments:

1. The M-NCPPC March 2005 Countywide Bikeways Functional Master Plan includes an existing shared-use path along MD 28 (Key West Avenue) between Darnestown Road and Gude Drive. All roadway improvements to SHA roadway facilities should provide bicycle facilities. For the latest State Highway Administration (SHA) bicycle policies, please see the following link:
http://shaintranet/ohd/divisions/icd/Shared_Documents/Policy-on-Marked-Bicycle-Lanes.pdf

For further clarification on the above comments, please contact our Regional Planner, Mr. John Thomas at 410-545-5671 or via email at jthomas10@sha.state.md.us.

Office of Environmental Design (OED) Comments:

1. **Landscape Plan Preparation.** Landscape plans developed for an access permit that involve the removal or installation of trees, shrubs, decorative landscaping or structures within the SHA right of way shall be sealed by a Registered Landscape Architect or Professional Landscape Architect licensed in the state of Maryland. The applicant shall refer to Chapter 6.1 of the SHA Environmental Guide for Access Permit Applicants (Environmental Guide) regarding plan preparation, and to Chapter 6.2 regarding required landscape plan elements.
2. **Required Plan Notes.** The applicant shall insert SHA Landscape Notes per 7.0 and 7.1 of the Environmental Guide.
3. **Standard Specifications, E & S Control.** Reference to SHA specifications and Erosion and Sediment Control Manager is required. The applicant shall insert notes per 7.2 and 7.3 of the Environmental Guide.
4. **Pavement Removal and Soil Restoration.** Reference to pavement removal and soil restoration is required.
 - a. The applicant shall insert the note per 7.5 and/or 7.6 of the 'Environmental Guide', as appropriate.
 - b. The applicant shall insert the note per 7.7, modified to indicate "... topsoil at least 4 inch depth...".

My telephone number/toll-free number is _____
 Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

5. **Turfgrass Sod.** The use of sod for permanent groundcover vegetation is required to restore disturbed areas that are not otherwise paved. The applicant shall insert the note per 7.10 of the Environmental Guide.
6. **Tree Preservation and Roadside Tree Permit.**
 - a. A Roadside Tree Permit is required for tree removal, tree impacts, and tree installation in the right of way. The applicant is responsible for obtaining the required permit with concurrence of SHA.
 - b. The applicant shall submit a copy of the permit to the Office of Environmental Design and insert the note per 7.10 of the Environmental Guide if a permit is received.
 - c. The applicant shall indicate the size and species of trees to be removed and to remain in the SHA right of way on the landscape plan.
 - d. The applicant shall propose measures to protect any roadside existing roadside trees to remain, as described in Chapter 5.3 of the Environmental Guide, and insert any required SHA Landscape Notes for the work to be performed per 7.14 thru 7.20 of the Environmental Guide.
7. **Tree Selection.** In Sept. 2010, the Md. Dept. Natural Resources included *Koelreuteria paniculata*, *Phyllostachys* spp., and *Euonymus alatus* in its 'Do Not Plant List'. Other species proposed by the applicant such as *Quercus acutissima* are currently prohibited for all uses in the SHA Preferred Plant List.
 - a. The applicant shall select species from the SHA Preferred Plant List (PPL) for installation in the SHA right of way.
 - b. The use of any species marked 'Prohibited for All Uses' in the PPL is not permitted in SHA right of way, and generally discouraged in roadside environments.
8. **Tree Offset Distance.** The distance of roadside and median trees to the travel lane shall conform to the offset distance requirements of the SHA Landscape Design Guide. The applicant shall relocate median and roadside trees as appropriate.
9. **Plant Material Installation.** The applicant shall insert the note per 7.4 and 7.13 of the Environmental Guide for trees and other plant material installed in the SHA right of way.

For further clarification on the above comments, or if a copy of the Environmental Guide, or copies of the SHA Landscape Design Guide, the SHA Preferred Plant List, or other documents referenced in the Environmental Guide, are needed please contact Ken Oldham at 410-545-8590 or by email at koldham@sha.state.md.us for assistance.

Highway Hydraulics Comments:

1. Once obtained, please provide documentation of Montgomery County's review and final approval of both the stormwater management and erosion/sediment control plans.
2. Additional comments will be provided once all design data including calculations have been included in the next submittal.

For further clarification on the above comments, please contact our hydraulic reviewer Ms. Makeda Drake at 410-545-8869 or via email at mdrake@sha.state.md.us.

Innovative Contracting Division (ICD) Comments:

1. The proposed ramp at the entrance to the roundabout on the right side of Key West Ave must be labeled at the location with a MD Standard Ramp.
2. The existing ramp at the entrance to the roundabout on the left side from Key West Ave is non compliant and needs to be reconstructed and labeled at the location with a MD Standard Ramp.

3. Both ramps at Key West Ave and West Private Road should align with each other.
4. The proposed ramp at Diamondback Drive and Key West Drive must be labeled at the location with a MD Standard Ramp.
5. At the intersection of Diamondback Drive and Key West Drive, the existing ramps are non compliant and must be upgraded. **(When one leg of an intersections ramp(s) are non compliant and need to be upgraded to ADA compliance, curb cuts/curb ramps will need be installed or upgraded to current MD standards at every leg of the intersection.)**
6. Please dimension the width of proposed sidewalk. The minimum width should be 5 ft.

For further clarification on the above comments, please contact our Innovative Contracting reviewer, Mr. John Vranish at 410-545-8778 or via email at jvranish@sha.state.md.us.

Environmental Planning Division (EPLD) Comments:

1. The Environmental Planning Division has compiled a cultural resources inventory (standing structures and archeological sites) in the vicinity of the proposed MD 28 improvements, related to the Camden Shady Grove project. Based on this assessment, the proposed roadway improvements to MD 28 associated with the Camden Shady Grove project do not have the potential to impact historic properties. Formal consultation with the Maryland Historical Trust is not recommended.

Noise Analysis Report:

2. The Noise Abatement Design and Analysis Team offer no comments at this time. The analysis methodology and conclusions are appropriate and well documented.

Access Management Division (AMD) Comments:

1. Please label Key West Avenue as MD 28.
2. Please provide a pedestrian and traffic control plan for review.
3. Please list all MD standards by placing the following note on the first sheet of the plan set:

The following standards (construction and temporary traffic control) are required for this project (list them out as shown below):

- a) MD-xxx.xxx – Name of standard
- b) MD-xxx.xxx – Name of standard

For all standards referred to on the plans the contractor must go to the Book of Standards which will have the most current version. The Book of Standards can be accessed at:

<http://apps.roads.maryland.gov/businesswithsha/bizStdsSpecs/desManualStdPub/publicationsonline/ohd/bookstd/index.asp>

All items are to be constructed in accordance with the current version of the referenced standard at the time of construction.

Further plan submittals should reflect the above comments. Please submit six (6) sets of revised plans, a CD containing the plans and all supporting documentation in PDF format and 2 copies of the hydraulic study, as well as a point by point response, to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Erich Florence. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via SHA

Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Erich Florence at 410-545-0447, by using our toll free number in Maryland only at 1-800-876-4742 (x0447) or via email at eflorence@sha.state.md.us.

Sincerely,



for Steven D. Foster, Chief/Development Manager
Access Management Division

SDF/JWR/EMF

cc: Mr. Rick Brush, Montgomery County DPS/rick.brush@montgomerycountymd.gov
Mr. Gene Carlin, owner – DANAC Corporation/
7501 Wisconsin Ave, Suite 1120, Bethesda, MD 20814
Ms. Catherine Conlon, Montgomery County Planning Commission/
Catherine.Conlon@montgomeryplanning.org.
Ms. Makeda Drake, SHA - AMD
Mr. Victor Grafton, SHA - District 3 Utility Engineer
Mr. Mark McKenzie, SHA – AMD Assistant Regional Engineer
Mr. Scott Newill, SHA – AMD Regional Engineer
Mr. Ken Oldham, SHA - OED
Ms. Deborah Pitts, SHA - HHD
Mr. Ken Polcak, SHA - EPLD
Dr. Julie Schablitsky, SHA – EPLD
Mr. John Thomas, SHA - RIPD
Mr. John Vranish, SHA - ICD
Mr. Toby Wilson, Macris, Hendricks and Glascock/twilson@mhgpa.com/
9220 Wightman Road, Suite 120, Montgomery Village, MD 20886



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

August 30, 2013

Edward Y. Papazian, PE
Kimley-Horn and Associates, Inc.
11400 Commerce Park Road
Suite 400
Reston, Virginia 20191

Dear Mr. Papazian:

The Montgomery County Division of Traffic Engineering and Operations has had an opportunity to review the traffic signal warrant analysis prepared by Kimley-Horn and Associates, Inc. for the intersection of Diamondback Drive and Decoverly Drive. We concur that based on the projected volumes a traffic signal will not be warranted at this location at the time of full occupation of the Camden Shady Grove residential development and that the developer of Camden Shady Grove should not be required to install a traffic signal.

If you have any questions, please do not hesitate to contact Mr. Fred Lees of my staff at 240-777-2190.

Sincerely,

Emil J. Wolanin, Chief
Division of Traffic Engineering and Operations

EJW:mdm

Division of Traffic Engineering and Operations

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