



**Hanover Shady Grove, Sketch Plan 320120020**

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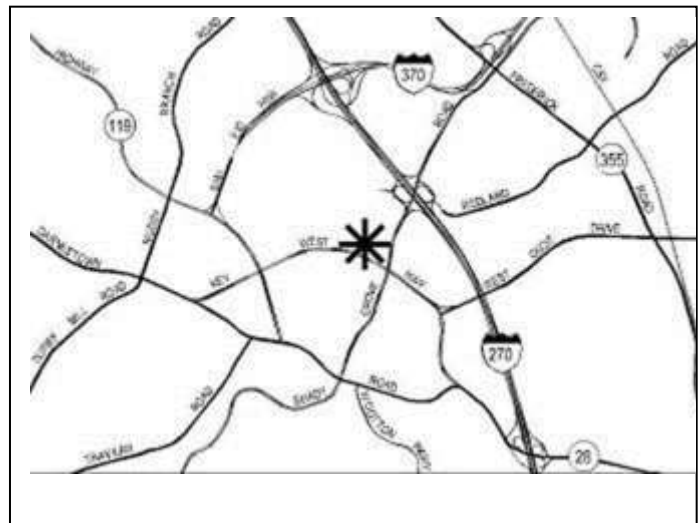
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**staff report date:** January 13, 2012

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**description**

- Construction of up to 452,152 square feet in two buildings for up to 380 multi-family units with at least 13.5% MPDUs, construction of one new parking garage and use of another existing garage, and provision of public open space, residential amenities, and public benefits;
- Located Research Boulevard approximately 575 feet east of the intersection with Omega Drive;
- On two parcels totaling 6.92 gross acres zoned CR 1.5 C1.5 R1.5 H100 land in the LSC North District of the Great Seneca Science Corridor Master Plan area;
- Applicant: Hanover R.S. Limited Partnership, filed on October 24, 2011.



**summary**

- Staff recommends approval with conditions.
- The proposed development will provide residential housing in an area dominated by research, office, and hotel uses. It proposes to use the full density allowed under the optional method of development and intends to accommodate this density with structured parking, streetscape upgrades, transit connections, and provision of a public benefits package suited for this area. Because the buildings are not on public roads and do not have good visibility, no retail is proposed; Staff supports this approach.
- Sufficient residential staging capacity in the GSSC Master Plan currently exists in Stage 1. The density will be allocated at the time of preliminary plan in accordance with the approved GSSC Implementation Guidelines.
- Staff has not received any correspondence on this application.

## **PURPOSE OF THE SKETCH PLAN**

The purpose of the Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR and CRT Zones. The Plan is intended to be conceptual in nature with an emphasis on building massing and open space, varying densities and heights, the general circulation patterns for all modes of transportation, and the locations of open and public use spaces. Details of the proposed development are determined during Preliminary and Site Plan review.

A sketch plan must be filed for an optional method development to ensure the objectives of the CR and CRT Zones under Section 59-C-15.2, quoted below, can be met by subsequent approvals.

“The objectives of the CR zones are to:

- (a) Implement the policy recommendations of applicable master and sector plans;
- (b) Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses;
- (c) Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities;
- (d) Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighborhoods;
- (e) Allow an appropriate balance of employment and housing opportunities; and
- (f) Standardize optional method developments by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.”

## **RECOMMENDATION AND CONDITIONS**

When approving a Sketch Plan, it should be remembered that, under Section 59-C-15.43(d), “During site plan review, the Planning Board may approve modifications to the binding elements of an approved sketch plan.

- (1) Amendments to the binding elements may be approved, if such amendments are:
  - (A) Requested by the Applicant;
  - (B) Recommended by the Planning Board staff and agreed to by the Applicant; or
  - (C) Made by the Planning Board, based on a staff recommendation or on its own initiative, if the Board finds that a change in the relevant facts and circumstances since sketch plan approval demonstrates that the binding element either is not consistent with the applicable master or sector plan or does not meet the requirements of the zone.
- (2) Notice of the proposed amendments to the binding elements must be identified in the site plan application if requested by the applicant, or in the final notice of the site plan hearing if recommended by Planning Board staff and agreed to by the applicant.
- (3) For any amendments to the Binding Elements, the Planning Board must make the applicable findings under Section 59-C-15.43(c), in addition to the findings necessary to approve a site plan under 59-D-3.”

Staff recommends approval of sketch plan 320120020, Hanover Shady Grove, for two buildings of residential development with a maximum total density of 452,152 square feet on 6.92 gross acres of land zoned CR1.5 C1.5 R1.5 H100. The following site development elements shown on the sketch plan stamped "Received" by the M-NCPPC on January 3, 2012 are binding under Section 59-C-15.43(d); all other elements are illustrative:

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

This approval is subject to the following conditions:

1. Density  
The proposed development is limited to a maximum total of 452,152 square feet of development for residential uses. The final amount of residential floor area and the final number of dwelling units will be determined at site plan.
2. Height  
The proposed development is limited to a maximum height of 70 feet for occupiable space; however, architectural design elements of the development are limited to a maximum height of 80 feet.
3. Incentive Density  
The proposed development must be constructed with the public benefits listed below, unless modifications are made under Section 59-C-15.43(d); total points must equal at least 100 points and be chosen from at least 4 categories as required by Section 59-C-15.82(a); the requirements of Division 59-C-15 and the Implementation Guidelines must be fulfilled for each public benefit proposed.
  - a. Transit proximity  
The Applicant proposes 20 points for proximity to master-planned stations for the Corridor Cities Transitway, Level 2 transit stations.
  - b. Connectivity and Mobility  
The Applicant proposes 15 points for transit access improvements.
  - c. Diversity of Uses and Activities  
The Applicant proposes 22 points from the Diversity of Uses and Activities category, which is achieved through provision of 13.5% MPDUs (12 points), dwelling unit mix (5 points), and units with enhanced accessibility for the disabled (5 points).
  - d. Quality Building and Site Design  
The Applicant proposes 30 points from the Quality Building and Site Design category, which is achieved through provision of structured parking (10 points), additional public open space (10 points), and exceptional design (10 points).
  - e. Protection and Enhancement of the Natural Environment  
The Applicant proposes 20 points from the Protection and Enhancement of the Natural Environment category, which is achieved through the purchase of Building Lot

Terminations (BLTs) (5 points) and provision of tree canopy (10 points) and vegetated area (5 points).

4. Building Lot Terminations (BLTs)

Prior to release of a building permit for each building, the Applicant must provide proof of purchase and/or payment for the required BLTs equal to a pro-rated share of the square footage requested with the building permit.

5. Moderately Priced Dwelling Units (MPDUs)

The proposed development must provide MPDUs in accordance with Chapter 25A and, additionally, any incentive density MPDUs above 12.5% under Condition 3 of this Sketch Plan approval.

6. Transportation

At the time of Preliminary Plan, the Applicant must:

- a. Satisfy the LATR test by submitting a traffic study.
- b. Satisfy the PAMR test by mitigating 30% of the new site-generated peak-hour trips and obtain the necessary advanced approval of the proposed mitigation action from Montgomery County Department of Transportation (MCDOT).
- c. Enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT to participate in the Greater Shady Grove Transportation Management District to assist in achieving its non-auto-driver mode share goals.
- d. Show on the plan the centerlines and/or opposite right-of-way lanes along Research Boulevard and Omega Drive to confirm that the master-planned right-of-way recommendations exist. If not, dedicate the additional rights-of-way.
- e. Provide the necessary cross-access easements.
- f. Show on the plan and provide pedestrian crosswalks, handicapped ramps, and street lighting up to AASHTO standards at all the adjacent intersections and along all the adjacent and internal roadways.
- g. Provide required bike spaces.

7. Future Coordination for Preliminary and Site Plan

The following must be addressed when filing a preliminary or site plan:

- a. Pedestrian bridge waiver to cross lot line or lot reconfiguration.
- b. Underground wet and dry utilities.
- c. Fire and Rescue access and facility details.
- d. Streetscape details.
- e. Demonstration of how each public benefit meets the Zoning Ordinance and Incentive Density Implementation Guideline requirements.
- f. Implementation of transportation improvements.
- g. Implementation of stormwater management with Environmental Site Design methods to the maximum extent practicable.
- h. Compliance with forest conservation law.
- i. Consideration of building-to-street interface to maximize activation and safety.
- j. Consideration of ways to ensure public use space will be accessible, inviting, and safe.
- k. Focus on energy efficiency in site design, building orientation, and building design features.
- l. Issues raised by the MCDOT in their letter dated January 10, 2012, as amended.

## SITE DESCRIPTION

### Vicinity

The subject site is composed of two parcels, one fronting on Omega Drive and one fronting on Research Boulevard and connecting behind an existing hotel. These are two parcels within the larger Shady Grove Executive Center.

The site is immediately surrounded by office parks, hotels, and limited retail/restaurant and residential uses. To the south, across Research Boulevard on the BNA property, is the site of the recently approved mixed-use sketch plan, Mallory Square.

The site is located within ½ mile of two different master-planned Corridor Cities Transitway Stations: Crown Farm and Danac. The master-planned LSC Loop Shared-Use Path will run along the western side of Omega Drive.



Vicinity Map

**Site Description**

The subject site comprises 6.92 gross acres currently improved with some surface parking and a vacant bank building; most of the site is covered by lawn.



*Aerial Photo*

A Forest Conservation Plan for the property was approved with Site Plan 81987011A on November 20, 1997, protecting a small forest stand and some landscape trees. The site is within the Muddy Branch watershed, a Class I-P stream. There are no known rare, threatened, or endangered species on site; there are no 100-year floodplains, stream buffers, or wetlands on site. There are no known historic properties or features on site.

## PROJECT DESCRIPTION

### Previous Approvals

Site Plan 819870110 was approved in 1987 for 920,371sf of commercial uses on the greater 42.16-acre Shady Grove Executive Center under the C-2 zone. The subject parcels are the last two “pad sites” in the Executive Center and the approved office buildings were never constructed. Site Plan Amendment 81987011A was approved in 1997 for the adjacent hotel. All of the Executive Center, except the hotel property, has been rezoned CR1.5 C1.5 R1.5 H100 as recommended in the June 2010 Great Seneca Science Corridor Master Plan.

### Proposal

The proposed development will create two residential buildings with a maximum total density of 452,152 square feet on the two existing parcels. These buildings will house up to 380 units, including 13.5% Moderately Priced Dwelling Units (MPDUs). The illustrative buildings are proposed to be 5 stories but will be limited by condition to 70 feet for occupiable space and 80 feet for architectural features. One building will wrap a new parking garage, the other will connect to an existing parking garage via a pedestrian bridge that will be shared with office uses. No new vehicular access points or new roads are necessary to support the development.



*Illustrative Plan*



*Illustrative Sketch*

Each building will have internal amenity space and facilities and private landscaped open space. Lobbies will be located near the intersection of Corporate Boulevard and drive from Research Boulevard. Units at grade are recommended to have access to the sidewalks on the facades facing the street and the plans have been designed to accommodate stoops and sidewalks as the design progresses to more detailed phases.



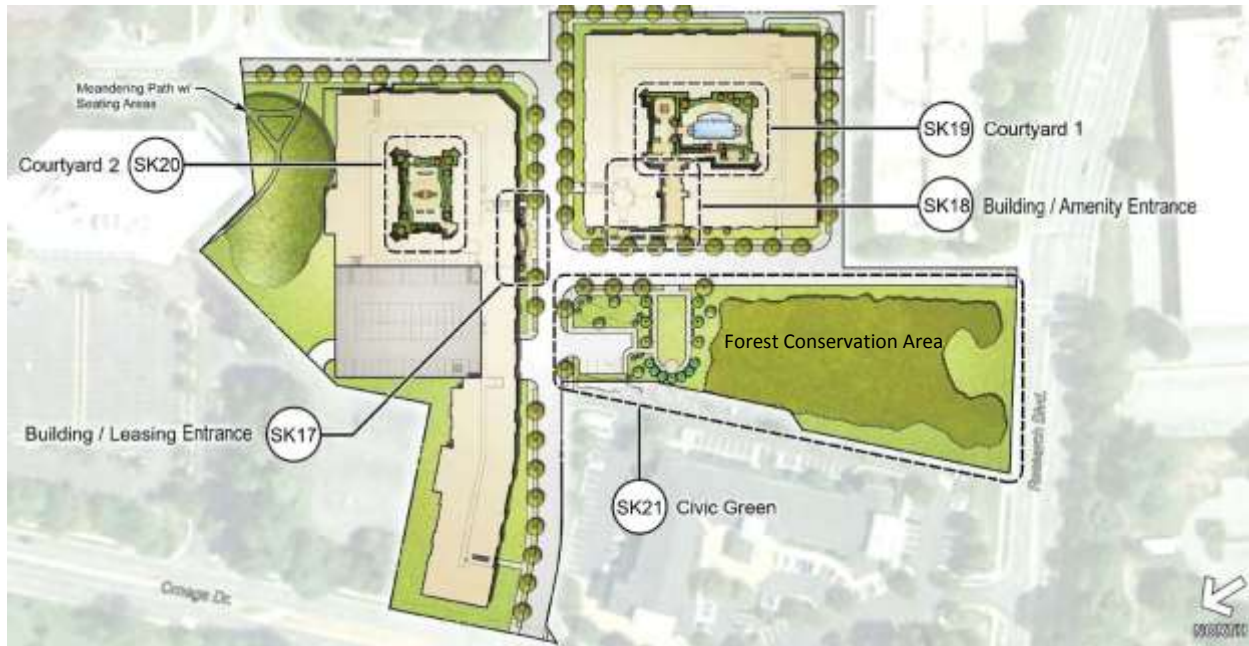
*Building Massing Diagram*

The proposed open space concept features a diverse range of public and private spaces. The key open spaces are the civic green, the conservation area, the park-like area between the proposed northern building and the existing offices, the private amenity spaces, and the sidewalks.



These open spaces are divided between:

- On-site public use space required by the zone,
- On-site outdoor amenity space required by the zone,
- Open space and vegetated area provided as public benefits for incentive density, and
- Forest conservation area (on the corner of Research Boulevard and the private drive).



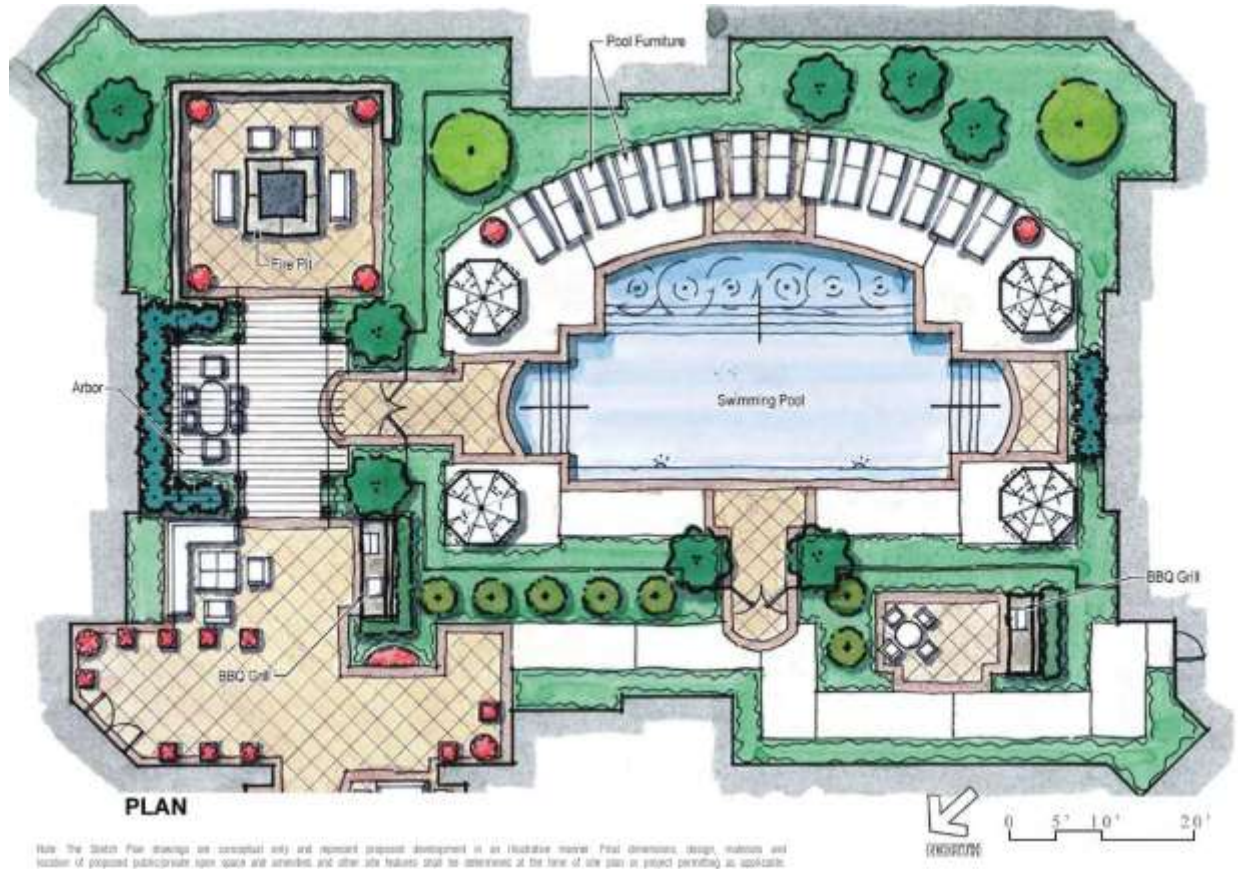
*Open Space System*

The civic green and park are the key public use spaces on site. The first will be improved with a more formal hardscape and landscape elements including seating, lawns, and ornamental plantings. The latter will be more informal with meandering paths, seating, and trees.



*Civic Green*

The private spaces are focused on interior recreation spaces. As the zone requires, a minimum of 5,000 square feet of outdoor space will be provided for each building. These areas will be improved with amenities such as seating areas, swimming pools, trellises, plantings, and lighting.



*Private Courtyard Example*

Vehicular access to the site is from existing roads and parking lots with loading and service areas provided for each building off the internal private streets. Pedestrian and bicycle access is provided at numerous points from sidewalks along all of the streets to individual units and the main lobby entrances. Bicycle parking for residents and visitors will be provided within the parking structure, the proposed residential buildings, and near building entrances as finalized by the detailed drawings of the site plan. Most vehicular parking will be within structures with some visitor parking provided near the civic green; further, the drive from Research Boulevard is wide enough to accommodate at least one lane of parallel parking, which should be explored at site plan. As detailed below, improvements and new connections will be made to increase connectivity for pedestrians and cyclists to the nearby transit stops.



*Vehicular Circulation Plan*



*Pedestrian Circulation Plan*

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

<b>Public Benefit</b>	<b>Points Requested</b>
<b>Transit Proximity Category</b>	
¼ - ½ mile from Level 2 CCT Station	20
<b>Connectivity &amp; Mobility Category</b>	
Transit Access Improvement	15
<b>Diversity Category</b>	
Affordable Housing (13.5% MPDUs)	12
Dwelling Unit Mix	5
Enhanced Accessibility for the Disabled	5
<b>Quality Design Category</b>	
Structured Parking	10
Public Open Space	10
Exceptional Design	10
<b>Environmental Category</b>	
BLTs	5
Tree Canopy	10
Vegetated Area	5
<b>Total</b>	<b>107</b>

## **COMMUNITY OUTREACH**

The Applicant has met all proper signage, noticing, and submission meeting requirements and has had additional meetings with the GSSC Implementation Advisory Committee. Staff has not received any correspondence on this Application.

## PROJECT ANALYSIS & FINDINGS

Under 59-C-15.43(c), “In approving a Sketch Plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan.”

1. *The sketch plan must meet the objectives, general requirements, and standards of this Division [59-C-15];*

The sketch plan meets the objectives of Section 59-C-15.2 quoted below; specifically, the proposed development will:

- “Implement the policy recommendations of the applicable sector plan” by providing the residential uses, pedestrian circulation routes, open spaces, and public benefits encouraged by the sector plan;
- “Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses” by adding residential uses and structured parking to an area currently improved with office and hotel buildings;
- “Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities” by providing additional affordable housing, a mix of multi-family unit types, units with enhanced access for the disabled, and density within ½ mile of two proposed CCT stations, access to the LSC recreation loop, transit access improvements, and public open space. Retail commercial services are not appropriate to this site due to lack of street visibility and little prospect for the customer volume necessary to make such uses viable;
- “Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighbors” by building within the envelope established by the CR zone at a scale of development similar to existing and allowed buildings adjacent to the site, which may build up to 72 feet in the O-M Zone, 15 stories in the H-M Zone, 110 feet in the LSC Zone, and 100 feet in the relevant CR Zone;
- “Allow an appropriate balance of employment and housing opportunities” by providing the housing encouraged by the sector plan in areas dominated by commercial uses and implementing the recommended housing-to-jobs balance; and
- “Provide public benefits that will support and accommodate density above the standard method limit” through the public benefits listed within these Findings that meet the requirements of the Ordinance and standards of the Implementation Guidelines.

The sketch plan meets the general requirements of Section 59-C-15.6; specifically, the proposed development will:

- Be substantially consistent with the GSSC Master Plan, as detailed in Finding #2 below, and substantially conform to the GSSC Design Guidelines, which recommends that new development:
  - Create public use spaces that allow for active and passive recreation; are visible and usable; have a strong relationship to adjacent retail, amenity space, and the pedestrian network; and are not separated by barriers (design guidelines, page 13);

- Provide buildings as close to property lines as grades and easements allow with access from units and retail to perimeter sidewalks (design guidelines, pages 22 & 45);
- Provide design excellence with innovative building materials and style via further development through the site plan process (design guidelines, page 27); and
- Placing parking within a structure faced with residential and retail uses (design guidelines, pages 18-19). Although the existing garage is not faced with residential or retail uses and cannot be because of its proximity to property lines and roads, it is more sustainable to make use of the garage rather than remove and rebuild. The proposed garage for the northern building, however, is wrapped on two sides by residential uses.
- Provide at least the minimum required number of bicycle parking spaces for residents and visitors, as determined by the final unit count and commercial space approved with the site plan; and
- Provide parking spaces between the minimum required and maximum allowed, as determined by the final unit count and commercial space approved with the site plan.

The sketch plan meets the development standards of Section 59-C-15.7, as shown in the Data Table below:

<i>Development Table for the CR1.5 C1.5 R1.5 H100 Zone</i>		
<b>Development Standard</b>	<b>Required/Allowed</b>	<b>Proposed</b>
Max. Density (FAR)		
Total	1.5	1.5
Residential	1.5	Up to 1.5
Commercial	1.5	0
Max. Height (feet)		
	100	80
Setbacks		
	n/a	n/a
Min. Public Use Space (% of net lot)		
	10	20
Min. Residential Amenity Space		
Indoor	5,000sf	5,000sf
Outdoor	5,000sf	5,000sf

2. *The sketch plan must further the recommendations and objectives of the applicable master or sector plan;*

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

- Provide mixed-use infill through the provision of residential uses, although no retail is proposed on site due to the lack of a viable customer base at these internal locations removed from public streets (page 48);
  - Provide public benefits that improve connectivity and mobility, through improvements to pedestrian access to transit services, open space, and the pedestrian-realm and add to the diversity of uses and activities, through construction of affordable housing above the minimum required, a diversity of unit mix, units with enhanced accessibility for the disabled, and open space (page 48); and
  - Achieve more sustainable development patterns through balanced land use, connectivity improvements, open spaces, enhanced stormwater management, and building design (pages 26-30).
3. *The sketch plan must achieve compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses;*

The buildings and open spaces are compatible with existing nearby buildings, open spaces, uses; and the similar proposed development to the south of the subject property (Mallory Square).

This compatibility is achieved through:

- Similar massing envelopes, although with more articulation and diversity of materials;
  - Modest heights, comparable to other built and allowed development which may build up to 72 feet in the O-M Zone, 15 stories in the H-M Zone, 110 feet in the LSC Zone, and 100 feet in the CR Zones on surrounding properties;
  - Creation of defined streetscapes and open spaces that will begin to transform the pedestrian environment and network;
  - Provision of structured parking creating a stronger relationship between buildings, sidewalks, and streets;
  - Addition of a complementary use to the surrounding employment uses; and
  - Strong definition of street walls that will also begin to transform the suburban, auto-oriented framework of land use in the area.
4. *The sketch plan must provide satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

Circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists are all satisfactory within the proposed development. Specifically, this sketch plan provides:

- Buildings on an existing street grid for cars, pedestrians, and bicyclists taking advantage of mobility options and dispersing traffic;
  - Off-street loading areas for the residents on the internal streets ensure no conflicts on Omega Drive and Research Boulevard;
  - Increased parking for bicycles;
  - Improved sidewalks, amenities, and open spaces for pedestrians and bicyclists; and
  - Sufficient parking within new and existing structures for residents.
5. *The sketch plan must propose an outline of public benefits that supports the requested incentive density;*

The public benefit table proposed by the Application provides benefits that, as quoted from Section 59-C-15.83:

- “Take into consideration the recommendations, objectives, and priorities of the Master Plan” by providing the diversity of housing, general sustainability measures, and connectivity improvements that are encouraged;
- “Meet the standards of the Implementation Guidelines and Design Guidelines for the Master Plan” by providing the proper calculations and criteria for each public benefit and concentrating on the Guidelines’ focus on streets, design excellence, and transformation of the suburban development pattern;
- “Are appropriate for the size and configuration of the tract” by taking advantage of the large site and concentrating on open space and environmental benefits;
- “Adequately address the relationship of the project to the adjacent property” by providing open space and new connections in focal spaces and between proposed and existing buildings for maximum effectiveness;
- “Consider the presence or lack of similar public benefits nearby” through provision of open spaces, diverse housing, structured parking, and environmental benefits that are lacking in this area and differ from the recent Mallory Square sketch plan approval; and
- “Provide enhancements beyond the elements listed in the individual public benefit descriptions or criteria that increase public access to or enjoyment of the benefit,” which will be developed and assessed during preliminary and site plan reviews.

<i>Detailed Public Benefit Table</i>	
<b>Public Benefit</b>	<b>Points Requested</b>
<b>Transit Proximity Category</b>	
¼ - ½ mile from Level 2 CCT Station	20
Greater than 75% of the subject site is within ½ mile of a CCT Station.	
<b>Connectivity &amp; Mobility Category</b>	
Transit Access Improvement	15
ADA-compliant improvements to the pedestrian network that ensure new connections to transit services. Complete analysis will be required per the Ordinance and Guidelines during site plan review.	
<b>Diversity Category</b>	
Affordable Housing	12
Provision of 13.5% MPDUs; 1% over 12.5% = 12 points.	
Dwelling Unit Mix	5
Provision of at least 7.5% efficiency units, 8% 1-bedroom units, 8% 2-bedroom units, and 5% 3-or-more bedroom units.	
Enhanced Access for the Disabled	5
Provision of at least 12 units that meet ANSI A117.1 Residential Type A standards. The points awarded for this public benefit should be revisited at site plan review due to the fact that the CR zone was amended to allow more points for such units and the Implementation Guidelines have not been revised to reflect the change.	
<b>Quality Design Category</b>	
Structured Parking	10
All but 4 parking spaces within above grade structure, final points established during site plan review.	
Public Open Space	10
Provision of 10% additional open space (above the 10% required).	
Exceptional Design	10
Provision of site and building design that meets the criteria of the Ordinance as further defined by the Guidelines, to be finalized during site plan review.	



Environmental Category	
BLTs	5
Purchase/payment for BLTs: $((301,435\text{sf incentive density} \times 0.05) / 20,000) = 0.7536$ BLTs	
Tree Canopy	10
Coverage of 25% of on-site open space with tree canopy at 15 years of growth. An analysis at site plan review should determine whether the area under Conservation Easement should count both as on-site open space and whether the tree canopy associated with the Easement should count towards this public benefit. If it is not counted, the public use space, recreation areas, vegetated areas, and streetscape should be covered by a minimum of 25% tree canopy.	
Vegetated Area	5
Installation of plantings in a minimum of 12 inches of soil covering at least 5,000 square feet of previously impervious surfaces.	
<b>Total</b>	<b>107</b>

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

The proposed development may be built in two phases. Approximately one-half of the transit access improvements, open space, diverse unit types, affordable housing, enhanced accessibility units, structured parking, design elements, tree canopy, vegetated area, and BLTs is required for whichever building is constructed first. Likewise, any streetscape improvements will basically be shared equally by any phasing plan. Thus, no particular provisional phasing plan is required at this stage of design; a full development program to establish phasing of the elements required by this Application will be developed and analyzed during preliminary and site plan reviews.

## APPENDICES

- A. Agency Letter



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Arthur Holmes, Jr.  
Director

January 10, 2012

Mr. Joshua Sloan, Coordinator  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320120020  
Hanover Shady Grove

*Joshi*  
Dear ~~Mr.~~ Sloan:

We have completed our review of the October 20, 2011 revised sketch plan for this project. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

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

1. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, transit facilities, etc.) on the preliminary plan.
2. Necessary dedication for Research Blvd and Omega Drive in accordance with the master plan.
3. Storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
4. Necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
5. Show the location of proposed driveways on the preliminary plan.
6. At the preliminary plan stage, submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.

NOTE: we are in the process of adopting AASHTO Intersection Sight Distances procedures as our criteria for sight distances studies and revising our certification form accordingly; we recommend these analyses be prepared in accordance with the AASHTO protocol.

**Division of Traffic Engineering and Operations**

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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

7. Coordinate with the plans for the Mallory Square (320110010) development on the opposite side of Research Boulevard. Delineate the proposed master planned intersection of B-9 with Research Boulevard.
8. At the preliminary plan stage, delineate and dimension existing sidewalks and shared use paths. Determine if five (5) foot wide concrete sidewalks and ADA-compliant handicap ramps exist in the public rights-of-way adjacent to this site. Address how/where pedestrians should cross Omega Drive to access the Shared Use Path (SP-66) on the opposite side of the road.
9. At the preliminary plan stage, submit the following traffic information (even if a Local Area Transportation Review/Policy Area Mobility Review Study is not required for this project):  
  
projected peak hour inbound and outbound traffic volumes at each of the proposed site entrances
10. At the preliminary 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 this Agreement and the preliminary plan should include:

- Participation in the Greater Shady Grove Transportation Management District
  - Carpool/Vanpool Parking: provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots within each parking facility.
  - Car Sharing Parking: provide at least 2 car sharing vehicle parking spaces in highly visible, preferentially-located spots that are accessible to the public.
  - Electric Car Charging: provide two electric car charging stations on site.
  - Bike Sharing: provide space in the Project for a bike sharing docking station (or similar provision required by the bike sharing system) to enable this form of transportation to be used by employees and visitors at the Project. The location of this docking station will be selected by the Applicant with approval of the TMD, based upon the requirements of the bike sharing system and in a highly-visible, convenient and well-lit location on the Project. Since zoning regulations so provide, the Project shall be required to pay the capital cost of such station and five years of operating expenses in return for offsetting parking reductions or other benefits.
  - Building Frontages: design building frontages/lobbies to provide two-way visibility for shuttles, transit vehicles, taxis, etc.
11. In the Civic Green area, incorporate the following into the design:
    - a. Incorporate display space into each of the lobbies of the multi-family residential buildings and other high pedestrian activity areas
    - b. Provide opportunity and connections for electronic (LCD) display screens and Real Time Transit Information Signs in lobbies, elevators, and parking facilities. This will enable outreach to building tenants, employees, visitors, etc.
    - c. Provide a concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
    - d. On-site parking: provide the minimum number of required parking spaces to encourage use of alternative forms of transportation.

12. Participate in the Life Sciences Center projects Road Club for off-site intersection improvements.
13. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.
14. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
15. On the preliminary and site plans, delineate the location and dimensions of the proposed truck loading and dumpster spaces. Truck loading space requirements are to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.
16. At the preliminary plan stage, submit a truck circulation for review by the M-NCPPC, MDDOT, and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travelways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
17. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements:
  - A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
  - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
  - C. Street lights.
  - D. Permanent monuments and property line markers.

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

Sincerely,



Gregory M. Leck, Manager  
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Sketch Plan No. 320120020  
January 10, 2012  
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