



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Item #_5
MCPB
2/13/03



MEMORANDUM

DATE:
TO: Montgomery County Planning Board
VIA: Joe R. Davis, Chief
Development Review Division
Michael Ma, Supervisor *Ma*
FROM: Wynn E. Witthans, RLA, AICP *WW*
Coordinator
Planning Department Staff
(301) 495-4584

REVIEW TYPE: Site Plan Review
APPLYING FOR: Approval of Concept Master Plan Amendment for Johns Hopkins University Campus on 35.57 acres
PROJECT NAME: Johns Hopkins University – Concept Master Plan
CASE #: 8- *86065A*
REVIEW BASIS: Sec. 59-D-3, M. C. Zoning Ordinance

ZONE: Life Sciences Center
LOCATION: South West Quadrant of Key West and Medical Center Drives
MASTER PLAN: Gaithersburg Vicinity Master Plan / Shady Grove Study Area, July 1990
APPLICANT: Spaulding and Slye, LLC, David Powell, contact
FILING DATE: November 25, 2003
HEARING DATE: February 13, 2003

STAFF RECOMMENDATION: Approval Concept Master Plan Amendment

Signature Set Documents and Drawings:

1. Submit a Site Plan Enforcement Agreement and Development Program for review prior to approval of the signature set .

2. No building permits for development in excess of 375,000 square feet shall be issued until an amendment to Condition # 2 of the Preliminary Plan #1-86115R is obtained to increase the permitted density level.

ISSUES RESOLVED DURING THE SITE PLAN REVIEW PROCESS

Site Master Plan - Background

During the initial review of the first site plan a design concept- site master plan was presented to the Planning Board to create a context for review of the single building. It established potential building locations, parking locations and pedestrian systems. That master plan has been utilized for the second building and is proposed to be e-developed with the building III proposal.

This amended concept master plan is being presented to the Planning Board concurrently with the Phase III site plan. The proposed plan includes the existing two buildings and reconfigures the remainder of the allowable square footage and proposes a scheme for the eventual build-out for the entire campus at increased FAR (when allowed by the Master Plan). The new concept also provides for a mixed use campus combining educational and business uses together in one campus to develop new research and business synergies.

Review Process

In consultation with staff, the applicant revised their original concept to include a connection of the “village street” to Broshcart Drive, thus requiring the building to be re-designed in an “L” shape. There was improvement to the building massing (less linear frontage along the “village street”), improved visibility to Key West Avenue and a great improvement to the interconnection of this campus to the adjoining streets.

PROJECT DESCRIPTION: Surrounding Vicinity

The proposed concept Master Plan is within the 35.56 acre Johns Hopkins University campus. The site is served by Key West Avenue, Medical Center and Broschart Drive. Property to the east, south and west of the site is zoned LSC and is part of the Shady Grove Life Sciences Center (SGLSC). Opposite Medical Center Drive is the Rickman property, developed as a multi building R & D facility. South of the property are two existing buildings, the Shady Grove Nursing Center and the Dialysis Center/office space. South of Johns Hopkins University and between aforementioned projects is a newly constructed open space park with paths and sitting areas that connect to the buildings within the core of the SGLSC. West of the site across Broschart Road is the Atto Instruments site. North of the site is Key West Avenue, a six lane highway, beyond which is the Decoverly Hall site. Key West Avenue contains a public sidewalk on the south side and an underground transcontinental gas line within a 50 foot easement along the northern boundary of the site. An 8 foot Class I bike path is within the northern side of the right of way of Key West Avenue.

PROJECT DESCRIPTION: Proposal

This concept master plan dramatically updates the earlier site master plan. The earlier concept proposed a single arc of buildings to the west of a pedestrian walkway with surface and structured parking to the east.

The new proposal creates a more campus like setting with buildings clustered around a “village street” main street with open spaces and highly designed pedestrian amenities – crosswalks, sitting areas park-like median, improved lighting fixtures. The new concept also provides for a mixed use campus combining educational and business uses together in one campus to develop new research and business synergies. Parking would be handled in multi-level parking structures located behind the buildings.

Features of the master plan include:

Building massing: The village street is lined with the three story buildings with taller buildings placed in strategic areas that create vistas to the pond and line the main entry street from Medical Center Drive. The primary orientations of the buildings are to the internal streets – with secondary orientations to the external streets.

Pedestrian areas: The current pedestrian walk will be further developed into a “village street,” providing direct access to each building for pedestrians and vehicles. The pedestrian environment will expand from sidewalks on the outer edge of streets to include a pedestrian mall in the center median of the streets. These areas will be developed with high quality paving materials, pedestrian level lights, shade trees, detail landscaped areas, benches and other streetscape features. Crosswalks will connect pedestrians to this area safely from adjacent streets. Shown schematically here, the detailed plans for these areas will be developed with future phases, closer to the time of construction.

Pedestrian systems: Sidewalk connections will be maintained and enhanced from the adjacent streets into the “Village Street”. Additional connections were added from Medical Center Drive and Broschart Road. Connections are shown from the future Blackwell Road and all parking garages to the main pedestrian areas.

Bike Path: The Shady Grove Master Plan includes a bike path segment through the site which is currently established and will be maintained with this proposed Master Plan. The path will be a “mingled” bike path with the drive for a portion of the site and then transition to a class one path that will connect with the Key West/ Broschart Drive intersection. This intersection connects with the continuation of the bike path through the Decoverly Hall site to the north and the SGLSC open space park and Blackwell bike paths to the south.

Vehicular Circulation and Parking: Vehicular access to the site will be established from Medical Center Drive and Broschart Drive and the future Blackwell Road. These

multiple connections will allow for a range of circulation options to the site and within the site. The parking has been located along the outer tier of the developed areas of the site, allowing for a heightened pedestrian focus internally and allowing for each parking garage to be used for multiple buildings.

PROJECT DESCRIPTION: Prior Approvals

Preliminary Plan # 1-86115R

On March 26, 1987, the Planning Board approved an amendment to the preliminary plan of subdivision for the proposed development, Preliminary Plan 1-86115 R, with the following conditions:

1. *Dedication along Key West Avenue (150' right-of-way), Broschart Road (100' right -of-way) and Medical Center Drive (100' right-of-way).*
2. *Site Plan Enforcement Agreement limiting development to 375,000 square foot teaching, research and related academic facility with reference on plat.*
3. *Pro-rata participation in widening of Key West Avenue to six (6) lanes between Shady Grove Road and Great Seneca Highway, and four (4) lanes between Shady Grove Road and Gude Drive. Site Plan Enforcement Agreement to require that four (4) lanes between Shady Grove and Great Seneca be under construction prior to occupancy of Phase I, and that four (4) lanes between Shady Grove and Great Seneca be complete prior to occupancy of more than 44,000 square feet.*
4. *P.I.A. with County for construction of following intersection improvements:*
 - (a) *A southbound right turn lane on Shady Grove Road at the intersection of Shady Grove Road and Key West Avenue;*
 - (b) *(1) A westbound right turn lane on Research Boulevard and an acceleration lane on Shady Grove Road, (2) A southbound right turn lane on Shady Grove Road at Research Boulevard, (3) Two left turn lanes and one through lane on eastbound Research Boulevard at the intersection of Shady Grove Road and Research Boulevard;*
 - (c) *An exclusive left and right turn lane on eastbound and westbound Key West Avenue at Diamondback Road; and*
 - (d) *An exclusive left and right turn lane on eastbound and westbound Key West Avenue at the intersection of Key West Avenue and Omega Drive/Medical Center Drive.*
5. *No clearing, grading or recording of lots prior to site plan approval by MCPB.*
6. *County Council approval of Life Science Center Development Plan amendment consistent with this preliminary plan prior to recording.*
7. *Necessary easements.*

8. *Record plat to indicate that all development must be in accordance with approved development plan.*
9. *Blackwell Road to be constructed as shown on approved site plan.*

The square footage limitation of this preliminary plan will be

Site Plan # 8-86065

The Planning Board approved a site plan for 50,000 square feet of classroom and supporting offices for Phase One of this campus on August 7, 1986. That approval included the original site master plan for the site that showed the context of the proposed building within the total site build-out at that time.

Site Plan #8- 99005

The Phase II building was approved by the Planning Board on October 8, 1998 for 50,000 square feet of classroom and supporting offices. This site plan followed the guidance of the earlier concept master plan. The proposed concept plan has integrated this building into its concept.

ANALYSIS: Conformance to Master Plan

Background

In the early 1980s, Montgomery County made a strategic decision to utilize public resources to enhance its competitive position for economic development with a focus on biotechnology. The County created the Shady Grove Life Sciences Center (LSC) on a 288-acre parcel west of I-270 near Shady Grove Road, which the County owned and operated. The County was a logical location for life sciences research given the strong presence of federally supported scientific research institutions in the area, including the National Institutes of Health and the National Institute of Standards and Technology. The County received subdivision approval in 1989 and a Declaration of Covenants and Easements for the LSC was created. Today, the County has sold or leased land to a number of biotech entities and there are currently no vacant parcels left to sell or lease in the LSC.

During the early stages of planning for the LSC, the County recognized that academic institutions would be integral to the creation of a successful biotechnology community. In 1986, the County donated land in the LSC to Johns Hopkins University (35 acres) and to the University of Maryland (50 acres).

In 1995, in order to assist corporations in their planning for a location at the LSC, and in order to ensure a high quality of development, Montgomery County prepared and approved a Development Plan for the LSC that included site development criteria and development review procedures. The Development Plan does not encompass the Johns Hopkins University site or the University of Maryland Shady Grove Campus since these sites are subject to individual master plans and design standards separately approved by the Planning Board.

Master Plan Guidance

The 1985 *Gaithersburg Vicinity Master Plan* created the concept of a Research and Development Village for the area known as Shady Grove West, but recognized that further study was needed in a subsequent Amendment to address the appropriate mix of uses, densities, road capacity, and transit planning for this area. The 1990 *Shady Grove Study Area Master Plan* addressed all of these issues and described the Plan's vision for the R&D Village: a world class biotech and high-tech research center with a strong public transit system and a mix of uses that create a lively environment in which to work and live. The Plan heavily emphasized the importance of transit to the future of the area:

The importance of transit to the future of the Shady Grove Study Area cannot be underestimated. Transit is such an essential element of this Plan that it forms the basis for the land use and zoning recommendations. For this reason, a strong public/private commitment to the Plan's transit proposals must occur. In the absence of such a commitment, the Plan's land use proposals will have to be re-examined. (page 3)

The Plan also recommended that the comprehensive rezoning of properties by Sectional Map Amendment be deferred until there was evidence of a public/private commitment to the implementation of transit.

The Sectional Map Amendment (SMA) and floating zone applications should be deferred until one of the following events occur:

- Construction funds for the northern transitway and the Life Sciences Center transit spur are included in the State's Consolidated Transportation Program or the County's Capital Improvement Program;
- Operating funds for an interim transit plan are identified; or
- A development district is approved. (page 81)

In June 1996, the County Council approved the Sectional Map Amendment to implement the zoning recommendations of the 1990 Master Plan. To satisfy the Master Plan requirements (listed above), the Council supported the SMA with the Shady Grove Interim Transit Plan, completed by the Department of Public Works and Transportation during Council worksessions. The Interim Transit Plan provided strategies for the operation, funding, and development of bus service and the Council resolution directed a means of funding, including a Transportation Management District and a Share-a-Ride District, or some equivalent means of bus service funding, be established in fiscal year 1997.

In October 1996, a staff memorandum provided an overview of Master Plan guidance, specifically addressing traffic mitigation and transit service funding requirements so that new development is in conformance with the transportation recommendations of the Master Plan. The memo outlines what the master plan intention was regarding a "strong public/private commitment to the Plan's transit proposals" by listing the Plan recommendations along with specific public and private responsibilities. For example, the County's responsibilities included establishing a transportation management organization and a Share-A-Ride district to fund, manage, and monitor transportation services and programs. As subdivisions were approved, the private responsibility would be to participate in transportation management and transit funding programs as well as prepare site plans that support transit oriented design principals and even consider a reduction in parking requirements as a means of encouraging transit use.

The Community-Based Planning Division is in the process of updating the 1977 *Shady Grove Sector Plan*, the 1985 *Gaithersburg Vicinity Master Plan*, and the 1990 amendment, the *Shady Grove Study Area Master Plan*. The Plan updates will continue to emphasize the importance of transit to the future development of the I-270 Corridor generally and the Life Sciences Center specifically. The Gaithersburg Vicinity Master Plan will examine the alignment of the Corridor Cities Transitway and analyze optimal locations for stations. The Plan will provide guidance for transit-oriented patterns. Given that the current Life Sciences Center Zone does not promote transit and pedestrian-friendly patterns, the Plan will explore zoning tools that better address these issues.

ANALYSIS: Conformance to Development Plan

The Development Plan Update for the Shady Grove Life Sciences Center was approved by the Planning Board in 1994 and by the County Council in 1995. Since then, the Life Sciences Center (LSC) Zone has been adopted many of the elements of the Development Plan.

There is a difference of interpretation of the whether this site is within the SGLSC or not. The applicant has been discussing this with the county officials with a goal to resolve this interpretation. In the mean time the applicant has conformed to the architectural and design guidelines and has taken the plan for review by the Architectural Review Committee for the SGLSC. This site plan follows the design guidelines of the Development Plan in the following ways:

Within the Development Plan, the section entitled "Purpose of the Development Criteria" (page 16) includes the following goals: to promote an R&D park with the highest architectural and environmental standards; to assure building compatibility within the park; to reduce views of parking and increase views of buildings and landscaping; to promote building clustering and orientation to facilitate pedestrian use of transit serviceability and to assure provision of green space. This proposal conforms to these goals by continuing the high quality architectural treatment of the existing building; by creating strong and direct linkages to the adjoining streets for use of transit; and maintaining the setbacks and open space provided ensure green space on site.

In accordance with the "Approval Procedures" (page 16) within the Development Plan, the plan has been reviewed by the Architectural Review Committee for the Shady Grove Life Sciences Center. The minutes of their review and approval are within the Appendix. The plan conforms to the review of the ARC.

The Development Plan for the Shady Grove Life Sciences Center will be available within the Planning Board's office and at the M-NCPPC publications counter.

ANALYSIS: Conformance to Development Standards - Life Sciences Zone

PROJECT DATA TABLE

<u>Development Standard</u>	<u>Permitted/ Required</u>	<u>Proposed</u>
Lot Area (ac.):		35.56 acres
Gross Floor Area (sq. ft.):	375, 000	894,636 sf * -
Building Parking Setbacks (ft.):		
To Medical Center Drive and Broschart Road – 25/50 Feet		
To Key West Drive – 50/50 feet		
To Blackwell Road – 25/25 feet		
Parking to entry 100/50 feet		
Parking to interior lot line – 15 ft		
Building Height (ft.):	100 ft	3-6 levels bldgs 5 levels parking decks
Building Coverage (max 25%):	387,311 sf	33,048 sf (Bldgs I/II) Xx,xxx (Bldgs III)
Floor Area Ratio (FAR):	.3	X (Bldgs I, II & III)
Green Area (min 25%)	387,358 sf	387,358
Parking:		3,489

The required parking is based on a gross estimate of a mix of educational use and R&D/office/medical uses. These number will be refined with each site plan.

Pedestrian paths through the site allow for complete pedestrian access through the site from adjacent parks and public sidewalks. The site plan maintains the Master Planned bike path that is in place currently with adjustments to reduce conflicts.

Public sidewalks will continue on all site frontages.

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

The design concept master plan will have no negative effect on adjacent structures via its three level design and mass of the building that is similar to adjacent buildings on site and within adjacent sites.

Buffers for the parking lots will screen the parking lot and service area from adjacent views.

The activity associated with the proposed education, office, R&D or medial use will not cause any negative effect on similar adjacent uses

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The site is grandfathered and therefore exempt for Forest Conservation requirements due to an approved Preliminary Plan of Subdivision which occurred within the grandfathering period of 1984-1991.

APPENDIX

- A. Correspondence referenced in report -
- B. Earlier Staff reports are available within the Planning Board Offices and within the public files at the publication counters.

Mailing date: August 13, 1986

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760
(301) 279-1000

MONTGOMERY COUNTY PLANNING BOARD
OPINION

Site Plan Review #8-86065
Project Johns Hopkins University

On June 27, 1986, The Hillier Group submitted an application for the approval of a site plan for property in the R-200 zone. The application was designated Site Plan Review #8-86065.

On August 7, 1986, Site Plan Review #8-86065 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the testimony and evidence presented by the staff and on the staff report with modifications to the conditions hereby adopted by the Montgomery County Planning Board, which is attached hereto and made a part hereof, the Montgomery County Planning Board finds:

1. the site plan meets all of the requirements of the zone in which it is located;
2. the locations of the buildings and structures, the open spaces, the landscaping, and the pedestrian and vehicular circulation systems are adequate, safe and efficient;
3. each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development; and
4. the site plan is consistent with the approved (by MCPB) Shady Grove Life Sciences Center Development Plan Update.

and approve Site Plan Review #8-86065 subject to the following conditions:

1. A Site Plan Enforcement Agreement and Development Program shall be submitted for staff's approval.

The Johns Hopkins University Master Plan should incorporate the following:

- ✓ 2. The parking lots and deck should be sunk into the site so parking levels are lower than or at least equal to the adjoining street grades unless engineering studies show that its unfeasible. More at-grade parking is recommended to allow additional and more optimal conditions for tree growth; the parking deck will ultimately become a three-level parking garage.
- ✓ 3. The parking lots should contain a maximum of green space to counterbalance the immense paved surface and should look like a

formalized forest. Eight-foot linear parking islands shall separate every double row of head-on parking spaces and tree islands parallel to the cars shall be added as indicated on a concept sketch to be presented at the hearing.

- ✓ 4. The pedestrian plaza (and buildings) should be elevated so the plaza ground plane is approximately four feet above the grade of the adjoining parking surface and edged with an appropriate railing. Pedestrian connections between the parking lot and pedestrian plaza should occur on two sides of the entry.
- ✓ 5. A suitable pedestrian, vehicular, and spatial transition should be made in future site plans between the Johns Hopkins University site and the southern half of the Shady Grove Life Sciences Center. Interim plans should maintain a continuous path connection.
- ✓ 6. The number of parking spaces shall be reevaluated with each site plan to reflect an on-going analysis of existing parking lot usage to be carried out by the applicant.
- ✓ 7. More parking lot-to-building path connections should be added. A path connection to the intersection of Omega Drive and Key West Avenue should be added to conform to the Development Plan Update recommendations.
- ✓ 8. The Development Plan Update and the Johns Hopkins University Master Plan will serve as a guide for remaining development of the site unless amended. The continuity of the building form over time will be of key importance for future site plans. More detailed phasing of buildings, parking, open space development, and student population should be submitted with the next site plan.

The Phase One Site Plan should incorporate the following:

9. All revisions made in the Johns Hopkins University Master Plan shall be reflected in this site plan where applicable. All revised plans shall be submitted to staff for their review and shall meet with their approval.

awaiting drawing

10. The first phase parking lot shall have at least 10% of the parking spaces reserved for carpools and, excepting handicapped spaces, they shall be located most conveniently to the building.

- ✓ 11. The pedestrian plaza shall be constructed for one hundred feet to provide useable pedestrian open spaces.

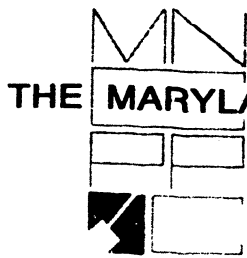
- ✓ 12. Landscaping plans, which include parking lot-to-building sidewalks, shall be adjusted to reflect any new parking lot location. Additional green space shall be provided to follow the concept sketch presented to the Planning Board. Crosswalks shall be marked in the vehicular travel lanes and shall be highly visible and shall have a change in paving materials.

- ✓ 13. Beyond the Phase I Site Plan, eight-foot asphalt walks should be built to connect the front entry of this project to Key West Avenue and the

southern half of the core parcels of the Shady Grove Life Sciences Center.

- 14. The conditions of the M-NCPPC Environmental Planning Division memo dated July 28, 1986, shall apply to this Site Plan and shall include relocation of the stormwater management pond riser to the side slope of the pond and inclusion of oil/grit separators within the parking lot.
- ✓ 15. Lighting fixtures shall be in accord with the lighting standards and styles approved in the Development Criteria.
- ✓ 16. Blackwell Road shall be extended between Broschart Road and Medical Center Drive to connect to the internal circular street (Village Street) or other connections as shown on staff sketch. Ownership of the street is to be retained by Montgomery County.

• 1 mile
with cat east



MCPB
Item #6
8/7/86

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

August 6, 1986

MEMORANDUM

TO: Montgomery County Planning Board
FROM: Staff, Urban Design Division
SUBJECT: Site Plan Review #8-86065
Johns Hopkins University
R-200 Zone, Medical Center Drive
Gaithersburg

STAFF RECOMMENDATIONS

APPROVAL with conditions. The Conditions of Approval shall be met prior to release of building permits and shall be found acceptable by staff.

1. A Site Plan Enforcement Agreement and Development Program shall be submitted for staff's approval.

The Johns Hopkins University Master Plan should incorporate the following:

2. The parking lots and deck should be sunk into the site so parking levels are lower than or at least equal to the adjoining street grades. More at-grade parking is recommended to allow additional and more optimal conditions for tree growth; the parking deck will ultimately become a three-level parking garage.
3. The parking lots should contain a maximum of green space to counterbalance the immense paved surface and should look like a formalized forest. Eight-foot linear parking islands shall separate every double row of head-on parking spaces and tree islands parallel to the cars shall be added as indicated on a concept sketch to be presented at the hearing.
4. The pedestrian plaza (and buildings) should be elevated so the plaza ground plane is at least four feet above the grade of the adjoining parking surface and edged with an appropriate railing. Pedestrian connections between the parking lot and pedestrian plaza should occur on two sides of the entry.

5. A suitable pedestrian, vehicular, and spatial transition should be made in future site plans between the Johns Hopkins University site and the southern half of the Shady Grove Life Sciences Center. Interim plans should maintain a continuous path connection.
6. The number of parking spaces shall be reevaluated with each site plan to reflect an on-going analysis of existing parking lot usage to be carried out by the applicant.
7. More parking lot-to-building path connections should be added. A path connection to the intersection of Omega Drive and Key West Avenue should be added to conform to the Development Plan Update recommendations.
8. The Development Plan Update and the John Hopkins University Master Plan will serve as a guide for remaining development of the site unless amended. The continuity of the building form over time will be of key importance for future site plans. More detailed phasing of buildings, parking, open space development, and student population should be submitted with the next site plan.

The Phase One Site Plan should incorporate the following:

9. All revisions made in the Johns Hopkins University Master Plan shall be reflected in this site plan where applicable.
10. The first phase parking lot shall be located as necessary to achieve 350 parking spaces; it shall contain at-grade street parking and it shall be at an elevation equal or lower to adjoining street grades.
11. The pedestrian plaza shall be constructed for one hundred feet to provide useable pedestrian open spaces.
12. Landscaping plans, which include parking lot-to-building sidewalks, shall be adjusted to reflect any new parking lot location. Additional green space shall be provided to follow the concept sketch presented to the Planning Board. Crosswalks shall be marked in the vehicular travel lanes and shall be highly visible and shall have a change in paving materials.
13. Beyond the Phase I Site Plan, eight-foot asphalt walks should be built to connect the front entry of this project to Key West Avenue and the southern half of the core parcels of the Shady Grove Life Sciences Center.
14. The conditions of the M-NCPPC Environmental Planning Division memo dated July 28, 1986, shall apply to this Site Plan and shall include relocation of the stormwater management pond riser to the side slope of the pond and inclusion of oil/grit separators within the parking lot.
15. Lighting fixtures shall be in accord with the lighting standards and styles approved in the Development Criteria.

LOCATION

See attached vicinity map.

SITE PLAN REVIEW

Staff has reviewed the Site Plan to make these findings:

1. Conformance to the Zoning Ordinance

Development in the Shady Grove Life Sciences Center is provided for in the R-200 zone via Section

"59-C-1.37.1 Special Regulations - Life Sciences Center

- a. All uses shown on the development plan for the Life Sciences Center are permitted in the R-200 zone subject to the approval of a site plan by the Planning Board in accordance with the procedures contained in Division 59-D-3. At the time of site plan review, the following additional requirements shall be met:
 - 1.) An adequate public facilities test, as specified in Section 50-35 of the Subdivision Regulations, shall be required to demonstrate that existing and/or planned facilities are adequate to support and service a proposed use. The adequate public facilities test may occur prior to site plan review under either of the following circumstances:
 - a. If a preliminary subdivision plan is submitted prior to submission of a site plan; or
 - b. If the County Executive submits a concept plan for a site to the Planning Board for review. The Planning Board shall specify a time limit for the submission of a site plan without additional adequate public facilities test.
- b. The Special Regulations of this Section shall not apply to Life Sciences Center uses that have a signed lease agreement or a memorandum of understanding with the County dated prior to June 30, 1984."

Development standards for the Shady Grove Life Sciences Center are set out in the Development Criteria issued by the Montgomery County Office of Economic Development. Changes to these Development Criteria have been proposed as part of the Development Plan Update. It will be presented the same day as this Site Plan. Since most of the changes to the Development Criteria don't affect this Site Plan, the standards will be used as a guide. Staff will note where the Site Plan needs to be changed to meet the criteria.

<u>Development Standard</u>	<u>Allowed/Required</u>	<u>Provided</u>
Building Setbacks to adjoining R.O.W.	50'	50'
Parking Setbacks to adjoining R.O.W.	50'	50'
Minimum Green Area	25%	40% total site
Maximum Building Coverage	25%	22% total site + parking deck
Building Height	50'	50'

Adequacy of Building Location and Open Space

The John's Hopkins University parcel is 35 acres in size, not including a three-acre stormwater management pond which rests next to Key West Avenue to the north. The pedestrian open space easement as recommended in the Gaithersburg Master Plan and the current Development Plan Update cuts through the parcel in a north-south direction. A ridge extends along the southern and western site boundaries; it is 40 feet higher than the pond elevation to the north. Natural topography for the site is dramatic to the north center where a swale drains from the ridge to the pond. (See attached topography map.)

The applicant has submitted a Master Plan with the ultimate buildout concept and a Site Plan which includes Phase I. Ultimately, the activities for Johns Hopkins University will include education and research; the first Site Plan will house only night students and administrative offices. This report first reviews the Johns Hopkins University Master Plan and then the Phase I Site Plan. Staff recommends more detailed phasing which includes the number of students, parking lot development, and building square footage.

The Johns Hopkins University Master Plan building layout is one which places the building in an arc along the north-south central axis, pointing to the northwest site corner, the intersection of Diamondback Drive and Broshart Drive. The arched facade is highly detailed over its ultimate length of 1,000 feet. The building depth ranges from 40-80 feet with four wings penetrating the green open space behind the building. A highly detailed pedestrian plaza of 80 feet in width adjoins the length of the front facade to form a series of courtyards, planting beds, walks, and sitting areas. The plaza acts as foreground to the building and as a major pedestrian circulation element. Between this linear plaza and Medical Center Drive are the parking lots, some of which are decked. The total dimensions of the parking lots and entry road are 1,000 feet by 380 feet. The entry boulevard separates the parking lot and one level parking deck, connecting directly to the Phase I Site Plan. The pedestrian plaza continues down to the pond, which is ultimately to be developed as an amenity feature and is bordered with tiered retaining walls and walks. The building layout is one that presents a high degree of order and orientation for the evening student. There is a clear and direct link from the parking lot or deck to the building. The plaza allows for building-to-building circulation, so if a student parks at one end of the parking lot with a class at the other, direct paths through the plaza are

present. The four wings that extend to the west off the main spine of the building are more closely related to the open spaces behind the building, which may be developed for passive recreation and other outdoor student uses.

Staff's critique of the Master Plan rests with the massive block of parking lot and parking deck engulfing the eastern half of a 35-acre site. Some berming has been used to reduce views of the parking lot, but the parking deck is 20 feet higher than the elevation of the adjoining Medical Center Drive and visually dominant from adjoining roadways. The green space provided for the parking is 5.6%, close to the Parking Ordinance's minimum standards of 5% internal green space. Additionally, the parking lot is level with the pedestrian plaza and the parking deck is one level higher (ten feet). This overwhelms the pedestrian use of the plaza for a length of 500 feet and the view of the building is lost from the road - the deck and berming obscure views to it.

To mitigate these concerns, staff recommends the following:

1. The parking lots and deck should be sunk into the site so parking levels are lower than or at least equal to the adjoining street grades. More at-grade parking is recommended to allow additional and more optimal conditions for tree growth; the parking deck will ultimately become a three-level parking garage.
2. The parking lots should contain a maximum of green space to counterbalance the immense paved surface and should look like a formalized forest. Eight-foot linear parking islands shall separate every double row of head-on parking spaces and tree islands parallel to the cars shall be added as indicated on a concept sketch to be presented at the hearing.
3. The pedestrian plaza (and buildings) should be elevated so the plaza ground plane is at least four feet above the grade of the adjoining parking surface and edged with an appropriate railing. Pedestrian connections between the parking lot and pedestrian plaza should occur on two sides of the entry.

The result of these changes would be to sink the parking surfaces out of the prominent view they now hold. Undulating berms could be used at the road's edge, no longer needed to hide masses of paved surfaces and cars, but used to enhance views to the building. Because the parking lots are so massive (as they had to be to serve this building layout), greater green space requirements are needed to provide effective buffering. The pedestrian plaza will no longer be edged by 113 bumpers and the plaza will become a promontory for viewing the surrounding landscape. The additional parking lot islands will provide greater opportunities for planting. The linear, eight-foot islands should be planted with evergreen hedges no more than three feet tall. The correct species or maintenance program should assure that maximum height of three feet. This will soften views of the cars and parking lot from the adjoining highways and loop roads, particularly when the lot is empty. The tree islands parallel to the parked cars shall be planted with shade trees to create a formal forest for this Wheaton Plaza-sized parking lot. The species selected for these trees shall be of a distinct silhouette with high branching to allow views through to the building. Marshall's Seedless Ash, which is in the M-NCPPC employees' parking lot, would be an excellent choice.

The resultant pedestrian circulation spine will be an interesting feature of the regional pedestrian path, offering views not available elsewhere in the area. The subtle change in grade between the parking lot and the plaza creates a more interesting setting. The continuation of the pedestrian connections through the parking lot should be frequent enough to prevent students walking through cars. A path connection should continue to the Key West Avenue and Medical Center Drive intersection. Staff will provide a sketch showing these path locations and parking lot landscaping recommendations.

Other concerns regarding the Johns Hopkins University Master Plan reflect its compatibility with the design recommendations of the Development Plan Update for the Shady Grove Life Sciences Center. A "Village Street" is recommended to loop around the end of the open space park to the south. Cross-core vehicular circulation is also proposed in an east-west direction. The connection of the new and existing development will be immediately important in order to provide continuous pedestrian circulation through the Johns Hopkins University site along the central pedestrian easement. It will become a design issue when Johns Hopkins is finally built out to meet the park. To create a more defined terminus to the open space park, architectural detailing, a tower obelisk, or a piece of sculpture should be located at the park's edge. The Development Plan Update recommends a nationally advertised contest for the final design.

The stormwater management pond provided in the Master Plan includes a sixty-foot jet fountain and several retaining walls and walks surrounding the pond. The John Hopkins University Master Plan should include sitting areas around this pond and a phasing schedule which puts this amenity feature into the project earlier than later. Staff would recommend it be fully developed when the adjoining parking lot is built.

The Phase I Site Plan proposes to construct the entry boulevard, one 40,000 square-foot building and two parking lots, one on either side of the entry boulevard. The building location is acceptable as it fits into the mega-structure proposed in the site Johns Hopkins University Master Plan. It may have to be shifted back to provide adequate space for the additional parking lot islands. The Phase I parking lot will now need to expand also because of the additional green space required. New grading, landscape, and utility plans will also be required. The pedestrian plaza is not developed with this site plan, only an entry court. Staff recommends that one hundred feet of the plaza be extended towards the edge of one parking lot to provide more outdoor pedestrian spaces with Phase I.

The design of the stormwater management pond as proposed for this site plan includes a large riser structure in the center of the pond. Staff recommends the riser be incorporated in the side slope of the pond to create the amenity feature planned here. Also, oil/grit separators are needed for the parking lot and are subject to the conditions of the Environmental Planning staff memo of July 28, 1986.

Adequacy of Landscaping and Lighting

Landscaping concepts presented in the Johns Hopkins University Master Plan appear adequate for the open spaces, the entry boulevard, and the pedestrian plaza. The parking lot and deck require more extensive shade tree planting,

as previously described. A concept drawing will be presented at the hearing to suggest how it could be added.

Landscaping for the Phase I Site Plan is adequate for the entry boulevard and project open spaces. With the revised parking lot location, perimeter screening and internal green space will have to be adjusted accordingly.

Lighting shown on the Site Plan provides adequate light levels. All lighting fixture details should be reviewed according to the lighting standards to be developed by Montgomery County as part of the Development Criteria. Once a standard has been established, the fixtures shown can be approved.

Adequacy of Circulation

Vehicular circulation for the Johns Hopkins University Master Plan provides a clear, direct orientation within the site and within the parking lot layout. There has been staff concern about the actual number of parking spaces needed. Transportation Planning staff has reviewed the applicant's basis for parking and have agreed to include 350 parking spaces for Phase I and to monitor the use of those spaces. The analysis of the actual use will form the basis for future parking needs. The applicant has shown 1,500 parking spaces ultimately. Staff thinks that this very large number could possibly be reduced to the 1,000 - 1,300 range. The less surface parking, the more natural beauty of the site can be retained. The increase in surface parking recommended by staff puts greater emphasis on the decked parking or parking garage in the remaining area for the future. The total number of parking spaces the garage will contain will be determined in conjunction with future building phases.

Pedestrian circulation for the Johns Hopkins University Master Plan shows three cross parking lot walks connecting to the pedestrian plaza. The plaza ultimately extends to the south, where it ends at a circular feature, and a single walk continues to the remainder of the Shady Grove Life Sciences Center. A path continues to the northwest, where it ultimately connects across Key West Avenue to the path within the DeCoverly Hall site.

Staff would recommend additional paths through the parking lot to prevent people walking through cars. The walks should be at least six feet wide and should include marked crosswalks. In light of the comments made in the Development Plan Update and elsewhere in this report, the pedestrian and vehicular connection between Johns Hopkins University and the Shady Grove Life Sciences Center to the south needs to be more creatively articulated. Staff will provide a sketch illustrating a recommended concept.

The Phase I Site Plan needs to include pedestrian connections from Key West Avenue to the Diamondback Drive intersection and to the southern half of the Shady Grove Life Sciences Center. Eight-foot asphalt walks are appropriate for interim use until additional phases are built. One hundred feet of the pedestrian plaza next to the entry drive should be built with Phase I to provide more useable pedestrian outdoor space and pedestrian connections. All parking lot-to-building paths shall include highly visible crosswalks.

3. Compatibility of Structures and Uses

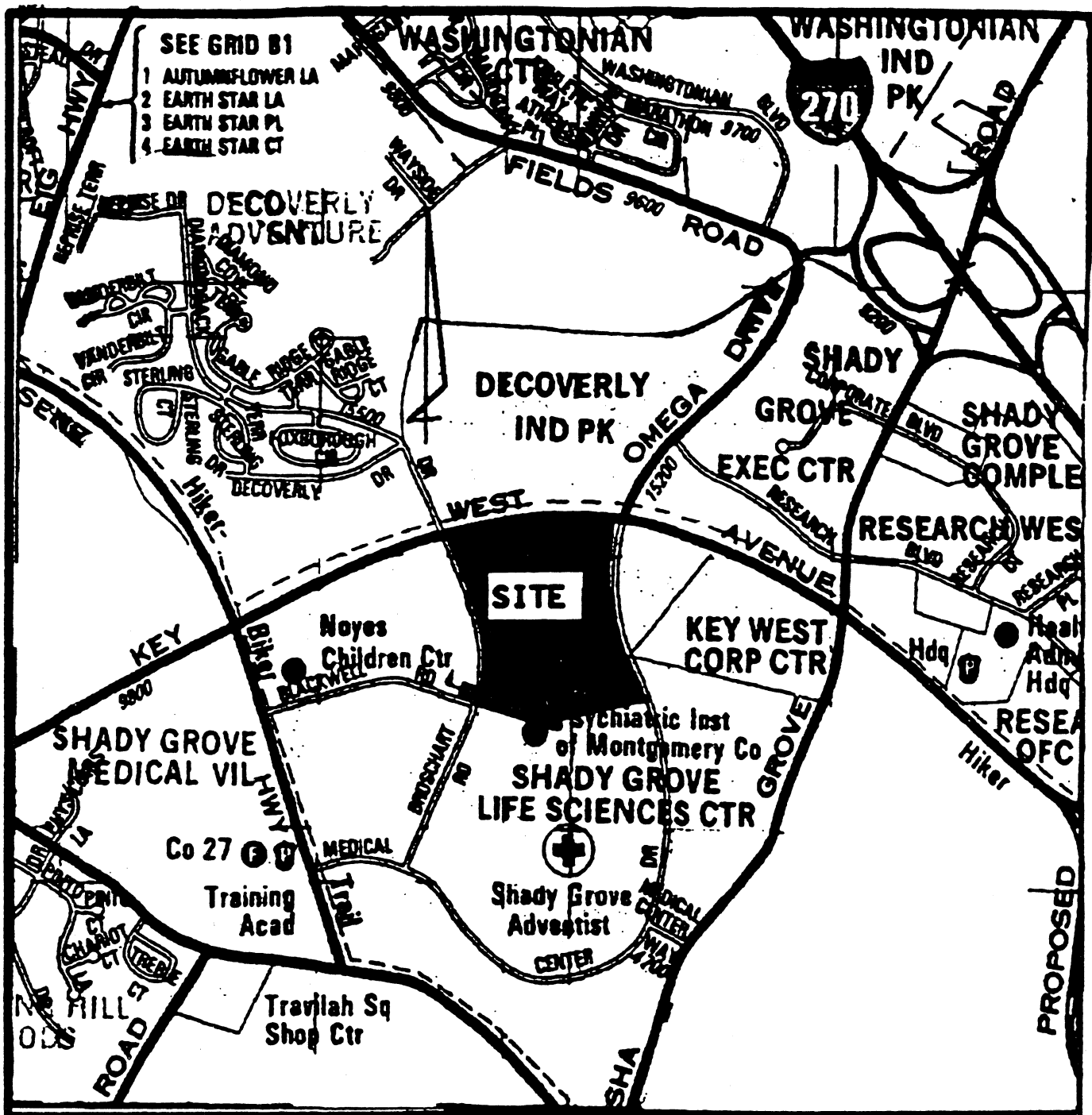
The large 35-acre site can provide a setting large enough to mitigate many off-site impacts, provided sufficient care is taken with the major siting decisions. With the changes recommended by staff, the most obvious off-site impact - the parking lot and deck - can be mitigated. The additional landscaping, grade changes, and the pedestrian connections will integrate this project into the pedestrian easement recommended by the Gaithersburg Master Plan for the Shady Grove West Study Area. The open spaces to the west and north of the site create an attractive setting for the building as viewed from the adjoining roadways. The transition designed along the southern edge will integrate this project with the other half of the Shady Grove Life Sciences Center core parcels.

CONCLUSIONS

With the conditions as listed above, staff finds Site Plan #8-86065 achieves compatibility, safety, and efficiency. Staff recommends APPROVAL.

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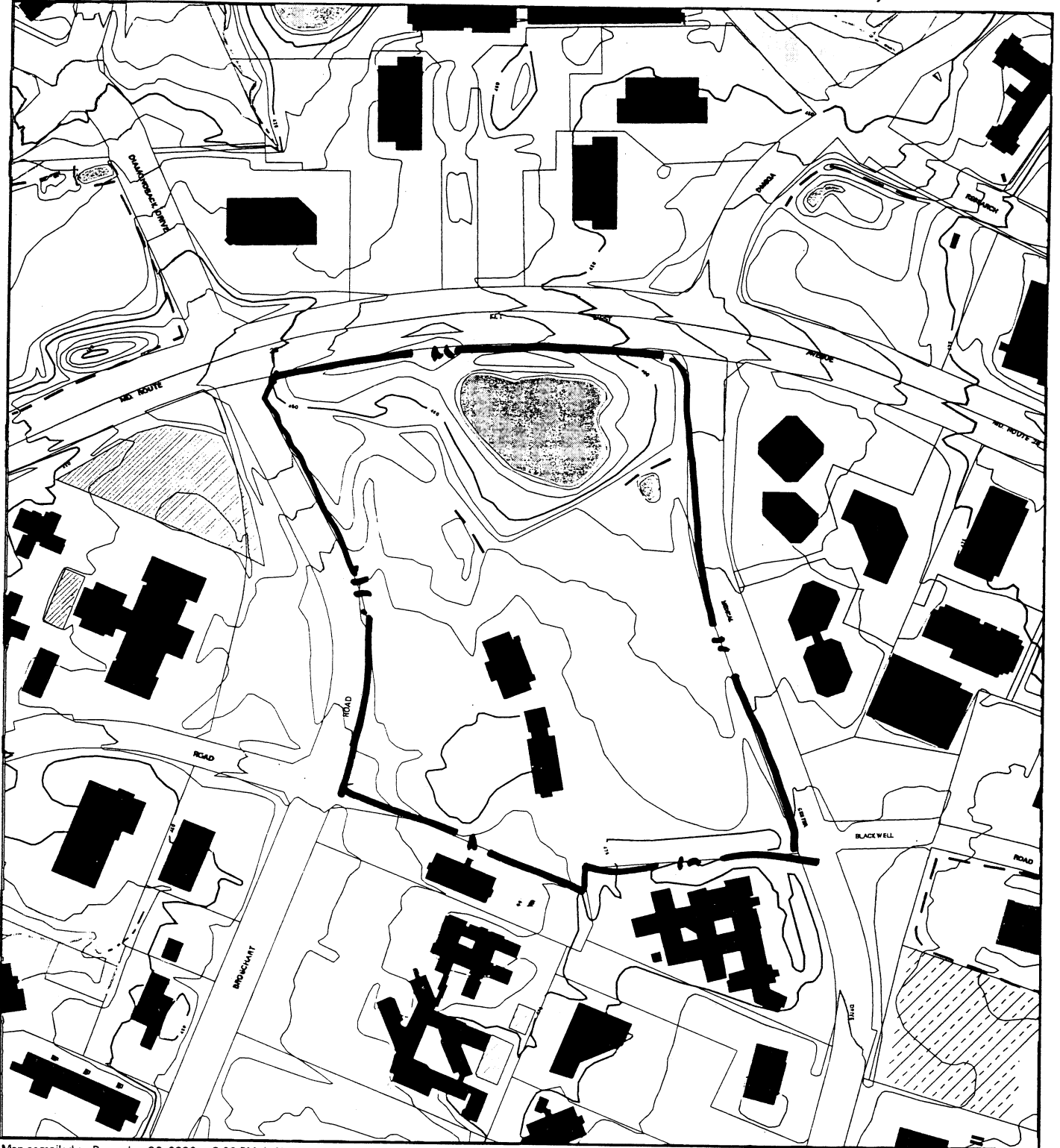
Attachments



VICINITY MAP

VICINITY MAP FOR

JOHNS HOPKINS UNIV. - PHASE 3 (8-03016) (8-86065A)



Map compiled on December 06, 2002 at 3:00 PM | Site located on base sheet no - 220NW09

NOTICE

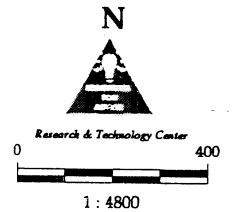
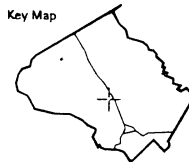
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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue - Silver Spring, Maryland 20910-3700

Key Map





MULLIGAN A. BRUFEN & ASSOC.

KEYWEST AVENUE

AVENUE

N 24-32-32 E 70' AS

R-2789.79' Arc 11233.34"

Existing 50' Transmittorial Gas R.O.W.

S 00-28-08 E 304.64'

N 45-39 N 51' AS

R-850.00' Arc 298.94'

N 37-07' Arc 894.00'

S 20-28-41 E 181.07'

BLANCHARD ROAD

CONSTRUCTION UNDER

S 20-28-41 E 181.07'

CONTRACT LIMIT LINE

CONTRACT LIMIT LINE

S 23-27-12 W 802.48'

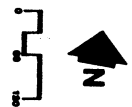
S 01-05-07 W 730.89'

SHADY GROVE DIALYSIS CENTER

S 10-35-30 W 74.82'

SHADY GROVE ADVENTIST NURSING HOME

CONSTRUCTION UNDER



APPROVED SITE PLAN
 PREPARED BY: [Signature]
 DATE: [Date]

Master Plan Site Data

Zone: LSC (Life Sciences Center)
 Use: Academic (including medical office)
 Approved Building Area: 375,000 sq ft
 Floor Area Ratio: 0.30 (0.74)
 F.A.R. Proposed: 0.50

Building Program:
 A: 100' x 100' x 300' x 300' (30,000 sq ft)
 B: 100' x 100' x 300' x 300' (30,000 sq ft)
 C: 100' x 100' x 300' x 300' (30,000 sq ft)
 D: 100' x 100' x 300' x 300' (30,000 sq ft)
 E: 100' x 100' x 300' x 300' (30,000 sq ft)
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 W: 100' x 100' x 300' x 300' (30,000 sq ft)
 X: 100' x 100' x 300' x 300' (30,000 sq ft)
 Y: 100' x 100' x 300' x 300' (30,000 sq ft)
 Z: 100' x 100' x 300' x 300' (30,000 sq ft)

Office: 3 spaces per 1,000 sq ft
 Parking Spaces Proposed: 3,489 spaces

Notes:
 1. No building permits for development in excess of 375,000 square feet shall be issued without the approval of the Planning Board.
 2. Parking garages may be built with total energy steel structure.
 3. This plan shall be subject to the provisions of the Master Plan.
 4. Proposed site plan shall be subject to the provisions of the Master Plan.
 5. Landscaping shall be provided with the minimum standard conditions to the gardens set forth by the University of Maryland System.
 6. All service areas to be screened from road with appropriate screening and landscape design.

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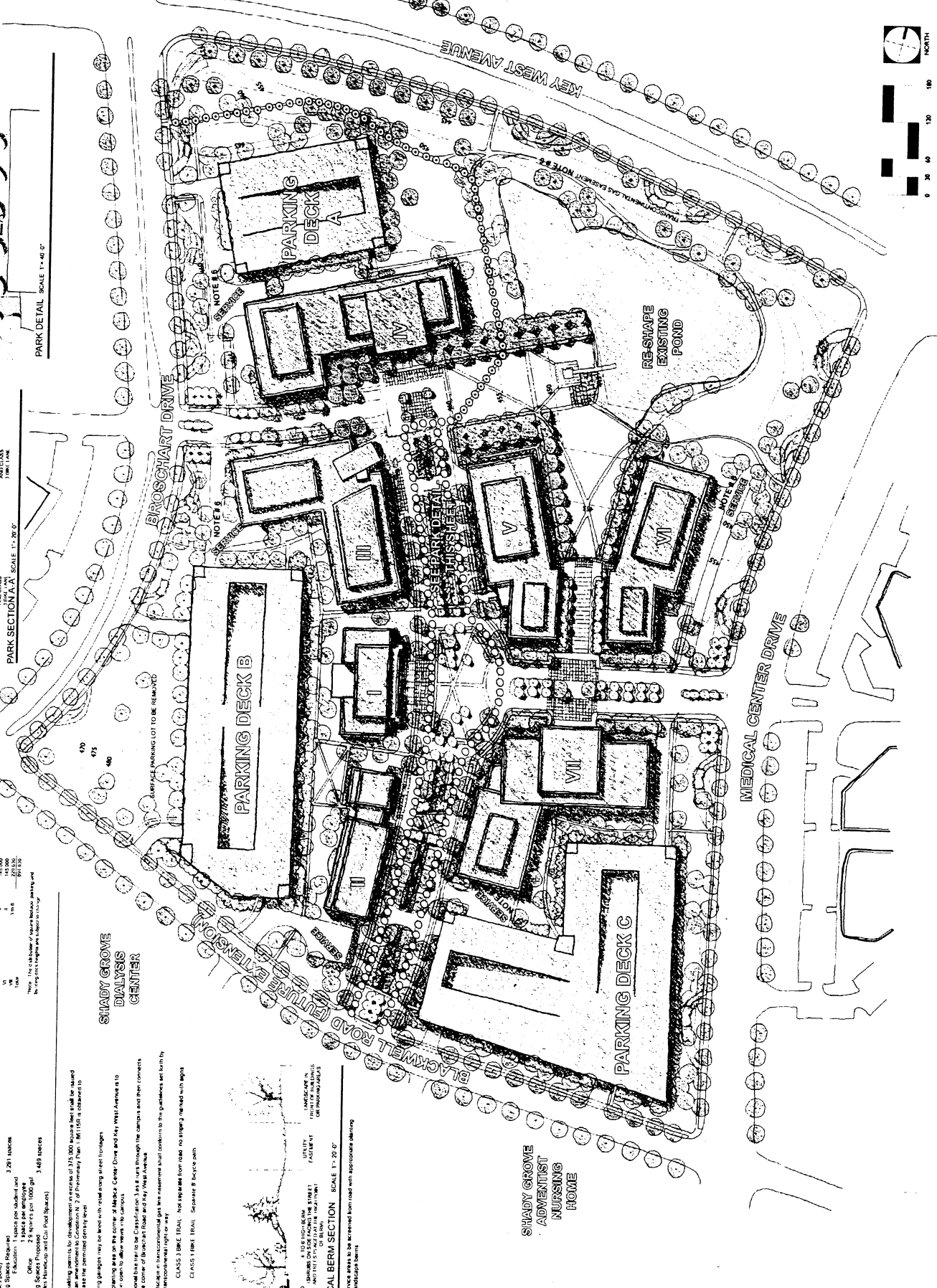
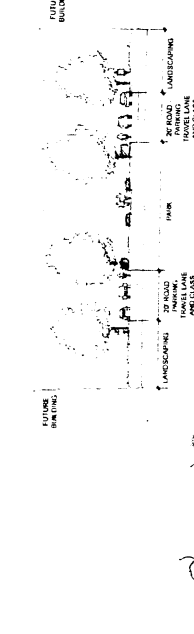
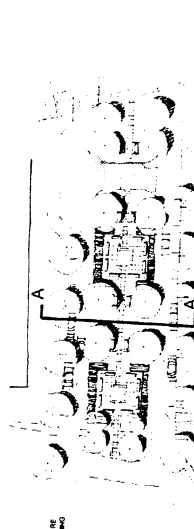
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NO.	DESCRIPTION	DATE
1	BY PLAN NUMBER	1/15/88
2	BY PROJECT NUMBER	07-273
3	BY PROJECT NAME	JOHNS HOPKINS UNIVERSITY CAMPUS MASTER PLAN
4	BY SHEET NUMBER	1111



MP 1.01

