

June 29, 2006

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We respectfully request that LMC's parking proposal be approved or, in the alternative, the basic parking requirements be established at 282 spaces at the proposed Center. Thank you very much for your consideration.

Sincerely,



Robert G. Brewer, Jr.

Cc: Terri E. Beattie, President, LMC Properties, Inc.
James J. DeNapoli, VP and General Counsel, LMC Properties, Inc.
Edward L. Knowles, Director, Architecture & Interior Design,
Lockheed Martin Corporation
Linda Komes, M-NCPPC Development Review Division

APPENDIX B

July 6, 2006
Revised: July 13, 2006**MEMORANDUM**

TO: Linda Komes, Site Planner
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator EA
Transportation Planning

SUBJECT: Site Plan Amendment No. 81974005B
Addition to Lockheed Martin Corporate Headquarters to add
A Corporate Training Center - The Center for Leadership Excellence
North Bethesda Policy Area

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review for the subject site plan amendment and future building permit in the C-P zone to add a "corporate training center".

The existing land use on Parcel 4 was first approved under Preliminary Plan No. 1-68145 and later under Preliminary Plan No. 1-73108 on March 28, 1974. Record Plat 517-86 created Parcel 4 and the two adjoining properties on June 7, 1974. A preliminary plan of subdivision is not required because the subject site, Parcel 4, was recorded before 1982.

The square footage of the existing corporate headquarters was established with the Preliminary Plan No. 1-73108 and Site Plan 8-74005 (approved on June 6, 1974). This site plan was amended for an addition that was never built and was subsequently abandoned. Another minor site plan amendment was made in order to add security fencing.

The proposed "corporate training center" use became a permitted use when the County Council adopted Zoning Text Amendment (ZTA) No. 05-21 on February 7, 2006. ZTA 05-21 added a "corporate training center" in Section 59A-2.1, Definitions, of the Montgomery County Ordinance. Refer to the attached copy of ZTA and page 59-A-15 of the County Ordinance.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to the subject site plan amendment and future building permit under Section TA4, Corporate Headquarters Facility, of the *FY 2004 Annual Growth Policy (AGP)* (copy of the relevant section attached):

1. The amended site plan shall be limited to a total development of up to 456,987 square feet consisting of the following land uses:
 - a. The existing corporate headquarters of 247,955 square feet as approved under Site Plan 8-74005 with the minor modification to add security fencing.
 - b. An addition of a “corporate training center” of up to 209,032 square feet that includes:
 - 1) Training, educational, and conference facilities.
 - 2) Related lodging facility with up to 200 rooms for persons using the training center and/or visiting the corporate headquarters.
 - 3) Related dining, recreational, and other support facilities.
2. The proposed total development shall be limited to the existing corporate headquarters and proposed “corporate training center” primarily for the applicant’s affiliates or business partners in order to be in compliance with Section TA4.1.2 of the *AGP*.
3. The applicant shall satisfy the APF/Local Area Transportation Review (LATR) test by meeting the following conditions required in Section TA4 of the *AGP*:
 - a. Participate in the North Bethesda Transportation Management Organization (TMO) by entering into a Transportation Mitigation Agreement (TMAg) with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT). The TMAg shall be signed and executed by all parties prior to approval of the certified site plan and shall continue in force in perpetuity.
 - b. Pay all applicable annual Transportation Management District (TMD) fees as required by law.
 - c. Make the Development Approval Payment (DAP) to the County that should be used toward the following off-site intersection improvements prior to issuance of any building permit:

- 1) Add a separate right turn lane on northbound Rockledge Drive at the intersection of Rockledge Drive-Boulevard and Rock Forest Drive-Rockledge Drive.
- 2) Add a second right-turn lane from southbound I-270 East Spur off-ramp at the intersection with Rockledge Boulevard.
- 3) Add a second right turn lane from southbound Rockledge Boulevard to westbound Rockledge Drive.
4. To support the requested parking waiver, the applicant shall promote and publicize available transit options to both employees and attendees to discourage single-occupant auto travel to and from the site.
5. The applicant shall provide one (1) bike locker for each 20 automobile parking spaces per Section 59-E-2.3 of the County Ordinance. The bike lockers shall be located in a well-lit, visible area of the garage. The location of all bike lockers shall be specified prior to approval of the certified site plan.

DISCUSSION

Site Location and Vehicular Access Point

The subject corporate headquarters is located between Rockledge Drive and the southern point of the I-270 "split" into the East and West Spurs. The two vehicular access points are proposed to be from the existing Rockledge Drive curb cuts.

Available Transit Service

Ride-On route 96 and Metrobus route J-1 operate along Rockledge Drive.

Pedestrian and Bicycle Facilities

Five-foot-wide sidewalks exist along Rockledge Drive. Lead-in sidewalks are provided from Rockledge Drive.

Master-Planned Roadways and Bikeways

In accordance with the *North Bethesda/Garrett Park Master Plan*, the following are the master-planned roadways:

1. I-270 and the I-270 East Spur are designated as Freeways, F-1, with a recommended 300-foot minimum right-of-way.

2. I-270 West Spur is designated as a Freeway, F-1a, with a recommended 300-foot minimum right-of-way.

Rockledge Drive is not designated in the *North Bethesda/ Garrett Park Master Plan* but was built as a business district street with an 80-foot-wide right-of-way.

In accordance with the *Countywide Bikeways Functional Master Plan*, the recommended master-planned bikeway along Rockledge Drive is a shared signed roadway, SR-60.

Local Area Transportation Review (LATR)

A traffic study was submitted because the existing corporate headquarters and proposed corporate training center generates 30 or more total peak-hour trips during the weekday morning and evening peak hours. For the proposed “corporate training center” addition, the site-generated peak-hour trips were calculated using hotel trip-generation data from the Institute of Transportation Engineer’s (ITE) *Trip Generation Report*. Vehicular trips data were collected by ITE from similar hotels with banquet rooms and/or convention facilities. This hotel use is the most comparable land use to the proposed “corporate training center” where visitors stay at on-site lodging facilities while attending conferences and/or training sessions with on-site food service functions. The existing corporate office building and proposed “corporate training center” addition would generate the following peak-hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Type of Land Use	Square Feet	Weekday Peak Hour	
		Morning	Evening
Existing Corporate Headquarters	247,955 sq. ft.	296	269
Proposed Corporate Training Facility	209,032 sq. ft.	134	140
Total Peak-Hour Trips		430	409

The results of the Critical Lane Volume (CLV) analysis in the traffic study are shown in the following table:

Intersection	CLV Standard Policy Area	Weekday Peak Hour	Traffic Condition			
			Existing	Background	Total Future	Total Future Improved
Westlake Drive and Westlake Terrace	1,475 Potomac	Morning	818	970	976	-----
		Evening	687	880	886	-----
Fernwood Road-Marriott Driveway and Rockledge Drive	1,550 North Bethesda	Morning	702	908	925	-----
		Evening	772	960	960	-----
Rock Spring Drive and Fernwood Road-Marriott Driveway	1,550 North Bethesda	Morning	634	826	834	-----
		Evening	706	1,031	1,039	-----
Rock Spring Drive and Rockledge Drive	1,550 North Bethesda	Morning	772	1,120	1,123	-----
		Evening	819	1,341	1,344	-----
Rockledge Drive-Rock Forest Drive and Rockledge Boulevard-Drive	1,550 North Bethesda	Morning	1,223	1,810*	1,870*	1,157
		Evening	800	2,007*	2,036*	1,974*
Southbound I-270 East Spur Off Ramp and Rockledge Boulevard	1,550 North Bethesda	Morning	1,387	2,116*	2,139*	1,966*
		Evening	651	1,119	1,137	1,196
Rockledge Drive and Lockheed Martin's North Driveway	1,550 North Bethesda	Morning	419	791	884	-----
		Evening	281	715	770	-----
Rockledge Drive and Lockheed Martin's South Driveway	1,550 North Bethesda	Morning	476	932	942	-----
		Evening	360	736	744	-----

* CLV's exceeding congestion standard

As shown on the table above, the CLV at two intersections operate at CLV values that exceed the congestion standard of 1,550 in background and total traffic conditions:

1. Rockledge Drive/Rock Forest Drive and Rockledge Boulevard/Rockledge Drive:

By making the DAP towards the two improvements described in Recommendations No. 3c1 and 3c3, the CLV is reduced to 1,157, below the 1,550 standard during the morning peak hour; and to 1,974, below the CLV of 2,007 in the background traffic condition during the evening peak hour.

2. Southbound I-270 east Spur Off-Ramp and Rockledge Boulevard:

By making the DAP towards the improvements described in Recommendations No. 3c2 and 3c3, the CLV is reduced to 1,966, below the CLV of 2,116 in the background traffic condition during the morning peak hour. The CLV during evening peak hours is within the congestion standard.

Transportation Mitigation Requirements

Besides satisfying the requirement in the *AGP* in Recommendation No. 3a, participation in the North Bethesda TMO and a TMAg are needed because the subject site is located within the boundary of the North Bethesda TMD. Participation should include, but not be limited to, the following:

1. Developing a TMP for the site.
2. Designating a Transportation Benefits Coordinator to implement the TMP in coordination with the North Bethesda TMD staff.
3. Pay all applicable annual Transportation Management District (TMD) fees as required by law.
4. Establishing a permanent display area for transit users.
5. Collecting data on results of implementing the TMP.

The applicant’s participation would assist the North Bethesda TMD to achieve and maintain the 39% non-auto driver mode share goal for workers as described in the North Bethesda/Garrett Park Master Plan. The North Bethesda TMD staff would provide transportation information, technical advice, and other forms of assistance.

Parking Waiver

Transportation Planning staff supports the applicant’s request in Robert Brewer’s letter to Rose Krasnow dated April 3, 2006, to provide 282 additional parking spaces. The proposed 282 spaces are less than the estimated 492 parking spaces required for the similar more-generic land uses as shown in the table below and in accordance with Section 59-E3.7 of the County Ordinance. This number of additional parking spaces was based on the applicant’s current experience of providing lodging and meeting facilities off-site for their corporate visitors.

Land Use	No. of Spaces	For Each No. of Units	Proposed No. of Units	No. Parking Spaces Needed
Auditorium	1 Space	Every 4 Seats	250	63 Spaces
Hotel	0.7 Spaces	Each Guest Room	200	140 Spaces
Meeting Center	10 Spaces	1,000 sq. ft. of Net Floor Area	Approx. 28,900 sq. ft.	289 Spaces
Estimated No. of Required Parking Spaces				492 Spaces

The 282 parking spaces are less than the estimated 492 required spaces because the proposed “corporate training center” provides lodging for a typical minimum of a three-

day on-site corporate-sponsored event consistent with Section 59A-2.1, Definitions, of the Montgomery County Ordinance and Section TA4.1.2 of the *AGP*.

Annual Growth Policy

Under Sections TA4.1.1 and TA4.1.8 of the *AGP* and Section 59A-2.1 of the County Ordinance, employee at the existing corporate headquarters must have averaged at least 500 employees for the last two years prior filing this site plan amendment (i.e., on April 2006) or as of November 1, 2003.

EA:ft
Attachments

cc: Robby Brewer & Patrick O'Neil- Lerch, Early & Brewer
Sande Brecher
Wayne Cornelius
Craig Hedberg
Ivy Leung
Chuck Kines
Kristin O'Connor
Peggy Schwartz
Nkosi Yearwood

mno to Kronenberg for 8-74005-B.doc

ATTACHMENT 1

Ordinance No: 15-62
Zoning Text Amendment No: 05-21
Concerning: Corporate training center -
C-P (Commercial, Office Park) zone
Draft No. & Date: 1 – 12/2/05
Introduced: December 6, 2005
Public Hearing: January 17, 2006; 1:30 p.m.
Adopted: February 7, 2006
Effective: February 27, 2006

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION OF
THE MARYLAND-WASHINGTON REGIONAL DISTRICT WITHIN
MONTGOMERY COUNTY, MARYLAND**

By: Councilmember Floreen

AN AMENDMENT to the Montgomery County Zoning Ordinance for the purpose of:

- allowing a corporate training center as a permitted use in the C-P (Commercial, Office Park) zone.

By amending the following section of the Montgomery County Zoning Ordinance, Chapter 59 of the Montgomery County Code:

DIVISION 59-A-2 "DEFINITIONS AND INTERPRETATION"
Section 59-A-2.1 "Definitions"
DIVISION 59-C-4 "COMMERCIAL ZONES"
Section C-4.2 "Land uses"

EXPLANATION: ***Boldface** indicates a heading or a defined term.*

Underlining indicates text that is added to existing laws by the original text amendment.

[Single boldface brackets] indicate text that is deleted from existing law by the original text amendment.

Double underlining indicates text that is added to the text amendment by amendment.

[[Double boldface brackets]] indicate text that is deleted from the text amendment by amendment.

** * * indicates existing law unaffected by the text amendment.*

OPINION

Zoning Text Amendment No. 05-21 was introduced on December 6, 2005, to allow a corporate training center as a permitted use in the C-P (Commercial, Office Park) zone.

The Montgomery County Planning Board (4-1) in its report to the Council recommended that the text amendment be approved with amendments to delete the 500 employee requirement and the term "headquarters". In the Board's view, ZTA 05-21 should not be limited to corporate headquarters, but should be broader in scope to permit a corporate training center in any corporate office facility located in the C-P zone. The Planning Board stated that ZTA 05-21 as amended would allow for the orderly on-site development of various support facilities for a corporate facility and minimize vehicle trips to accommodate lodging, meals, and recreation. Vice-Chair Perdue voted against the ZTA because she didn't want to expand the scope of the text amendment beyond "corporate headquarters".

The County Council held a public hearing on January 17, 2006, to receive testimony concerning the proposed text amendment. The text amendment was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.

The Planning, Housing, and Economic Development Committee held a worksession on January 26, 2006 to review the amendment and (2-0, Councilmember Praisner absent) recommended that ZTA 05-21 be approved as introduced. The Committee did not agree with the recommendations of Council staff and the Planning Board that would have expanded the ZTA by eliminating the headquarters and 500 employee requirements. In the Committee's view, the effects of expanding the scope of the ZTA have not been considered. The Committee stated that it's unlikely that a business with less than 500 employees would need to develop its own corporate training center. The Committee also recommended an immediate effective date.

The District Council reviewed Zoning Text Amendment No. 05-21 at a worksession held on February 7, 2006, and agreed with the recommendations of the Planning, Housing, and Economic Development Committee.

For these reasons and because to approve this amendment will assist in the coordinated, comprehensive, adjusted and systematic development of the Maryland-Washington Regional District located in Montgomery County, Zoning Text Amendment No. 05-21 will be approved as introduced.

ORDINANCE

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following ordinance:

1 **Sec. 1. DIVISION 59-A-2 is amended as follows:**

2 **DIVISION 59-A-2. DEFINITIONS AND INTERPRETATION.**

3 **59-A-2.1. Definitions.**

4 * * *

5 **Corporate training center.** A corporate headquarters support facility, including
 6 lodging and conference facilities and related dining, recreational and support
 7 amenities, that only serves the workforce training and education needs of
 8 employees, customers and visitors to the corporate headquarters of a corporation
 9 employing at least 500 employees in the County.

10 * * *

11 **Sec. 2. DIVISION 59-C-4 is amended as follows:**

12 **DIVISION 59-C-4. COMMERCIAL ZONES.**

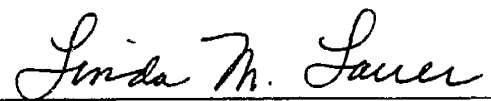
13 * * *

14 **59-C-4.2. Land uses.**

	C-T	O-M	C-O	C-P	C-1	C-2	C-3	C-4	C-5	C-6	H-M	Country Inn
(e) Services:												
* * *												
<u>Corporate training center.</u>				P								

15
 16 **Sec. 3. Effective date.** This ordinance becomes effective immediately upon
 17 Council adoption.

18
 19 This is a correct copy of Council action.

20
 21 
 22 _____

23 Linda M. Lauer, Clerk of the Council

MONTGOMERY COUNTY CODE
ZONING ORDINANCE
Chapter 59

§59-A-2.1

Article 59-A

- (c) is sorted at the reclamation facility site, with the inventory, by volume, being turned over at least once every 3 months.

Convenience food and beverage store: An establishment which sells packaged and/or prepared foods and beverages and other convenience items for consumption off the premises by travelers and highway users. Sales of items are dependent upon convenience of location, speed of service and highway accessibility and are not dependent upon comparison shopping or pedestrian traffic within the site or on adjoining sites.

Corporate training center. A corporate headquarters support facility, including lodging and conference facilities and related dining, recreational and support amenities, that only serves the workforce training and education needs of employees, customers and visitors to the corporate headquarters of a corporation employing at least 500 employees in the County.

Corridor city: A corridor city as designated in the General Plan for the Physical Development of the Maryland-Washington Regional District. Corridor cities are planned for location in the radial corridors which extend outward from the central core of the Washington Metropolitan Area and which are planned to contain the greatest concentrations of transportation facilities and public utilities.

Council or district council: The county council, sitting as the district council for the county portion of the Maryland-Washington Regional District.

Country inn: An establishment primarily for dining in a rural area of the county, removed from planned or existing commercial areas and generally accessible for patronage only by automobile transportation. A country inn may contain in the same building a maximum of 12 guest rooms where, for compensation, food and lodging are provided for guests, and may also contain specific commercial uses. A country inn is not a bed-and-breakfast lodging, motel, inn or other use defined or regulated elsewhere in this ordinance.

Country market: The display and retail sale of agricultural products and farm food products certified as non-potentially hazardous by the Department of Health and Human Services. A country market does not include the sale or storage of bread, cheese, or other foodstuffs produced in a commercial kitchen, or the establishment of an eating and drinking establishment, including a drive-in restaurant. A country market includes the display and sale of non-edible farm products only if the products are grown and processed on farms in the State of Maryland.

County: Montgomery County, Maryland.

County medical center: See life sciences center.

The applicant must pay the applicable Development Approval Payment (DAP) as provided in County Code §8-37 through 8-42, but not more than the DAP in effect on July 1, 2001.

TA4.1.8 Eligibility

An applicant may use this Procedure only if it met the criteria in **TA4.1.1** for number of employees and site location on November 1, 2003.

Common open space: In any residential development, all that area not included in individual record lots nor dedicated to public use.

Community sewerage system: Any system, whether publicly or privately owned, serving 2 or more individual lots, for the collection and disposal of sewage or industrial wastes of a liquid nature, including various devices for the treatment of such sewage and industrial wastes.

Community water supply system: A source of water and a distribution system, including treatment and storage facilities, whether publicly or privately owned, serving 2 or more individual lots.

Conference center: Facilities for conducting meetings, discussions, conferences. Facilities include meeting rooms, auditoriums, cafeterias, dining rooms, dormitories, guest rooms or other similar lodging accommodations, recreational uses, and supporting services designed mainly to accommodate planned meetings and discussions for the interchange of ideas and opinions of individuals or groups. A conference center is not a hotel, motel or inn, which are separately defined in this section and which may have meeting rooms as a secondary use.

Construction Debris Reclamation Facility. Any land or building used for the collection, sorting and recovery of construction or demolition debris where the debris:

- (a) is separated, collected, processed or marketed in the form of raw materials or products;
- (b) has a marketable value; and
- (c) is sorted at the reclamation facility site, with the inventory, by volume, being turned over at least once every 3 months.

Convenience food and beverage store: An establishment which sells packaged and/or prepared foods and beverages and other convenience items for consumption off the premises by travelers and highway users. Sales of items are dependent upon convenience of location, speed of service and highway accessibility and are not dependent upon comparison shopping or pedestrian traffic within the site or on adjoining sites.

Corporate training center. A corporate headquarters support facility, including lodging and conference facilities and related dining, recreational and support amenities, that only serves the workforce training and education needs of employees, customers and visitors to the corporate headquarters of a corporation employing at least 500 employees in the County.

Corridor city: A corridor city as designated in the General Plan for the Physical Development of the Maryland-Washington Regional District. Corridor cities are planned for location in the radial corridors which extend outward from the central core of the Washington Metropolitan Area and which are planned to contain the greatest concentrations of transportation facilities and public utilities.

Council or district council: The county council, sitting as the district council for the county portion of the Maryland-Washington Regional District.

Country inn: An establishment primarily for dining in a rural area of the county, removed from planned or existing commercial areas and generally accessible for patronage only by automobile transportation. A country inn may contain in the same building a maximum of 12 guest rooms where, for compensation, food and lodging are provided for guests, and may also contain specific commercial uses. A country inn

ATTACHMENT 2

applicant must include in its application for preliminary plan approval all information that would have been necessary if the requirements for Local Area Transportation Review applied.

The Planning Board may approve the application if:

- not more than 100 units, in addition to Moderately Priced Dwelling Units (MPDUs), are built in the first fiscal year after construction of the development begins, and
- not more than 100 units, in addition to MPDUs and the unbuilt remaining portion of all prior years' approved units, are built in any later fiscal year.

TA3.1 MPDU Requirements

Any applicant for a subdivision under TA3 must agree, as part of the application, that it will build the same number of MPDUs among the first 100 units that it would be required to construct at that location if the subdivision consisted of only 100 units, or a pro rata lower number of MPDUs if the subdivision will include fewer than 100 units.

TA3.2 Requirement to Begin Construction

Any applicant for a subdivision approval under TA3 must agree, as part of the application, that it will not begin to construct any residential unit approved in the application later than 3 years after the plat is recorded or the site plan is approved (whichever occurs later).



TA4 Corporate Headquarters Facility

TA4.1 LATR

An applicant for a preliminary plan of subdivision need not take any action under Local Area Transportation Review if the applicant meets the following conditions:

TA4.1.1 Jobs/Location

The applicant must have employed an average of at least 500 employees in the County for the 2 years before the application was filed, and the applicant must seek to build or expand a corporate headquarters located in the North Bethesda Policy Area.

TA4.1.2 Size/Use

Any new or expanded building approved under this Procedure must not exceed 900,000 square feet, and must be intended primarily for use by the applicant and the applicant's affiliates or business partners.

TA4.1.3 Traffic Information

Each application must include all information that would be necessary if the requirements for Local Area Transportation Review applied.

TA4.1.4 Mode Share Goals

Each applicant must commit to make its best efforts to meet mode share goals set by the Planning Board as a condition of approving the subdivision.

TA4.1.5 TMO Participation

Each applicant must participate in programs operated by, and take actions specified by, the transportation management organization (TMO), if any, established by County law for that policy area to meet the mode share goals set by the Planning Board.

TA4.1.6 TMO Payment

If an applicant is located in a transportation management district, the applicant must pay an annual contribution or tax, set by County law, to fund the TMO's operating expenses, including minor capital items such as busses.

TA4.1.7 Development Approval Payment Limits

The applicant must pay the applicable Development Approval Payment (DAP) as provided in County Code §8-37 through 8-42, but not more than the DAP in effect on July 1, 2001.

TA4.1.8 Eligibility

An applicant may use this Procedure only if it met the criteria in **TA4.1.1** for number of employees and site location on November 1, 2003.

TA5 Strategic Economic Development Projects

An applicant for a preliminary plan of subdivision need not take any action under **TL Local Area Transportation Review** if all of the following conditions are met.

TA5.1 Traffic information

The applicant files a complete application for a preliminary plan of subdivision which includes all information that would be necessary if the requirements for LATR applied.

TA5.2 Designation

The County Council has approved the County Executive's designation of the development as a strategic economic development project under procedures adopted by law or Council resolution.

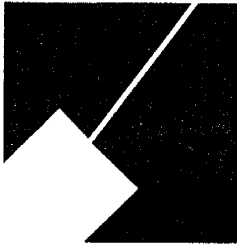
TA5.3 Transportation Impact Tax Payments

The applicant must pay double the applicable transportation impact tax without claiming any credits for transportation improvements.

Public School Facilities

S1 Geographic Areas

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 24 areas called high school clusters, as shown in Map 32. These areas coincide with the cluster boundaries used by the Montgomery County Public School system.



July 7, 2006

MEMORANDUM

TO: Linda Komes, Development Review Division

FROM: Kristin O'Connor, Planner, Bethesda-Chevy Chase, North Bethesda Team
Community-Based Planning Division (301-495-2172) **PK**

SUBJECT: Comments for Site Plan 8-1974005B (Formerly 8-74005B); Lockheed
Martin – Conference Center

The Community-Based Planning staff has reviewed the above referenced Site Plan for conformance with the *North Bethesda/Garrett Park Master Plan* (1992). The subject property is located at 6801 Rockledge Drive, Bethesda (formerly the Martin Marietta parcel in Rock Spring Park). Community-Based Planning recommends approval of this site plan with the following conditions to ensure consistency with the approved 1992 Mast Plan and the land use objectives in North Bethesda:

1. Provide crosswalk along both driveway entrances along Rockledge Drive.
2. Relocate sidewalk from curb and provide a landscape panel along Rockledge Drive.

ZONING AND LAND USE

The 26.5 acre subject property is zoned C-P (Commercial Office Park) in Rock Spring Park. Rock Spring Park is one of only two locations in the County where the zone is in use. The Lockheed Martin site is registered as a loophole property (p. 105) and is identified as having redevelopment potential in Table 8 (p. 97).

The C-P zone does not have a specific FAR, however with the height/setback/coverage requirements, the Master Plan projected a possible FAR of between 1 and 1.25, given the site constraints (p.105). The existing building has an FAR of .21 with a potential to expand another 913,704 square feet in floor area, according to the Plan. The current site plan proposes to add 208,011 square feet. The development proposal is comprised of an 8 story short-term lodging facility (76 feet), a two-story conference center (39 feet), and a one-story auditorium (28 feet).

MASTER PLAN COMPLIANCE

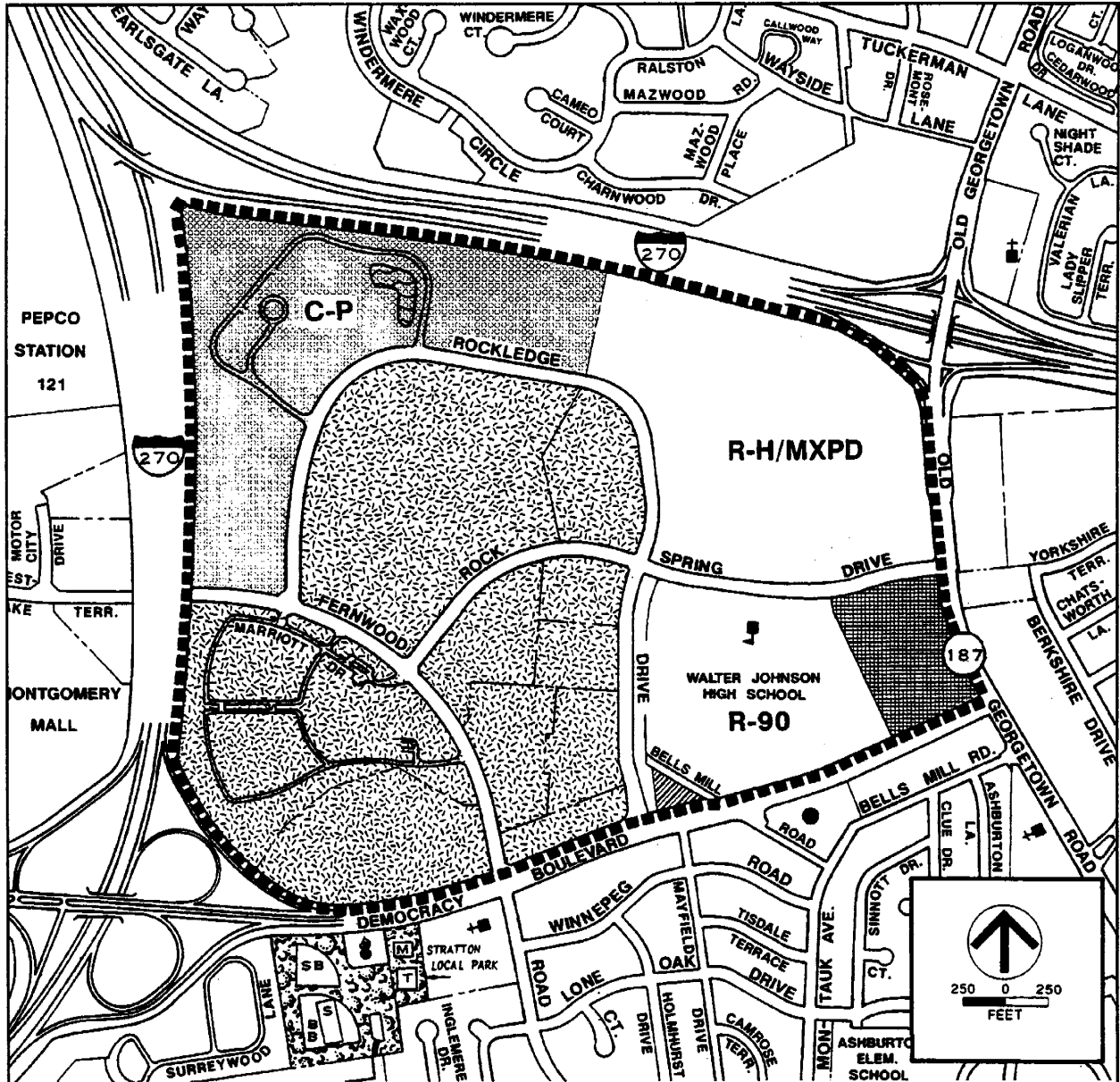
The 1992 Plan confirms the C-P zone and supports the continued designation as a C-P zoned property. The Master Plan identifies the parcel as Area 3 in Figure 29 on page

95. The Plan supports an expansion on the site as Rock Spring Park has highway access and the possibility of high quality transit connections to Grosvenor Metro (p.106). The Plan endorses the office use on the site. "The property clearly conforms to the office use for which the existing zone was designed, and it sits in an office park that has been designated as an employment center for 30 years" (p.106).

The project is in compliance with the recommendations of the *North Bethesda/Garrett Park Master Plan* and meets the Plan's objective to continue to endorse office-related functions (trainings, conferences, etc.) in the C-P Zone.

ROCK SPRING PARK - PROPOSED BASE / FLOATING ZONES

FIGURE 31

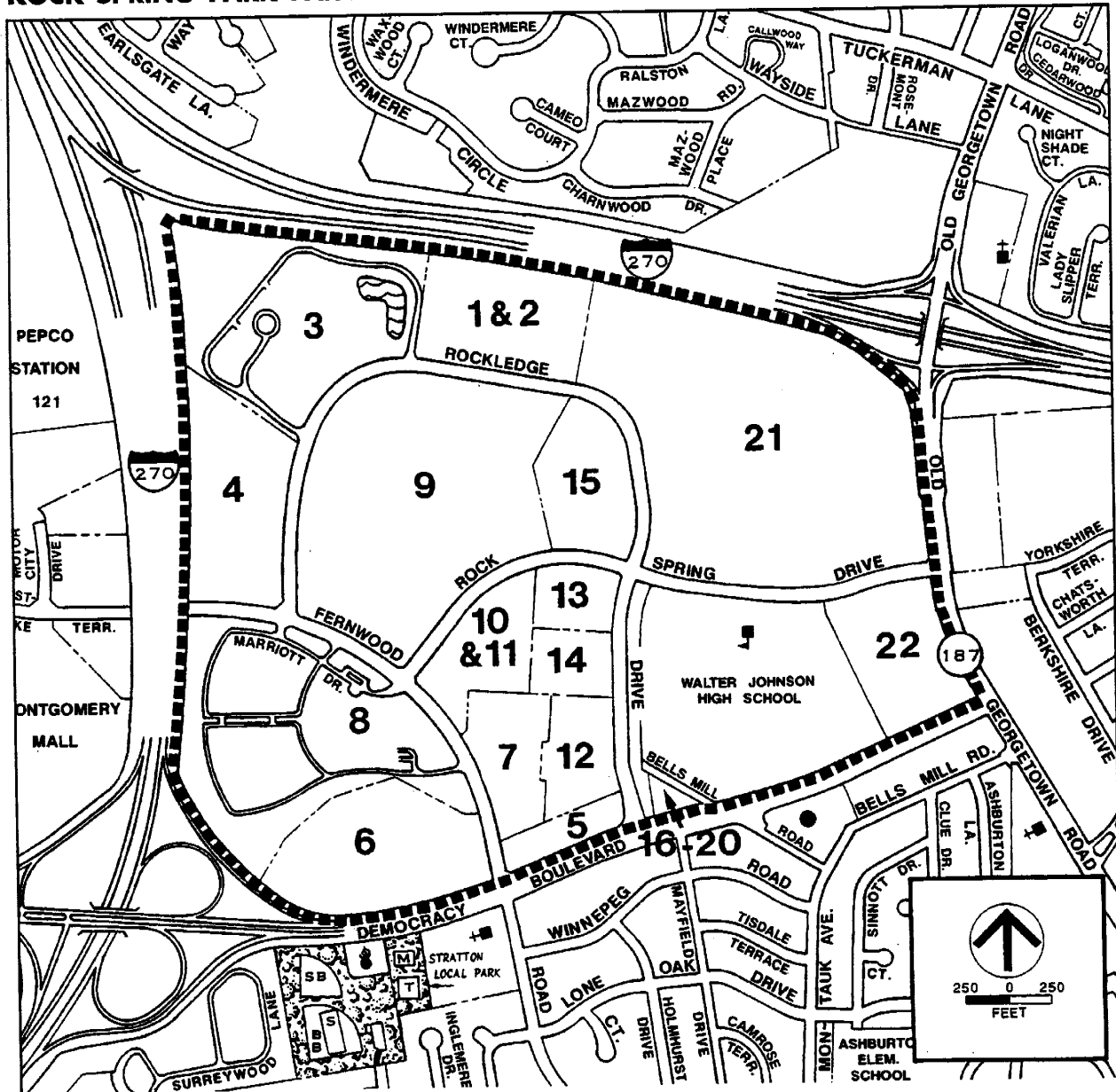


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|--|---|--|---|
| | R-90 Residential, One-Family | | C-1 Convenience Commercial |
| | R-H/MXPD Multiple-Family, High Rise/
Mixed Use
Planned Development | | I-3 Technology and Business Park |
| | C-P Commercial, Office Park | | |
| | O-M Office Building, Moderate Intensity | | |

ROCK SPRING PARK PARCELS

FIGURE 29



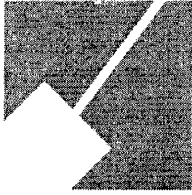
- | | |
|--------------------------|-------------------------------|
| 1. Rockledge Center | 12. Champlain |
| 2. Rockledge Center | 13. Bedford |
| 3. Martin Marietta | 14. Westmoreland |
| 4. Democracy Center | 15. Rockledge Executive Plaza |
| 5. Camalier | 16. Marion McCartney |
| 6. Democracy Plaza | 17. Stuart W. & D.G. Lane |
| 7. Camalier | 18. Irving Schwartz |
| 8. Marriott | 19. Democracy Associates |
| 9. IBM | 20. Stanley Appelbaum |
| 10. Rock Spring Plaza I | 21. Davis Camalier |
| 11. Rock Spring Plaza II | 22. Georgetown Square |

TABLE 8

EXISTING AND POTENTIAL DEVELOPMENT AT ROCK SPRING PARK

Name	Existing or Proposed Zone	Net Acres	Number of Floors	Existing Far	Existing Gross Floor Area	Potential Gross Floor Area	Loop Hole Property
1. Rockledge Center	C-P	5.69	10	1.01	250,492	0	
2. Rockledge Center	C-P	6.16	10	0.96	258,900	0	
3. Martin Marietta	C-P	26.51	4	0.21	241,071	913,704	X
4. Democracy Center	C-P	15.36	15	1.07	714,878	0	
5. Camalier	I-3	3.13	0	0	0	0*	
6. Democracy Plaza	I-3	16.35	10	1.00	710,000	0	
7. Camalier/RSP Building I	I-3	7.05	7	0.44	136,615	0	X
8. Marriott Headquarters	I-3	33.74	7	0.55	808,482	440,775	X
9. IBM	I-3	40.02	3-8	0.49	853,835	781,165	X
10. Rockspring Plaza I	I-3	4.42	8	1.12	216,010	0	
11. Rockspring Plaza II	I-3	3.1	8	1.36	183,990	0	
12. Champlain/RSP Building II	I-3	5.46	6	0.57	136,152	0	X
13. Bedford	I-3	3.9	6	0.79	135,054	0	X
14. Westmoreland/RSP Building III	I-3	3.90	6	1.15	195,706	0	X
15. Rockledge Executive Plaza	I-3	9.06	6	0.84	331,355	0	X
16. Marion McCartney	O-M	0.18	2	0.36	2,808	0	
17. Stuart W & O.G. Lane	O-M	0.15	2	0.43	2,808	0	
18. Irving Schwartz	O-M	0.18	2	0.27	2,105	0	
19. Democracy Associates	O-M	0.14	2	0.47	2,808	0	
20. Stanley Appelbaum	O-M	0.14	2	0.52	3,180	0	
21. Davis	MXPD	53.4	0	0	0	1,050,000	
22. Georgetown Square	C-1	10.3	1	0.34	152,400	0	X
TOTAL (Sq. Ft.)					5,338,649	3,185,644	

* This parcel is under a covenant to remain as open space.



**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland

8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

TO: Linda Komes, Development Review Division

FROM: Candy Bunnag, ^{CB}Planner Coordinator, Environmental Planning Section,
Countywide Planning Division

DATE: July 7, 2006

SUBJECT: Site Plan 8-74005B, Lockheed Martin – Conference Center

The Environmental Planning staff has reviewed the site plan referenced above. Staff recommends approval of the site plan of subdivision with the following conditions:

1. Approval of the tree save plan, dated July 5, 2006, as a preliminary tree save plan, provided that a final tree save plan is submitted for M-NCPPC staff review and approval as part of the signature set of site plan. The final tree save plan shall reduce, if feasible, proposed grading along the northern side of the reconstructed internal road and to the west of the proposed auditorium to protect additional trees on the site.
2. The applicant must contact the MNCPPC inspector for a pre-construction inspection of tree protection measures and authorization to begin any tree clearing.

DISCUSSION

Site Description

The 26.51-acre site is developed and is located in the Cabin John Creek watershed (Use I waters). There is about 2.3 acres of forest on the northwestern portion of the site. Forest also occurs along part of the northern property line that adjoins the I-270 right of way. About 3.18 acres of the western portion of the site contains a stand of mature deciduous trees with maintained grass as the ground cover. Many stands of trees, both native and non-native, are located throughout the site.

Forest Conservation

The proposed project is exempt from the forest conservation plan requirements (forest conservation plan exemption no. 4-06200E). The site is already developed and no new preliminary plan is required for the proposed project. About 1750 square feet of forest are proposed to be cleared to extend a water line. The proposed forest clearing is not in an

environmental buffer. The property is not in a Special Protection Area. Therefore, the project qualifies for a forest conservation plan exemption under Section 22A-5(t) of the County Forest Conservation Law:

“ The requirements of Article II do not apply to:

- (t) a modification to existing developed property if:
 - (1) no more than 5000 square feet of forest will be cleared;
 - (2) the modification does not affect any forest in a stream buffer or located on property in a special protection area which must submit a water quality plan; and
 - (3) the modification does not require approval of a new subdivision plan.”

The applicant has submitted a tree save plan that shows most of the existing trees on the eastern portion of the site to be removed because of the proposed new buildings, stormwater management facilities, and utility lines. The forest and tree stands on the western portion of the site will be protected. Many individual trees in the central portion of the site and most on the southern portion of the site will be protected. The plan shows part of the road to be reconstructed. Proposed grading along the north side of the road will result in the removal of some landscaped trees near I-270. Some existing trees will also be removed as part of a proposed water line relocation west of the proposed auditorium. In staff’s opinion, the applicant should modify the location of this new water line and reduce the grading on the north side of the road, if possible, to protect additional trees on the site. If these changes are feasible, they should be incorporated into the final tree save plan.

Environmental Buffers

There are no environmental buffers on this site.

APPENDIX C



CHECKLIST Site Plan / Project Plan Review

Plan # **81974005B** Name: **Lockheed Martin Corporation Center for Leadership Excellence**
 Zone: **C-P** Tract Area: **26.21 ac.** Proposed Use: **Corporate Training**
 Number of Units: **-** Square Footage: **209,032 sf Facility**

Development Method: **std.** Other: _____

Referral Comments:

M-NCPPC	Staff		Date		Other Agencies	Staff		Date	
	Staff	Date	Staff	Date		Staff	Date		
Transportation	✓	7/6/06			SHA	-			
Environmental	✓	rev. 7/13/06			DPS (SWM)	✓		3/27/06	
Community Planning	✓	7/7/06			DPS (Traffic)	SN		7/17/06	
Historic Planning	-				Public School	N/A			
Park Planning	-				Utility				
Research/Housing	-				Fire & Rescue	✓		email 7/12/06	
					DPW & T				

Development Standards / Requirements

- Zoning Requirements
- MPDU Calculation
- Building Restriction Lines
- Development Data Table
- TDR Calculation
- Building Height
- Recreation Calculation
- Timing/Phasing Conditions
- Master Plan Conformance

Prior Approvals

- Development Plan
- Preliminary Plan
- Prior Site Plan Approvals
- Record Plat

Community Input

- Civic Association _____
- Individuals _____

Supervisor Review

Chief Review

MM **7/14/06**
RdK **7/14/06**