



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Item #6
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 122,615 square feet of Academic, Scientific Medical, Educational or Technological R&D and General Office excluding Medical Office use on 35.57 acres
PROJECT NAME: Johns Hopkins University Phase 3
CASE #: 8-03016
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 of 122,615 square feet of Academic, Scientific Medical, Educational or Technological R&D and General Office excluding Medical Office use on 35.57 acres with the following conditions:

1. a. Submit a Site Plan Enforcement Agreement and Development Review Program for review and approval prior to approval of the signature set as follows:
 - 1) Streets tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - 2) Community-wide pedestrian pathways and open space facilities must be completed prior to seventy percent occupancy of each phase of the development.
 - 3) Landscaping associated with the parking lot and building shall be completed as construction of each facility is completed.
 - 4) Pedestrian pathways and seating areas associated with the facility shall be completed prior to occupancy.
 - 5) Clearing and grading to correspond to the construction phasing, to minimize soil erosion.
 - 6) Coordination of the development and roads.
 - 7) Phasing of dedications, stormwater management, sediment/erosion control, community paths, trip mitigation or other features.
- b.. Signature set of site, landscape/lighting and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 - a. Limits of disturbance.
 - b. Methods and locations of tree protection.
 - c. Conditions of DPS Stormwater Management Concept approval letter dated January 13, 2003;
 - d. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading.
 - e. The development program inspection schedule.
2. No clearing or grading prior to M-NCPPC approval of signature set of plans.
3. Final Landscaping plan to be reviewed by staff for coordination with existing planting areas along site perimeters and adequacy of plant materials around parking lot edge.
4. Final site plan square footage for each tenant to be submitted to staff for general conformance to the staff report predicted numbers prior to submitting for building permit.
5. Johns Hopkins University should participate in the Transportation Management District for the Life Sciences Center when it is established by the Department of Public Works and Transportation. Johns Hopkins should encourage employees,

students, and visitors to make use of the existing bus service and perhaps consider providing transit subsidies, if this is not currently done.

6. Since Johns Hopkins University is integral to the Life Sciences Center, their voluntary inclusion in the Life Sciences Center Development Plan would improve the overall efforts to comprehensively plan for the future of this important area.

ISSUES RESOLVED DURING THE SITE PLAN REVIEW PROCESS

Site Master Plan

The applicant's submittal was reviewed within the context a new proposed site master plan – a concept that dramatically updated 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, a 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 parking structures located behind the buildings.

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.

Site Parking

The applicant has proposes 100+/- parking spaces over current predicted demand when Phase II is built. The proposal of 1,024 parking spaces reflects the University's belief that, for their portion of the building, their enrollment will increase by 10% per year, which they feel is consistent with past enrollment increases. The other half of the building will be under the control of a commercial development firm who does not have defined clients for the building now and needs to provide parking to provide for a variety of tenants.

The earlier Phase II site plan approval predicted that they would need 1,066 parking spaces but would attempt to function with 718 spaces due to use of transit and use of carpooling spaces in-place. The parking study provided by the applicant (and eyewitness accounts) indicates that the parking lot is filled to capacity and cars are parked illegally during the peak evening hours. In fact, most of the students do use cars to get to the campus given the perceived problems using mass transit in non-rush hour time frames.

The proposed parking areas would be largely utilized by future parking structures and would not create disturbed areas that be lost to future environmental or aesthetic benefit.

Staff recommends that the applicant phase in the last 100 spaces

PROJECT DESCRIPTION: Surrounding Vicinity

The proposed Phase III building is within the 35.56 acre Johns Hopkins University. The site is served by Broschart Drive, which forms the western boundary of the site. 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 phase III site plan continues a development scheme established with buildings one and two and adapts it to a more traditional campus with central green and pedestrian oriented spaces.

The proposal is to build a three level “L” shaped building that will house educational and commercial uses. The building’s shape responds to an overall master plan that creates a ‘village street’ along the two sides frontage of the building. The ‘village street’ will serve as a campus focus of orientation to each building for pedestrian and vehicular users. The corner of proposed building III is a full height glass cube for the lobby that will be part of the streetscape and visible at night from the adjacent streets.

A driveway and 300 car surface parking lot are placed along the Broschart Road frontage. The parking lot is screened by berms and landscaping. A sidewalk from the parking lot connects to the proposed Building III and the outdoor spaces around Building II. The front and rear walks are designed with overlapping paving patterns, with sitting areas adjacent to both areas. A crosswalk is developed through the rear parking lot to provide direct access to Broschart Road.

A service area is proposed adjacent to the parking lot. Evergreen planting is proposed along its edges for screening.

Landscaping for the project includes: street trees along the building frontage integral with the “village street;” entry plantings at the front and rear doors; parking lot shade trees and detail planting within the islands; and renovated planting for the islands at the right-of-way edge.

Lighting for the project continues the parking lot lighting in the earlier phases of the project. These are shoe-box styled fixtures on 32 foot poles. A new pedestrian styled fixture for the “village street” area is proposed. The parking lot light levels are XX footcandles , within the IESNA recommended guidelines. There will be uplighting proposed for the building with minimal footcandles beyond the rooftop.

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 site plan conforms with the approved Preliminary Plan in that it honors the 375,000 sf of development cap - Phase One development utilized 50,000+/- sf Phase Two utilized 50,000 sf, and Phase Three proposes 122,615 sf leaving 52,385 sf of development capacity within this site. The Blackwell Road right of way was dedicated with the Phase II Site Plan.

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 a site master plan that showed the context of the proposed building within the total site build-out. Concurrent with the Phase III site plan, an amended concept master plan is being presented to the Planning Board. The proposed plan includes the existing two buildings and reconfigures the remainder of the allowable square footage and proposes the eventual build out for the entire campus at increased FAR once allowed by the Master Plan.

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. At that time it was noted that the required parking was 1,066 for the approved 100,000 sf site plans. The applicant requested only 718 spaces be approved for what was then an all academic use.

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 per Prel. Plan	44,000 Ex Bldg I 50,000 Ex. Bldg II <u>122,615 Prop Bldg III</u> 216,615total approved
Building Setbacks (ft.):		
To Interior Streets (Blackwell, Broschart or Medical Center Drive)	25 ft	550ft, 70ft and 530ft respectively
To Perimeter Roads (Key West)	50 ft	560 ft +
Building Height (ft.):	100 ft	45 ft
Building Coverage (max 25%):	387,311 sf	33,048 sf (Bldgs I/II) Xx,xxx (Bldgs III)
Floor Area Ratio (FAR):	.3	.14 (Bldgs I, II & III)
Green Area (min 25%)	387,358 sf	1,074140 sf (69.3%)
Parking Setbacks		
To Right-of-Ways (not Blackwell Rd)	50 ft	ft ex,
Blackwell Road to driveways		25 ft 25 ft

Parking:

The required parking is based on a conservative estimate of 50,000 sf for student use and 72,162 sf for R&D/office use for the commercial portion of the building. The plans are for the R&D/office to utilize the parking during the day and JHU during the evening. (72162 @ 4/1,000 sf = 288 parking spaces for R&D only)

Using a conservative standard based on the current JHU's enrollment, the students are a high percentage of working professionals pursuing post graduate studies, many of which are employed in the SGLSC. This is not a typical college campus with younger full time students residing on campus in dormitories. If every seat is filled, the capacity could be from 484 to 578 students. However if only 56% of the seats are filled based on an average total capacity of 531

students, this would require 300 parking spaces at one space per student. The attached graph show the overlap use issue based on a parking consultant's study. It illustrates the overlapping use of the parking spaces.

Total

Phase I(ex.)– 44, 000 sf educ – 518 parking (19 handicap, 8 motorcycle, x bicycle)

Phase II (ex) – 50,000 sf educ – 206 parking (6 handicap, 2 motorcycle, x bicycle)

Phase III (proposed) – 122,165 sf educ/R&D – 300(8 handicap, 6 motorcycle,x bicycle)

Total parking 1,024 inclusive of 33 handicapped, 16 motorcycle and X bicycle)*

*final numbers to be presented at the public hearing.

FINDINGS: For Site Plan Review

1. *The Site Plan is consistent with the approved Shady Grove Life Sciences Center Development Plan February 14, 1995.*
2. *The Site Plan meets all of the requirements of the zone in which it is located. See project Data Table above.*
3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

a. Buildings

Proposed three level building is placed to be a cornerstone in a highly articulated pedestrian and vehicular friendly streetscape. The building will anchor the corner of a developing master plan and will maintain a presence from adjacent streets. The building will also reinforce the interconnected access to the site from adjoining streets via its double orientation. The proposed building continues the pattern established with the two existing buildings via the continuation of the building line and design themes. The fully finished building will not have a “back door” and the entry from the rear parking lot is articulated in a way that allows for full pedestrian orientation and welcome.

b. Open Spaces

The stormwater management concept is acceptable per the review of the Division of Permitting Services. The stormwater management concept consists of on-site water quantity control via the existing stormwater management pond; the on-site water quality control and recharge is accomplished via a sand filter and a bioretention structure.

c. Landscaping and Lighting

The landscaping for the site will provide an attractive building frontage with street trees and entry plantings. The frontages of the site adjacent the streets will be updated with newly designed planting beds that will eventually replace the existing beds. The new beds will have layers of shrubs and grasses to provide an attractive, seasonally changing accent. The parking lot will be screened with berms and landscaping and some hedges where needed. The shade trees within the parking lot will shade the cars and give visual relief to view of the area.

The lighting will provide adequate levels of light consistent with IESNA guidelines and will light the parking lot for pedestrian evening use. The “village street” lighting fixture will provide adequate light levels as well, consistent with

IESNA guidelines and will be the first installation of fixtures proposed with the design master plan. The fixtures are scaled for pedestrian use and are attractively designed for streetscape development. The “up-lighting” on the building façade and the lobby’s evening lighting scheme will create an attractive focal point in the evening.

d. Recreation

Recreation is not required for office/educational uses. However the applicant has provided numerous outdoor sitting and walking opportunities on site and is continuing the master planned bike path through the site.

e. Vehicular and Pedestrian Circulation

The “village street” in front of the building introduces a new access point to the site and provides a mid block interconnection through a large block. This allows for more convenient access to the site from a variety of directions and easier access to all the buildings from all sides. The parking lot location adjacent to Broshcart Road allows for the efficient handling of vehicular access and maintains the integrity of the village street for pedestrian and less intense vehicular use.

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 are in place 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 building 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 lot 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.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 6, 2003

MEMORANDUM

TO: Wynn Witthans, RLA, AICP, Coordinator, Development Review
Division

VIA: John Carter, Chief, Community-Based Planning Division

FROM: Sue Edwards, Team Leader, I-270 Corridor Team *Sue*
Nancy Sturgeon, Planner Coordinator *NS*

SUBJECT: Case Number: 8-03016, Johns Hopkins University, Phase 3

The Montgomery County campus of the Johns Hopkins University is located west of I-270 and is included in the 1985 *Gaithersburg Vicinity Master Plan*, which was amended by the 1990 *Shady Grove Study Area Master Plan*. The University's site is bordered by Broschart Road on the west, Key West Avenue on the north, Medical Center Drive on the east, and the planned extension of Blackwell Road on the south. Johns Hopkins has submitted a site plan for a 122,615 square foot building on their 35-acre campus.

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.

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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).

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Master Plan Guidance

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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.

Conclusions

The Community-Based Planning Division recommends the following:

1. Johns Hopkins University should participate in the Transportation Management District for the Life Sciences Center when it is established by the Department of Public Works and Transportation.
2. For the extant site plan, a reduction in the number of parking spaces should be considered. The availability of large amounts of free or low cost parking is known to seriously undercut efforts to decrease single occupant auto use. Projects in the Life Sciences Center area should provide no more than the minimum required parking. Membership in a Share-A-Ride district would allow further reduction in the parking requirements.

3. Johns Hopkins should encourage employees, students, and visitors to make use of the existing bus service and perhaps consider providing transit subsidies, if this is not currently done.
4. Since Johns Hopkins University is integral to the Life Sciences Center, their voluntary inclusion in the Life Sciences Center Development Plan would improve the overall efforts to comprehensively plan for the future of this important area.

Handwritten notes: "F2", "John", "Tophi" with arrows pointing to the header area.



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

January 13, 2003

Robert C. Hubbard
Director

Ms. Rachel Wales, P.E.
Loiederman Soltesz Associates
1390 Piccard Drive, Suite 100
Rockville, MD 20850

Re: Stormwater Management **CONCEPT** Request
for John Hopkins University Phase 3
Preliminary Plan #: 1-86115
SM File #: 206951
Tract Size/Zone: 10 Ac/LSC
Total Concept Area: 8.15 Ac
Tax Plate: F5561, F5341
Parcel(s): M
Montg. Co. Grid: 28 F-3
Watershed: Watts Branch

Dear Ms. Wales:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quantity control via the existing stormwater management pond; on-site water quality control and recharge via a sand filter, and bioretention structure.

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

- The wall between the sand filter and the bioretention structure must be constructed of concrete not timbers as proposed.

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

This letter must appear on the sediment control/stormwater management plan at its initial submittal. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

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

Sincerely,

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

RRB:enm.CN206951.wrc
cc: M. Shaneman
S. Federline
SM File # 206951

QN - onsite; Acres: 8.15
QL - onsite; Acres: 8.15



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

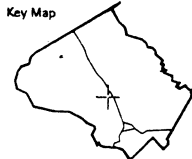
NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland - National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

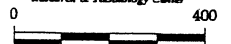
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



Research & Technology Center



1 : 4800

M-NCPPC

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

8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

PROJECT DESCRIPTION: Site Description

The site for the Phase III building is currently rolling topography with no significant vegetation save for a stand of trees to the south along the future Blackwell Road. The site adjoins the remainder of the JHU Campus that includes two classroom buildings, a 724 car surface parking lot and a landscaped plaza. The site has streetscape treatment on all street frontages – shade trees and landscape islands.

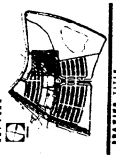
JOHNS HOPKINS UNIVERSITY
 MONTGOMERY COUNTY CAMPUS
 BUILDING 3
 ROCKVILLE, MARYLAND
 20854

TPK
 Thomas, Clark & Koenig, P.C.
 225 Green Street, NW
 Washington, DC 20007
 202-638-8800 fax

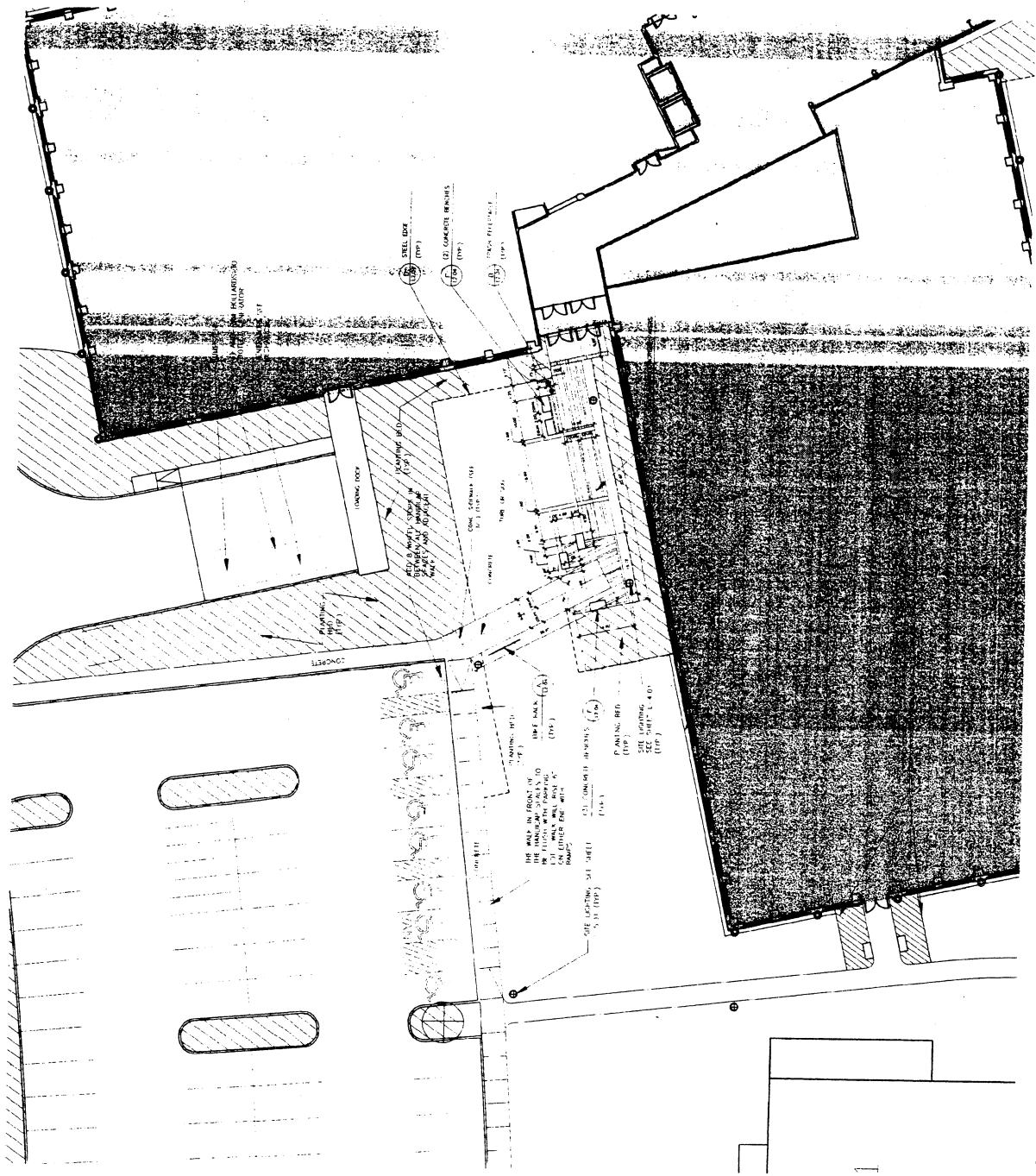
Strudling and Blye
 Architects
 1117 Rockville Ave, NW
 Washington, DC 20006
 202-699-8248
 202-699-8248 fax

SITE PLAN SUBMISSION
 22 JANUARY 2003

NO.	DATE	DESCRIPTION
1	12/15/02	PRELIMINARY
2	12/15/02	REVISED
3	12/15/02	REVISED
4	12/15/02	REVISED
5	12/15/02	REVISED
6	12/15/02	REVISED
7	12/15/02	REVISED
8	12/15/02	REVISED
9	12/15/02	REVISED
10	12/15/02	REVISED



PROJECT TITLE
SITE LAYOUT AND MATERIAL PLAN
 SHEET NUMBER
L 203
 DATE
 12/15/02



A SOUTH ENTRANCE PLAZA SCALE: 1" = 10'-0"

Front Entry