



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

MEMORANDUM

Date: July 20, 2011

To: Montgomery County Planning Board

Via: Glenn Kreger, Acting Chief *GJK*
Area 2 Division

From: Patrick Butler, Planner *P.B.*
Area 2 Division

Re: Preliminary Plan 11996110A – JHU Belward Campus

This memorandum provides modifications of the recommended conditions of approval, agency approval letters referenced in the recommended conditions of approval, and citizen concerns that have been received since the staff report was posted.

REVISED CONDITIONS

REVISED PRELIMINARY PLAN RECOMMENDATION AND CONDITIONS

Approval of Preliminary Plan Amendment 11996110A pursuant to Chapter 50 of the Montgomery County Subdivision Regulations and subject to the following conditions:

1. Total development under the subject Preliminary Plan Amendment is limited to the remaining 1,410,000 square feet of the original 1,800,000 square feet of R&D uses approved.
2. The Applicant must submit a Final Forest Conservation Plan for the entire Preliminary Plan site to be approved with the first Site Plan submitted.
3. The Applicant must plat **and** record Category I Conservation Easements over all onsite retained and planted forest prior to any clearing or grading occurring on site.
4. The Applicant must install the forest plantings in the 200-foot wide Mission Hills Preserve within two planting seasons following the release of the first sediment control permit associated with the first Site Plan.
5. The Applicant must install the remaining forest plantings within one year of issuance of the sediment control permit for the second Site Plan.
6. The Applicant must submit and obtain approval of the forest conservation financial security instrument prior to any clearing or grading occurring on site.
7. If a forest mitigation bank is to be used to meet the offsite plantings, a certificate of compliance to use a forest mitigation bank must be accepted by the Planning Department Associate General Counsel's office and recorded in the Montgomery County Land Records prior to any clearing or grading occurring on site.
8. If the applicant chooses to plant forest at an offsite location the location must be identified per section 109.B(2)(f) of the forest conservation regulation and forest planted within one year of the issuance of the sediment control permit for the second site plan.
9. Final disposition of **a** Category II Easement on **the** environmental setting of Belward Farm to be determined at time of Final Forest Conservation Plan approval.
10. The total amount of on-site vs. off-site forest planting to be done to be determined at time of Final Forest Conservation Plan approval.
11. Applicant must use a road construction design and construction techniques such as bridging or bottomless culvert to avoid the wetland and wetland buffer in the north central portion of the site.
12. The Applicant must dedicate, and the record plat must reflect, the master-planned recommended 150-foot right-of-way for Belward Campus Drive (A-284) as shown on the preliminary plan that includes the 50-foot wide Corridor Cities Transitway (CCT), the CCT station, and shared use path.
13. At the time of the relevant site plan, the Applicant must construct (i.e., permitted and bonded) the extension of Belward Campus Drive, including the shared use path, necessary to serve the proposed site plan development.
14. The Applicant must dedicate, and the record plat must reflect, an additional 30-feet of right-of-way where needed along Muddy Branch Road, between MD 28 and Belward Campus Drive as shown on the preliminary plan, to provide the master-planned minimum right-of-way width of 150 feet, and construct the sidewalk and shared use path in accordance with road code standard No. 2008.04/2008.08 at the time of the relevant site plan.
15. The Applicant must dedicate, and the record plat must reflect, an additional 50-feet of

right-of-way where needed along Muddy Branch Road, between Belward Campus Drive and the northern property line as shown on the preliminary plan, to provide the master-planned minimum right-of-way width of 170 feet, and construct the sidewalk and shared use path in accordance with road code standard No. 2008.04/2008.08 at the time of the relevant site plan.

16. The Applicant must dedicate, and the record plat must reflect, an additional 25-feet of right-of-way where needed along Darnestown Road (MD 28) as shown on the preliminary plan, to provide the master-planned minimum right-of-way width of 150-feet, and construct the sidewalk and shared use path in accordance with road code standard No. 2008.04 at the time of the relevant site plan.
17. The Applicant must provide a public use easement for the recommended 70-foot right-of-way for business district streets B-3 and B-4, and the boundary of the easements must be shown on the record plat. The roads must be constructed to public standards and in accordance with the road code standard No. 2005.02 at the time of the relevant site plan.
18. 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 Organization. The Traffic Mitigation Agreement must be executed prior to certified site plan for the first building and modified as needed prior to certified site plan for the successive buildings.
19. The Applicant must work with the Maryland ~~Transportation~~ **Transit** Administration (MTA) regarding the alignment of the CCT and the location of the proposed CCT station.
20. ~~The Applicant must have under construction~~ All private internal roadways **must be constructed** in accordance with the Design Guidelines ~~at site plan~~, and Road Code cross-section requirements **as modified to satisfy the Master Plan recommendations**. ~~to provide offsets from the curb to the street trees and a two-foot wide maintenance offsets between the sidewalk or shared use path and the right of way edge line. Design Guidelines and road code as modified to include the master planned cross section elements (I.e., proposed cross sections are shown on the preliminary plan) at~~ **Subsequent site plans must determine the extent and timing of construction of the internal private roads necessary to support the development proposed by** the relevant site plan.
21. The Applicant must prepare and submit a queuing study along Darnestown Road prior to the first certified site plan. The Applicant must ~~provide any~~ **satisfy provisions for access and** operational improvements ~~identified~~ as required by the Maryland State Highway Administration (MDSHA) ~~prior to release of any building permit~~ **access permits prior to release of any use and occupancy permit**.
22. The Applicant must provide a ten-foot wide shared use path on Private Road "D".
23. The Applicant must provide inverted-U bike racks within 50 feet of the main entrances and secured bike storage units (such as lockers) in the parking garages in a well-lit area near the garages' exit or entrance. The final locations and types of bicycle parking must be reviewed and approved by planning staff at site plan review.
24. The record plat must reflect a public use and access easement over all private streets and adjacent parallel sidewalks. This easement will be recorded by deed prior to the first building permit after each site plan is approved.
25. The Applicant must comply with the conditions of approval of the Montgomery County Fire and Rescue (MCF&R) letter dated June 16, 2011. These conditions may be amended

by MCF&R, provided the amendments do not conflict with other conditions of the preliminary plan approval.

26. The Applicant must comply with the conditions of approval of the MCDOT letter dated June 17, 2011. These conditions may be amended by MCDOT, provided the amendments do not conflict with other conditions of the preliminary plan approval.
27. The Applicant must comply with the conditions of approval of the Maryland State Highway Administration (MDSHA) letter dated June 17, 2011. These conditions may be amended by MDSHA, provided the amendments do not conflict with other conditions of the preliminary plan approval.
28. The Applicant must comply with the conditions of the Montgomery County Department of Permitting Services (MCDPS) stormwater management concept approval letter dated June 15, 2011. These conditions may be amended by MCDPS, provided the amendments do not conflict with other conditions of the preliminary plan approval.
29. The Applicant must satisfy provisions for access and improvements as required by MCDOT prior to recordation of plat(s), as applicable.
- ~~30. The Applicant must satisfy provisions for access and improvements as required by MDSHA prior to issuance of access permits.~~
30. The Applicant must provide a ten-foot public utility easement parallel, contiguous and adjacent to the rights-of-way of Belward Campus Drive, and Master Planned Roads B3 and B4, unless an alternative alignment is agreed upon by the applicable utility companies at the request of the M-NCPPC prior to certification of the site plan and recordation of the plat.
31. No clearing, grading, or recording of plats prior to certified site plan approval.
32. Final approval of the number and location of buildings, on-site parking, site circulation, sidewalks, and bikepaths will be determined at site plan.
33. In the event that a subsequent site plan approval substantially modifies the subdivision shown on the approved preliminary plan with respect to lot configuration or right-of-way location, width, or alignment, the applicant must obtain approval of a preliminary plan amendment prior to certification of the site plan.
34. As required by the Great Seneca Science Corridor (GSSC) Master Plan, a Concept Plan is being approved as part of this Preliminary Plan. Any subsequent Site Plan must generally conform to the approved Concept Plan.
35. Open Space Areas shown on the Concept Plan must be provided as part of subsequent Site Plans as recommended in the GSSC Master Plan.
36. The certified preliminary plan must contain the following note: "Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the preliminary plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan review. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval."
37. The Adequate Public Facilities (APF) validity period for the remaining 1,410,000 square feet of R&D use is subject to the phasing schedule as follows:
 - Building permits for 200,000 SF of the remaining 1,410,000 SF of development must be issued before April 6, 2018.

- Building permits for of the next 500,000 SF of the remaining 1,410,000 SF of development must be issued before April 6, 2020.
- Building permits for of the last 710,000 SF of the remaining 1,410,000 SF of development must be issued before April 6, 2025.

The APF approval for the square footage identified in each phase above will expire on the specified dates, and any square footage that has not been included in a building permit issued by that date may not be used in any subsequent phase unless a new finding for APF has been made.

38. All necessary easements must be shown on the Record Plat.

AGENCY APPROVAL LETTERS



FIRE MARSHAL COMMENTS

DATE: 16-Jun-11
TO: Patricia Monday
Patton Harris Rust & Associates
FROM: Marie LaBaw
RE: Johns Hopkins Belward Campus
11996110A

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **02-Jun-11**. 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.

This conditional approval is based on 6/2/11 PDF plans submitted by Patton Harris Rust & Associates that were not sealed by a professional engineer. All future submissions of fire department access plans must be reviewed and sealed by a professional engineer prior to any additional approvals.

***** General fire department vehicular access in relation to building layout appears to be acceptable if buildings meet Life Safety Code per Montgomery County Code Chapter 22, NFPA 1, and all applicable Executive Regulations including 29-08AM *****

***** Parking restrictions, building main side hinge door access locations, fire department connection locations, fire department water supply, and all other fire department access requirements are required to be reviewed and approved in detail at time of site plan *****



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

June 17, 2011

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

RE: Preliminary Plan No. 11996110A
Johns Hopkins Belward Campus

Dear Mr. Butler:

We have completed our review of the unsigned preliminary plan dated June 3, 2011. An earlier version of this preliminary plan was reviewed by the Development Review Committee at its meeting on April 11, 2011. This letter is also intended to address the applicants' proposed Stormwater Management (in the public rights-of-way) Concept Plan. We recommend approval of the Preliminary 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 DPS 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.

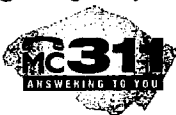
Stormwater Management Concept Plan

In general, we support using the following bio-swale stormwater management measures in the County rights-of-way, AS A SITE-SPECIFIC APPROVAL, conditioned on the following comments:

- Instead of providing slotted curb openings (on Belward Campus Drive and the internal business district streets), construct curb opening inlets which incorporate paved flumes between the edge of pavement and trapezoidal ditch (MSHA Standard MD 374.68 modified for 6" curb per MSHA Standard MD 375.55-01. The inlet/shelf width, per the comment above, should be a minimum of 2'8" to allow space for passengers to enter and exit parked cars. These inlets should be sized and located to handle the one (1) year storm event runoff.
- We do not support the use of structural, rectangular boxes on Belward Campus Drive due to concerns over safety and liability. Instead, we recommend the use of trapezoidal, flat bottom ditches. The shelf between the back edge of the curb and the front hinge point of the ditch should be a minimum of 2'; the shelf between the rear hinge point and the front edge of the sidewalk should be a minimum of 1' wide.

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



Structural, rectangular boxes may be used on privately owned and maintained streets. We have reservations over this with respect to safe ingress/egress of parked cars, pedestrian and bicycle safety, and the ability to accommodate street signs and street lights. We recommend providing a 2' minimum width shelf between the back edge of the curb and the front edge of bio-swale structure. These minimal dimensions may necessitate attaching traffic control signage to the structure and/or locating same within the bio-swale media. We also recommend providing a sturdy safety fence and/or benches around the structure. Streetlights will likely be located immediately behind the bio-swale structures.

- We recommend enclosed storm drain systems be located behind the curb – preferably at a shallow depth underneath the bio-swale systems to limit future repair costs and minimize right-of-way impacts. Enclosed storm drain systems should be designed and located to handle the 10 year storm event in accordance with the MCDOT Storm Drain Criteria.
- The location of the proposed trapezoidal ditch (with respect to the face of curb) will necessitate locating standard width curb opening inlets and traffic control signage within those ditches.
- Any proposed trapezoidal ditches and bio-swales should include opportunity for pedestrians to cross them (between parked cars and the sidewalks). These path locations should be selectively located to minimize mid-block pedestrian crossings of the adjacent streets.
- Coordinate the species and location of proposed street trees with respect to the side ditch and streetlights.

General Plan Review and Permitting Comments

1. **As the preliminary plan identifies developments shown as “conceptual” and future amendments of the preliminary plan are anticipated for finalized layout of the site, MCDOT will defer most of its typical detail issues (such as site access, sight distance analyses, storm drain capacity & impact analyses, roadway improvements, etc.) and postpone collection of its review fees until amended preliminary plans/ site plans are prepared at a future date – per agreement with the applicant’s representatives.**
2. Necessary right-of-way dedication along Darnestown Road/Key West Avenue (MD 28) and Muddy Branch Road in accordance with the Master Plan.
3. Dedicate necessary rights-of-way for the Corridor Cities Transitway (CCT) in accordance with the Maryland Transit Administration (MTA) study.
4. Full width dedication and construction of Belward Campus Drive as a divided arterial roadway. We note sheet 3 (typical sections sheet) proposes a 25 mph Design Speed for this road; we believe a target speed of 30-35 mph is more appropriate, per Executive Regulation No. 31-08AM (Context Sensitive Road Design Standards).

Confirm the proposed horizontal alignment provides the necessary tangent section between the reverse curves between Muddy Branch Road and proposed Road B-3.

Provide proper transitions of the roadway pavement, sidewalk(s), and bicycle facilities at the intersection of existing and proposed sections of Belward Campus Drive.

At the site plan stage, submit a revised conceptual profile for Belward Campus Drive, based on the latest revised horizontal alignment and target speed.

5. For Master Planned roads B-3 and B-4, we support approval of the applicant's request to have these roads be privately owned and maintained subject to a perpetual public access easement. The terms and conditions of the perpetual public access easement are to be confirmed in a recorded easement document; this easement document should be reviewed and approved by Planning Board and Executive Branch staff prior to execution.

We recommend separate parcels be created for these roads in case —should they converted to public use and maintenance at a future date.

6. Dedicate right-of-way truncations at the intersections of public streets.
7. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
8. At the site plan stage, submit a completed, executed and sealed MCDOT Sight Distances Evaluation certification form, for the proposed intersections on Muddy Branch Road, for our review and approval.
9. Private common driveways and private streets 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 and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan. Also homeowners' documents should establish each driveway user's (property owner's) rights & responsibilities with respect to use, maintenance, & liability of the common driveway.

We recommend bike paths and sidewalks be provided along Roads B-3, B-4, and C.

10. At site plan stage, delineate the location of the CCT and right-of-way requirements (including stations) along Muddy Branch Road and Belward Campus Drive in accordance with the MTA study. Please include MCDOT representation in any future coordination efforts with the MTA. The site plans should also reflect pedestrian and bike accessibility to the CCT station.
11. Belward Campus Drive (LB-7) and Muddy Branch Road (DB-24) have master planned bicycle facilities; confirm the type and locations of these facilities at the site plan stage. Provide bike route and way-finding signage throughout the campus. Signage should indicate bike sharing and bike parking locations. Ensure the existing sidewalk is aligned with the proposed on Belward Campus Drive.
12. 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.

13. Access and improvements along Darnestown Road and Key West Avenue (MD 28) as required by the Maryland State Highway Administration. We recommend the existing sidewalk should be widened to result in a ten (10) foot wide Class I bikepath along the Darnestown Road site frontage.
14. Relocation of utilities along the site frontage to accommodate the required roadway improvements shall be the responsibility of the applicant.
15. 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 Operation Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
16. 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.
17. Trees in the County rights of way - species and spacing to be in accordance with the applicable DOT standards. Tree planting within the public right of way must be coordinated with Mr. Brett Linkletter with Division of Highway Services, Tree Maintenance Section. Mr. Linkletter may be contacted at (240) 777-7651.
18. At the site plan stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate the project with RideOn requirements and project impacts on their bus network. Ms. Coletta may be contacted at 240 777-5836.
19. At the site plan stage, submit a DRAFT Traffic Mitigation Agreement for review. The trip reduction elements should be coordinated with Ms. Sandra Brecher, Chief of our Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-5800.

We believe the trip reduction measures in that Agreement should include:

- Minimizing parking spaces: reduce the number of parking spaces below the minimum by making payments into the Ridesharing Account;
- Design parking facilities to promote use of alternative modes by carpool and vanpool parking, car sharing vehicle parking spaces, electric car charging stations;
- Design parking facilities to provide flexibility in use of parking;
- Design to promote use of transit: main entrances of buildings should be oriented to transit, design building frontages/lobbies to provide two-way visibility, where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate transit buses, provide displays and communication of transit and other TDM information;
- Incorporate planning for other modes: shuttles, parking arrangements, taxis, pedestrians, and bicyclists
- Provide bike racks and bike sharing facilities.

Mr. Patrick Butler
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June 17, 2011
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- Encourage residential and retail components on the campus per Master Plan to minimize off-campus trips

The applicant will need to pay all transportation management fees as required by law.

20. 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 (generally stated) improvements (details of the improvements will be determined at the amended preliminary/site plan stage):
- A. Improvements to Muddy Branch Road and Belward Campus Drive to be confirmed at the site plan stage, per prior comments in this letter.
 - B. 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.
 - C. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
 - D. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the 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 Sam Farhadi, our Development Review Area Engineer for this vicinity at sam.farhadi@montgomerycountymd.gov or at (240) 777-2197.

Sincerely,



Gregory M. Leck, P.E. Manager
Development Review Team

m:/subdivision/farhas01/preliminary plans/ 1-1996110A, JHU-Belward Campus, FINAL.doc

Enclosure

cc: David McDonough; Johns Hopkins Real Estate
Patricia D. Monday; Patton, Harris, Rust & Associates
James A. Ruff; Patton, Harris, Rust & Associates
Barbara Sears; Linowes & Blocher, LLP
James Renaud; MSHA AMD
Glenn Kreger; MNCPPC Area 2
Shahriar Etemadi; MNCPPC Area 2
Ed Axler; MNCPPC Area 2
Cathy Conlon; MNCPPC
Shahriar Etemadi, MNCPPC
Preliminary Plans Note Book
Preliminary Plan Folder

Mr. Patrick Butler
Preliminary Plan No. 11996110A
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cc-e: Marie LaBaw; MCFRS
Amy Butler Stevens; DPS SWFMP
Gene Gopenko; DPS SWFMP
Atiq Panjshiri; DPS RWPR
Rick Brush; MCDPS WRM
Bill Campbell; MCDPS WRM
Edgar Gonzalez; MCDOT DO
Bruce Johnston; MCDOT DTE
Jerry McCauley; MCDOT DTE
Gail Tait-Nouri; MCDOT DTE
Stacy Coletta; MCDOT DTS
Sande Brecher; MCDOT DTS
Fred Lees; DOT DTEO
Kyle Liang; DOT DTEO
Dan Sanayi; DOT DTEO
Sam Farhadi; DOT TEO



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

Beverley K. Swaim-Staley, Secretary
Neil I. Pedersen, Administrator

Maryland Department of Transportation

June 17, 2011

Mr. Patrick Butler, Planner
Area #2 Team
Maryland National Capital
Park & Planning Commission
Silver Spring, Maryland 20910-3760

Re: JHU – Belward Campus
File No. 1-1996110A
MD 28 between JHU Drive
8787 Georgia Avenue
and Muddy Branch Road

Dear Mr. Butler:

The State Highway Administration (SHA) appreciates the opportunity to review the Traffic Impact Study (TIS) dated May 27, 2011 and final submission package of the Preliminary Plans for the proposed 1,410,000 square feet of approved office and Research & Development use. We offer the following comments:

- The May 27, 2011 transmittal describes the purpose of this applicant's submission as an APF Validity Extension request for an approved 1.4 million square-foot R&D office development of the Belward Campus.
- The Traffic Group's TIS is currently under review by SHA's traffic offices. SHA will be offering written comments on or before June 28, 2011.
- SHA has **no** objection to inclusion of the proposed Belward Campus Preliminary Plans/APF Validity Extension on the next Montgomery County Planning Board meeting agenda. SHA does request that the following comments be addressed by the applicant to SHA's satisfaction prior to issuance of any grading and/or building permits:
 - SHA's pending comments on the TIS must be addressed and the TIS approved by SHA. Submission of a Design Request (DR) to SHA for the proposed B-4 roadway connection with MD 28 will be required after SHA approves the TIS. After the DR is approved by SHA, traffic signal modification plans must be submitted to and approved by SHA.
 - Right-of-way dedications need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications be platted to SHA standards. These plats must be submitted in hard copy format for review and final issuance. Please contact Ms. Pattianne Smith of the Plats and Surveys Division at 410-545-8860 for additional information.

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

Street address: 707 North Calvert Street - Baltimore, Maryland 21202 - Phone 410.545.0300 - www.marylandroads.com

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- MD 28 roadway improvement plans for the proposed street connections and existing farm entrance, including any proposed or required MD 28 improvements must be submitted to SHA's Access Management Division for review and comment. Four (4) sets of these plans must be submitted.
- An access permit will be required to construct the proposed B-3 and B-4 Roadway connections to MD 28, modify the existing farm access (Road H) from MD 28, and construct all mandated off-site state roadway improvements identified in the SHA approved TIS.

If you have any questions regarding SHA's review of the TIS, please contact Mr. Raymond Burns at 410-545-5592. Questions regarding the above preliminary plan comments can be directed to Mr. Eric Waltman at 410-545-5597 or by e-mail at ewaltman@sha.state.md.us.

Sincerely,



for Steven D. Foster, Chief
Access Management Division

SDF/rbb

cc: Johns Hopkins Real Estate, 1101 E. 33rd Street, Suite E100, Baltimore 21218
PHRA / 12850 Middlebrook Road, Suite 200, Germantown, Maryland 20874
Mr. Gregory Leck / MCDOT
Mr. Victor Grafton *sent via e-mail*
Ms. Kate Mazzara *sent via e-mail*
Mr. Eric Waltman *sent via e-mail*
Mr. Cedric Ward *sent via e-mail*



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Carla Reid
Director

June 15, 2011

Ms. Sherry Mitchell
Patton, Harris, Rust & Associates
12850 Middlebrook Drive, Suite 200
Germantown, MD 20874

Re: Stormwater Management **CONCEPT** Request
for Johns Hopkins Belward Campus
Preliminary Plan #: 119961100
SM File #: 239332
Tract Size/Zone: 107.3 acres/ LSC
Total Concept Area: 107.3 acres
Lots/Block: NA
Parcel(s): B
Watershed: Muddy Branch

Dear Ms. Mitchell:

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 green roofs, bio-swales, permeable concrete and micro-bioretenion.

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

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. Based on the design of this site any changes to the layout of the buildings and changes to the sequencing of the construction of streets and buildings will require a revised Stormwater Management concept.
6. The design for the bio-swales along Belward Campus Drive must comply with Montgomery County Department of Transportation requirements as well as those for storm water management.
7. The design for the structural bio-swales along the private street(s) should take into consideration the recommendations made by the Montgomery County Department of Transportation concerning pedestrian safety.

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

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

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

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

Sincerely,



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

RRB: tle

cc: C. Conlon
SM File # 239332

ESD Acres: 107.3
STRUCTURAL Acres: 0
WAIVED Acres: 0

CITIZEN COMMENTS RECEIVED

Planning Board Chair Francoise Carrier and the members of the Planning Board:

We have opposed the scale of the development on the Belward Campus for the past three and a half years and we still have many concerns and unanswered questions.

1. 4.6 million square feet of commercial development has been approved for Belward Farm with 1.41 million square feet allowed in the first phase. How many buildings will be built in the first phase and what is the layout of these buildings?
2. Belward Campus Drive and Johns Hopkins Drive will be major thoroughfares which intersect with Key West and Darnestown Road. This intersection backs up in three directions at rush hour now. What road improvements are planned to mitigate the additional traffic?
3. Local road B-3 will enter and exit the property on Darnestown Road near the intersection of Muddy Branch Road. That section of road backs up during evening rush hour and is congested at almost any hour. Our concern is that the cars entering Darnestown Road may try to cross the road in order to turn left at Muddy Branch Road. This would be very dangerous for everyone at this intersection. We recommend that B-3 should be designated a one-way road which enters the property only.
4. One of the residents saw traffic counts being done near Belward Farm the day after a holiday. Can you give us the report that shows the days the traffic counts were done? Are there guidelines regarding permissible days for counting the traffic in order to make the statistics more accurate?
5. We have testified at numerous hearings asking that the Corridor Cities Transitway (CCT) be routed into and out of the farm without crossing the farm. The plan recommends the route across the farm. We feel that this will create pedestrian and automobile havoc on Muddy Branch Road. This will require the CCT to cross two sidewalks, six lanes of traffic, one cross-street and a left turn lane between Belward Campus Drive and Great Seneca. If this route is officially approved, when will we see a plan that attempts to mitigate all of these issues?
6. What is the "queuing study" being done along Darnestown Road? What types of "operational improvements" might be required by the Maryland State Highway Administration?
7. Two historic properties have been destroyed by fire recently, Crown Farm and Chestnut Lodge. What is being done to ensure that the historic properties on Belward Farm are being protected? Does the landmark tree have lightning protection? If not, why not?

Exactly which historic buildings are required to be preserved?

8. Security is an issue with Belward, both in regard to the materials used and produced in the laboratories and the need for large security measures that may be put in place on the campus. We have been assured that federal laws and regulations regarding hazardous substances will protect the nearby residents. Do you concur with this or will there be additional safeguards?

In regard to security measures such as the fencing, barriers and guard houses on NIH, David McDonough of JHU said that some of the groups of buildings are being designed so security fencing could be erected. The master plan says the campus must remain an "open campus". Will security fencing and guardhouses be permitted on Belward Farm? If so, how will that be accommodated and still maintain an "open campus"?

9. From the beginning, we have asked that the contours of the land on Belward Farm be retained in order to preserve the character of the historic farm. Building soccer fields on Belward Farm will destroy the contours. Additionally, we feel that soccer fields built next to the CCT and a six-lane highway will be unsafe for the players, the children crossing a six-lane highway as well as the CCT tracks to get to the fields, and for the drivers on the highway who may need to dodge the soccer balls. We ask that the parks on Belward Farm be reserved for passive recreation such as walking/jogging trails and demonstration gardens which would maintain the agricultural nature of the property. Gardens comprised of drought-resistant and deer-resistant plants would be appropriate and educational.
10. It has been required that the plantings for the Mission Hill Preserve be done "within the first two growing seasons after obtaining the sediment control permit for the first Site Plan approved on the site. The remainder of the mitigation including planting of the stream buffers will be required within one year of obtaining the sediment control permit for the second Site Plan approved on the site." Does the "remainder of the mitigation" include the plantings on both Muddy Branch Park and the Darnestown "Promenade"? Will the county arborists have input into the types of trees that will be planted? Often fast-growing, fast-dying trees like White Pines are planted in situations like this. We feel that the plantings should be chosen carefully for the long term, avoiding the cheapest options. Also, if the sidewalks are to be built next to the tree lines, trees such as the gingko should be avoided.
11. The Preliminary Plan shows the building closest to the Muddy Branch/Darnestown Road intersection as a four story building which is designed to provide more open space between the building and the corner. We appreciate this design as it will lessen the "wall effect" but we are concerned that the Preliminary Plan is purely illustrative of future buildings. The Darnestown buffer is very narrow so it is imperative that the heights and styles of the buildings along this side of the property be designed to lessen the building block "wall effect".
12. During the early discussions we were told by David McDonough that we should be "willing to sacrifice for science". If this development is done properly, with consideration for the residents and their neighborhoods, it should be a win-win situation for both the developer and the residents. Our hope is that this is your goal.

Thank you in advance for your assistance with these questions and concerns.

Best regards,

Donna Baron

Coordinator, The Gaithersburg – North Potomac – Rockville Coalition, representing over 500 residents in 75 different subdivisions in western Montgomery County. Online at www.scale-it-back.com

Butler, Patrick

To: Roddy Moscoso
Subject: RE: Belward Campus 11996110A

From: Roddy Moscoso [<mailto:rmoscoso@capwin.org>]

Sent: Wednesday, July 13, 2011 4:25 PM

To: Butler, Patrick

Subject: Re: Belward Campus 11996110A

Hey Patrick.

The meeting last night with Hopkins went OK. David McDonough led the meeting, and there were five other JHU planners there.

David acknowledged the County's request to move all "building" to the 200 ft. setback, but said they were "fully compliant with the legal definition of the word 'building' in the Master Plan." In other words, "no." Are you still considering escalating the issue to the Planning Board? Personally, and with acknowledge self interest, I think it would be appropriate to do so.

These are preliminary plans, not set in stone. Their response to your request, to "hide behind the letter of the law" rather than the intent of the Plan, is worrisome, and I don't want Hopkins to dismiss the County's concerns. It sets a bad precedent.

I plan on attending the hearing next week. I noticed that there was no time listed on the postcard. Do you happen to know what exact time the hearing will be?

Finally, I wanted to make a couple of important points:

1. Lynne Rose and Jan Fine do not speak on behalf of the entire neighborhood. There is disagreement on several issues, including whether there should be a fence put up along the houses adjacent to the property and whether there should be a pass-through. I fall in the camp for no fence, so that we could gain access to the planned walking path. Individual homeowners can choose to put up a fence if they want. The plan is for this to be a "forest preserve," which would be no different than any other development where homes are adjacent to similar areas. I have seen many homes that back up to woods, parks, etc. that do not have fences. Regardless, please do not take information from Jan or Lynne as the "neighborhood's position." It is not.
2. There will be a legal fight against the planned CCT. It's coming, and it's going to get ugly. This is not a fight with Hopkins but with the County. Just wanted to make you aware of that.

Thanks again for taking the time to speak with me yesterday.

-R

Roddy Moscoso
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JUL 14 2011

MCP-CTRACKOFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Bill Agnostak [billagnostak@mris.com]
Sent: Wednesday, July 13, 2011 6:44 PM
To: MCP-Chair
Cc: 'Donna Baron (Scale-it-back)'; Roselle.Paquette@montgomerycountymd.gov; imam08@mail.house.gov
Subject: Belward Campus Application 11996110A

To all @ MNCPPC: Reference the above captioned application:

As I have maintained in all previous correspondence concerning this rezoning/modification, the density requested is not only incongruous with the surrounding zoning (residential, industrial and commercial), but it is unsustainable as regards to public facilities. The existing density is already at or near saturation levels for all public facilities: storm-water management/flooding is a constant concern, as is inferior snow removal, overcrowded schools at all levels (K-12), unstable electric service (outages far exceed acceptable levels), marginal water pressure (think emergency-fire response), minimally maintained public (state, local & county) medians, roads, etc., traffic congestion (which will add to air quality issues, road rage, litter, etc.), trash and recycling issues, etc., etc. If the infra-structure is in place prior to any construction this may be workable, but to wait 50 years for improvements such as the ICC and Rt. 28 widening, is not only incomprehensible, but grossly out of touch with the needs of the area-citizenry. Not to mention that even though Hopkins is a for profit entity it will enjoy lenient tax breaks, despite the County & State's dire need for tax revenue. Throwing that burden upon the residents is unfair, unnecessary and blatantly demining to the area residents. If Hopkins is willing to put up funds for immediate improvements and forgo "any" construction until improvements to roads, utilities, schools and public facilities are in place, then I would perceive them and you to be seriously concerned about the impact to the surrounding community. Your support of these matters and issues would be greatly appreciated by all concerned citizens surrounding the Belward Farm. billagnostak

cc: WashPost, Gazette, Gaithersburg City, Rockville City, NPCA

www.homesdatabase.com/billagnostak or billagnostak@mris.com or 301.996.2752; Let me Help YOU with Buying*Selling*Renting*Relocating Real Estate, I have been "Turning Clients Into Friends Everyday Since 1998!"
 <<Support Our Troops & Remember Our Veterans!>>

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The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Butler, Patrick

From: RoseGang@comcast.net
Sent: Tuesday, July 19, 2011 11:31 PM
To: MCP-Chair
Cc: Butler, Patrick
Subject: Letter to Planning Board on JHU proposal

Dear Planning Board Chair Carrier and other members of the Planning Board,

My name is Lynne Rose and I am the president of Mission Hills Architectural Review Board. Mission Hills is the community that is nestled between Great Seneca Highway and Belward Farm. I am here to represent the families who live in my community. Life as we know is going to change very dramatically as the Great Seneca Science Corridor Master Plan is implemented. While we all knew that we would not be able to preserve the Belward Farm as it is in its present state, I can tell you that no one expected the kinds of changes that we are about to see. There are 2 issues that I would like to bring to your attention.

One major feature that was put into the plan to protect Mission Hills was a 200 foot buffer between our homes and the farm. We were very thankful to have the buffer and took a little bit of solace from the buffer. Unfortunately, Johns Hopkins is now attempting to intrude on that buffer by putting roads that infringe on the buffer in 2 areas some of which will go into the buffer as much as 30 feet! This equates to 15% of the 200 foot buffer in some areas. While I understand the importance of having a road that goes all around the sides of the buildings for the sake of safety, I do not understand why it has to go into the buffer if the buildings have not been planned yet and the tenants have not even been found! You may be thinking to yourself that this is only a road and not an actual building, but a road means that we will have cars and trucks moving in both directions. This will not only be unsightly, but it will bring a lot of noise from the traffic along with it. If this part of the Johns Hopkins plan is passed, the unsightly road and the noise will be that much closer to Mission Hills. Please protect our buffer in its entirety!

The second issue that I would like to bring to your attention is one on which Johns Hopkins and Mission Hills agrees. Currently, the county has laid out a road that exits onto Muddy Branch and is very close to the only Mission Hills entrance. It would be beneficial to both groups if that road could be moved away from our entrance and further south toward Darnestown Road. If it is left in its current position, it will just cause more congestion.

We are very aware of the positive changes that the Great Seneca Science Corridor Master Plan is hoping to bring to Montgomery County. However, Mission Hills is hoping that our neighborhood is not going to be totally forgotten in the process. Please remember our little 200 foot buffer is the only thing standing between us and the massive Johns Hopkins

development that will be going onto Belward Farm. We need you, the Planning Board, to make a stand and make sure that the Master Plan guidelines are followed precisely. It is extremely important that our buffer be protected now at the very beginning of this process!

Thank you for your consideration!

Respectfully,
Lynne Rose
118 Mission Hills
Gaithersburg, Maryland 20878
301-721-9799