



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MEMORANDUM

DATE: September 14, 2001

TO: Montgomery County Planning Board

VIA: Joseph R Davis, Chief *JRD*
Larry R. Ponsford, Supervisor *LRP*
Development Review Division

FROM: Mary Beth O'Quinn *MBO*
Development Review Division
Planning Department Staff
(301) 495-1322
(301) 495-4604



REVIEW TYPE: Site Plan Review

APPLYING FOR: 715,200 sf, planned for two phases, consisting of 401,000 sf of research and development space, 306,200 sf of office space, 8,000 sf retail space, and structured parking with 1,664 parking spaces

PROJECT: Fishers Place [Spring Lake Park]

CASE #: Site Plan #8-01025

REVIEW BASIS: 59-D-3 Approval Procedure and 59-C-5.41 Special Regulations I-1 Zone

ZONE: I-1

LOCATION: Bounded by Twinbrook Parkway and Fishers Lane

MASTER PLAN: Twinbrook Area of the North Bethesda-Garrett Park Master Plan

APPLICANT: JBG/JER Twinbrook Mtero, LLC

FILING DATE: May 20, 2001

HEARING DATE: September 10, 2001

STAFF RECOMMENDATION: 715,200 sf, consisting of 401,000 sf of research and development space, 306,200 sf of office space, 8,000 sf retail space, and structured parking with 1,664 parking spaces

1. Standard Conditions dated October 10, 1995, Appendix A
2. Conditions of MCDPS storm water management concept approval dated April 25, 2001.
3. Conditions of MNCPPC Transportation Planning Division memos dated September 14, 2001.

DESIGN CONDITIONS

Prior to signature set approval of the site/landscape plans, the following revisions shall be made and/or information provided, for review and approval by planning staff:

4. General Site Information
 - a. Provide drawings showing information required by DPS, DPWT, and Transportation Planning, including PUEs, road dimensions, pavement markings, signals, median, centerlines, ROWs, left turn lanes, driveway offsets, etc; show all proposed traffic signage, including pedestrian signs;
 - b. Provide revised green space calculation showing square footage per conforming parcel.

5. Building Design
 - a. Building 5625: set back east line of building foot print to achieve compatibility and pedestrian safety throughout all phases; show safe pedestrian and handicap egress from east side of building to Fishers Lane.

6. General Streetscape
 - b. Provide street trees at 4.5" caliper at the time of planting;
 - c. Provide the amended soil panel for all street trees, or soil panel acceptable to staff, including both tree rows on double-row streets, except where there are existing trees to be preserved;
 - d. Provide Streetscape Standard: paved cross-walks across all driveways and handicap ramps, subject to staff, DPS and DPWT review and approval; lighting, Willow Oak street trees.
 - e. Align all crosswalks and handicap ramps at 90-degree angle to curbing.

7. Streetscape: Twinbrook Parkway
 - a. Provide Zelkova street trees at curb within planting strip and locate sidewalk with special paving on east side of street trees, subject to staff, DPS and DPWT review and approval;
 - b. Provide east-west crosswalks on Twinbrook at the intersection of Street A, subject to review of the traffic signal warrant study by DPS, DPWT, and Transportation Planning.

8. Streetscape: Fishers Lane
 - a. Revise site plan showing curb location and cross walks; Provide unified brick-type paving for the pedestrian/bike path, subject to DPWT approval;
 - b. Provide additional north-south cross walk at intersection of Fishers Lane and Street A, subject to DPS and DPWT approval;
 - c. Provide underground utilities along property frontage; provide 6-foot minimum planting strip;
 - d. Provide double row of Willow Oaks, evenly spaced along the entire property frontage.

9. Streetscape: Street A
 - a. Revise street design to provide aligned curbing, crosswalks, and pedestrian paths at the intersection of Street A and the south service drive from Twinbrook Parkway; remove 4 parallel parking spaces on Street A at Building 5635 to provide aligned curbing;
 - c. Enlarge pedestrian island north of loading dock for Bldg 5635 to provide aligned pedestrian crosswalk;
 - d. Show pedestrian path through garage to pedestrian promenade; provide details, dimensions, and materials for path, paving and lighting;
 - e. Extend sidewalk special paving in front of Buildings 12725; enlarge island at entrance to

- 12725 by removing one parking space; align crosswalk parallel to Street A leading from 12735 to 12725;
- f. Show dimensions and details for recessed entrances proposed for Buildings 5635 and the parking garage 12721; show slopes and number of risers as necessary; show revised locations of entrances;
 - g. Shift cross walk leading from Building 12709-11 to parking garage to allow one additional street tree on each side of Street A.
10. Streetscape: South Service Drive
- a. Provide location and details for transformers for Building 12709-11.
11. Phasing
- a. Provide demolition plan showing phasing for demolition of each structure subject to demolition, including Building 5615 and date of demolition;
 - b. Provide diagram for Phase 1 employee/visitor traffic and circulation;
 - c. Provide installation of all streetscaping adjacent to buildings proposed for Phase 2 within 120 days of completion of the final building constructed in Phase 1.
12. Other
- a. Provide a program for ensuring access to surrounding streets and buildings with details regarding reconstruction of the streets and/or public utilities.
 - b. All retaining walls to be constructed of masonry materials.

Applicant shall provide the following supplemental drawing information in the signature set submission:

13. a. Details, specifications, design dimensions, and/or materials
- i. Handrails, fencing, guard rails throughout;
 - ii. Planting urns and bases, tree boxes;
 - iii. Monuments and signage, including attached lighting;
 - iv. Garage doors, loading dock gates, transformer enclosures and architectural screening elements;
 - v. Garage (Bldg 12721) façade trellis with landscaping materials;
 - vi. Site fixtures and furnishings, including seating, bike racks, trash bins;
 - viii. Garage, driveway and loading dock opening dimensions and centerlines;
 - x. Footprint, dimensions and materials for all signage structures;
 - xi. Interior noise levels to be abated to 45 dBA.
- b. Landscaping elements
- i. Plantings for all boxes, planters, trellis throughout (excluding seasonal), including species and spacing.
- c. Lighting, Power, Signage
- i. Performance specifications for all wall mounted exterior lighting on elevations;
 - ii. Roof lighting and parapet signage details, including lighting levels;
 - iii. Performance specifications for exterior building lighting fixtures;
 - iv. Performance specifications for any supplemental store-front lighting at retail space;
 - v. Specifications for lighting at exterior public walkways and stairs;
 - vi. Specifications for exterior building lighting at garage entrances and garage stairwells;
 - vii. Garage lighting photometric plans;
 - viii. Power supply for exterior public use space.
- d. Elevations and Illustrative Plans
- i. Elevations of all streets, including pedestrian passages showing building heights,

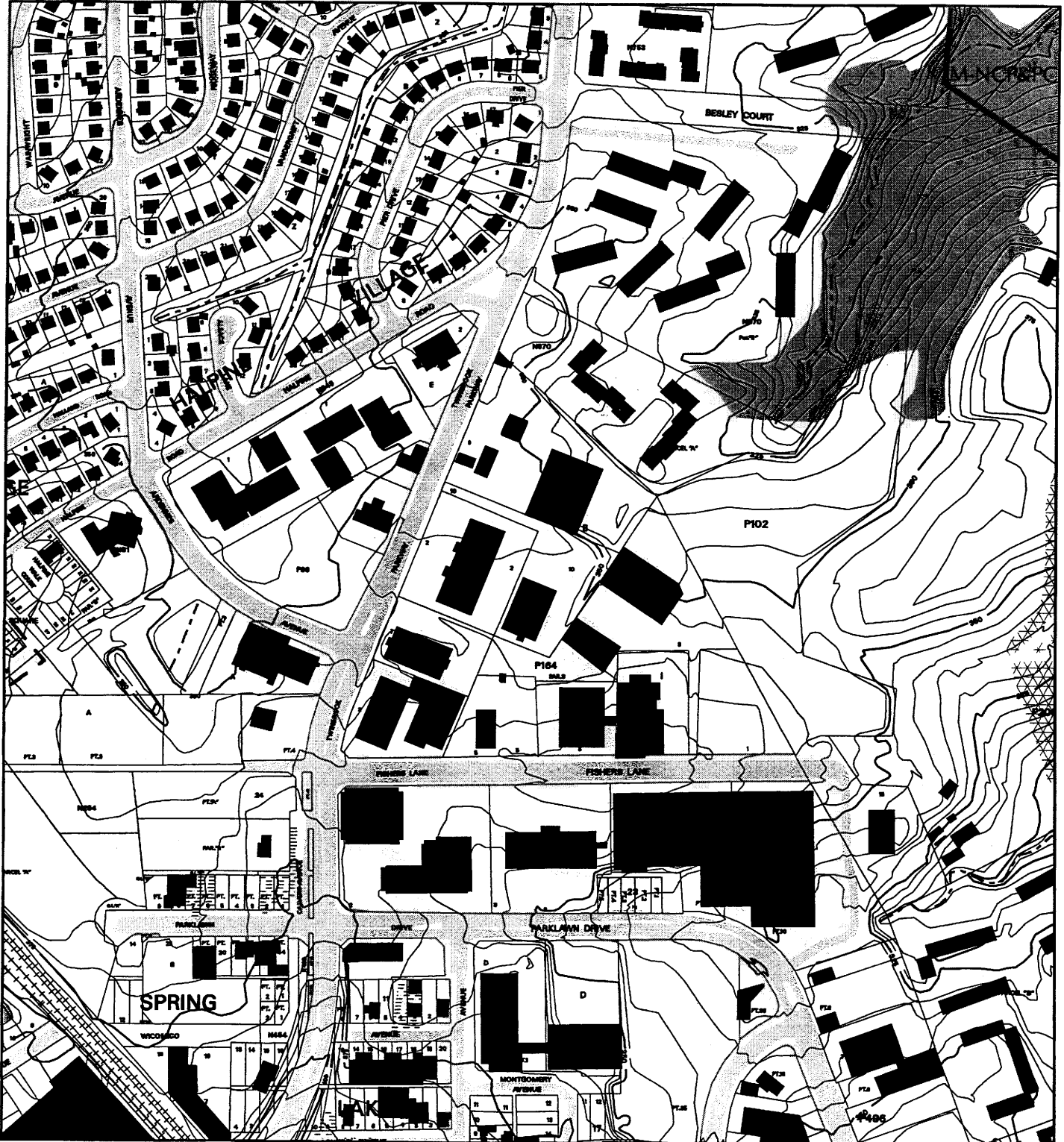
windows, door openings and lighting fixture heights;

- ii. Elevations for all structures showing steps, windows and doors shall be submitted for staff review and approval as part of a supplemental signature set, prior to building permit.

14. Applicant shall provide, as a Supplemental Signature Set, the following information, within 90 days of initial signature set submission:

- a. Submit coordinated streetscape drawing showing street lighting, existing and future bus stops, all benches;
- b. Show crosswalks and handicap ramps in the public rights-of-way, subject to staff, DPS, and DPWT review and approval;
- b. Elevations and details for all street front retail space;
- c. Provide plans for each building showing the following: location and dimensions of all mechanical intake/exhaust equipment, including mechanical room/penthouse height, openings, footprint, setback, and materials; show expected noise levels on plant.

VICINITY MAP FOR
FISHERS PLACE (8-01025)



Map compiled on June 06, 2001 at 4:28 PM | Site located on base sheet no - 216NW06

NOTICE

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Key Map



N



Research & Technology Center



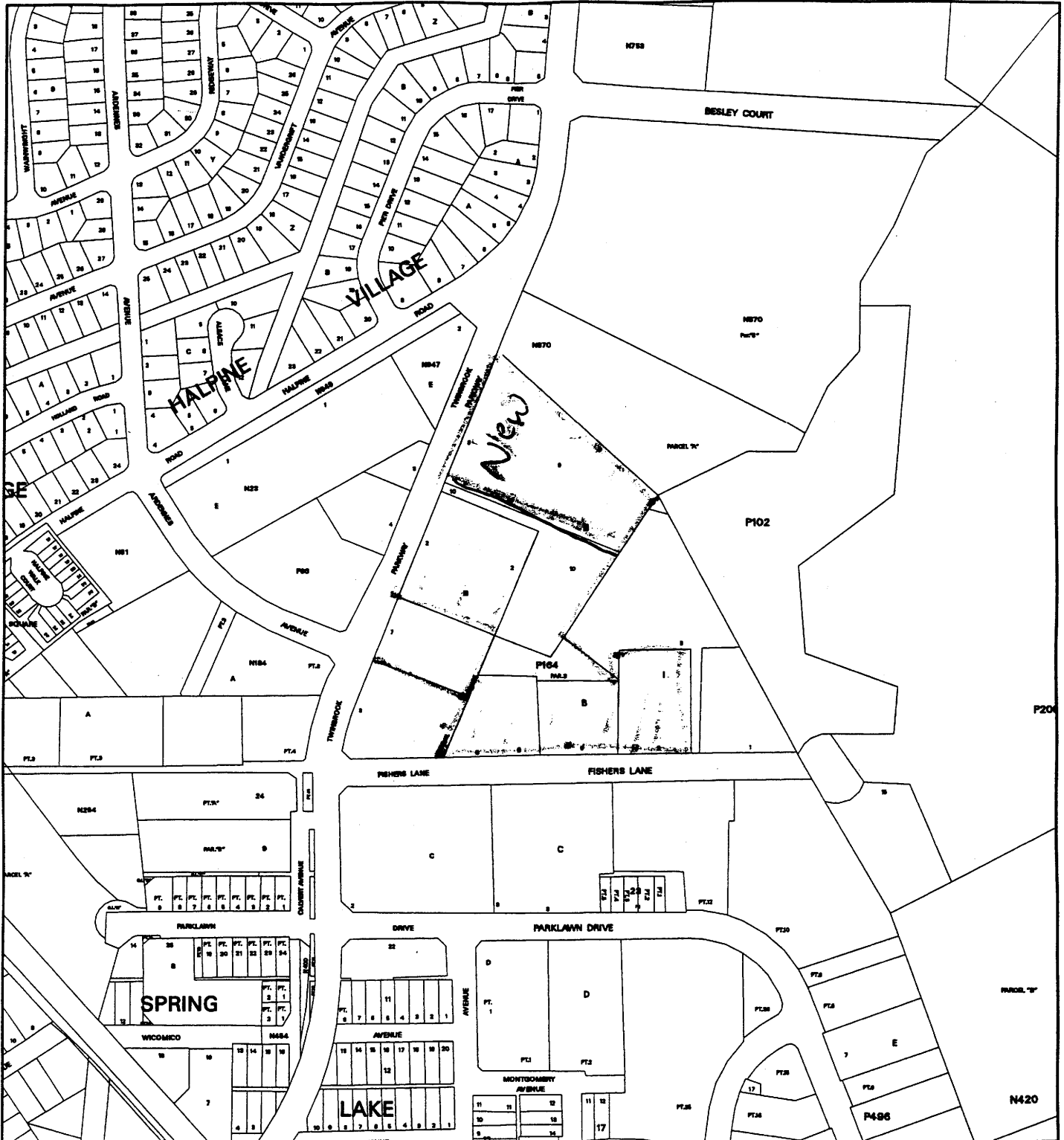
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M-NCPPC

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

8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

VICINITY MAP FOR
FISHERS PLACE (8-01025)



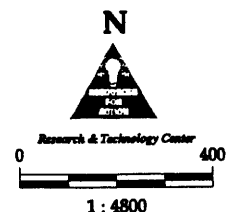
Map compiled on June 06, 2001 at 4:04 PM | Site located on base sheet no - 216NW06

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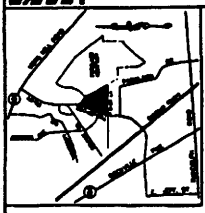
**APPLICANT TO PROVIDE REVISED SITE PLANS
BY PLANNING BOARD HEARING**

SITE AND ADJACENT AREA PLAN

FISHERS PLACE
SPRING LAKE PARK, HALPINE SUB.
WASHINGTON-ROCKVILLE INDUSTRIAL PARK

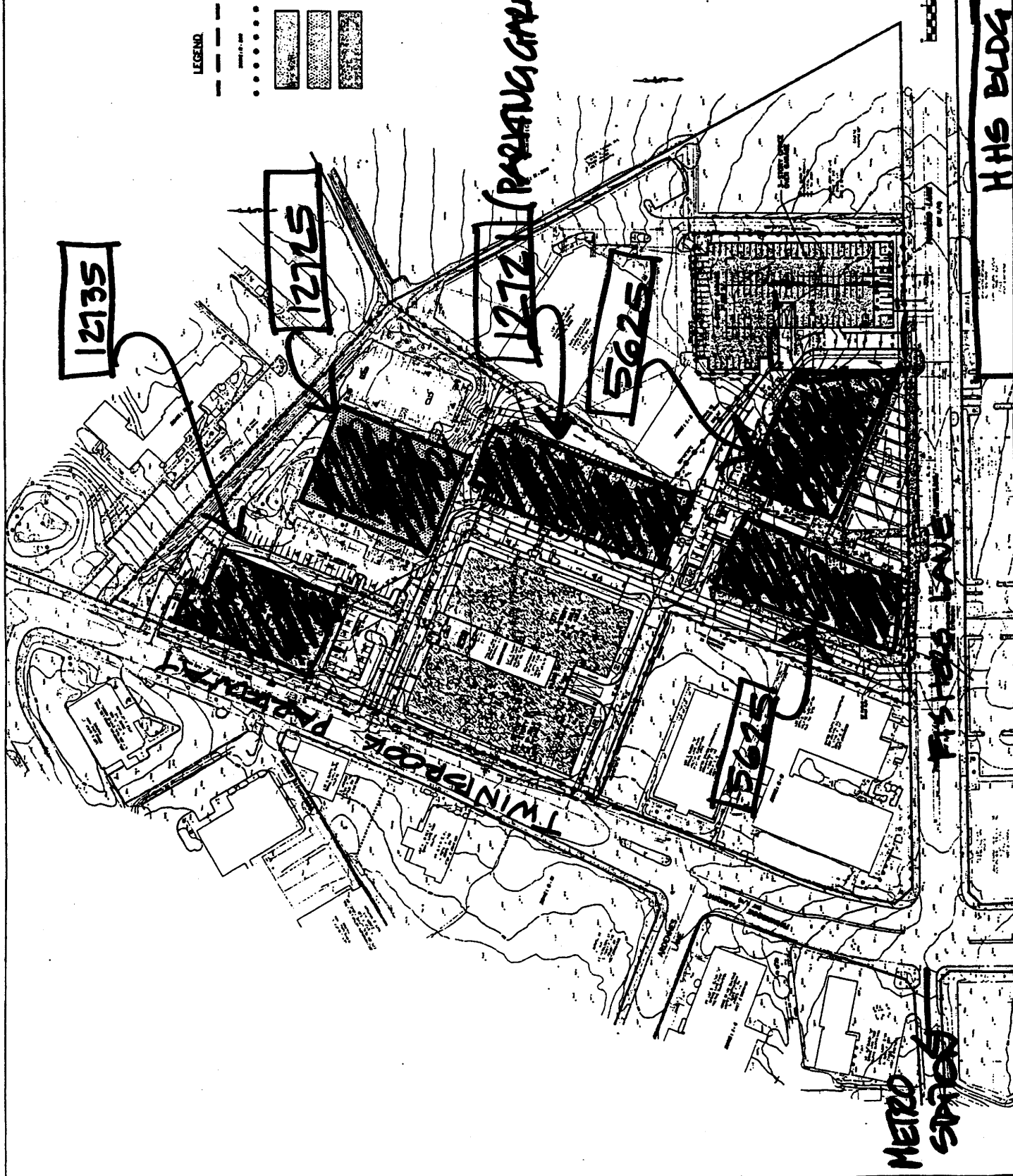
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SHEET NO.	3 OF 3

THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE AND IS RELEASED UNDER E.O. 13526, WHICH PERMITS RELEASE OF INFORMATION UNLESS INDICATED OTHERWISE.



- LEGEND**
- ZONING LINE
 - ZONE LABEL
 - LIMITS OF THE PLAN
 - NEW BUILDING
 - EX. BUILDING TO REMAIN
 - NEW PARKING STRUCTURE

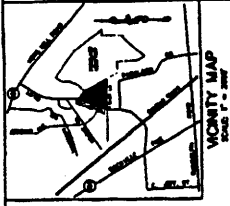
NOTE:
INDICATE THE USE AND WITH REFERENCE TO EXISTING BUILDING CONSTRUCTION.



SITE AND ADJACENT AREA PLAN

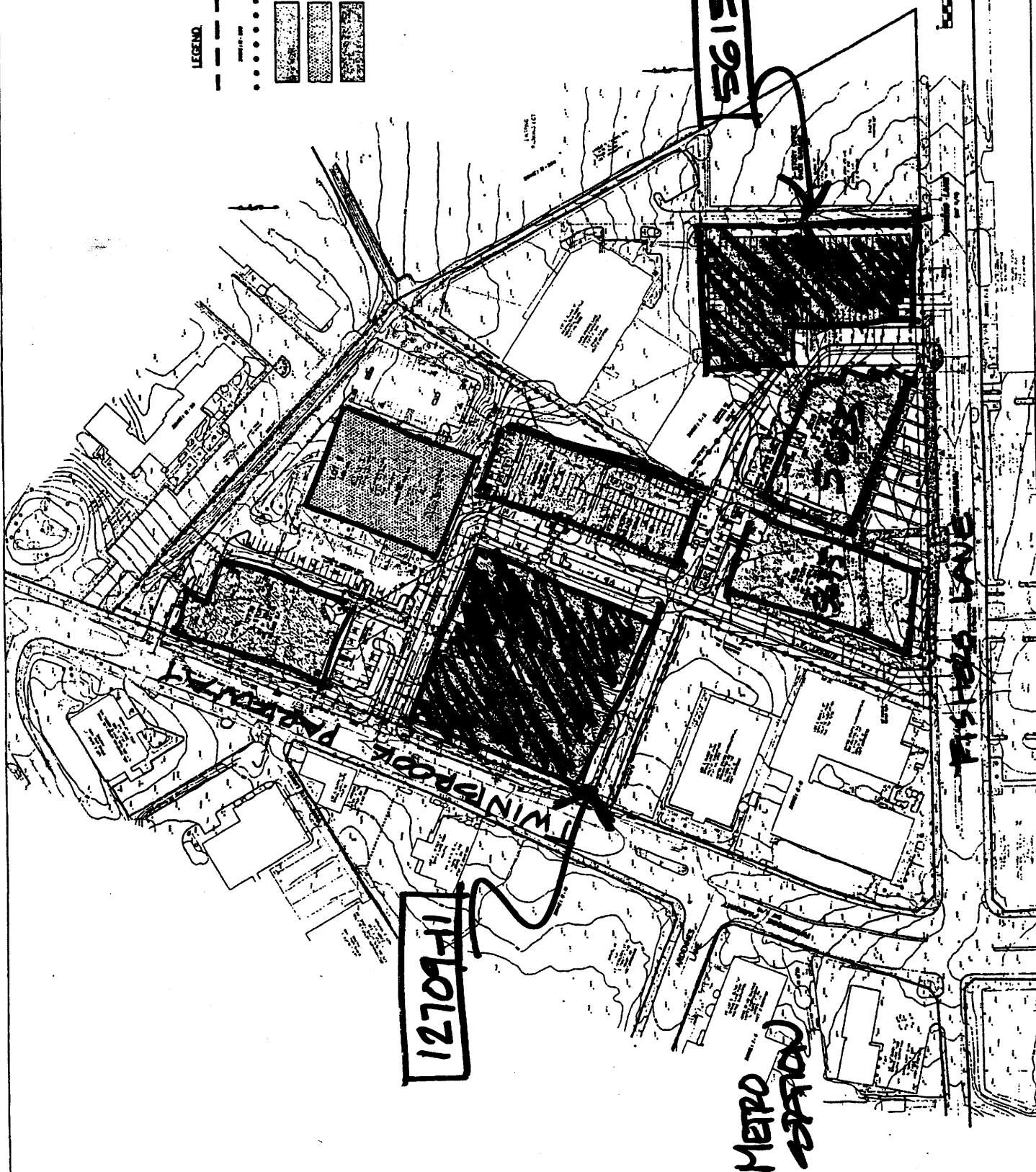
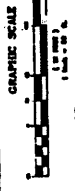
FISHERS PLACE
SPRING LAKE PARK, ALPINE SUB.
WASHINGTON-ROCKVILLE INDUSTRIAL PARK
4TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

VIA
THE DISTRICT OF COLUMBIA
PLANNING BOARD
1100 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D.C. 20004
DATE: 11/11/01
SCALE: 1" = 100'



- LEGEND**
- ZONING LINE
 - ZONE LABEL
 - LIMITS OF THE PLAN
 - NEW BUILDING
 - EX. BUILDING TO REMAIN
 - NEW PARKING STRUCTURE

NOTE:
THIS PLAN HAS BEEN APPROVED BY THE DISTRICT PLANNING BOARD.



ISSUES REVIEWED DURING SITE PLAN REVIEW

Streetscaping, Public Amenity Space and Pedestrian Safety

Applicant and staff have devoted considerable effort to establishing streetscape standards for the Twinbrook Metro Station vicinity. The area, addressed in the recent "Twinbrook Charette" has the potential to become a significant transit-oriented development area with numerous opportunities for retail, office, R & D, and commercial activity, in addition to the residential density proposed in the Master Plan. Streetscape improvements include brick-type sidewalks, Willow Oak street trees along Fishers Lane and the internal streets, and street lighting. Public space amenities include plaza/lawn area facing Fishers Lane, terrace café, and paved pedestrian plaza with seating. The special paving is carried through the public pedestrian passages through the site.

Undergrounding of Utilities on Fishers Lane

The applicant proposes undergrounding utility service within the site interior, while retaining existing overhead utility lines along all property boundaries. Utility issues discussed during site plan review concerned the undergrounding of the overhead utilities along the south property boundary, along the north side Fishers Lane. These "local" lines, consist of a 13KV electric, telephone, and cable television lines, providing service to the subject site and isolated parcel(s) on the south side of Fishers Lane.

Staff recommends undergrounding of these "local" utilities along the property frontage on Fishers Lane to achieve the Charette goal of an improved, urban streetscape. The proposed street front on Fishers Lane features streetscape designed for pedestrian use, active streets, and animated public spaces, including a generous public plaza and lawn. Staff recommends that the utilities supported on the five poles along the 600-foot Fishers Lane frontage be undergrounded as part of the construction of the streetscape. This recommendation is consistent with the requirements of Sec. 50-40 of the Subdivisions Regulations.

Staff recommends that the utility lines on Twinbrook Parkway be retained as overhead service since these utility lines tie into three feeder line switch stations with remote operation capability, that covers a large geographic area beyond the subject site.

Compatibility of Existing and Proposed Buildings

Incompatible adjacencies are created by the proposed siting of two structures planned for Phase 1 of the development plan: the insertion of "new" 5-story R&D Building 5625 (the middle building of three facing Fishers Lane) next to the retained "existing" 2-story office Building 5615, directly to the east. This existing building currently carries a three-year tenant lease.

The "fitting-in" of Building 5625 next to Building 5615 requires extraordinarily tight spacing between these two structures--spacing that measures only five feet at places against the saw-tooth edge of the new building. The tight linear space must accommodate emergency egress for the new building, yet features a set of steps that climb toward Fishers Lane--an additional hardship for exterior handicapped passage. To achieve additional leasable square feet within Building 5625, its top floors are designed to hang over the top of the smaller existing building by an engineered cantilevered extension. To achieve fire code compliance, construction of both buildings will provide solid, windowless walls on opposing facades.

Staff recommends that, as part of Phase 1, the two buildings be separated by at least 15-20 feet by altering the footprint of the new building. A reasonable spacing will better relate to the surrounding context, and implement the Twinbrook Charrette goal to "insure compatible relationships and transitions between redevelopment and new development." This enlarged spacing will allow safe pedestrian passage from the emergency exits, and the opportunity for landscaping and humane interior spaces with window views.

The applicant states that the above-described conditions of adjacency and compatibility are merely temporary---a result of development phasing problems to be solved with Phase 2. The second phase features a new "replacement" structure for Building 5615, appropriately spaced, consisting of a 4-story

garage (with 2 stories of office above) that will provide required parking for the final R & D facility (Building 12709-11). However, the construction of both this R&D facility and parking garage (“new 5615”) are encumbered by a seven-year lease on yet another existing building currently leased on the site. Thus, the “solution” proposed would require more than seven years for implementation, with the additional possibility that Phase 2 (and the solution), subject to market forces, may never be realized.

Staff recommends that compatible building spacing with adequate and safe exterior egress routing be implemented in Phase 1 as described above.

Parking: Waiver Application

The applicant requests a waiver of setback requirements (59-E-2.72) for the parking structures proposed: Building 12721 (Phase 1) and Building 5615 (Phase 2). Approval of this waiver will provide space for adequate garage dimensions to meet the parking requirements. Additionally, the waiver will provide room for desired internal street alignment and attractive, safe sidewalks and streetscaping.

Site Plan Standard Condition: Waiver Application

The applicant seeks a waiver from the standard site plan conditions to allow demolition, grading, installation of sheeting and shoring, and pouring of footings, prior to both approval of the signature set of Site Plans and recordation of the final plat. In keeping with past practice, staff supports a waiver for clearing and grading only, prior to signature set and recordation of the plat. Staff does not support a waiver for installation of sheeting and shoring, and pouring of footings prior to signature set and recordation of the plat.

ISSUES EXTANT AT THE TIME OF STAFF REPORT

Undergrounding of Utilities on Fishers Lane

APPLICANT POSITION: The undergrounding of utilities is not required for perimeter streets according to the subdivision regulations.

STAFF POSITION: Fishers Lane is envisioned as a major pedestrian street within the Twinbrook Metro Station Area. A goal of the Twinbrook Metro Area Master Plan Charette was to define the area as a center for higher density transit-oriented development and to enhance its quality of life through the creation of a an improved, pedestrian-friendly environment with street-level retail on an urban streetscape.

Compatibility of Existing and Proposed Buildings

APPLICANT POSITION: Applicant proposes that conflicts of compatibility and building adjacencies created through development phasing be resolved at the final build out of Phase 2 of the development.

STAFF POSITION: Staff recommends that compatibility and adequate building locations be achieved in Phase 1 through alteration of the conflicting building footprint. Due to current lease obligations for existing buildings on the site, the earliest start for Phase 2 is estimated at seven years. Market conditions may conspire to prevent the completion of the second phase, thus rendering incompatible building adjacencies permanent.

LOT 3, BLOCK "1"
WASHINGTON-ROCKMILLE
INDUSTRIAL PARK
PLAT NO. 8626

SKPS FISHERS LANE
LIMITED PARTNERSHIP
L. 6217 F. 544
ZONED: I-1
ACCT. # 00134922

LIGHT INDUSTRIAL/RETAIL USE

PHASE 1
UPPER FLOOR
CANTILEVER

LIMITS OF PEDESTRIAN PLAZA CONNECTING
BOX 1ST FLOORS TO GARAGE 3RD LEVEL
S51°48'25"E

LIGHT INDUSTRIAL/RETAIL USE

RAILROAD TIE
RETAINING WALL

LOT 4, BLOCK "1"
WASHINGTON-ROCKMILLE
INDUSTRIAL PARK
PLAT NO. 8884

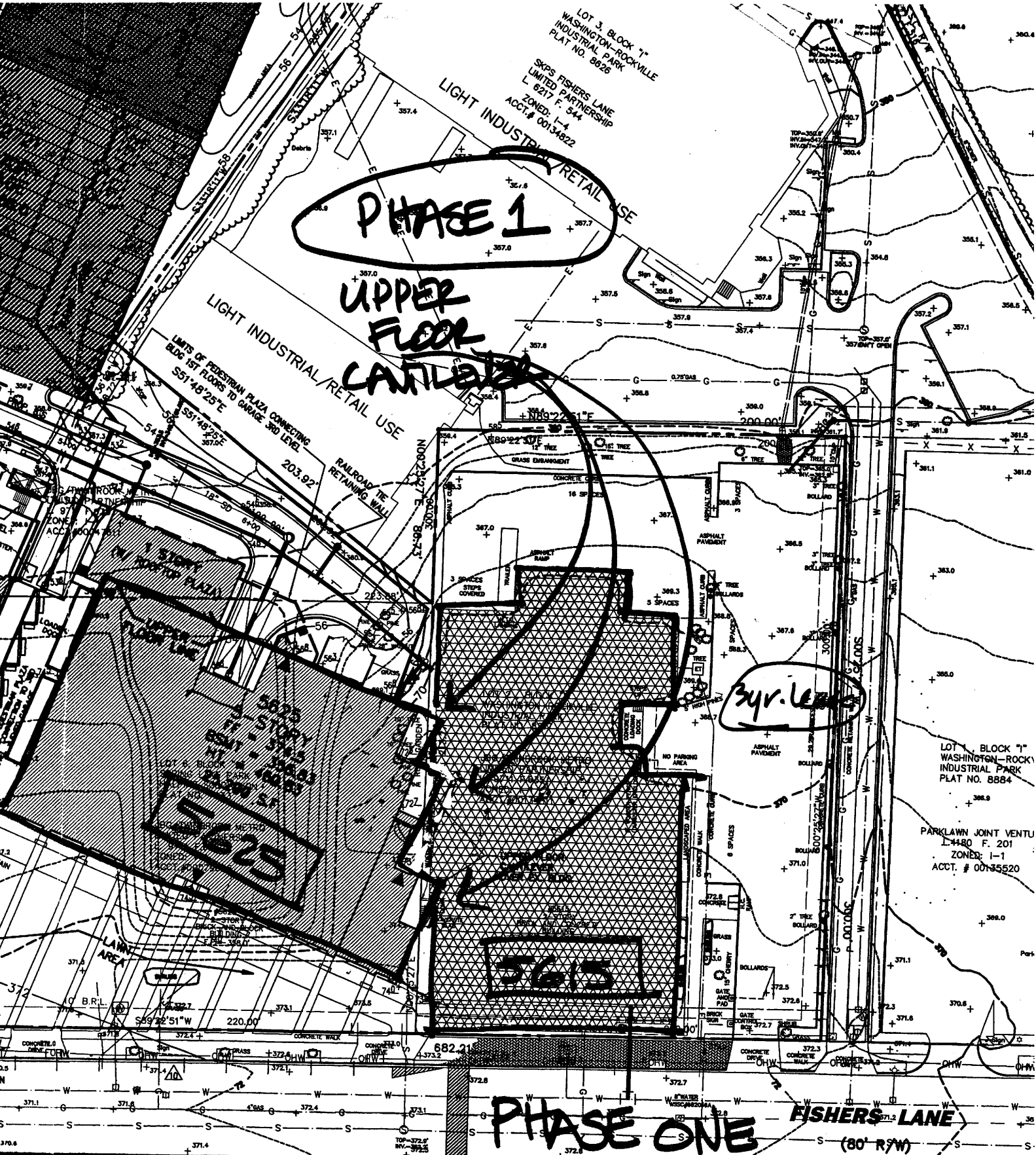
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34V. LEAK

LOT 4, BLOCK "1"
WASHINGTON-ROCKMILLE
INDUSTRIAL PARK
PLAT NO. 8884

PARKLAWN JOINT VENTURE
L. 4480 F. 201
ZONED: I-1
ACCT. # 00135520

PHASE ONE FISHERS LANE (80' R/W)



PROJECT DESCRIPTION: Surrounding Vicinity

The vicinity, known as the Twinbrook Metro Station Area, lies equidistant between Rockville Pike (MD 355) approximately 2000 feet to the southwest and Viers Mill Road to the northeast. To the northwest lies the residential neighborhood of Halpine Village, with single family homes.

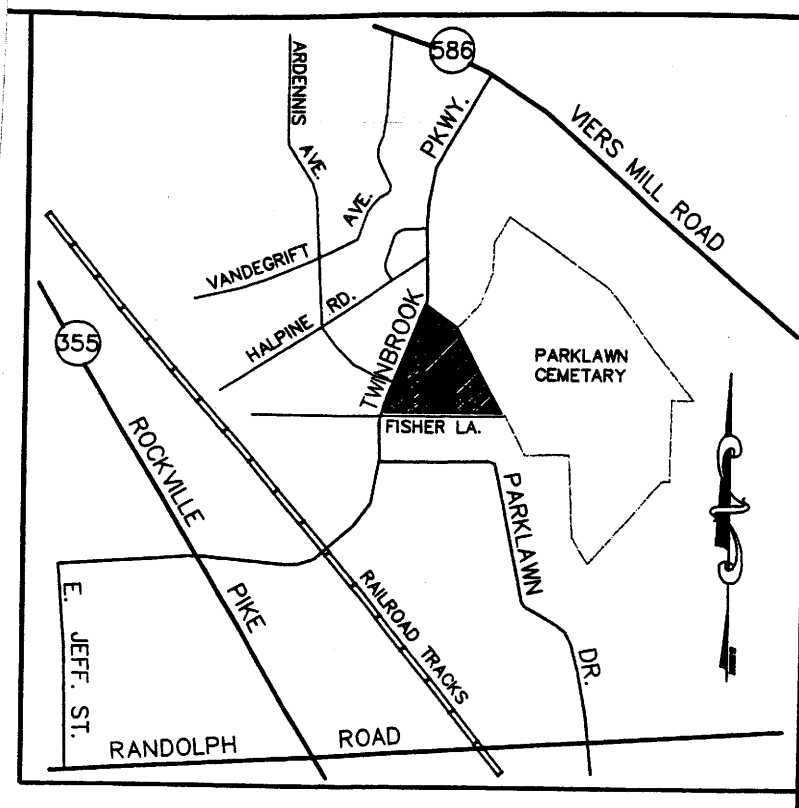
The Twinbrook area was originally developed as a railroad-oriented industrial area with warehouses, storage, and light manufacturing. As the region became less dependent on the railroad, existing buildings were occupied by small contracting businesses and service oriented uses such as automotive, plumbing, and equipment repair shops. Recently, small high-tech firms have been attracted to the less expensive spaced located in the area south of Parklawn Drive. The Federal Government is also located in the area in leased space for office and laboratory use. The Department of Health and Human Services is located in the very large building on the property between Fishers Lane and Parklawn.

The applicant has acquired a significant amount of property in the Twinbrook area, and has initiated redevelopment of several buildings in the area.

PROJECT DESCRIPTION: Site Description

The site is generally a butterfly-shaped parcel that features street frontage on the major thoroughfare, Twinbrook Parkway and the major pedestrian route, Fishers Lane. The site also wraps around the Pharmacopeia complex situated on the northeast corner of the intersection of the two streets.

Currently, an existing system of driveways and entrances exist, that for the most part, will be reused in the development plan to create the major internal street and service routing. The site slopes considerably, downward from south to north, a drop of almost 35 feet from the south boundary on Fishers Lane to the north boundary perpendicular to Twinbrook Parkway. The slope presents significant challenges to the pedestrian circulation throughout the site and the disposition of public amenity space.



PROJECT DESCRIPTION: Proposal

The Site Plan for Fishers Place (Spring Lake Park) proposes a mixed-use development including office, research and development and limited retail. The entire development will be constructed as a large, moderately dispersed complex with a linear, internal street that forms the organizing spine of the development. A large 6-story parking structure faces the internal “spine” road. A second garage is planned for the final phase, to be located along the eastern boundary of the site facing Fishers Lane.

The southern portion of the site features a public park/plaza facing Fishers Lane, with attached terrace cafe that will function as the major public gathering space. Special streetscape along the boundary public street frontages and along the internal street, will be the main public amenity features provided by this development. The applicant plans to develop the entire project in two phases: Phase 1 consisting of 118,000 sf existing R&D/office space, 408,200 sf new R&D/office space, 5,000 sf retail space, and 1147 parking spaces; Phase 2 consisting of 239,000 sf R&D/office space and 3,000 sf retail space and 680 parking spaces.

Office and R & D Space

Two structures will be devoted exclusively research: existing Building 12725 and the proposed Building 12735, both at the northern portion of the site. Three other buildings (5635, 5625, and 12709-11) will feature a mix of office space and R&D space. It should be noted that Building 5625 will be constructed with higher floor-to-ceiling dimensions typical of laboratory space;

Retail

The plan proposes 8,000 sf of retail space, including the terrace café facing the public lawn plaza on Fishers Lane, and an additional 3,000 sf of space located on the ground floor of the second parking garage scheduled for Phase 2. The retail is envisioned as convenience and service amenities for employees.

Vehicular Access and Parking

The main vehicular access to the proposed development is via the linear street connection through the site (Street A). The two-way street is accessed from Fishers Lane and Twinbrook Parkway. The street will provide car access to the parking garage at the site center with 879 parking spaces; in addition, on-street parking will be provided along Street A. Additional parking is planned with the construction of the final building of Phase 2, a 4-story parking garage with access from Fishers Lane.

Although the street will support truck and delivery service for short distances at both entrances, the street within the site interior will be closed to trucks. The main routing for service will be through the north and south driveways off Twinbrook Parkway.

Public Space

The public plaza facing Fishers Lane and the terrace café will provide the main public space for the development. The plaza will feature generous expanses of lawn, with brick-type sidewalks and bluestone accents. A linear pedestrian passage with seating and a landscaped mini-plaza will be provided at the juncture of the main office/lab buildings on Fishers Lane and the centralized parking structure. A small outdoor green area and plaza will be provided at the north end of the site near the entrance of Street A onto the site serving Building 12735.

PROJECT DESCRIPTION: Prior Approvals

On May 27, 1999, the Planning Board approved the Preliminary Plan of subdivision #1-99043 (see opinion attached). On April 3, 2001, the Planning Board approved Preliminary Plan Amendment 9-99043A (see opinion attached), which consolidated individual lots and increased the density of the development by 151,200 square feet.

ANALYSIS: Conformance with the Master Plan

The subject site is covered by the North Bethesda/Garrett Park Master Plan, which envisions the creation of a “livable community” in Twinbrook. The Twinbrook Sector Plan proposes mixed uses and Floating zones, including residential and commercial uses for the subject site. Suggested floating zones for the surrounding parcels include TS-R, O-M, and TS-M. The proposed development will help implement major principles and recommendations of the Master Plan.

In March, 2001, at the direction of the Planning Board and the County Council, the Department of Park and Planning held design charrettes in Twinbrook, an area selected for its Metro Station and its potential for the creation of transit-oriented development. Some objectives that emerged from the charrettes included:

- Support higher density growth centers at the Metro Station
- Create pedestrian-oriented development for an active and safe environment
- Stimulate economically sound mixed-use development
- Create vibrant live/work community
- Increased transportation options that enhance mobility

Targets for the exercise included:

- Support convenience retail and restaurants
- Provide adequate public open spaces
- Provide pedestrian and bicycle friendly environment along the street network
- Insure compatible relationships and transitions between redevelopment and new development
- Encourage bio and hi-tech industries
- Coordinate existing and future transportation networks
- Encourage residential development near Metro

The proposed development meets a significant number of these goals, especially in its increased density, bio-and hi-tech industry, public open space, convenience retail, and improvements to the pedestrian environment.

ANALYSIS: Conformance to Development Standards

Development Standard	Permitted/Reqd I-1 Zone	9-990043A Preliminary Plan	8-01025 Proposed Site Plan
Gross Lot Area	NA	11.82 acres	11.82 acres
Net Lot Area	NA		
Floor Area Ratio *			1.42
Gross Floor Area			
General Office		306,200 sf max	306,200 sf
Research & Devel		401,000 sf min	401,000 sf
Retail		8,000 sf	8,000 sf
Total FAR sf	No Maximum	715,200 sf	715,200 sf
Green Space	51,505 sf	179,970 sf (4.13 ac)	179,970 sf (4.13 ac)
Green Space %	10%	35%	35%
Impervious Area	NA	394,969 sf	394,969 sf
Building Coverage	NA	220, 515 sf	220, 515 sf
Building Height			
Office/R&D general **	120' (10 stories)	9 stories	120' (6 stories)
12735 Twinbrook ***	42' (3 stories)		55' (3 stories)
Setbacks			
ROW	10'	10'	10'
Setbacks			
R-30 Adj Residentl ****	40'	40'	40'
Perimeter Landscaping			
At ROW	10'	10'	10'
At interior lot line #	4'	0'	0'
<p>* limited by APF</p> <p>** with site plan approval if consistent with master plan</p> <p>*** with site plan approval for > 42'</p> <p>**** ½ building ht > 3 stories</p> <p># subject of waiver request</p>			

ANALYSIS: Conformance to Development Standards for Parking

PARKING PHASE #1						
Bldg	Space	Bldg SF	Pkg Formula	Pkg Reqd	Pkg Provided	
5635	R & D	26,000	1.5/1000 sf	39	39 spaces	
	Office	162,400	2.7/1000 sf	438	438 spaces	
	Retail	5,000	3.5/100 sf	18	18 spaces	
5635 total				495	495 spaces	
5625	R & D	90,000	1.5/1000 sf	135	135 spaces	
	Office	58,800	2.7/100 sf	159	159 spaces	
5625 total				294	298 spaces	
12725	R & D	60,000	1.5/1000 sf	90	92 spaces	
12735	R & D	71,000	1.5/1000 sf	107	99 spaces	
5615 (existing)				53	73 spaces	
12709 (existing)	R & D	25,000	1.5/1000 sf	38	86 spaces	
TOTAL Phase 1		498,200		1006	1143 spaces	

PARKING PHASE #2						
Bldg	Space	Bldg SF	Pkg Formula	Pkg Reqd	Pkg Provided	
5635	R & D	26,000	1.5/1000 sf	39	52 spaces	
	Office	162,400	2.7/1000 sf	438	438 spaces	
	Retail	5,000	3.5/100 sf	18	18 spaces	
5635 total				495	508 spaces	
5625	R & D	90,000	1.5/1000 sf	135	180 spaces	
	Office	58,800	2.7/100 sf	159	159 spaces	
5625 total				294	339 spaces	
12725	R & D	60,000	1.5/1000 sf	90	120 spaces	
12735	R & D	71,000	1.5/1000 sf	107	142 spaces	
5615 (new)	Office	33,000	2.7/1000 sf	89	89 spaces	
	Retail	3,000	3.5/1000 sf	11	11 spaces	
5615 total				100	100 spaces	
12709-11 (new)	R & D	154,000	1.5/1000 sf	231	231 spaces	
	Office	52,000	2.7/1000 sf	140	140 spaces	
12709-11 total				371	448 spaces	
TOTAL Phase 2		715,200		1457	1657 spaces	

FINDINGS for Site Plan Review:

1. *The site plan is consistent with approved Preliminary Plan 9-99043A.*

The Site Plan conforms with the approved Project Plan and the Preliminary Plan Amendment. Several elements of the approved Project Plan have been enhanced or enlarged. The amount of Public Use Space and green space has been increased and 26,000 sf of office space will be designated optional R & D space.

2. *The site plan meets all of the requirements of the zone in which it is located.*

See Project Data Table above.

3. *The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

- a. Locations of Buildings

Fishers Place consists of seven distinct buildings: three major buildings of 5-6 stories with a mix of office/R & D space, two buildings exclusively for R & D space, a centralized 6-story parking garage, and a second parking facility with two floors of general office space.

The buildings, complex in their relationships, are efficiently arranged on the site for the most part, enhancing the function and accessibility of each use while considering the important of security and specialized service requirements. The placement of the retail, cafe and the attractive, useful public plaza and lawn along the major pedestrian route encourages activation of the street. The massing of the structures is balanced effectively over the site, and provides complementary uses and definition for the major internal street and the public streets as well.

In general, the location and siting of the buildings is adequate, safe and efficient. However, as discussed under *Issues of Site Plan Review*, the location and siting of Buildings 5625 and 5615 during the extended development of Phase One is inadequate and potentially unsafe. The tight spacing of the two structures severely compromises compatibility and safe pedestrian egress from the buildings.

- b. Open Spaces

The open plaza proposed will provide an attractive public amenity that will enhance the street character on Fishers Lane. The open space consists of the major plaza park, terrace café pedestrian promenade connecting to the garage structure, and two minor courtyards or plazas. The open spaces throughout the site provide a critical contrast to the placement of the buildings---the scale, size, solar orientation, character, of the spaces intended activity with associated retail provides an especially effective component of the site's successful assembly.

Storm water quality and quantity control facilities are located within the garage structure and at the northeast boundary of the site.

- c. Landscape and Lighting

The major plaza is intended to function as an inviting, active space accessible from the attractive streetscape of Fishers Lane. The design concept treats the triangular space as an outdoor "room" for employees and public visitors, framed by a perimeter of Willow Oaks that also form the double

row of street trees on the south side of the plaza. The plaza forms a useful, spacious extension to the terrace café that forms the plaza western edge.

Streetscaping throughout the project will consist of brick-type pavers, street trees and Washington Globe street lighting. Willow Oaks are provided for street trees throughout the site. Attractive landscaping is provided for three other public areas: street trees and sitting areas for the pair of R & D Buildings at the north portion of the site; landscaping of Ginko trees and dogwoods at the pedestrian promenade leading to and from the central garage; and a terrace courtyard at the rear of Building 5625. Finally, planting will be featured on the vertical trellis designed for the façade of the central garage facing Street A.

d. Recreation

The proposal is exempt from recreation requirements.

e. Vehicular and Pedestrian Circulation

Vehicles

The vehicular circulation is adequate, safe and efficient. The functional uses of the program space requires the provision of multiple, secure access points for delivery and service. The proposal features three dedicated driveways for truck entry onto the site, with the intention of limiting truck traffic on the main internal street. Truck delivery routing passes through the ground floor of the garage to the rear of the Buildings facing Fishers Lane.

Automobile circulation is accommodated primarily via the internal main street (Street A), with two-way access from Fishers Lane and Twinbrook Parkway. Staff desires the signalization of the intersection of Street A and Twinbrook Parkway, to provide controlled traffic activity, and the opportunity for two safe pedestrian crossings leading to the Metro Station. The signal analysis study is continuing at this time. (See Transportation Division memo, dated September 14, 2001.)

Parking provides exceeds the requirements for each of the development phases. The standard used for R & D space is based on ratios of previously approved site plans within the past two years. ON-street parking is provided on the main street, to achieve desired activity levels and urban character.

Pedestrians

Pedestrian circulation has been thoughtfully designed through the site. The main street features attractive, adequate and safe sidewalks, with brick colored pavers. The special paving is featured throughout the site on the internal street and the public streets. The paving is continued for pedestrian passages to and from the public plazas. Pedestrian passage from Street A to the plaza on Fishers Lane is accomplished by a dedicated paved pedestrian walk that leads from the garage entry via a protected, lighted, vehicle-free zone at the south end on the garage. The path leads to the elevator core and stairway with direct access to the pedestrian promenade and plaza.

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

For the most part, the buildings are well sited and work together to solve the challenges of the site and the existing conditions and to respond compatibly to the unique context of the surrounding area. The dense mix of office space, research space, and retail offers substantial potential to achieve the Sector Plan goals of a mixed-use, diverse, CBD-type community compatible transit-oriented development.

However, the siting of Buildings 5625 and 5615 is incompatible with other uses, the existing surrounding development, potential future surrounding development, and the other buildings of the proposed development itself during the extended first development phase. See discussion, *Site Plan Review Issues*, page 5.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The proposal conforms to forest conservation requirements.

APPENDIX

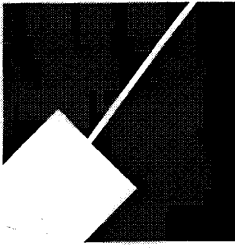
- A. Standard Conditions dated October 10, 1995
- B. Preliminary Plan Opinion 1-99043
- C. Preliminary Plan Amendment Opinion 1-99043A
- D. Division of Transportation report dated Jun 18, 2001

ATTACHMENTS

APPENDIX A: STANDARD CONDITIONS OF APPROVAL DATED 10-10-95:

1. Submit a Site Plan Enforcement Agreement, Development Program, for review and approval prior to approval of the signature set as follows:
 - a. Development Program to include a phasing schedule as follows:
 - 1) Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - 2) Community-wide pedestrian pathways and recreation facilities must be completed prior to seventy percent occupancy of each phase of the development.
 - 3) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
 - 4) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
 - 5) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - 6) Coordination of each section of the development and roads;
 - 7) Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
 - b. Site Plan Enforcement Agreement to delineate Transportation Management Program, Agreement for the Management and Operation of the Community Center and other conditions of approval or staff correspondence.
2. Signature set of site, landscape/lighting, forest conservation and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 - a. Limits of disturbance;
 - b. Methods and location of tree protection;
 - c. Conditions of DPS Stormwater Management Concept approval (waiver) letter dated April 25, 2001;
 - d. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading;
 - e. The development program inspection schedule.
 - f. Street trees along all streets;
 - g. Certification from a professional acoustical engineer that the building shell will attenuate current noise levels to an interior level not to exceed 45 dBA Ldn;
3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

September 14, 2001

MEMORANDUM

TO: Mary Beth O'Quinn, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor *EA for RW*
Transportation Planning

FROM: Ed Axler, Planner *EA*
Transportation Planning

SUBJECT: Site Plan No. 8-01025
Fishers Place (Spring Lake Park)
Twinbrook Policy Area

This memorandum provides the current status of the traffic signal warrant study at the intersection of Twinbrook Parkway and Street "A". The warrant study was conditioned in Recommendation No. 2d in Transportation Planning staff's memorandum dated June 15, 2001 (attached and prepared for Preliminary Plan No. 1-99043R, Spring Lake Park):

Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) regarding traffic control at the two site accesses from Twinbrook Parkway and the two site accesses from Fishers Lane. Prepare a revised traffic signal warrant study for the northern site access from Twinbrook Parkway.

DISCUSSION

Previous Planning Board Action

The June 15, 2001, memorandum was prepared for the Planning Board hearing on June 21, 2001, to revise the original preliminary plan. The revised Preliminary Plan No. 1-99043R was to add Lot 9 and redistribute the non-residential development amongst all lots so that the number of peak-hour trips (for Local Area Transportation Review) and jobs (for Policy Area Review) are not increased.

Traffic Signal Warrant

The traffic signal warrant study was prepared and submitted to DPWT on August 15, 2001. DPWT and the transportation consultant are discussing the appropriate land use configuration to be analyzed on the Street "A" approach at the intersection with Twinbrook Parkway. A traffic signal may be warranted based on such criteria as the projected traffic Volumes and the number of approach lanes in the *2000 Manual on Uniform Traffic Control Devises*. There are different criteria for the minimum minor street (or Street "A") volume:

1. A one-lane approach when excluding the right-turn volume and lane versus
2. A two-lane approach when including the right-turn lane and volume

In the initial review by DPWT, the warrant study was analyzed as a two-lane approach on Street "A", but excluded the right-turn volume, which resulted in not warranting a traffic signal installation. However, further review may warrant a traffic signal at Twinbrook Parkway and Street "A".

Policy Area Review/Staging Ceiling Condition

Based on the *FY 01 Annual Growth Policy* staging ceiling capacity, the current remaining capacity as of July 30, 2001, is negative 60 jobs in the Twinbrook Policy Area. The deficit decreased from negative 906 jobs to negative 60 jobs since the June 15, 2001 memorandum was written because previously-approved preliminary plans have expired.

EA:cmd

Attachment

cc: Lee Cuuningham
Mary Goodman
Pat Harris
Dave Loughery
Sara Navid
Tom Robertson
Peggy Schwartz

SP #8-01025 Fishers Place.doc

Date Mailed: August 3, 2001

Action: Approved Staff Recommendation
Motion of Comm. Bryant, seconded by
Comm. Perdue with a vote of 4-0;
Comms. Bryant, Holmes, Perdue and
Wellington voting in favor

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan 1-99043A
NAME OF PLAN: SPRING LAKE PARK

On 04/03/01, TRIZECHAHN TWINBROOK METRO LP submitted an amendment to the previously approved preliminary plan in the I-1 zone. The previous application proposed to create 1 lot previously approved (564,000 square feet of Research and Development and Office Previously Approved; 715,200 square feet of Research and Development, Office and Retail Requested) on 11.82 acres of land. The application was designated Preliminary Plan 1-99043A. On 06/21/01, Preliminary Plan 1-99043A was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-99043A to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-99043A.

Approval, to revise the previous conditions of approval as follows:

- (1) Submit amended Adequate Public Facilities (APF) agreement with the Planning Board limiting development under this approval to a maximum of 715,200 square feet of General Office, Research and Development (R & D) Office and Retail use (707,200 square feet of general office and R & D office (maximum 306,200 square feet of general office and minimum of 401,000 square feet of R & D office)) and 8,000 square feet of general retail use
- (2) Retain the transportation-related conditions of Preliminary Plan No. 1-99043 as approved by the Planning Board on May 27, 1999, and described in Transportation Planning staff's memoranda dated March 25, and March 19, 1999. The applicable conditions as modified for the current plan are as follows:
 - (A) In the event that the applicant desires to convert any portion of the 401,000 square feet of the research and development use to general office use, further APF review would be required.

- (B) At the intersection of Parklawn Drive and Randolph Road, participate in providing a second southbound left-turn lane on Parklawn Drive and reconfiguring the northbound combination left-turn and (second) through lane to an exclusive left-turn lane on Parklawn Drive. The improvement is one identified to be funded associated with Zoning Case G-745 for the Montgomery County Conference Center which is funded within five years.

Coordinate with the Maryland State Highway Administration's (SHA) project planning study for an interchange at Rockville Pike (MD 355) and Randolph/Montrose Road whose project limits terminate at this intersection. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) regarding the project study for the Montrose Parkway.

- (C) At the intersection of Twinbrook Parkway and Veirs Mill Road, convert the southbound exclusive right-turn lane on Veirs Mill Road to a combination (third) through lane and right-turn lane including a third through receiving lane.

Coordinate with DPWT and SHA, Office of Planning and Preliminary Engineering, regarding a possible "Bus Rapid Transit" project along Veirs Mill Road. The transit project is proposed currently as a conceptual design to add a right-most bus "queue jumper" lane.

Coordinate with SHA regarding a possible future interchange which is currently being considered in lieu of an intersection improvement. No at-grade improvement was found feasible as part of SHA's Congestion Relief Study. The intersection is designated as "candidate intersection" M-20 in category III with no funding for planning or construction.

- (D) Coordinate with DPWT regarding traffic control at the two site accesses from Twinbrook Parkway and the two site accesses from Fishers Lane. Prepare a traffic signal warrant study for the northern site access from Twinbrook Parkway.
- (E) Enter into an agreement with DPWT and the Planning Board to participate in the North Bethesda Transportation Management District (TMD) to satisfy traffic mitigation requirements for both the *North Bethesda/Garrett Park Master Plan* and the APF test of the registered loophole property included in the previously approved Pre-Preliminary Plan No. 7-99026.

Participation includes appointing an employee transportation coordinator who would assist in disseminating information on transportation programs and services and participating in the annual employee survey. Coordination is needed to assist the North Bethesda TMD in achieving and maintaining the traffic mitigation goal of the *North Bethesda/Garrett Park Master Plan*.

- (3) Prior to recording of plats, applicant to submit site plan application for plan review and approval. Final building locations, parking facilities plan and internal circulation plan to be reviewed and approved with site plan. Internal landscape and streetscape plan to be submitted and approved with site plan

- (4) Compliance with the conditions of approval of the preliminary forest conservation plan. The applicant must meet all conditions prior to recording of plats or MCDPS issuance of sediment and erosion control permit, as appropriate
- (5) Access and improvements, as required to be reviewed and approved by MCDPW&T prior to recording of plat(s)
- (6) No clearing grading or recording of plat(s) prior to site plan approval
- (7) Conditions of MCDPS stormwater management approval
- (8) Other necessary easements
- (9) This preliminary Plan will remain valid for thirty-seven (37) months from the date of mailing of the Planning Board opinion. Prior to the expiration of this validity period, a final record plat for all the property delineated on the approved preliminary plan must be recorded or a request for an extension must be filed
- (10) The Adequate Public Facilities (APF) review for this preliminary plan will remain valid until June 16, 2011



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MONTGOMERY COUNTY PLANNING BOARD

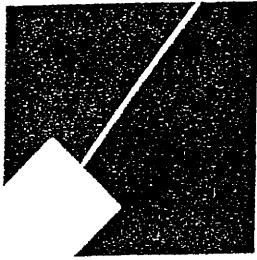
REVISED OPINION

Preliminary Plan 1-99043
NAME OF PLAN: SPRING LAKE PARK

On 12-11-98, TRIZEC HAHN TWINBROOK METRO LP submitted an application for the approval of a preliminary plan of subdivision of property in the I-1 zone. The application proposed to create 1 lot on 6.98 acres of land. The application was designated Preliminary Plan 1-99043. On 05-27-99, Preliminary Plan 1-99043 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-99043 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-99043, subject to the following conditions:

- (1) Prior to the recording of the plat reflecting the single record lot to be established pursuant to Preliminary Plan 1-99043 and Pre-Preliminary Plan 7-99026, applicant to enter into an Adequate Public Facilities (APF) agreement with the Planning Board to limit development to a total of 564,000 square feet, of which a maximum of 488,155 square feet may be devoted to general office use and the remaining density, which at a minimum will involve 75,845 square feet, will be devoted to research and development use. The applicant must provide for the road improvements and participation in the North Bethesda Transportation Management District as outlined in the Transportation Planning Division memo dated 3-18-99
- (2) Prior to recording of plats, applicant to submit site plan application for plan review and approval. Final building locations, parking facilities plan and internal circulation plan to be reviewed and approved with site plan. Internal landscape and streetscape plan to be submitted and approved with site plan
- (3) Compliance with the conditions of approval of the preliminary forest conservation plan. The applicant must meet all conditions prior to issuance of sediment and erosion control permit or recording of plats, as appropriate

- (4) Terms and conditions of access to be approved by MCDPW&T prior to recording of plat(s)
- (5) Conditions of MCDPS stormwater management approval dated 01-20-99
- (6) No clearing, grading or recording of plats prior to site plan approval
- (7) Necessary easements
- (8) This preliminary plan will remain valid until July 16, 2002 (37 months from date of mailing, which is June 16, 1999). Prior to the expiration of this validity period, a final record plat for all property delineated on the approved preliminary plan must be recorded or a request for an extension must be filed.



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Action: Approved Staff Recommendation. Motion of Comm. Perdue, seconded by Comm. Bryant with a vote of 5-0. Comms. Perdue, Bryant, Holmes, Richardson and Hussmann voting in favor.

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan 1-99043

NAME OF PLAN: SPRING LAKE PARK

On 12-11-98, TRIZEC HAHN TWINBROOK METRO LP submitted an application for the approval of a preliminary plan of subdivision of property in the I-1 zone. The application proposed to create 1 lot on 6.98 acres of land. The application was designated Preliminary Plan 1-99043. On 05-27-99, Preliminary Plan 1-99043 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-99043 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-99043, subject to the following conditions:

- (1) Prior to recording of plat(s), applicant to enter into an Adequate Public Facilities (APF) agreement with the Planning Board to limit development to a maximum to 344,000 square feet, an increase of 227,510 square feet over existing development, including 151,665 square feet of general office use and 75,845 square feet of research and development office use under Preliminary Plan 1-99043. In addition, agreement to include the transfer of development (as depicted on Pre-Preliminary Plan 7-99026) from the adjoining Lot 5, for a total potential development of 564,000 square feet, which includes an increase of 431,328 square feet over existing development, including 355,438 square feet of general office use and 75,845 square feet of research and development use. Agreement to also reference a recorded covenant stating the transfer of development to adjoining properties with reference to the covenant noted on all record plats. The applicant must provide for the road improvements and participation in the North Bethesda Transportation Management District as outlined in the Transportation Planning Division memo dated 3-18-99
- (2) Prior to recording of plats, applicant to submit site plan application for plan review and approval. Final building locations, parking facilities plan and internal circulation plan to be reviewed and approved with site plan. Internal landscape and streetscape plan to be submitted and approved with site plan

- (3) Compliance with the conditions of approval of the preliminary forest conservation plan. The applicant must meet all conditions prior to issuance of sediment and erosion control permit or recording of plats, as appropriate
- (4) Terms and conditions of access to be approved by MCDPW&T prior to recording of plat(s)
- (5) Conditions of MCDPS stormwater management approval dated 01-20-99
- (6) No clearing, grading or recording of plats prior to site plan approval
- (7) Necessary easements
- (8) This preliminary plan will remain valid until July 16, 2002 (37 months from date of mailing, which is June 16, 1999). Prior to the expiration of this validity period, a final record plat for all property delineated on the approved preliminary plan must be recorded or a request for an extension must be filed.

Prelim Plan Amendment
transp. memo
6/15/01

June 15, 2001

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Planner
Transportation Planning

SUBJECT: Preliminary Plan No. 1-99043R
Spring Lake Park (Fishers Place)
Twinbrook Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the revised preliminary plan to add Lot 9 and redistribute the non-residential development amongst all lots so that the number of peak-hour trips (for Local Area Transportation Review) and jobs (for Policy Area Review) are not increased.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the revised preliminary plan:

1. Limit the revised preliminary plan to 715,200 square feet of non-residential development consisting of the following:
 - a. A total of 707,200 square feet of general and R&D office uses of which a maximum of 306,200 square feet should be general office use and a minimum of 401,000 square feet should be R&D office use.
 - b. A total of 8,000 square feet of general retail use.
2. Retain the conditions of Preliminary Plan No. 1-99043 as approved by the Planning Board on May 27, 1999, and described in Transportation Planning staff's memoranda dated March 25, and March 19, 1999. The applicable conditions as modified for the current plan are as follows:

- a. In the event that the applicant desires to convert any portion of the 401,000 square feet of the research and development use to general office use, further APF review would be required.
- b. At the intersection of Parklawn Drive and Randolph Road, participate in providing a second southbound left-turn lane on Parklawn Drive and reconfiguring the northbound combination left-turn and (second) through lane to an exclusive left-turn lane on Parklawn Drive. The improvement is one identified to be funded associated with Zoning Case G-745 for the Montgomery County Conference Center which is funded for within five years.

Coordinate with the Maryland State Highway Administration's (SHA) project planning study for an interchange at Rockville Pike (MD 355) and Randolph/Montrose Road whose project limits terminate at this intersection. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) regarding the project study for the Montrose Parkway.

- c. At the intersection of Twinbrook Parkway and Veirs Mill Road, convert the southbound exclusive right-turn lane on Veirs Mill Road to a combination (third) through lane and right-turn lane including a third through receiving lane.

Coordinate with DPWT and SHA, Office of Planning and Preliminary Engineering, regarding a possible "Bus Rapid Transit" project along Veirs Mill Road. The transit project is proposed currently as a conceptual design to add a right-most bus "queue jumper" lane.

Coordinate with SHA regarding a possible future interchange which is currently being considered in lieu of an intersection improvement. No at-grade improvement was found feasible as part of SHA's Congestion Relief Study. The intersection is designated as "candidate intersection" M-20 in category III with no funding for planning or construction.

- d. Coordinate with DPWT regarding traffic control at the two site accesses from Twinbrook Parkway and the two site accesses from Fishers Lane. Prepare a traffic signal warrant study for the site access from Twinbrook Parkway.
- e. Enter into an agreement with DPWT and the Planning Board to participate in the North Bethesda Transportation Management District (TMD) to satisfy traffic mitigation requirements for both the *North Bethesda/Garrett Park Master Plan* and the APF test of the registered loophole property included in the previously approved Pre-Preliminary Plan No. 7-99026.

Participation includes appointing an employee transportation coordinator who would assist in disseminating information on transportation programs and

services and participating in the annual employee survey. Coordination is needed to assist the North Bethesda TMD in achieving and maintaining the traffic mitigation goal of the *North Bethesda/Garrett Park Master Plan*.

DISCUSSION

Site Location and Accesses

The site is located on the north side of Fishers Lane east of Twinbrook Parkway. Two accesses are proposed from Fishers Lane and two from Twinbrook Parkway. DPWT has recommended that the Twinbrook Parkway access closest to Fishers Lane will be limited to right-in and right-out only with a deceleration lane.

Master Plan Roadways and Bikeways

In accordance with the *North Bethesda/Garrett Park Master Plan*, the master plan roadways and bikeways are as follows:

1. Fishers Lane is designated as a business road, B-1, with an 80-foot right-of-way and a planned Class I bikeway.
2. Twinbrook Parkway is designated as an arterial roadway, A-37, with a 104-foot right-of-way and a Class II bikeway.

Transportation Demand Management

This site is within the boundary of the North Bethesda TMD. As a commercial development, participation is required in the North Bethesda Transportation Management Organization (TMO) to assist the North Bethesda TMD in achieving and maintaining the 39% non-driver traffic mitigation goal for Stage II of the Master Plan development. Participation would include designating an Employee Transportation Coordinator to promote the TMD's programs to employees, participating in the TMD's annual transportation survey, and assisting with monitoring the achievement of traffic mitigation as required in the Master Plan. The North Bethesda TMD staff is available to provide transportation information, technical advice, and other forms of assistance normally provided by the TMD to sites within North Bethesda.

Prior Planning Board Actions

The Planning Board held a public hearing on May 27, 1999, for Preliminary Plan No. 1-99043 and Pre-Preliminary Plan No. 7-99026. The Planning Board's opinion included both plans in approving a total of 564,000 square feet of non-residential development.

1. The original Preliminary Plan No. 1-99043 was approved to consolidate several lots and replaced the existing general office and general retail uses with a larger-scaled development of general office and research & development uses.

2. Pre-Preliminary Plan No. 7-99026 incorporated the adjacent registered loophole property with Preliminary Plan No. 1-99043. Pre-Preliminary Plan No. 7-99026 included one (Lot 5, Block B) of the four lots which was recorded (as Plat No. 190-72) and registered as a loophole property (e.g., at "5635 Fishers Lane" as File No. 10100079 and Tax No. 79593). As a registered loophole property, the APF test was based on the following:
 - a. For Local Area Transportation Review, the additional non-residential development was more than 5,000 square feet. Thus, a traffic study was submitted because the approved additional development generates 50 or more additional peak-hour trips. The additional trips include new, pass-by, and diverted trips.
 - b. For Policy Area Review, the site is located in a policy area with no available staging ceiling. Thus, a traffic mitigation agreement must be entered into prior to release of building permits. As specified in Section II of the *Annual Growth Policy*, the traffic mitigation goal is to increase the non-driver trips by employees during the weekday peak periods by either of the following:
 - 1) At least 100% greater than the prevailing non-driver mode share (i.e., transit riders or carpoolers) of comparable nearby land uses. The 100% minimum increase is required for policy areas with a critical lane volume (CLV) standard of 1,800.
 - 2) A percentage of peak-period non-driver trips by employees not less than 15% nor higher than 55%.

Participation in the North Bethesda TMD was determined to satisfy the traffic mitigation requirements for the APF test as a registered loophole property because the TMD traffic mitigation goal would be at 39%.

Local Area Transportation Review

The applicant's transportation consultant, Lee Cunningham, submitted a traffic statement dated March 29, 2001. As shown on the table below, the revised Preliminary Plan No. 1-99043 would generate fewer new peak-hour trips compared with previously approved for Preliminary Plan No. 1-99043 and the APF review for the registered loophole property at 5635 Fishers Lane (as Pre-Preliminary Plan No. 7-99026).

Type of Land Use	Prior Approval without Lot 9			Proposed Revision with Lot 9		
	Square Feet	Morning Trips ¹	Evening Trips ¹	Square Feet	Morning Trips ¹	Evening Trips ¹
Land Use to be Constructed:						
General Office	488,155	822	723	306,200	513	461
R&D Office	75,845	94	82	401,000 ²	497	433
General Retail	0	0	0	8,000	14	22
Subtotal	562,000	916	805	715,200	1,024	916
Existing Land Use as "Trip Credit":						
General Office ³	- 91,431	- 163	- 112	- 91,431	- 163	- 112
General Retail ³	- 41,241	- 24	- 95	- 41,241	- 60	- 95
Lot 9=R&D Office	+ 60,000	+ 74	+ 65	- 60,000 ²	- 74	- 65
Lot 9=Restaurant ³	+ 800	+ 3	+ 3	- 800	- 3	- 3
Lot 9="7-11" Store ³	+ 2,300	+ 28	+ 32	- 2,300	- 28	- 32
Lot 9=Gas Station ³	+ 2,500	+ 10	+ 14	- 2,500	- 10	- 14
Subtotal	- 67,072	- 71	- 93	-198,272	- 220	- 223
Total	496,928	845	712	516,926	795	694

¹ Numbers in the column below represent new trips generated by that land use.

² Number represents credit for **retaining** the existing land use where the 60,000 square feet is included in the 401,000 square feet above.

³ Numbers in column represent credit for **removing** existing land uses.

The break down of the existing, previously approved, and currently proposed redistributed land uses by address and lot is given in Appendix No. 1.

Policy Area Review/Staging Ceiling Condition

Based on the *FY 01 Annual Growth Policy* staging ceiling capacity, the current remaining capacity is negative 906 jobs in the Twinbrook Policy Area. As shown on the table below, the revised Preliminary Plan No. 1-99043 would create a fewer number of jobs as previously approved for Preliminary Plan No. 1-99043 and the APF review for the registered loophole property at 5635 Fishers Lane (as Pre-Preliminary Plan No. 7-99026).

Land Use	Square Feet per Job	Approved 1-99043 & 7-99026		Proposed Revised 1-99043	
		Square Feet	Jobs	Square Feet	Jobs
Land Use to be Constructed:					
General Office	225	488,155	2,170	306,200	1,361
R&D Office	350	75,845	217	401,000 ¹	1,146
General Retail	400	0	0	8,000	20
Subtotal		564,000	2,387	715,200	2,527
Existing Land Use as "Trip Credit":					
Existing Lot 9-R&D ²	350	N/A	N/A	- 60,000 ¹	- 171
Existing Lot 9-Retail ²	400	N/A	N/A	- 5,600	- 14
Subtotal		N/A	N/A	- 198,272	- 185
Total		564,000	2,387	516,928	2,342

¹ Number represents credit for **retaining** the existing land use where the 60,000 square feet is included in the 401,000 square feet above.

² Numbers in column represent credit for **removing** existing land uses.

EA:kcw
Attachment

cc: Lee Cunningham
Mary Goodman
Greg Leck - DPWT
Pat Harris - xxxx
Karl Moritz
Lonnie Rorie
Tom Robertson
Peggy Schwartz

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Appendix No. 1: Changes in the Existing, Previously Approved, and Proposed Land Uses

The break down of the existing, previously approved, and currently proposed land uses by address or lot is as follows:

1. Lot 2, Block B (or 12709 & 12711 Twinbrook Parkway - FDA)
 - a. Existing Land Use (at 12709) 25,196 sq. ft. of general office use (**removed**)
 - b. Preliminary Plan 1-99043: 62,000 square feet of general + R&D office use
 - c. Preliminary Plan 1-99043R: 52,000 square feet of general office use
154,000 square feet of R&D office use

2. Lot 5, Block B (or 5635 Fishers Lane) (**Added Lot for 7-99026**)
 - a. Existing Land Use: 16,182 sq. ft. of general office use (**removed**)
 - b. Preliminary Plan **7-99026**: 220,000 square feet of general office use
 - c. Preliminary Plan 1-99043R: 162,400 square feet of general office use
26,000 square feet of R&D office use
5,000 square feet of general retail use

3. Lot 6, Block B (or 5625 Fishers Lane)
 - a. Existing Land Use: 41,241 sq. ft. of general retail use (**removed**)
 - b. Preliminary Plan 1-99043: 220,000 square feet of general office use
 - c. Preliminary Plan 1-99043R: 58,800 square feet of general office use
98,000 square feet of R&D office use

4. Lot 9, Block B (**Added Lot for 1-99043R**):

Existing retail land uses to be **removed**:

 - a. 12729 Twinbrook Parkway: 2,500 sq. ft. of auto filling station
 - b. 12733 Twinbrook Parkway: 2,300 square feet of "7-11" retail use
 - c. 12739 Twinbrook Parkway: 800 square feet of high turnover sit-down restaurant use

Existing Land Use to be **retained**:

12725 Twinbrook Parkway: 60,000 square feet of R&D office use

Proposed **Additional** Land Use **for 1-99043R**:

12735 Twinbrook Parkway: 71,000 square feet of R&D office use

5. Lot 10, Block B (or 12721 Twinbrook Parkway)
 - a. Existing Land Use: 15,378 sq. ft. of general office use (**removed**)
 - b. Preliminary Plan 1-99043: 62,000 square feet of general + R&D office use
 - c. Preliminary Plan 1-99043R: 850-space garage

6. Lot 2, Block I (or 5615 Fishers Lane)
- a. Existing Land Use: 34,675 sq. ft. of general office use (***removed***)
 - b. Preliminary Plan 1-99043: ----- None
 - c. Preliminary Plan 1-99043R: 33,000 square feet of general office use
3,000 square feet of general retail use
440-space garage