

TRAVILLE PARCEL N, SITE PLAN AMENDMENT 82001012E AND FINAL WATER QUALITY PLAN

Description

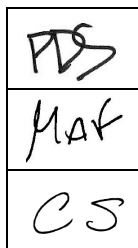
Request to increase the height of Building A, from 100 feet to 105 feet, construct a new building, Building B, for up to 265,000 square feet of Research and Development use and associated parking on Traville Parcel N. Includes Final Water Quality Plan.

No. 82001012E
Completed: 4-25-2022

MCPB
Item No.
5-5-2022

Montgomery County
Planning Board
2425 Reedie Drive
Floor 14
Wheaton, MD 20902

Planning Staff



Parker Smith, Planner II, Mid-County Planning, Parker.Smith@montgomeryplanning.org, 301-495-1327

Matthew Folden, Supervisor, Mid-County Planning, Matthew.Folden@montgomeryplanning.org, 301-495-4539

Carrie Sanders, Chief, Mid-County Planning, Carrie.Sanders@montgomeryplanning.org, 301-495-4653

LOCATION/ADDRESS

Parcel N, Block A, Traville, on Darnestown Road, 500 feet east of Travilah Road.

MASTER PLAN

2010 *Great Seneca Science Corridor Master Plan*

ZONE

Prior Zone: MXN (Mixed Use Neighborhood)
Current Zone: CRT-0.5

PROPERTY SIZE

48.61 acres

APPLICANT

ARE-Maryland No. 49, LLC

ACCEPTANCE DATE

December 3, 2021

REVIEW BASIS

Chapter 59 (in effect on October 29, 2014 and Current Code) and Chapter 22A



Summary:

- Staff recommends approval with conditions.
- The Application is being reviewed under the requirements set forth in the Zoning Ordinance in effect on October 29, 2014 in accordance with Section 59.7.7.1.B.3 of the Zoning Ordinance.
- In 2001, the Planning Board approved Site Plan 820010120 to allow 1,030,000 square feet of Research and Development (R&D) land use on Parcels M, N and Outlot O. Five hundred thousand (500,000) square feet of the approved density was constructed on Parcel M. The remaining 530,000 square feet of density is to be developed on Parcel N, 200,000 square feet of which was approved as Building A as part of Site Plan Amendment 82001012D. At the time of this Application, 330,000 square feet of available density remains on Parcel N.
- This Application proposes to increase the height of Building A, from 100 feet to 105 feet, construct a new building, Building B, for up to 265,000 square feet of Research and Development use and construct a new 622-space parking garage, P2, on Traville Parcel N.
- Staff has received community correspondence regarding this Site Plan Amendment from the Great Seneca Science Corridor – Implementation Advisory Committee (GSSC – IAC), which recommends prioritizing sidewalk improvements and implementing the Great Seneca Highway Extension as soon as possible.

TABLE OF CONTENTS

SECTION 1: RECOMMENDATIONS AND CONDITIONS	3
SITE PLAN AMENDMENT 82001012E.....	3
SECTION 2: SITE DESCRIPTION.....	6
VICINITY.....	6
PROPERTY DESCRIPTION.....	6
SECTION 3: PROJECT DESCRIPTION	9
PREVIOUS APPROVALS.....	9
PROPOSAL.....	10
SECTION 4: FINDINGS AND ANALYSIS.....	22
SECTION 5: COMMUNITY OUTREACH	27
SECTION 6: CONCLUSION	27
ATTACHMENTS.....	28

SECTION 1: RECOMMENDATIONS AND CONDITIONS

SITE PLAN AMENDMENT 82001012E

Staff recommends approval of Site Plan Amendment No. 82001012E, Traville Parcel N, to increase the height of Building A, construct Building B with up to 265,000 square feet of research and development uses, and construct parking garage P2. All previously approved conditions for Parcel M remain valid and in full force and effect. All site development elements shown on the latest electronic version of Site Plan Amendment 82001012E as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions.¹ All prior conditions remain except as modified.

Density, Height & Housing

1. Density

The Site Plan Amendment is limited to a maximum of 200,000 square feet of ~~total~~ development in Building A and 265,000 square feet of development in Building B for a total of 465,000 square feet of development on Parcel N of the Subject Property for research and development uses.

2. Height

The development is limited to a maximum height of ~~100~~ 105 feet for each building, as measured from the building height measuring point(s), as illustrated on the Certified Site Plan.

Open Space, Facilities and Amenities

3. Green, Facilities, and Amenities

- b) Before the issuance of Final Use and Occupancy certificates for the commercial development, all green area amenities associated with ~~Building A~~ Building B and the garage on the Subject Property must be completed.
- c) The Applicant must submit a site plan amendment to implement the public use Open Space plan, consistent with the illustrative plan dated February 23, 2022, for the northeast corner of the Site no later than five years after the issuance of the final use and occupancy certificate associated with Building B.
- d) The Applicant must submit a site plan amendment to implement the Great Seneca Highway extension into the Site no later than five years after the issuance of the final use and occupancy certificate associated with Building B.

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

Environment

5. Forest Conservation & Tree Save

- f) The Limits of Disturbance (“LOD”) shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan as amended to encompass Building B.

6. Water Quality

- a) The development must comply with the conditions of the Montgomery County Department of Permitting Services (MCDPS) Preliminary ~~(MCDPS)~~/Final Water Quality Plan approval letter dated ~~July 6, 2021~~ January 11, 2022.
- b) The total impervious surface on Parcel M and Parcel N (the Subject Property), and Outlot O is limited to ~~13.16~~ 16.4 acres within the Piney Branch SPA, as shown on the Impervious Surface Plan dated ~~March 25, 2021~~ January 5, 2022. Overall impervious cap for Parcel M, N and Outlot O remains at 18.6 acres.

7. Stormwater Management

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) Water Resources Section in its stormwater management concept dated ~~July 6, 2021~~ January 11, 2022 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of the Site Plan Amendment approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

Transportation & Circulation

10. Parking

The Applicant must construct ~~a~~ structured parking garage ~~for Phase 1 P1,~~ containing a minimum of 562 parking spaces, and must construct structured parking garage P2, containing a minimum of 622 parking spaces.

11. Pedestrian & Bicycle Circulation

- a) The Applicant must provide ~~34~~ 80 long-term and ~~6~~ 14 short-term bicycle parking spaces on Parcel N.

12. Right of Way

- a) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Right-of-Way in its letter dated ~~May 27, 2021~~ January 7, 2022 and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of the Site Plan Amendment approval.

- ~~b) Prior to Final Use and Occupancy permit for Phase 1, the Applicant must construct the median along Darnestown Road to prevent left turn movements into the existing internal Loop Driveway, to be determined or modified by MCDOT and MCDPS.~~
- ~~c) Prior to Final Use and Occupancy permit for Phase 1, the applicant must remove the existing portion of the internal Loop Driveway for Phase 1.~~

13. Fire and Rescue

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated ~~May 24, 2021~~ January 28, 2022, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan Amendment approval.

Site Plan

14. Site Design

The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets A10.1-A10.15 and A10.4, and A10.20-A10.25 of the submitted architectural drawings, as determined by M-NCPPC Staff.

18. 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:

- f) Include the development program and all current and previous Planning Board approval resolutions.
- g) Provide a landscaping buffer between the on-street parking and the sidewalk along the east edge of the loop road.
- h) Extend the paving patterns at the drop-off area of Building B to the two curb cuts or provide a continuous, raised sidewalk at the two curb cuts to create an uninterrupted pedestrian crossing.
- i) Provide an outdoor seating area adjacent to the northeastern corner of Building B.
- j) Provide an architectural gateway element at the northeastern corner of Building B, the final design of which will be approved by Staff at the time of Certified Site Plan.

SECTION 2: SITE DESCRIPTION

VICINITY

The Property is within walking distance of the Universities at Shady Grove (to the east), the Shady Grove Adventist Hospital (to the northeast) and several Alexandria Real Estate Equities (ARE) research and development holdings along Medical Center Drive (to the north). Located to the east and southeast of the Property are residential neighborhoods that were developed under the MXN Zone (Mixed Use Neighborhood), PD-3 (Planned Development) Zone, the R-200/TDR and RT-10 Zones. The Travilah Road corridor, to the west, contains several small commercial areas developed under the C-1, C-2 and C-4 Zones, as well as some special exception uses (see Figure 1).



Figure 1 – Property Aerial Vicinity Map

PROPERTY DESCRIPTION

The Property consists of two parcels, designated Parcel M (recorded on Plat No. 23852) and Parcel N (recorded on Plat No. 23852) (see Figure 2). Parcel M, at the south of the property, consists of three office buildings (designated Buildings 1A, 1B, and 1C), one structured parking garage (Parking Garage 1), and two surface parking facilities.

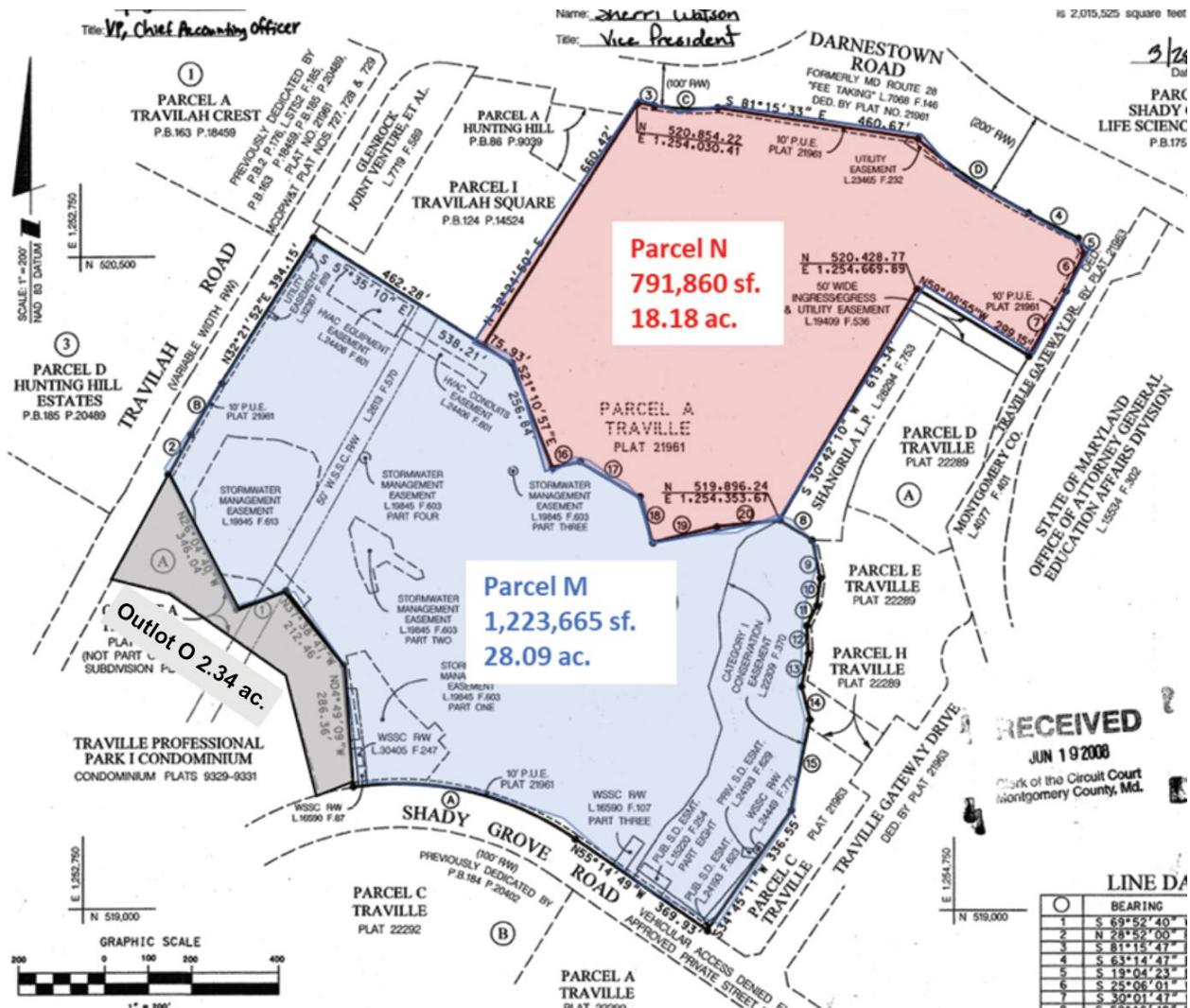


Figure 2 – Traville Parcel M, N and Outlot O Subdivision Diagram

Parcel N was recently approved by the Planning Board for development of Building A through Site Plan Amendment No. 82001012D. Building A was approved as a 200,000-square foot building of up to 100 feet in height² for Research and Development use. Also approved as part of Site Plan Amendment 82001012D is a five-level parking garage designated as P1 containing 564 vehicle spaces (as adjusted through the Subject Amendment) (P1 on Figure 3). Building A was the first of three buildings planned for Parcel N (Figure 3). Together, these buildings will form a research and development campus that coordinates effectively with the current life sciences campus on Parcel M and with Darnestown Road. Future Building C, shown in Figure 3 below will require subsequent Preliminary and Site Plan amendments if the density associated with Future Building C exceeds 65,000 total square feet. Both Parcels M and N contain environmental buffers and are improved with existing SWM facilities.

² The height of Building A is proposed to increase to a maximum of 105 feet as part of the Subject Site Plan Amendment.

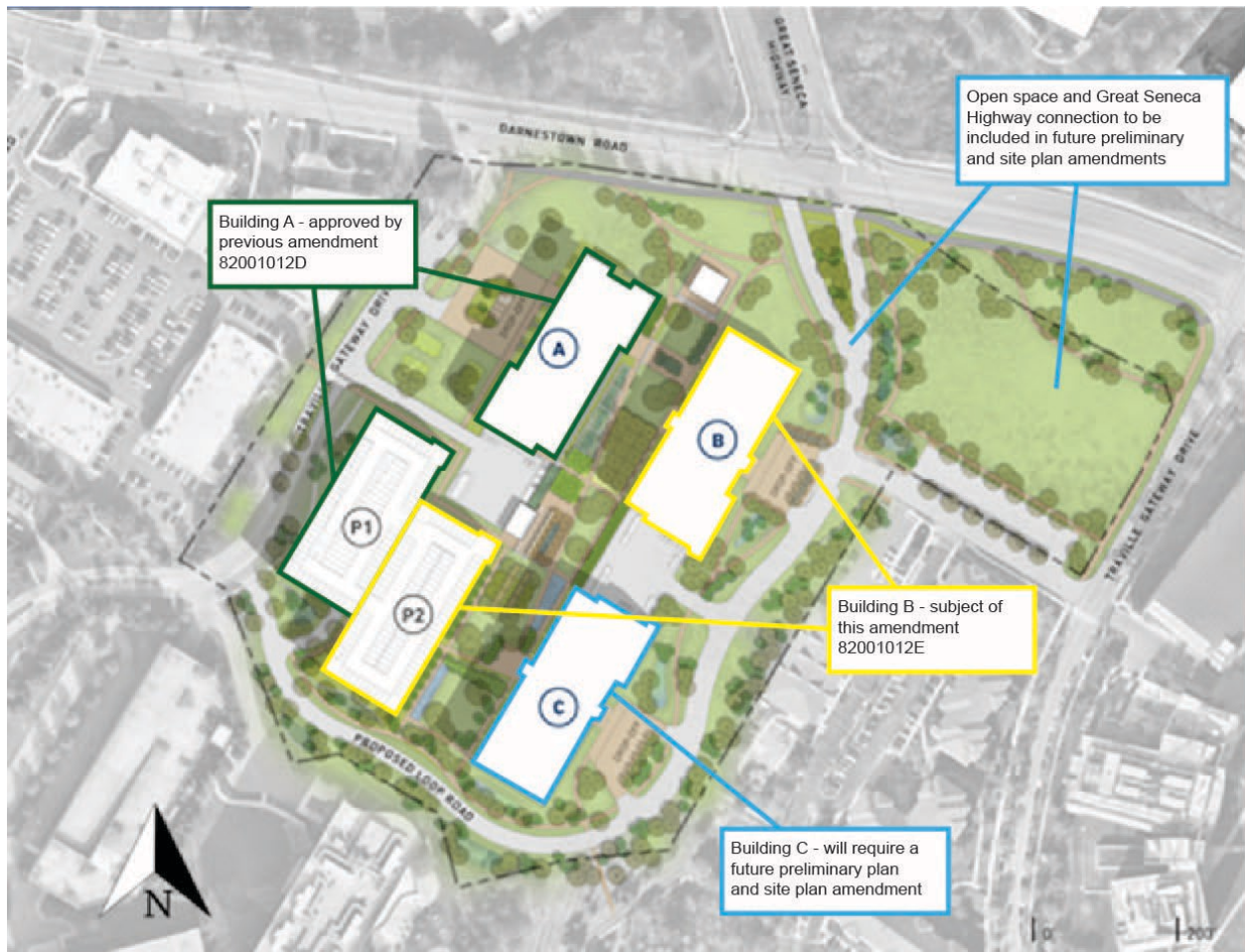


Figure 3 – Parcel N Illustrative Concept Campus Plan

SECTION 3: PROJECT DESCRIPTION

PREVIOUS APPROVALS

Local Map Amendment (G-718), which changed the zoning from R-200 and R-200/TDR to the MXN zone (Mixed Use Neighborhood), was approved by the District Council on July 2, 1996. A Development Plan accompanied that approval. The original Development Plan proposed a village center, a community park, a day care center, a health club, a community center, office and research uses, and a variety of housing types. An overall maximum development of 1.5 million square feet of non-residential uses and a maximum of 750 dwelling units was established for the entire Traville property, consisting of the Subject Property as well as several other nearby properties.

Preliminary Plan No. 119970220 was approved by the Planning Board on September 11, 1997 (via MCPB Resolution No. 1-97022R) for 6 lots consisting of up to 750 multi-family dwelling units and up to 750,000 square feet of mixed commercial/employment on approximately 192 acres.

Preliminary Plan Amendment No. 119970220A was approved January 21, 1999. That Amendment included a phasing plan for the recordation of lots associated with the original approval.

The Development Plan was amended on July 31, 2001 through Development Plan Amendment No. DPA 01-3 in order to: 1) delete the conference center; 2) reduce the non-residential development from 1.5 million square feet to 1.3 million square feet; 3) reduce the maximum amount of imperviousness from 35% to 33% and increase the minimum amount of green area from 60% to 62%; 4) change the location of the approved housing, local park, and portions of the research and development uses; and 5) conform to the Shady Grove Study Area Master Plan Guidelines.

Preliminary Plan Amendment No. 119970220B was approved in 2001 to reflect changes adopted through Development Plan Amendment No. DPA 01-3. Subsequent to Preliminary Plan Amendment No. 119970220B, the Planning Board approved three different Site Plans, designated Nos. 820010120, 81999040A, and 81999047A, (via MCPB Resolution Nos. 8-01012, 8-99040A, and 8-99047A, respectively) to advance development on portions of the overall Traville property.

Site Plan No. 820010120 was approved on March 22, 2001 (via MCPB Resolution No. 14-993) for 1,030,000 square feet of Research and Development (R&D) land use on 49.98 acres of land zoned MXN. This site plan approval set forth an implementation phasing schedule consisting of Phase I (500,000 square feet on Parcel M), Phase 1A and Phase 2 (530,000 square feet to be built on Parcel N). The impervious surface limitation was also restricted to 18.6 acres by the associated Final Water Quality Plan. The 500,000 square feet of Phase 1 density was constructed on Parcel M. Phase 2 density is being used as part of this Subject Application.

Site Plan Amendment No. 82001012A was approved administratively on June 9, 2003 for the construction of a temporary parking facility on Parcel N associated with the Human Genome Science Building located on Parcel M.

Site Plan No. 82001012B was approved by the Planning Board on September 28, 2006 (via MCPB Resolution No. 06-106) for modifications to the Site Plan Enforcement Agreement to extend the use of the temporary parking facility until November 2008 for the Maryland Universities at Shady Grove students. A note was specifically added to the Site Plan to restrict any further development of the site until the Final Water Quality Plan was amended and approved by DPS.

Site Plan Amendment No. 82001012C was approved November 3, 2011 (via MCPB Resolution No. 11-74) to construct a 125,000-square foot building on Parcel N (Building D). This building was never constructed.

Site Plan No. 82001012D was approved by the Planning Board on July 29, 2021 (via MCPB Resolution No. 21-073) to construct a 200,000-square foot, 100-foot-tall Research & Development building (Building A) and a five-level parking garage (Parking Garage P1) containing 564 (as adjusted through the Subject Amendment) spaces on Parcel N. This site plan also included a new Loop Road providing access to the site along the southern portion of Parcel N.

PROPOSAL

The Application proposes to increase the height of Building A, from 100 feet to 105 feet, construct a new 265,000-square foot building up to 105 feet in height (Building B) for Research and Development use, and construct a new parking garage (Parking Garage P2) containing 622 spaces (Figure 4). Building B will be the second of three buildings planned for Parcel N (Figure 3). Together, these buildings will form a research and development campus that will contribute to the current life sciences campus on Parcel M and be compatible with the Darnestown Road corridor. Future Building C is anticipated to require subsequent Preliminary and Site Plan amendments to realize additional density beyond the current approval. Following approval of this Subject Application, the applicant will have 65,000 square feet of remaining density available for Building C under the current Preliminary Plan. Staff anticipates that Building C will be larger than 65,000 square feet, in which case a Preliminary Plan and Site Plan amendment will be required. As part of the Subject Site Plan Amendment application, the maximum building height of Building A will be increased from 100 feet to a maximum of 105 feet.

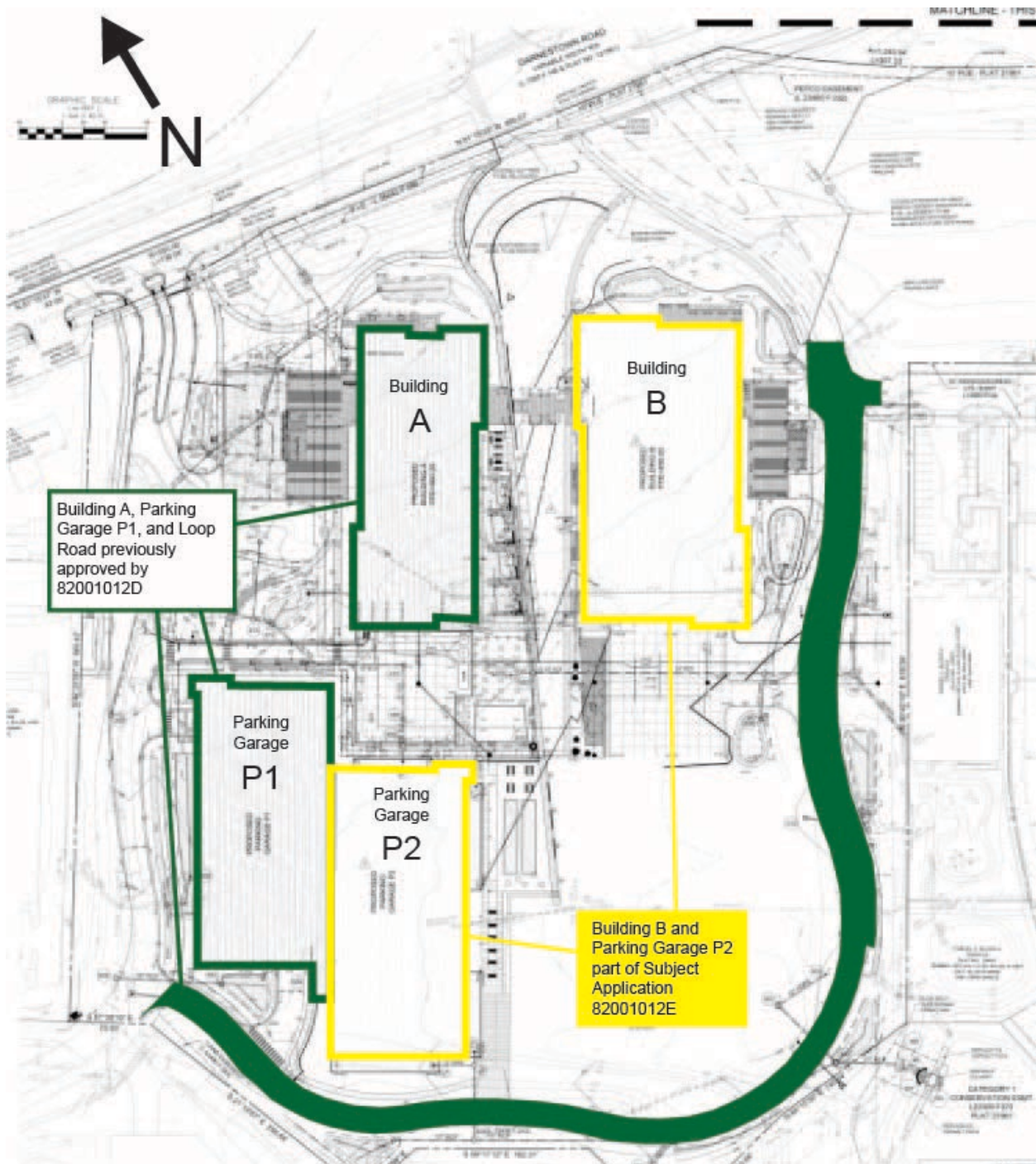


Figure 4 – Annotated Site Plan 82001012E

Building B is proposed along Darnestown Road on the northeastern portion of the Property, east of previously approved Building A. As the second building to be constructed on Parcel N, Building B will be accessed by the previously approved Loop Road that links both Parcels M and N to Darnestown Road and Traville Gateway Drive to the north and east, respectively.

BUILDING/ARCHITECTURE

The development of proposed Buildings A and B will transform an underutilized parcel into a prominent life science campus in the LSC South District of the 2010 *Great Seneca Science Corridor Master Plan*. These buildings are in close proximity to the Universities at Shady Grove and Shady Grove Adventist Hospital and will contribute positively to the surrounding area.

Building B will be the second of a three-building campus for Parcel N that is envisioned as a new research and development campus that will engage the surrounding community. Proposed Building B will have up to 265,000 SF of research and development uses and will establish a relationship with Building A, Parking Garages P1 and P2, and future Building C through the implementation of a new central courtyard. Proposed Parking Garage P2 will connect with previously approved Garage P1, located to the south of Building A, and both of these garages will provide parking for all three campus buildings.



Figure 5 – Building B, left, and Building A, right, looking south from Darnestown Road

Building B will be a maximum of 105 feet in height (five floors above grade) with higher-than-average ceiling heights to accommodate advanced mechanical equipment and other design elements necessary to accommodate R&D tenants. The exterior of the building will feature modern architecture with materials and design elements that create visual interest, particularly on the east elevation facing the interior Loop Road and the north elevation facing Darnestown Road. The massing and elevations of Building B are designed to provide human-scale architectural elements at the ground floor and create a strong roofline with pronounced coping details. The prominent canopy along the

drop-off area will highlight the entrance into the building. The proposed landscape area, sidewalks, and formal plaza at the front of the building will create a pleasant and safe pedestrian environment.



Figure 6 – Building B, looking west

The newly proposed Parking Garage P2, located to the south of Building A and immediately east and adjacent to previously approved Parking Garage P1, will have five levels of parking and will contain 622 parking spaces. The glass stairwell at the northeast corner of the parking structure, facing the interior courtyard, serves as a vertical architectural feature that will contribute to the campus open space and will create direct access into the proposed buildings via a new sidewalk network.

OPEN SPACE

Courtyard

An axial urban courtyard has been proposed between the three office buildings and the two garages shown in the overall site master plan (Figure 3). Buildings A and B will frame this interior courtyard amenity space in the first phases of this development. The activated courtyard will encourage congregating, socializing, and sharing ideas for this life-science center. Landscaped groves and green lawn panels with urban bioretention areas create passive spaces for rest and contemplating. Additionally, the paved plazas with outdoor seating, structured planters, shading structures, and water features provide a great gathering space. A north/south through-path and east/west internal connections through the central courtyard will create strong pedestrian circulation between the proposed office buildings, parking garages, and the surrounding areas. These paths along the central courtyard minimize walking distances and create a safe and pleasant pedestrian environment.



Figure 7 – Rendering of Courtyard

Darnestown Road Open Space

Considering the size and location of the future open space along Darnestown Road, it has the potential to become a gathering space for the broader community. Children’s Manor Montessori School, the Gardens of Traville Senior Housing, and the University of Maryland-Shady Grove campus are all within a 5-minute walk of the proposed open space. This open space will be a civic green for the master plan area with various inter-generational programming, active recreation, and passive spaces. Entryways and site signage along the edges will create an inviting frontage on all sides into this open space. Seating areas along curvilinear paths will provide a safe and pleasant environment to walk and explore different areas of this open space. The timing of the construction of this open space is outlined in Condition 3.c.

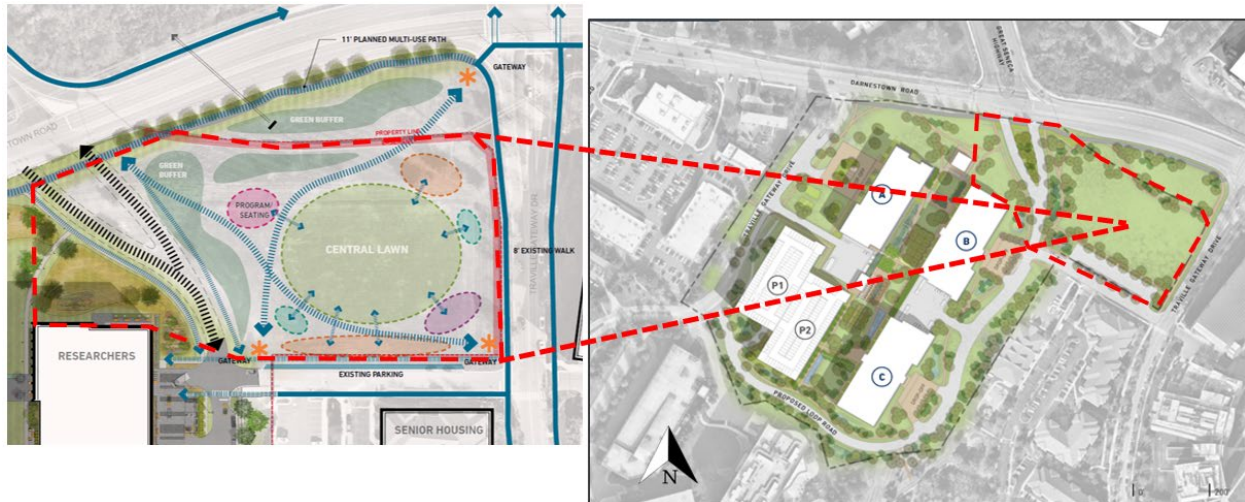


Figure 8 – Darnestown Road Open Space Diagram

MASTER PLAN

The Property is located within the LSC South District, a mixed-use center, established by the 2010 *Great Seneca Science Corridor Master Plan* (Master Plan). Traville Parcel M was already under construction at the time the Master Plan was adopted, therefore, the Master Plan does not identify specific recommendations for the Subject Property. However, the Master Plan includes recommendations that impact the development of the Site. The Master Plan urges “physical and visual integration of the LSC South with areas north of Darnestown Road, through building design, massing, street character and improved connections across Darnestown Road” (page 50). The addition of a prominent employer on the Subject Property will improve the area and activate the streetscape along Darnestown Road.

The Master Plan also acknowledged that the properties “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” (page 50) and “improve pedestrian connections between LSC South and areas to the north” (page 52). Proposed Buildings A and B will be located along Darnestown Road and provide a vehicular and pedestrian circulation system, conforming with the Master Plan recommendations. The Applicant will provide landscaping along the Loop Road, which will improve the pedestrian comfort along the edges of the Property.

The Master Plan also recommends extending the Great Seneca Highway as a business district street south of Darnestown Road. The Applicant intends to extend Great Seneca Highway in a future phase of the Site development, fulfilling the Master Plan recommendations. Timing of the construction of the Great Seneca Highway extension is outlined in Condition 3.d.

TRANSPORTATION

Circulation and Access

The Subject Property will be accessed via an internal circulation network. There is an existing driveway that runs north-south through the western portions of Parcels M and N, providing access to the existing buildings on Parcels M and N from Darnestown Road to the north and Shady Grove Road to the south. The Subject Property will be accessed via a Loop Road, which runs along the southern portion of Parcel N and connects to the internal driveway to the west and Travilah Gateway Drive to the east (shown in green in Figure 4). The Loop Road was approved as part of Site Plan Amendment 82001012D, associated with Building A and Parking Lot P1, and consistent with this previous Site Plan Amendment, access to both Building B and Parking Garage P2 will be provided from the Loop Road. This access configuration supports the circulation goals in the 2010 *Great Seneca Science Corridor Master Plan*.

Parking

While Staff reviewed the proposed development in context with provisions within the Zoning Ordinance in effect on October 29, 2014, as prescribed by Section 59.7.7.1.B.1, the Applicant elected to have parking and loading reviewed in accordance with the current Zoning Ordinance. A loading area for Building B will be located off of the approved Loop Road immediately to the south of Building B, which meets the design and location requirements set forth in Section 59.6.2.8 of the 2014 Zoning Ordinance. The Applicant's proposed off-street service area accommodates the two required loading spaces, away from the front entrance of Building B and clear from pedestrian walkways and vehicular movements along the Loop Road.

The total number of parking spaces in the on-site parking garage, private on-street parking, and existing garage/surface parking areas meet the requirement per the current 2014 Zoning Ordinance, by providing 1,216 vehicle spaces, 80 long-term bike spaces, and 14 short-term bike racks. Parking Garage P1 contains 564 vehicle spaces and 40 long-term bicycle parking spaces. Parking Garage P2 will contain 622 vehicle spaces and 40 long-term bicycle parking spaces. Additionally, Parcel N contains 22 on-street parking spaces that were previously approved as part of the Loop Road in Site Plan Amendment 82001012D, and 8 spaces of surface parking near the drop-off areas of Building A and Building B. Long-term bicycle parking spaces are provided within two bicycle rooms on the ground floor of each parking garage structure. Six short-term bicycle parking spaces are located adjacent to the western entrance of Building A and 8 short-term bicycle parking spaces are located at the eastern entrance of Building B.

Master-Planned Roadways

Darnestown Road: Darnestown Road has two separate classifications along the Property frontage. From Travilah Road to Great Seneca Highway, Darnestown Road is classified as a 100-foot wide four-lane Arterial Street, A-280, with an existing 100-foot-wide public right-of-way. From Great Seneca

Highway to Traville Gateway Drive, Darnestown Road is classified as a 150-foot wide six-lane Major Highway, M-90, with an existing 200-foot-wide public right-of-way. Both segments of the existing roadway transition from four (4) lanes to six (6) lanes, with an existing center median dividing opposing lanes of travel. The Applicant proposes to maintain the existing right-of-way along the Property's frontage with both segments of Darnestown Road, enhancing public facilities for people walking and bicycling as recommended by the *Great Seneca Science Corridor Master Plan* and the *Bicycle Master Plan*.

As recommended by the 2010 *Great Seneca Science Corridor Master Plan* and 2018 *Bicycle Master Plan*, a sidepath is planned for Darnestown Road, which is consistent with Boulevard and Downtown Boulevard standards within the *Complete Streets Design Guide*. Consistent with the previous amendment, the Applicant is building the master planned sidepath and associated buffer from vehicular traffic. The final details of the sidepath will be approved by MCDOT prior to issuance of the right-of-way permit and the sidepath will be open to public use prior to issuance of the final use and occupancy certificate associated with Building A.

Great Seneca Highway: Great Seneca Highway (identified as Road Q in the *Great Seneca Science Corridor Master Plan*) is a Business District Street, B-18, with a planned right-of-way width of 70-feet. As shown in Figure 9, it is prioritized in the *Great Seneca Science Corridor Master Plan* as a means of facilitating the construction of new multimodal connections to support the street grid network within the LSC Central district to the north, with walkable access to high frequency transit. The proposed extension of Great Seneca Highway is identified on the Subject Property, from the Darnestown Road and Great Seneca Highway intersection, southwards to the planned B-18 and Traville Gateway Drive intersection (Business Street B-16 in Figure 9). Construction of the Great Seneca Highway connection will occur during the next phase of the overall campus master plan, as it relates to future engineering and design of the alignment of the roadway, in conjunction with the construction of Building C and the open space area proposed to be located at the southwest corner of the Darnestown Road and Traville Gateway Drive intersection.

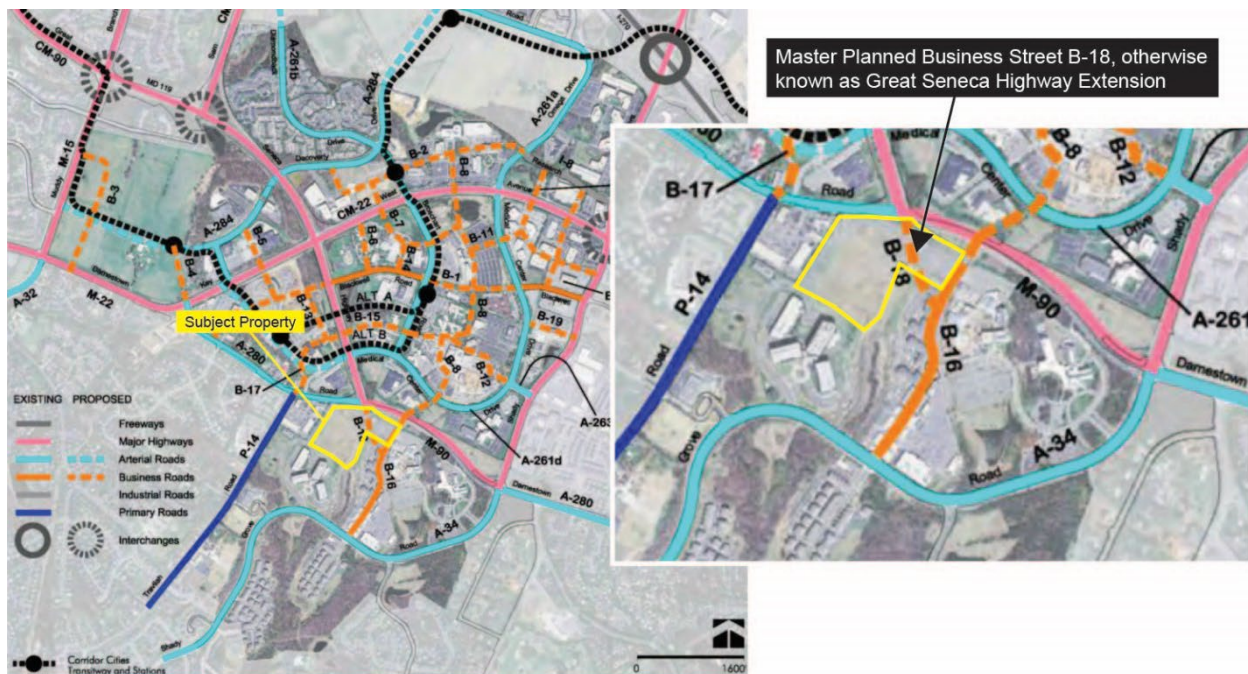


Figure 9 – Great Seneca Science Corridor Master Planned Roadways

The Applicant requested flexibility in the construction schedule of the Great Seneca Highway extension in order to meet an aggressive construction schedule for Buildings A and B. Specifically, the Applicant is attempting to bring these two buildings online in response to specific tenant needs and has committed to the future implementation of the master planned roadway. Staff has provided the Applicant the requested flexibility to focus on Buildings A and B and will allow the Great Seneca Highway Extension to be constructed at a future date, as outlined in condition 3.d. While this Site Plan Amendment application requests to defer construction of the Great Seneca Highway Extension to Traville Gateway Drive, construction of Building B and Parking Garage P2 will not preclude construction of the roadway.

Similarly, construction of the southern portion of the Loop Road, as approved through Site Plan Amendment 82001012D, will not prevent implementation of the Great Seneca Highway Connection (B-18), and its location and final design will be handled in coordination with Planning Staff and the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations, in context with future transit and multimodal circulation.

For the internal Loop Road, the Applicant proposes one ten-foot travel lane in each direction, six-foot sidewalks outside the vehicular travel lanes, and bio-retention facilities. Staff is also conditioning that a landscape buffer be added between the sidewalk and the on-street parking at the eastern edge of the Loop Road (condition 18.g). While the majority of the Loop Road is currently under construction in conjunction with the previous amendment, completion of the walking paths along the Loop Road in between Parking Garage P2 and Building B will occur during the next phase of the overall campus master plan, in relation to the future Building C development.

Public Transit Service

The Subject Site is serviced by Montgomery County Ride On, with existing bus stops located within a ¼ mile of the Property along Darnestown Road, Traville Gateway Drive, and Shady Grove Road. The nearest public transit routes are as follows:

- Ride On Route 56 operates along Darnestown Road and Shady Grove Road between the Lakeforest Mall Transit Center, the NIST, and the Rockville Metrorail Station.
- Ride On Route 66 operates along Traville Gateway Drive, providing service between the Shady Grove Adventist Hospital, the Traville Transit Center, and the Shady Grove Metrorail Station.
- Ride On Route 67 operates along Shady Grove Road between the Traville Transit Center, Muddy Branch Shopping Center, and Shady Grove Metrorail Station.

The Corridor Cities Transitway (CCT)/Corridor Connectors is planned to the north of the Subject Site, with the route planned to provide service along Medical Center Drive. A future bus rapid transit stop is planned at the former PSTA property, less than a ¼ mile north of the Property at the future Medical Center Drive and Travilah Road Extension intersection.

Pedestrian and Bicycle Facilities

The *Bicycle Master Plan* identifies a sidepath along both sides of Darnestown Road. As previously conditioned, the Applicant will extend the existing eleven-foot wide sidepath and street buffer along the Property frontage from its terminus east of the existing Sunoco gas station to Traville Gateway Drive.

Separated bikeways are the default facility for new Business Streets and are called for along both sides of the planned Great Seneca Highway extension between Darnestown Road and Traville Gateway Drive.

Future bikeway designs will be reviewed for potential connections to the LSC Loop Trail during future implementation of the Great Seneca Highway Extension and as part of future site plan(s) for that portion of the Site.

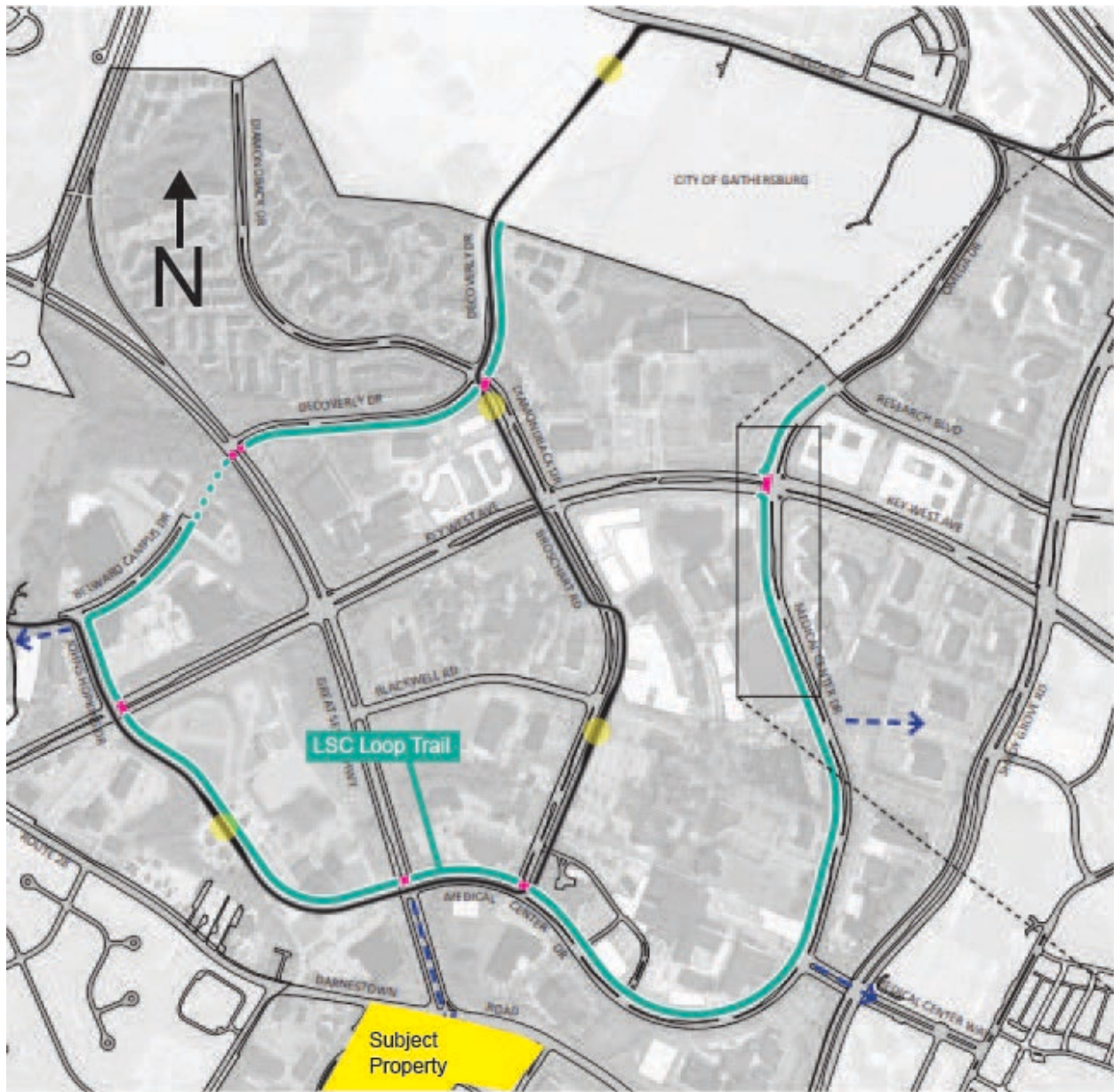


Figure 10 – LSC Loop Trail

Similar to the connectivity for Building A, the Applicant proposes trail connections from Building B to the Darnestown Road sidepath, which provides direct access to the Darnestown Road and Great Seneca Highway signalized intersection. Furthermore, the Applicant is in the process of constructing the southern portion of the Loop Road from the existing western driveway to Traville Gateway Drive, with extensions of sidewalks east from Parking Garage P2 and south from Building B. It is anticipated that full sidewalk connectivity along the Loop Road will be completed as part of the future phase of construction for Building C. Construction of Building B and its associated pedestrian network will provide further connectivity for people walking eastwards from the campus to the existing buildings and surface parking area on Parcel L, just east of Parcel N. New pedestrian connections will facilitate

east-west walking and rolling travel, in addition to the overall walking pathway network and sidepaths along Darnestown Road.

Local Area Transportation Review

Preliminary Plan No. 119970220B amended the original approval for Development Plan DPA 01-3, with the subsequent Site Plan application modifying the originally requested density. The research and development structures were previously approved under Site Plan No. 820010120 and approved a total density of 1,030,000 square feet across the entirety of the campus (consisting of 49.98 acres made up of Parcels M, N and Outlot O). On August 11, 2021, Site Plan Amendment No. 82001012D was approved for the construction of Building A, which further implemented 200,000 square feet in addition to the 500,000 square feet approved in prior entitlement requests.

The Subject Application for Building B, and alterations to the previously approved Building A remain within the previously approved density, therefore no additional transportation analysis is required. A Traffic Statement was submitted with the Application to demonstrate that the Subject Application remains within the previous trip generation of 1,010 AM and 887 PM peak hour vehicle trips. The proposed trip generation from this request for a 265,000-square foot research and development building does not exceed the trips from the original approval.

Table 1 – Vehicular Trip Generation

Vehicle Trip Generation	AM	PM
Site Generated Vehicle Trips (Total) (Approved – 1,030,000 SF R&D)	1,010	887
Existing Vehicle Trips (Built 500,000 SF R&D)	-490	-430
Existing Vehicle Trips (Approved 200,000 SF R&D)	-84	-68
LATR Policy Area Adjustment (Office)	66.7% of ITE Rate	
Remaining Person Trips	588	524
New Vehicle Trips (ITE 11 th Edition – 265,000 SF R&D)	-260	-248
LATR Policy Area Adjustment (Office)	66.7% of ITE Rate	
Net Remaining Person Trips (Total)	245	197

(Source: ITE, 11th Edition, revised from Applicant's Traffic Statement)

SECTION 4: FINDINGS AND ANALYSIS

Pursuant to the grandfathering provision of Section 59.7.7.1.B.3 of the Zoning Ordinance, this Amendment was reviewed under the standards and procedures of the Zoning Ordinance in effect on October 29, 2014, since the original Site Plan was approved on March 22, 2001. The proposed Amendment does not alter the intent of the previous findings (as set forth in Section 59-D-3.4(c) of the 2004 Zoning Code) except as modified below.

- 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;***

Parcel N is subject to Development Plan Amendment DPA 01-3 that applies to the entire 192-acre area that includes Parcel M, Parcel N, and a number of other properties to the south and east of the Subject Property. DPA 01-3 (approved and adopted July 31, 2001) includes certain binding elements that supplement or supersede the development standards of the Zoning Ordinance that applies to the new development. The relevant binding elements include: (i) limit the overall amount of commercial floor area that can potentially be developed within the plan area to 1.3 million square feet; (ii) limit the amount of impervious surface coverage that is permitted (33 percent); and (iii) require the provision of a minimum amount of overall green space (62 percent).

The Subject Application meets these requirements by staying within the established commercial development cap. There is currently 500,000 sf of commercial development on Parcel M with the remaining 530,000 sf of allowed density being available to Parcel N. The previous Site Plan Amendment, 82001012D, approved an additional allocation of 200,000 square feet as part of Building A. This leaves 330,000 square feet of available commercial density for Parcel N at the time of this application. Building B, proposed as part of this Application, will have a square footage of 265,000, leaving 65,000 square feet of commercial density available for any future development. As required by the original Site Plan for the Property (No. 820010120), the impervious area cap of 18.6 acres remains in effect in the current site plan. Per the Impervious Surface Exhibit submitted with the Application, Parcels M, N and Outlot O will have 16.4 acres of impervious surface, below the maximum of 18.6 acres. As required by the Development Plan, Parcels M, N and Outlot O must have a minimum of 62% green area. Per the Green Area Exhibit submitted with the Application, Parcels M, N and Outlot O will provide 35.08 acres or 70% green area.

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

The Subject Property is currently zoned CRT-0.5, C-0.5, R-0.25, H-100 T. However, the Subject Application is being reviewed under the old MXN zoning standards that were in place at the time of the original site plan in 2001.

The Project complies with the purpose and development standards of the MXN Zone as set forth in Section 59-C-7.71 et seq. of the 2004 Zoning Ordinance. In particular, the Project addresses specific development standards as follows:

- Section 59-C-7.751 establishes setbacks and building heights.

The Site Plan Amendment data table demonstrates how the Project complies with the applicable setback and height requirements.

- Section 59-C-7.752 requires compliance with external access and internal circulation standards.

The Project does not modify the current external access and circulation plans that were approved under Site Plan No. 82001012D. It does, however, accommodate more robust access and circulation opportunities once the campus master plan is implemented. Internal circulation will be improved by the development of Building B and its associated pedestrian improvements.

- Section 59-C-7.753 requires the provision of facilities and dedications consistent with the Master Plan.

The Master Plan does not require any additional dedications or easements from the Property and the Application is providing the required side path facility along Darnestown Road.

- Section 59-C-7.754 requires internal compatibility of uses and development.

Proposed Building B is compatible with the adjacent and confronting uses, including existing development on Parcel M and the previously approved Building A. The design of the building façade for Proposed Building B will be consistent with the existing character of the surrounding area. The structure itself is compatible in scale with the nearby buildings and is located such that it will not adversely impact existing adjacent uses.

- Section 59-C-7.761 green area requirements.

The 2004 Zoning Ordinance requires a minimum of 50% green space; however, DPA 01-3 increased this requirement for Parcels M and N to 62%. Per the Green Area Exhibit submitted with the Application, the Property will provide 70% green area.

- Section 59-C-7.77 establishes off street parking standards.

Per Section 7.7.1.B.3.b of the 2014 Zoning Ordinance, this Application is subject to current parking requirements, which, as discussed below, have been met.

Development Standards - The Site Plan Amendment meets all of the requirements of the zone in which it is located. The Site Plan Amendment meets the development standards in the MXN Zone under the previous Zoning Code, as well as parking and loading requirements of the current Zoning Code, as shown on the following table.

Table 2 - Site Plan Data Table

MIXED USE NEIGHBORHOOD (MXN) ZONE DEVELOPMENT STANDARDS			
TRACT SIZE			
PARCEL M	28.09 AC		
PARCEL N	18.18 AC		
Outlot O Plat 21961	2.34 AC		
TOTAL	48.61 AC		
DEVELOPMENT/ SITE PLANS	DPA 01-3(G-718)	82001012D	Proposed 82001012E
STANDARDS			
		200,000 sf approved on Parcel N 200,000 in Bldg. A	465,000 sf requested on Parcel N 200,000 in Bldg. A 265,000 in Bldg. B
		(1,030,000 sf total approved – 500,000 sf on Parcel M – 200,000 sf in Bldg. A = 330,000 sf of density remaining)	(1,030,000 sf total approved – 500,000 sf on Parcel M – 200,000 sf in Bldg. A – 265,000 sf in Bldg. B = 65,000 sf of density remaining)
DENSITY (MAX) (Parcel M, N and Outlot O)	0.46 FAR	0.33 FAR	0.45 FAR
SETBACK (MIN)	N/A	N/A	N/A
HEIGHT (MAX)	N/A	100 ft	105 ft ³
GREEN AREA (MIN) (Parcel M, N and Outlot O)	62%	77%	70%
IMPERVIOUS AREA (MAX) (Parcel M, N and Outlot O)	18.6 acres (33%)	13.16 acres	16.4 acres
PARKING ⁴ (Life Sciences Research and Development Use)			
VEHICLE PARKING (Parcel N)			
MIN (1 per 1,000 sf)	N/A	200 SPACES	465 SPACES
MAX (3 per 1,000 sf)	N/A	600 SPACES	1,395 SPACES
PROVIDED		590 SPACES ⁵	1,216 SPACES
	MIN	MAX	PROVIDED
PARKING GARAGE P1	200	600	564 ⁶
PARKING GARAGE P2	265	795	622
BICYCLE PARKING			
LONG Term	N/A	34	80
SHORT Term	N/A	6	14

³ As part of this amendment, the height maximum for both Building A and Building B is being increased to 105 feet.

⁴ According to Section 7.7.1.B.3.b of the current Zoning Ordinance, “An applicant may apply for a minor site plan amendment to amend the parking requirements of a previously approved application (listed in Section 7.7.1.B.2) in a manner that satisfies the parking requirements of the Section 6.2.3 and Section 6.2.4.”

⁵ Included 562 spaces in Parking Garage P1, 22 on-street parking spaces along the Loop Road, and 4 surface parking spaces.

⁶ Minor adjustment made as part of subject amendment to increase spaces provided in Parking Garage P1 to 564.

Table 3 - Project Density Tracking Table

Density Tracker						
Plan #	820010120	82001012A	82001012B	82001012C	82001012D	82001012E
Density (max)	1,030,000 sf approved (500,000 sf constructed only on Parcel M)	n/a	n/a	125,000 sf approved (never constructed)	200,000 sf (proposed for Parcel N, Building A)	265,000 sf (proposed for Parcel N, Building B)
Area	Parcel M & N 48.61 ac	Parcel M & N 48.61 ac	Parcel M & N 48.61 ac	Parcel M & N 48.61 ac	Parcel N 18.18 ac	Parcel N 18.18 ac
Total Density Remaining	65,000 sf available for future development on Parcel N and no density is available for Parcel M					

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

Building A, Parking Garage P1, Building B, Parking Garage P2, open spaces, landscaping, and circulation systems are safe, adequate, and efficient and are appropriate for the character envisioned by the 2010 *Great Seneca Science Corridor Master Plan*. As conditioned, these elements provide easy access to Buildings A and B and Parking Garages P1 and P2 from adjoining sidewalks and parking. New sidewalks along the loop road and within the Subject Property will provide safe and efficient connectivity within the buildings on campus and to nearby areas of interest such as the Universities at Shady Grove. The locations of the buildings and structures are adequate and efficient and do not pose any safety concerns on the Site.

4. each structure and use is compatible with other uses and other site plans, and with existing and proposed adjacent development; and

Buildings A and B are compatible with the adjacent and confronting uses as well as pending development. The design of Buildings A and B and Parking Garages P1 and P2 will be consistent with the existing architectural character of nearby development. The structure is appropriately scaled when compared with the nearby buildings and is located such that it will not adversely impact existing or proposed adjacent uses.

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.

Environmental Guidelines

Traville Parcel N is part of the much larger Traville development encompassing approximately 192 acres in what is now the LSC South District of the *Great Seneca Science Corridor Master Plan*. A Natural Resources Inventory/Forest Stand Delineation for the Traville site was approved by Planning Staff on September 11, 1995, and re-certified on August 2, 1999. At the time of the Preliminary Plan approval (Prelim. Plan 119970220), there were 95 acres of existing forest in the area covered by the Preliminary

Plan, as well as streams and stream buffers, wetlands and wetland buffers, steep slopes, 100-year floodplains, and a population of endangered *Krigia dandelion*. Traville Parcel N is part of a smaller development area covering approximately 50 acres that includes both Parcel M and Parcel N. Parcel M has already been developed with three large lab/office buildings, originally occupied by Human Genome Sciences, and now owned by Glaxo-Smith Kline. Parcel N is largely undeveloped.

A small area of environmental buffer extends into the southeastern portion of Parcel N. The submitted Site Plan Amendment keeps all buildings, parking, roads, and stormwater management facilities out of the buffer.

A small encroachment (approximately 0.05 acres) into the buffer for the installation of a stormwater outfall was approved under Site Plan Amendment No. 82001012D, with mitigation required to replace the lost buffer function.

The Special Protection Area requirements of the *Environmental Guidelines* also require that buffers in the SPA must be forested; therefore, the Applicant is required to afforest any portion of the stream buffer on their property that is not currently forested.

The submitted Site Plan Amendment is in conformance with the *Environmental Guidelines*.

Forest Conservation

Forest conservation requirements for Traville Parcel N have also been addressed as a part of the overall Traville Development site. All forest conservation requirements have been met through the preservation of existing forest and planting of forest within stream buffers that run through the larger Traville site, with Parcel N included on the Overall Forest Conservation Plan. The original Site Plan for this portion of Traville, No. 820010120, includes a note stating that “All reforestation requirements have been met for this site as represented on the ‘Traville Overall Final Forest Conservation Plan.’” The Applicant has included a graphic with their submission showing the areas of forest preservation that fulfill the Forest Conservation Law requirements. The Site Plan Amendment for Parcel N includes an amended Final Forest Conservation Plan for the Applicant’s portion of the overall FFCP showing the additional buildings and infrastructure on the site.

The FFCP amendment is in compliance with Chapter 22A, Forest Conservation.

Water Quality Plan

Because this site lies within the Piney Branch Special Protection Areas, approval of a Water Quality Plan is required. The Water Quality Plan approval is shared by the Montgomery County Department of Permitting Services (MCDPS) and the Montgomery County Planning Board. MCDPS is responsible for approving the stormwater management plan for the site. The Montgomery County Planning Board is responsible for determining that impervious areas are minimized in the site design.

While the Piney Branch SPA does not include an imperviousness cap, previous approvals for the Traville development do impose a maximum imperviousness cap of 33% for the entire site. The initial requirements were established during the review and approval of LMA G-718. A maximum imperviousness amount was distributed to individual sites throughout the overall Traville development to ensure that the development would remain under the 33% cap. Parcel M and N were combined into one area for purposes of the imperviousness distribution. The Water Quality Plan for Site Plan No. 820010120 stipulated that these two sites together are restricted to a maximum impervious cover of 18.6 acres. The Applicant has submitted exhibits showing that prior to development of Buildings A and B the impervious cover on Parcels M and N was 10.06 acres. Site Plan Amendment 82001012D increased the total imperviousness on the site to 13.16 acres. This Site Plan Amendment, 82001012E, proposes new buildings and impervious surfaces that will bring the total imperviousness to 16.4 acres, which is below the maximum of 18.6 acres allowed.

Among the site design approaches used to minimize imperviousness on Parcel N are compact building footprints and the use of structured parking. Staff notes that the initial Site Plan Amendment submittal included surface parking that came very close to the stream buffer. The switch to structured parking makes a significant difference in the impervious area on the site and should help protect water quality.

MCDPS recommended approval of the Site Plan in ePlans on January 14, 2022. MCDPS has authority over the review and approval of the Stormwater Concept Plan, including their portion of the Water Quality Plan analysis and approval.

Staff recommends approval of the Water Quality Plan accompanying this Application.

SECTION 5: COMMUNITY OUTREACH

The Applicant has met signage and noticing requirements for the submitted Applications. Staff received correspondence from the Great Seneca Science Corridor – Implementation Advisory Committee (IAC), which urges staff to prioritize the implementation of the Great Seneca Highway extension and the improvement of the pedestrian realm with the installation of sidewalks.

SECTION 6: CONCLUSION

The proposed development meets all of the requirements established in the Zoning Ordinance in effect on October 29, 2014, satisfies current parking requirements, and conforms to the recommendations of the 2010 *Great Seneca Science Corridor Master Plan* and the 2018 *Bicycle Master Plan*. The Application was reviewed by other applicable County agencies, all of whom have recommended approval of the plans. Therefore, Staff recommends approval of the Application, with the conditions as specified at the beginning of the Staff Report.

ATTACHMENTS

Attachment A: Site Plan

Attachment B: Fire Department Access Plan

Attachment C: Water Quality Plan

Attachment D: Agency Letters

Attachment E: Impervious Surface Exhibit

Attachment F: Green Area Exhibit

Attachment G: Comments from GSSC - IAC