

**CITY OF ROCKVILLE PLANNING DIVISION  
STAFF REPORT**

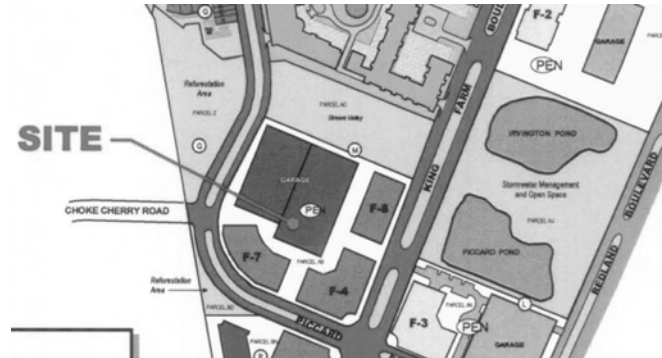
March 23, 2007

**SUBJECT:** Detailed Application for a Comprehensive Planned Development CPD2003-002AC2

**Applicant:** King Farm Associates  
8330 Boone Boulevard  
Vienna, VA 22182

**Date Filed:** July 20, 2006

**Location:** King Farm: Northeast corner of the intersection of Piccard Drive and King Farm Boulevard



**REQUEST**

To construct two, six-story office buildings with ground floor retail, known as F-7 and F-8, on the F-4 office building site. The F-7 building contains approximately 151,522 square feet of office and 3,595 square feet of retail space. The F-8 building will consist of 157,642 square feet of office space and 5,119 square feet of retail space. All three buildings, F-4, F-7 and F-8, will share a parking garage that will be built in phases along with the buildings.

**PREVIOUS RELATED ACTIONS**

- Comprehensive Planned Development CPD1995-00002 – approved by the Mayor and Council on July 8, 1996 (Resolution No. 10-96) for 3.1 million square feet of office space, 125,000 square feet of retail and 3,200 residential units, including multi-family, townhouses and detached one-family homes.
- Detailed Application CPD2001-002AC – approved by the Planning Commission on October 24, 2001, to construct a 235,345 square foot office building including 10,000 square feet of conference and fitness center space and 10,000 square feet of ancillary ground level retail. Also, approved was a 5-level parking garage with 851 spaces and a 137-surface parking lot.
- Detailed Application Amendment CPD2003-02AC1 – approved by Planning Staff on June 28, 2005, to eliminate the lowest level of the garage, providing for 226 parking spaces of temporary surface parking until the construction of the F-7 and F-8 office buildings and reducing the basement footprint to 11,393 square feet (resulting in 2,076 square feet of fitness space, 5,000 square feet of restaurant/retail space and 4,317 square feet of conference/office space).

## STAFF RECOMMENDATION

Approval, subject to the following conditions for the F-7 and F-8 office buildings (*Condition #17 applies to the F-4 office building and its approvals contained in the approval letter (Attachment #7), dated October 31, 2001, as amended in the June 28, 2005 approval letter.*):

1. Submission, for approval of the Chief of Planning, of eleven (11) copies of the site plan showing each phase of construction (no larger than 30 inches by 42 inches), to be submitted prior to submission of a building permit for building construction and Public Works Permit approvals, revised according to Planning Commission Exhibit A to include:
  - a. A minimum five (5) foot sidewalk along the west side of the F-8 building. Relocate or re-size the grease storage room if necessary.
  - b. Trucks using the loading area for the F-8 building shall not block the sidewalk listed in Condition 1.a. The applicant shall post signage to prohibit blocking the sidewalk at this loading area prior to issuance of the first occupancy permit for the F-8 building.
  - c. The existing topography of the to-be-submitted F-7 and F-8 detailed engineering plans shall be based upon final F-4 as-built site plan grades.
  - d. The entire Public Utility Easement (PUE) shown clearly.
  - e. The parking location of short-term bicycle spaces (inverted “u” racks) and long-term spaces (lockers) as follows: Provide short-term spaces at a rate of 5 racks for F-7; and 4 racks for F-8. Provide long-term bicycle spaces at a rate of 8 lockers for F-7; and 7 lockers for F-8. These racks and lockers must be provided for at a safe and convenient location to be reviewed and approved by Department of Public Works (DPW) at signature set.
  - f. A five (5) foot backing area at the dead end aisles of the parking garage.
2. Submission for the approval of the Chief of Planning, of eleven (11) final copies of the landscape plan (no larger than 30 inches by 42 inches) to be submitted and attached to the site plan prior to submission of a building permit for building construction and Public Works permit approvals, revised according to Planning Commission Exhibit B.
3. All structures must meet the requirements of the City’s construction codes, the Fire and Life Safety Codes, Maryland Building Code for the Handicapped and the Federal ADA requirements.
4. Permits for signs must be obtained from the Division of Inspection Services, according to guidelines established in the King Farm Sign Program.
5. The applicant shall comply with the City’s Publicly Accessible Art in Private Development Ordinance. Applicant must provide a concept plan for approval, prior to issuance of building permits and fulfill the art requirement prior to issuance of the occupancy permit. If the applicant does not wish to provide for art, they must provide a fee in lieu based on the current fee schedule at the time of building permit submission. This fee must be received prior to the issuance of building permit.

6. All utilities installed within the property, including transformers, are to be located underground or within buildings, except as provided by existing approvals or waivers granted.
7. Abandon existing utilities and/or utility stubs or connections within the public right-of-way that are not necessary for new construction.
8. Submit plans and computations for review and approval by DPW for stormwater management, sediment control and work within the public right-of-way.
9. Post bonds and obtain all necessary permits from the DPW (Sediment Control, Public Works and Stormwater Management Permits).
10. Submit an updated utility exhibit showing all existing and proposed utility connections for review and approval prior to issuance of the first building permit.
11. Comply with the SWM Concept approval letter dated March 19, 2007. Specifically, comply with the following conditions that are included in this letter:
  - a. Submit the revised Piccard Pond plans for review and approval by the Department of Public Works. These plans must be approved prior to the issuance of DPW permits for the F-7 or F-8 Office Buildings (whichever is submitted for approval first).
  - b. All work for sediment control will be covered under the existing permit SCP2000-00089; however, this permit must be revised to cover the work proposed by this stormwater management concept. All applications and fees for this permit re-issue must be submitted to the DPW.
  - c. All work for stormwater management will be covered under the existing permit SCP2004-00019. This permit must remain active to cover the work associated with the final conversion of Piccard Pond to a functioning SWM facility. This permit has currently expired and a permit extension must be requested and all associated fees must be submitted prior to the issuance of DPW permits for the F-7 or F-8 Office Buildings (whichever is submitted for approval first).
  - d. The Pond must be graded to meet the original grades as approved under SCP2004-00019. Once regrading is complete, a field survey shall be performed to verify that grades meet those grades approved under SCP2004-00019. The grading work and the survey verification plans must be submitted to the Department of Public Works prior to the issuance of the building permits for either the F-7 or F-8 Office buildings, whichever comes first.
  - e. Piccard Pond must be converted to a functioning SWM facility once the F-7 or F-8 Office site is stabilized whichever occurs last. The F-7 and/or F-8 Office sites must be permitted and under construction by Jan. 1, 2010; otherwise Piccard Pond must be converted to a functioning SWM facility unless an extension is requested by the applicant. Any requests will be reviewed by staff to re-evaluate whether the continued use of Piccard Pond as a sediment basin is feasible.
  - f. This SWM concept may be extended to include work on the F-5 and F-6 sites upon request of the applicant. At the time of this request staff will re-evaluate whether the continued use of Piccard Pond as a sediment basin is feasible.
  - g. Provide safe conveyance of storm flows.

12. A signing and marking plan shall be submitted to DPW and approved by the Chief of Traffic and Transportation prior to the issuance of DPW permits, except those onsite permits related to sediment and erosion control, clearing and grubbing, grading, sanitary sewer lines and water lines. All internal and external traffic control devices (i.e. signs, signals, marking and devices placed 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). Submit approved copies of the signing and marking plan as part of the signature set.
13. Provide a signing and marking plan for all public roads within Phase III, Irvington Centre, including but not limited to all portions of King Farm Boulevard and Piccard Drive. This plan shall be submitted prior to the issuance of the first building permit for either F-7 or F-8, whichever comes first.
14. If all necessary permits, rights-of-way, and approvals for the construction of Pleasant Road between the City limits and Shady Grove Road are not available to the applicant prior to issuance of the building permit for F-7 or F-8, whichever comes first, applicant shall submit a bond to the City (DPW) for the necessary roadway improvements for this portion of Pleasant Road in accordance with Section 7 of the King Farm annexation agreement. The bond will be promptly released and returned to the applicant if all necessary permits for the work are issued by Montgomery County and a copy of the bond accepted by Montgomery County shall be submitted to the City (DPW) prior to the release of the City's Bond.
15. The applicant shall contribute \$50,000 prior to the issuance of the F7 office building permit and \$50,000 prior to the issuance of the F8 office building permit towards the future construction of a traffic signal at the intersection of Choke Cherry Road and Piccard Drive, or other traffic related improvements in the vicinity as identified by DPW. These contributions shall be made to the City's Transportation Improvement CIP.
16. Provide all necessary easements, on the F4/F7/F8 site, required for the construction of the traffic signal at the intersection of Choke Cherry Road and Piccard Drive prior to the issuance of DPW permits.
17. Remove condition #7 of the October 31, 2001, F4 approval letter (CPD2001-002AC, Attachment #7) regarding the construction of a one-way extension of Redland Boulevard to connect with King Farm Boulevard. State Highway will not allow this connection that is within MSHA right-of-way (Attachment #8).
18. On surrounding roads, one lane closest to the site may be closed during construction of either building. Stopping sight distance must be guaranteed at all times. No additional lane closures will be permitted.

## **BACKGROUND**

The subject property is at the northern edge of the City and is part of the Irvington Centre section of the King Farm development. The King Farm development was approved and the property annexed into the City in 1996, as a Comprehensive Planned Development (CPD) Concept Plan under the O-3 Zone, for a mixed-use development. The Concept Plan allowed for 3.1 million square feet of office space, 125,000 square feet for retail space and 3,200 residential units, including multi-family, townhouse and one-family detached homes.

Since the Concept Plan's approval, five office buildings have been approved by a Detailed Application and two amendments to the Concept Plan were approved in the Irvington Centre section by the Mayor and Council. The five office buildings consist of 1,069,197 square feet. Of these office buildings, three have been completed (F-1, F-2 and F-3), one is currently under construction (F-4), and one has not begun construction (F-5).

The two amendments to the Concept Plan that were approved in the Irvington Centre section of King Farm development were to allow a hotel and senior housing complex. These amendments reduced the allowed square footage for the office space on a one-to-one basis. With the development of the five office buildings, the hotel and the senior housing complex, only 675,803 square feet remain available from the original 3.1 million square feet for office space.

### **Property Description**

The property for the location of the two buildings is bounded by Piccard Drive to the west and north, Parcel AC (forest conservation easement) to the east, and King Farm Boulevard to the south. The site consists of approximately 7.92 acres (344,995 square feet) and currently has one building on the site that is under construction.

In addition, the area covered by the Detailed Application also consists of a small park, "Terminus Park," which is located at the western end of King Farm Boulevard. This park been substantially completed under the Detailed Application for the F-4 building, which was approved in October 2001 by the Planning Commission.

### **Proposed Development**

The applicant has filed a Detailed Application for two office buildings, to be known as F-7 and F-8, and related surface and structured parking. The buildings will be located on the same parcel of land designated for office development in the Concept Plan, as the F-4 building (Phase I of the site) currently under construction. The applicant proposes that the buildings be built in phases with the second phase being the F-8 building and the final phase as F-7. The F-8 building will front on King Farm Boulevard and the F-7 building will be located along Piccard Drive. Both buildings are six-story office buildings with ancillary retail on the first floor and the main entrances in the center of the building facade.

The six-story, F-8 office building will have 157,642 square feet of office space and two retail spaces with a total of 5,119 square feet of retail space on the first floor. While both retail spaces will be accessed from the main entrance, one will be accessed from King Farm Boulevard and the other from the rear of the building. The six-story (five stories from Piccard Drive) F-7

building will have 151,522 square feet of office and 3,595 square feet of retail space on the first floor. The retail space will be accessed from the main entrance of the building on the rear side. These two buildings will total 317,878 square feet of the allowed 1,745,000 square feet of office space, which will leave 364,079 square feet still available for office space in the King Farm development.

All three buildings on the site, F-4, F-7 and F-8, will share a seven level, 1,952 space parking garage that will be built in phases along Piccard Drive to accommodate the office buildings as they are completed. The loading areas for both buildings are hidden from the street, with the F-7 building having the loading area on the southern side of the building and the F-8 building having it on the western side of the building.

## **ANALYSIS**

### **Architecture**

The architecture of the buildings will be of the same design palette as the already approved and completed buildings in the Irvington Centre section of King Farm. The buildings will consist of pre-cast concrete, vertical fins and tinted glass. In addition, the main entrances to the buildings will be covered, similar to other buildings in Irvington Centre. The parking garage, which will have a maximum of two levels below grade, will also be pre-cast concrete, matching the building design and texture. The use of these materials is consistent with other approved buildings and garages in Irvington Centre.

Both buildings will be oriented toward the street, keeping the pedestrian-oriented, transit-friendly attributes of the King Farm office buildings. The F-8 building entrance will be on King Farm Boulevard and the F-7 building entrance will be along Piccard Drive. The F-8 building, which will be aligned with the F-4 building along King Farm Boulevard, will be set back approximately 12-feet from the right-of-way (24-feet from the curb), while the F-7 building will be set back 15-feet from the curb.

### **King Farm Design Guidelines**

As part of the CPD Concept Plan resolution of approval for the King Farm development, the Mayor and Council approved Design Guidelines, including architectural elements, types of materials, design of service areas and signage and lighting guidelines. The proposed buildings are in compliance with the Design Guidelines as approved, including the architecture and setbacks of the office buildings and the location and material type of the parking garage.

### **Mayor and Council Review**

The King Farm CPD Concept Plan resolution of approval requires the Mayor and Council to review the elevations and locations of non-residential buildings within King Farm, without further public hearing. This review is to be done prior to the Planning Commission's meeting and consideration of the Detailed Application.

The Mayor and Council reviewed the proposed buildings at their January 22, 2007 meeting. The following items were discussed at the meeting.

- Are there any renderings of the garage and what materials will be used? – Staff and the applicant explained that the garage will be similar to the F-3 garage. In addition, the applicant also proposes a planter on the top level of the garage.
- Will the buildings be washed with light? – The applicant stated that they would be.
- The appearance on the inner side of the building, facing the garage is more appealing than the one facing the street. – The applicant explained that they are two sided buildings, one that faces the garage and one facing the street. The façade facing the garage will be more of a courtyard area, while the one facing the street will be the public entrance to the building.
- Will the green space to the east of the site be permanent? – This space will be in a forest conservation easement that will be turned over to the City.
- How many stories is the proposed garage? – The proposed parking garage will be three stories above grade.
- All of the office buildings look the same. It appears that there are three clusters of office buildings and it would have been better if each cluster had its own distinctiveness. – The applicant responded that they wanted to keep some of the same features throughout the office buildings.
- Do you know how many people arrive by transit to work in the office buildings? – The applicant explained that the existing buildings are 98 percent leased and that the bus system has a total of ridership of approximately 20,000 riders per year. Also, they have three bus loops and one primarily serves the office buildings and the retail. The applicant will look further into the actual ridership for the office buildings.
- How many people in the office buildings arrive by car? – The applicant was not sure, but they stated that the F-3 garage did not have anyone parking on the third level of the parking garage and the second level was approximately 20 percent full.
- Have there been any service calls to the Police for the parking garages in King Farm? – Staff received information (Attachment #6) from the Police Department for the years 2004 through 2006 for 700 and 702 King Farm Boulevard (F1 and F2 office buildings). However, the information does not differentiate the calls to the office buildings and calls to the parking structures, therefore, the numbers are combined. Staff did find that the number of calls to this site was reduced from 2004 to 2006.

### **Forest/Tree Preservation**

The subject site is part of a previously approved Forest Conservation Plan that encompasses the entire King Farm development. There are no forestry requirements for this site since it has been accomplished throughout the rest of the development.

### **Stormwater Management**

Stormwater management for this site will be provided by Piccard Pond. This facility will provide both quantity and quality control when conversion from a sediment basin is complete. In the interim Piccard Pond will act as a sediment basin and a stormwater management pond. Preliminary analysis of the pond indicates that it is capable of providing sediment control and stormwater management on a temporary basis during the construction of the F7 and F8 office buildings.

## **Transportation and Utilities**

As part of the Concept Plan approval, a traffic study was conducted for the entire King Farm development. The applicant has substantially completed the network of public and private roads throughout the development and provided shuttle service from the Shady Grove Metro station through the development. Currently, this bus system has three bus routes, with an average of 20,000 riders per year.

As part of the King Farm Annexation Agreement the applicant was required to construct Pleasant Road from Piccard Drive to Shady Grove Road, which is located within the County. The portion of Pleasant Road within the City limits has been constructed, however, construction of the portion of road within the County has not commenced as there have been difficulties obtaining the necessary easements to complete the work. If all necessary permits, rights-of-way, and approvals for the construction of Pleasant Road between the City limits and Shady Grove Road are not available to the applicant prior to issuance of building permit for F-7 or F-8, whichever comes first, the applicant shall submit a bond to the City for the necessary roadway improvements for this portion of Pleasant Road in accordance with Section 7 of the King Farm annexation agreement. The bond will be promptly released and returned to the applicant if all necessary permits for the work are issued by Montgomery County and a copy of the bond accepted by Montgomery County shall be submitted to the City (DPW) prior to the release of the City's Bond.

## **Publicly Accessible Art in Private Development**

For the entire project, the applicant is required to meet the Publicly Accessible Art in Private Development requirement. The applicant is required to expend an amount based on the rate in effect at the time of building permit submission to the City in order to provide for publicly accessible art and staff has recommended a condition (Condition #5).

## **Signs**

At this time, the applicant does not propose any signs on either of the F-7 and F-8 buildings. The applicant is requesting approval for a sign in Terminus Park. This sign reading "King Farm," will face Interstate 270 on a wall. The letters of the sign will be approximately one foot, five inches (1.416 feet) tall. Staff has added a condition (Condition #4) that allows the sign as long as it is compliance with the King Farm Sign Program.

## **NOTIFICATION**

Notices were sent to approximately 720 nearby residents. Letters were also sent to the president of the King Farm Assembly, the Property Manager and the President of the condominium building closest to this project.

## **ATTACHMENTS**

1. Application as filed
2. Site Plans
3. Architectural Plans and Landscape Plans for F7
4. Architectural Plans and Landscape Plans for F8
5. Stormwater Management Concept Approval letter
6. Police Calls
7. Approval Letter for F-4
8. Email regarding Redland Road