

# Schematic Development Plan SDP-9003-2021 14 Firstfield Road

Applicant: 14 Firstfield Holdings, LLC

For Novavax, Inc. Global Headquarters Campus



# Novavax and its Team



Jones Lang LaSalle Project  
and Development Services



Kishimoto | Gordon | Dalaya PC



Vika Maryland, LLC



Land Use Counsel

# Existing Conditions



## Vision:

Novavax Global  
Headquarters  
Campus

Office

Research & Development

Integrated Light  
Manufacturing

Quad Commons

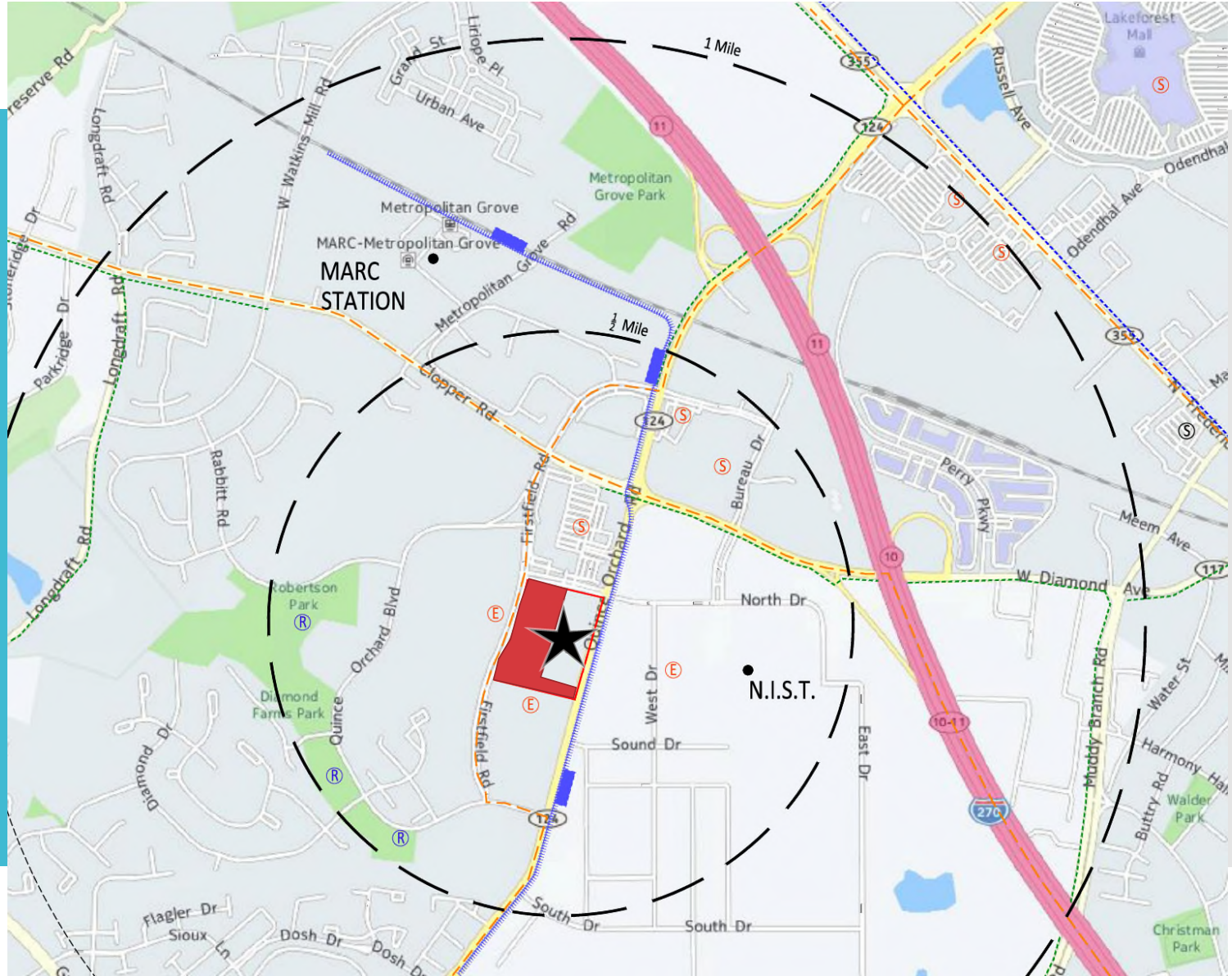


# Site Context:

Surrounding Area

Neighborhood Transportation and Amenities

MXD – Mixed Use Development



# Sketch Plan SK-8813-2021

Block 2

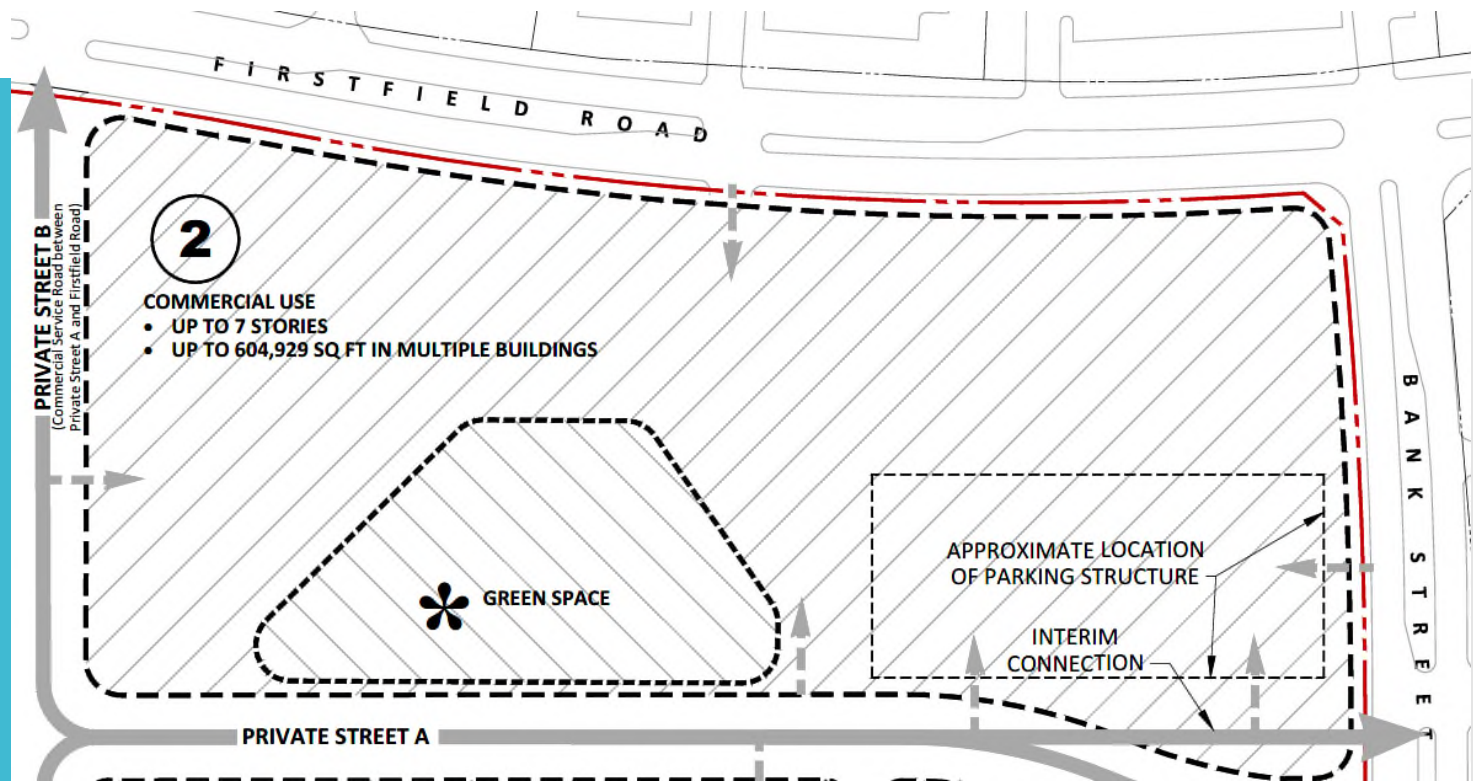
604,929 sf multiple  
bldgs.

Commercial Use

Up to 7 stories

Parking Structure

Central Green Space



Office, general & medical

Accessory Uses

Research & Development /Lab  
Integrated Light Manufacturing  
Up to 5,000 sf service retail

# Schematic Development Plan Application

604,929 sf

Office 36% 217,774 sf

R & D 39% 235,922 sf

Int. Lt Mfg 25% 151,232 sf

Multiple buildings

Up to 7 stories

Parking Structure

Central Green Space

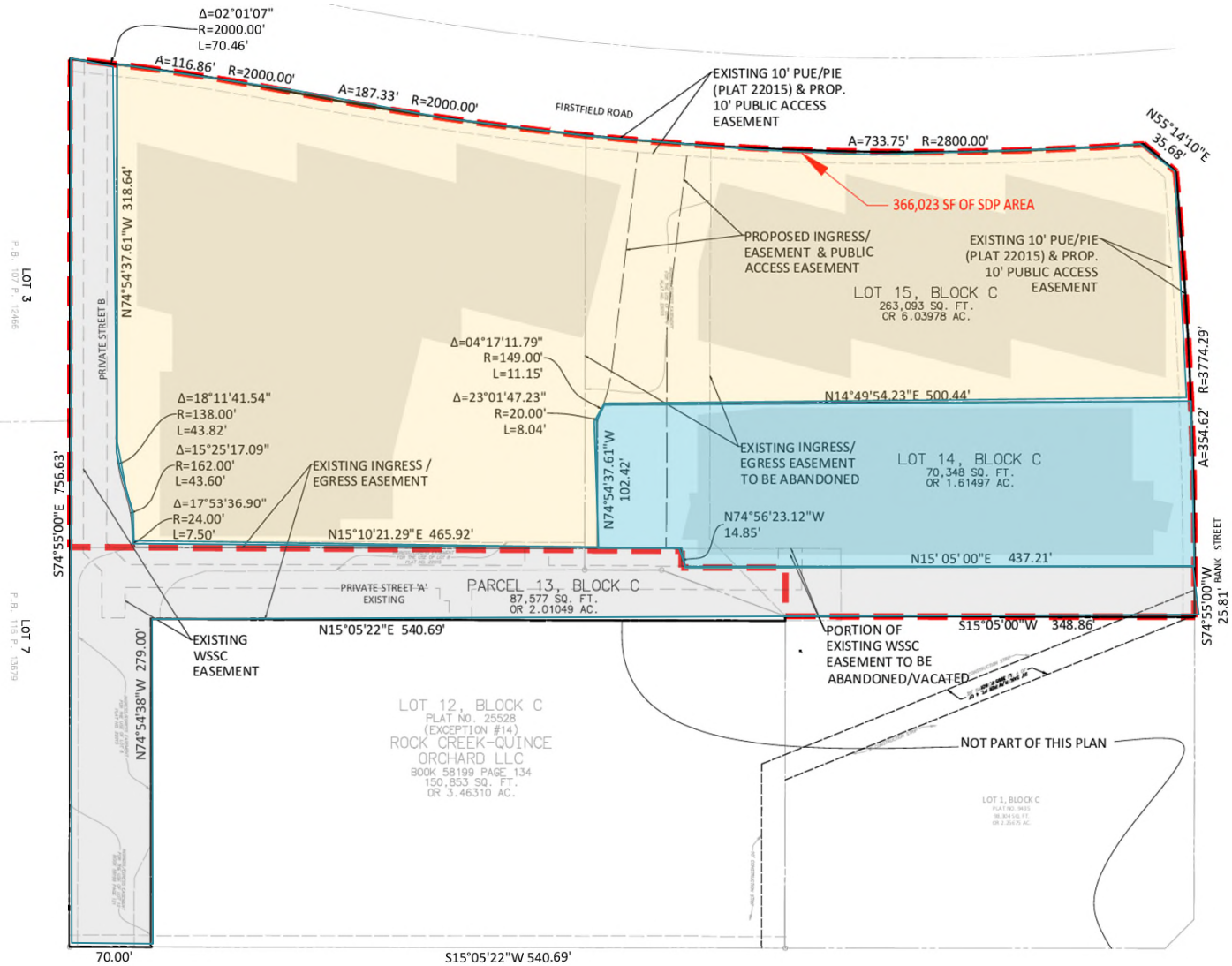


# Proposed Lots

Parcel 13 Streets A + B

Lot 14 Parking Garage

Lot 15 Building Lot for North Building, South Building, Manufacturing/ Amenities Annex, and Quad

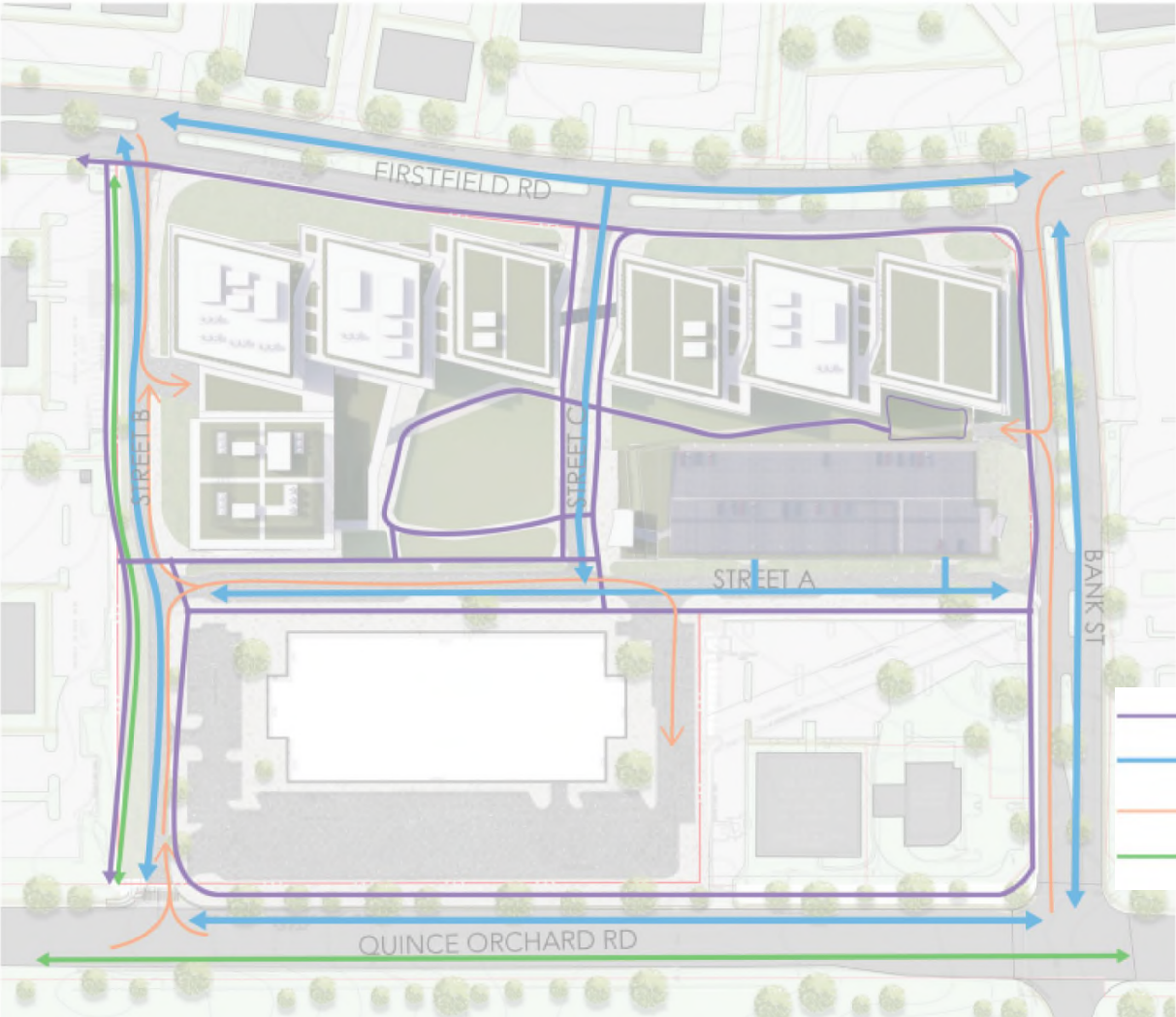


# CIRCULATION PATTERNS

Internal  
Circulation and  
Access Points

Vehicular/  
Pedestrian

Private Streets



- PEDESTRIAN CIRCULATION
- VEHICULAR CIRCULATION
- SERVICE ACCESS
- BICYCLE CIRCULATION

# Design Guidelines

## ORGANIZATION OF THE GUIDELINES

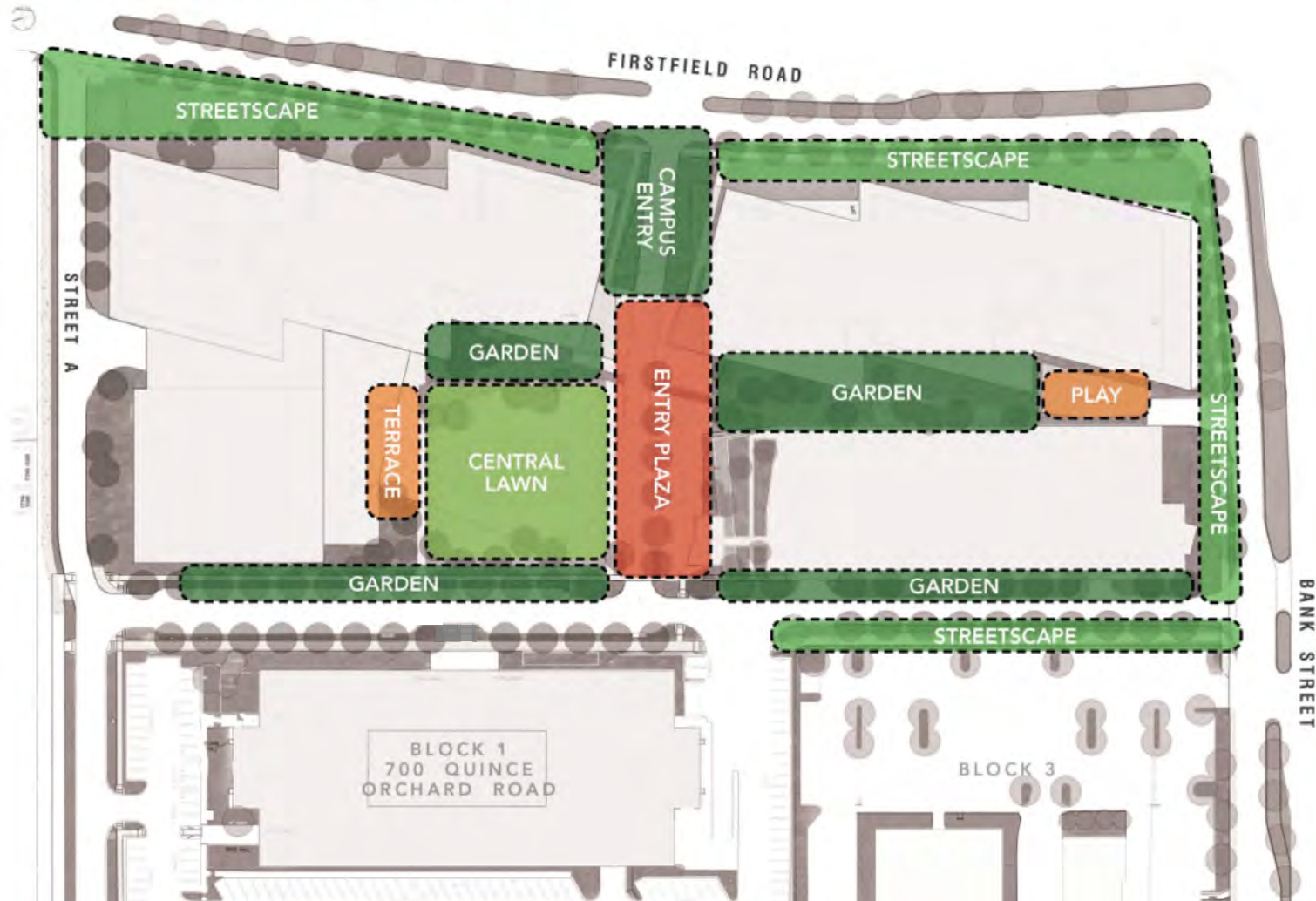
These guidelines are organized into three distinct sections - Urban Design, Architecture, and Site Design. Through diagrams, photographs, and text, these design guidelines will provide an appropriate framework for the development of the 14 Firstfield Novavax Campus.

The Urban Design section lays out the design principles which govern the development, the overall site organization, and massing guidelines.

The Architecture section articulates the building design principles and specifies the material standards, facade treatments, and signage guidelines.

The Site Design section outlines the hardscape and planting palettes that will be employed throughout the campus to ensure a high-quality public environment.

## OPEN SPACE DIAGRAM



### Green Area

Required: 25%  
Provided: 39%

- Quad with Shared Street
- Pathways
- Terraces, Play Area
- Streetscape

The Quad

Campus Central Lawn

Street C – Shared Street

Visitor's Center Plaza

Parking Garage

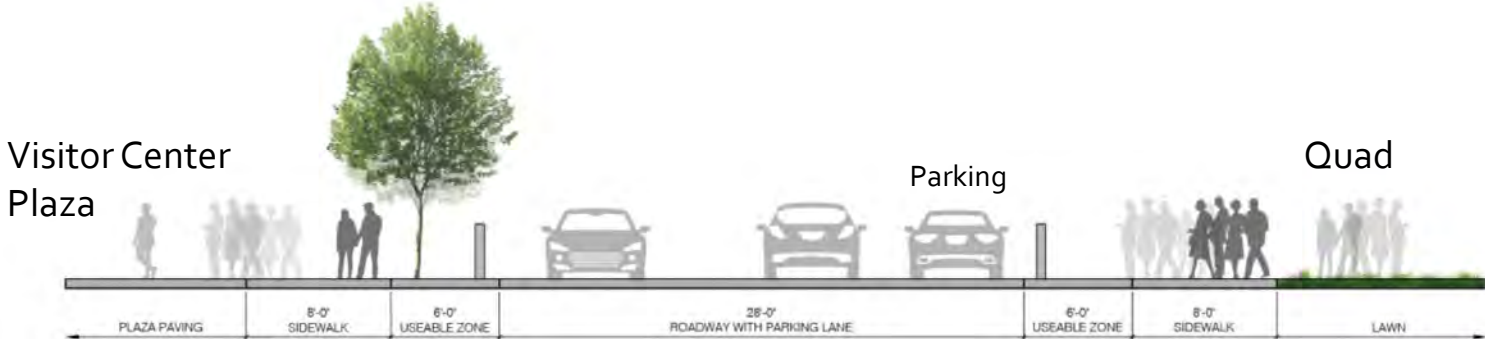
Pedestrian Entrance



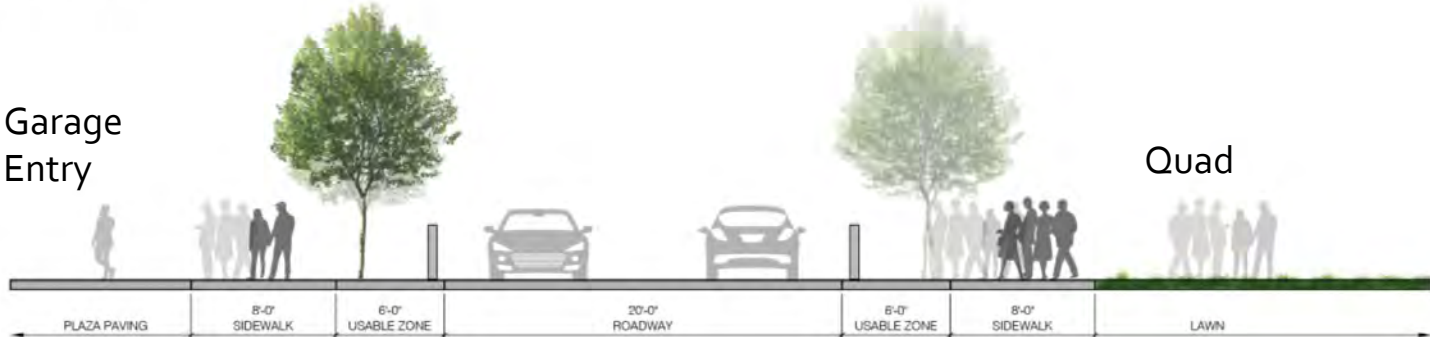
# Shared Street Typology

## Street C

### SHARED STREET C SECTIONS

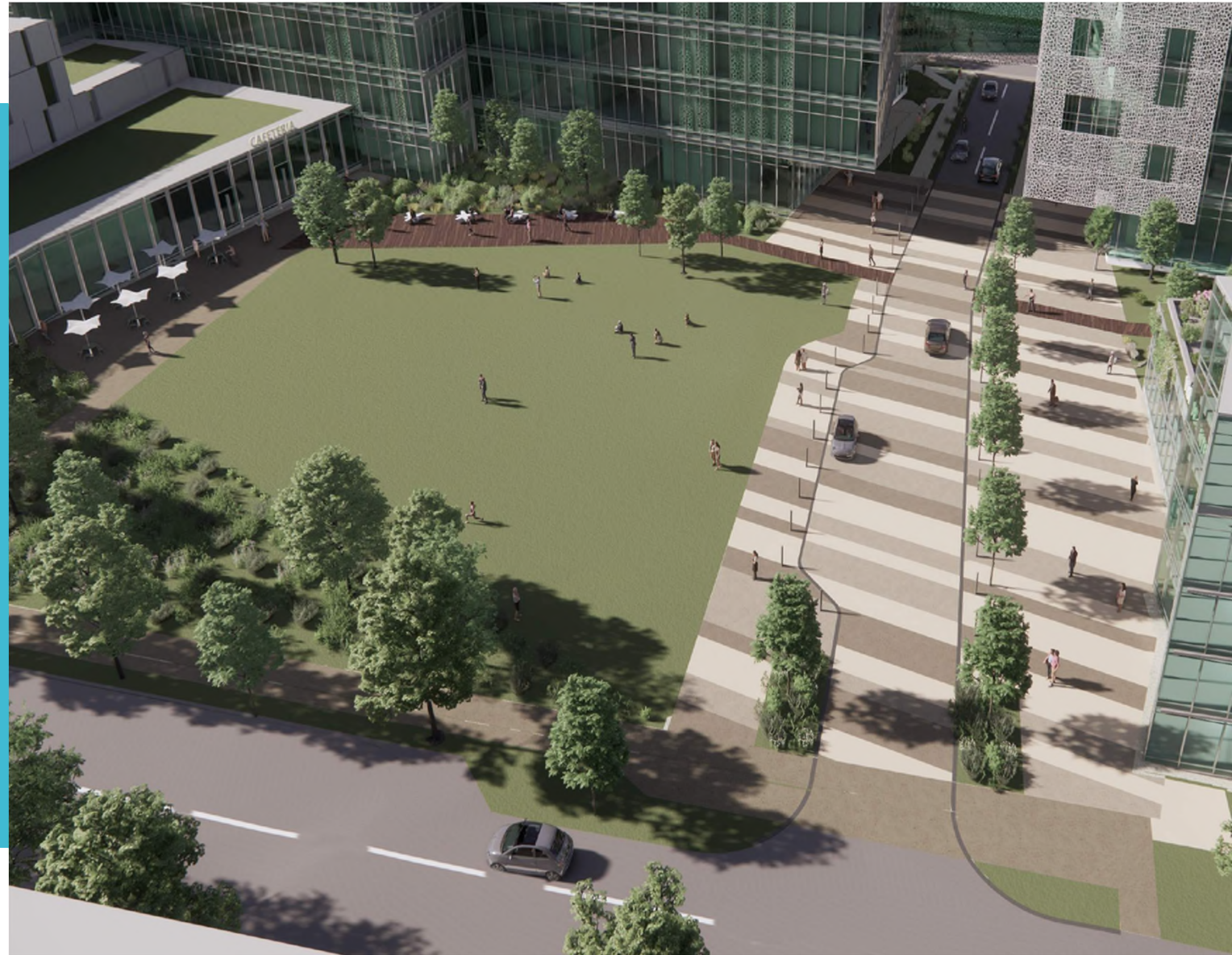


SECTION 'A'



SECTION 'B'

The Quad  
+  
Shared Street C  
+  
Plazas



## The Quad Pedestrian View

Looking North to  
Visitors Center and  
Parking Garage across  
Shared Street C

Internal Campus View  
of North and South  
Buildings



Architecture:

Firstfield Road

North and South  
Buildings  
at  
Campus Entry  
Street C



Architecture:

North Building  
and Edge of  
Parking Garage

Firstfield Road  
at  
Bank Street



Architecture:  
Parking Garage  
Street A at  
Bank Street



Illustrative Only

# Parking Waiver Request

Parking Ratio:  
1 sp/ 650 sf

City Code Required Parking

Office 726 sp  
R&D/ Mfg 387 sp  
**Total Rqd 1,113 sp**  
Blended Ratio 1 sp/546 sf

Parking Request

Office 36%/R&D 39%/Mfg 25%  
Blended Rate 1 sp/ 650 sf  
**Total Proposed 931 spaces**

700 QO Offsite Parking on 14 FF

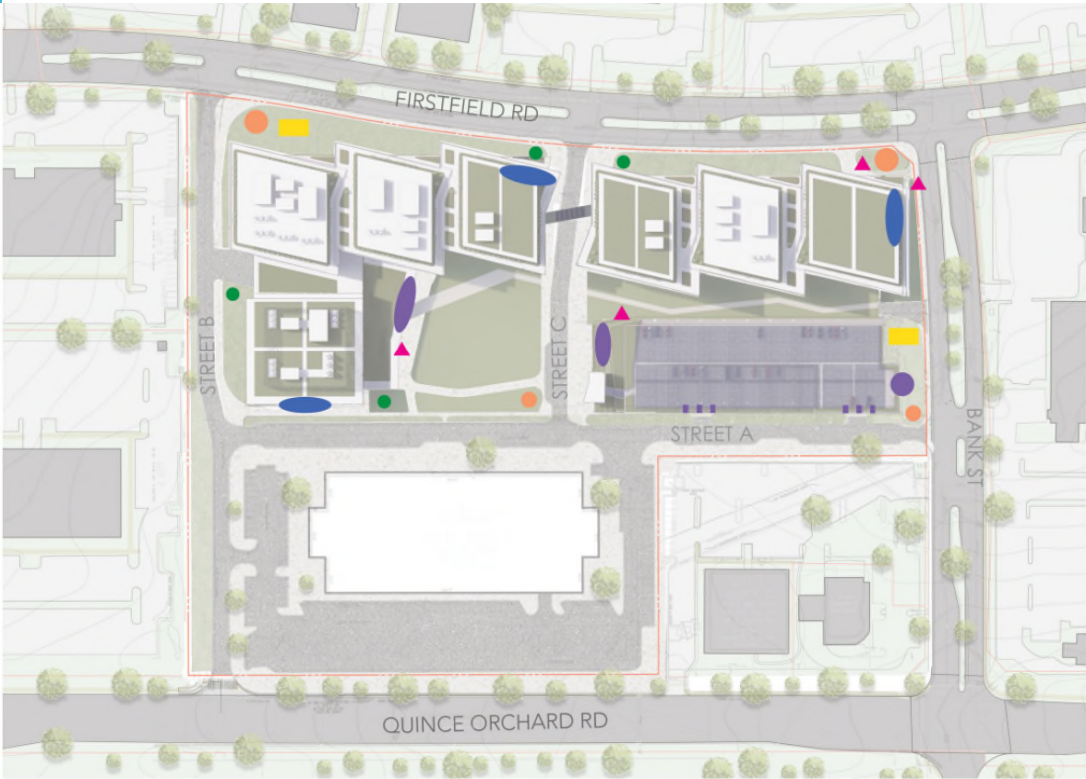
+225 spaces  
Total Provided 1,156 spaces

Total Parking Proposed 14 FF

920 sp in Garage  
236 sp in North Building

# Design Guidelines

# Comprehensive Sign Plan



- PRIMARY BUILDING SIGN
- SECONDARY BUILDING SIGN
- MONUMENT SIGN
- ADDRESS
- ▲ COMMERCIAL SIGNAGE
- PROJECT IDENTIFICATION SIGNAGE

Note: Signage locations shown are approximate, minor location adjustments are permitted per this sign package.

# Projected Phasing



## Findings:

- Sketch Plan
- MXD Zone
- Master Plan
- Compatible
- APFO & Phasing
- In Public Interest



Schematic  
Development Plan  
SDP-9003-2021

14 Firstfield Holdings,  
LLC, Applicant

- Applicant – 14 Firstfield Holdings, LLC, **Matthew Hariegel**, Director Facilities and Engineering, Novavax, Inc.
- Counsel - **Nancy Regelin**, Esquire, Shulman Rogers Law Firm
- Architect - **Manoj Dalaya**, FAIA, AICP, Kishimoto Gordon Dalaya- KGD Architecture
- Engineer - **Michael Goodman**, P.E., Vice Pres., VIKA Maryland, LLC
- Project Management – **Michelle Dandeneau**, P.E., Managing Director, JLL Project and Development Services

Applicant's Presentation at the Joint Public Hearing of the Mayor & Council and Planning Commission of the City of Gaithersburg Schematic Development Plan SDP-9003-2021

October 18, 2021

Applicant's PowerPoint Presentation Packet Page No 87.

Good evening. For the record my name is Nancy Regelin with the law firm of Shulman Rogers and I am counsel for the Applicant, 14 Firstfield Holdings LLC.

NEXT SLIDE PLEASE PG 88

14 Firstfield Holdings is an affiliate of Novavax, Inc., a late stage biotechnology company headquartered in Gaithersburg at 21 Firstfield Road and soon to occupy 700 Quince Orchard Road which is currently under construction with tenant improvements for occupancy this year.

This Schematic Development Plan is for the Novavax global headquarters campus to be located adjacent to 700 Quince Orchard.

This is a period of substantial growth for Novavax who has been expanding all over the world and here in Maryland in Gaithersburg. This SDP is the next level of design and detail for approval to implement the Sketch Plan.

The applicant has assembled a team from Jones Lang LaSalle, KGD Architects, Vika Maryland and Shulman Rogers to bring their vision for a Novavax campus to fruition. Representatives are all here tonight to answer questions.

We are pleased to present the Schematic Development Plan for the 14 Firstfield campus for your consideration.

NEXT SLIDE PLEASE PG 89

Let's start by re-orienting everyone to the site location and the existing conditions.

Outlined in red in the center is the 14 Firstfield Road Property which is just under 10 acres. The Property is located between Quince Orchard Road which runs North-south or from top to bottom on the right of your screen and Firstfield Road which runs from top to bottom on the left of the property. Its northern boundary on the top is Bank Street. On the south are developed flex buildings in the City's Firstfield Employment Corridor. To the right of Quince Orchard Road is the federal campus of NIST – the National Institute of Standards and Technology. Across Firstfield Road to the left are flex buildings along Firstfield Road for a mix of employment uses. Behind the commercial buildings, to the farther left you can see the start of nearby Gaithersburg residential communities. To the north across Bank Street is the Quince Orchard Plaza Shopping Center with retail, restaurant and service uses as well as an office building.

As you can see on the block containing the Property – the white roof on the lower right is 700 Quince Orchard. North of that is 1 and 5 Bank Street which are improved with an office building and an M&T Bank building.

The Property itself has not changed in decades and contains a large surface parking lot which slopes down to an older stormwater facility along Bank Street. As part of the renovation of 700 Quince Orchard, two segments of the internal street system were constructed and exist today – part of the new entrance street from Quince Orchard Road, known as Street B, and part of Street A which runs along the internal or front of the 700 Quince Orchard building. Streets A and B technically lie within the property boundaries of the 14 Firstfield Road Property. Their extensions are part of this application.

NEXT SLIDE PLEASE PG 90

The vision for the Novavax Headquarters Campus is for a mix of office, Research & Development, and Integrated Light Manufacturing in multiple buildings surrounding a central green.

This birds eye view rendering is the next iteration of the Sketch plan approved by the Mayor & Council in June.

I'm proud to note before we leave this slide that the Novavax Campus has already been recognized with a 2021 design award by AIA Northern VA for Conceptual Unbuilt Architecture.

NEXT SLIDE PLEASE PG 91

This site has the benefit of the many transportation and local amenities assets located within the City of Gaithersburg. The site is colored in red and starred.

Just over ½ mile is the Marc-Metropolitan Grove station as well as two interchanges from Interstate I-270 and a network of business roads highlighted in yellow that connect to the greater regional network. Transit via bus routes dotted in red are available right on the Firstfield Road frontage of the site.

The site is zoned MXD – Mixed Use Development and surrounded by properties zoned and developed for Employment and Commercial Uses.

Employment areas are marked with E. Multiple shopping areas nearby are marked with S. In addition, there are many local and regional parks located nearby which are noted in green.

NEXT SLIDE PLEASE PG 92

The Sketch Plan SK-8813-2021 for 3 blocks was approved this past June. This application is for Block 2 which allows 604,929 sf of commercial uses, specifically office, research & development, integrated light manufacturing, retail and accessory uses in multiple buildings up to 7 stories in height. The Sketch Plan provided for a central green space and a structured parking garage.

NEXT SLIDE PLEASE PG 93

This Schematic Development Plan application is for the total 604,929 sf, with 36% Office, 39% Research & Development, and 25% Integrated Light Manufacturing. The plan follows the Sketch Plan and proposes a North Building, a South Building with a manufacturing and Amenities Annex, and a Structured Parking garage which contains one of the accessory uses – a Visitors Center.

The SDP plan includes a central green which serves as the central organizing element of the site to create a campus on Block 2 that connects all the new buildings to the existing buildings on Block 1 and 3.

Please note that no third party retail is proposed at this time. However, there will be accessory uses for the company on the campus within the total square footage.

NEXT SLIDE PLEASE PG 94

The SDP also serves as a Preliminary Plan of subdivision. The applicant is proposing 3 lots:

Parcel 13 colored in gray contains Streets A and B.

Lot 14 in blue contains the parking garage, visitors center and it entry plaza.

And

Lot 15 in yellow which we call the Building Lot contains the North Building, the South Building with its Manufacturing and Amenities Annex, as well as the central green and also private Street C which runs between the two buildings from Firstfield Road.

Because we are proposing multiple lots, the application includes a proposed reciprocal easement and shared parking agreement which provides for ingress and egress throughout the private roads, certain rights related to construction, and covers maintenance responsibilities for the roads and the central green as well as shared parking for the north and south building in the parking structure.

There are no common areas or HOA proposed – the roads and central green are maintained by the owner of the Building Lot. The parking garage maintenance is shared by the users of the parking.

NEXT SLIDE PLEASE PG 95

Let's talk next about the circulation in and around this super block. This image shows how the block has been broken up with the internal private street network to provide multiple points of ingress and egress from the site. Street B on the left which exists at Quince Orchard Road continues through to Firstfield Road. Street A running from left to right in the center is extended to Bank Street. Street C breaking the site into two blocks provides a second connection from Firstfield Road. The vehicular patterns are marked in blue.

The purple lines show the pedestrian circulation which includes sidewalks all around Firstfield, Bank and Quince Orchard and Street B, as well as sidewalks on Street A and internal pathways around the central green and along the north and south buildings.

An existing shared bicycle path in green is extended along Street B. This shared path on the south side uses Street B along the new campus to separate pedestrians and bikes from the loading and related manufacturing activities of the Manufacturing Annex.

As to loading, the map shows the loading circulation for the north and south building and the 700 QO building in orange. The north building is served from Bank Street, the South building from Street B off of Firstfield Road, and 700 QO retains its access from QO along Street B and Street A.

NEXT SLIDE PLEASE PG 65

The MXD zone provides for the adoption of Design Guidelines at SDP to provide the framework for development of the multiple buildings as they move through Site Plan.

The application includes Design Guidelines that are broken into three parts: Urban Design which covers overall site organization and massing.

Architecture which sets building design principles and specifies material standards, façade treatments and signage guidelines.

The final section – Site Design – outlines hardscape and landscape palettes to ensure a high quality public environment.

I'm not going to review the Design Guidelines in detail which are part of the record, but I will point out various key points as we move through the remainder of this presentation.

NEXT SLIDE PLEASE PG 97

A requirement of the MXD zone for commercial property is 25% green area. This application provides significantly more, with 39% green area from a mix of the central lawn – or Quad as we call it, landscaped pathways, terraces and play areas, and perimeter streetscape and landscaped areas.

As you can see from this diagram, the green area is organized by intention with a streetscape on Firstfield, Bank Street and Street A, a central lawn with landscaped garden areas and garden pathways, terraces and an entry plaza created by using the “shared street” typology for Street C which connects the various buildings.

NEXT SLIDE PLEASE PG 98

Here’s a bird’s eye rendering of the Quad which is made up of the central lawn and the shared Street C, and is framed starting on the left with the Amenities Annex, on the top with the South Building and the North building, and on the right, or north side, the Visitors Center Plaza and the Parking Garage entrance plaza.

Street C has been designed along the Quad as the City’s standard street typology known as a “Shared Street”. With the recent adoption of the new road code, I’d like to take a minute and talk about the shared street.

NEXT SLIDE PLEASE PG 99

The Shared Street area of Street C provides a curb-less single surface street that can be shared by users of all modes due to slow speeds, low vehicular volumes, limited truck use, and priority on pedestrian movements. The paving materials distinguish what is pedestrian only and street crossings from shared street areas with cars.

These two sections show how when you enter the site from Firstfield Road and move past the buildings and open up to the Quad, you can see on Section A on the top, the quad is on your right with the lawn, a wide sidewalk and an additional useable zone, bollards for pedestrian protection, a parking lane for short term parking for visitors going into the Visitors Center for security passes and information, two travel lanes, and another wide sidewalk/plaza area in front of the Visitors Center.

Section B on the bottom shows how the shared street narrows as you move towards the intersection with Street A – the parking lane is removed and the sidewalk and plaza on the left is now to the entrance to the parking garage.

Let’s go back now and look again at the birdseye view and discuss how the Quad and shared street will be used by Novavax.

NEXT SLIDE PLEASE PG 100

With an emphasis on a walkable campus connecting all Novavax employees and buildings, the shared street improves the internal campus pedestrian experience. This birdseye view is taken from the roof of 700 QO and you can see that employees that work in 700 QO as well as all the new buildings on campus have easy and comfortable pedestrian paths directly to the garage stair and elevator entrance on the bottom right side of this image. Visitors can easily be directed to any of the buildings on campus or 700 QO. The drop-off parking area on the shared street will also improve a visitor’s experience coming onto campus and moving through security.

The shared street plays a key role for Novavax by expanding the gathering area available – by connecting the Quad, the shared street, and the entrance plazas – for occasional campus events and company functions, when the shared street is closed to motor vehicles. You can visualize the use of the shared street for stages, or food trucks, while maximizing the Quad for the 1000 employees and visitors.

You can see that the Quad includes wide open lawn, but also landscaped and shady areas, a wide terrace along the amenities annex which can be used for outdoor seating for lunch, and landscaped paths with casual seating along the

South building. The Quad will draw employees out for some air and sunshine and create the perfect setting for social and business interactions between Novavax employees from all the buildings.

NEXT SLIDE PLEASE PG 101

Here's a rendering of the Quad looking across the lawn and shared street to the north towards the north building, the parking garage with the Visitors Center on street level, and on the right the garage stair and elevator entrance.

I point out the green roof gardens on the edges of the garage levels facing the Quad which soften and naturalize the view of the structured garage.

This rendering is also the lead in to a series of renderings I will show which give you a better idea of next level of design and architecture for the buildings. Please note that the application Architectural package includes elevations of all sides of all the proposed buildings with material call outs and details and dimensions.

NEXT SLIDE PLEASE PG 102

Let's look now at the architecture along the main frontage of the campus on Firstfield Road. This rendering shows the south building on the right with the Novavax sign. The north building is on the left. We are looking at the Street C entrance from Firstfield Road between the buildings.

As you can see the buildings are proposed to provide a generous pedestrian and landscape path into the campus. This allows vistas to be opened up all the way through the campus at pedestrian and car levels to the Visitors Center and 700 QO beyond. You will also note that a pedestrian bridge at the 3<sup>rd</sup> floor is proposed to connect the north and south buildings.

Since the site slopes down towards Bank Street, the south building and most of the north building express as 5-6 stories and have been articulated to appear as a series of buildings instead of a single building. As indicated in the Design Guidelines, the buildings' exterior walls are glazed with the latest technology of high performance glass for energy performance. The Firstfield frontage get sun from the west and architectural metal screening is used for solar screening and filtering. The biological forms in the metal screen are a design expression of Novavax's biotechnology mission but the design in fact performs important functions for the buildings' energy efficiency by diffusing the light, and also important well-being functions, by creating pleasing dappled light within the building like you might find walking through a forest. The metal screens also provide privacy and security for certain uses within the buildings. So as we move through the various building elevations, screening is used electively. You see more of the metal screens on the sunny west side of the campus and you will note there is less screening on the north side where access to northern light is desirable and has less of an impact on building energy efficiency.

NEXT SLIDE PLEASE PG 103

This image at the corner of Bank Street with Firstfield Road and shows the corner of the north building which now appears to be 7 stories due to the slope of the site. A masonry base anchors the building and utilizes the white brick called out in the Design Guidelines which was intentionally selected to coordinate with the white brick of 700 QO building for a connected and cohesive campus feel.

The base of the north building is at the garage level but as you can see the architecture has been designed so this corner of the building has the repetitive glass windows you would expect on a building along a sidewalk. Inside the visible areas of the garage windows are the people activated spaces like lobbies and not parking for cars.

From this view you can also get a glimpse of the parking garage further up Bank Street which is lower than the north building so the parking garage is not visible from the Firstfield frontage. On Bank Street you can see the glass encased stair tower of the garage which has been designed as an illuminated architectural element.

NEXT SLIDE PLEASE PG 104

As we move up Bank Street we are now looking at the parking garage and the connection to Street A at Bank Street. There are several things I note here: the Design Guidelines provide for a patterned or textured concrete be used for the street facing sides of the garage. Conceptually what is shown here is genetic sequencing textured into the concrete walls of the garage. The actual design will be finalized at site plan.

I also bring your attention to the banners at the entrances to the garage from Street A. There are trees and landscaping along Street A to buffer the face of the garage but obviously there are no trees at the vehicular entrances. At each entrance a series of banners are planned. You will see these noted in the Design Guidelines in the Comprehensive sign plan. The banners are changeable and are envisioned to bring a celebration of science and company spirit to the campus.

NEXT SLIDE PLEASE PG 105

Let's discuss parking.

The applicant is also requesting a parking waiver to set the parking ratio for the campus at 1 space per 650 sf.

We are showing the City Code required parking for Office and R&D/Manufacturing Uses at 1,113 spaces which is a blended parking ratio of 1 space per 546 sf per City code.

Applicant is proposing to provide 931 spaces at the blended parking ratio of 1 space per 650 sf.

The parking ratio is justified for several reasons.

We recognize that this ratio is different from that approved by the Planning Board for 700 QO of 1 sp/428 sf. 700 QO is 50% office with a smaller component of integrated light manufacturing. The 14 FF campus turns that around – 64% of the 604,929 sf campus is R&D and Integrated Light Manufacturing, and only 36% is office.

What this means for a biotechnology company that manufactures vaccines in Integrated Light Manufacturing facilities that are “clean room environments” with small scale equipment, is that many of the same personnel working in manufacturing also have labs and workspaces in the R&D area.

Secondly, Novavax has grown its Maryland employee numbers significantly over the last year and have hired talent from all over the world. Like the rest of the world of work, Novavax embraced remote work and anticipates that up to 1/3 of employees at the campus will be primarily remote, 1/3 will have hybrid work schedules, and 1/3 will work on campus all the time.

In addition, when you consider that Novavax has become a true global company with facilities all over the world, they are anticipating more employees on travel on any given work day. Even Matt Hariegel, Novavax's rep who is here with us tonight, is calling in from the Czech Republic.

Finally, Novavax is sensitive to the carbon footprint of parking garages, and as part of its sustainability review, took a hard look at what parking is really required and has proposed this parking ratio which it has determined will meet the needs for on-campus parking.

However, if everyone's future vision of the remote and hybrid world of work plays out differently over the coming years, I will note for the Mayor & Council and the Planning Commission, that this plan includes parking on the lower level of the North building which can be increased if additional parking is needed, under a future amendment.

So as you can see, the applicant is proposing 931 spaces for the 14 FF campus, plus parking for up to 250 offsite spaces for 700 QO for a total of 1,156 spaces. 920 spaces would be included in the garage and 236 spaces below the north

building. The parking garage will be shared between the buildings including 700 QO and visitors. The parking in the north building is anticipated to be limited to employees only.

NEXT SLIDE PLEASE PG 106

Also part of the Design Guidelines is a comprehensive sign plan which details the size, type and location of signs throughout the campus. It includes this site map which locates the proposed signage for building wall signs, monument signs, the garage banners, directional signage, and project signage and details for each type of sign. As you can see the signage had to be comprehensively planned since there are two blocks with streets on all 4 sides of each block and vehicles and pedestrians arriving from all directions. The purpose of signage is to provide clear and visible information that allows vehicles and pedestrian find a building or user quickly, understand relative location, and be able to maneuver safely to a destination.

NEXT SLIDE PLEASE PG 107

The first phase of the campus development is the construction of the parking garage which will allow the relocation of the 700 QO offsite parking on the surface parking lot so the site can begin the work to ready it for redevelopment. So the first site plan that the Planning Commission will see is the parking garage which we anticipate to follow shortly after approval of the SDP. The north and south buildings are more complex and will take more time to engineer and design. Novavax will determine the sequence of the buildings over the coming months to meet the most pressing needs triggered by its continuing growth.

NEXT SLIDE PLEASE PG 108

To wrap up, in order to approve a Schematic Development Plan, certain findings need to be made which we believe this application satisfies.

The SDP is consistent with the Sketch Plan as shown this evening.

The SDP meets the requirements and standards of the MXD zone and is compatible with existing and planned uses in the area of the Firstfield Corridor.

The uses proposed in the SDP are consistent with the Master Plan which recommends industrial, research and development, and office uses for this property.

Public Facilities are adequate as demonstrated in the application, including the Traffic Study. Phasing of development is not required as all public facilities are adequate for the full build-out of the development.

We believe that the project is in the Public Interest as it proposes a major biotechnology campus for expansion of a Gaithersburg company on an underutilized infill site which will promote employment and economic growth in the City's Firstfield and Quince Orchard Road corridors.

NEXT SLIDE PLEASE PG 109

Thank you for your attention this evening and your consideration of this application. Our team is here if there are any questions.

---

**MEMORANDUM TO:** Mayor and City Council  
Planning Commission

**FROM:** Samuel Copelan, Planner I

**DATE:** October 5, 2021

**SUBJECT:** Preliminary Background Report  
Application SDP-9003-2021: 14 Firstfield Road

**APPLICANT/OWNER**

Matthew Hariegel  
14 Firstfield Holdings, LLC c/o Novavax, Inc.  
21 Firstfield Road  
Gaithersburg, MD 20878

**ATTORNEY**

Nancy Regelin  
Shulman Rogers  
12505 Park Potomac Avenue  
Suite #600  
Potomac, MD 20854

**ENGINEER**

Mike Goodman  
VIKA Maryland, LLC  
20251 Century Boulevard  
Germantown, MD 20874

**ARCHITECT**

Manoj Dalaya  
Kishimoto Gordon Dalaya  
Architecture  
1101 15<sup>th</sup> Street NW, Suite #200  
Washington DC 20005

**TAX MAP REFERENCE:**

Tax Assessment Map # FT21

**TAX ACCOUNT NUMBERS:**

ID # 09-03353020  
ID # 09-03353031

## **REQUEST**

14 Firstfield Holdings LLC (“Applicant”) has submitted Schematic Development Plan (SDP) application, SDP-9003-2021 (Exhibit #1). This plan is in accordance with Sketch Plan SK-8813-2021, known as 14 Firstfield Road, approved by Resolution R-26-21 (Exhibit #22 and #23). Application SDP-9003-2021 proposes 604,929 gross square feet in multiple buildings, a structured parking garage, and open space for the Office, Research & Development, and Integrated Light Manufacturing uses. The proposed SDP application includes an infrastructure plan to accommodate future development in accordance with the approved Sketch Plan.

## **LOCATION**

The subject area of the application (“Subject Properties”) is located at 14 Firstfield Road, which contains two lots (Tax account numbers 09-03353020 and 09-03353031) currently improved with an existing parking lot. The property is bounded by Firstfield Road to the west, Bank Street to the north, and the property located at 700 Quince Orchard Road.

## **PROJECT BACKGROUND**

The subject property (“Subject Site” or “Property”) is currently improved with a parking lot. The Property received Sketch Plan approval SK-8813-2021 by Resolution R-26-21 (Exhibit #23) in 2021 for up to 7 stories and 604,929 square feet in multiple buildings for uses including lab/office, R&D technology, integrated light manufacturing, general and medical office, and up to 5,000 square feet of general retail, personal service. The Sketch Plan also increased the FAR ratio from 0.75 to 1.5 FAR.

The current SDP application, implements the approved sketch plan by developing the subject lots into a new biotechnology campus for Novavax. The plan provides more specific uses, building footprints, site circulation and open and amenity space in conformance with the requirements of SK-8813-2021.

## **REQUIRED ACTIONS**

Approval of SDP-9003-2021 by the City Council is dependent upon the findings required under § 24-160D.10 (b) of the City Code as follows:

(b) *The city council shall approve a schematic development plan only upon the finding that:*

*(1) The plan is substantially in accord with the approved sketch plan; and*

*(2) The plan meets or accomplishes the purposes, objectives and minimum standards and requirements of the zone, and other requirements of the City Code; and*

*(3) The plan is in accord with the area master plan and any accompanying special condition or requirements contained in said master plan for the area under consideration; and*

*(4) The plan will be internally and externally compatible and harmonious with existing and planned land uses in the MXD zoned area and adjacent areas; and*

*(5) That existing or planned public facilities are adequate to service the proposed development contained in the plan; and*

*(6) That the development staging or phasing program is adequate in relation to the provision of public facilities and private amenities to service the proposed development; and*

*(7) That the plan, if approved, would be in the public interest.*

Therefore, the Applicant has the burden of showing that the application complies with the purpose and intent of the MXD Zone and the master plan. Additionally, evidence must be shown that the application will be compatible and harmonious with the surrounding planned and existing land uses and will accomplish the objectives, minimum standards, and requirements of the zone.

As part of the application package, the applicant has submitted a project compliance statement letter (Exhibit #42). The letter outlines the project narrative and required findings in compliance with the MXD zone.

## **ANNEXATION, ZONING AND SITE PLAN HISTORY:**

### Annexation

The Property was annexed into the City of Gaithersburg by the Mayor and Town Council as part of the Diamond Farm – Brown Station Road annexation in 1967, by resolution R-25-66. At the time of the annexation approval, the Mayor and Town Council established C-P (Commercial Office Park) zoning for the subject property.

### Master Plan and Zoning

On June 26, 1967, the subject property was rezoned from C-P (Commercial Office Park) Zone to the newly established E-1 (Urban Employment) Zone by the Mayor and Town Council (Z-101, R-9-67, March 6, 1967). This was planned for the property during the annexation process; however, the City had not yet established the E-1 Zone.

In 1996, the City adopted the Neighborhood Five Land Use Plan. The aforementioned adopted Land Use Plan recommended changing the Property's land use designation from Industrial-Research-Office to Commercial. The plan also recommended rezoning portions

of the Property from the E-1 (Urban Employment) Zone to the C-2 (General Commercial) Zone. Please note that the Neighborhood Five Land Use Plan, which was adopted in 1996, is part of the 1997 Master Plan. In 1996, the Mayor and City Council subsequently adopted a comprehensive rezoning for the neighborhood, which included rezoning a portion of the Property, 1 and 5 Bank Street and a portion of 14 Firstfield, to the C-2 (General Commercial) Zone. The following chart documents the zoning, master plan, and development history of the Property by individual addresses:

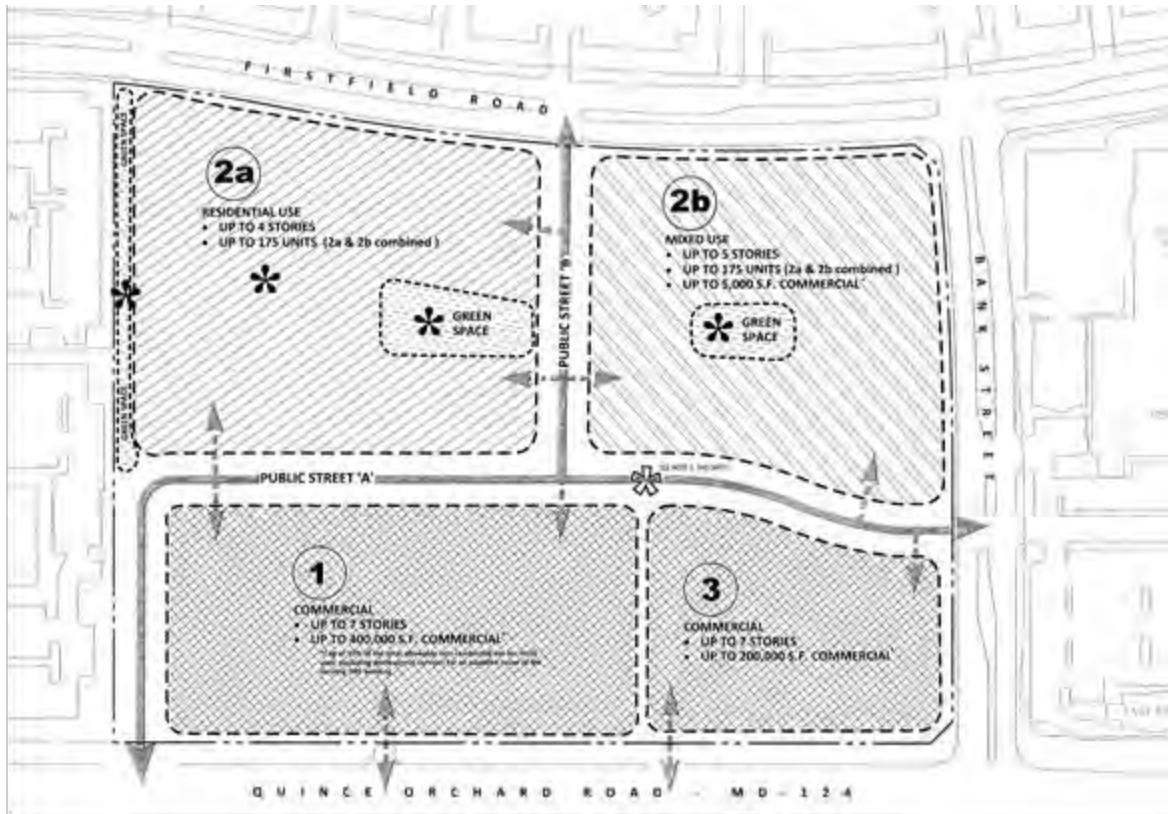
<b>14 Firstfield</b>	<b>700 Quince Orchard Road</b>	<b>1 &amp; 5 Bank Street</b>
<b>Subdivision</b>	<b>Subdivision</b>	<b>Subdivision</b>
Lot 8, Block C, Diamond Farm, Resubdivision of Lot 2, Block C, Diamond Farm	Lot 9, Block C, Diamond Farm, Resubdivision of Lot 2, Block C, Diamond Farm	Lots 10 & 11, Block C, Diamond Farm, Resubdivision of Lot 1, Block C, Diamond Farm
2001 – Subdivided into lots 8 and 9	2001 – Subdivided into lots 8 and 9	2010 - Subdivided to Lot 10 (Office Building) & Lot 11 (Bank)
Plat 22015/R-1113	Plat 22015/R-1113	Plat 24141/R-1262
Plated 02/11/1972, Plat 10190/R-139 Lot 2, Block C, Diamond Farm	Plated 02/11/1972, Plat 10190/R-139 Lot 2, Block C, Diamond Farm	Plated 10/29/1969, Plat 9435/152 Lot 1, Block C, Diamond Farm
<b>Annexation</b>	<b>Annexation</b>	<b>Annexation</b>
Annexation – X-087, DANAC - Diamond Farm - Brown Station Road, R-25-66	Annexation – X-087, DANAC - Diamond Farm - Brown Station Road, R-25-66	Annexation – X-087, DANAC - Diamond Farm - Brown Station Road, R-25-66
Annexation – 1966, zoned C-P	Annexation – 1966, zoned C-P	Annexation – 1966, zoned C-P
<b>Development</b>	<b>Development</b>	<b>Development</b>
S-304 (1972-1973) – Watkins Johnson (Office, Research Electronics development) for Lot 2. Included Stormwater Management facility for overall site (Lot 2) on current Lot 8	S-304 (1972-1973) – Watkins Johnson (Office, Research Electronics development) for Lot 2. Included Stormwater Management facility for overall site (Lot 2) on current Lot 8	S-171 (1969) – Approved office/bank building built on site, (1 Bank Street)
AFP-01-025 (2001) – Preliminary subdivision for proposed Lots 8 and 9, Block C	AFP-01-025 (2001) – Preliminary subdivision for proposed Lots 8 and 9, Block C	SP-07-0007 (2010) – Approval of bank and subdivision at 5 Bank Street.
2002, SP-02-0006 – Final Site Plan approval for 96,300 square foot office building (never constructed). Expired 2005.		
<b>Master Plan / Zoning</b>	<b>Master Plan / Zoning</b>	<b>Master Plan / Zoning</b>
Originally zoned C-P	Originally zoned C-P	Originally zoned C-P
<i>Rezoned from C-P to E-1, 1967, Z-101</i>	<i>Rezoned from C-P to E-1, 1967, Z-101</i>	<i>Rezoned from C-P to E-1, 1967, Z-101</i>
<u>1970 Master Plan</u> Land use designation of Commercial-Industrial	<u>1970 Master Plan</u> Land use designation of Commercial-Industrial	<u>1970 Master Plan</u> Land use designation of Commercial-Industrial
<u>1974 Master Plan</u> Land use designation of Industrial-Research-Office	<u>1974 Master Plan</u> Land use designation of Industrial-Research-Office	<u>1974 Master Plan</u> Land use designation of Industrial-Research-Office
<u>1997 Master Plan</u> Adopted commercial designation and rezone to C-2 for part of parcel <i>Comprehensively rezoned from E-1 to C-2 for part of parcel</i>	<u>1997 Master Plan</u> Adopted Industrial-Research-Office designation and rezone to C-2 for part of parcel <i>Comprehensively rezoned from E-1 to C-2 for part of parcel</i>	<u>1997 Master Plan</u> Adopted commercial designation and rezone to C-2 <i>Comprehensively rezoned from E-1 to C-2</i>

<u>2003 Master Plan</u> Adopt Industrial-Research-Office land use designation and rezone to E-1 <b>Not comprehensively rezoned</b>	<u>2003 Master Plan</u> Not included as a specific map designation Retained Industrial-Research-Office designation	<u>2003 Master Plan</u> Not included as a specific map designation Retained commercial designation
<u>2009 Master Plan</u> Adopt Industrial-Research-Office land use designation and rezone to E-1 <b>Not comprehensively rezoned</b>	<u>2009 Master Plan</u> Not included as a specific map designation :Retained Industrial-Research-Office designation	<u>2009 Master Plan</u> Not included as a specific map designation Retained commercial designation

### Z-7262-2016

On July 18, 2016, the Mayor and City Council approved Zoning Map Amendment Application, Z-7262-2016, by Ordinance O-5-16. The approval included the rezoning of four (4) properties located at 700 Quince Orchard Road, 1 Bank Street, 5 Bank Street and 14 Firstfield Road to the MXD (Mixed Use Development) Zone and established a new sketch plan. The sketch plan divided the property into three (3) Blocks. The approved sketch plan defined the permitted development for each block as follows:

- Block 1 - 400,000 square feet of commercial space with a combination of lab/office, R&D technology, retail/restaurant, integrated light manufacturing and other uses.
- Block 2A and 2B – Block 2A is limited to townhouse units only. Block 2B may be townhouses and/or two-over-twos. A commercial component not to exceed 5,000 square feet is permit for block 2B. Together, Blocks 2A and 2B are permitted up to 175 residential units.
- Block 3 – 200,000 square feet of commercial uses with similar uses permitted in block, with the addition of medical clinics and hotel.



Z-7262-2016 showing proposed uses

### Schematic Development Plan SDP-7927-2018

On January 22, 2019, the Mayor and City Council approved Schematic Development Plan application, SDP-7927-2018, by Resolution R-7-19 (Exhibit #27). The SDP granted preliminary approval for the construction of the new parking facilities and two (2) new public streets for the existing office/lab building located at 700 Quince Orchard Road. The Mayor and City Council also approved an associated Road Code Waiver application, RC-7935-2018 with Resolution R-8-19 (Exhibit #28).

### Final Site Plan SP-8100-2018

The Planning Commission granted final Site Plan (SP-8100-2018) during their March 14, 2019 meeting. The Plan approved a new surface parking lot and two (2) new public streets for the existing office building.

### Amendment to Schematic Development Plan ASDP-8610-2020

On October 21, 2020, ASDP-8610-2020 was approved by the Planning Commission on October 21, 2020 to convert the first floor of the parking garage at 700 Quince Orchard Road to habitable space, which will increase the square footage of the building up to 180,000

square feet. The SDP also approved up to 225 off-site parking spaces on the 14 Firstfield Property be provide for the use of the 700 Quince Orchard building.

Amendment to Final Site Plan AFP-8739-2021

On March 3, 2021, the Planning Commission approved amendment to final site plan AFP-8739-2021 for site modifications to the Novavax building at 700 Quince Orchard Road (Exhibit #32). This plan implemented the changes of ASDP-8610-2020 and also included a new generator enclosure in the parking lot.

Sketch Plan SK-8813-2021

On June 7, 2021, the Mayor and City Council approved sketch plan SK-8813-2021 for the development of 14 Firstfield Road (Exhibit #22). The approved Sketch Plan approves up to 7 stories and 604,929 square feet in multiple buildings for uses including lab/office, R&D technology, integrated light manufacturing, general and medical office, and up to 5,000 square feet of general retail and personal service . The Sketch Plan also increased the FAR ratio from 0.75 to 1.5 FAR.

The Sketch Plan divides the property into three “Blocks”; the Subject Properties makes up Block 2. The Plan further envisions appropriately scaled and located proposed open spaces and a circulation system that promotes and enhances connectivity to the surrounding area for vehicles, pedestrians, and bicycles.

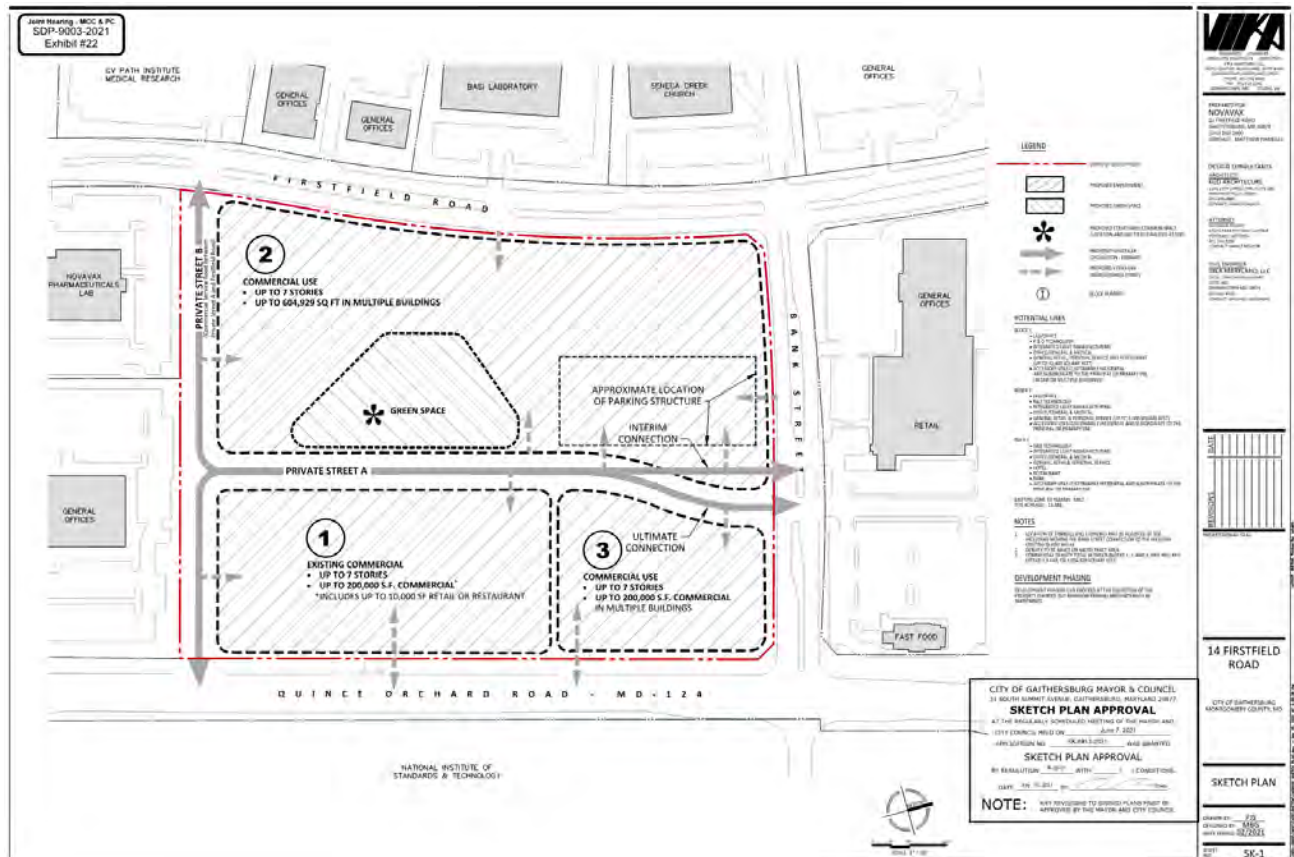


Exhibit #22- Approved Sketch Plan SK-8813-2021

## **GENERAL INFORMATION**

### **SURROUNDING LAND USE/PHYSICAL CHARACTERISTICS:**

The property is 8.53 acres and located between Firstfield Road, Bank Street, and Private Street A. The Subject Properties currently contain vacant land and an existing parking that is partially utilized by Novavax at 700 Quince Orchard Road. The property is accessible from an entrance along Firstfield Road and Quince Orchard Road. The subject property is currently constrained by numerous easements.

Properties to the west and south are zoned E-1, properties to the north are zoned C-2, and properties to the east are zoned MXD. The National Institute of Standards and Technology (NIST) to the east is located in the County Residential R-200 zone.



*Zoning- 14 Firstfield Road and Surrounding Property*

## **NATURAL RESOURCES INVENTORY AND FOREST STAND DELINEATION**

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) reflecting current conditions was approved June 16, 2015 (Exhibit #9). The Property is within the Great Seneca Creek watershed. The approved NRI from 2015 confirms that no floodplains, wetlands, environmental buffers, forest, or streams exist on site. A dry stormwater pond exists on the

site located at the corner of Firstfield Road and Bank Street. There are 15 specimen trees on site, consisting of red maple (*Acer rubrum*), pin oak (*Quercus palustris*), black cherry (*Prunus serotina*), ornamental cherry (*Prunus* species), American elm (*Ulmus Americana*), and sweetgum (*Liquidambar styraciflua*).

No rare, threatened, or endangered species were located on site, and the Property is not identified as a historic or cultural site in the Maryland Inventory of Historic Properties, the National Register of Historic Places, or within the City.

### **ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO):**

In accordance with § 24-244, "Applicability," this plan is subject to the APFO requirements because it is proposing additional development that is not part of a current schematic development plan.

#### **Traffic Impacts (§ 24-245)**

The applicant has submitted a Traffic Impact Study (TIS) in conformance with the City's regulations. The TIS application, TRF-9004-2021, was reviewed by DPW and found that it was in conformance with existing City regulations and it was approved. The City of Gaithersburg Department of Public Works has reviewed and approved the applicant's TIS application (Exhibit #21). Therefore the application complies with the City's Adequate Public Facilities requirements for traffic impacts (§ 24-245).

#### **Schools (§ 24-246)**

The proposed development will be for a new commercial building, therefore it will have no impact on the school system. Therefore, the proposed application, SDP-9003-2021, is exempt for the school test.

#### **Water and Sewer Services and Public Utilities (§ 24-247)**

The subject SDP area is located within water category W-1 (public water available) and sewer category S-1 (public sewer available), and thus satisfies the requirements of § 24-247 for water and sewer.

#### **Fire and Emergency Services (§ 24-248)**

The City's Adequate Public Facilities Ordinance (APFO) requires that any development project be served by at least two fire stations within a ten-minute response time. The Site is located within a ten-minute response time of four fire stations:

- Station 8 (Gaithersburg)
- Station 22 (Germantown/Kingsview)
- Station 31 (Rockville/Darnestown)
- Station 32 (Travilah)

Therefore, adequate fire and emergency services are provided.

## **SCHEMATIC DEVELOPMENT PLAN PROPOSAL:**

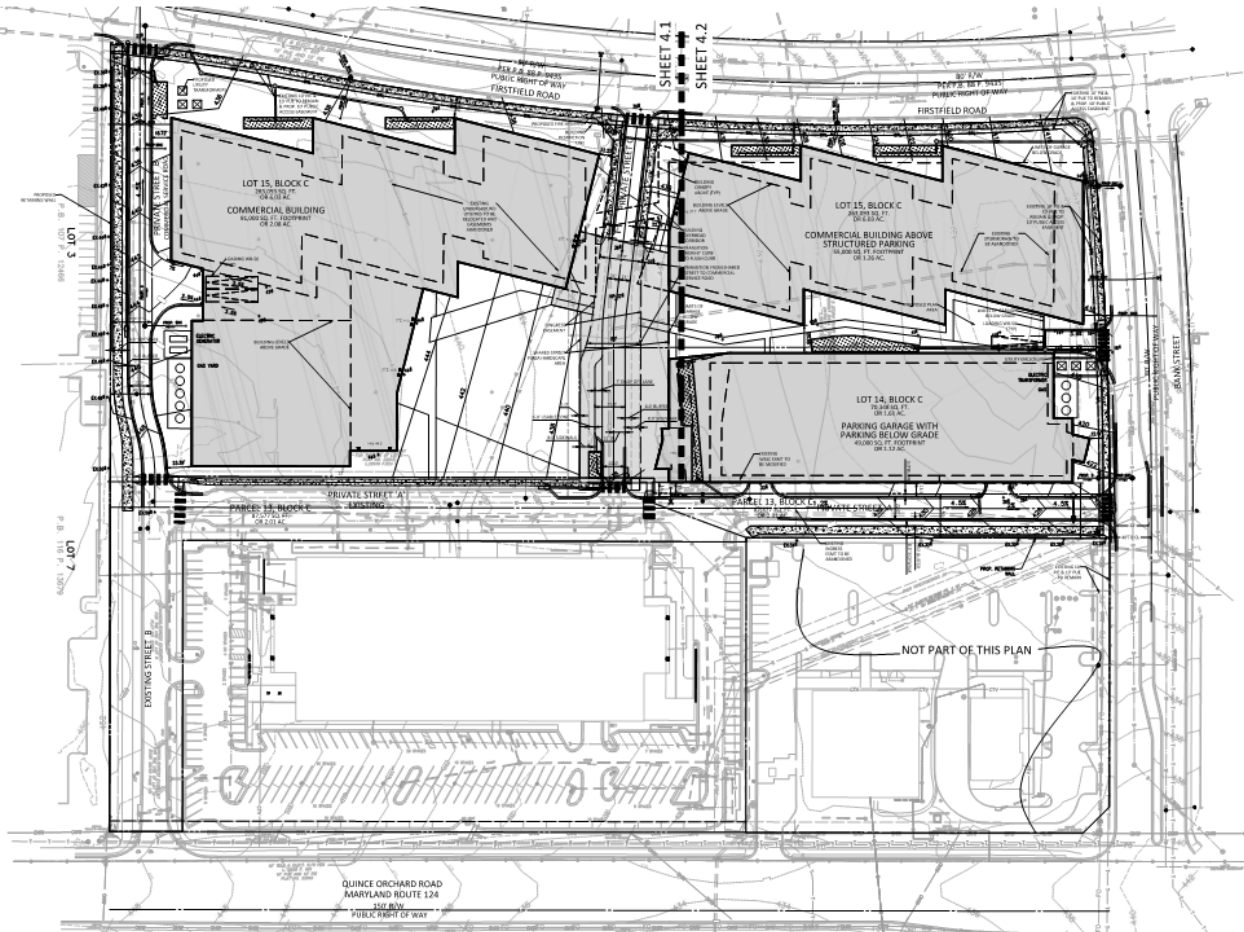
### Site Plan

The application, SDP-9003-2021 proposes to convert the existing surface parking lot into an approximately 604,929 square foot campus, a parking garage, and other related site improvements (Exhibit #47). The proposed building square footage is approximate and includes all habitable areas in the main campus buildings, the proposed visitor center located in the parking garage, and the pedestrian bridge. The list of permitted commercial uses and the proposed square footage is consistent with the approved Sketch SK-8813-2021. The applicant has submitted an easement plan exhibit showing all proposed easement elements for the project area.



*Aerial Rendering of the Subject Property from Firstfield Road*

The majority of the proposed square footage for this project is contained in two campus buildings, with each accommodating office, integrated light manufacturing, and research and development laboratory. The campus buildings, the parking garage, and the existing building at 700 Quince Orchard Road will be located around a centrally placed green space known as “the Quad”. A pedestrian bridge connects the two main buildings. A private road bisects the two buildings and internally connects Firstfield Road with Private Street A.



*Proposed Schematic Development Plan*

### Integrated Light Manufacturing

The applicant proposes to include Integrated Light Manufacturing within the permitted uses. The Applicant anticipates the building will be primarily Integrated Light Manufacturing, but does expect a portion to also include Office and Research and Development Laboratory. The proposed uses are in conformance with the permitted uses for the property outlined in the approved Sketch Plan.

The Applicant has provided a statement of justification (Exhibit #42) demonstrating how the proposed Integrated Light Manufacturing portion of the building will meet the City's Zoning Ordinance<sup>1</sup>. Pursuant to the City Code, Integrated Light Manufacturing is defined as:

***Integrated light manufacturing.*** *The manufacturing, compounding, assembly, and/or processing of articles in a building, unit or floor thereof where the operations, emission, and by-products, such as external excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation and/or other adverse effects or nuisances are neither created nor present outside the enclosed building, unit or floor thereof. Integrated light manufacturing uses must be low impact. Integrated light manufacturing should be located within a business park/campus, commercial center or transit oriented development with additional residential, retail, office, or research and development uses, but should be compatible with and may be included in predominantly residential developments, should the zoning allow. Uses defined as integrated light manufacturing include, but are not limited to:*

- (1) Chocolatier/specialty gourmet.*
- (2) Craft brewery/small batch distillery.*
- (3) Pottery/artisanal.*
- (4) Electronics.*
- (5) Precision instruments.*
- (6) Additive manufacturing (3D printing).*
- (7) Medical supplies and devices.*
- (8) Molecular engineering/nanotechnology.*
- (9) Mechanical equipment and micro-manufacturing.*
- (10) Cyber security technologies.*

As noted in the applicant's narrative, the integrated light manufacturing use proposed by the fits within the city definition. More specifically, the Applicant states the proposed integrated light manufacturing for the site fits within the uses of (7) Medical supplies and devices and (8) Molecular engineering/nanotechnology. The narrative also states that the use will be low impact and that it will not create any nuisance outside of the building. Staff has reviewed the Applicant's narrative and concurs that the proposed use conforms to the City's definition of Integrated Light Manufacturing.

### Parking

A total of 1,156 parking spaces are provided in the parking garage, including 21 ADA spaces. Additionally, the project provides parking for 47 bicycles and 24 motorcycle spaces, more than the required number for each vehicle type.

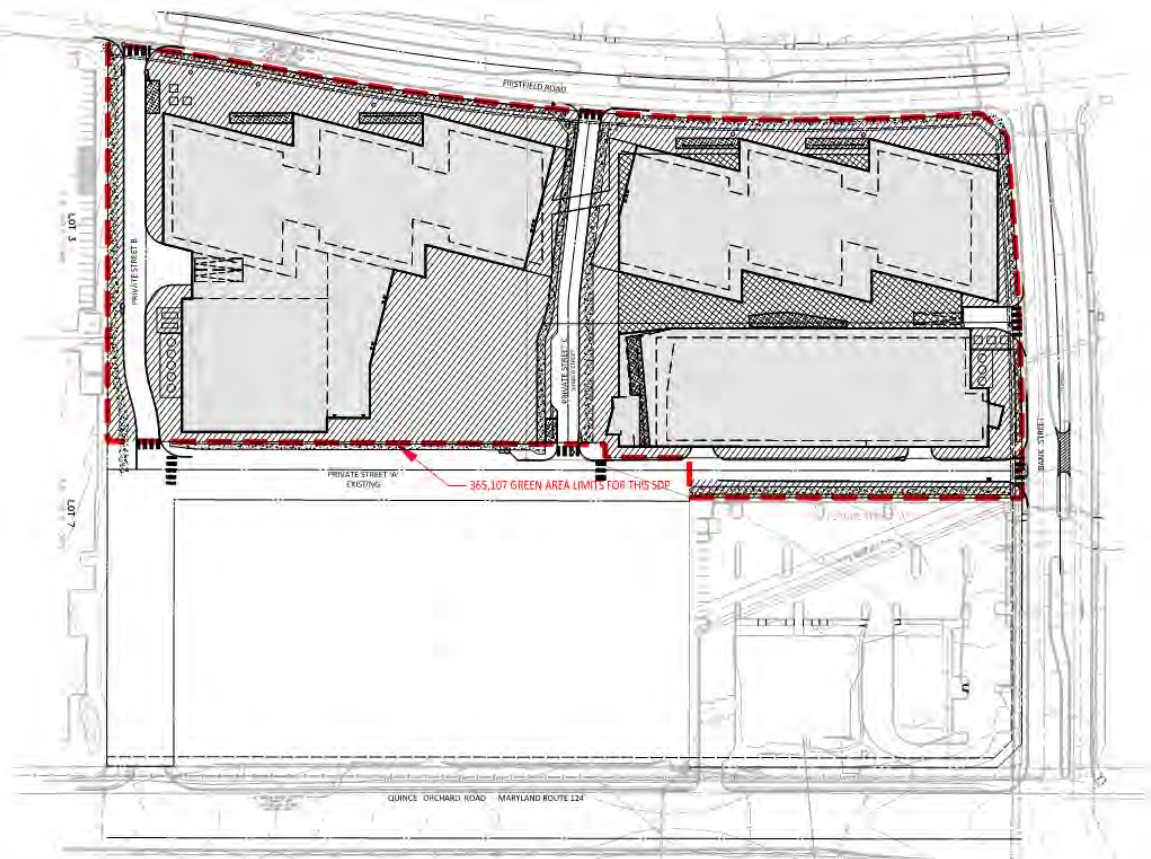
As previously discussed, a parking waiver is proposed to set the parking ratio at 1 space per 650 square feet; with this ratio, a minimum number of 931 parking spaces are required for the 604,929 gross square feet of new uses in the proposed buildings. Since 225 parking

spaces are required to be located within the parking facility for the benefit of 700 Quince Orchard, a minimum number of 1,156 parking spaces must be located on the Subject Property. The applicant's proposes a total of 1,156 parking spaces which will be located within the new parking garage.

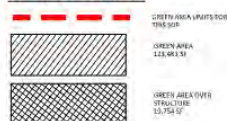
### Green Space

The applicant has submitted a green space plan (Exhibit #) pursuant to the requirements of § 24-160D.9.(b). Section 24-160D.6(a) states,

*“The minimum green area requirement, which shall include designated parks, public and private open space, active and passive recreational areas, for the commercial/employment/industrial portion of a mixed use development shall be not less than twenty-five (25) percent of the total area devoted to commercial/employment. Industrial uses, except that comparable amenities and/or facilities may be provided in lieu of green area if the city council determines that such amenities are sufficient to accomplish the purposes of the zone, and would be more beneficial to the proposed development than strict adherence to the specific green area requirement.”*



#### GREEN SPACE LEGEND



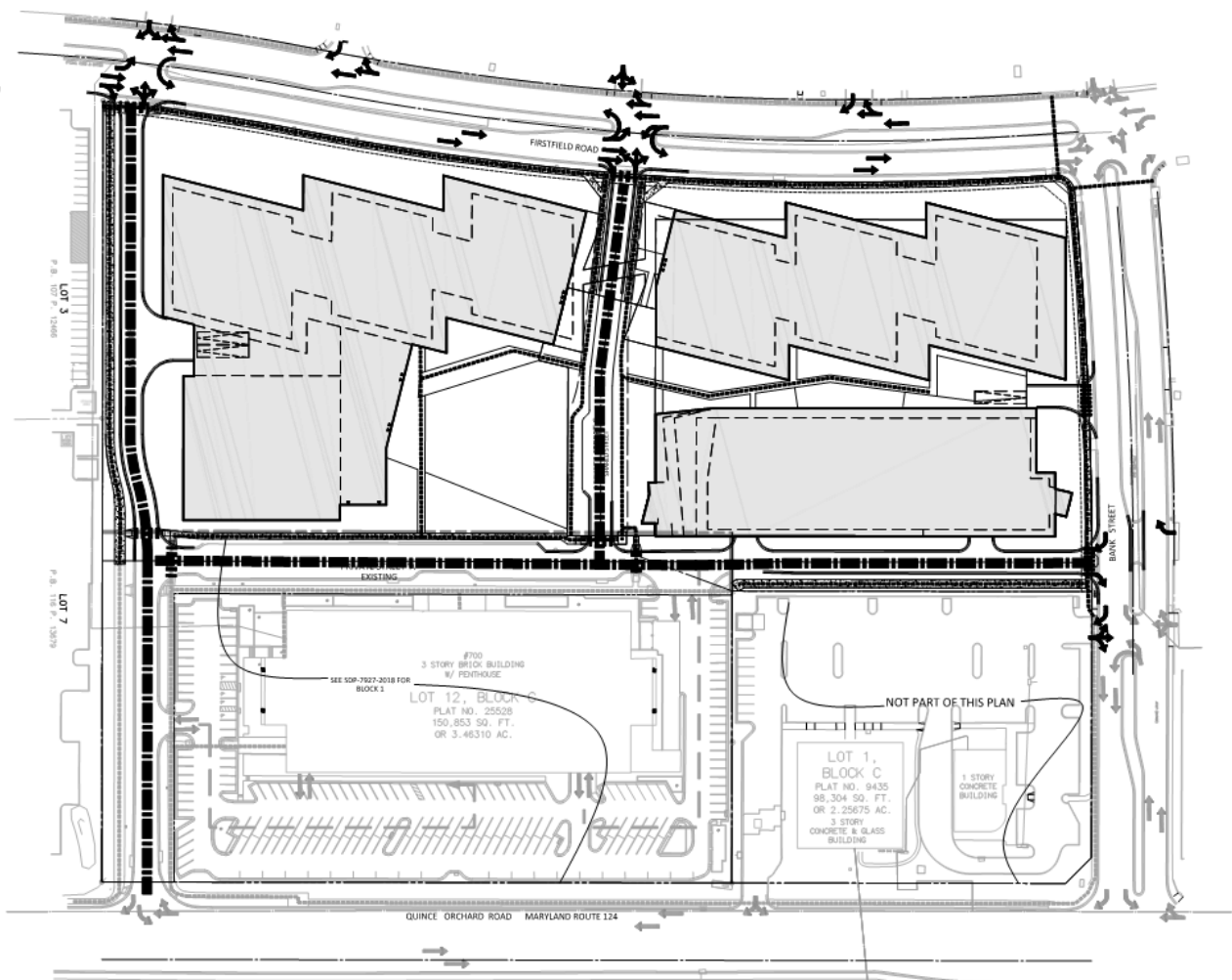
Green Area Tabulations							
Green Area Location	Area (sq ft)	% Required	Green Area Provided (sq ft)	Green Area Provided (%)	Green Area Provided (sq ft)	% Provided	% Required
Green Area	128,481.51	25%	128,481.51	100%	128,481.51	100%	100%
Green Area (Over)	13,754.57	0%	13,754.57	0%	13,754.57	0%	0%
Green Area (Not for SDP)	0	0%	0	0%	0	0%	0%
<b>Total</b>	<b>142,236.08</b>	<b>25%</b>	<b>142,236.08</b>	<b>100%</b>	<b>142,236.08</b>	<b>100%</b>	<b>100%</b>

THIS SDP APPLICATION INCLUDES LOT 8 AND LOT 9 REMAINDER. HOWEVER, THE PREVIOUS 700 QUINCE ORCHARD SDP INCLUDED PORTIONS OF LOT 8 & 9. THEREFORE, THE AREA THAT ARE IN BOTH APPLICATIONS ARE NOT INCLUDED IN THE GREEN AREA TABULATIONS FOR THIS APPLICATION.

Multiple green spaces are provided, including 19,754 square feet of green area over the underground parking garage. The overall greenspace for the project area will be 39%, which represents an additional 1.19 acre of green space above the requirement. No surface parking lots are proposed with this application and therefore the 10% green area requirement for surface parking lots is not applicable.

### Proposed Roads and Circulation

The applicant has submitted a circulation plan to demonstrate adequate pedestrian and vehicular circulation throughout the site as a part of Exhibit #47.



*Proposed pedestrian and vehicle circulation plan*

In accordance with the approved sketch plan, the primary site access is located from Firstfield Road, Quince Orchard Road, and Banks Street. The Bank Street entrance will be from a right-in/right-out. Secondary access is proposed at Firstfield Road at Private Street C and at

Bank Street for a loading area. The section of Private Street B that intersects with Quince Orchard Road/MD-124 has already been completed.

Private Street A extended and Private Street B extended are both developed to the City's Commercial Service Road standard. Private Street C is developed as a shared street but does transition to a commercial service road at the intersection of Fields Road and Private Street A. All proposed streets are in conformance with the City's Road Code.

### Amenities and Landscape Plan

The applicant has included multiple amenity spaces and green areas throughout the project. Consistent with the Sketch Plan the project provides for the continuation of a large, centralized green space that is referred to as "the Quad". Pedestrian walkways and the adjacent Shared Street C connect the Quad to other buildings within the subject site and also the 700 Quince Orchard building.

The proposed Novavax campus provides tree lined streets, landscaped court yards, and several landscaped bio-retention locations. All trees proposed are native to this area and provide benefit to native flora and fauna. The trees selected are also able to withstand the harsh conditions of the built environment. The proposed forest conservation plan provides all of the required forest conservation through the installation of street trees and individual trees to count toward canopy coverage credit. The required afforestation of 1.26 acres will be fulfilled entirely through planting 53 large shade trees and 7 ornamental trees.

### Stormwater Management and Sediment & Erosion Control

In accordance with the requirement for the submission of a Schematic Development Plan, Section 24-160D.9(b), the Applicant has submitted a preliminary stormwater management plan and sediment erosion control plan applications SWM-9006-2021 and SEC-9007-2021 (Exhibits #11 and #14). The Department of Public Works staff is currently reviewing both plans.

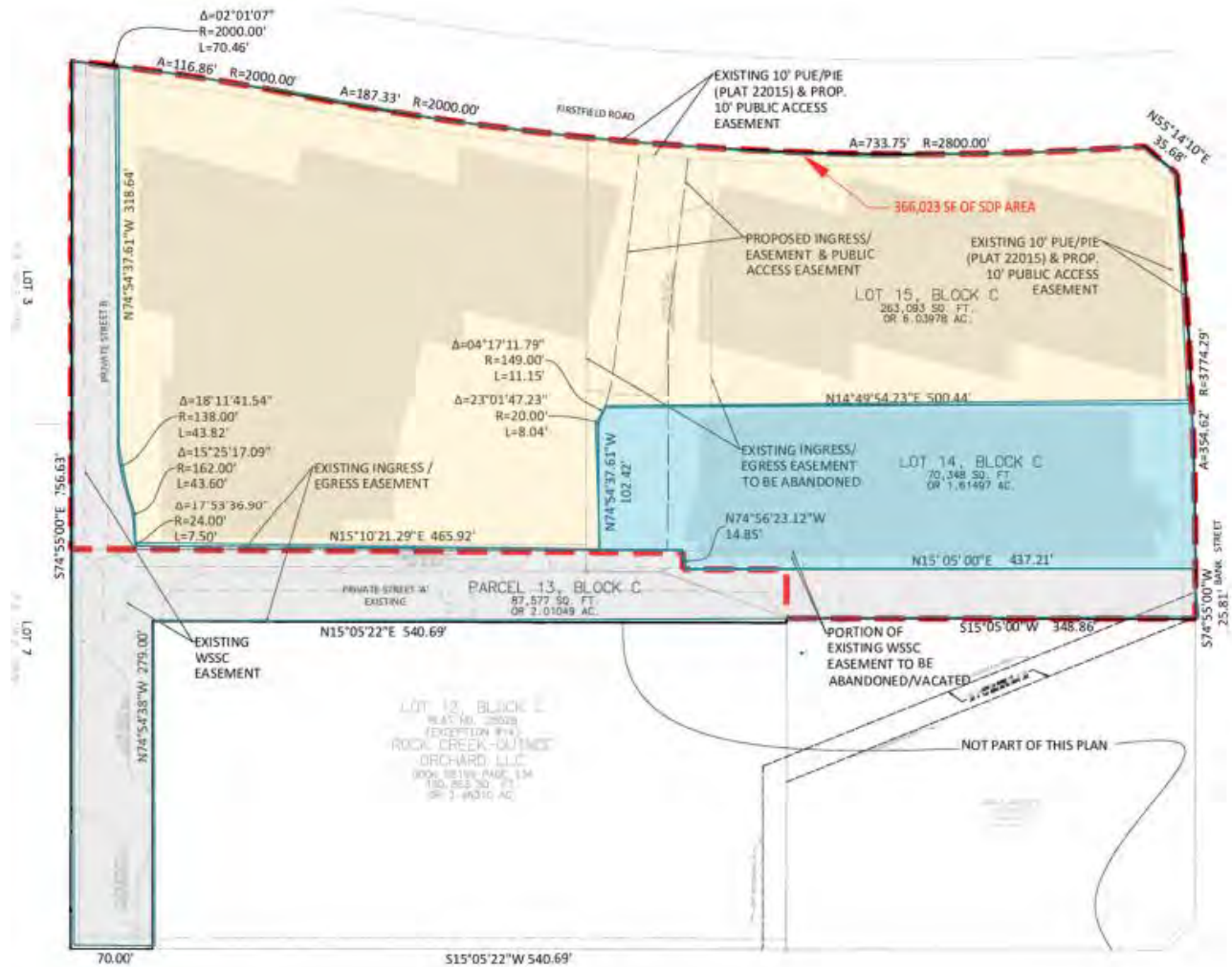
### Parking Waiver Request

As part of the proposed project, the Applicant seeks a parking waiver to set the parking ratio for the development in the MXD Zone. Pursuant to § 24-160D.8(a) of the City Code, the council has the authority to determine the appropriate number of spaces at schematic development plan review and the planning commission will determine the final number at final site plan review. The requested parking ratio of 1 space per 650 square feet is different than the 1 space per 428 square foot ratio approved for 700 Quince Orchard Road under amendment to schematic development plan application ASDP-8610-2020. As stated in the applicant's Statement of Justification (Exhibit #), the different parking ratio is requested because the 14 Firstfield Property has a higher percentage of integrated light manufacturing and less office area than the 700 quince Orchard property; therefore, parking demand is lower at 14 Firstfield Property since the integrated light manufacturing uses have an overlap in personnel and in some cases duplicative work spaces with the same personnel. In addition, Novavax projects that one-third of the workforce will stay remote, one-third will work on hybrid

schedules, and one-third will work in the office. The Applicant is also conscious of the carbon footprint of building parking structures and desires to avoid excess parking and minimize its carbon footprint. The Applicant has submitted a required request and justification statement including the required findings.

### Lotting Plan

The Subject Property currently consists of two parcels and the applicant proposes to subdivide the lots into a total of three lots. One parcel will contain Private Streets A and B. The second parcel will contain the two main campus buildings and the third parcel will contain the proposed parking garage. Staff finds that the proposed lots meet the applicable minimum location and development requirements for MXD zoned lots in Section 24-160D.2.



Proposed lotting plan with colors to clearly identify new lot boundaries

### Design Guidelines

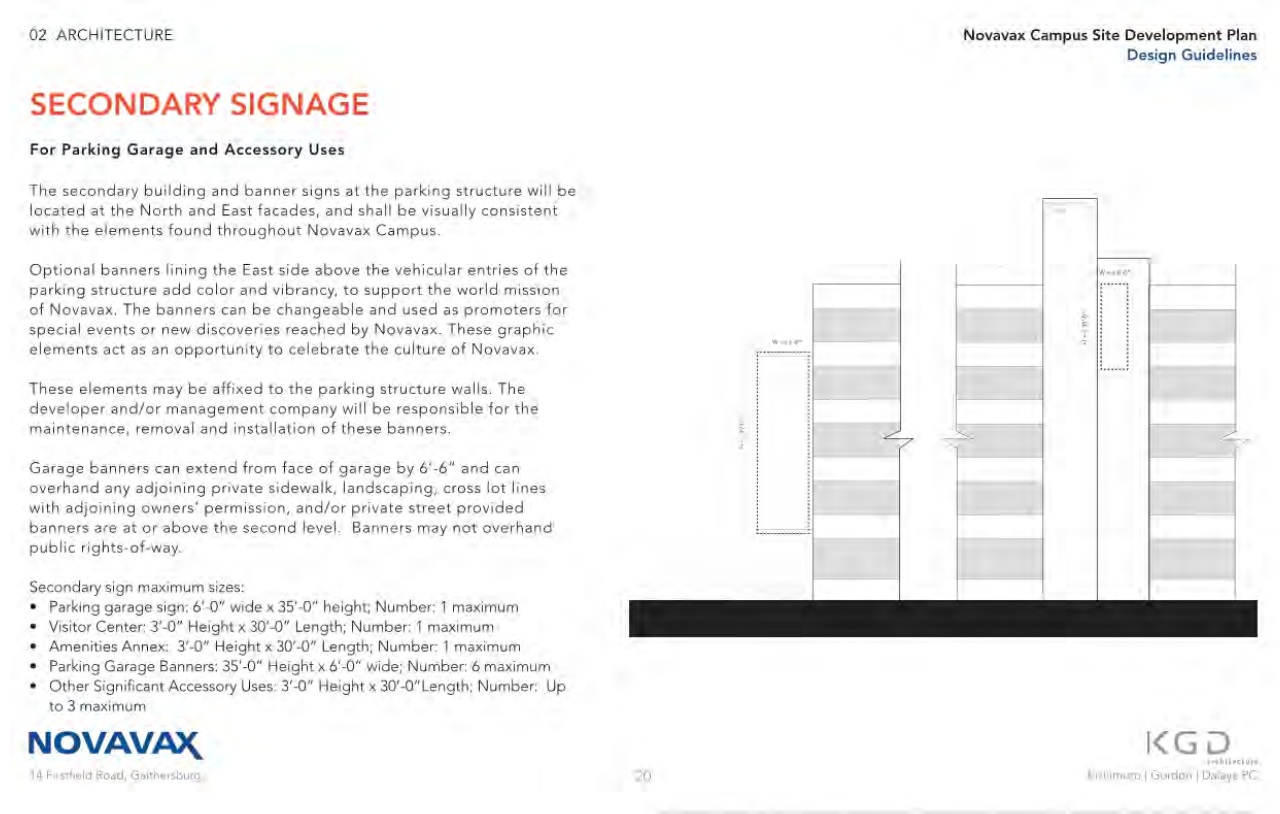
The Applicant has submitted proposed Design Guidelines (Exhibit #49) as part of this SDP application. The Guidelines will apply to the future development of the Subject Property. The

Guidelines present an overall goal of transforming a vacant site into a multi-building, multi-use bioengineering campus that caters to a wide variety of employers and global customers. Some of the stated goals of the design guidelines are to “create, ensure, and enhance the longevity of the neighborhood’s quality of life and image through clearly articulated goals, policies, guidelines and standards” and to “promote long-term sustainable economic and environmental vitality through design standards that encourage and reward high quality development, while discouraging non lasting enduring alternatives.”

The Design Guidelines discuss, define, and establish standards for the following:

- Urban Design
- Architecture
- Site Design (includes a Sign Package)

To provide further clarity, the Guidelines also include sample diagrams and representative pictures of existing buildings that embody the spirit of the design criteria. Staff notes that the proposed parking garage is located 1 foot from the newly proposed lot line with the private street parcel. The applicant proposes banner signs to be installed perpendicular to the parking garage wall that would cross lot lines. The applicant has revised the Guidelines to clarify that banner signs may overhang into private right of way and not public right of way.



## Phasing

The Applicant's statement of justification (Exhibit #42) states that the Project will proceed as market demand and company requirements dictate. At this time, there is no definite order of development of the North Building versus the South Building.

The applicant has noted to Staff that the first phase will be for the construction of the structured parking garage and the extension of Street A to Bank Street. This will permit the relocation of the surface-parked 700 Quince Orchard cars from their current easement area on 14 Firstfield Road to the permanent location in the structured parking garage.

## Architectural Elevations

The applicant has submitted preliminary architectural elevations for the main buildings (Exhibit #48) and has also included listed materials in the Design Guidelines (Exhibit #49). The Guidelines list glass, brick, perforated metal panels, and architectural concrete as encouraged materials while prohibiting EFIS, vinyl panels, exposed CMU blocks, and exposed concrete. Long facades without vertical and/or horizontal articulation are also prohibited.

The main campus buildings will utilize exterior glazing, white brick, and perforated metal panels. The parking garage will have a layer of imprinted concrete to enhance the elevations. The parking garage stairwells will contain a glass wall.



*Aerial Rendering of the Subject Property from Private Street A depicting the Shared Street running between the two buildings.*



1 WEST ELEVATION  
ANSI SCALE: 1/32" = 1'-0"

THIS IS ENLARGED ELEVATION SHEET FOR MATERIAL CALLOUTS  
NOT FOR CONSTRUCTION

Proposed elevations when standing on Firstfield Road and looking at the Novavax campus



2 VISITOR CENTER, PARKING GARAGE ELEVATION  
ANSI SCALE: 1/32" = 1'-0"

3 NORTH ELEVATION, PARKING GARAGE  
ANSI SCALE: 1/32" = 1'-0"

Two proposed elevations for the parking garage



1 WEST ELEVATION - NORTH BUILDING - ENLARGED  
ANSI SCALE: 1/16" = 1'-0"

Enlarged elevations showing the west façade architecture



3 WEST ELEVATION, PARKING GARAGE - ENLARGED  
ANSI SCALE: 1/16" = 1'-0"

Proposed parking garage elevation showing the west façade



*Proposed elevations when standing on Private Street B and looking at the Novavax Campus*

## **SUMMARY:**

The applicant has submitted for consideration schematic development plan application SDP-9003-2021. This is a complete application as defined by § 24-160D.9.(b), Application for Schematic Development Plan Approval, of the City Code. A joint public hearing with the Mayor and City Council and Planning Commission has been scheduled for October 18, 2021.

Because this is the initial public hearing and Staff continues to complete their analysis of the proposed project, no formal recommendation is provided at this time. A recommendation will be provided by Staff prior to the Planning Commission's recommendation discussion. For the purpose of concluding the public hearing, staff recommends:

1. The Planning Commission make a motion to hold the record open until 5:00 PM on November 10, 2021 (23 days) with anticipated recommendation to the Mayor and City Council tentatively scheduled for November 17, 2021.
2. The Mayor and City Council make a motion to hold the record open until 5:00 PM on November 24, 2021 (37 days) with anticipated Policy Discussion tentatively scheduled for December 6, 2021.

Ad # 12359023  
Class 820 PO#

Name CITY OF GAITHERSBURG FINANCE DEPT.  
Authorized by

Size 60 Lines

P0003  
Account 1010122919

CERTIFICATE OF PUBLICATION

The Washington Post Company hereby certifies that it is the publisher of The Washington Post; that The Washington Post is a newspaper of general circulation, published daily in the City of Washington, District of Columbia; that The Washington Post has been so published continuously for more than one year prior to the date of first publication of the notice mentioned below; that the undersigned person is the duly authorized agent of The Washington Post Company to execute this certificate on its behalf; and that a notice of which the annexed is a true copy was printed and published in said newspaper on the following date(s) at a cost of \$646.80 and was circulated in the Washington metropolitan area.

Published 2 time(s). Date(s): 30 of September 2021  
07 of October 2021

Account 1010122919

THE WASHINGTON POST

By



Nicole Morton-McFadden  
MANAGER, FINANCE

-----

NOTICE OF JOINT PUBLIC HEARING The Mayor and City Council and Planning Commission of the City of Gaithersburg, Maryland, will conduct a joint public hearing on Schematic Development Plan Application SDP-9003-2021 on MONDAY OCTOBER 18, 2021 AT 7:30 P.M. or as soon thereafter as this matter can be heard virtually by teleconference online and phone. Application SDP-9003-2021, requests approval for a Schematic Development Plan for Novavax, proposing 604,929 square feet of office, research and development, and integrated light manufacturing in multiple buildings and associated structured parking garage, at 14 Firstfield Road. The subject property is bounded by Bank Street to the north, and Firstfield Road to the west and is zoned MXD (Mixed Use Development). Further information may be obtained from the Planning and Code Administration Department at City Hall, 31 South Summit Avenue, between the hours of 8 a.m. and 5 p.m., Monday through Friday. Samuel Copelan, Planner [planning@gaitHERSBURGMD.GOV](mailto:planning@gaitHERSBURGMD.GOV) Planning and Code Administration #1194

## Samuel Copelan

---

**From:** Leila Beltramo <lbeltramo@visitmontgomery.com>  
**Sent:** Monday, October 25, 2021 2:45 PM  
**To:** Gregory Mann  
**Cc:** Samuel Copelan  
**Subject:** Re: Novavax plans for visitor center

This email is from an EXTERNAL source. Please use caution when opening attachments, clicking links, or responding.

Thank you so much Mr Mann!

I'll share with our team and be in touch if any further questions.

Much appreciated!

### Leila Beltramo, CGMP (she/her)

*Destination Sales Manager*

Visit [Montgomery, MD](#)

.....  
[240.641.6748](tel:240.641.6748) | [lbeltramo@visitmontgomery.com](mailto:lbeltramo@visitmontgomery.com)

[1801 Rockville Pike, Suite 320 | Rockville, MD 20852](#)

---

**From:** Gregory Mann <Greg.Mann@gaithersburgmd.gov>  
**Sent:** Monday, October 25, 2021 2:40 PM  
**To:** Leila Beltramo  
**Cc:** Samuel Copelan  
**Subject:** RE: Novavax plans for visitor center

Ms. Beltramo –

All information related to the pending application can be found at the link below. This includes all plans presented to the Mayor and City Council and Planning Commission during the Oct. 18 Joint Public Hearing. Since this project is still only in the preliminary site plan stage, we do not have any specific information related to the operations of the proposed visitor center. I am copying the Planner assigned this project Sam Copelan. Please feel free to reach out to either of us if you have any additional questions.

<https://www.gaithersburgmd.gov/government/projects-in-the-city/novavax-sdp-9003-2021>

### Gregory P. Mann, AICP | Community Planning Manager

City of Gaithersburg • 31 S. Summit Avenue • Gaithersburg, MD 20877

T: 240.805.1071 • F: 301.258.6336

[Greg.Mann@gaithersburgmd.gov](mailto:Greg.Mann@gaithersburgmd.gov)

---

**From:** Leila Beltramo <[lbeltramo@visitmontgomery.com](mailto:lbeltramo@visitmontgomery.com)>  
**Sent:** Monday, October 25, 2021 9:39 AM

To: PublicWorks External Mailing <[PublicWorks@gaithersburgmd.gov](mailto:PublicWorks@gaithersburgmd.gov)>

Subject: Novavax plans for visitor center

Importance: High

This email is from an EXTERNAL source. Please use caution when opening attachments, clicking links, or responding.

Good Morning,

I am trying to find out who a good contact would be about this development and the plans for the visitor center?

<https://bethesdamagazine.com/bethesda-beat/development/future-novavax-campus-will-have-visitor-center-pedestrian-friendly-street/>

Thank you! Leila

**Leila Beltramo, CGMP (she/her)**

*Destination Sales Manager*

Visit Montgomery, MD

.....  
240.641.6748 | [lbeltramo@visitmontgomery.com](mailto:lbeltramo@visitmontgomery.com)  
1801 Rockville Pike, Suite 320 | Rockville, MD 20852

Bethesda | Chevy Chase | Silver Spring | Rockville | Gaithersburg | Germantown

Check out our NEW [Visit Montgomery Travel Guide](#)



[www.visitmontgomery.com](http://www.visitmontgomery.com)



---

Total Control Panel

[Login](#)

To: [lbeltramo@visitmontgomery.com](mailto:lbeltramo@visitmontgomery.com)

Message Score: 50

High (60): **Pass**

From:

My Spam Blocking Level: Low

Medium (75): **Pass**

prvs=925f87933=greg.mann@gaithersburgmd.gov

Low (90): **Pass**

[Block](#) this sender

[Block](#) gaithersburgmd.gov

*This message was delivered because the content filter score did not exceed your filter level.*

October 27, 2021

Mr. Samuel Copeland  
City of Gaithersburg  
Office of Planning  
31 South Summit Avenue  
Gaithersburg, MD 20877

**Re: 14 Firstfield  
SDP-9003-2021  
VIKA Project # VM19092**

Dear Sam,

Thank you for your review and comments related to the 14 Firstfield project located in the City of Gaithersburg, Maryland. We have received your comments and offer the following responses:

<b>ESMT-1.1</b>	
Reviewer: Mkile	
Comment 1:	Public access easement missing across sidewalks along right of way on Firstfield and Bank.
<b>Response:</b>	Public access easement has been labeled. 10' access easement coincides with the 10' Public Improvement Easement.
Comment 2:	Is this line necessary to show in the building?
<b>Response:</b>	Line has been removed.
Comment 3:	I don't see this on the plan.
<b>Response:</b>	The existing ingress/egress easement is located over private street C and have been better clarified and noted on the plan.
Reviewer: Sam Copelan	
Comment 4:	Is this line the additional PIE? if not, then please label.
<b>Response:</b>	No, linework has been revised to clarify the 10 PAE.
Comment 5:	Unmet WSSC Comment: Sewer is not within the proposed WSSC easement.
<b>Response:</b>	The private sewer has been removed from the existing water easement.
Comment 6:	Comment response letter shows that this will be abandoned. Please



	update the label to show that this will be abandoned.
<b>Response:</b>	A new note has been added to the plan to clarify.
Comment 7:	This shows the parking garage over the WSSC easement.
<b>Response:</b>	This is an existing WSSC easement that will be partially abandoned to remove any building overlap. Plan has been updated to clarify.
<b>Design Guideline Comments</b>	
<b>Reviewer: Sam Copelan</b>	
Page 20	
Comment 1:	The secondary signs can be building or banner signs? if so, please specify.
<b>Response:</b>	Design Guidelines have been updated to clarify.
Comment 2:	This overhang will cross property lines because garage to property line is 1. Add justification statement for how the design guidelines should allow banner signs to cross property lines. 2. Specify how the signs will not be allowed to cross lot lines into public ROW.
<b>Response:</b>	Design Guidelines have been updated to add statement regarding signage over property lines and not crossing into the public ROW.
Page 21	
Comment 1:	Is this referring to internally illuminated box signs, or also to channel lettering? Please specify.
<b>Response:</b>	Design Guidelines have been updated to specify internal illumination is not permitted.
Page 23	
Comment 1:	Add examples of how this will work as in other photos.
<b>Response:</b>	Graphic added.
Page 26	
Comment 1:	Add a space between these sections.
<b>Response:</b>	Space added.
<b>Draft Parking Easement</b>	
<b>Reviewer: Sam Copelan</b>	
Page 8	
Comment 1:	Add a space from previous paragraph.
<b>Response:</b>	A space has been added.



<b>Missing Plan Sheets</b>	
Sheet 1.1	
Reviewer: Mkile	
Comment 1:	Vehicle movements missing.
<b>Response:</b>	Vehicle turning movements have been provided.
Reviewer: Remard	
Comment 1:	<ol style="list-style-type: none"> <li>1. Required is spelled wrong</li> <li>2. ADA requires 20, plus 1 for each 100, or fraction thereof, over 1,000. This should be 22.3. Van spaces are 1 per 6 or fraction thereof, not ¼ as stated.</li> </ol>
<b>Response:</b>	Spelling typo and parking rates have been updated.
Sheet 5.2	
Reviewer: Mkile	
Comment 1:	See comments on the other set.
<b>Response:</b>	Plans updated.
Sheet 9.1	
Reviewer: Mkile	
Comment 1:	Sidewalk?
<b>Response:</b>	Open space pavement areas have been added.
Reviwer: Sam Copelan	
Comment 1:	Missing crosswalk?
<b>Response:</b>	Crosswalk has been added.
Comment 2:	All plan sets. Delete this crossing because it was removed with AFP-8739-2021.
<b>Response:</b>	Existing conditions have been updated to remove linework for old ramp.
Comment 3:	Is a U-turn allowed here? If so, add this to the
<b>Response:</b>	No U- turn is allowed.
<b>Preliminary Forest Conservation</b>	



Sheet PFCP-1.12 Reviewer: Bcantwell	
Comment 1:	Trees marked with Check marks (49 large shade trees and 11 ornamental trees) meet the standards to qualify for Forest Conservation canopy coverage credit. Please remove unchecked tree as they do not meet the standards for forest conservation credit. Canopy coverage trees must be 10ft from building faces, not conflict with: utilities, fire hydrants, streetlights, site lines, and traffic control sight lines.
<b>Response:</b>	Trees counting for forest conservation have been relocated to be 10' off building face and revised to avoid conflicts with utilities.
Comment 2:	Canopy coverage trees must be 10 ft off of building footprint.
<b>Response:</b>	Tree locations have been revised.
Comment 3:	There is an option for medium size shade trees which are 700 sqft; you do not need to utilize these trees however please include in your canopy coverage credit table.
<b>Response:</b>	Option of medium shade tree has been added to the chart.
Sheet PFCP-1.20 Reviewer: Mkile	
Comment 1:	Trees on utilities, we had a discussion about not planting on utilities.
<b>Response:</b>	Trees and utility overlaps have been adjusted to avoid conflicts.
Comment 2:	Tree may impact sight distance, provide sight distance profile.
<b>Response:</b>	Trees impacting sight distance have been removed and so sight distance is clear.
Sheet PFCP-1.20 (Second sheet with this number) Reviewer: Mkile	
Comment 1:	Does LOD have to go this far out?
<b>Response:</b>	Once detailed grading is prepared, the limits of disturbance will be adjusted to minimize impacts to Firstfield Road.
Comment 2:	Planting on pipes. (2 places)
<b>Response:</b>	Trees and utility overlaps have been adjusted to avoid conflicts.
Comment 3:	Conflicts with sight distance. (3 places)
<b>Response:</b>	Trees impacting sight distance have been removed.
<b>Preliminary Sight Distance</b>	
Reviewer: Mkile	



Comment 1:	Show sight distance for intersection.
<b>Response:</b>	Sight distance has been added for this intersection.
Reviewer: Sam Copelan	
Comment 2:	Needs to be added into plan set.
<b>Response:</b>	Sight distance sheets have been added to the coversheet index.
<b>Revised Architecture</b>	
Sheet A-101 Reviewer: Remard	
Comment 1:	How come this does not match the chart on the civil set.
<b>Response:</b>	Parking charts have been removed from the architecture sheets.
Sheet A-199	
Reviewer: Sam Copelan	
Comment 1:	Trucks (turn)
<b>Response:</b>	Turning movements have been reviewed.
Comment 2:	Column parking space.
<b>Response:</b>	Parking space striping has been updated.
Comment 3:	Will need to add striping behind the spaces and to the entry – typical note for HC labeled spaces on all levels if necessary.
<b>Response:</b>	Striping has been added.
Comment 4:	Use these typical for each page instead of what is shown on the bottom right. They need to show the double striping typical.
<b>Response:</b>	Double striping detail has been added.
Reviewer: Remard	
Comment 5:	Striping (in two places)
<b>Response:</b>	Parking space striping has been updated.
Sheet A-200	
Reviewer: Remard	
Comment 1:	Need to stripe the ASA path to the door. This is a typical comment on all sheets.
<b>Response:</b>	Striping has been added.



Comment 2:	Striping
<b>Response:</b>	Parking space striping has been updated.
Reviewer: Sam Copelan	
Comment 3:	All pages: add number of bike spaces. Bike room should show if there are bike racks, shelves, etc.
<b>Response:</b>	Bike spaces have been updated.
Sheet A-201 Reviewer: Sam Copelan	
Comment 1:	Provide vehicle details for chosen vehicle.
<b>Response:</b>	Vehicle radius illustrated is for a standard passenger vehicle.
Sheets A-201, A-201A, A-202, A-203 and A-203A Reviwer: Remard	
Comment 1:	Striping
<b>Response:</b>	Parking space striping has been updated.
Sheet A-203 Reviewer: Sam Copelan	
Comment 1:	All sheets show dimensions strings for the 17' deep spaces: Add the typical for the double line striping.
<b>Response:</b>	Double striping detail has been added.
Sheet A-321 Reviewer: Sam Copelan	
Comment 1:	Comment for all elevations: We need enhanced architecture for the pedestrian realm (grade to approx. 20').
<b>Response:</b>	Architecture elevation sheets have been updated.
Sheet A-322 Reviewer: Sam Copelan	
Comment 1:	All elevations: prior to Planning Commission approval, we need the graphics to be shown correctly.
<b>Response:</b>	Graphics have been updated.
<b>Site Plan</b>	
Sheet 1.1	



Reviewer: Mkile	
Comment 1:	Cannot find vehicle movements in plan. Please provide as shown on cover sheet.
<b>Response:</b>	Vehicle movement plans have been provided with this submission.
Reviewer: Sam Copelan	
Comment 2:	Missing: Green Building Checklist APFO Utility Plan Lighting Plan
<b>Response:</b>	Missing sheets have been provided with this submission.  Adequate lighting will be provided for the site, using various lighting options including bollards, poles lights of various heights and accent lighting. A lighting design will be prepared with the Final Site Plan detailed landscape and lighting plan.
Comment 3:	3.1 APPROVED NRI/FSD (BY OTHERS)
<b>Response:</b>	3.1 NRI has been included with this submission.
Comment 4:	Labeled as L-100.
<b>Response:</b>	Sheet label has been updated.
Comment 5:	Labeled on TOC but missing from plan set: 3.1 8.3 9.1 All 11s 12.1.
<b>Response:</b>	Missing sheets have been provided
Comment 6:	8.3 PRELIMINARY UTILITY PLAN
<b>Response:</b>	Preliminary utility plan has been included with this submission.
Comment 7:	9.1 PEDESTRIAN & VEHICULAR CIRCULATION
<b>Response:</b>	Circulation plans have been included with this submission.
Comment 8:	4 VEHICLE MOVEMENT-TRASH11.5 VEHICLE MOVEMENT-SU-3011.6 VEHICLE MOVEMENT-SU-3012.1 STREET SIGN, PAVEMENT MARKING PLAN
<b>Response:</b>	Additional sheets have been included with this submission.
Comment 9:	All sheets: Remove this curb cut, this was removed with AFP-8937-2021.
<b>Response:</b>	Curb cut has been removed from existing conditions plan.



Comment 10:	Add these to sheet index.
<b>Response:</b>	Supplemental sheets have been added to the main index.
Comment 11:	All pages: make sure that Sheet Number and Drawing Number are added to the correct line for all pages.
<b>Response:</b>	Sheet numbers have been updated on the plan indexes
Comment 12:	Include the area to be paved.
<b>Response:</b>	Vehicular pavement area has been added to the green area calculation table.
Sheet 2.1	
Reviewer: Mkile	
Comment 1:	Label pie/pue
<b>Response:</b>	PIE and PUE have been labeled.
Comment 2:	Line shows up on existing, then what happens in proposed?
<b>Response:</b>	Existing PIE to remain and to include proposed 10' public access easement.
Reviewer: Sam Copelan	
Comment 3:	Previous comment: Change to 3 story.
<b>Response:</b>	Existing building height has been updated to 3 stories.
Sheet 4.0	
Reviewer: Mkile	
Comment 1:	Text overwrite.
<b>Response:</b>	Overlapping text has been adjusted.
Comment 2:	Removed?
<b>Response:</b>	Existing storm drain labeled to be removed.
Comment 3:	422?
<b>Response:</b>	422 contour labels shifted to avoid overlap.
Comment 4:	Where is the detail for this area?
<b>Response:</b>	10 scale detail enlargements has been added to sheet 4.2.
Comment 5:	Text overwrite.
<b>Response:</b>	Overlapping text has been adjusted.



Comment 6:	Curb inlet does not work, 3' from PC min clearance.
<b>Response:</b>	Curb inlet has been shifted to provide necessary clearance.
Comment 7:	No structure shown.
<b>Response:</b>	Existing structures have been added.
Comment 8:	No left turns.
<b>Response:</b>	Understood. Left hand turns are prohibited.
Comment 9:	Comment not fixed.
<b>Response:</b>	Easement linework has been revised.
Comment 10:	Signage for median right turn only.
<b>Response:</b>	Note added to coordinate signage details at time of Site Plan
Reviewer: Sam Copelan	
Comment 11:	Corner of building and underground parking garage are within the unmarked dash line (PIE).
<b>Response:</b>	PIE has been corrected to not overlap with the underground parking structure.
Comment 12:	11.99
<b>Response:</b>	Easement linework has been revised to provide 10' offset.
Comment 13:	10.02
<b>Response:</b>	Easement linework has been revised to provide 10' offset.
Comment 14:	Previous comment not met for 4.0, 4.1, and 4.2: plan cleanup, waterline will need to be relocated and easement abandoned.
<b>Response:</b>	Waterline has been identified to be removed and easement abandoned.
Comment 15:	We need to know if there will be a roof for these structures; roof will add square footage that needs to be accounted for.
<b>Response:</b>	The gas yards and generators do not have roofs- they are walled/. Fenced enclosures.
Comment 16:	All sheets: remove zoning line.
<b>Response:</b>	Zoning line has been removed from all plans.
Comment 17:	Show the BRL on the site plan Please add a chart to 4.0, 4.1, and 4.2 with the following Build to Lines Firstfield Road: 10' Bank Street: 10' All other lot lines: 0'



<b>Response:</b>	Building restriction lines and supplemental chart have been added.
Comment 18:	Sidewalk is within the PUE/PIE and it appears that no additional PIE is required for maintenance. Please clarify the additional 1' PIE
<b>Response:</b>	Sidewalk is within the 10' PUE/PIE and an additional 1' PIE will not be necessary.
Sheet 4.1 Reviewer: Sam Copelan	
Comment 1:	Label this line. We need to see a line labeled as "Building Restriction Line", just showing proposed easements is not enough.
<b>Response:</b>	Building restriction line has been labeled with BRL linetype for additional clarification
Comment 2:	All sidewalks need to be hatched.
<b>Response:</b>	All sidewalks have been hatched.
Comment 3:	Clean up: Duplicate Firstfield label.
<b>Response:</b>	Duplicated labels have been removed.
Comment 4:	Sheets 4.0, 4.1, and 4.2; Clean up the drafting error.
<b>Response:</b>	Drafting errors have been revised.
Comment 5:	Add note that building clearance over walkway to be 15'
<b>Response:</b>	Note for building clearance has been added. After detailed review with architect, it was determined that 14' will be provided over pedestrian areas and more than 15' will be provided over vehicular areas.
Sheet 4.2 Reviewer: Sam Copelan	
Comment 1:	Clean up.
<b>Response:</b>	Linework has been removed or labeled .
Comment 2:	Portion of underground parking garage cannot be within BRL.
<b>Response:</b>	BRL has been adjusted to not overlap with the underground parking structure.
Comment 3:	Label this line. Comment response letter indicates an additional PAE/PIE to fall outside of the existing PIE/PUE.
<b>Response:</b>	Additional 1' PIE has been removed and is no longer needed.
Comment 4:	Remove zoning line.
<b>Response:</b>	Zoning line has been removed.



Sheet 5.0	
Reviewer: Sam Copelan	
Comment 1:	All plan sheets: add note that the lines will be removed.
<b>Response:</b>	Existing utilities to be removed have been labeled.
Comment 2:	All plan sheets: add note about the buildings over utilities.
<b>Response:</b>	Existing utilities to be removed have been labeled.
Comment 3:	Missing plaza layers and gas line layer. We need to see proposed conflicts.
<b>Response:</b>	Plaza linework has been added.
Comment 4:	WSSC comments: maintain 5' from proposed trees.
<b>Response:</b>	Utilities and trees have been adjusted where needed and will continue this coordination during site plan.
Comment 5:	Remove zoning line.
<b>Response:</b>	Zoning line has been removed.
Comment 6:	Add sidewalk hatching (all sheets).
<b>Response:</b>	Hatching has been added to all sidewalks.
Reviewer: Mkile	
Comment 7:	Clean up sheet, if items are going to be removed, why show them on a final planting plan?
<b>Response:</b>	Plan has been cleaned up and note added for utilities to be removed.
Sheet L-100	
Reviewer: Bcantwell	
Comment 1:	Traffic control signs? (in three places)
<b>Response:</b>	A Pavement Marking and Signage Plan has been provided.
Comment 2:	Install tree with Bio-barrier to protect sewer line.
<b>Response:</b>	Tree has been relocated to avoid conflict.
Comment 3:	Do not plant tree over gas line.
<b>Response:</b>	Tree has been shifted to avoid conflict with gas line.
Reviewer: Mkile	
Comment 4:	Cleanup plan, remove abandoned utilities, shown only what will



	exist in proposed condition.
<b>Response:</b>	Plan has been cleaned up and note added for utilities to be removed.
Comment 5:	Details for watertight connection to structure required at final.
<b>Response:</b>	Understood.
Comment 6:	Label
<b>Response:</b>	Electric generators and transformers have been labeled and added to the legends.
Comment 7:	Can the structure be intercepted and put outside the crosswalk?
<b>Response:</b>	Yes, the manhole has been revised so the rim is outside the crosswalk.
Reviewer: Sam Copelan	
Comment 8:	Previous comment (for all sheets): Sidewalk needs to be shown going to property line.
<b>Response:</b>	Sidewalk has been updated to tie into property line.
Comment 9:	Tree cannot be directly over storm drain.
<b>Response:</b>	Tree has been adjusted to avoid storm drain conflicts.
Comment 10:	Show fire hydrant on legend.
<b>Response:</b>	Fire hydrant has been added to the legend.
Comment 11:	TOC labels it at 5.0.
<b>Response:</b>	Table of contents has been updated to reference correct sheet titles.
Comment 12:	<ol style="list-style-type: none"> <li>1. Conflict with utility.</li> <li>2. Fire hydrant near garage? If so, use same symbology.</li> </ol>
<b>Response:</b>	This is a connection to the garage. Tree has been shifted.
Reviewer: Gmann	
Comment 13:	Plaza design?
<b>Response:</b>	Plaza linework has been added.
Sheet 5.2	
Reviewer: Mkile	
Comment 1:	Tree conflict. (in two places)
<b>Response:</b>	Tree conflicts have been adjusted.



Comment 2:	Cleanup sheet for proposed condition.
<b>Response:</b>	Sheet has been updated.
Comment 3:	They need to show fiber and utilities or tell us what they are doing with the existing utilities, so no.
<b>Response:</b>	Existing utilities are shown.
Comment 4:	Verify existing utilities in the area to confirm no conflicts otherwise work with utility owner to make sure easements are worked out.
<b>Response:</b>	Utilities are being located via Subsurface Utility Exploration (SUE).
Comment 5:	Building within easement, show proposed condition.
<b>Response:</b>	WSSC easement to be abandoned in areas with building conflict.
Reviewer: Bcantwell	
Comment 6:	Tree utility conflict. (in 5 places)
<b>Response:</b>	Trees and utilities have been shifted to avoid conflict and will continue to be coordinated with site plan phase.
Comment 7:	Linden trees will be best suited for the low light conditions. Oak trees are not recommended for low light or building shadow areas such as these.
<b>Response:</b>	Planting schedule/legend has been updated to include Tilia cordata as a planting option for low light conditions.
Comment 8:	Center trees in the planting strip suggested 7 feet off of building considering the amount of space provided.
<b>Response:</b>	Trees in this area will not count for forest conservation credit.
Comment 9:	14.52
<b>Response:</b>	Trees in this area will not count for forest conservation credit.
Comment 10:	3.65
<b>Response:</b>	Trees in this area will not count for forest conservation credit.
Reviewer: Sam Copelan	
Comment 11:	Verify existing utilities in the area to confirm no conflicts otherwise work with utility owner to make sure easements are worked out.
<b>Response:</b>	Utilities are being located via Subsurface Utility Exploration (SUE).
Comment 12:	Planting in WSSC Easement. If part of easement will be vacated, then this should be shown.
<b>Response:</b>	Easement to be abandoned has been noted so trees will not be placed in that easement.



Sheet 5.3	
Reviewer: Bcantwell	
Comment 1:	Show detail of proper pruning technique.
<b>Response:</b>	Pruning detail has been added to detail sheet.
Sheet 6.1	
Reviewer: Mkile	
Comment 1:	Add spots for all crosswalks and handicap ramps.
<b>Response:</b>	Detail grading spots have been added to the crosswalks.
Comment 2:	What's going on with this area?
<b>Response:</b>	Plaza linework has been added.
Sheet 6.2	
Reviewer: Mkile	
Comment 1:	Detail to seal up structure.
<b>Response:</b>	Note added to the plan and detail will be coordinated with Site Plan phase.
Comment 2:	Label easements.
<b>Response:</b>	Easements and building restriction lines have been labeled.
Comment 3:	Cleanup plan, remove items that won't existing in proposed condition.
<b>Response:</b>	Plan has been updated to remove or label linework to be removed.
Comment 4:	Add note about how this will be removed.
<b>Response:</b>	Plans cleaned up utilities to be removed have been deleted.
Comment 5:	I want to see a blow up of this area at 10 scale, spots around island, on structure, etc.
<b>Response:</b>	10 scale enlargement of Bank Street median has been provided.
Sheet 8.1	
Reviewer: Mkile	
Comment 1:	Add flow arrows.
<b>Response:</b>	Flow arrows have been added.
Comment 2:	Manhole in the middle of crosswalk.



<b>Response:</b>	Manhole has been moved outside of the crosswalk.
Sheet 8.2	
Reviewer: Mkile	
Comment 1:	Pipe to nothing. terminate at structure and provide detail for structure.
<b>Response:</b>	Note added to plan.
Comment 2:	Label easements.
<b>Response:</b>	Easements and building restriction lines have been labeled
Comment 3:	Structure does not work.
<b>Response:</b>	Structure has been adjusted based on revised curb radius.
Comment 4:	Structure does not work.
<b>Response:</b>	Structure has been adjusted.
Sheet 10.1	
Reviewer: Mkile	
Comment 1:	Why 4:1?
<b>Response:</b>	We are sloping between the curb and sidewalk to avoid/limit the needed for a retaining wall along the existing lot.
Reviewer: Sam Copelan	
Comment 2:	North arrow doesn't seem correct.
<b>Response:</b>	North arrows have been updated.
Sheet 10.2	
Reviewer: Sam Copelan	
Comment 1:	Use a graphic to delineate shared street from commercial service road. 2 street types shown on this one sheet. Recommendation to separate into two plan sheets or use half the page for each category.
<b>Response:</b>	Shared street area has been shaded to delineate it from the commercial service section.
Comment 2:	Green: No curb Yellow: curb and gutter We need details for Street C's transition from curbed to single



	grade surface.
<b>Response:</b>	Additional notes have been added to the plan for clarity.
Comment 3:	North arrow isn't correct.
<b>Response:</b>	North arrow has been updated.
Comment 4:	Add paving section for the commercial service road.
<b>Response:</b>	Section has been added.
Comment 5:	Shared Street Design Speed:
<b>Response:</b>	Shared street design information has been added.
Comment 6:	Add design speed for Street C: commercial Service Road (minimum design speed is 20mph).
<b>Response:</b>	Added per request.
Sheet 10.3	
Reviewer: Mkile	
Comment 1:	Add dimension for green strip, does this meet minimum width per road code?
<b>Response:</b>	Dimension added to the plan.
Reviewer: Sam Copelan	
Comment 2:	3' Minimum buffer.
<b>Response:</b>	Revised accordingly.
Comment 3:	Needs to reference the MC paving section number.
<b>Response:</b>	MC paving section reference has been added.
Sheet 15.1	
Reviewer: Mkile	
Comment 1:	This was getting abandoned what it seemed like.
<b>Response:</b>	Existing ingress/egress easement is being abandoned.
Reviewer: Sam Copelan	
Comment 2:	Needs to include pedestrian access because it is a shared street.
<b>Response:</b>	Understood.
Statement of Justification Comments	
Page 11 of 18	



Comment 1:	ARTICLE XV of City Code. Should include section on schools, water and sewer, and fire & emergency services.
<b>Response:</b>	Statement of Justification has been updated.

Thank you for your comments and suggestions. We believe the above responses adequately address your comments. If you need any additional information, please contact our office.

Sincerely,  
**VIKA Maryland, LLC**

**Chanda S. Beaufort, RLA, LEED Green Associate**  
*Senior Project Manager*

*CS Beaufort*

Enclosures

\\MD-PROJECTS.vika.com\data\1501-2000\1909\\_DOCUMENTS\\_PLAN ARCHIVE\AGENCY SUBMISSIONS\CITY OF  
GAITHERSBURG\SCHEMATIC DEVELOPMENT PLAN\14 First Field\2021-0923 2nd Comments\VM19092 Comment Response Letter\_10-  
15-21.docx



October 26, 2021

Mayor Jud Ashman & Council Members  
And Gaithersburg Planning Commission  
31 S. Summit Avenue  
Gaithersburg, Maryland 20878

Re: Supplemental Response Statement SDP-9003-2021  
Schematic Development Plan 14 Firstfield Road

Dear Mayor and Council and Planning Commissioners:

On behalf of 14 Firstfield Holdings, LLC, Applicant of the pending Schematic Development Plan, we appreciate the City's consideration of its requested SDP for the proposed global headquarters campus for Novavax, Inc. at 14 Firstfield Road.

At the Joint Public Hearing October 18, 2021, members of the Council and Planning Commission and several citizens had questions. Many answers were provided during the Joint Public Hearing and several answers were deferred in order to secure the information requested from Novavax and its consultant team. We provide a general restatement of the questions and the answers here:

Q1: The internal streets are private, but will the streets to be open?

A1: Applicant has no plans at this time to gate the private streets and they are shown on the application plans as open and accessible from the connecting public streets – Firstfield Road, Quince Orchard Road, and Bank Street. In addition, we note that as private streets, the owner reserves the right to suspend use of the private streets from time to time to protect public safety, prevent damage or threat of harm, remove nuisances or trespass, and take action against behaviors and activities not consistent with a quality, safe and secure privately owned property. These reserved rights are detailed more fully in the Declaration of Shared Parking and Reciprocal Easements draft included in the application.

Q2: Will there be plans for the handling of delivery of supplies for the manufacturing and offices at the loading docks?

A2: The loading docks for the North, South and Manufacturing Annex were intentionally designed to keep all loading off of Firstfield Road and Street C, the shared street. The applicant acknowledges that the loading dock off of Bank Street for the North Building will need a loading dock management plan to limit truck movement impacts on Bank Street during peak hour traffic periods. The loading dock management plan will be developed at the time of Final Site Plan when details will be more fully developed about the operations of the North Building.

Q3: It is appreciated that the Bank Street sidewalks will be extended for pedestrian safety especially with the shopping center across Bank Street.

A3: Applicant understands the importance of safe pedestrian connectivity to appropriate crossings places on Bank Street for employees and visitors to get to the restaurants and services at Quince Orchard Plaza Shopping Center and has proposed the extension of sidewalks on the frontage of the 14 FF Property to complete the loop around all of the Sketch Plan blocks.

We note that the new sidewalks along the 14 Firstfield Property frontage on Firstfield Road and Bank Street are proposed as 6 feet wide.

Q4: The current stormwater pond along Bank Street is old. Will the campus provide all of its stormwater management onsite in facilities upgraded to current regulations?

A4: The campus will replace the existing stormwater pond facility with new ESD – Environmental Site Design stormwater management facilities to manage all of the stormwater runoff from the site. This is currently shown on the plans using bio-filter facilities in the setbacks along Firstfield Road in front of the North and South buildings and also between the North building and the parking garage. The structured parking garage also has stormwater management facilities where the landscaped edge planters are shown on the garage levels facing the Quad. While these various grade level facilities meet the storm water management needs of the property, at final site plan the addition of any green roofs and the design of the final storm water management facilities will be approved.

Q5: Appreciate the thought and detail of the façade of the structured parking garage.

A5: As included in the Design Guidelines and illustrated on the rendering, the structured parking garage facades which are street-facing include textured or patterned surfaces. The rendering demonstrated genetic sequencing as a pattern on the garage façade. The street-facing structured garage surfaces will be detailed at final site plan.

Q6: The parking waiver request is based on square footage. How does this relate to the projected employee count for the campus and does this take into account shift work?

A6: The operations on the campus are expected to operate more hours than a regular business day shift. The applicant looked at the regular business hours of a business day for the peak employee demand for parking on campus. The projected employee count for the campus at this time is 1000 employees. Applicant proposes 931 spaces to accommodate the projected total full-time in person employees, the total hybrid work day employees (without regard to what day they would be on campus), visitors, and other employees or vendors/suppliers/service persons who might be on campus on any given work day. Under the current world of work, it is projected that up to one-third would be primarily remote; one-third on a hybrid work schedule and one-third on a permanent in-person work schedule. As discussed. If the actual world of work changes from the current vision of a flexible workplace, the plan does have the ability to add parking under the North building if needed in a future amendment to right-size parking.

Q7: The intersection of Street A at Bank Street appears to be very close to the current curb cut for 1 Bank Street which is directly across from the median break allowing crossing into the entrance of the Quince Orchard Plaza Shopping Center. Has anyone looked at the safety of these two entrances and the medians?

A7: The applicant has had discussions with City staff regarding the Street A connection to Bank Street. Street A is separated approximately 50 feet CL to CL from the Block 3 parking lot curb cut. There is good visibility between the Block 3 driveway to the Street A curb cut as Bank Street is straight and the sidewalk is at the curb along the frontage of Block 3 providing an open view for a driver at the curb between Block 3 and Street A. Appropriate pavement marking and signage will be proposed at final site plan to provide safety cues for vehicles at the right-turn only exit of Street A to check traffic movements in all directions before proceeding onto Bank Street.

As a reminder, the alignment of Street A to this intersection with Bank Street is temporary. The Sketch Plan envisions Street A being re-aligned when Block 3 redevelops so there is a combined curb cut on Bank Street that aligns with the median break and the entrance to the Quince Orchard Plaza Shopping Center. Applicant does acknowledge that “temporary” will be until Block 3 redevelops so everything has to work in the temporary alignment as well.

There are many competing movements along Bank Street and considerations to balance. Across Bank Street from Street A is the loading dock for the Staples at the Shopping Center that currently has a curb cut with full turning movements on Bank Street. So the plans accommodate this existing movement with a mountable curb median so the trucks can still get in and out of the Staples loading dock. To limit conflicts, Street A is a right-in/right-out intersection to manage the direction of flow of traffic from the 14 FF Property. The re-design of the medians is also intended to prevent U-turns on Bank Street.

Q8: The openness of the campus comes at a risk to security. Applicant has indicated that the buildings are secured but what about the Quad? Bollards are mentioned but what active security measures will be in place?

A8: The bollards along Street C are shown in the rendering and will be detailed at final site plan. They are intended to have multiple functions – to protect pedestrians, alert pedestrians to the edge of the shared vehicular/pedestrian space, provide lighting of pedestrian paths AND as protective security barriers to prevent vehicular intrusion into the pedestrian area. The structural design of the bollards and the distance between bollards are designed for security of the open space.

The location of the Visitor Center was intentional to provide full view of all buildings and building entrances to the campus security division. Corporate campus security for personnel and facilities will be incorporated into both the design and operations of the buildings and amenity spaces.

Q9: The Design Guidelines include landscape plant selections for the color palette. It is important for our local pollinators to use Maryland and Montgomery County native plants. We ask that the Applicant use native plantings for this project.

A9: The Design Guidelines specifically provide: *To the extent possible, regional and indigenous species and cultivars thereof are to be integrated into the planting designs.* See page 27 General Guidelines – Planting.

Q10: What is the timeline for construction of the structured parking garage?

A10: At the hearing we indicated 9-11 months. However, since the garage is the first structure on the 14 FF Property, the overall time taking into consideration site work could be 24 months.

Q11: Connectivity to the local transit system is important for employees who won't all be driving. The application focuses on the parking garage. Will the campus provide any direct connectivity, through shuttle for example, to either the MARC station or the Lakeforest Transit station?

A11: Applicant has noted the question for consideration in its final site plan applications for the north and south building. At that time, the applicant will have a better idea of its employees home locations, commuting patterns, and their transit needs so they can create a more comprehensive plan to accommodate and attract talent to work at this location.

As an additional supplemental submission, we are providing our presentation narrative to the Applicant's PowerPoint presentation as an attachment.

Applicant appreciates consideration of its Schematic Development Plan application.

Very truly yours,  
SHULMAN, ROGERS, GANDAL,  
PORDY & ECKER, P.A.

*Nancy Regelin /s/*  
By  
Nancy Regelin

Attachment: Applicant Powerpoint Narrative

NANCY P. REGELIN, ESQUIRE | SHAREHOLDER  
T 301.230.5224 E nregelin@shulmanrogers.com

October 1, 2021

Mayor and City Council  
City of Gaithersburg  
31 South Summit Avenue  
Gaithersburg, Maryland 20877

Re: Updated Statement of Master Plan and Zone Regulations Compliance  
14 Firstfield Road Novavax Campus  
Our File No. 135261.009

Dear Mayor Ashman and Councilmembers:

14 Firstfield Holdings, LLC, Owner and Applicant (collectively referred to as "**Applicant**"), is filing this Statement of Master Plan Compliance and Zone Regulation Compliance for the property at 14 Firstfield Road, Gaithersburg, Maryland (the "**14 FF Property**") for a Schematic Development Plan for the Novavax Global Headquarters Campus (the "SDP Application") pursuant to Sections 24-160D.9(b) and 24-160D.12 of the City Zoning Ordinance.

The SDP Application proposes the redevelopment of the 14 FF Property with: 1) up to 604,929 square feet of Office, Research & Development Laboratory, Integrated Light Manufacturing, and accessory uses; 2) multiple structures up to seven stories in height; and 3) a central campus green area, landscaped spaces, and structured parking (the "**Project**"). As discussed in greater detail below, the Project implements Block 2 of Sketch Plan SK-8813-2021 ("**Sketch Plan**"), by replacing acres of surface parking and an outmoded stormwater management facility with an integrated campus of modern biotechnology buildings that provides vehicular, pedestrian, bicycle and transit connectivity throughout the proposed campus and the adjacent improved blocks of the Sketch Plan. The Project offers new employment opportunities within the Firstfield Road Technology/Employment corridor convenient to residential communities, retail uses, and transportation systems. The Project proposes notable, modern buildings reflective of their stature as the headquarters for a global biotechnology company. The distinctive "campus commons" setting is designed to encourage connectivity between buildings and blocks and social interaction between employees in an open, green, walkable environment. The Novavax Campus is designed to advance the economic development goals of the City in a prominent technology and employment corridor.

#### 14 FF PROPERTY BACKGROUND

The 14 FF Property is comprised of Lot 8 and Lot 9 Remainder, Block C, Diamond Farms Subdivision per Plat No. 22015, containing approximately 9.66 acres. The 14 FF Property is unimproved except by a large surface parking lot and a stormwater management pond. The 14 FF Property is zoned Mixed Use Development – MXD.

The 14 FF Property has approximately 1655 feet of frontage on the west along Firstfield Road, 258 feet of frontage on the north on Bank Street, and includes the improved section of the north-south private street A which separates the 14 FF Property from the 700 Quince Orchard building, and the improved section of east-west private Street B which connects through from Firstfield Road with vehicular, pedestrian, and bicycle access to Quince Orchard Road. The street improvements for the existing improved segments of Streets A and B were implemented per SDP-7927-2018 with the adjacent 700 Quince Orchard project on Block 1 of the Sketch Plan.

The 14 FF Property is adjacent to the other two blocks of the Sketch Plan both of which are also zoned MXD: 1) Block 1 known as 700 Quince Orchard - Lot 12, Block C, Diamond Farms subdivision per Plat No. 25528 improved with a three-story with penthouse Office/Research & Development/Integrated Light Manufacturing building occupied by Novavax Inc. containing approximately 3.4631 acres; 2) Part of Block 3 known as 1 Bank Street - Lot 10, Block C, Diamond Farms subdivision per Plat No. 24141 improved with a three-story office building containing approximately 1.72 acres; and 3) Part of Block 3 known as 5 Bank Street – Lot 11, Block C, Diamond Farms subdivision per Plat No. 24141 improved with a one-story M&T Bank building containing approximately 0.53 acres.

On the south boundary, the 14 FF Property is adjacent to two improved properties zoned Urban Employment E-1: 1) 20 Firstfield Road improved with a two-story research & development lab/office building in which Novavax has office space; and 2) 704 Quince Orchard Road improved with a three-story research & development lab/office building.

Confronting the 14 FF Property across Firstfield Road is a series of flex commercial buildings containing a mix of uses zoned Urban Employment E-1: 1) 19 Firstfield Road improved with a one-story flex office building; 2) 17 and 17B Firstfield Road improved with two 2-story office condominium buildings; 3) 15 Firstfield Road improved with a two-story office building; and 4) 13 Firstfield Road improved with the one-story flex building which is the home of the Seneca Creek Community Church.

Across Bank Street is a group of office buildings and retail buildings zoned General Commercial C-1: 1) 656 Quince Orchard Road improved with a seven-story office building, connected to a retail building at 602 Quince Orchard Road (Staples, restaurant) which is part of the Quince Orchard Plaza Shopping Center; the loading dock of the Staples and restaurant confronts the 14 FF Property.; and 2) the Quince Orchard Plaza Shopping Center whose entrance is on Bank Street slightly east of the 14 FF Property.

The National Institute of Standards and Technology (“NIST”) confronts the 14 FF Property at Street B across Quince Orchard Road.

#### 14 FF Property Vicinity

The 14 FF Property lies within the Firstfield Road Corridor which includes a mix of technology and employment uses along Firstfield Road and Quince Orchard Road. The 14 FF

Property is close to a diverse mix of commercial uses including but not limited to, business parks, institutional uses, service businesses, shopping centers, wholesale clubs, and restaurants. It is across the street from the Quince Orchard Plaza Shopping Center and near additional shopping and services located at Diamond Square, Gaithersburg Square, Talbot Center, Costco, Sam's Club and more. The 14 FF Property is not directly confronting any residential neighborhoods but is in easy commuting distance of nearby single and multi-family residential communities that lie just northwest of Firstfield Road and south of Clopper Road.

#### Vicinity - Recreation

The 14 FF Property is proximate to City and County recreational amenities and open space, including Robertson Park, Diamond Farms Park, and the Montgomery County Agricultural Fairgrounds.

#### Vicinity - Transportation

Proximity to multiple transportation options provides connectivity and easy commutes between the proposed Project and destinations in the City, Montgomery County, Maryland, the District of Columbia, and northern Virginia. The 14 FF Property is directly accessible from Quince Orchard Road (MD 124) and Firstfield Road and located near other major highways including Clopper Road/West Diamond Avenue (MD-117), Frederick Road (MD-355), and Great Seneca Highway (MD-119). It is accessible via the area business road network to established residential and retail centers in the City and beyond in the greater Montgomery County Area. Regional access is provided by Interstate I-270 from the Quince Orchard Road and West Diamond Avenue/Clopper Road interchanges.

Planned road projects by others include the Quince Orchard Boulevard Reconstruction with a new sidewalk, lighting and multi-use path which will improve pedestrian and bicycle connectivity between the 14 FF Property and nearby communities and services.

The 14 FF Property and vicinity is served by regional public transit including the Metropolitan Grove MARC station located approximately 1 mile to the north east. Montgomery County Ride-on service is located on four routes within ¼ mile along Firstfield and Clopper Roads, many of which have service to WMATA's Redline stations at Rockville and Shady Grove Road.

The Corridor Cities Transitway is a planned 15-mile Bus Rapid Transit (BRT) route connecting Clarksburg to the Shady Grove Metrorail Station. The closest planned stop to the 14 FF Property is located at the Quince Orchard Road/Quince Orchard Boulevard intersection. Since no planned construction start or opening start date will be announced until funding for construction is budgeted, this planned future service was not considered in the Traffic Impact Study.

There is an extensive pedestrian network within the vicinity of the 14 FF Property. The Project proposes construction of missing sidewalk links along the site frontage on Firstfield Road and Bank Street.

Extension of the shared use path along private Street B will improve the bicycle connectivity in the area surrounding the 14 FF Property.

### PRIOR APPROVALS

The following are the pertinent prior approvals ("**Development Approvals**") related to this Application:

**Sketch Plan SK-8813-2021** approved by the Mayor and Council on June 7, 2021 for 15.38 acres comprising Blocks 1, 2 and 3 and approving 604,929 square feet of Office, Research & Development, and Integrated Light Manufacturing, including up to 5000 sf of service retail, on Block 2 which is the 14 FF Property in this application.

**Sketch Plan Z-7262-2016/ Ordinance No. O-5-16** approved by the Mayor and Council on July 18, 2016, rezoning 15.38 acres comprising Blocks 1, 2a and 2 b, and 3 - 700 Quince Orchard Avenue, 14 Firstfield Road, 1 and 5 Bank Street from the C-2 (General Commercial) and E-1 (Urban Employment) Zones to the MXD Zone.

**Schematic Development Plan Amendment ASDP- 8610-2020** approved for 700 Quince Orchard. It is included here because up to 225 off-site parking spaces on the 14 FF Property were approved for the use of 700 Quince Orchard building.

**Schematic Development Plan SDP-7927-2018** approved the improvements to 700 Quince Orchard. It is included here because the existing built segments of Street A and Street B were approved and implemented under SDP-7927-2018 but are also included in this Application for the purposes of minor modifications and approval as part of the preliminary plan of subdivision.

**Plat 25628** The record plat for Lot 12, Block C, Diamond Farm was approved and recorded as Record Plat No. 25528 on April 30, 2019. This subdivision for the 700 Quince Orchard site left a remainder of Lot 9, Block C, Diamond Farms as part of the 14 FF Property.

**Plat 22015** The record plat for Lot 9 and Lot 8, Block C, Diamond Farm was approved and recorded as Record Plat No. 22015 on October 18, 2001.

### PROJECT DESCRIPTION

The Project proposed on the 14 FF Property for the Novavax Campus is comprised of a seven-story north building, a seven-story south building with an amenities and manufacturing annex, a central campus green, and an above- and below-grade parking structure which

incorporates accessory uses, including by way of example, a visitor’s center and potentially a child care center. The total square footage of the buildings is 604,929 square feet.

The mix of uses are proposed as follows:

Office	36%	217,774 sf
Research & Development	39%	235,922 sf
Int. Light Manufacturing	25%	<u>151,232 sf</u>
604,929 sf total incl. Applicant accessory uses/amenities		

The campus plan is designed to enhance the Firstfield Road corridor with a strong street wall and streetscape along the Firstfield Road frontage using the continuous articulated facades of the north and south buildings punctuated with an entrance drive – Street C - between the north and south buildings. The parking structure orients its narrowest façade on the Bank Street frontage with the parking structure tucked into the sloping grade of the site behind the north building so the garage is not visible from Firstfield Road. The south building’s manufacturing and amenities annex is oriented internal to the site to frame the central campus green (“The Quad”). The Quad serves as the main space that connects all of the Blocks in the Sketch Plan and provides a large open space which can be programmed or can be simply enjoyed by employees and visitors throughout the day.

Street C is proposed to transition from a “Commercial Service” road from its connection at Firstfield Road as it moves between the north and south buildings to a “Shared Street” typography along the Quad at the entrance to the Visitor’s Center located in the parking structure.

The Shared Street area of Street C provides a curb-less, single surface street that can be shared by users of all modes due to the slow speeds, low vehicular volumes, limited truck use, and priority on pedestrian movements. With the emphasis on a walkable campus connecting all Novavax employees and buildings, the Shared Street will improve the internal campus pedestrian experience. Material selections will distinguish pedestrian only and street crossings from the shared space. A drop-off area in this section of Street C will improve visitors’ experiences coming onto campus and moving through security.

The Shared Street plays a key role for Novavax by expanding the gathering area available (expanding the Quad) to accommodate a large number of employees and visitors for occasional campus events and company functions, when the street is closed to motor vehicles. The Shared Street can act as a complement to the Quad, where, by way of example, stages for company announcements can be centrally located or food trucks can be parked for company celebrations, while maximizing use of the Quad for employees and visitors.

Street A will be extended to Bank Street as a “Commercial Service” road with a right turn in-right turn out intersection with Bank Street. Car access to the parking structure is from two entrances on Street A. The sidewalk will be extended on the south side to Bank Street for easy pedestrian access to the services at Quince Orchard Plaza. Street B will be extended to Firstfield

Road as a Commercial Service Road. The shared use path will continue on the south side to connect Quince Orchard to Firstfield Road and will separate pedestrian and bicycle users from the active loading and gas storage areas of the manufacturing annex on the north side of Street B extended.

A Shared Parking and Reciprocal Easement Agreement will be recorded prior to recordation of the first record plat for a new lot approved by this Application. Existing access easements on Streets A and B between the owners of current Lots 8 and Part of 9 (14 FF Property) and Lot 12 (700 Quince Orchard) will be updated to align with the final private street rights of way for Streets A, B and C at the time of final design approval.

Loading is kept off of Firstfield Road with loading for the north building from Bank Street and the loading for the south building and the manufacturing and amenities annex from Street B. A loading management plan will be approved at the time of final site plan for the north building to limit impact on Bank Street.

In addition to the central green area of the Quad, the campus has been designed with landscaped green areas throughout and along the perimeters to provide natural views for the workers on the campus and reduce the imperviousness of the campus. State-of-the-art stormwater management facilities are incorporated into the green areas to provide environmental site design to the maximum extent practicable.

The green area between the north building and the parking structure has a proposed play area for the use of a potential onsite campus daycare center for children of employees as an accessory use. For security reasons, no direct access to the play area to or from Bank Street is proposed. The elevation of the play area above Bank Street enhances security for this area by isolating the play area from the public right of way.

Pedestrian pathways are proposed throughout the 14 FF Property to connect all of the buildings and to connect with the 700 Quince Orchard building and the services at 1 and 5 Bank Street on Blocks 1 and 3 of the Sketch Plan.

#### SDP Area for Different Purposes

The 14 FF Property includes Lot 8 and the Lot 9 Remainder totaling 9.66 acres. For certain purposes the “SDP Area” for the 14 FF Property is identified on the SDP plans as less than the 9.66 acres.

This variable in the SDP Area is because part of the 14 FF Property was included in the Block 1 – 700 Quince Orchard project approved under SDP-7927-2018. The built segments of Street A and Street B were implemented under approvals for the 700 Quince Orchard project and lie within the Lot 9 Remainder portion of the 14 FF Property. Minor modifications to the built street segments to allow for connections to the street and sidewalk improvements under this Application are proposed in this Application. However, most of the existing built segments of Streets A and B are not proposed to be changed.

The green area for the prior 700 Quince Orchard project was calculated including the green area within the improved segments of Streets A and B. Therefore, so as not to double count, the area of the built segments of Streets A and B are excluded from the “SDP Area” to calculate green area and other relevant calculations for this Application.

Green Area and Ongoing Maintenance of Open Space

The Project proposes green area which exceeds the required 25% under the MXD zone through a combination of at-grade landscaped areas, stormwater areas, and green areas over structure. The Firstfield frontage, perimeter landscaping and streetscape, green areas over structure of the various buildings and garage at grade and above-grade, landscaped bio-retention facilities, and the significant internal campus green areas made up of The Quad and the landscaped pathways between buildings provides in total approximately 39% green area.

All landscaped and amenitized green areas are on land owned by the Applicant and will be maintained as part of its campus operations. At this time no common areas or owners’ association is proposed since the 14 FF Property has a single owner. Maintenance responsibilities are set forth in the proposed Shared Parking and Reciprocal Easements Agreement draft submitted.

Integrated Light Manufacturing

This Application includes integrated light manufacturing as a proposed use for the Novavax Global Campus as permitted by the Sketch Plan. The proposed use by Novavax meets the City’s definition of integrated light manufacturing per Zoning Ordinance Section 24-1:

*Integrated light manufacturing. The manufacturing, compounding, assembly, and/or processing of articles in a building, unit or floor thereof where the operations, emission, and by-products, such as external excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation and/or other adverse effects or nuisances are neither created nor present outside the enclosed building, unit or floor thereof. Integrated light manufacturing uses must be low impact. Integrated light manufacturing should be located within a business park/campus, commercial center or transit oriented development with additional residential, retail, office, or research and development uses, but should be compatible with and may be included in predominantly residential developments, should the zoning allow. Uses defined as integrated light manufacturing include, but are not limited to:*

- ...
- (7) *Medical supplies and devices.*
- (8) *Molecular engineering/nanotechnology.*
- ...

Novavax’s integrated light manufacturing is based on genetically engineering three-dimensional nanostructures of molecules critical to disease pathogenesis.

Novavax's vaccine production/manufacturing is wholly contained within the buildings, and within the buildings, vaccine manufacturing is wholly produced within clean room facilities with environmental monitoring in place. The equipment in the clean rooms is small scale, highly complex, and scientific. The operation of the clean rooms as well as the emissions from the clean rooms are governed by strict national and international standards and regulations. The operations, emissions, and by-products are not visible or present outside the enclosed building. Under the strict standards and regulations for operation, no nuisances are created or present outside of the building, such as excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, or radiation.

Novavax's vaccine production/manufacturing is low-impact. There are no external signs that manufacturing is occurring within. From the outside the facilities appear to be office buildings. Raw materials are delivered to the building loading docks and are not stored outside except for specialty gas containers as required by law. Facilities do have back-up generators which are common for any business that must maintain power. Finished inventory is stored inside in controlled facilities.

#### Parking Compliance and Waiver Request

Parking for the 14 FF Property is proposed to be provided in a structured parking garage containing approximately 920 parking spaces, and below grade parking levels under the North building containing approximately 236 spaces which will connect through to the structured parking garage for access to Street A. In addition, there are approximately 29 existing parking spaces on Street A. The final number of parking spaces in the garage and North building will be determined at the final site plan for the garage and the final site plan for the North building.

The below-grade levels of parking under the North building will connect directly to and through the structured parking garage. However, parking in the North building will be for the exclusive use of employees. Visitor parking in the structured parking garage is anticipated to be limited to the Street A grade level.

The 14 FF Property provides up to 225 parking spaces for the use of 700 Quince Orchard under a recorded Shared Parking Easement recorded in Liber 61819 at folio 413 and as approved in ASDP-8610- 2020 and AFP-8739-2021. The 700 Quince Orchard off-site spaces are now currently located on the existing surface parking lot and Street A on the 14 FF Property. Under this Application, the majority of the off-site 700 Quince Orchard spaces will be relocated to the structured parking garage as non-marked spaces as provided in the Shared Parking Easement.

Based on the maximum number of spaces permitted to be located offsite on the 14 FF Property under the Final Site Plan amendment for 700 Quince Orchard of 225 spaces, approximately 14 spaces will remain in their current location on the east on-street side of private Street A and up to 211 spaces will be relocated from the surface lot to the structured garage when built. At final site plan for the garage these numbers will be confirmed. Note that currently only 199 spaces are offsite for 700 QO but that amendments are pending for 700 QO that request 6 additional spaces be located offsite on 14 FF. The total allowable offsite spaces permitted by the

700 QO Final Site Plan and the Shared Parking Easement will allow future amendments to 700 QO if needed and to move additional spaces offsite to 14 FF up to the maximum of 225.

Based on City parking standards for the proposed mix of uses for the 604,929 square feet of new development on the 14 FF Property would require the following parking spaces:

		City Code:
Office	1 space/300 sf x 217,774 sf =	726 spaces
R&D/Mfg	1 space/1000 sf x 386,560 sf =	<u>387 spaces</u>
Total <u>City Code</u> Required Spaces	14 FF	1,113 spaces or a blended ratio of 1/546 sf
700 QO		<u>225 spaces</u>
Total Code Required Spaces incl 700 QO		1,338 spaces

**PARKING WAIVER**

**Applicant requests a parking waiver for approval of 931 spaces (1/650 sf) in lieu of the City parking standard of 1113 spaces (1/546 sf) for the mix of uses on Block 2.** [Note that the 700 QO parking spaces are not included in foregoing 14 FF Property parking ratio. The parking spaces for 700 QO/Sketch Plan Block 1 will be provided in addition to the parking provided for the uses on 14 FF Property/Sketch Plan Block 2. The maximum offsite parking on 14 FF under the Shared Parking Easement of 225 spaces is assumed here for planning purposes to provide flexibility for 700 QO in the event it needs to utilize the maximum offsite spaces under future final site plan amendments.]

Office/R&D/Int. Lt. Mfg	1 space/650 sf x 604,929 sf=	931 spaces blended ratio of 1/650 sf
700 QO parking covenant		<u>225 spaces</u>

Parking Spaces on Block 2 incl 700 QO 1,156 sp (931 spaces + 225 700 QO)

**Applicant will provide 1156 total spaces to serve full build-out of 604,929 sf for the uses on Block 2 and the off-site parking for 700 QO.**

The SDP plans show that 1156 spaces can be provided in the garage, North building, and street A to indicate how the parking could be provided for the requested parking ratio. The SDP concept architectural plans demonstrate that additional parking spaces could be accommodated in the structured garage and below the North building. Based on experience, final design and construction can result in approximately 5% loss in potential spaces for column placement, equipment locations, and similar building elements. The additional parking spaces are shown on the SDP architectural plans to confirm that the Project can meet the parking ratio in the event any shown parking spaces are lost in final design. Alternatively, the SDP plans show the additional North building parking levels if needed for additional spaces to right-size parking in the future (for example, if retail is added under a future SDP amendment as permitted in the Sketch Plan). The parking numbers will be finalized at Final Site Plan for each building to meet the parking waiver parking ratio.

The structured parking garage will be constructed first so that the 700 QO spaces can be relocated and the remainder of the 14 FF Property freed up for redevelopment. Therefore, the

structured parking garage is sized to accommodate the South building and part of the North building parking needs and will include unused parking spaces until the South building and North building are constructed and occupied. The parking below-grade of the North building will be constructed with the North building to provide the balance of the parking needs for the North building. The final parking numbers will be set at final site plan for each building for the approved parking space ratio for the campus.

### Justification

The requested parking ratio of 1/650 sf for 14 FF Property is different than that previously approved for 700 QO of 1/428 sf under ASDP-8610-2020 and different than the standard City parking code blended rate of 1/546 sf. A difference is that the mix of uses in 700 QO has a higher parking demand with 50% general office, 23% research & development and 27% integrated light manufacturing compared with the 14 FF Property mix of uses which is heavier on manufacturing and research and development uses with 36% general office, 39% research & development, and 36% integrated light manufacturing.

The target parking ratio of 1 space/650 sf is based on the Applicant's review of the percentage of mix of uses which includes approximately 64% of the total development as Integrated Light Manufacturing space and Research & Development space. These uses have an overlap of personnel and in many cases duplicative work spaces in each area for the same personnel. Therefore, parking demand is lower on a square foot basis when these uses are combined in one building rather than each use in a single-use building which most parking standards contemplate.

During the pandemic, the Novavax' Maryland-based employee count has grown significantly. However, a high percentage of the new talent were hired remotely and work remotely. They will be based out of the Maryland office but may continue to work remotely with occasional visits to the headquarters campus.

In both the Office and Research & Development space, the Applicant, like many other companies, are permitting many local employees the option for hybrid remote and in-person work, which will reduce the total number of employees on campus on any given day of the week. As a company with a growing number of facilities and business around the world, a percentage of employees are on-travel on any given day. Combined with normal attendance figures for employees on sick or paid time off leave, the Applicant is comfortable with the proposed parking and the target parking ratio.

Novavax is projecting at this time that 1000 Maryland-based team members to be one-third primarily remote; one-third on hybrid work schedules, and one-third in-office.

The Applicant is also conscious of the carbon footprint of parking structures and desires to avoid excess parking and minimize its carbon footprint for parking. Therefore, it has taken a realistic review of its parking needs and has requested the parking waiver.

As the campus builds out over the next few years, the Applicant will have more data on parking demand from hybrid work schedules and remote work as the world of work continues to change and the company continues to grow, and can right-size the total campus parking if needed in the future when the North building below-grade parking is designed and constructed. Applicant's intention is to work to limit the provision of excessive parking while providing flexibility to accommodate additional parking should the uses onsite require it as the campus builds out.

#### APFO – Traffic Impact Study

Applicant has submitted a Traffic Impact Study (TIS) dated July 30, 2021 prepared by Gorove Slade Transportation Planners and Engineers for the total Project described in this SDP Application. The conclusion of the report is that *“All study intersections are expected to continue to operate within the City’s CLV threshold with CLVs below 1,450. Therefore, subject to City approval, no off-site road improvements are required for this application.”*

Gorove Slade also prepared a traffic signal warrant study for Street C intersection with Firstfield Road and that information is provided in the TIS. Gorove Slade report indicates that warrants are not met at this time.

#### APFO – Schools, Water and Sewer, Fire and Emergency Services

The application does not include residential units therefore the project is exempt from the school test.

The 14 FF Property is within water and sewer categories W-1 and S-1 and meets the APFO adequacy test for water and sewer. There are existing water and sewer mains adjacent to serve the 14 FF Property. WSSC has previously indicated that there is capacity in those systems for the new development.

With respect to Fire and Emergency Services, the 14 FF Property is within a ten-minute response time of Station 8 Gaithersburg-Washington Grove, Station 22 Germantown/ Kingsview, Station 31 Rockville and Station 32 Travilah. Additionally, it is adjacent to the NIST facility which has its own emergency vehicles which respond even though they are not part of the Montgomery County Fire and Rescue Services.

#### Phasing

The phasing of the Project will proceed as market demand and company requirements dictate. At this time, there is no definitive order of development of the North Building vs the South Building. The Traffic Impact Study and preliminary utility analysis indicates that no staging is required for the local transportation network or utility services to support the full build-out of the proposed campus development.

However, the first phase and the first final site plan filed will be for construction of the structured parking garage and the extension of Street A to Bank Street. This will permit the relocation of the surface-parked 700 Quince Orchard cars from their current easement area on 14 FF to the permanent location in the structured parking garage. Potentially, the South building with the manufacturing and amenities annex will be the second phase with the Quad and Street B and Street C. If the South building proceeds to construction as the second phase, the final phase would be the North building with the additional below-grade parking.

This Application specifically requests and provides for the development of a structured parking facility on the 14 FF Property which will operate as the sole use on the 14 FF Property with surplus parking as there will be no other development on the 14 FF Property for a period of time. The South or North building will take additional time to be designed and engineered and proceed through final site plan and permitting. In order to expedite development by relocating the 700 QO parking as quickly as possible, the structured parking facility must proceed in advance of other uses being approved under Final Site Plans on the 14 FF Property.

#### Preliminary Plan of Subdivision

This Application serves as a request for a preliminary plan of subdivision for the 14 FF Property. The following lots are proposed per the SDP plans:

1. Proposed Lot/Parcel 13, Block C, Diamond Farm encompassing private Streets A and B.
2. Proposed Lot 14, Block C, Diamond Farm encompassing the structured parking garage and the shared use portion of private Street C at the intersection with private Street A.
3. Proposed Lot 15, Block C, Diamond Farm encompassing the South building, the manufacturing and amenities annex, and the Quad, and the North building and the portion of private Street C at the intersection with Firstfield Road between the north and south buildings.

#### Proposed Street Names

For consistency until street names are approved by the City, the SDP plans refer to the private streets in the same system since the first sketch plan was approved for this land:

1. Street A – private, commercial service road, between Street B and Bank Street
2. Street B – private, commercial service road, between Quince Orchard Road and Firstfield Road

3. Street C – private, commercial service road that transitions to a shared street along the Quad, between Firstfield Road and Street A, that provides the main campus entry from Firstfield Road.

Proposed street names will be provided to City Staff for verification of availability and will be assigned to Streets A, B and C on the revised plans and for assignment of addresses prior to approval of record plat.

### Design Guidelines

Applicant has submitted draft Design Guidelines prepared by Kishimoto Gordon Dalaya PC Architecture (“KGD”). The Design Guidelines provide a design framework for development of the 14 FF Property – Block 2 of the Sketch Plan with respect to elements of Urban Design, Architecture, and Site Design.

The components of the Design Guidelines include:

**Urban Design** – overall design intent

**Architecture** – Scale & Massing, Distinctive Architecture, Color & Materials, Open Spaces, Art, Parking Garage, Loading Areas, Equipment Screens, Signage Guidelines

**Site Design** – Design Intent, Paving, Planting, Site Furnishings, Plant Palette

### Comprehensive Sign Plan

The Design Guidelines include a Comprehensive Sign Plan for the 14 FF Property which covers Building Signs, Commercial Tenant Signs, Monument Signs, Address signs, and Project Identification Signs. See pages 17-23. These are detailed as to location, size, and illumination in the Design Guidelines. The total allowable area of signs on the multi-building 9.66-acre campus on Block 2 under the Comprehensive Sign Plan is 5900 square feet. The Comprehensive Sign Plan is intended to supersede the City sign regulations where the identified signs differ. Additional or modified signs from the Comprehensive Sign Plan may be approved by the Planning Commission at Final Site Plan at the request of the applicant provided the signs meet the design intent of the Comprehensive Sign Plan. Maximum individual sign area and maximum façade coverage regulations do not apply and are governed by the Comprehensive Sign Plan.

The overall 14 FF Property sign plan includes the following signs:

1. Primary Building Signs - for North building, South building, & Manufacturing Annex

- a) Number - up to three: i) Firstfield Road at Street C; ii) Firstfield Road at Bank Street; iii) Street A at Street B.
- b) Location – top of building
- c) Maximum Size: 7’-0” Ht x 50’-0” Length

2. Secondary Building Signs – for Campus accessory uses

- a) Number –multiple: i) parking garage at Bank Street; ii) Visitor’s Center; iii) Amenities Annex; iv) parking garage banners along Street A; v) other significant accessory uses
- b) Location – along entrance of accessory uses and public street frontage
- c) Maximum Size: Parking garage sign: 6’-0” wide x 35’-0” height  
 Visitor Center: 3’-0” Height x 30’-0” Length  
 Amenities Annex: 3’-0” Height x 30’-0” Length  
 Parking Garage Banners: 35’-0” Height x 6’-0” wide  
 Other Significant Accessory Uses: 3’-0” Height x 30’-0” Length
- d) Special Conditions: Garage banners can extend from face of garage by 6’-6” and can overhang any adjoining private sidewalk, landscaping or street provided banners are at or above the second level.

3. Building Identification Signs (Addresses) Applicant is proposing signage to quickly and easily identify the building which is the destination for a visitor using a similar element in place along Firstfield Road where the building number for the various sites are prominently displayed for quick identification and orientation.

- a) Number – multiple: i) North building at Firstfield Road; ii) South building at Firstfield Road; iii) Manufacturing Annex on Street B, iv) as needed - for quick locational identification of building in multi-building campus, such as address #, North, South, or similar
- b) Location – first floor or above for visibility for pedestrians and drivers
- c) Maximum Size: 50 sf

4. Commercial Signs – for third party tenant spaces, and Novavax accessory spaces

- a) Number – 1 per tenant/accessory space, up to 6
- b) Location – above tenant/accessory space entrance or public street frontage of tenant/accessory space or building in which tenant/accessory space is located
- c) Maximum Size: 2’-0” height x 20’-0” Length

5. Monument Signs

- a) Number – up to five- two-sided; at least one for internal wayfinding
- b) Location - i) Firstfield Road at Street C; ii) Firstfield Road at Street B; iii) Bank Street at Street A; iv) Street C at Street A; iv) one additional TBD.
- c) Maximum Size: 12’-0” Height x 4’-0” Wide

6. Project Identification Signs – Freestanding

- a) Number – up to three
- b) Location – facing Public Street frontage – Firstfield Road, Bank Street, and/or Quince Orchard Road
- c) Maximum Size: 8’-0” height x 30’-0” length; Top of Project Sign installed height cannot be higher than 15’-0” above ground.
- d) Special Conditions: Project Signs can be installed upon approval of SDP; can be supported as freestanding on a temporary structure or attached to construction fence or construction trailer; does not need to be constructed in a manner of a permanent sign, can be a large banner; can be relocated; not deemed “temporary sign” with a temporary time limit for display – no time limit except that these signs must be removed from 14 FF Property upon completion of all buildings on Block 2.

Sustainable Design

As the design of the campus moves forward towards final site plan for the buildings, the Applicant intends to incorporate sustainable design elements as part of the improvements. Although not yet determined, the Applicant may include the addition of sustainable design elements that Applicant elects to pursue at final site plan, such as by way of example, photovoltaic systems on roofs, even though such are not shown on the SDP plans.

Applicant’s architect has submitted a preliminary Green Building checklist.

COMPLIANCE WITH THE ZONING ORDINANCE’S REQUIRED FINDINGS FOR SCHEMATIC DEVELOPMENT PLAN APPROVAL

The SDP Application satisfies Section 2.4-160D.10(b) of the Zoning Ordinance as follows:

*(1) The plan is substantially in accord with the approved sketch plan; and*

The SDP Application is entirely consistent with the Sketch Plan. The proposed development is within the maximum allowable commercial development of 604,929 gsf and 7-stories approved for Block 2 under the Sketch Plan. The proposed uses, Office, Research and Development, and Integrated Light Manufacturing are within the approved list of permitted uses within the Sketch Plan. The proposed uses complement each other both internally within the Sketch Plan and within the greater immediate area composed of the Firstfield Employment Corridor and NIST. The SDP Application provides a plan for accommodation of parking for the mix of uses and accommodates the offsite parking for the 700 QO Property - Block 1. The Sketch Plan required the submission of Design Guidelines for Block 2 and are included in the SDP Application to ensure a cohesive, quality build-out of the Novavax campus. The site design of the 14 FF Property engages the other blocks of the Sketch Plan.

The SDP Application supports the circulation pattern of the new grid network of streets that have been constructed in part pursuant to the SDP for 700 QO on Block 1, including under this SDP for the 14 FF Property, the phased extension of the north-south roadway and the east-west roadway (identified as private Street “A” and private Street “B”, respectively), and private Street C which breaks Block 2 into smaller sites for a north and south building, in substantial conformance with the Sketch Plan.

The SDP Application is proposed to be occupied in full by a biotechnology company to complete the implementation of the Federal Operation Warp Speed program and support its global corporate mission. It proposes the redevelopment of an underutilized parcel with modern technology buildings, updated stormwater management, and regional employment opportunities.

***(2) The plan meets or accomplishes the purposes, objectives, and minimum standards and requirements of the zone, and other requirements of the City Code;***

The SDP Application achieves many of the specific purposes of the MXD zone. First, the SDP Application is the second stage of a thoughtful 3-block Sketch Plan that encourages the orderly and staged multi-use redevelopment of a prominent block within the Firstfield Corridor. The SDP Application includes comprehensive design guidelines which encourage design flexibility and coordination of architectural style to create a high quality integrated campus. The SDP Application when combined with the prior approved 700 QO SDP Amendment will be a catalyst in the Firstfield Corridor, and will provide activating infill development near employment centers, retail services, and transportation facilities for integration with the existing neighborhood and the promotion of internal and external compatibility.

The SDP Application adheres to the minimum location and development requirements of Section 24-160 D.2 of the Zoning Ordinance, the uses permitted by Section 24-160D.3 of the Zoning Ordinance, the density and intensity of development regulated by Section 24-160D.4 of the Zoning Ordinance, and the compatibility standards of Section 24-160D.5 of the Zoning Ordinance. By providing well designed green areas that provide for open space for employees and visitors, create a natural setting, and facilitate pedestrian and cyclist usage, the SDP Application meets the minimum green area, landscaping, and amenity requirements of Section 24-160D.6 of the Zoning Ordinance.

The application materials confirm the SDP Application adheres to Section 24-160D.7 of the Zoning Ordinance by placing all new utility lines underground, and showing all streets and their conformance to standard City street typology. No waivers are requested from applicable road code standards. The Application together with the Traffic Impact Study confirms there are adequate public facilities to support the proposed development in accordance with Article XV of the Zoning Ordinance.

The included parking tabulations provide a suitable number of off-street parking spaces at a target ratio of 1 space per 650 gsf based on the proposed mix of uses which incorporates a majority of research and development and manufacturing uses which have a lesser parking

demand. The Application requests a parking waiver to approve the target parking ratio of 1 space/ 650 sf. Additionally, Block 2 includes approximately 29 on-street parking spaces on the constructed segments of private Street “A” in addition to the proposed off-street spaces. Further, the off-street parking provided is based on anticipated demand and deemed adequate by Applicant based on its mix of uses, requirements, employee work schedules, and operating experience. The 14 FF Property is well served by public transportation and regional transportation infrastructure as outlined in the Traffic Impact Study.

Finally, the materials submitted with the SDP confirm compliance with all applicable provisions of the City of Gaithersburg Code (the “City Code”), including Chapter 8 of the City Code (Erosion and Sediment Control and Stormwater Management), Chapter 19 of the City Code (Streets and Sidewalks), Chapter 22 of the City Code (Trees and Forest Conservation), and the Landscaping Standards of Article X.111 of the Zoning Ordinance.

***(3) The plan is in accord with the area master plan and any accompanying special condition or requirements contained in said master plan for the area under consideration;***

The 1997 Master Plan designated the 14 FF Property as recommended for "Industrial-Research-Office or re-designation to Commercial". The 2003 Master Plan and the 2009 Master Plan both designated the 14 FF Property as Industrial-Research-Office. The proposed uses in the SDP Application align with the land use designations from the 1997, 2003 and 2006 Master Plans.

The SDP Application, which proposes a multi-building mixed use biotechnology campus, aligns with the stated economic development goals of the City's Strategic Plan for FY22 to retain and grow biotechnology industry sector companies within the City, position the City favorably for local investment via business expansion and/or real estate development by maintaining an attractive business environment, and preserving existing businesses from desired industries.

***(4) The plan will be internally and externally compatible and harmonious with existing and planned land uses in the MXD zoned area and adjacent areas; and***

The Sketch Plan was determined to be compatible and harmonious with the adjacent area. The SDP Application proposes office, research and development, and integrated light manufacturing uses within close proximity to other similar sites and uses in the Firstfield Employment Corridor. The SDP Application development on Block 2 complements the renovated 700 Quince Orchard building on Block 1 internally and is compatible as to building type and uses within the greater immediate area composed of the Firstfield Employment Corridor and NIST.

***(5) That existing or planned public facilities are adequate to service the proposed development contained in the plan; and***

The Traffic Impact Study demonstrates that the traffic impact from the total square footage of the proposed development in the SDP Application when considered with the traffic from background and pipeline development will be meet City standards as being within the 1450 CLV limit. The SDP Application indicates that the 14 FF Property is in water and sewer categories W-1 and S-1,

and is within a 10-minute response time to more than 2 fire and emergency service facilities. The application proposes no residential units so is exempt from the school test.

**(6) *That the development staging or phasing program is adequate in relation to the provision of public facilities and private amenities to service the proposed development; and***

The SDP Application includes a phasing program that appropriately provides public facilities and private amenities for each phase as it is constructed on the 14 FF Property. Internal street extensions, parking, and private amenities necessary to serve each building will be built in phases as each building is constructed.

**(7) *That the plan, if-approved, would be in the public interest.***

Approval of the SDP Application would be in the public interest. The SDP Application proposes a major new biotechnology campus for the expansion of a growing global biotechnology company. The SDP Application will promote environmental sustainability by placing jobs near existing infrastructure, transportation options, and regional residential neighborhoods as well as upgrading onsite stormwater management. Additionally, the SDP Application expands the mix of uses in the surrounding neighborhood and promotes new economic growth in the Firstfield Employment and Quince Orchard Road corridors.

CONCLUSION

Applicant respectfully requests approval of the SDP Application for the 14 FF Property as it conforms to all applicable requirements, activates the potential of a major underutilized infill site, and offers vital economic growth.

We look forward to working with you on the SDP Application for the Novavax Campus on the 14 FF Property.

Very truly yours,  
SHULMAN, ROGERS, GANDAL,  
PORDY & ECKER, P.A.

By: *Nancy Regelin*  
Nancy Regelin

cc: 14 Firstfield Holdings, LLC  
Novavax, Inc.  
JLL  
Consultant Team