



**Camden Shady Grove (Danac Stiles), Sketch Plan 320120050**

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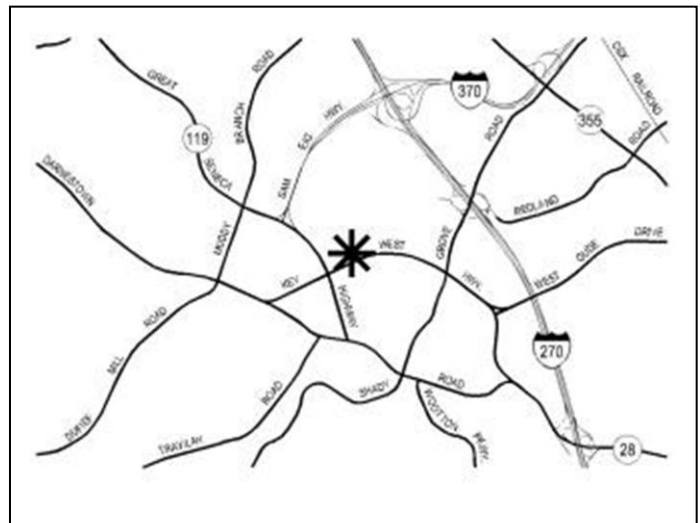
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**staff report date:** July 11, 2012

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**description**

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



**summary**

- Staff recommends approval with conditions.
- The proposed development is providing approximately 475 residential units and several live/work spaces in an area dominated by research, medical, and office uses. It proposes to use less than the full density allowed under the optional method development (at this time requesting only a small amount of the non-residential density allowed) but still must accommodate this density with structured parking, construction of a new public road, and provision of a public benefits package suited for this area.
- This site is the location of a Corridor Cities Transitway (“CCT”) station and will be providing dedication to accommodate the station as well as a phased open space program as the area evolves into a more transit-focused center. Multi-modal transportation is a key element of the circulation plan.

## 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 320120050, Camden Shady Grove, for one building of mixed-use development with a maximum total density of 503,072 square feet on 7.62 gross acres of land zoned CR2 C1.5 R1.5 H-150. The following site development elements shown on the sketch plan stamped "Received" by the M-NCPPC on May 23, 2012 are binding under Section 59-C-15.43(d); all other elements are illustrative:

1. Maximum density and height;
2. Approximate location of lot(s) 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 503,072 square feet of development, including a maximum of 498,072 square feet of residential uses. The final amount of residential and commercial floor area and the final number of dwelling units will be determined at site plan; but a minimum of five live/work units must be provided.
2. Height  
The proposed development is limited to a maximum height of 75 feet for occupiable space and 85 feet for architectural design elements.
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(c); total points must equal at least 100 points and be chosen from at least 4 categories as required by Section 59-C-15.82(a); the requirements

of Division 59-C-15 and the Implementation Guidelines must be fulfilled for each public benefit proposed.

- a. Transit proximity
  - b. Connectivity and Mobility achieved through transit access improvements and wayfinding.
  - c. Diversity of Uses and Activities achieved through provision of dwelling unit mix and enhanced accessibility for the disabled.
  - d. Quality Building and Site Design achieved through provision of structured parking, public open space, and exceptional design.
  - e. Protection and Enhancement of the Natural Environment achieved through the purchase of Building Lot Terminations (“BLT”s), tree canopy, vegetated area, and a cool roof.
4. Building Lot Terminations (BLTs)  
Prior to release of any building permit, the Applicant must provide proof of purchase and/or payment for the required BLTs.
5. Moderately Priced Dwelling Units (MPDUs)  
The proposed development must provide MPDUs in accordance with Chapter 25A and with an agreement to build with the Department of Housing and Community Affairs finalized prior to any building permit for the building.
6. Transportation  
At the time of Preliminary and Site Plan review, the Applicant must address the following issues:
- a. Amendment of the existing Traffic Mitigation Agreement with the Montgomery County Department of Transportation (“MCDOT”) and the Planning Board completed under the previous zoning to satisfy I-3 trip reduction requirements and participate in the Greater Shady Grove Transportation Management Organization (“TMO”) that was executed originally on August 28, 1989. The amended Traffic Mitigation Agreement must be executed prior to release of any core and shell building permit for the building.
  - b. Provision of a public access easement for business district streets B-2 and B-7, as shown on the plan, on the record plat. The easement must be approved by the Planning Board and MCDOT, and should include, at a minimum, provision for the following elements:
    - i. These streets will be constructed to public standards and in accordance with the Road Code standards 2005.02 for B-2 and 2005.01 for B-7, including sidewalks and amenities in conformance with the Great Seneca Science Corridor (“GSSC”) Master Plan and Design Guidelines;
    - ii. Inspections of the streets will ensure that construction standards are met;
    - iii. Installation of public utilities will be permitted within the easement;
    - iv. The streets within the easement may not be closed for any reason unless approved by MCDOT;
    - v. The easement may be volumetric to accommodate uses above and below the designated easement area;
    - vi. The easement will grant the County the right to construct and install appropriate traffic control devices, if not required to be installed by the Applicant;

- vii. The Applicant is obligated to remove snow and provide repairs to keep the streets in working order and open and if, for any reason, the Applicant does not, the County must have the right, but not the obligation, to remove snow and/or provide repairs;
  - viii. The final extent, delineation, and alignment of these streets will be determined at the time of site plan; and
  - ix. Maintenance and Liability Agreements for each easement area will be entered into by the Applicant.
- c. The Applicant must participate with the developer of Site Plan No. 820100090, JHU-National Cancer Institute, to improve the intersection of Key West Avenue and Diamondback Drive/Broschart Drive. The required improvement is to i) convert the inside through-lane on the southbound approach of Diamondback Drive to a combined through and second left-turn lane and ii) modify the traffic signal timing on the north/south approaches from a concurrent to a split phase. The intersection improvement must be completed or permitted and bonded by the Department of Permitting Services (“DPS”) prior to release of any building permit for the building.
  - d. The Applicant must work with the Maryland Transit Administration (“MTA”) to assure that the subject plans reflect the latest MTA alignment and design of the Corridor Cities Transitway (“CCT”) along the west side of Diamondback Drive and its proposed station at master-planned business district street, B-2.
  - e. The Applicant must provide and show on the site plan bicycle parking spaces consisting of public bike racks near the main entrances in a weather-protected area and secure, private bike spaces in the garage near the elevator in a safe, well-lit area. The specific number and location must be identified and shown on the site plan.

7. Future Coordination for Preliminary and Site Plan

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

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

## SITE DESCRIPTION

### Vicinity

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



*Vicinity Map*

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

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



Master Plan Map 22 (page 48)

### Site Description

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



*Aerial Photo*

The property lies within the Upper Muddy Branch watershed, which is a State Use Class I stream. This site is not within a Special Protection Area. The site is included in an existing Forest Conservation Plan for the entire DANAC campus (11996112A), which will be amended in association with a Preliminary Plan amendment that has also been filed for the site. The project received approval of its stormwater management concept from the Montgomery County Department of Permitting Services on April 4, 2012. Staff finds that the Sketch Plan proposal complies with the M-NCPPC's Environmental Guidelines. While Forest Conservation Plan approval is not needed for Sketch Plan approval, the site will comply with Chapter 22A, Forest Conservation, upon approval of the pending Amended Forest Conservation Plan. 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

The original Preliminary Plan No. 11961120 was approved on May 15, 1997, for 669,538 square feet and revised on March 8, 2001. On October 14, 2010, the Planning Board granted an Adequate Public Facilities (“APF”) validity extension, until July 9, 2017. Site Plan No. 820000180 was approved on April 16, 2000, for 669,400 square feet and subsequently amended four times through March 9, 2012. The preliminary plan will be amended to convert approved office uses to residential uses and a new site plan will be filed for this development.

### Staging Considerations

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

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

The subject plan is exempt from the Master Plan staging limit of 2,500 dwelling units because this development is converting office to residential capacity and the number of approved vehicle trips is not increased.

### Traffic Considerations

The APF test includes the Local Area Transportation Review (“LATR”) test and Policy Area Mobility Review (“PAMR”) test.

#### 1. LATR Test:

The table below shows the net reduction in the vehicular peak-hour trips generated by the proposed change in land use during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.):

Tenant	Square Feet or Units	Peak-Hour Trips	
		Morning	Evening
Previously-Approved General Office Space			
Total Approved Office Space	669,538	1,126	994
Built Office Space	-367,681	-621	-539
Trip Credit- Unbuilt Office Space	301,857	505	455
Proposed Mid-Rise Apartments	470	191	222
Net Reduction in Peak-Hour Trips		316	233



In accordance with the *Local Area Transportation Review and Policy Area Mobility Review Guidelines*, a traffic study is not required to satisfy LATR test because the number of total peak-hour trips generated by the proposed apartments is less than the trips generated by the previously-approved and un-built office space.

The peak-hour trips generated by the change from an office to apartments would result in reversing the directional distribution pattern of the site’s peak-hour trips -- where a greater percentage of the apartment trips leave “out” from the site during the weekday morning peak hours and return “in” to the site during the evening peak hours compared with office trips. Based on the most-recently submitted traffic study for a nearby development, the traffic impact of the reversed trip directional distribution pattern was analyzed at the nearest signalized intersection of Key West Avenue and Diamondback Drive-Broschart Road. The table below shows the calculated critical lane volume (CLV) for the total traffic condition where:

- Total traffic condition includes the existing trips, trips generated from approved but un-built nearby developments, and site-generated trips in the reversed directional distribution.
- The congestion analysis was calculated with and without the previously required intersection improvement by the developer of Site Plan No. 820100090, JHU-National Cancer Institute. The improvement was to a) convert the inside through lane on the southbound approach of Diamondback Drive to a combined through second left-turn lane and b) modify the traffic signal timing on the north/south approaches from a concurrent to a split phase.

Intersection	Intersection Improvement	Peak Hour	Future/Total Traffic Condition as		
			Office Space	Apartments	Net Change
Key West Avenue & Diamondback Drive - Broschart Road	Without improvement	Morning	1,508*	1,549*	+41
		Evening	1,436	1,364	-72
	With SB lane improvement	Morning	1,294	1,322	+28
		Evening	1,261	1,232	-29

\*The CLV value exceeds the congestion standard of 1,450.

The CLV values exceed the 1,450 standard during the weekday morning peak hour without the intersection improvement required of JHU-National Cancer Institute. With the improvement, the CLV values are reduced below the 1,450 standard. Thus the Applicant must participate in the intersection improvement described in Recommendation No. 3 to satisfy the LATR test.

2. PAMR Test

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

## Proposal

The proposed development would create one mixed-use building with a maximum total density of 1.5FAR for residential uses and 0.015FAR for non-residential live/work units. The illustrative buildings are proposed at 5 stories and may be up to 75 feet in height as final architectural designs are completed; architectural elements to create a landmark feature at the CCT station may be built to 85 feet.



*Illustrative Plan*

## Building

The proposed building takes up most of the lot to internalize private amenity space and create a street wall along each frontage. Parking is internalized and open spaces are created to evolve as the area becomes more transit-accessible. In concept, the building works as two: an eastern and western “C” attached back-to-back around the central parking structure. The corner facing the intersection of Diamondback Drive and Key West Avenue is being designed with elements to create a landmark feature near the CCT station.

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

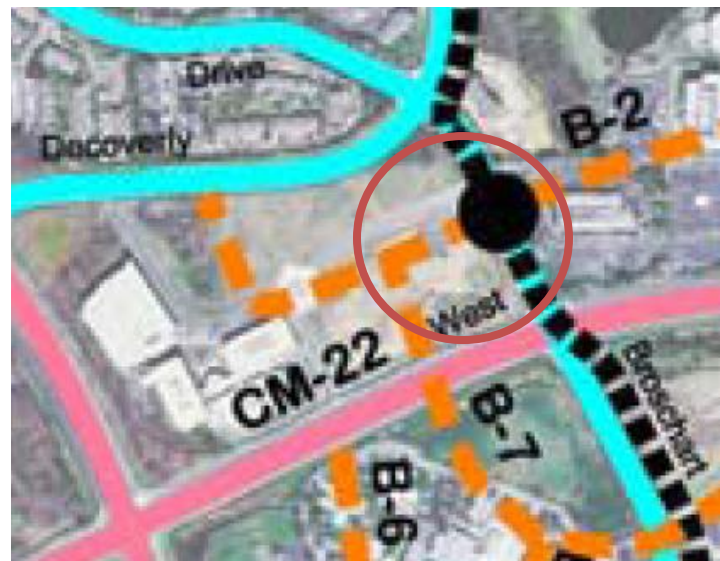


*Building Perspective (corner of Key West & Diamondback)*

Open Space

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

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



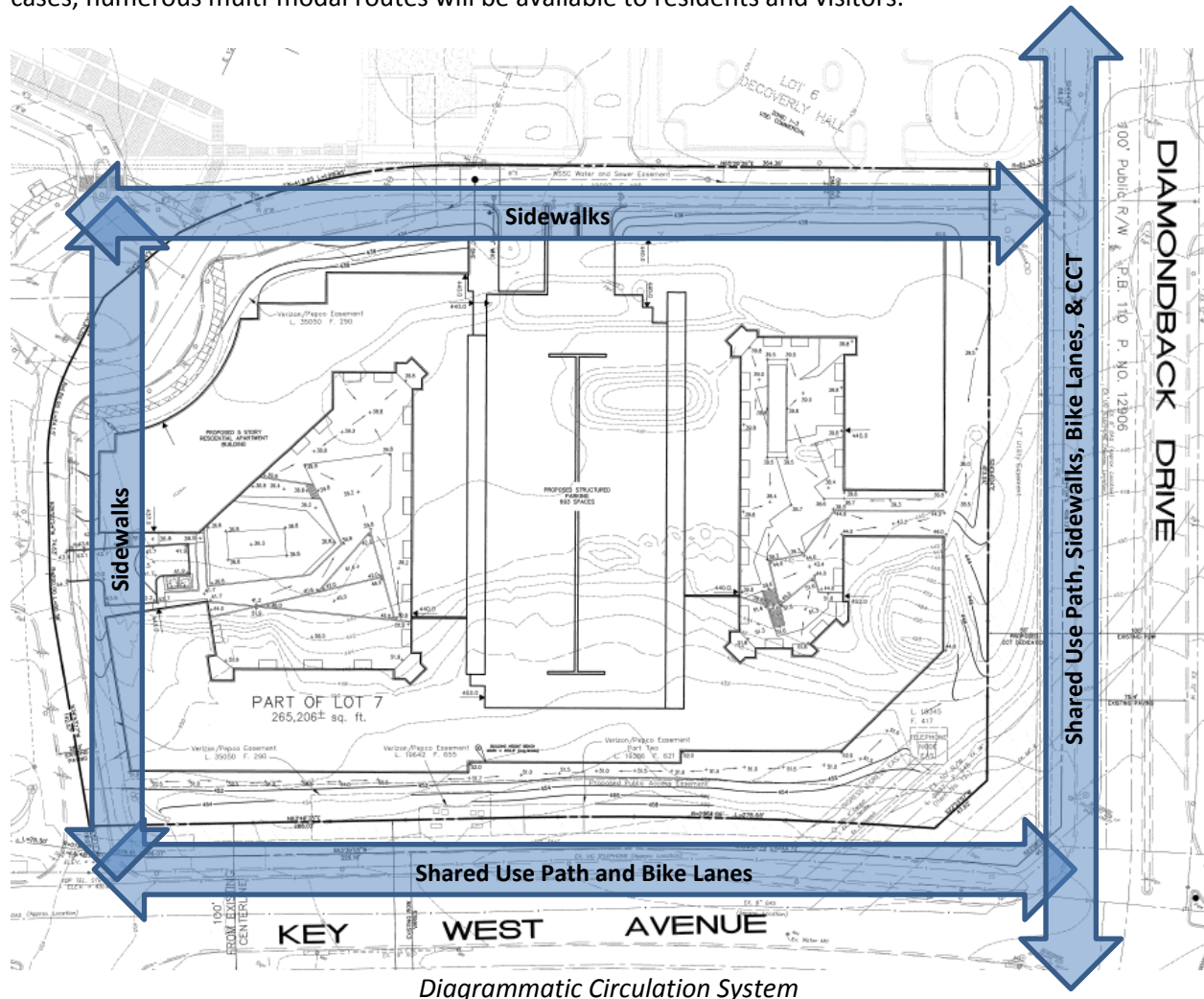
*Master Plan Map 29: LSC Circulation*



The private spaces are focused on two interior spaces that provide active and passive recreation opportunities. Each has access to the street allowing residents flexibility to get to the CCT and local bike paths as well as future commercial and cultural facilities. As the zone requires, a minimum of 5,000 square feet of outdoor space will be provided for the building.

### Circulation

Vehicular access to the site is limited to two entrances for the building: one visitor entrance and parking area and one consolidated loading and garage access point for residents. The main entrance for pedestrians is at the central circle within the campus. Each access point is off internal roads roughly centered along the frontage. Sidewalks and bike paths are proposed or will be enhanced along each frontage. Bicycle parking for residents and visitors will be provided within the parking structure and near building entrances. Some units will have access directly to sidewalks along the frontage; in many cases, numerous multi-modal routes will be available to residents and visitors.



## COMMUNITY OUTREACH

The Applicant has met all proper signage, noticing, and submission meeting requirements. Staff has received one letter regarding this application from the GSSC Implementation Advisory Committee, which raises concerns about the lack of mixed-use development. Specifically, the comment states:

“While not unanimously agreed upon, some members of the committee would like to express the following comment:

Although the sketch plan appears to conform to the standards of the CR Zone, some members of the committee were not impressed by the amount of mixed use proposed at this location. The Committee fully understands that the project needs to be economically viable, but some members feel that the live/work units proposed do not provide the kind of retail/commercial space that is envisioned by the Master Plan to create a “mixed use” development and produce the benefits that come from mixed use. While the IAC welcomes residential development in the GSSC Master Plan area, some members of the Committee feel a larger amount of retail/commercial space would be desirable for the site.”

As explained elsewhere in this Staff Report, one of the hardest parts of changing an employment-heavy suburban area into a mixed-use, walkable area is the lack of certain economic markets. These markets only evolve as densities increase. In this case, the development of the entire Campus contains office uses as well as the proposed residential uses and live/work units creating the beginnings of the 24/7 environment needed to support local retail. There is also remaining density on the Campus site that may provide the additional mix of uses complementing the employment and housing components. Staff concurs with the Applicant that it is better to provide space that can evolve into commercial uses but remain active and open for residential uses via the live/work units.

## 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:

- i. “Implement the policy recommendations of the applicable sector plan” by providing the residential uses, business opportunities, pedestrian circulation routes, and public benefits encouraged by the sector plan. While the total density, height, and mix of uses envisioned is not yet obtained, full development of the campus may still implement this vision through subsequent applications on the remaining parcels as transit opportunities are realized and density increases allowing taller buildings and greater commercial opportunities;

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

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

- i. Be substantially consistent with the GSSC Master Plan, as detailed in Finding #2 below, and substantially conform to the GSSC Design Guidelines by:
  - o Creating public use spaces that allow for recreation; are visible and usable; have a strong relationship to adjacent live/work units, transportation nodes, and the pedestrian network; and are not separated by barriers (page 13);
  - o Providing improved streets with wide sidewalks, street trees, lighting, amenities, and connections to adjacent pedestrian and bike routes (pages 14 and 44);
  - o Providing buildings as close to property lines as grades, stormwater areas, landscaping, and easements allow with access from units to perimeter sidewalks and, in particular, by providing live/work units along what will become a focal open space at the CCT station (pages 22 and 45);
  - o Providing design excellence with a landmark feature on the building at the CCT station with a design vocabulary new to the area that will be further developed through the site plan process (page 27); and
  - o Placing parking within a structure faced with residential uses (pages 18-19).
- ii. Provide at least the minimum required number of bicycle parking spaces for residents and visitors, as determined by the final unit count and non-residential space approved with the site plan; and
- iii. Provide parking spaces between the minimum required and maximum allowed, as determined by the final unit count and non-residential space approved with the site plan.
- iv. The sketch plan meets the development standards of Section 59-C-15.7, as shown in the Data Table below:

<i>Development Table for the CR1.5 C1.5 R1.5 H100 Zone</i>		
<b>Development Standard</b>	<b>Required/Allowed</b>	<b>Proposed</b>
Max. Density (FAR)		
Total	2.0	1.515
Residential	1.5	Up to 1.5
Commercial	1.5	Up to 0.015
Max. Height (feet)		
	150	75 for occupiable space 85 for non-occupiable architectural features
Setbacks		
	n/a	n/a
Min. Public Use Space (% of net lot)		
	10	10
Min. Residential Amenity Space		
Indoor	5,000sf	5,000sf
Outdoor	5,000sf	5,000sf
Min. Parking Spaces		
	TBD	TBD

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

3. *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, and uses. Development on adjacent properties is related to this application: a site plan amendment has been filed to move surface parking from the subject property to a structured garage on an adjacent lot and a preliminary plan amendment has been filed to convert uses from office to



residential and to update the preliminary forest conservation plan. Compatibility with existing and pending development is achieved through:

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

4. *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 well designed or enhanced by the proposed development. Specifically, this sketch plan provides:

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

5. *The sketch plan must propose an outline of public benefits that supports the requested incentive density;*

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

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

Tree Canopy	15	10
Vegetated Area	10	8
Cool Roof	10	8
<b>Total</b>		<b>120</b>

Generally

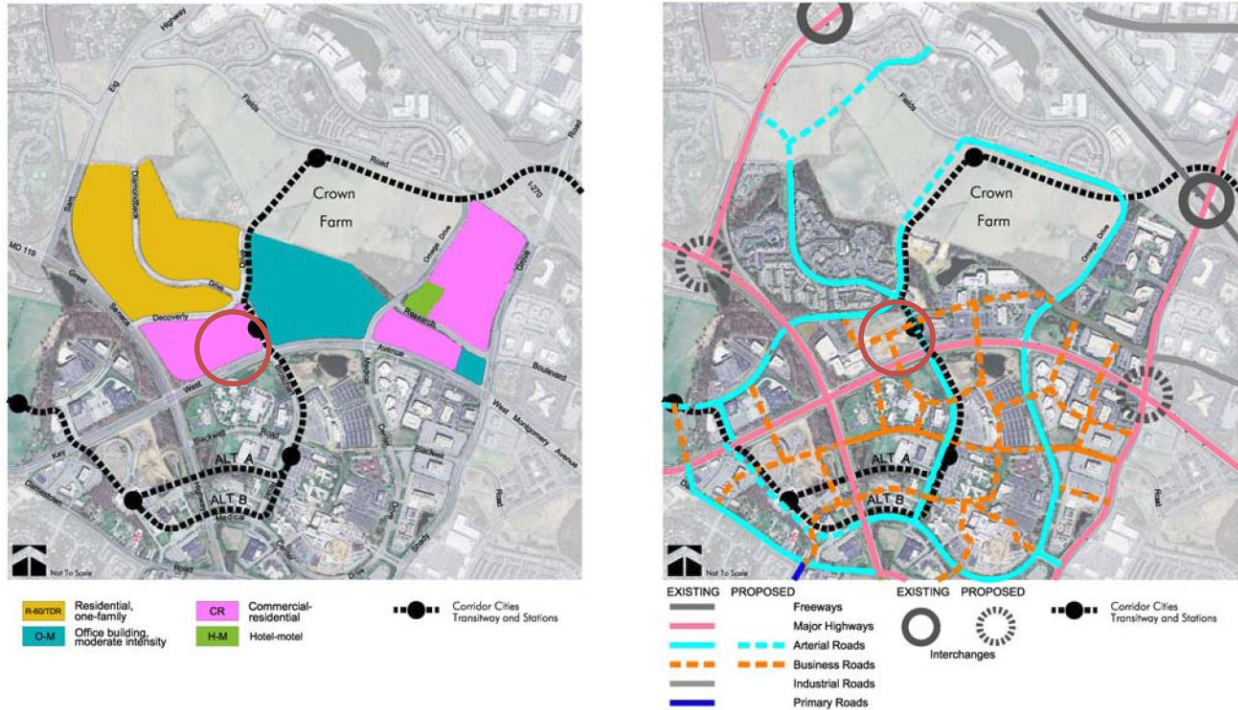
General incentive density considerations are established by the Zoning Ordinance and include:

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

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

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

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



*Master Plan Maps 23 LSC North Proposed Zoning and 24 LSC North Mobility*

This development is the first proposed CR-zoned application on the west side of the LSC North District; it is one of the few sites directly adjacent to one-family residential development. It is also the first sketch plan for a site with an adjacent CCT station. Thus, the sketch plan proposes public benefits to take advantage of transit proximity and provides increased connectivity with active open spaces near the CCT station and connecting trails rather than within the site and nearer the adjacent residential development.

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

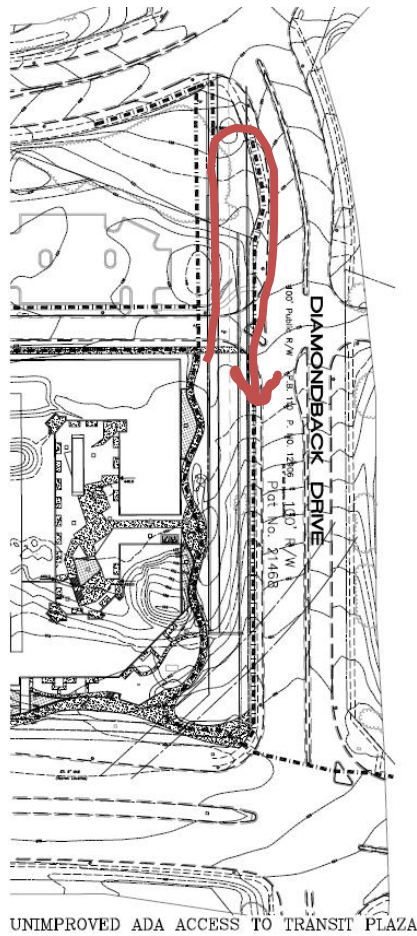
### Transit Proximity

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

Although it could be interpreted that proximity to additional transit stations would allow for additional points, Staff does not recommend that the Planning Board grant points for transit proximity by such a cumulative formula and only grant points for the most proximate transit facility.

Transit Access Improvement

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



*Transit Access Improvement Illustration*

Wayfinding

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

Master Plan, Staff recommends 5 points be granted for implementation of the wayfinding system.

#### Dwelling Unit Mix

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

#### Enhanced Accessibility for the Disabled

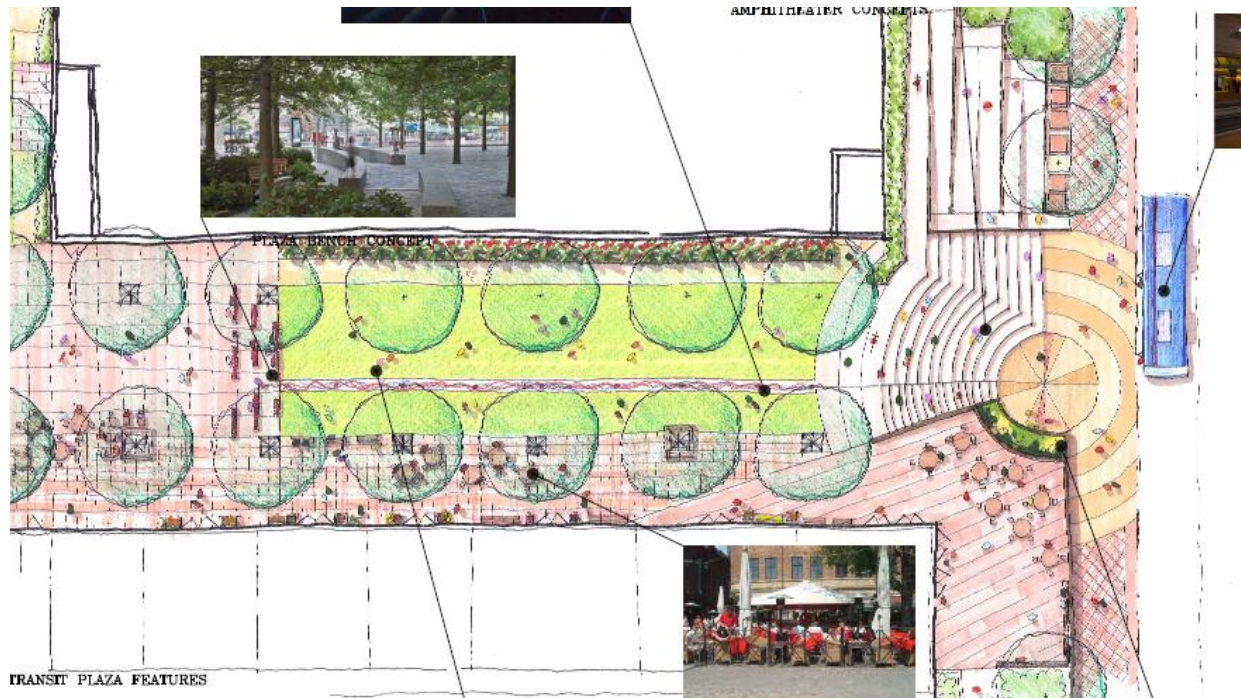
Up to 20 points may be granted for constructing units that satisfy ANSI A117.1 Residential Type A standards. The Guideline formula is that one point be granted for each percent of units that meet the criteria but Staff has finalized a revised draft of the Guidelines that will be reviewed by the Planning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

#### Structured Parking

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

#### Public Open Space

Up to 20 points may be granted for providing public open space above the minimum required by the zone. The Guideline formula requires dividing the proposed amount of open space above the minimum required by the zone divided by the net tract area and then multiplied by 100. Eight percent of the net tract area (above the minimum 10% required by the zone) is being provided as public open space. This area is near a CCT station, which is recommended for open space of  $\frac{1}{4}$  to  $\frac{1}{2}$  acres. The open space provided at the station alone is about 0.4 acres. The design also meets the accessibility, size, and activation criteria of the guidelines and Staff recommends that 8 points be granted for this public benefit.



*CCT Station Open Space*

Exceptional Design

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

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

For these reasons, Staff recommends granting 5 points for this public benefit (the final analysis being done at site plan).

BLTs

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

### Tree Canopy

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

### Vegetated Area

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

### Cool Roof

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

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

JS:ha: N:\Area 2 Division\Sloan\320120050 Camden Shady Grove Staff Report Revised per HA and Peer Review

## **APPENDICES**

- A. Correspondence
- B. Draft Resolution

**GREAT SENECA SCIENCE CORRIDOR  
IMPLEMENTATION ADVISORY COMMITTEE**

July 5, 2012

Françoise M. Carrier, Esquire  
Chair, Montgomery County Planning Board of the M-NCPPC  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Re: Sketch Plan for Camden Shady Grove Residential Development

Dear Ms. Carrier and the Montgomery County Planning Board:

At our meeting of March 20, 2012, the Great Seneca Science Corridor Implementation Advisory Committee (GSSC IAC) reviewed the sketch plan for the Camden Shady Grove development, and offers the following comments:

While not unanimously agreed upon, some members of the committee would like to express the following comment:

Although the sketch plan appears to conform to the standards of the CR Zone, some members of the committee were not impressed by the amount of mixed use proposed at this location. The Committee fully understands that the project needs to be economically viable, but some members feel that the live/work units proposed do not provide the kind of retail/commercial space that is envisioned by the Master Plan to create a "mixed use" development and produce the benefits that come from mixed use. While the IAC welcomes residential development in the GSSC Mater Plan area, some members of the Committee feel a larger amount of retail/commercial space would be desirable for the site.

Thank you for your consideration,

Marilyn Balcombe and Phil Usatine  
Co-Chairs, Great Seneca Science Corridor Implementation Advisory Committee