







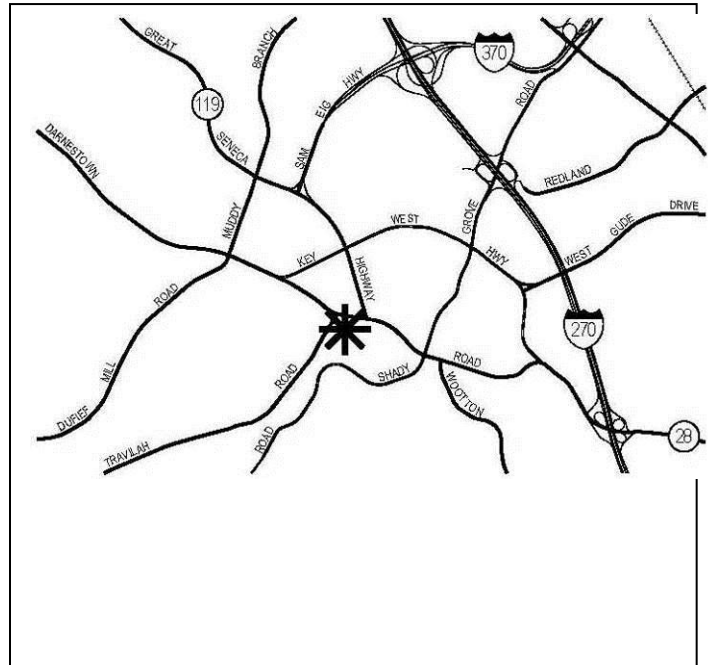
Travilah Square, Preliminary Plan Amendment 12011034A and Site Plan 820130070

-  Patrick Butler, Senior Planner, Area 2 Division, Patrick.Butler@montgomeryplanning.org, 301-495-4561
-  Lori Shirley, Planner Coordinator, Area 2 Division, Lori.Shirley@montgomeryplanning.org, 301-495-4557
-  Joshua Sloan, Planner Supervisor, Area 2 Division, Joshua.Sloan@montgomeryplanning.org, 301-495-4597
-  Glenn Kreger, Chief, Area 2 Division, Glenn.Kreger@montgomeryplanning.org, 301-495-4653

Completed: 7/15/13

Description

- Approval of a preliminary plan amendment and site plan for removal of 19,694 square feet of commercial uses and construction of a 14,490 square foot pharmacy/retail store with drive-through window;
- The preliminary plan covers approximately 5.56-gross acres (242,287 square feet), zoned CR 0.75- C0.5, R0.75, H80'; the site plan covers 55,233 square feet (the limits-of-disturbance);
- Located in the southeast quadrant of the intersection of Darnestown Road and Travilah Road in the Great Seneca Science Corridor Master Plan area;
- Applicant: Rockville Travilah Square, LLC (Walgreens Co.);
- Submitted: 11/14/12.



Summary

- Staff recommends approval of the Preliminary and Site Plans with conditions.
- Travilah Square Shopping Center is currently improved with 61,496 square feet of commercial and office uses. The proposed development will allow for the demolition of 19,694 square feet of commercial uses to be replaced with 14,490 square feet of retail/pharmacy uses for a total of 56,292 square feet of commercial and retail/pharmacy uses. A section of surface parking between the proposed building and Travilah Road requires a waiver of Sec. 59-C-15.633, Parking space location and access. Staff supports this waiver for the proposed development under the Standard Method of Development.
- Staff has not received any correspondence from noticed parties as of the date of this report.

PRELIMINARY PLAN RECOMMENDATION AND CONDITIONS

Approval of Preliminary Plan Amendment 12011034A pursuant to Chapter 50 of the Montgomery County Subdivision Regulations subject to the following conditions:

1. The Preliminary Plan is limited to one lot for 56,292 square feet of commercial and retail uses.
2. The Applicant must enter into a Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) and the Planning Board to participate in the Greater Shady Grove Transportation Management District (TMD) and assist the Transportation Management Organization (TMO) in achieving the 2010 *Great Seneca Science Corridor Master Plan's* Stage 2 non-auto driver mode share goal of 18%. The Traffic Mitigation Agreement must be executed prior to certification of the Site Plan.
3. The Applicant must dedicate a total of 50 feet from the centerline along the entire frontage of Darnestown Road.
4. The Applicant must dedicate a total of 70 feet from the opposite right-of-way line along the entire frontage of Travilah Road.
5. The Applicant must coordinate with and participate in the MCDOT Capital Improvements Program (CIP) Project No. 500101-2, Travilah Road Sidewalk, for the subdivision-related improvements along the site's Travilah Road frontage. At a minimum, the Applicant must provide six-foot-wide sidewalks with handicapped ramps along the property frontage of Travilah Road, as shown on the Preliminary Plan.
6. The Applicant must construct approximately 175 feet of off-site sidewalk with handicapped ramps along Darnestown Road and connect to the existing sidewalk located to the east of the property, as shown on the Preliminary Plan.
7. The Applicant must provide a cross easement for pedestrians to use the bituminous path connecting the site with the adjoining property to the southeast, as shown on the Preliminary Plan.
8. The Applicant must satisfy bike parking requirements as specified in the Site Plan.
9. Prior to any demolition, clearing, or grading, the Applicant must obtain Staff approval of a Certificate of Compliance Agreement for use of an M-NCPPC-approved offsite forest mitigation bank to satisfy the afforestation requirement.
10. 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 by the Certified Site Plan. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval."
11. The Planning Board has accepted the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated July 12, 2013, and does hereby incorporate 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.
12. Prior to recordation of the plat, the Applicant must satisfy the provisions for access and improvements as required by MCDOT.

13. The Planning Board has accepted the recommendations of the Montgomery County Department of Permitting Service (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated April 4, 2013, and does hereby incorporate 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 MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
14. The Adequate Public Facility (“APF”) review for the Preliminary Plan will remain valid until May 9, 2021.
15. Prior to recordation of any plat, Site Plan No. 820130070 must be certified by M-NCPPC Staff.
16. No clearing, grading or recording of plats prior to certified site plan approval.
17. The record plat must show necessary easements.

SITE PLAN RECOMMENDATION AND CONDITIONS

Staff recommends approval of the Travilah Square Site Plan 820130070 for a retail/pharmacy store of 14,490 square feet with a drive-through window located on 55,233 square feet of land within the proposed limits-of-disturbance (LOD) of the overall 5.56-acre site, under the Standard Method of Development in the CR Zone. All site development elements as shown on the site, landscape, lighting, and architectural plans received by the M-NCPPC on June 25, 2013, are required, except as modified herein, subject to the following conditions:

1. Preliminary Plan Conformance
The development must comply with the conditions of the approved Resolution for Preliminary Plan 12011034A, including any amendments approved by the Planning Board.
2. Transportation – Pedestrian and Bicycle Facilities
The Applicant must satisfy bike parking requirements by providing the following bike parking:
 - a. At least four spaces as inverted-U bike racks, or approved equal, located near the main entrance of the retail store.
 - b. A bike locker, or approved equal, (that can store at least two bikes) for employees in a safe location.
 - c. Final location and details to be determined at Certified Site Plan.
3. Maintenance
Maintenance of all on-site landscaping, lighting, hardscape, and site elements is the responsibility of the Applicant and subsequent owner(s). Maintenance may be taken over by a governmental agency by agreement with the owner and applicable agency.
4. Final Forest Conservation Plan
 - a. Prior to any demolition, clearing, or grading, the Applicant must obtain Staff approval of a Certificate of Compliance Agreement for use of an M-NCPPC-approved offsite forest mitigation bank to satisfy the afforestation requirement.
 - b. The Certified Site Plan must be consistent with the approved Final Forest Conservation Plan.

5. Financial Security and Agreement

Prior to issuance of a building permit, the Applicant must provide a performance bond(s) or other 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.
- b. The amount of the bond or surety shall include plant material, on-site lighting, and exterior site furniture.
- c. Prior to issuance of the 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 the development will be followed by inspection and reduction of the surety.

6. Architecture

The final exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the submitted architectural drawings, as determined by Staff.

7. 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 schedule:

- a. Demolition of existing buildings may commence prior to approval of the Certified Site Plan.
- b. Street lamps and sidewalks adjacent to the proposed building must be installed prior to the release of the use-and-occupancy permit for the new building. Street tree plantings may wait until the next growing season.
- c. On-site amenities including, but not limited to public use amenities adjacent to the new building, must be installed prior to release of the use-and-occupancy permit for the new building.
- d. Clearing and grading must correspond to the construction phasing to minimize soil erosion and must not occur prior to approval of the Final Forest Conservation Plan, Sediment Control Plan, and M-NCPPC inspection and approval of all applicable environmental protection devices.
- e. The development program must provide for installation of on-site landscaping and lighting.
- f. The development program must provide phasing of dedications, stormwater management, sediment and erosion control, afforestation, and other features, as applicable.

8. 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 sheet.
- b. Adjust the circular walkway feature on the west side of the building to provide a more plaza-like design to better activate the public realm, including relocating the proposed park benches from the west side of the site, to this area.

- c. Provide a cool roof with a solar reflective index of at least 75 and/or vegetated roof over at least 66% of the roof, excluding mechanical equipment area.
- d. Adjust the six-foot high screen wall at the corner of the northeast facade to extend it parallel to the north façade for approximately five feet to soften the blank brick area of the building. Add a screen wall detail to the landscape plan.
- e. Remove unnecessary plan sheets, as required by Staff.
- f. Make corrections and clarifications to details, labeling, data tables, and schedules, as required by Staff.
- g. Ensure consistency of all details and layout among the site, landscape, and forest conservation plans.

Section 1: Context and Proposal

SITE DESCRIPTION

Site Vicinity

The CR-zoned Property (outlined in red) is located in the LSC South District, one of the five Districts that make up the Life Sciences Center (LSC) in the Great Seneca Science Corridor (GSSC) Master Plan area. Darnestown Road borders the Subject Property to the north, and Travilah Road borders the Subject Property to the west. Uses in the 245-acre district, south of Darnestown Road, include the Traville community's retail and residential uses, Human Genome Sciences (HGS), and the Universities at Shady Grove.



Vicinity Map

Site Description

The Preliminary Plan covers the entire Subject Property, which is approximately 5.56 acres in size, and is bound by Darnestown Road and Travilah Road in the LSC (outlined in red below). The site is currently developed with approximately 61,496 square feet of commercial uses, with a strip shopping center, office building, freestanding fast-food restaurant, and associated parking. The Site Plan covers a smaller portion of the site (outlined in green below).

The property is located in the Watts Branch and Piney Branch watersheds designated as Use Class I-P Waters¹ by the State of Maryland. The southern and southeastern portions of the site are located within the Piney Branch Special Protection Area. There are no forest areas and no specimen or significant trees that are 30 and 25-inches DBH or greater (respectively) on-site.

¹ Use I-P - Waters that are suitable for: water contact sports; play and leisure time activities where the human body may come in contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wildlife; agricultural water supply, industrial water supply, and public water supply.



Site Aerial

PROJECT DESCRIPTION

Previous Approvals

Preliminary Plan

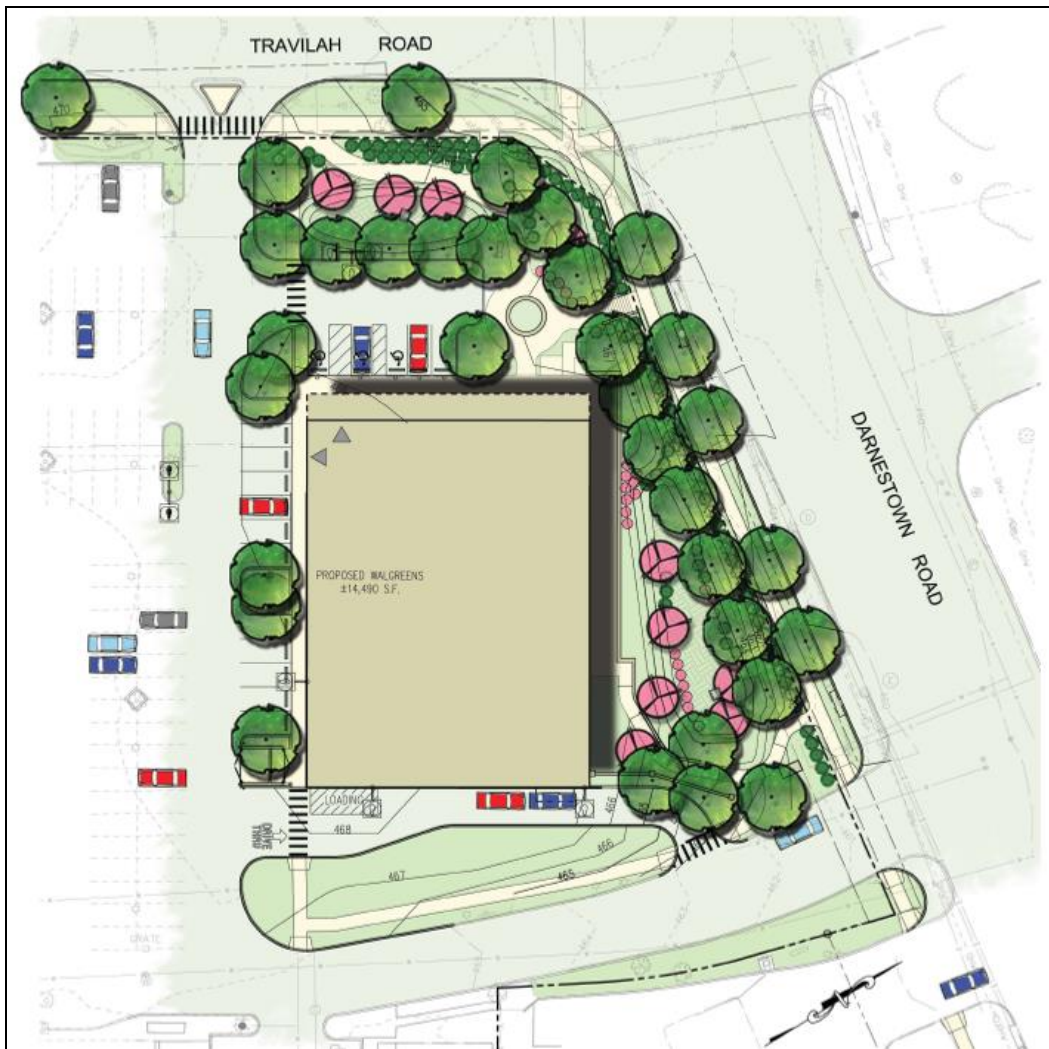
Preliminary Plan 120110340 was approved by the Planning Board by Resolution, dated April 5, 2012. The purpose of the Preliminary Plan was to consolidate two unrecorded parcels and one recorded lot (Parcel 1, Plat No. 14524) into one recorded lot. No redevelopment was proposed as part of the Preliminary Plan, and the square footage was capped to the existing structures totaling 61,496 square feet.

Proposal

The Applicant purchased the entire 5.56-acre Travilah Square Shopping Center in 2006. The existing office building is vacant and a drive-through restaurant lease expires in 2015. After the restaurant's lease expires, the Applicant proposes to remove these two buildings, totaling 19,694 square feet, to construct a 14,490 square foot retail/pharmacy store with a drive-through window using the CR Zone standard method of development. The Applicant is required to amend the existing Preliminary Plan and replat the property to reflect the required dedications for Travilah Road and Darnestown Road. The proposed Preliminary Plan is provided in Attachment A.

The scope of the site plan (Attachment B) includes only the area inside the proposed limits-of-disturbance (LOD), approximately 55,233-square feet.

The Applicant’s Justification Statement (Attachment C) describes the proposed building as: “...oriented to Darnestown Road [with] display windows, a canopy, a seating area, architectural elements, and signage to provide texture and give the retail frontage an attractive elevation. Finally, the proposed building incorporates significant sustainable building practices, including the utilization of recycled and regionally extracted materials, water reducing fixtures, efficient heating and cooling, a cool roof, and low VOCs on interior finishes.” This building was designed to address the *Great Seneca Science Corridor Master Plan Design Guidelines* discussed in the Master Plan Compliance Section of this report and to address the requirements of the zone. The Master Plan Compliance Section of the report also describes other site plan features such as new sidewalks that will provide significant enhancements for pedestrian connections, placement of the building to activate the public realm, provision of an open space area with park benches, new landscaping, green spaces, and lighting, in order to address design and environment-specific Master Plan Guidelines.



Illustrative Plan

The Justification Statement describes the building’s architectural style as “modern” with construction materials that include utility-sized brick, an aluminum composite panel canopy, aluminum sunscreen, and store front windows. The proposed architecture is not a typical ‘Walgreens store’ that usually has architectural embellishments only on two facades; this Walgreens will have these features on all four facades. In the building design phase, the Applicant’s architect focused primarily on the Design

Guidelines from the Master Plan, Staff input, and adjacent existing structures and planned land uses in the vicinity, such as redevelopment of the County’s Public Safety Training Academy – the confronting property to the north across Darnestown Road – in order to intentionally integrate the site with these properties.

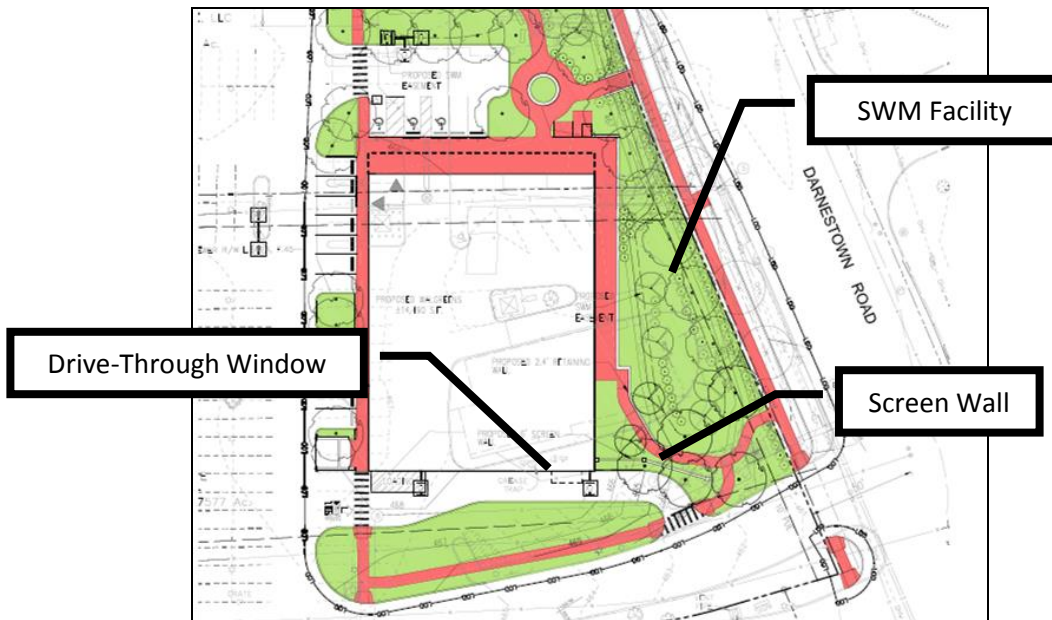


Illustrative Elevations



Illustrative Elevation

Two store entrances are located at the southwest corner of the building and are accessible from Travilah Road and Darnestown Road, as well as the interior parking lots. A new parking lot is proposed on the building's west side, parallel to Travilah Road and an architectural focal point is proposed at the northwest corner of the building. The drive-through window and vehicular approach will be located on the east side with a six-foot high screen wall located at the northeast corner of the building to visually and physically separate the drive-through window exit from a sidewalk in front of the building. Between the sidewalk and Darnestown Road is an elongated stormwater management facility, and a second stormwater management facility will be located on the west portion of the site between the road and the outer edge of the parking area.



Site Element Locations



Landscape and Hardscape Plan

A 2.5-foot high wall is proposed along the sidewalk near the building to define the outer edge of the walkway and the elongated stormwater management facility. One of two outdoor seating areas will be located in front of the north side of the building. A second seating area is provided west of a circular walkway feature near the northwest corner of the building that acts as a focal point for pedestrians with connections in three directions. A bike locker and bike rack will be located at the northwest corner of the building, just south of the circular walkway feature.

The redevelopment includes new sidewalks along the property's frontages on Darnestown and Travilah Roads. The Justification Statement summarizes: "These improvements will provide a physical connection between the Property and adjacent areas that is currently lacking." A trash dumpster is proposed at the southeast corner of the building and it will be enclosed on all sides.



Travilah Shopping Center (with 3 existing buildings to remain)

The balance of the existing shopping center with approximately 41,802-square feet of retail space will remain intact for the foreseeable future. The Applicant's long-term intention is to redevelop the remainder of the shopping center site under the optional method of development as the market continues to grow in this area.

COMMUNITY OUTREACH

The Applicant has complied with all submittal and noticing requirements. The Applicant also presented the Project to the Great Seneca Science Corridor (GSSC) Implementation Advisory Committee on November 13, 2012. No comments have been received as of the date of this report.

SECTION 2: PRELIMINARY PLAN

ADEQUATE PUBLIC FACILITIES

Transportation

Site Location and Vehicular Site Access Points

The site is located in the southeastern corner of the Darnestown Road and Travilah Road intersection with three existing vehicular access points, which will not change under this proposal.

Master-Planned Roadways and Bikeways

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

1. Darnestown Road is designated as a four-lane arterial, A-280, with a recommended 100-foot-wide right-of-way, and a shared use path (SP-56) on the south side. As conditioned, the Applicant will dedicate additional right-of-way for a total of 50 feet from the centerline, as shown on the submitted plans.
2. Travilah Road is designated as a two-lane primary residential street, P-14, with a recommended 70-foot-wide right-of-way and a shared use path, SP-57, on the west/opposite side. (For clarification, properties on the opposite side of Travilah Road at this location have approved subdivision plans with established rights-of-way lines.) As conditioned, the Applicant will dedicate additional right-of-way for a total of 70 feet as measured from the opposite right-of-way line, as shown on the submitted plans.

Corridor Cities Transitway (CCT)

The Maryland Transit Administration's (MTA) preferred alignment of the Corridor Cities Transitway (CCT) does not operate along the adjacent roadways. The nearest CCT station is planned approximately 1,000 feet to the north of the site in the northwest quadrant of the intersection of Great Seneca Highway (MD 119) and Darnestown Road.

Relevant Transportation Project

MCDOT CIP Project No. 500101-2, Travilah Road Sidewalk, Phase II, will construct two missing segments of sidewalk on the east side of Travilah Road. In addition, Phase II includes construction of a bike path along the south side of Darnestown Road from Travilah Road to Great Seneca Highway. When Phase II is completed the project will be 100% constructed by September 2013.

Phase I of this CIP project was completed in June 2009 and included the following:

1. Widening of the travel lanes along Travilah Road from a point 400 feet west of Nolan Drive to Dufief Mill Road.
2. Construction of an 8-foot-wide bike path with a 4-foot-wide green panel on the west side of Travilah Road.
3. Improvement of the intersection with Piney Meetinghouse Road.

Transportation Demand Management

The site is located within the boundary of the Greater Shady Grove Transportation Management District (TMD). As conditioned, the Applicant must enter into Traffic Mitigation Agreement to participate in the TMD and assist the County in achieving and maintaining the 2010 *Great Seneca Science Corridor Master Plan's* Stage 2 non-auto driver mode share goal of 18% and the ultimate goal of 30%. The *Master Plan* does not explicitly differentiate between vehicular trips generated by residents and employees nor limit participation with the TMD to only non-residential developments. With fewer than 25 employees on site at any one time, a traffic management plan is not required as part of the Traffic Mitigation Agreement.

Public Transit Service

Along Darnestown Road, Ride-On route 56 operates between the Lakeforest Transit Center and the Rockville Metrorail Station with 30-minute headways on weekdays and weekends. Approximately 1,000 feet to the east, at the intersection of Darnestown Road and Great Seneca Highway, Ride-On route 67 operates between the Traville Transit Center and the Shady Grove Metrorail Station with 30-minute headways on weekdays only.

Pedestrian and Bicycle Facilities

Currently the site's Travilah Road and Darnestown Road frontages do not have sidewalks. A shared-use path exists on the opposite side of Travilah Road. The following pedestrian accommodations are proposed:

1. A six-foot-wide sidewalk with handicap ramps and a 14-foot wide green panel along Travilah Road in accordance with Road Code standard 2003.10. As conditioned, the Applicant must coordinate the construction of this sidewalk with MCDOT CIP Project No. 500101-2, Travilah Road Sidewalk.
2. A five-foot-wide sidewalk with handicap ramps, 6.5-foot wide green panel, and 5.5-foot wide bike lane along from Darnestown Road in accordance with Road Code standard 2004.10.
3. Replacing the existing substandard sidewalks and providing any needed (missing) substandard crosswalks and/or handicap ramps as required by MCDOT at the Darnestown Road/Travilah Road intersection.
4. A missing off-site sidewalk segment along Darnestown Road.
5. Lead-in sidewalks with handicap ramps from Darnestown Road and Travilah Road to the proposed building.
6. A connection to an existing pedestrian path to the adjoining property to the southeast with a proposed access easement.
7. Adequate traffic control markings and signs to minimize pedestrian conflicts with motorists using the drive-through window.

Bike parking spaces must be provided as required in Section 59-C-15.62 of the County Zoning Ordinance for a development located in the CR Zone. The Applicant is currently showing a total of seven public bike parking spaces, which is three more than the number required by the County Zoning Ordinance. The final number of bike spaces and locations will be determined as part of the Site Plan.

Local Area Transportation Review (LATR)

Preliminary Plan No. 120110340 which has an APF validity expiration of May 9, 2021, established a maximum density for the shopping center of 61,496 square feet. The replacement of the existing fast-food, drive-through restaurant and office building with a retail/pharmacy store and drive-through window results in an overall reduction of 5,204 square feet of development on the Property.

The table below gives the number of peak-hour trips generated 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.) for the proposed change in commercial land uses. Total trips include pass-by, diverted, and new trips. Pass-by and diverted trips are those trips where the shopping center is not the primary origin or destination, but are already on the road and on the way to/from other origins or destinations. New trips are those trips where the shopping center is the primary origin or destination.

Land Use	Square Feet	Peak-Hour Trips			
		Morning		Evening	
		New	Total	New	Total
Proposed Pharmacy with a Drive Through Window	14,490	50	50	73	144
Existing Fastfood Restaurant with a Drive Through Window	-3,500	-88	-173	-58	-118
Existing General Office Space	-16,194	-22	-22	-36	-37
Subtotal: Trip Credits from Existing Land Uses to be Removed	-19,694	-110	-195	-94	-155
Net Total Peak-Hour Trips	-5,208	-60	-145	-21	-11

A traffic study was not required to satisfy the Local Area Transportation Review (LATR) test because the proposed redevelopment generates no additional peak-hour trips within the weekday morning and evening peak hours. Thus, the LATR test is satisfied.

For informational purposes only, the calculated Critical Lane Volume (CLV) values at Darnestown Road and Travilah Road are as follows for the following traffic conditions:

1. Existing: Existing traffic conditions as they exist now.
2. Background: The existing condition plus the trips generated from approved but un-built nearby developments.

Analyzed Intersection	Weekday Peak Hour	Traffic Condition	
		Existing	Background
Darnestown Road & Travilah Road	Morning	937	1,148
	Evening	939	1,234

*The CLV value is less than the congestion standard of 1,450.

Policy Area Mobility Review (PAMR)

The APF test was approved under Preliminary Plan No. 120110340 when the Policy Area Mobility Test was required by the 2009-2011 Subdivision Staging Policy. The “Policy Area Review” test is satisfied because the proposed redevelopment generates no additional peak-hour trips within the weekday morning and evening peak hours.

Other Public Facilities and Services

The proposed 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 construction of the Project. Electric, gas, and telecommunications services will also be available and adequate. The Project does not propose any residential units, therefore, a schools test is not required as part of the adequate public facilities test.

ENVIRONMENT

Environmental Guidelines

The property contains no wetlands, streams, floodplains, or stream valley buffers and is partially located in a Special Protection Area (see the Water Quality Plan discussion below). The proposed project is in compliance with M-NCPPC's *Environmental Guidelines*.

Final Forest Conservation Plan

This property is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code) and a Final Forest Conservation Plan ("FFCP") has been submitted for Planning Board approval (Attachment D). The FFCP proposes a planting requirement of 0.83 acres. The Applicant proposes to meet this requirement using 0.11 acres of on-site landscaping and tree canopy credit and purchasing 0.72 acres in an off-site tree mitigation bank.

Water Quality Plan

As part of the requirements of the Special Protection Area law, a preliminary water quality plan must be reviewed in conjunction with a preliminary subdivision plan². The site is partially located within the Piney Branch Special Protection Area (SPA); however, the majority of the proposed redevelopment is not located within the SPA. Only approximately 650 square feet of impervious area for sidewalk improvements will be constructed within the SPA along Travilah Road. Therefore, due to the small area of impervious surface within the SPA, the Montgomery County Department of Permitting Services (DPS) waived the requirement of a Water Quality Plan and only required the submittal of the standard Stormwater Concept Plan.

Stormwater Management

DPS issued a letter accepting the Stormwater Management Concept for the Travilah Square site on April 4, 2013 (Attachment E). The stormwater management concept proposes to meet required stormwater management goals via Environmental Site Design (ESD) with the use of micro-biofiltration.

Conclusion

Staff finds the proposed development complies with the Environmental Guidelines and Forest Conservation Law based on the analysis above and conditions of approval.

MASTER PLAN

The project is located within the South District of the Life Science Center (LSC) of the Great Seneca Science Corridor (GSSC) Master Plan area. The specific language on the LSC South District of the Master Plan is included in Attachment F.

Climate Protection and Sustainability

The Master Plan makes a number of recommendations about reducing 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

² Section 19-62 (b) of the Montgomery County Code states that "except as otherwise expressly provided in this Chapter, the requirements for a water quality inventory and a preliminary and final water quality plan apply in any area designated as a special protection area to a person proposing a land disturbing activity on privately owned property:....who is required by law to obtain approval of a development plan, diagrammatic plan, schematic development plan, project plan, special exception, preliminary plan of subdivision, or site plan."

consumption. Many of these recommendations will be incorporated into the building, such as the use of water-conserving fixtures, efficient heating and cooling systems, the use of recycled and regional materials, a cool roof, and low VOC interior finishes.

Staging Considerations

Although Stage 1 commercial capacity has been fully utilized and is closed to new commercial development, the Applicant is proposing to demolish approximately 19,000 square feet of existing uses, and replace it with approximately 15,000 square feet of proposed uses, which results in a reduction of approximately 5,000 square feet. As outlined in the APF Section above, this reduction in square feet and uses results in a net reduction of trips. Thus, the proposed Preliminary Plan is exempt from the Master Plan staging limitations.

Site Specific Recommendations

The Master Plan has the following recommendations that are specific to the subject property:

“This Plan encourages the physical and visual integration of LSC South with the areas north of Darnestown Road, through building design and massing, street character and improved connections across Darnestown Road, and access to the CCT stations at LSC Central and West. These stations are between one-half to three-quarters of a mile (a 10-15 minute walk) from LSC South destinations.” (Page 50)

The Applicant proposes to achieve integration with the area north of Darnestown Road by creating a more defined building edge along Darnestown Road, and by incorporating architectural and site design elements such as green spaces, a canopy, seating areas, display windows, and signage that foster a sense of engagement with the street frontage and confronting property to the north. The applicant also proposes new sidewalks along the property’s entire frontage with Darnestown Road and Travilah Road, including a focal point at the northwestern corner of the proposed building, connecting the site to the area’s pedestrian circulation system and providing a physical connection between the property and the adjacent area.

Conclusion

Based on the analysis above and conditions of this report, Staff finds the proposed Preliminary Plan Amendment is in substantial conformance with the GSSC Master Plan.

COMPLIANCE WITH ZONING ORDINANCE AND SUBDIVISION REGULATIONS

The application meets the requirement and standards of all applicable sections of Chapter 50 of the Montgomery County Code, the Subdivision Regulations. With the improvements proposed, access and public facilities will be adequate to support the proposed lot, density, and use. Although the current proposal does not develop the property entirely, the size, shape, and width of the approved lot furthers the Master Plan goals to allow for a transition from suburban development to a more urban and walkable community. Further, the lot is designed 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. The proposed development meets all dimensional requirements of the CR0.75 C0.5 R0.75 H80 Zone as specified in the Zoning Ordinance. Finally, the application has been reviewed by other applicable County agencies, all of whom have recommended approval of the Preliminary Plan (Attachment G).

SECTION 3: SITE PLAN ANALYSIS AND FINDINGS

DEVELOPMENT STANDARDS

The shopping center site is on 5.56 acres of gross tract area zoned CR0.75 C0.50 R0.75 H80. The proposed retail/pharmacy building is located within the 55,233-square foot “limits-of-disturbance” (LOD) of the overall gross tract area. The proposed Walgreens retail use is permitted in the CR Zone per 59-C-15.5 Land Uses and the Applicant is using the standard method of development. In accordance with 59-C-15.41 (c)(6), site plan approval under Division 59-D-3 is required for development that includes a drive-through facility.

Although, the site plan only covers part of the property, the development standards are analyzed for the entire lot to ensure that a sketch plan – triggered at 0.5 FAR – is not required; likewise the parking is being reviewed to ensure the entire lot will have adequate parking. Under the Zoning Ordinance, public use space is calculated only on the area within the limits of disturbance. The following data table shows the application’s conformance to the CR Zone’s Development standards required in 59-C-15-7:

Table 1: Development Standards Data Table - CR Zone Standard Method of Development

Development Standard	Allowed/Required	Proposed
Maximum Height (feet)	80	28
Parking [Sec. 59-C-15.631(b)]		
Minimum (4 spaces/1,000sf GFA)	226	261
Maximum Density (FAR) [Sec.59-C-15.71]	0.5 FAR or 121,143SF	0.23 or 56,292SF ³
Minimum Setbacks (feet) [Sec. 59-C-15.72]	n/a	n/a
Minimum Public Use Space (% of LOD) [Sec. 59-C-15.73]	10	10

General Requirements

Per 59-C-15.6 General Requirements, development in the CR Zones must comply with the several general requirements, including master plan conformance, bicycle parking, and parking.

Master Plan and Design Guidelines Conformance

The environmental, staging, and compatibility master plan topics are addressed in the Preliminary Plan Amendment section of this staff report. Additional discussion of circulation and design guideline conformance is provided below.

LSC Circulation

“The Plan provides a comprehensive transportation network for all modes of travel, including bicycle and pedestrian routes and constructing the CCT through the LSC. The local street network will supplement existing arterials by extending and connecting existing roads, and by creating new streets. In addition to the specific mobility recommendations for each district, this section provides overall transportation goals and guidelines for the LSC.

An enhanced and expanded transportation network will:

- better integrate and connect the five LSC districts
- improve local circulation and take trips off the major roads
- improve the pedestrian environment

³ Proposed FAR for the 14,490-square foot Walgreens plus retained commercial retail of 41,802 = 56,292 square feet.

- provide access to transit by creating short, walkable blocks directly connected to CCT stations.” (page 53)

“The proposed local street network will create a finer grid and improve vehicular and pedestrian connections between the districts. Streets and transit tie the districts together. The LSC Loop unifies the pedestrian and bicycle circulation system with sidewalks, bikeways, trails, and paths that provide mobility and recreation options.” (page 53)

This application will contribute to most of these goals:

- regarding the first goal, a 5-foot by 8-foot concrete bus stop landing with concrete ramp is shown along the site’s frontage of Darnestown Road (at approximately the middle of its frontage) for a new Ride-On bus stop access point in addition to an existing bus stop directly across Darnestown Road to the north;
- the Applicant will dedicate additional right-of-way along both roads for planned infrastructure improvements that will implement the second goal;
- the pedestrian environment will be significantly improved along both frontages of Darnestown and Travilah Roads as a result of the required improvements in this redevelopment. These improvements will be coordinated with the County’s ongoing CIP program that is currently underway;
- the installation of new sidewalks along both roadway frontages and a shared-use path (SP-56) and bus stop along Darnestown Road will make the area more accessible to pedestrians, bicyclists and Ride-On commuters.

Design Guidelines

The revised site and landscape plans, submitted on June 25, 2013, address the Design Guidelines as summarized below. The Applicant also submitted a Supplemental Justification Statement in support of Master Plan and Design Guidelines conformance (Attachment H). Staff concurs with the Applicant’s Justification Statement and Supplemental Justification Statement in support of Master Plan and Design Guidelines conformance.

- “Creating an engaging pedestrian environment along streets with building facades and spaces that define the public realm” (Design Guidelines page 7) through the removal of drive aisles between the buildings and sidewalks and significant additional pedestrian and bicycle improvements;

The project will result in a more engaging pedestrian environment along Darnestown and Travilah Roads. The proposed pedestrian and bicycle-friendly environment along these two roads in relation to the building facades and open spaces contribute to the public realm and create a physical connection at this location.

- “Encouraging design excellence through use of innovative building materials, façade articulation, street-oriented buildings, and sustainable building practices” (page 7) through provision of recycled and locally-sourced materials and atypical retail building design;

The Applicant is providing innovative building materials and façade articulation on three sides of the building; a street-oriented building in relation to Darnestown and Travilah Roads; and, the inclusion of sustainable building practices in the design (e.g., a cool roof and local materials). The north, south, and west facades have a combination of brick and stone veneer building materials instead of a typical Walgreens with architectural embellishments on two facades. The building’s modern

architecture is a clear deviation from the typical Walgreens retail store which leads Staff to conclude this Walgreens store is an atypical retail building design.

- “Use of materials, finishes, and architectural features that refine building facades by creating visual interest and texture” (page 26) through use of glass, masonry, metal, and canopy structures; and

On the north façade (facing Darnestown Road), large display windows and a canopy-covered outdoor eating area activate what would typically be an inactive façade. The canopy feature wraps around the building’s north, west and south facades. The northwest corner of the building has been emphasized with greater transparency provided by taller glazing (i.e., the height of the windows increased to allow for the passage of more natural light) which meets the intent of the Guidelines.

- “Create retail frontages that are as transparent as possible” and “avoid long stretches of blank walls” (page 26) through integration of display windows and green walls.

The north and west elevations have facade transparency as much as possible. The proposed six-foot screen wall should be extended to be parallel with the building’s north façade for approximately five feet to soften the blank brick area at this part of the building. The proposed façades address building design guidelines and contribute to the physical and visual integration of the LSC South with the areas north of Darnestown Road.

Bicycle Parking Spaces and Commuter Shower/Change Facility

Bicycle parking is provided as detailed in the Preliminary Plan Amendment section of the staff report. A shower/change facility is not required for this development.

Parking, Waiver of Parking Provisions, and Drive-Through Facility Design

The parking shown between the western side of the building and Travilah Road is only permitted under Sec. 59-C-15.636, which allows for a waiver of the restriction on surface parking between buildings and streets. The proposed number of parking spaces for the shopping center meets the requirement of the CR Zone. Two new parking areas around the building are proposed: 12 interior spaces along the south side of the building and a five-space parking area between the west façade of the building and Travilah Road. The five parking spaces are designated exclusively as three handicap spaces and two spaces for expectant/new mothers, both with appropriate signage.

Provision of the five-space parking area requires a waiver of Sec. 59-C-15.633(a), which states, “Parking spaces on or above grade must not be located between the street and the main front wall of the building or the side wall of the main building on a corner lot.” The Planning Board may waive any requirement in Sec. 59-C-15.63 that it finds is “not necessary to accomplish the objectives of this Division [59-C-15]”.

Per Sec. 59-C-15.2, the CR Zone objectives are:

- (a) Implement the policy recommendations of applicable master and sector plans;
- (b) Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses;
- (c) Reduces dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities;

- (d) Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighborhoods;
- (e) Allow an appropriate balance of employment and housing opportunities; and
- (f) Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.

The Applicant's Justification Statement describes the waiver request and its basis as follows:

"The location of this parking area is unavoidable, given the constraints of the site. ...the proposed building is situated along Darnestown Road to create the building line called for in the Master Plan and the Guidelines. To facilitate access to the building, many of the patrons of which are elderly, the main entrances are located interior to the site. Two entrances are proposed to maximize accessibility; one on the western façade and one on the southern façade. To further aid accessibility, a drive-through is also proposed as part of the structure. Given the provisions of Section 59-C-15.634 (Drive-through facility design) of the Zoning Ordinance restricting the placement of drive-through facilities on the Property, as well as staff direction, the drive-through could not be placed along Darnestown Road or Travilah Road frontages. Additionally, as a result of the potential for significant conflicts with the established circulation patterns on the Property, which will remain as part of the Application, the drive-through could not be placed along the southern façade. Therefore, the drive-through facility is proposed along the eastern façade of the building. Although there is some existing surplus parking on-site that can be utilized for the proposed use, additional spaces are necessary to serve the proposed retail. In order to provide direct access to the building entrances, without the need to cross the drive-through aisle to access the building, parking must be located to the south and west of the building. Placement of parking on the western side of the building places it between the building wall and Travilah Road, in conflict with the provisions of Section 15-C-16.33(a) of the Zoning Ordinance."

Staff recognizes the site design components are intertwined and that the Applicant addressed the CR Zone requirements and Master Plan Design Guidelines as to the building line, location, and site constraints (including the shopping center's existing circulation patterns) and the needs of Walgreens' elderly and expectant/new mother customers. To mitigate the visual impact of the parking area on the west side the Applicant is surrounding the small lot with landscaping, public use space, and augmented pedestrian access. This public use space will implement Master Plan Guidelines by creating an engaging pedestrian and bicyclist environment to define the public realm. The proposal addresses the CR Zone objectives through a development that integrates multiple mobility options, commercial services, and public facilities and amenities.

Staff supports the waiver request for several reasons: first, in light of these site constraints, the Applicant has made a good faith effort to balance the Master Plan Design Guidelines and CR Zone requirements. Second, and most significantly, Staff supports the requested waiver because the objectives of Division 59-C-15, the CR Zone will still be met. The Applicant believes the five parking spaces in the waiver request represent the minimum necessary to address the special needs of two types of customers: the elderly and new/expectant mothers. Furthermore, the site is at the northern edge of the LSC South and is an evolving area, where the urban fabric will develop as densities increase, uses diversify, transit is improved, and the sluggish market gains strength. In sum, the objectives of the CR Zone listed above are still met for the proposed density provided under this Standard Method of Development project.

Landscaping and Lighting

The Landscaping Plan contains four types of shade tree species (Red Maples, London Plane trees, Red and White oaks), three types of ornamental tree species (Serviceberries, Sweetbay Magnolias and Eastern Redbuds) and six types of shrub species (Red Chokeberry, Virginia Sweetspire, Shamrock Inkberry, Hummingbird Summersweet, Northern Bayberry, and spreading English Yew). A total of 26 shade trees will be planted at the site, predominantly in relation to the outer edge of the five-space parking lot in between Travilah Road. Six of these shade trees are street trees to be planted to MCDOT standards within the public right-of-way along the Darnestown Road and Travilah Road frontages after completion of planned sidewalk and road improvements. The area in between the outer edge of the five-space parking lot on the west side will have 12 shade trees and four ornamental trees to create a park-like setting, and to screen the parking lot from Travilah Road. Additional landscaping in the two ESD-designed stormwater management facilities will be installed to DPS standards.

The proposed application meets the landscape standards of the CR Zone, including landscaping for parking adjacent to the R-O-W; tree canopy coverage for parking facilities; and, internal pervious area for parking facilities.

- Parking adjacent to the R-O-W: The site has 374 feet of frontage along the Travilah Road R-O-W. The Plan shows 12 shade trees and an evergreen hedgerow (the latter with 60 shrubs) to meet this requirement. The trees will be planted outside of the public utility easement (PUE) and a hedgerow will be planted inside the PUE. The evergreen hedgerow will be continuous in relation to Darnestown and Travilah Roads and will add to the proposed new building's streetscape.
- Tree canopy coverage: The Walgreens' parking facility totals 6,531 square feet. A minimum of 30% (1,959 SF) tree canopy coverage is required. The Plan shows 2,705-square feet provided, which exceeds the minimum by 11% for a total of 41% tree canopy coverage.
- Interior pervious area for parking facilities: A 10% minimum is required (653 SF). The Plan has 728 square feet of pervious area (or 11%), to slightly exceed the minimum.

The Lighting Plan will meet the industry standards and specifications to create a safe, low-lit environment during evening hours around the building, its walkways and parking areas. A total of eight luminaire light fixtures are proposed, three of which will be mounted onto the building and the remaining five fixtures will be pole-mounted and located in and/or nearby the two parking lots.

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.*

This finding is not applicable; the site is not subject to a development plan, diagrammatic plan, schematic development plan, or project plan.

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 approval under Chapter 56.*

An urban renewal plan is not applicable to the subject property. The Travilah Square Shopping Center Site Plan No. 820130070 meets the requirements of the Montgomery County Zoning Ordinance for the CR Zone, using the standard method of development as shown on the Data

Table, above, subject to the recommended conditions of approval. Specifically, the application provides a density and height within the limits of the standard method for the zone and it provides adequate bicycle and vehicle parking, public use space, and landscaping. No setbacks are applicable to this property.

The CR Zone requires a specific finding of master plan and design guideline conformance. As discussed in the analysis above and based on the Applicant's efforts to address the specific recommendations and guidelines, Staff finds that the Site Plan is in substantial conformance with the Master Plan and Design Guidelines, as conditioned.

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

a. Building Location

The relationship of the building to the site and the streets is adequate, safe, and efficient (ASE) because the proposed building will create an attractive building line along the Darnestown Road frontage; open spaces around the building are located so they are highly visible; sidewalks along Darnestown and Travilah Roads will be easily accessible with connections to walkways to be provided at the site. The proposed building location and its surrounding features will be easily accessible and inviting to the public.

b. Open Spaces

The proposed open spaces exceed the requirements in the Zoning Ordinance for a Standard Method of Development project. These areas will be in highly visible locations connected by walkways and sidewalks and easily accessible by the public (pedestrians, bicyclists, and Ride-On commuters). For the proposed use at a density well-below that allowed under the Standard Method of Development, the open space is adequate, safe, and efficient.

c. Landscape and Lighting Plan

As described in Landscaping and Lighting subheading above, the landscape and lighting plans demonstrate compliance with the requirements of the CR Zone and are adequate, safe, and efficient. When the Walgreens store is constructed and various road improvements to Darnestown and Travilah Road have been completed, this portion of the overall shopping center will have enhanced landscape and streetscape. The proposed landscaping is located around the building, two stormwater management areas and street trees along Darnestown and Travilah Roads. Outdoor lighting around the Walgreens building, walkways and parking areas will provide a safe environment for customers during evening hours and it will meet industry standards.

d. Pedestrian and Bicycle Facilities

Proposed perimeter sidewalks to be constructed along the frontages of Darnestown and Travilah Roads coupled with walkways around the Walgreens store will be interconnected to provide a pedestrian system that currently does not exist at this location. Bike racks and a bicycle locker will be provided in the vicinity of the northwest corner of the Walgreens store. All pedestrian walkways and sidewalks will be ADA-compliant and will include marked pedestrian crossings for efficiency and safety. These design features will enhance the pedestrian/bicycle facilities at this location and are adequate, safe, and efficient. In addition, the Applicant will dedicate additional right-of-way along both Darnestown and Travilah

Roads for planned public improvements to these roads that will ultimately include shared use paths in compliance with the GSSC Master Plan and the 2005 Countywide Bikeways Functional Master Plan.

e. Vehicular Circulation

Vehicular circulation will be improved at this location compared to the existing situation and will be adequate, safe, and efficient. The Walgreens drive-through window feature will be located separate and away from the new parking areas with curb and gutter and directional signage/pavement markings. The proposal includes a parking waiver for 5-parking spaces in a lot on the west side of the building (Sec. C-15.633(a) Waiver of parking provisions). As described above in the Parking, Waiver of Parking Provisions, and Drive-Through Facility Design subheading part of this report, staff supports the requested waiver because this requirement is not necessary to accomplish the objectives of Division 59-C-15, the CR Zone.

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

The proposed building has been designed focusing on the existing and future development to the north and existing development to the south. The low-scaled nature of the Walgreens store is similar in scale and height to nearby buildings and will be visually compatible with the retained retail buildings at the shopping center and existing residential uses to the west. The proposed modern architecture is intended to complement proposed development to the north and the Human Genome Sciences facility to the south.

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.*

Staff finds the Site Plan is in compliance with the *Environmental Guidelines and Chapter 22A* of the Montgomery County Forest Conservation Law. The criteria is met through on-site landscaping and tree canopy credit and off-site tree mitigation bank, as approved on the final forest conservation plan.

Based on Department of Permitting Services Review Staff review, the stormwater management concept for the site is acceptable. The concept proposes to meet required stormwater management goals via ESD controls and components, primarily with micro-biofiltration. A cool roof is proposed as an ESD component to enhance stormwater management controls where none currently exist on-site.

ATTACHMENTS

- A. Preliminary Plan
- B. Site Plan
- C. Justification Statement
- D. Final Forest Conservation Plan
- E. Department of Permitting Services Stormwater Approval
- F. GSSC Master Plan References
- G. Agency Approval Letters
- H. Supplemental Justification Statement



TRAVILAH SQUARE
MONTGOMERY COUNTY, MARYLAND

**TRAVILAH SQUARE SHOPPING CENTER
SITE PLAN JUSTIFICATION STATEMENT**

I. INTRODUCTION

Applicant, Rockville Travilah Square, LLC (“Applicant”), by its attorneys, Linowes and Blocher LLP, submits this Site Plan Justification Statement to demonstrate conformance of the proposed development with all applicable review requirements and criteria. The property that is the subject of this Site Plan application (the “Application”) contains approximately 5.56 acres, and is more particularly known as Parcel 1, as shown on Plat No. 14524 (also identified as Parcel N224 on Tax Map FR 43), Parcel P169, and Parcel P222 (the “Property”). The Property is zoned CR 0.75, C 0.5, R 0.75, H 80, as described in Sections 59-C-15 of the Montgomery County Zoning Ordinance (as amended) (the “Zoning Ordinance”).

Pursuant to the applicable provisions of Chapter 59 of the Code, the Applicant submits this Application for approval of a 14,993 square foot Walgreens pharmacy and drugstore on the northern portion of the Property. Simultaneous with this Application, the Applicant is seeking approval of a Preliminary Plan Amendment for the Property and requests that both applications be processed concurrently. While the Preliminary Plan Amendment includes the entirety of the Property, the Site Plan Application includes only the area to be disturbed in connection with the construction of the proposed Walgreens building.

The Applicant respectfully requests that the Planning Board grant approval of the Application and the requested waiver of Section 59-C-15.633(a) of the Zoning Ordinance detailed more fully below.

II. EXISTING CONDITIONS AND SURROUNDING AREA

The Property is currently developed with approximately 61,496 square feet of commercial uses, including a strip shopping center, an office building, a free-standing fast-food restaurant (Burger King), and associated parking. To the north of the Property is Darnestown Road, and confronting the Property to the north is the County's Public Safety Training Academy. To the east is an open area associated with Human Genome Sciences, the buildings for which adjoin the Property to the south. To the west is Travilah Road and a confronting townhouse community.

III. BACKGROUND

Preliminary Plan No. 120110340, which allowed for the consolidation of the Property's two parcels and one record lot into a single subdivided lot of record, was approved for the Property by Resolution dated December 15, 2011. At that time, no redevelopment of the Property was proposed. As noted above, a Preliminary Plan Amendment is being requested simultaneous with this Application.

IV. PROPOSED PROJECT

The Application proposes the removal of the existing approximately 3,500-square-foot freestanding restaurant (Burger King) and approximately 16,194-square-foot office building and the construction of a new approximately 14,993-square-foot Walgreens pharmacy and drugstore near the intersection of Darnestown and Travilah Roads (the "Project"). The remainder of the existing shopping center, consisting of three retail strips totaling approximately 41,802 square feet, will remain intact. While the Project is being proposed pursuant to the standard method of development, site plan approval is required under Section 59-C-15.41(c)(6) of the Zoning Ordinance due to the inclusion of a drive-thru with the proposed pharmacy.

As part of the Application the Applicant is also proposing significant enhancements to pedestrian circulation in and around the site with the introduction of sidewalks along the entire length of the Property's Darnestown and Travilah Road frontages, connecting to the on-site sidewalks. Additionally, the Application incorporates significant new landscaping and green spaces.

V. FINDINGS REQUIRED FOR SITE PLAN APPROVAL

Section 59-D-3.4(c) of the Zoning Ordinance sets forth the findings that the Planning Board must make before approving a site plan application. The following analysis establishes the Application's satisfaction of and conformance to these standards:

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 Property is not subject to an approved development plan or project plan. Therefore, this section is not applicable to the Application.

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.*

As shown on the Development Tabulations on the Site Plan and discussed more fully in Section VI below, the Application meets all of the applicable standards and requirements of Section 59-C-15, *et seq.*, of the Zoning Ordinance, with the exception of Section 59-C-15.633(a), from which the Applicant is seeking a waiver, as discussed in Section VII below. The Property is not subject to an urban renewal plan.

The CR Zones were enacted to "promote economically, environmentally, and socially sustainable development patterns where people can live, work and have access to services and

amenities while minimizing the need for automobile use.” See Section 59-C-15.2 of the Zoning Ordinance. Although only a portion of the Property is proposed for redevelopment, the Application, to the extent possible, addresses the applicable objectives of the CR zone set forth in Section 15.2 of the Zoning Ordinance as follows:

- (a) *Implement the policy recommendations of the applicable master and sector plans*

The Property is subject to the 2009 Great Seneca Science Corridor Master Plan (“Master Plan”) and is identified as part of “LSC South.” See Master Plan, p. 34. The Master Plan recognizes the existing retail and commercial uses on the Property and recommends rezoning the Property from C-4 to CR 0.75, C 0.5, R 0.75, H 80 “to allow the possibility of mixed-use or residential development at this corner.” *Id.*, pp. 19, 50. The Master Plan also identifies the Property as being within ¼ mile radius of the proposed Corridor Cities Transitway. *Id.*, p. 22. The Master Plan “encourages the physical and visual integration of LSC South with the areas north of Darnestown Road, through building design and massing, street character and improved connections across Darnestown Road, and access to the CCT stations at LSC Central and West.” *Id.*, p. 50. The Master Plan also emphasizes the integration of quality open spaces into proposed developments to serve existing and future employees and residents. *Id.*, p. 31.

Although the Application only proposes redevelopment of a portion of the Property, it achieves the Master Plan’s objectives of integrating the Property with areas north of Darnestown Road and providing quality open spaces. The proposed building will be located adjacent to Darnestown Road, creating a more defined building edge than currently exists on the Property. Although the entrances to the proposed building are located interior to the site, the façade of the building facing Darnestown Road has been broken up with a canopy, seating area, display

windows, architectural elements and signage¹ so as to create an appealing and activated elevation. Additionally, the seating area along this building wall will activate the space and give patrons and the public a respite area. Adjacent to this area, between the building façade and Darnestown Road, a significant green area is proposed that will provide landscaping and appealing design elements. A second open area is also proposed between the western building façade and Travilah Road. These open areas will significantly enhance the appearance of the Property along both of its frontages and, when combined with the modern architecture proposed for the building, will integrate the Property with areas to the north. Finally, new sidewalks are proposed along the entire lengths of the Property's Darnestown Road and Travilah Road frontages, tying into the on-site pedestrian circulation system at various locations, including at a focal point at the northwestern corner of the proposed building. These improvements will provide a physical connection between the Property and adjacent areas that is currently lacking.

The Master Plan also establishes Staging Requirements for the planning area. Because the Application proposes an overall reduction of the commercial space on the Property, however, the Project is exempt from these staging restrictions.

Additionally, the Master Plan refers to the need of proposed developments to comply with the Great Seneca Science Corridor Master Plan's Implementation Guidelines, approved and adopted in June 2011 ("Guidelines"). The Application conforms to these Guidelines. An overarching goal of the Guidelines is to "creat[e] an engaging pedestrian environment along streets with building facades and spaces that define and activate the public realm." Guidelines, p. 7. In this regard, the Guidelines seek to "[e]stablish comprehensive transit, pedestrian, bicycle and road networks that connect to retail." *Id.* As discussed above, the Project meets this

¹ The signage on this elevation will be the subject of a future sign variance application submitted to the Department of Permitting Services.

objective by providing attractive building façades and open spaces along the Darnestown Road and Travilah Road frontages that are activated by seating areas and pedestrian linkages connecting to the on-site retail.

With regard to building design, the Guidelines “encourag[e] design excellence through use of innovative building materials, façade articulation, street-oriented buildings, and sustainable building practices.” *Id.* at 7. The Guidelines also call for the “use [of] materials, finishes, and architectural features that refine building facades by creating visual interest and texture.” *Id.* at 26. With regard to retail frontages in particular, the Guidelines seek to “create retail frontages that are as transparent as possible” and try to “avoid long stretches of blank walls.” *Id.* at 26. The Application achieves these objectives through the use of a variety of building materials that provide façade articulation and visual interest. The proposed building is oriented to Darnestown Road and contains display windows, a canopy, a seating area, architectural elements, and signage to provide texture and give the retail frontage an attractive elevation. Finally, the proposed building incorporates significant sustainable building practices, including the utilization of recycled and regionally extracted materials, water reducing fixtures, efficient heating and cooling, a cool roof, and low VOCs on interior finishes.

Finally, with regard to the environment, the Guidelines seek to “reduce impact on the natural environment by...creating walkable environments that reduce our reliance on automobiles” and call for sustainable site design. *Id.* at 7, 24. In addition to the sustainable building practices reviewed above, the Project enhances the natural environment by providing substantially more green space than currently exists on the Property, providing current stormwater facilities where none exist, and providing pedestrian connections through and around the Property.

- (b) *Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses.*

The Application proposes redevelopment of only a portion of the Property.

Redevelopment of the remainder of the Property will provide the opportunity for incorporation of a mix of uses on the Property at a later date.

- (c) *Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities.*

As noted above, the Project includes the construction of sidewalks along the Property's frontage where none currently exist, providing pedestrians from adjoining residential neighborhoods better access to the proposed Walgreens and the existing shopping center.

Additionally, the Project includes the construction of a bus stop facility along Darnestown Road. This stop is serviced by Ride-On Route 56, providing service to the Rockville and Shady Grove Metro Stations, the Lakeforest Transit Center, and the Montgomery Village Center.

- (d) *Encourage an appropriate balance of employment and housing opportunities and compatible relationships with adjoining neighborhoods.*

Existing surrounding uses consist of single-family neighborhoods, the County's Public Safety Training Academy, now proposed for redevelopment, and Human Genome Sciences. The Property serves as the retail and commercial hub for the adjacent area, and will continue to do so with the introduction of the proposed Walgreens store.

- (e) *Establish the maximum density and building height for each zone, while retaining appropriate development flexibility within those limits.*

The Application will reduce the overall density on the Property. However, future redevelopment of the balance of the Property will likely seek to maximize the approved building density and height.

- (f) *Standardize optional method development by establishing minimum requirements for the provision of the public benefits that will support and accommodate density above the standard method limit.*

The Application is being pursued under the standard method of development.

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

The proposed building location and overall site design proposed in the Application, including the open spaces, circulation and landscaping, will be adequate, safe, and efficient. The proposed building is located adjacent to Darnestown Road to create an attractive building line along this frontage. The proposed open spaces exceed the requirements of the CR Zone and are located in highly visible locations between the building and the proposed Darnestown Road and Travilah Road sidewalks, making them easily accessible, open and inviting to the public. The proposed perimeter sidewalks, to be constructed in accordance with the Montgomery County Department of Transportation's standards, provide safe and efficient access to and through the Property.

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

The building included in the Application has been carefully designed and situated on the Property to be compatible and in scale with the existing and future surrounding uses. The low-scale nature of the proposed building is compatible with the retained retail on the Property and

residential uses to the north, while the modern architecture complements proposed development to the north and Human Genome Sciences to the south.

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.*

Pursuant to Chapters 19 and 22A of the Montgomery County Code, the Applicant will provide forest conservation, sediment and erosion control, and water quality and quantity treatment for stormwater in accordance with applicable laws. A Stormwater Management Concept Plan, Final Forest Conservation Plan, Concept Sediment Control Plan, and Conceptual Stormwater Management Plan demonstrating compliance with applicable codes are included in the Application.

VI. FINDINGS REQUIRED UNDER CR ZONES

The Site Plan also complies with the specific requirements for the CR Zone set forth in Section 59-C-15.6, *et seq.*, of the Zoning Ordinance as follows:

Section 59-C-15.61. Master plan and design guidelines conformance.

The proposed Project is consistent with the Master Plan and Guidelines as addressed above.

Section 59-C-15.62. Bicycle parking spaces and commuter shower/change facility.

In accordance with the provisions of this section, a bicycle rack accommodating seven bicycles and a bicycle locker accommodating two bicycles will be placed proximate to the building entrance.

Section 59-C-15.631 – 15.633. Parking.

As shown in the Site Plan tabulations, the number of parking spaces complies with the proscribed standards set forth in the CR Zones. Parking requirements are proposed to be met by

providing spaces on site. As detailed in Section VII below, the Applicant is requesting a waiver of Section 59-C-15.633(a) of the Zoning Ordinance due to site constraints.

Section 59-C-15.634. Drive-through facility design.

As shown on the Site Plan, the proposed drive-through is located on the east side of the proposed building and is not located within 100 feet of a one-family property line or between a street and the main or side wall of the proposed building.

Section 59-C-15.635. Landscaping and lighting.

As shown on the landscape plans included in the Application, the Project satisfies applicable landscaping, perviousness, and tree canopy requirements. The Property does not adjoin a one-family or agricultural lot and, therefore, the lighting limitations of this section do not apply to the Application.

Section 59-C-15.71. Density and height.

The Project utilizes the standard method of development and will decrease overall density on the Property. However, future redevelopment of the balance of the Property will likely seek to maximize the approved density and height.

Section 59-C-15.72. Setbacks.

Proposed setbacks are reflected on the Site Plan and conform to applicable requirements.

Section 59-C-15.73. Public Use Space.

Public use space provided as part of the Site Plan will equal approximately 25% of the net lot area, more than double the amount required by the zone.

Section 59-C-15.75. Residential Amenity Space.

This section is not applicable to the Application.

Section 59-C-15.81. Incentive density provisions.

The Site Plan utilizes the standard method of development. Therefore, this section is not applicable to the Application.

VII. REQUESTED WAIVER OF SECTION 59-C-15.633(a) OF THE ZONING ORDINANCE

Section 59-C-15.633(a) of the Zoning Ordinance states that “parking spaces on or above grade must not be located between the street and the main front wall of the building or the side wall of the main building on a corner lot.” As shown in the Application, a small parking area is proposed between the western façade of the building and Travilah Road. As discussed below, the location of this parking area is unavoidable, given the constraints of the site. Therefore, the Applicant is seeking a waiver of this provision pursuant to Section 59-C-15.636 of the Zoning Ordinance to allow for the placement of the parking at the proposed location.

As shown in the Application, the proposed building is situated along Darnestown Road to create the building line called for in the Master Plan and the Guidelines. To facilitate access to the building, many of the patrons of which are elderly, the main entrances are located interior to the site. Two entrances are proposed to maximize accessibility: one on the western façade and one on the southern façade. To further aid accessibility, a drive-through is also proposed as part of the structure. Given the provisions of Section 59-C-15.634 of the Zoning Ordinance restricting the placement of drive-through facilities on the Property, as well as staff direction, the drive-through could not be placed along the Darnestown Road or Travilah Road frontages. Additionally, as a result of the potential for significant conflicts with the established circulation patterns on the Property, which will remain as part of the Application, the drive-through could not be placed along the southern façade. Therefore, the drive-through facility is proposed along

the eastern façade of the building. Loading is also proposed along this frontage, to concentrate vehicular activity in a central location and minimize the visual impact of the loading area on other elevations.

Although there is some existing surplus parking on-site that can be utilized for the proposed use, additional spaces are necessary to serve the proposed retail. In order to provide direct access to the building entrances, without the need to cross the drive-thru aisle to access the building, parking must be located to the south and west of the building. Placement of parking on the western side of the building places it between the building wall and Travilah Road, in conflict with the provisions of Section 15-C-16.33(a) of the Zoning Ordinance.

Section 59-C-15.636 of the Zoning Ordinance provides, “The Director, Planning Board, or Board of Appeals may waive any requirements of Section 59-C-15.63 not necessary to accomplish the objectives of this Division and Section 59-E-4.2, and in conjunction with such a waiver may adopt reasonable mitigating requirements above the minimum standards.” In the instant case, given the constraints of the site reviewed above and the proposed mitigation, a waiver under this section of the requirements of Section 59-C-15.633(a) is appropriate. As shown in the Application, the western wall of the proposed building is set back approximately 114 feet from Travilah Road. Between the proposed parking to the west of the building and the Travilah Road right-of-way is an approximately 44 foot wide pocket park. This park will provide substantial greening at the Darnestown Road and Travilah Road intersection, and will provide open space easily accessible not only to Walgreens employees and customers, but also to tenants, employees and patrons of the remainder of the shopping center. The landscaping of this area will also provide screening of the proposed parking area from the road. This open space, in combination with the significant green area proposed along Darnestown Road, will result in

approximately 27% public use space, more than double the 10% minimum required in the zone. Overall, the size, location and utility of this space will appropriately mitigate any impacts arising from the placement of the proposed parking area, and therefore a waiver of Section 59-C-15.633(a) is appropriate.

VIII. CONCLUSION

The Applicant respectfully requests that the Planning Board grant approval of this Site Plan Application and the requested waiver of Section 59-C-15.633(a) of the Zoning Ordinance. The above analysis and submitted plans establish that the Application satisfies the required findings that the Planning Board must make to approve a Site Plan Application in accordance with the Zoning Ordinance.

VICINITY MAP
SCALE: 1"=200'

OWNER: ROCKVILLE TRAVILAH SQUARE LLC
10010 WOODBURN ROAD, ROCKVILLE, MD 20850

DEVELOPER: ROCKVILLE TRAVILAH SQUARE LLC
10010 WOODBURN ROAD, ROCKVILLE, MD 20850

DESIGNER: P.H.R.A. POTTON HERRICK RUST & ASSOCIATES
10010 WOODBURN ROAD, ROCKVILLE, MD 20850

PROJECT: TRAVILAH SQUARE
FOREST CONSERVATION
FINAL PLAN

DATE: 08/11/2010

REVISION:

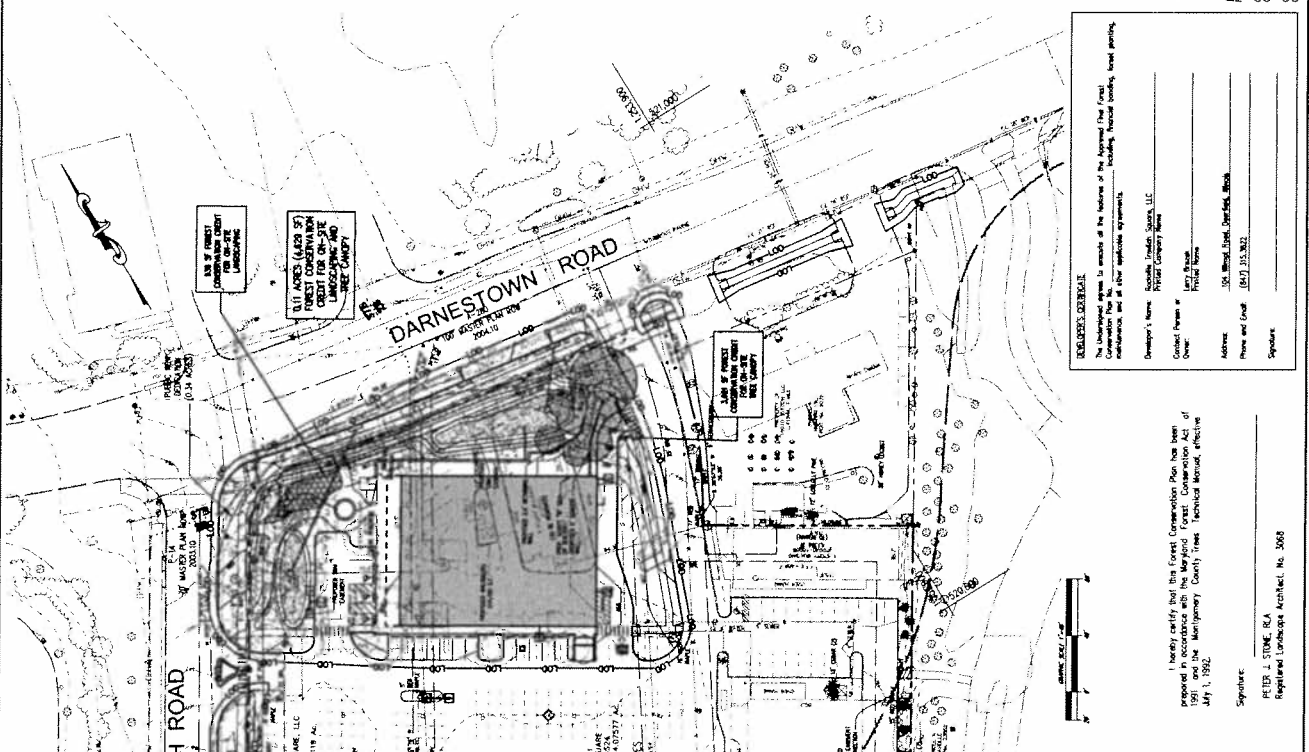
NO.	DESCRIPTION	DATE

LEGEND

- EXISTING 2' CONTOUR
- EXISTING 10' CONTOUR
- PROPOSED PROPERTY LINE AND RIGHT OF WAY
- EXISTING TREES
- EXISTING INFILTRATION
- PROPOSED BUILDING
- PROPOSED FOREST CONSERVATION CREDIT FOR ON-SITE LANDSCAPING
- IN-SE CAMPY COVERAGE CREDIT

GENERAL NOTES:

1. THIS DOCUMENT PROVIDES FOR AVOIDANCE, MINIMIZATION AND COMPENSATION FOR FOREST LOSS AND DESTRUCTION OF FOREST RESOURCES AND WETLANDS AND ASSOCIATED A FOREST CONSERVATION CREDIT FOR ON-SITE LANDSCAPING.
2. THE REQUIRED 0.83 ACRES OF FOREST CONSERVATION CREDIT WILL BE MET AS FOLLOWS:
3. FOREST CONSERVATION CREDIT FOR ON-SITE LANDSCAPING: 0.11 ACRES
4. FOREST CONSERVATION CREDIT FOR OFF-SITE RESTORATION: 0.72 ACRES
5. OFF-SITE RESTORATION WILL BE PROVIDED BY THE PURCHASE OF RESTORATION CREDITS IN A TREE BANK. THE TREE BANK IS TO BE DETERMINED.



DESIGNER'S CERTIFICATE

I hereby certify that this Forest Conservation Plan has been prepared in accordance with the Maryland Forest Conservation Act of 1991, and the Montgomery County Tree Technical Manual, effective July 1, 1992.

PETER J. STONE, R.A.
Registered Landscape Architect, No. 5068

Signature: _____
Address and Contact: _____
Phone: _____
E-mail: _____

DESIGNER'S CERTIFICATE

I hereby certify that this Forest Conservation Plan has been prepared in accordance with the Maryland Forest Conservation Act of 1991, and the Montgomery County Tree Technical Manual, effective July 1, 1992.

PETER J. STONE, R.A.
Registered Landscape Architect, No. 5068

Signature: _____
Address and Contact: _____
Phone: _____
E-mail: _____

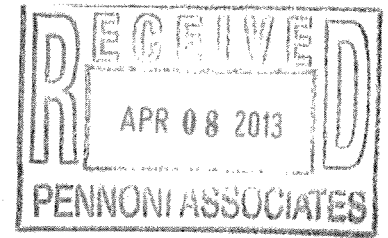
SOILS CHART

SOIL NAME	AREA (ACRES)	PERCENTAGE OF TOTAL AREA

RESOURCE DATA TABLE

AREA	ACRES
NET AREA OF FOREST	5.58
NET AREA OF WETLANDS	0.00
NET AREA OF OPEN SPACE	0.00
NET AREA OF FOREST CONSERVATION CREDIT	0.83
NET AREA OF OFF-SITE RESTORATION	0.72
NET AREA OF ON-SITE LANDSCAPING	0.11
TOTAL NET AREA OF FOREST CONSERVATION CREDIT	0.83

Attachment E



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

April 4, 2013

Mr. Peter Stone
Patton Harris Rust and Associates
8818 Centre Park Drive
Columbia Maryland 21045

Re: Stormwater Management *CONCEPT* Request
for Walgreens Travilah Square
Preliminary Plan #: 1-20110340
SM File #: 246672
Tract Size/Zone: 5.56 acres/CR
Total Concept Area: 1.44 acres
Lots/Block: N/A
Parcel(s): N244, P169 and P220
Watershed: Watts Branch

Dear Mr. Stone:

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 ESD with the use of micro-biofiltration.

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. Use MCDPS latest design criteria for micro-biofiltration facilities at time of detailed plan submittal.

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/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.

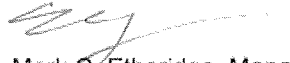
255 Rockville Pike, 2nd Floor • Rockville, Maryland 20850 • 240-777-6300 • 240-777-6256 TTY

www.montgomerycountymd.gov

Peter Stone
Page 2
April 4, 2013

If you have any questions regarding these actions, please feel free to contact Leo Galanko at 240-777-6242.

Sincerely,


Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: jb lmg

cc: C. Conlon
SM File # 246672

ESD Acres:	1.44
STRUCTURAL Acres:	n/a
WAIVED Acres:	n/a

Attachment F

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 hardscaped 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 South: Mixed-Use Center

This 245-acre district south of Darnestown Road includes the Traville community's retail and residential uses, Human Genome Sciences (HGS), and the Universities at Shady Grove, an innovative academic center that is part of the University System of Maryland.

LSC South is in the Watts Branch Watershed and is part of the Piney Branch sub-watershed, which was designated a Special Protection Area (SPA) due to its fragile ecosystem, unusually good water quality, and susceptibility to development pressures. SPAs require approval of a water quality plan demonstrating a high level of stormwater control and treatment. Accordingly, this Plan recommends minimal additional development.

The retail and residential developments at Traville are built-out, with approximately 100,000 square feet of retail and 750 dwelling units, 230 of which are senior housing. The HGS site is approximately half built-out. The Universities at Shady Grove have produced a master land use plan for their site, which is approximately half built-out.

This Plan recommends that the 5.2-acre property on the southeast corner of Darnestown Road and Travilah Road be rezoned from C-4 to CR 0.75: C 0.5, R 0.75, H 80 to allow the possibility of mixed-use or residential development at this corner.

Only the 13-acre Rickman property on Travilah Road is undeveloped. The Plan recommends the Rickman property be rezoned from the R&D Zone to CR 0.5: C 0.5, R 0.5, H 80. The CR Zone has a height limit of 40 feet for standard method development. However, a maximum height of 80 feet on this property could be considered to minimize imperviousness and encourage compact development, which may include parking underneath buildings (ground-level). The Rickman property is not subject to the Staging requirements.

The Piney Branch SPA bisects the Rickman Property. A key to protecting water quality in the SPA is limiting impervious surfaces. Development within this SPA requires a water quality plan that details how stormwater runoff will be managed to prevent further degradation to water quality in the SPA. The water quality plan is prepared by the developer and reviewed and approved during the development review process. Guidelines for the development of the Rickman property are provided below. In addition, a population of state endangered *Krigia dandelion* is located east of the property along Shady Grove Road. The road was specifically aligned to avoid disturbance of this plant. Further development in this area should avoid disturbance of this population and provide a buffer area from new uses.

This Plan encourages the physical and visual integration of LSC South with the areas north of Darnestown Road, through building design and massing, street character and improved connections across Darnestown Road, and access to the CCT stations at LSC Central and West. These stations are between one-half to three-quarters of a mile (a 10-15 minute walk) from LSC South destinations. With higher density development around the CCT stations, the transit locations will become more visible and recognizable as landmark features.

HGS and USG, along the south side of Darnestown Road, have developed as campus-style, inward-focused designs with parking lots adjacent to Darnestown Road. Future development at these sites should create a building edge along Darnestown Road near Great Seneca Highway. On the north side of Darnestown Road, redevelopment of the PSTA site will also create opportunities for new buildings to address the street edge, especially the corner of Darnestown Road and Great Seneca Highway.

LSC Circulation

The Plan provides a comprehensive transportation network for all modes of travel, including bicycle and pedestrian routes and constructing the the CCT through the LSC. The local street network will supplement existing arterials by extending and connecting existing roads, and by creating new streets. In addition to the specific mobility recommendations for each district, this section provides overall transportation goals and guidelines for the LSC.

An enhanced and expanded transportation network will:

- better integrate and connect the five LSC districts
- improve local circulation and take trips off the major roads
- improve the pedestrian environment
- provide access to transit by creating short, walkable blocks directly connected to CCT stations.

Street System

This Plan recommends a network of major highways, arterial roads, and local streets that provide safe access and help shape the community's character. The Plan includes recommendations for major infrastructure projects to support future growth and development based on buildout of the LSC to the proposed maximum zoning capacity. Maximum zoning capacity is not always achieved and some of the street network recommendations may not be necessary. Staging of development and infrastructure provision, particularly the CCT, is addressed in the Implementation section. A biennial monitoring program will assess the pace of buildout and the need for infrastructure delivery.

The proposed local street network will create a finer grid and improve vehicular and pedestrian connections between the districts. Streets and transit tie the districts together. The LSC Loop unifies the pedestrian and bicycle circulation system with sidewalks, bikeways, trails, and paths that provide mobility and recreation options.

The local street network should be built to business district street standards with sidewalks on both sides. Business district streets are generally two lanes with parking on one side (60-foot right-of-way) or both sides (70- or 100-foot right-of-way) and should include curb extensions at crosswalks to further reduce pedestrian exposure to vehicular traffic. The proposed streets on the LSC Circulation map are intended to show the general locations of new streets, not the actual alignments. Specific alignments of proposed streets will be determined through the regulatory development review process.





*British Columbia Cancer Research Center
Henriquez Partners Architects
Vancouver, BC*

*Washington Mutual Center
Phillips Farevaag Smallenberg
Seattle, WA*



Design Objectives

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 in the Life Sciences Center
- creating an engaging pedestrian environment along streets with building facades and spaces that define and activate the public realm
- providing on-street parking wherever possible
- connecting people to the regional Metrorail system via the CCT.

Design

Create a sustainable community focused on cutting-edge 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 practices.

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 feature
- 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

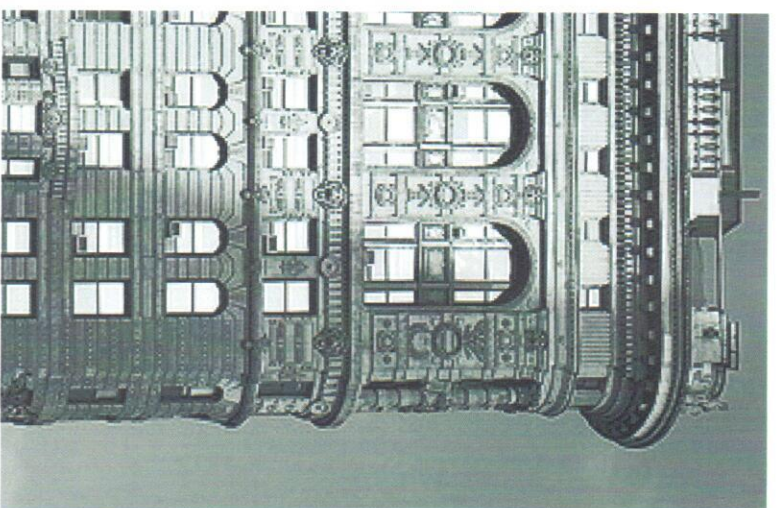
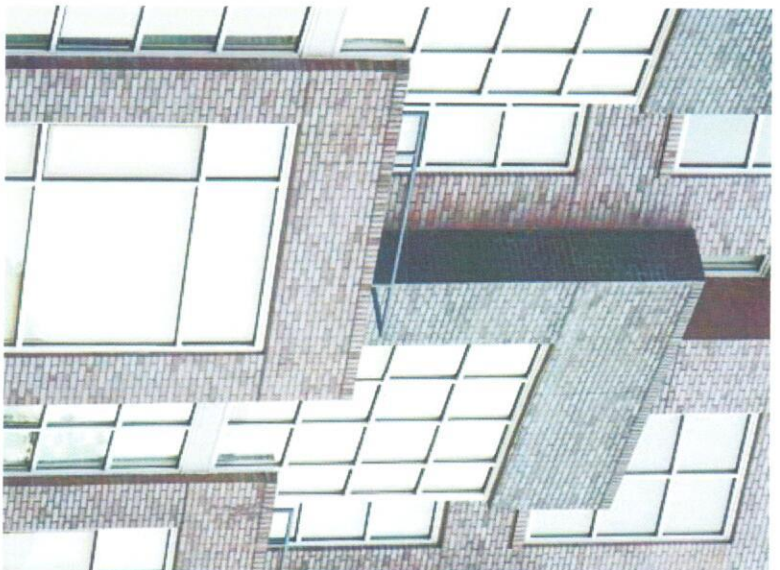
Create a true mix of uses to support an active urban environment that supports the life sciences by:

- 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.

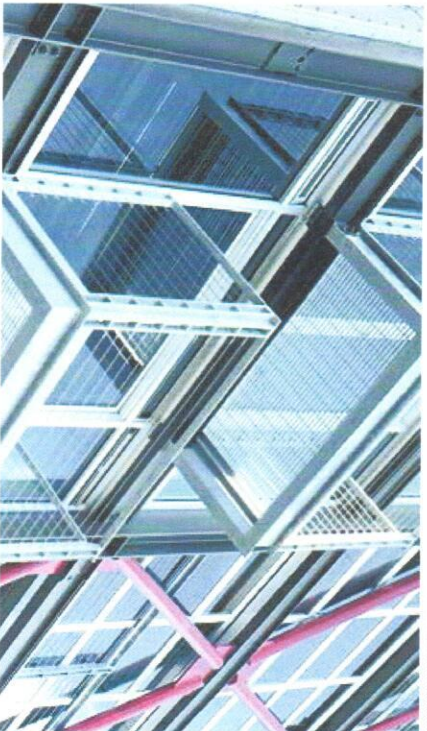
Right:
 The Beaugregard
 Washington, D.C.
 Sorg & Associates

For 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.



Attachment G

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

July 12, 2013

Arthur Holmes, Jr.
Director

Mr. Patrick Butler, Senior Planner
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 12011034A
Travilah Square

Patricia:
Dear Mr. Butler:

We have completed our review of the amended preliminary plan dated March 29, 2013. An earlier version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on February 4, 2013. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Necessary dedication for future widening of Darnestown and Travilah Roads in accordance with the master plan.

The amended preliminary plan now reflects proposed typical sections for Darnestown and Travilah Roads. These typical sections are consistent with the 2005 Approved and Adopted Great Seneca Science Corridor Master Plan, as well as comments provided by MCDOT and M-NCPPC at the February 4th DRC meeting.

Please note that the typical section proposed for Travilah Road (MCDOT design standard 2003.10) is NOT THE CORRECT APPLICATION for the section of Travilah Road abutting this site. Design standard MC-2003.10 provides only a two-lane roadway, which is appropriate for those sections of Travilah Road without auxiliary turn lanes. However, approaching the intersection with Darnestown Road, Travilah Road has two northbound approach lanes and one southbound departure lane. The correct typical section for this part of Travilah Road (as required of other recent nearby developments) is MC-212.01. We regret any inconvenience caused by this discovery.

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

Mr. Patrick Butler
Preliminary Plan No. 12011304A
July 12, 2013
Page 2

2. Grant necessary slope, drainage, and Public Utilities easements. Slope easements are to be determined by study or set at the building restriction line.
3. Submit storm drain study prior to submission of the record plat. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
4. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
5. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.

Private common driveways shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.

6. Record plat to reflect denial of access along the Darnestown Road site frontage, except at the location of the approved private common driveway.
7. The plan indicates this site is located in the Piney Branch Special Protection Area watershed. In accordance with Section 49-33(l) of the Montgomery County Code, curb and gutter may not be installed in the public rights-of-way in an environmentally sensitive watershed unless certain waiver criteria have been satisfied. The applicant will need approval from the Department of Permitting Services to allow construction of closed section roadway improvements along the Travilah Road and Darnestown Road site frontages.
8. In accordance with Section 50-35(n) of the Montgomery County Code, we recommend the Montgomery County Planning Board require the applicant to construct an off-site sidewalk along Darnestown Road to connect with the existing sidewalk in front of the Human Genome Sciences site.
9. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Mr. Sam Farhadi of that Department at (240) 777-6333 to discuss the parking lot design.

10. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
11. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
12. Truck loading space requirements to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.

The parking lot layout and/or the truck circulation plan should be amended, at the building permit stage, to preclude the potential conflict between truck movements and on-site parked cars.

13. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
14. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
15. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
16. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
17. Geometrics for the intersection of Travilah Road and Darnestown Road will be reviewed by the Department of Permitting Services as part of their review of the building permit application. Included in that review will be the redesign of the existing turn lanes. We advise the applicant to submit their traffic volume data to the DPS Right-of-Way Plan Review Section (in advance of their building permit applications) to verify their intersection improvement requirements and the acceptability of their design.
18. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.

19. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
20. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
21. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with Brett Linkletter, Chief of the Division of Highway Services, Tree Maintenance Section at (240) 777-7651.
22. Prior to approval of the record plat by MCDPS, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-5800. The TMAg will include but not be limited to the following provisions:
 - a. Car Sharing Parking: provide at least two (2) car sharing vehicle parking spaces in highly visible preferentially-located spots that are accessible to the public.
 - b. Electric Vehicle Charging: provide two (2) electric vehicle charging stations on site
 - c. Bicycle Facilities: provide bicycle storage for the number of bicycle parking facilities specified in Planning Board approvals or sufficient to meet demand in the event demand exceeds the number specified.
23. To maximize the usage of the new bus stop facility proposed as part of the Application along the Property's Darnestown Road frontage and to enhance access to transit:
 - a. Building frontages should provide two-way visibility to shuttles, transit vehicles, taxis, etc.
 - b. Provide the minimum number of parking spaces to encourage use of non-auto forms of transportation.

- c. Incorporate display space into retail space with high pedestrian activity. Displays will contain materials explain transportation options in the Greater Shady Grove Transportation Management District.
- 24. Provide space for one 19-dock bikesharing station. The location of the station will be selected by the Applicant with approval of MCDOT based on the requirements of the bike sharing system (in a highly-visible, convenient and well-lit location on the Project). The project will be required to pay the capital costs of such stations and twelve (12) years of operating costs as a public benefit under the CR zone provisions. Plans should include placing the bikeshare station in a location accessible to bike infrastructure (near the new shared-use path & sidewalk along the perimeter of the site).
- 25. We support construction of the leadwalk between Darnestown Road and the southern sidewalk behind the building, as shown on the amended preliminary plan.
- 26. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - A. Across the Travilah Road site frontage, widen the existing pavement to thirty six (36) feet and construct curbs, gutters, five (5) foot wide concrete sidewalk and handicap ramps, and storm drainage and appurtenances, and plant street trees in accordance with MCDOT design standard no. MC-212.01 ("Primary Residential Road").

Reconstruct the existing channelized entrance (at the northernmost driveway on Travilah Road) as necessary to facilitate northbound right turn truck movements into the site and pull the eastern tip of the island back outside the sidewalk area.

- B. Across the Darnestown Road site frontage, construct five (5) foot wide concrete sidewalk and plant street trees. Reconstruct the northeastern curb return to tighten the curb radius and reduce pedestrian crossing distances.

Extend the sidewalk if required by the Planning Board under comment no. 8.


* **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**

- C. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements. Additional improvements to the public storm drain system may be required as a result of the study discussed in comment no. 3.
- D. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.

Mr. Patrick Butler
Preliminary Plan No. 12011304A
July 12, 2013
Page 6

- E. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- F. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at greg.leck@montgomerycountymd.gov or (240) 777-2197.

Sincerely,

Gregory M. Leck, Manager
Development Review Team

m:/correspondence/Traffic/FY14/Active/12011034A, Travilah Square, MCDOT plan review comments ltr.doc

Enclosure

cc: Lawrence H. Brozek; Rockville Travilah Square LLC
Peter Stone; Patton Harris Rust & Associates
Erin E. Girard; Linowes & Blocher, LLP
Lori Shirley; M-NCPPC Area 2
Edward Axler; M-NCPPC Area 2
Catherine Conlon; M-NCPPC DARC
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Atiq Panjshiri; MCDPS RWPR
Sam Farhadi; MCDPS RWPR
Mark Etheridge; MCDPS WRPS
Leo Galanko; MCDPS WRPS
Sandra Brecher; MCDOT CSS
Anne Root; MCDOT DO
Dan Sheriday; MCDOT DTE
Dan Sanayi; MCDOT DTEO
Bruce Mangum; MCDOT DTEO
Fred Lees; MCDOT DTEO
Kyle Liang; MCDOT DTEO
Andrew Bossi; MCDOT DTEO



FIRE MARSHAL COMMENTS

DATE: 07-May-13
TO: Peter Stone - peter.stone@phra.com
Patton Harris Rust & Associates
FROM: Marie LaBaw
RE: Travilah Square Walgreens (see 120110340)
820130070

PLAN APPROVED

1. Review based only upon information contained on the plan submitted 07-May-13. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



Isiah Leggett
County Executive

DEPARTMENT OF PERMITTING SERVICES
ZONING
February 4, 2013

Diane Jones
Director

Project Name: Travilah Square
Preliminary Plan #: 12011034A
Site Plan #: 820130070
Applicant: Rockville Travilah Square, LLC c/o Walgreens Co.
Engineer: Patton Harris Rust & Associates
Zone: CR- 7.5
Number of Lots (Acres): 1 Lot (5.56 Acres)
Zoning Reviewer: Mark Beall
MNCPPC Team # 2

The DPS Site Plan Enforcement Inspector is responsible for ensuring that the terms and conditions of the Certified Site Plan Agreement are met. They sign off on Use and Occupancy Certificates and have the authority to trigger the release of performance bonds.

Mandatory addition to all site plans to be placed in the General Notes block or Development Program Notes:

Pre-construction meeting to be held with
DPS Site Plan Enforcement Inspector. Call
240-777-6321 to schedule.

Development Standards on Submitted Plan(s):

Standard	Required	Proposed
Front:	Per Site Plan	Per Site Plan
Rear:	Per Site Plan	Per Site Plan
Sides:	Per Site Plan	Per Site Plan
Height:	Per Site Plan	Per Site Plan
Building Coverage:	Per Site Plan	Per Site Plan
FAR	Per Site Plan	Per Site Plan

- Plan(s) meets zoning requirements.
- Plan(s) meets zoning requirements, but see comments below.
- Plan(s) do not meet zoning requirements. See comments below.

Comments:

Provide details and sections for all onsite amenities including but not limited to, retaining walls, trash enclosures, etc. Add a note that stormwater management facilities will be reviewed and inspected by DPS Water Resources Section. Also add a note that the items in the right of way will be reviewed and inspected by DPS Right of Way Section or by SHA.

Note-When applying for a building permit please identify both the BRL approved on the certified site plan and the dimensions from the structure to the property lines on all four sides.

Mark Beall: (240) 777-6298 or Laura Bradshaw: (240)777-6296
255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4166.

LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW

June 21, 2013

Stephen Z. Kaufman
skaufman@linowes-law.com
301.961.5156

Erin E. Girard
egirard@linowes-law.com
301.961.5153

Lori Shirley
Area 2 Planning
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Travilah Square: Supplement to Statement of Justification

Dear Lori:

On behalf of our client, Rockville Travilah Square, LLC (“Applicant”), the Applicant for Site Plan Application No. 820130070 and Preliminary Plan Application No. 12011034A (collectively, the “Applications”), and pursuant to your request, the purpose of this letter is to provide you with additional information regarding compliance of the Applications with the provisions of the 2010 Great Seneca Science Corridor Master Plan (“Master Plan”), the Great Seneca Science Corridor Design Guidelines (“Guidelines”), and the objectives of the CR Zone. The below information is intended to supplement and update the Site Plan Justification Statement included with the original filings.

First, as reviewed at our meeting, it is important to understand that the CR zoning on the property is relatively recent and occurred after the Applicant purchased the property. Originally zoned C-4, the property was rezoned to the CR zone as part of the Sectional Map Amendment that effectuated the recommendations of the Master Plan. It was understood at the time of this rezoning that the Owner intended to put a Walgreens on the property once Burger King’s lease expired in 2015, and that redevelopment of the property would likely occur in stages. Therefore, the Applications represent the first phase, as it was understood at the time of rezoning. The balance of the property will likely be redeveloped with a mixed-use development when the economics of the site allow.

Second, to elaborate on the compliance of the Applications with the Master Plan, specifically the objectives you highlighted at our June 7, 2012 meeting, we first note that the environmental objectives of the Master Plan are achieved through the Applications. Specifically, the Master Plan calls for minimization of imperviousness in site design, the use of aggressive environmental

Lori Shirley
June 21, 2013
Page 2

site design, increased vegetation, and maximizing tree canopy. Master Plan pp. 28-29. The Applications achieve these objectives by reducing site imperviousness, incorporating substantial environmental site design, including the introduction of two microbioretention facilities on the site that will be planted with appropriate vegetation, and significantly increasing the vegetation and tree canopy on the subject property and in the adjacent rights-of-way.

The Master Plan and the Guidelines also emphasize the incorporation of pedestrian and bicycle trails in the area, improving road connections, encouraging the provision of bicycle facilities, improving pedestrian safety at major intersections, and creating an engaging pedestrian environment. Master Plan, pp. 28, 86; Guidelines, p. 7. The Applications achieve these recommendations through the provision of new streetscapes along the entirety of both property frontages on Darnestown and Travilah Roads and a link of off-site right-of-way to the south. These improvements include new sidewalks, green panels, and street trees that will greatly enhance pedestrian connections and the pedestrian experience in this area. The provision of the off-site sidewalk link will also connect the new on-site sidewalks to the existing sidewalks system to the south. Additionally, as part of the Applications the Applicant will be making improvements to the Darnestown Road and Travilah Road intersection, in accordance with the Master Plan, Department of Transportation and Staff recommendations. These improvements will benefit the adjacent road conditions and enhance pedestrian safety at this intersection. Finally, the Applications include the provision of bike racks and lockers in satisfaction of the objective to provide bicycle facilities.

With regard to open space, the Master Plan calls for the provision of open spaces in both residential and commercial developments to help shape the public realm. Master Plan, p. 31. The Applications achieve this objective by providing a landscaped open space and seating area at the corner of Darnestown and Travilah Roads that will significantly improve the corner condition and create a new open area to be enjoyed by employees, residents and patrons in the area.

Finally, with regard to building design, the Master Plan and Guidelines call for the placement of building massing near the street, street entrances, creating consistent street walls, creating transparent retail frontages, and using façade articulation. Master Plan p. 50; Guidelines, pp. 7, 22-23, 26. As shown on the revised plans, the proposed building will be placed along Darnestown Road and will create a consistent street wall in that area. The revised elevations show significant transparency and enhanced façade articulation, in conformance with these objectives, including a glass feature at the northwest corner of the building that mirrors the main entrance and activates that prominent corner.

While compliance of the Applications with the objectives of the CR zone, as outlined in Section 59-C-15.2 of the Zoning Ordinance, were largely set forth on pages 4-8 of the Justification Statements included with the Applications, we note that the above supplements the analysis

Lori Shirley
June 21, 2013
Page 3

regarding compliance of the Applications with the objective of the CR zone to “implement the policy recommendations of the applicable master and sector plans.”

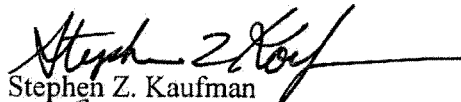
With regard to the CR objective to “target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses,” as noted above, it was understood at the time of the rezoning of the property to the CR zone that a commercial use would be the first stage of redevelopment, followed at a later date by redevelopment of the remainder of the center with a mix of uses. Moreover, it should be noted that while the CR zones are aimed at encouraging comprehensive mixed-use developments, the zones also recognize the need to evaluate the context of each property. The goal of the Applications is to provide an economically viable use on a portion of the property until such time as redevelopment of the balance of the property is feasible and appropriate. The development proposed in the instant applications recognizes the economic realities of the property and surrounding area as they exist today and is proposing a new commercial use, with significant upgrades to both frontages, in a location currently housing an outdated and largely vacant office building and Burger King, both with surface parking directly adjacent to Darnestown and Travilah Roads. The quality of the improvements to the Property proposed in the Applications will likely facilitate and encourage redevelopment of the balance of the property in a shorter timeframe.

Regarding the CR zone’s objective to “reduce dependence on the automobile by encouraging development that integrates a combination of...mobility options, commercial services and public facilities and amenities”, as noted in the Justification Statement, the property is served by a bus stop with direct routes to transit hubs and will significantly enhance sidewalk connections in the area. Additionally, the property is located within a ¼ mile of the propose Corridor City Transitway, and will provide on-site bike racks and lockers to encourage bicycle use.

We hope this information is helpful and responsive to your request. If you have any questions or would like any additional information, please feel free to contact us.

Best regards,

LINOWES AND BLOCHER LLP


Stephen Z. Kaufman


Erin E. Girard

Lori Shirley
June 21, 2013
Page 4

cc: Larry Brozek
Lori Shirley
Patrick Butler
Josh Sloan