

**CITY OF ROCKVILLE PLANNING DIVISION
STAFF REPORT**

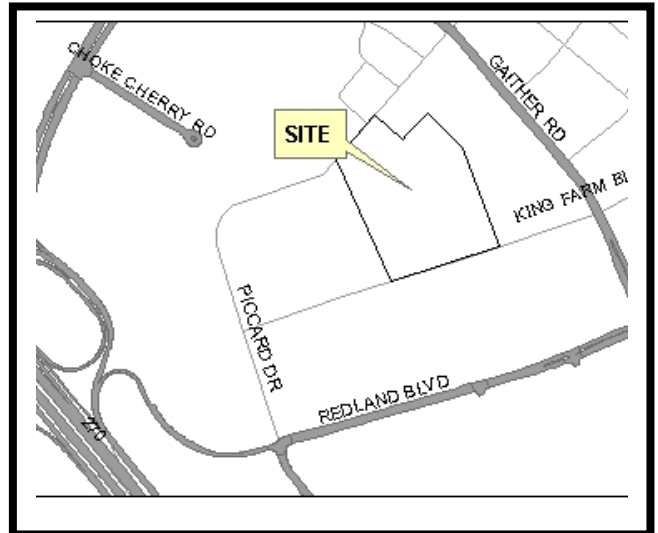
September 22, 2006

SUBJECT: Comprehensive Planned Development
CPD2005-002AL1

Applicant/Owner: King Farm Presbyterian
Retirement Community, Inc.
c/o Robert E. Bell
3050 Military Road
Washington, DC 20015

Date Filed: June 30, 2006

Location: A portion of the King Farm
development within Irvington Centre,
between King Farm Boulevard and
Piccard Drive, west of Gaither Road



REQUEST:

The applicant seeks an amendment to the approved Detailed Application for a revised design of Phase 1 of the senior housing complex known as Ingleside at King Farm approved on July 27, 2005.

RELEVANT ISSUES

In reviewing the application, the following issues emerged and have been resolved:

- Whether the applicant can modify one of the three buildings – In July 2005, Planning Commission approved a three building complex for a senior housing community, which included independent living, assisted living, nursing beds and related recreational facilities. The applicant recently applied for an amendment to modify one of the three buildings. Staff reviewed the amendment application and discussed whether the applicant should amend all three buildings at the same time. In conclusion, staff decided that if the applicant could make the amended building work with previously approved buildings, they could amend just the first building at this time. In addition, staff added a condition (Condition #26) that would not allow the applicant to proceed with building permits for Phase 2A and 2B without getting Planning Commission approval. Also, the previous conditions from the July 27, 2005 approval (Condition #25) would become void. The applicant has agreed to both of these conditions.

BACKGROUND

The resolution of approval of the King Farm Comprehensive Planned Development Concept Plan, approved in 1996, approved 3.1 million square feet of office space and 3,200 residential units, it also provided that the Mayor and Council review the elevations and locations of nonresidential and public buildings within King Farm, without further public hearing. The

comments of the Mayor and Council will be provided to the Planning Commission during their review of the Detailed Application.

In March 2005, the Mayor and Council approved an amendment (CPD1995-0002B) to the Concept Plan that would allow for a senior housing complex within the Irvington Centre section of King Farm. The amendment allowed a specific area of the concept plan's land use plan within Irvington Centre, which was designated as three to ten stories of "office" to be three to ten stories of "office" with a note on the land use plan exhibit that states "*alternate location for square footage of 1.2 million square feet of independent living, assisted living, and/or nursing home uses, and related recreational and common use facilities.*" The change from office to senior housing would be done on a one-for-one square footage basis. The proposed total square footage for the senior housing is 1.2 million square feet, which would be in lieu of 1.2 million square feet of office space. In addition, the original Concept Plan permitted office development at this site to be three to ten stories. At the approval of the Concept Plan amendment for the senior housing, the height remained three to ten stories.

The applicant subsequently proposed a three building, senior housing complex with recreational and common area facilities (Detailed Application CPD2005-002AL) in the Irvington Centre section of the King Farm development with a maximum height of 10 stories and comprised of 650 residential units. The complex would be built in three phases, Phase I, Phase 2A and Phase 2B, with the first and largest phase being Phase I, fronting on King Farm Boulevard. All of the buildings would provide below-grade parking with each building having an at-grade drop-off area for residents. The applicant would provide a total of 782 parking spaces, of which 23 would be surface parking along the service drive and the remaining in parking garages below the buildings. The Planning Commission approved the application on July 27, 2005.

Proposal

Since that approval, the applicant has applied for an amendment to modify the Phase I building along King Farm Boulevard. Originally, Phase I had a small portion of the building that was ten (10) stories in height with the remainder six (6) stories. The amended building will have a small portion with six stories and the majority with seven (7) stories. The proposed building will cover less surface with the same amount of square footage and same number of units. However, the proposed plan will add an additional driveway on the west side of the building and end with a temporary surface parking lot, which will be used until Phase 2B is constructed. The loading area has been moved from the east side to the west side as well.

The applicant continues to propose an entry courtyard facing King Farm Boulevard, which will feature a fence with arched entryway that contains a drop-off area and special pavers with landscaping for the residents to enjoy. Also, behind the building will be a terrace that extends the entire length of the building and will overlook the proposed pond. This pond will be the centerpiece of the complex of the three buildings with a walkway connection around it and to the buildings. The pond, which will be built in the first phase, will feature landscaping for the benefit of residents of the complex.

The other two phases, Phase 2A and Phase 2B, are proposed to be on the northeast side and northwest side of the site, respectively. The applicant has not proposed changes to these two

phases and therefore, Mayor and Council will review them at a later time and prior to getting Detailed Application approval.

Architecture

The building will be constructed with three types of masonry with definition at the first floor and the top floor of the building and a mansard roof. The proposed masonry consists of brick masonry, precast stone and synthetic stucco (EIFS – Dryvit). The mansard roof will have projecting windows and is comprised of asphalt shingles that are used to simulate slate. In addition, many of the units will have covered balconies or bay windows.

MAYOR AND COUNCIL COMMENTS ON SITE DESIGN AND ARCHITECTURE

As required by the Resolution of Approval of the Concept Plan, the Mayor and Council were presented with the schematic design proposals for the Phase 1 building and site layout at their September 18, 2006 meeting. The Mayor and Council expressed concern that the modified building looked institutional, that the façade had no diversity, the roofing materials were not of a high quality and that the street level experience was not inviting. They did suggest that other roofing materials would look more like slate than what the applicant chose. Also, they suggested that the building be set back further from the street or the applicant add more substantial landscaping along the front of the building.

OFFICE OF THE COMMUNITY ARCHITECT

The King Farm architect is required to evaluate the building elevations and give comments. Stated in their letter (Attachment #5) that the *“proposed palette of materials for this building includes brick masonry and precast stone materials rendered in a palette of limestone colors compatible with the limestone colored precast found on the existing Irvington Centre buildings.”*

TRANSPORTATION

Traffic

In accordance with the transportation improvement plans that were approved during the Concept Plan Phase, all off-site improvements will be at the cost of the developer, and will come out of the \$1.25 million set-aside during the Concept Plan for these improvements.

In addition to these physical improvements, the Chief of Planning has approved a Transportation Demand Management Program (TDMP) with input from the Planning Commission. The TDMP was required by the Resolution of Approval for the King Farm development.

Trip Generation

According to the applicant the trip generation at Ingleside at King Farm will be distributed at various times throughout the day. Service staff (which form the majority of the staff) will operate on three shifts a day. Administrative staff shift is 9am-5pm. Based on availability and the applicant’s experience with staff at other communities, the staff will use the public transportation opportunities offered in the King Farm development. Peak trip generation is

expected to be 7-8 a.m., with approximately 30 vehicles making trips (entry or exit) during that time. Staff believes these numbers to be accurate, however there is not many of these types of development to compare with.

Loading dock will be used for delivery trucks for food services, housekeeping supplies, health supplies, trash pickup and residential moving vans. The applicant anticipates an average of 5-6 deliveries per day during normal operation hours.

The traffic generated by phase-1 building uses three access points on King Farm Boulevard. Vehicular access to the facility garage and health care unit is provided by two access points near the east and west sides of development. The east side driveway is a full-movement access and the west side one is a right-in/right-out. The main pedestrian and vehicular drop-off egress/ingress is centrally located along the site frontage.

City Staff reviewed the on-site circulation patterns for vehicles, trucks, pedestrians, and bicyclists. Staff also reviewed sidewalks, bicycle facilities, and transit networks on site frontage and reviewed site access points for operations and safety.

Parking

The applicant is proposing underground parking and some surface parking. This building will have resident parking underneath the building with 253 spaces, including 15 accessible, with access from the east and west side of the building. Employees and visitors have access to the 79 surface parking spaces located on the east and west side of the building as well as the spaces in the courtyard.

Pedestrian Access and Bicycle Paths

Pedestrian access for Phase 1 will be provided from King Farm Boulevard and through the interior of the site. Bike access will be provided from King Farm Boulevard as well. In addition, the parking garage will contain space for 27 bicycles and 8 bicycle lockers to accommodate residents, staff and visitors.

Transit

The King Farm development has a shuttle bus through the development and to the Shady Grove Metro station. Staff has required (Condition #1c) the applicant to work with the developer of King Farm and the shuttle bus team in order to identify a station near this development.

STORMWATER MANAGEMENT

Ingleside at King Farm is located within the subwatershed of Watts Branch. Ingleside will drain to the Irvington and Gaither ponds, which were originally designed to provide one-year and 10-year quantity control, and one-half inch of quality treatment. These ponds were constructed prior to the final design of most of Phase II and Phase III of King Farm and as such, drainage areas, land use and stormwater management regulations have changed since they were constructed.

The *Stormwater Management Concept Plan* (referred to as “SWM Concept Plan”), as presented by this application, appears to indicate that the Irvington pond has sufficient capacity to provide one-inch of water quality treatment and one-year and 10-year control for the portion of Ingleside that drains to it. The Concept Plan indicates that one-inch of water quality treatment and 10-year control can be provided in Gaither pond for the portion of the Ingleside site that drains to this pond. It was noted in the SWM Concept Plan that further reduction of the one-year control can be provided in the Gaither pond if required. Staff has requested and provided a condition (Condition #6) that the applicant modify the two ponds in order to bring them into conformance with the latest stormwater management regulations. Additionally, in accordance with the MDE regulations for quality, the applicant proposes on-site infiltration trenches that will provide stormwater recharge and pretreatment of water quality for this site, to be achieved using hydrodynamic separators on-site prior to discharging to Irvington and Gaither ponds.

The Stormwater Management Concept Plan is found to be acceptable providing additional control of the one-year storm event in Gaither pond. As the final design of Irvington and Gaither ponds was completed prior to final design of Phase II and III of King Farm, an in-depth review of the drainage areas discharging into these ponds will be performed during the detailed engineering review of the proposed retrofits. This in-depth review will ensure that the proposed changes will provide adequate treatment. Staff has added a condition (Condition #) to have a detailed analysis of the Irvington and Gaither pond drainage areas as part of the engineering submittal.

DECORATIVE POND

The decorative pond located in the central courtyard of the proposed development has a very small drainage area and as such is not likely to retain water. It is being proposed that a well be used to maintain the water level in the pond. Since the pond will not be chlorinated, the overflow will discharge into the storm drains, which staff has no issues with. This storm drain discharges into the Watts Branch watershed.

LANDSCAPING

The landscape plan for Phase 1 shows the approved streetscape plan, including street trees along King Farm Boulevard, a 20-foot wide emergency access path between the building and the pond, terraces behind the building and a courtyard. The emergency access path will be temporary until the other Phases are built and will also be used as a walking path. The applicant proposes using a variety of plant materials that will enhance the appearance of the site while still allowing access for emergency vehicles. The courtyard will include precast planters.

Forest/Tree Preservation

Staff has requested the applicant submit the Forest Conservation Plan to the City for the Forester’s review and approval (Condition #16a). As required by the overall King Farm Forest Conservation Plan, this project must comply with the reforestation requirements for the adjacent Forest Conservation Easements (FCE). The reforestation within the FCE’s on both the northeastern and southwestern property lines must be completed by King Farm Associates or Ingleside prior to the issuance of the Ingleside building permit (Condition #17). Staff anticipates that King Farm Associates will be reforesting these areas in Fall 2006.

PUBLICLY ACCESSIBLE ART IN PRIVATE SPACES

The applicant is required to provide art in private development and has stated that they will do this on-site. The submission of their plan to the City, will need to include a completed application, concept plan including artist and resume, budget, location, type of artwork, etc. prior to issuance of building permit. However, if they chose to make a contribution, then the dollar amount will be based on the fee schedule in effect at the time of the issuance of the building permit.

MODERATELY PRICED DWELLING UNITS (MPDU)

The applicant will be complying with the "Affordable Senior Housing Program" attached (Condition #19) and made a part of the Mayor and Council Resolution No. 6-05.

STAFF RECOMMENDATION

The Planning Commission is required to find that a Detailed Application is generally consistent with the Amended Concept Plan. If determined to be a substantial deviation from the Amended Concept Plan, the application would require an additional amendment to the approved King Farm Concept Plan by the Mayor and Council. Staff considers this application to be consistent with the approved Amended King Farm Concept Plan, and recommends approval subject to the conditions listed below. Staff has determined that the design and layout of this building, Phase 1, are appropriate and compatible with the Amended King Farm Concept Plan. In addition, the six to seven story height of the building is consistent with the original concept approval for office buildings at this site.

1. Submit for approval by the Chief of Planning, eleven (11) copies of the Detailed Application plans as shown to the Planning Commission including the revisions required at the September 27, 2006 meeting. These plans, along with the landscape plan, will constitute the Signature Set for the project when stamped and signed by the City.
 - a. Modify the line type used to show the WSSC right-of-way along the east of the property, so that it does not appear as public right-of-way.
 - b. Clearly show the storm drain easement on the west side of the west driveway and verify that the grading is contained within this easement and is not within the adjacent Forest Conservation Easement (FCE). If grading is shown within the FCE, approval from the City Forester will be required.
 - c. Show on the site plan sheet a pedestrian crosswalk across King Farm Boulevard at the eastern driveway. Improve senior citizen safety and accessibility to transit system by providing crosswalks to the bus stop location, which is to be identified by the developer and King Farm shuttle team.
 - d. The location of the PUE's shall be shown on the plans as recorded on Plat number 23240.
2. Provide an access easement for the access drive along the east side of the site. Also provide an access easement on Parcel BA as shown on plat 22414.

3. Obtain authorization from WSSC for the proposed use of the site (Change of use) prior to issuance of the public works permits.
4. Obtain a Flood Plain Variance (FPV) prior to issuance of the grading permit.
5. Stormwater Management (SWM), driveways, walkways, private utilities and all other shared amenities will require a covenant to be maintained jointly if property is divided into ownership lots.
6. It is proposed that a private on-site well will be used to maintain the water level in the proposed decorative pond. Provide a copy of the well permit prior to the issuance of the building permit for Phase I.
7. No backing of trucks from the public right-of-way to the service areas will be allowed any Phases.
8. Comply with SWM concept approval dated July 20, 2005.
9. Post bonds and obtain permits from the Department of Public Works – Public Works Permit (PWK), Sediment Control Plan (SCP), Stormwater Management (SWM), Flood Plain Variance (FPV).
10. Submit detailed engineering plans for review and approval prior to issuance of DPW permit.
11. Building permits may only be submitted after the approval of the signature set and issuance of DPW permits.
12. Provide wheel bump/stops at surface parking spaces to prevent vehicles from encroaching into sidewalks.
13. The applicant shall provide 27 short term and 8 long term bike parking spaces at a safe, convenient, and accessible location approved by the DPW. The short term bicycle parking spaces use inverted “U” racks, which each hold two bicycles. The long term bicycle racks use lockers, which each hold two bicycles.
14. The applicant shall provide 16 clothing lockers and three (3) showers in the Phase 1 building for the use of Ingleside staff use.
15. All internal and external traffic control devices (i.e., signs, signals, marking, and devices place on, over or adjacent to a roadway or pathway to regulate, warn or guide pedestrians and/or vehicular traffic) shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). A signing and pavement-marking plan shall be submitted to the Department of Public Works and approved by the Chief of Traffic and Transportation before the issuance of a public works permit.
16. A Forestry Permit is required for this project. Conditions for issuance of the Forestry Permit are:

- a. Submittal and approval of the Forest Conservation Plan (FCP) by the City Forester.
 - i. Review fee (\$500), completed application form, including contact information and checklist items, must be submitted with Forest Conservation Plan.
 - ii. All proposed and existing utilities and easements must be shown on the FCP, including the adjacent Forest Conservation Easements.
 1. Street trees must be replaced on a one to one basis and cannot be located within the PUE or other easements.
 - iii. The landscape plan must be included as part of the FCP submission and will be reviewed by Forestry prior to approval of the Signature Set.
 - iv. The SCP and FCP must be consistent and will be reviewed together prior to issuing both the SCP permit and FTP (Forest and Tree Preservation) Permit.
17. All reforestation plantings within Area 17 and 19 of the King Farm development must be planted and accepted by the City Forester prior to issuance of the Building Permit for CPD2005-002AL1.
18. The applicant is required to provide for art in the Ingleside at King Farm development in accordance with the Publicly Accessible Art in Private Development. The applicant has stated they will be providing artwork on-site. If they decide to do so, the applicant will need to provide the City with a completed application, concept plan including artist and resume, budget, location, type of artwork, etc. prior to issuance of building permit. If they chose to make a contribution, then the dollar amount will be based on the fee schedule in effect at the time of the issuance of the building permit.
19. The requirements of Chapter 13.5 of the Rockville City Code for the independent living units shall be satisfied by implementation of the "Senior Affordable Housing Program," attached (Attachment #6) and made a part of the Mayor and Council Resolution No. 6-05.
20. The fire emergency access lane between the Phase 1 building and the decorative pond must be 20 feet wide.
21. Applicant shall provide staff carpool spaces at priority locations per Department of Public Works approval as needed on the site.
22. Each phase must contain its own: loading spaces and pedestrian access and provide for stormwater management.
23. Garage plans must be reviewed and approved by Department of Public Works prior to issuance of building permits.
24. These conditions supersede the previous conditions approved by the Planning Commission on July 27, 2005 and contained in the approval letter dated September 12, 2005.

25. The applicant must receive Planning Commission approval for revisions to Phase 2A and 2B prior to receiving any permits for these buildings.

NOTIFICATION

Notices were sent to approximately 645 nearby residents and businesses, as well as the King Farm Citizens Assembly.

Attachments:

1. Location Map
2. Renderings
3. Engineering Plans
4. Architectural Plans
5. Letter from King Farm Architect
6. Affordable Senior Housing Program