

September 15, 2021

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

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

Dear Mr. Copeland,

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:

| Schematic Development Plan Comments | |
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| Sheet 1.1 | |
| Comment 1: | Listed in TOC but missing from plan set (Yellow Highlight): 1.2 Resolutions 3.1 Approved NRI/FSD 8.3 Preliminary Utility Plan 12.1 Street Sign, Pavement, and Marking Plan Included in Plan Set but missing from TOC: 11.1 Truck 11.2 Truck 11.5 Car 11.6 Car Missing plans from TOC and Plan Sheets: ESMT 1.1 Easement Exhibit Lighting Plan Hardscape Plan |
| Response: | Sheet Index has been updated. |
| Comment 2: | Should be one word. |
| Response: | Road name label has been updated. |
| Comment 3: | Show build-to lines at SDP. |
| Response: | Build-to-lines have been added to the SDP plans. |
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| Comment4: | Each project must meet its own greenspace requirements. |
| Response: | Previous plan approvals allowed a blended average for the greenspace of 700 Quince and 14 Firstfield however, this plan exceeds the minimum 25% green area required. |
| Comment 5: | Update with new lotting plan. |
| Response: | Chart has been updated with areas based on the revised lotting plan. |
| Comment 6: | Missing lot coverage percentage Missing area to be paved Missing build to lines Missing FAR calculations Missing building height requirements |
| Response: | Information added to data tables and notes. |
| Comment 7: | Provide draft covenant or other form of agreement for maintenance. |
| Response: | A draft REA agreement has been submitted with the revised materials. |
| Comment 8: | All sheets missing stamp. |
| Response: | Professional seals will be added. |
| Comment 9: | Need utility sign off. |
| Response: | Utility sign off will be obtained prior to the plan receiving final approval. |
| Comment 10: | Missing supplemental Plans: APFO Green Building Checklist (talk to Rob Emard for more questions) |
| Response: | Supplemental information will be provided as staff requests. |
| Comment 11: | Integrated light manufacturing. |
| Response: | Chart updated to specify integrated light manufacturing. |
| Comment 12: | We need a justification for how the proposed ILM use meets our definition. |
| Response: | The SOJ had been revised to provide this justification. |
| Comment 13: | Update parking chart per comment markups shown below: 1:650 = 931 required. 199 space per approved site plan. A minimum of one bicycle space for each twenty-five (25) parking spaces is required. A minimum of two (2) percent of the spaces shall be designated for motorcycles/scooters. |



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| | 1,130 required. Missing bicycle and motorcycle spaces. Can include private street parking. Need number of ADA spaces. |
| Response: | Parking chart has been updated for revised calculations, as well as adding ADA and motorcycle spaces. |
| Comment 14: | These numbers do not match what is shown on the Green Space sheet. |
| Response: | Chart has been updated for revised calculations. |
| Sheet 2.1 | |
| Comment 1: | Show distance to centerline of Firstfield. |
| Response: | Dimensions added. |
| Comment 2: | Show all existing easements on the property. |
| Response: | Easements have been shown. |
| Comment 3: | Show all existing utilities onsite. |
| Response: | Existing utilities have been shown. |
| Comment 4: | Not correct, these are all MXD. |
| Response: | Previous zoning labels have been removed. |
| Comment 5: | 3 story. |
| Response: | Label updated |
| Comment 6: | Show distance to centerline of MD 124. |
| Response: | Dimensions added. |
| Comment 7: | This has been released, remove from all plan sheets. |
| Response: | Easement has been updated. |
| Comment 8: | Show multiuse path. |
| Response: | Path has been shown on the plan. |
| Sheet 4.0 | |
| Comment 1: | Shift storm drain pipes to provide space between PIE and PUE. |
| Response: | Pipes have been shifted away from PUE/ PIE |
| Comment 2: | Shift storm drain away from PIE/PUE standard comment. |
| Response: | Pipes have been shifted away from PUE/ PIE |
| Comment 3: | Label. |



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| Response: | Plans have been updated. |
| Comment 4: | How is garbage handled onsite? |
| Response: | Trash pick-up will be from the loading docks of each building. |
| Comment 5: | Sidewalk easement required along Firstfield with public ingress egress, maintenance by owner. |
| Response: | Understood. |
| Comment 6: | Missing building restriction lines. |
| Response: | Build-to-lines have been added to the SDP. |
| Comment 7: | Structure would be required to handle traffic loading. |
| Response: | The structure is a bridge, not underground. |
| Comment 8: | Confirm that the trash truck can make this movement legally from this driveway or any vehicles. |
| Response: | Truck movements to be provided separately. |
| Comment 9: | Duplicate? |
| Response: | Plans have been updated. |
| Comment 10: | Missing Plaza layers. |
| Response: | Linework has been added to show the open space plaza. |
| Comment 11: | 10' PIE/PUE plus dedication. |
| Response: | A 10' PUE exist and an additional 1' PIE easement will be provided for the sidewalk. |
| Comment 12: | Explore making the shared street more curvaceous, to further discourage cut-through traffic and speeding. |
| Response: | Discussed at the City staff/Applicant meeting 9/7/21. No change as agreed. |
| Comment 13: | Design guidelines show a proposed play area here. |
| Response: | Potential play area labeled on SD. Proposed play area for day care center. |
| Comment 14: | Label for all sidewalk and roadway widths including parallel parking areas for the entire site plan. |
| Response: | Labels have been added. |
| Comment 15: | Noise enclosure for generator and more information for use. Is it only for backup? |
| Response: | Emergency generators will include sound-attenuation and weather protection covers. |



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| Comment 16: | Plan cleanup, waterline will need to be relocated and easement abandoned. |
| Response: | Plans have been revised. |
| Comment 17: | Continental Crosswalk |
| Response: | Crosswalks have been revised. |
| Comment 18: | Label |
| Response: | Label provided. |
| Comment 19: | Doors leading to grass? |
| Response: | Plaza area shown. |
| Comment 20: | Median must remain available to allow truck loading dock movements for the adjacent property. However, movements to prevent left turn from Novavax and left turn movements from Bank Street. |
| Response: | Per call with City staff, we are proposing a median treatment to discourage vehicles other than loading for the adjacent property from using. |
| Comment 21: | Typicals and enclosure for gas yard? |
| Response: | To be provided separately. |
| Comment 22: | Details and screening for utilities and gas? |
| Response: | To be provided separately. |
| Comment 23: | This should be designed to allow a future driveway or road connection to the adjacent property. |
| Response: | Discussed at the City staff/Applicant meeting 9/7/21. No change as agreed. Will be addressed by adjacent owner at future application. |
| Comment 24: | Add dimensions and building footprint square footages for all buildings. |
| Response: | Dimensions and square forages have been added to the plan. |
| Comment 25: | Sidewalk is wider than becomes narrower. |
| Response: | Sidewalk transitions from 10' to 8', however a longer transition area has been provided to avoid an abrupt change. |
| Comment 26: | Trucks going straight through may have problems with this intersection. |
| Response: | Intersection geometry has been revised for a "T" intersection. |
| Comment 27: | Continental Striping |



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| Response: | Sidewalks have been revised to show as continental striping. |
| Comment 28: | This should be designed to allow a future driveway connection to the adjacent property. |
| Response: | Discussed at the City staff/Applicant meeting 9/7/21. No change as agreed. Will be addressed by adjacent owner at future application. |
| Comment 29: | Sidewalk width changes. |
| Response: | Sidewalk transitions from 10' to 8', however a longer transition area has been provided to avoid an abrupt change. |
| Comment 30: | Modify radius and expand pork chop to preclude left turns from bank street and movement across bank street to make u-turn at median break. |
| Response: | Per call with City staff, the pork chop has not been revised. |
| Comment 31: | All roadways need to meet road code. |
| Response: | Road sections and plans have been updated to represent the Commercial Service Drive and Shared Street typologies. |
| Comment 32: | New section should be road code section. |
| Response: | Road sections and plans have been updated to represent the Commercial Service Drive and Shared Street typologies. |
| Comment 33: | Check sight distance for intersection. |
| Response: | Sight distances have been reviewed and a sheet has been added to the set. |
| Comment 34: | Check sight distance for both garage entrances. |
| Response: | Sight distances have been reviewed and a sheet has been added to the set. |
| Comment 35: | Structure needed. |
| Response: | Existing Storm Drain Structure has been turned on. |
| Comment 36: | TOC calls this plan "Composite Schematic Development Plan". |
| Response: | TOC has been updated. |
| Sheet 4.1 | |
| Comment 1: | All sidewalks on all plans should have the same texture. Ex here we see sidewalk with texture and sidewalk without. |
| Response: | Sidewalk hatching added to sidewalk along Firstfield Road. |
| Comment 2: | Ramps not shown in correct location. |
| Response: | Ramps have been updated to standard type. |



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| Comment 3: | What are these? |
| Response: | Transformers labeled. |
| Comment 4: | Building overhang into sidewalk. What is the minimum above grade clearance? |
| Response: | 15' minimum clearance will be provided. |
| Comment 5: | What are these? This symbol needs to be added to legend, they are overlaid with other lines. |
| Response: | Drafting error. Corrected. |
| Comment 6: | The geometry of the intersection has the potential for conflicts based on the approach angles and for the movements from Firstfield to Quince Orchard Road. Show. Show two worst case tractor trailer movements for this intersection and confirm if intersection is able to handle movements |
| Response: | Intersection geometry has been revised for a "T" intersection. |
| Sheet 4.2 | |
| Comment 1: | Utilities under building, add this symbol to the legend. |
| Response: | The water line will be abandoned with this proposed development. It has been removed from the plan. |
| Comment 2: | Show the pedestrian trail that is shown on the circulation plan. Opportunity to connect trail with Bank Street with 4' clearance between driveway and building. |
| Response: | Per the call with City staff, a direct connection would require significant number of stairs. |
| Comment 3: | 4 ft. |
| Response: | N/A |
| Comment 4: | Provide how this works with truck turning movements. |
| Response: | Truck Movement to be submitted separately. |
| Comment 5: | Enclosure is very close to radius, trucks may jump curb and strike enclosure over time. |
| Response: | Enclosure details will provide clearance necessary. |
| Comment 6: | Wasn't the drop off going to be on the same side of the road as the visitor center? |
| Response: | Drop off has been located to accommodate visitors entering the site from Firstfield Road, the most likely site entrance to be used by visitors. |



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| Comment 7: | Add circles and squares to legend. How will gas and HVAC be screened from Bank Street? |
| Response: | Gas yards have been labeled on the SDP Plan. |
| Comment 8: | What is this line highlighted in yellow? |
| Response: | Previous application easement that will be abandoned. |
| Comment 9: | 1' between garage and future property line. Please note that signs are not allowed to cross property lines. |
| Response: | Parcel line adjusted. |
| Comment 10: | Why is this a future condition when previous page is just "Schematic Development Plan"? |
| Response: | Title error corrected. |
| Sheet 5.0 | |
| Comment 1: | Possible conflict. |
| Response: | Understood. |
| Comment 2: | Firstfield |
| Response: | Corrected. |
| Comment 3: | Duplicated text. |
| Response: | Corrected. |
| Comment 4: | Trees planted in Bioswales cannot contribute toward Forest Conservation requirements. |
| Response: | Noted. Trees counting for forest conservation are no longer in bio-retention planters. |
| Comment 5: | Tree on top of manhole. |
| Response: | Tree locations have been revised on the entire plan to avoid utility conflicts. |
| Comment 6: | Is the manhole under the tree shown in correct location? |
| Response: | Tree locations have been revised on the entire plan to avoid utility conflicts. |
| Comment 7: | Avoid planting within PUE/PIE and existing utilities and easements for entire plan. |
| Response: | Tree locations have been revised on the entire plan to avoid utility conflicts. |



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| Comment 18: | I don't see any light poles on the plans. |
| Response: | Lighting will be provided at the time of Final Site Plan. |
| Comment 20: | Plaza area design? |
| Response: | The linework for the plaza has been shown on the plan. |
| Comment 21: | This entire sheet has duplicated overlays. |
| Response: | Corrected. |
| Comment 22: | Consolidate the plan legends, there should be only one. |
| Response: | Duplicate legend has been removed. |
| Sheet 5.1 | |
| Comment 1: | Continental striping for crosswalk. |
| Response: | Sidewalk striping has been updated. |
| Comment 3: | Shift storm drainage out of PUE/PIE. |
| Response: | Storm drain lines have been removed. |
| Comment 4: | Sidewalk to extend to property line. |
| Response: | Understood. |
| Comment 5: | Included symbol in legend. |
| Response: | That is a fire hydrant. |
| Comment 6: | Overlay issue. |
| Response: | Corrected. |
| Comment 7: | Buildings are not allowed to be over utilities. If the utilities are to be removed, then remove them from the plan sheets. |
| Response: | Waterline is to be abandoned, removed from the plan sheets. |
| Comment 8: | No shrubs or flowers shown on any page. |
| Response: | Detailed landscaping that includes shrubs and flowers will be provided with the Final Site Plan. |
| Comment 9: | Drafting cleanup. |
| Response: | Corrected. |
| Comment 10: | Extend sidewalk and connect to other side. |
| Response: | Sidewalk extended and crosswalk added. |
| Comment 11: | Match sidewalk width from existing conditions. |
| Response: | Per call with City staff, sidewalk transition is smoother. |



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| Comment 12: | Tree planting conflict with proposed utility. |
| Response: | Tree locations have been revised on the entire plan to avoid utility conflicts. |
| Comment 13: | Label sidewalk width. |
| Response: | Sidewalk widths added to SDP sheets. |
| Comment 14: | TOC calls this "Conceptual Planting Plan". |
| Response: | TOC has been updated. |
| Sheet 5.2 | |
| Comment 1: | 10' PIE/PUE along Firstfield Road. |
| Response: | Firstfield Road has an existing PIE/PUE. A PIE and PAE will be added to cover the sidewalk that falls outside of the PUE. |
| Comment 2: | Is there a sidewalk being installed here? |
| Response: | Yes. |
| Comment 3: | Conflict between manhole and street tree. |
| Response: | Tree locations have been revised to avoid utility conflicts. |
| Comment 4: | 7 ft |
| Response: | N/A |
| Comment 5: | 10' PIE/PUE along Bank Street. |
| Response: | Bank Street has an existing PIE/PUE. A PIE and PAE will be added to cover the sidewalk that falls outside of the PUE. |
| Comment 6: | Understory tree on previous page. |
| Response: | Legend corrected. |
| Comment 7: | Overlay issue. |
| Response: | Corrected. |
| Comment 8: | Verify existing utilities in the area to confirm no conflicts otherwise work with utility owner to make sure easements are worked out. |
| Response: | Understood. |
| Comment 9: | Planting within WSSC Easement, will easement be vacated? |
| Response: | Some portion will be vacated. |
| Comment 10: | Private Street A section should be the same as the rest of the corridor. |
| Response: | Proposed Private Street A is a different Road Typology than the |



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| | original approval and has been modified to suit this application. |
| Comment 11: | Same sheet number as previous page. Is this supposed to me 5.2? |
| Response: | Sheet number has been updated. |
| Sheet 5.3 | |
| Comment 1: | Ensure proposed plantings follow these spacing requirements. |
| Response: | Tree locations have been revised on the entire plan to avoid utility conflicts. |
| Comment 2: | Include plant schedule on preliminary forest conservation plan. |
| Response: | Understood. |
| Comment 3: | Concept? |
| Response: | Detailed landscaping is not required at the SDP stage, so this list is an idea of what landscaping will be provided at the time of Final Site Plan. |
| Comment 4: | Different name than TOC. |
| Response: | Corrected. |
| Sheet 6.1 | |
| Comment 1: | Add proposed contour lines to legend. |
| Response: | Proposed contours added to legend. |
| Comment 2: | TOC has different name. |
| Response: | TOC has been updated. |
| Sheet 6.2 | |
| Comment 1: | Building over utility lines. |
| Response: | Water line will be abandoned. |
| Comment 2: | TOC has different name. |
| Response: | TOC has been updated. |
| Green Area Plan | |
| Comment 1: | Planter areas on the parking garage are not shown in the green space exhibits. Double check that all green areas on all buildings are shown on the planting plan. |
| Response: | Green area on top of parking garage has been added to the green area calculations. |



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| Comment 2: | Make it clear which area is part of the SDP and which area is used for the green space. Example of entire SDP area shown in red. |
| Response: | Area used for green space calculation has been clearly delineated on the plan. |
| Comment 3: | Missing the seal. |
| Response: | Will be added. |
| Comment 4: | This is from the narrative. Text is needed on this plan sheet to included why not all of the 9.66 acres of Lot 8 and Lot 9 are included in this green area calculation. |
| Response: | Additional clarification provided. |
| Comment 5: | TOC says Green Area Exhibit. |
| Response: | Corrected. |
| Comment 6: | 364,199 SF |
| Response: | Corrected. |
| Comment 7: | Missing sheet number. |
| Response: | Corrected. |
| Comment 8: | These numbers don't match. |
| Response: | Corrected. |
| Sheet 8.1 | |
| Comment 1: | Need to show proposed location of Sprinkler/Standpipe Fire Dept. Connection (FDC). |
| Response: | FDC locations have been added to the plan. |
| Sheet 8.2 | |
| Comment 1: | Need to show proposed locations of Sprinkler/Standpipe Fire Dept. Connections (FDCs). |
| Response: | FDC locations have been added to the plan. |
| Comment 2: | see comments on site plan |
| Response: | Understood. |
| Comment 3: | Storm drain pipe private. |
| Response: | Agree. |
| Sheet 9.1 | |
| Comment 1: | No building access to the street? |



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| Response: | None expected. |
| Comment 2: | No building access to the street? |
| Response: | None Expected. |
| Comment 3: | Ped line should cross the road since this is a shared street |
| Response: | Corrected. Crosswalk shown. |
| Comment 4: | Why no pedestrian connection to Banks Street? |
| Response: | Elevation differential between Bank Street and green area. Play area for day care center to be located above loading dock and intentionally designed for no connection to prevent public access from sidewalk. |
| Comment 5: | How do pedestrians cross the street here? |
| Response: | Crossing added. |
| Comment 6: | Provide a crossing here. |
| Response: | Crossing added. |
| Comment 7: | Provide a crossing here. |
| Response: | Mid block crossing was not added. The block is not so long that a mid block crosswalk should be added in our opinion. |
| Comment 8: | Evaluation of options to allow truck movements for adjacent property's truck movements but restrict left turn movement from Novavax site. |
| Response: | Truck movements to be provided separately. |
| Sheet 10.1 | |
| Comment 1: | Firstfield. |
| Response: | GEP plans have been updated to address staff comments. |
| Sheet 10.2 | |
| Comment 1: | 50' Minimum. |
| Response: | GEP plans have been updated to address staff comments. |
| Comment 2: | Missing cross section for the drop off area. |
| Response: | Drop off is shown and labeled in the street section. |
| Comment 3: | Design Speed: 10mph Shared Street and 20 mph commercial service road. |
| Response: | Design speed notes have been updated on the GEP Plans. |



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| Sheet 10.3 | |
| Comment 1: | Dimension. |
| Response: | GEP plans have been updated to address staff comments. |
| Sheet 11.1 | |
| Comment 1: | This movement does not work on Bank Street to block the entire roadway. |
| Response: | Truck movements to be provided separately. |
| Comment 2: | All over the roadway |
| Response: | Truck movements to be provided separately. |
| Comment 3: | Need to provide a Truck Movement sheet showing movement for MCDFRS AT-29. |
| Response: | Truck movements to be provided separately. |
| Comment 4: | Provide truck turning movements for this intersection. |
| Response: | Truck movements to be provided separately. |
| Sheet 11.2 | |
| Comment 1: | Dangerous. |
| Response: | Truck movements to be provided separately. |
| Comment 2: | Over curb. |
| Response: | Truck movements to be provided separately. |
| Sheet 11.30 | |
| Comment 1: | Drafting |
| Response: | Truck movements to be provided separately. |
| Comment 2: | Turning movement blocks all of Bank Street. |
| Response: | Truck movements to be provided separately. |
| Sheet 11.40 | |
| Comment 1: | Provide turning movements for MCDFRS AT-29. |
| Response: | Truck movements to be provided separately. |
| Sheet 15.1 | |
| Comment 1: | Consolidation. |



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| Response: | The Lotting Plan has been updated per staff comments. |
| Comment 2: | Add ingress-egress easement for private shared street OR include a note about future declaration or similar instrument that allows access to the street. |
| Response: | Declaration of Shared Parking and Reciprocal Easement Agreement will include access easements for pedestrian and vehicular use of private streets. |
| Comment 3: | Add missing bearings and distances. |
| Response: | Bearings and distances have been added to proposed lot lines. |
| Comment 4: | Add a note regarding ownership and maintenance of the private streets - will there be a declaration or other instrument? |
| Response: | Declaration of Shared Parking and Reciprocal Easement Agreement to be recorded. |
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Architectural Schematic Development Plan

Sheet A-101

- Comment 1: Missing stamp.
Response: Plans have been stamped.
- Comment 2: Add parking chart to this sheet since they show parking in this plan set.
Response: Parking charts has been added to the plans.
- Comment 3: All sheets need to include the build to lines.
Response: Build-to-lines have been added to the SDP plans.
- Comment 4: TOC has different name for this plan sheet.
Response: TOC on SDP has been updated.

Sheet A-199

- Comment 5: Tandem can be used for EV charging stations or motorcycle.
Response: Tandem spaces removed.
- Comment 6: Must maintain 26' wide drive between columns.
Response: See revised submission sheets dated 9.14.21
- Comment 7: Column right up against spaces.
Response: See revised submission sheets dated 9.14.21
- Comment 8: Each parking plan sheet needs to show how the number of Parking Spaces for standard cars, ADA compact, ADA van, motorcycles, and



bikes.

Response: See revised submission sheets dated 9.14.21

Comment 9: Tandem parking spaces must be explained. How do they operate in an office building? Not typical in a commercial/office setting.

Response: Tandem spaces have been removed.

Comment 10: 97?

Response: See revised submission sheets dated 9.14.21

Comment 11: Will there be gates to prevent visitors from parking in employee spaces?

Response: Yes, visitors will be restricted to ground level parking. Parking below north building will be gated and secured to limit to employee parking.

Comment 12: 34?

Response: See revised submission sheets dated 9.14.21

Comment 13: 60?

Response: See revised submission sheets dated 9.14.21

Comment 14: 104?

Response: See revised submission sheets dated 9.14.21

Comment 15: Will need to add striping behind the spaces and to the entry - typical note for HC labeled spaces on all levels if necessary.

Response: See revised submission sheets dated 9.14.21

Comment 16: 2?

Response: See revised submission sheets dated 9.14.21

Comment 17: B2
260 standard spaces
34 tandem spaces
2 HC
297 TOTAL SPACES

Response: See revised submission sheets dated 9.14.21

Comment 18: What separates each row of parking, paint?

Response: Yes.

Comment 19: 125?

Response: See revised submission sheets dated 9.14.21

Comment 20: B3
125 standard spaces
2 HC



127 TOTAL SPACES

Response: See revised submission sheets dated 9.14.21

Comment 21: Update with the correct typical.

Response: See revised submission sheets dated 9.14.21

Comment 22: Provide vehicle turning movements for garage with largest vehicles.

Response: See revised submission sheets dated 9.14.21

Sheet A-200

Comment 1: This underground parking garage will cross lot lines. This can be allowed in Sec. 20-73 provided that there is a perpetual easement authorizing such projections.

Response: Declaration of Shared Parking and Reciprocal Easement Agreement to be recorded to provide easement.

Comment 2: Needs to be 26' for these parking spaces.

Response: See revised submission sheets dated 9.14.21

Comment 3: B1
standard spaces
tandem spaces
HC
TOTAL SPACES

Response: See revised submission sheets dated 9.14.21

Comment 4: Each page with parking needs to include this count (above). Where are the motorcycle parking spaces?

Response: See revised submission sheets dated 9.14.21

Comment 5: Provide vehicle turning movements for garage with largest vehicles.

Response: See revised submission sheets dated 9.14.21

Comment 6: Also include the total number of bicycle parking spaces (racks, bike room, etc).

Response: See revised submission sheets dated 9.14.21

Sheet A-201

Comment 1: Why not mirror these spaces?

Response: See revised submission sheets dated 9.14.21

Comment 2: It's probably better/safer to have the access aisle located farther away from the drive aisle, like shown for the middle space.

Response: See revised submission sheets dated 9.14.21

Comment 3: Provide vehicle turning movements for garage with largest vehicles



Response: See revised submission sheets dated 9.14.21

Sheet A-201A

Comment 1: Why not mirror these spaces?

Response: See revised submission sheets dated 9.14.21

Comment 2: show plaza design on civil set.

Response: See revised submission sheets dated 9.14.21

Comment 3: Provide vehicle turning movements for garage with largest vehicles.

Response: See revised submission sheets dated 9.14.21

Sheet A-202

Comment 1: Why is this so far away from the entry?

Response: See revised submission sheets dated 9.14.21

Comment 2: Total min.60'.

Response: See revised submission sheets dated 9.14.21

Comment 3: Provide vehicle turning movements for garage with largest vehicles.

Response: See revised submission sheets dated 9.14.21

Sheet A-203

Comment 1: If each half of the bridge is cantilevered from the building, it will be considered part of two separate buildings and would not violate Section 20-73, similar to the townhouses at Hidden Creek that have cantilevers to form an arch over a pathway. A perpetual easement, covenant, or similar instrument is required to ensure access and maintenance responsibility.

Response: North and South building on single lot to permit pedestrian connection bridge between buildings.

Comment 2: Planter areas are not included in green space area exhibit

Response: Planters on the roof have been added to the green space calculation.

Comment 3: Provide vehicle turning movements for garage with largest vehicles.

Response: See revised submission sheets dated 9.14.21

Sheet A-203A

Comment 1: Why are these planter areas not shown on the green space exhibit?

Response: Green roof on parking garage has been added to the green space calculation.



Comment 2:
Response: Two HC spaces can share 1 striped area.
See revised submission sheets dated 9.14.21

Comment 3:
Response: Provide vehicle turning movements for garage with largest vehicles.
See revised submission sheets dated 9.14.21

Sheet A-205

Comment 1:
Response: TOC says "Roof Plan".
TOC on SDP has been updated.

Sheet A-301

Comment 1:
Response: Label all preliminary building materials.
See Enlarged Elevations.

Comment 2:
Response: Must provide preliminary architecture for all building sides.
See revised submission sheets dated 9.14.21

Comment 3:
Response: Must provide all four elevations for parking garage.
See revised submission sheets dated 9.14.21

Comment 4:
Response: Can perforated panel be used to screen all concrete on the parking garage? This would greatly enhance the elevations.
Design guidelines now provide for textured concrete or landscaping on street facing facades of garage.

Comment 5:
Response: Don't show signs in prelim. arch.
See revised submission sheets dated 9.14.21

Sheet A-321

Comment 1:
Response: Perforated metal panels to screen concrete.
Design guidelines now provide for textured concrete or landscaping on street facing facades of garage.

Comment 2:
Response: Include this blade sign in the design guidelines.
Garage wall sign and banners included in design guidelines sign plan.

Sheet A-322

Comment 1:
Response: Include this rooftop sign in the design guidelines, so its permit can be approved.
Sign has been moved down to parapet and spandrel glass area at top of building as a wall sign.

Sheet A-323



Comment 1:
Response: Could you mount the perforated metal panels over the concrete?
Not desirable solution. Perforated metal panels are special treatment for buildings. Design guidelines now include textured concrete or landscaping for garage facades facing streets.

Comment 2:
Response: Call out screening materials.
See updated Design Guidelines.

Design Guidelines Comments

Page 3

Comment 1:
Response: Missing section on building development. What are the minimum and maximum building restriction lines for the property? These need to be shown on the site plan Maximum Height should be addressed.
Build to lines have been shown on SDP plan. Added section on Building form to design guidelines.

Comment 2:
Response: Add a section for the shared street. Why does Novavax want a shared street? How will it be designed? Materials? Will Novavax events close down the street for events to have more plaza space? etc...
Shared street section included in Section 3 of Design Guidelines. Additional information about use included in Statement of Compliance.

Comment 3:
Response: Add a section on the Plaza. What materials will be used? Consideration for the plaza shape? etc...
Shared street section included in Section 3 of Design Guidelines.

Page 6

Comment 1:
Response: As an Amendment to Final Plan as dictated by Chapter 24 of the City Code.
Added.

Comment 2:
Response: Missing section on the elation to other city regulations (ex: Crown).
See Design Guidelines dated 9.14.21

Page 10

Comment 1:
Response: Not designed to boulevard road standard. suggest removing.
Word "boulevard" removed.

Comment 2:
Response: Why no connection? If steep slope, can you add stairs?
The Play Area above is for an employee provided day care. Separation and security from Bank Street access is required.



Comment 3: Ped connection through grass while adjacent crosswalk is unused.
Response: **Crossing updated.**

Comment 4: Why no ped connection across Street C?
Response: **Crosswalk added to Street C.**

Page 13

Comment 1: Design intent for screening loading areas?
Response: **See Design Guidelines dated 9.14.21**

Comment 2: Are garage elevations facing private streets enhanced? This maybe a concern of PC and M&CC.
Response: **Design guidelines added textured concrete or landscaping for street facing facades of garage.**

Comment 3: Site plan is not showing areas for artwork. The art can not impede minimum required sidewalk distance.
Response: **See Design Guidelines dated 9.14.21**

Page 14

Comment 1: Any restrictions on when concrete wouldn't be allowed?
Response: **See Design Guidelines dated 9.14.21**

Page 15

Comment 1: Does this mean that internally illuminated box signs, even internally illuminated box signs larger than 4SF where the background of the letters are opaque, are also not allowed under any circumstances? It would be good to clarify because the Code identifies situations when internally illuminated box signs are allowed.
Response: **Understood. Internally illuminated box signs are not allowed. Design intent of campus is to not permit internally illuminated sign boxes.**

Comment 2: Any signage not directly discussed within will be regulated by the City's Sign Ord.
Response: **Noted.**

Comment 3: 1. What happens when someone in X years from now applies for a sign that is not mentioned in these design guidelines? Would you want Chapter 24 to then dictate what is allowed or are we only approving signage that is described in this sign package?
Response: **Amendments requested by applicant permitted at Final Site Plan as approved by Planning Commission.**



Comment 4: 2. Is the sign package allowed to be modified as an amendment to final plan as stated earlier in the documents? If so, please specify
Response: **Amendments requested by applicant permitted at Final Site Plan as approved by Planning Commission.**

Comment 5: 3. Specify if MXD Zone "maximum individual sign size allowed" and "maximum facade coverage for all signs" requirements of Sec. 24 apply or if they do not apply
Response: **Revised to provide that MXD zone regulations per Sec 24 on maximum individual sign size allowed and minimum façade coverage for all signs do not apply.**

Comment 6: 4. Narrative has information on signage that is not present in the design guideline. Coordinate to ensure that both the narrative and the design guidelines have the same information
Response: **Narrative on signage added to Design Guidelines.**

Page 16

Comment 1: Is there any flexibility on moving the sign locations? If so, what specific location changes are allowable per this sign package and what requires a Planning Commission AFP to change? Is there flexibility in adding an additional (SIGN TYPE) or does this chart denote the maximum number of (SIGN TYPE) for the development?
Response: **See Design Guidelines dated 9.14.21**

Page 17

Comment 1: Roof signs are not allowed per code. If you want to allow roof signs, then you need to clarify why roof signs should be allowed and how they are not dangerous or detrimental to subject or adjacent properties.
Response: **Sign moved lower to parapet and spandrel glass area so proposed sign is now a building wall sign.**

Comment 2: All sign pages: What is maximum allowed sign depth?
Response: **Design Guidelines now indicate maximum sign depth is one-quarter of height.**

Comment 3: A roof sign facing Firstfield will be difficult for anyone on Firstfield to read due to the height. above grade.
Response: **See Design Guidelines dated 9.14.21**

Comment 4: Replace "shall" in all page references to "must" or "will".
Response: **Done.**

Page 18



Comment 1: Understand that every interchangeable banner needs a temporary sign permit.

Response: **Acknowledged.**

Comment 2: Missing dimensional restrictions for the temporary banners and the secondary sign on the garage Are there any maximums for the number of banner signs on each facade of the garage?

Response: **Added number of banners, dimensions.**

Page 19

Comment 1: One at each location, or two for each location?

Response: **See Design Guidelines dated 9.14.21**

Comment 2: Ancillary.

Response: **See Design Guidelines dated 9.14.21**

Comment 3: Is internal illumination allowed? Is it required to be the channel lettering?

Response: **No. See Design Guidelines dated 9.14.21**

Page 21

Comment 1: Does Cody need to review this section?

Response: **No.**

Comment 2: The project signs are deemed as permanent signs.

Response: **Correct.**

Page 23

Comment 1: Amenities.

Response: **See Design Guidelines dated 9.14.21**

Comment 2: One or multiple visitor centers?

Response: **One visitor center.**

Page 24

Comment 1: is this section necessary? all roads and parking must be in conformance with City Code.

Response: **See Design Guidelines dated 9.14.21**

Comment 2: What driveways?

Response: **Section deleted.**

Comment 3: Does DPW have any questions on this page?



Response: **Staff notation.**

Comment 4: Typically implies that other sidewalk materials are allowed. What else would be used for the sidewalk?

Response: **See Design Guidelines dated 9.14.21**

Comment 5: If concrete and specialty pavement are being used to delineate the "shared" uses, then how is this a shared street?

Response: **Specialty pavement will indicate transition from commercial service to shared street. Pedestrian only and crosswalks distinguished with material selections.**

Comment 6: What does this mean? (Shared Street C...)

Response: **Separate Shared street section added.**
Page 25

Comment 1: Change to 8 ft.

Response: **Done.**

Page 26

Comment 1: Pedestrian scaled lighting.

Response: **Revised.**

Page 28

Comment 1: This play area is not addressed anywhere else in the site plan.

Response: **The potential play area has been labeled on the SDP.**

Preliminary Forest Conservation Plan Comments

Sheet PFCP-1.12

Comment 1: On the Final please show planting schedule. Also please show the proposed utilities, streetlights, traffic control signs, and fire hydrants.

Response: **Understood. Planting Schule will be included on Final Forest Conservation Plan.**

Comment 9: Be sure tree plantings contributing toward canopy cover credit do not conflict with underground utilities.

Response: **Tree locations have been updated to avoid utility conflicts.**

Sheet PFCP-1.20

Comment 1: Street Trees must be 16 ft from public street lights.

Response: **Tree locations have been revised to avoid conflicts.**



Comment 2: List Variance that was granted to approve tree removal.
Response: **ENV-8388-2020 approved removal of all specimen trees on site.**

Comment 3: Tree planting should be 10ft off of building face.
Response: **Tree locations have been revised to be further away from building.**

Comment 4: Soils table should be visible.
Response: **Soils table shown.**

Sheet PFCP-1.20

Comment 1: Drafting error?
Response: **Plan has been updated.**

Color Easement Exhibit Comments

Sheet ESMT-1.1

Comment 1: New sidewalk along Firstfield requires a new public access easement.
Response: **A PIE has been added for the portion of the sidewalk that falls outside the existing PUE.**

Comment 2: First Field – One word.
Response: **Street name revised.**

Comment 3: There is an ingress/egress easement shown on the plat that is not being called out on this plat. The new buildings will be on top of existing easement.
Response: **Easement will be abandoned.**

Comment 4: Show the extents of the perpetual parking easement for the underground parking lot that crosses property lines (Sec. 20-73). Show in legend.
Response: **Spaces contained in easement can be on any level in the garage- it is not an area easement.**

Comment 5: Verify existing utilities along Bank Street and determine location.
Response: **Utilities will be verified.**

Comment 6: Show the extent of the parking easement for 700 Quince Orchard in the new parking garage. Show in legend.
Response: **Spaces contained in easement can be on any level in the garage- it is not an area easement.**

Comment 7: Are there any easements covering the existing water here?
Response: **Water to be abandoned.**



- Comment 8: Is this going to be one parcel for the new work?
Response: **Lotting plan had been revised.**
- Comment 9: Remove this zoning line.
Response: **Will be removed.**
- Comment 10: Adjust to make transition smoother to reduce intersection conflicts.
Response: **Intersection has been revised per comments received.**
- Comment 11: Private storm drain vacate existing easement, but allow 10' behind right of way for improvements to existing structure.
Response: **Understood.**
- Comment 12: This section is public?
Response: **No.**
- Comment 13: Overlap.
Response: **Plan has been updated.**
- Comment 14: Not showing existing conditions from AFP-8937-2021.
Response: **Plan has been updated.**

Statement of Compliance Comments

Page 4

- Comment 1: From the C-2 (General Commercial) and E-1 (Urban Employment) Zones to the MXD Zone.
Response: **Revised and added.**

Page 5

- Comment 1: This is a future change in use and will require an ASDP.
Response: **Retail use removed from SDP application.**
- Comment 2: Street wall?
Response: **Building wall for north and south buildings create strong streetwall design along Firstfield Road.**

Page 6

- Comment 1: Does not match value on green space exhibit.
Response: **Now consistent.**
- Comment 2: This needs to address the green space on the roof to take the site to 39% green space coverage.
Response: **Added.**



Comment 3: This should be moved to the streets section.
Response: Relocated to Page 6 in the Street section.

Page 7

Comment 1: How are they addressing the proposed retail?
Response: Retail use now removed from SDP application.

Comment 2: Applicant requests a parking waiver.... – What?
Response: Parking range request deleted. Parking ratio of 1 space/650 sf requested.

Comment 3: 931, you round up from 930.66.
Response: Corrected.

Comment 4: If 1,156 spaces are required and 1,155 (including tandem) are provided, then no parking spaces are allowed to be removed from 700 QO after ASDP approval.

Response: Maximum number of 700 QO offsite parking spaces 225 under Parking Easement included in the Parking Requirement of 14 FF to allow for amendments to 700 QO final site plan which now shows 199 offsite spaces on 14 FF. Anticipated amendment of 700 QO FSP proposes 6 additional spaces to be relocated to 14 FF to provide for new transformers and bulk gas storage at 700 QO. Providing for 225 spaces on 14 FF under this SDP will permit additional spaces to be relocated offsite of 700 QO to 14FF as needed.

Comment 5: 225 is the max allowed to be in the parking easement. The required parking is the 700QO min. requirement subtracted from the number of spaces onsite (382 spaces required - 183 spaces onsite = 199 spaces in an offsite easement).

Response: 199 spaces now approved offsite for 700 QO. 14 FF SDP is providing for additional up to 225 max to allow for future 700 QO amendments.

Page 8

Comment 1: Does not address the parking ratio for the 5,000 sq retail.
Response: Retail deleted from SDP application.

Page 9

Comment 1: Confirm this is correct with DPW.
Response: TIS approved by DPW with this conclusion.

Page 12



City of Gaithersburg
14 Firstfield
Project #: VM19092
September 15, 2021

Comment 1: Requires final site plan. solar panels do not require an SDP amendment.

Response: Acknowledged. Language revised.

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 Beaufort

Chanda Beaufort, RLA, LEED Green Associate
Senior Project Manager

Enclosures

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September 15, 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 west 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 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 the onsite campus daycare center which is proposed above the visitor center in the parking structure. 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 and prevent any double-counting of green area. 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 and stormwater areas. The Firstfield frontage, perimeter landscaping and streetscape, and the significant internal campus green areas made up of The Quad and the landscaped pathways between the buildings provides 28% green area for the SDP 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 a below grade parking level 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 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 although some daycare parking may be provided on the second level should that be desirable once the garage and the potential daycare center is designed for final site plan.

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 approximately 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

structured parking garage will be 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. 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 often have an overlap of personnel and in some cases duplicative work spaces in each area for the same personnel. Therefore, parking demand is lower on a square foot basis.

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.

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 dated September 14, 2021 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.

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 on 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 the phased extension of the north-south roadway and the east-west roadway (identified as private Street "A" and private Street "B", respectively), 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 both 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 includes plans for confirmation by outside agencies as to wet and dry utility service adequacy.

- (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. 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*
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cc: 14 Firstfield Holdings, LLC
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JLL
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