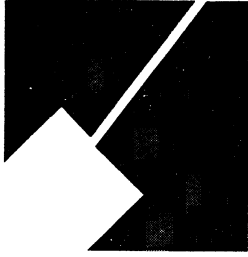


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
ITEM No. 3
6-19-03

June 13, 2003

MEMORANDUM

TO: Montgomery County Planning Board

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

FROM: Ed Axler: 301-495-4525, for Park and Planning Department *EA*

REVIEW TYPE: Adequate Public Facilities Test

APPLICANT: JBG/Nicholson Lane East, LLC

APPLYING FOR: Woodglen Park I's Future Building Permit

MASTER PLAN: North Bethesda/Garrett Park

LOCATION: 5650 Nicholson Lane, Rockville

This memorandum is Park and Planning staff's adequate public facilities (APF) review of the future building permit to replace a recently demolished building and increase the square footage of office space in the C-2 zone. The future building permit is located on a recorded parcel and does not require a preliminary plan or site plan. Refer to the attached overall vicinity map, tax map, GIS map, and the applicant's initial proposed plan.

RECOMMENDATION

Park and Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of this future building permit:

Limit the future building permit to allow for total maximum of 36,240 square feet of general office space and 30,000 square feet of research and development office space. The proposed office building replaces the recently demolished general office space of 49,043 square feet.

DISCUSSION

Regulatory History

A preliminary plan of subdivision is not required because the property was recorded as Record Plat No. 180-95, Higgins Estates, on Part of Lot 16, Parcel N977 in 1991. The property is located in the fourth election district, Montgomery County, Maryland, or specifically described as "5650 Nicholson Lane", Liber 16529/Folio 518.

A previous building permit was submitted and approved in March 2003 for Building Permit No. 294913 (and Use and Occupancy Permit No. 219938) to replace the four-story office building of 49,043 square feet that was demolished in May 2003, with a comparably-sized office space as follows:

1. 44,500 gross square feet of office and laboratory space
2. 43,800 gross square feet of an enclosed parking area

In Patricia Harris' (the applicant's attorney) attached letter dated April 4, 2003, the applicant agreed not to construct any additional floor area beyond the gross square footage of office space in the original building without an APF review. As such, APF review is now required prior to release of the second building permit for the additional 17,197 square feet.

Site Location & Vehicular Accesses and Circulation

1. Location: The site, Parcel N977, is located on the east side of Woodglen Drive between Nicholson Lane and Security Lane.
2. Vehicular Accesses: The three existing vehicular accesses are from adjoining parcels as follows:
 - a. Woodglen Drive as full-movement access onto the adjoining Parcel N923 to the north.
 - b. Rockville Pike (MD 355) at a central access point along the property frontage as a right-turn-in and right-turn-out only onto the adjoining Parcel N978 to the east.
 - c. Rockville Pike at a southern access point along the property frontage as a right-turn-in and right-turn-out only onto the adjoining Parcel N978 to the east.
3. Vehicular Circulation: Vehicular circulation is through the parking areas of the existing buildings on Parcels N923 and N978.
4. Proximity to Metrorail Station: The site is approximately 1,500 feet south of the White Flint Metrorail Station.

Pedestrian Access and Circulation

Pedestrian access is from Woodglen Drive with an existing sidewalk with green buffer and from Rockville Pike with an existing sidewalk with no setback from the roadway curb. Several transit routes run along Rockville Pike such as Ride-On Routes 5, 46, and 81 and Metrobus Routes C-8 and J-5. The signalized intersections of Rockville Pike at Nicholson Lane and at Edson Lane have pedestrian phasing.

Master Plan Roadways and Bikeways

According to the *North Bethesda/Garrett Park Master Plan*, the adjacent nearby roadways and bikeways are functionally classified as follows:

1. Nicholson Lane from Old Georgetown Road to Nebel Street is designated as a four-lane arterial, A-71, with an 80-foot right-of-way. This east-west arterial includes a planned on-road Class 3 bikeway.
2. Woodglen Drive is designated as a four-lane business roadway, with an 80-foot right-of-way. This north-south drive includes an existing Class 1 bikeway as part of the North Bethesda Trail.
3. Rockville Pike (MD 355) from Grosvenor Lane to Nicholson Lane is designated as a six-lane divided major highway, M-6, with a 150-foot right-of-way and a planned Class 1 bikeway from Strathmore Avenue to Nicholson Lane. For this north-south highway, the right-of-way along the frontage of adjoining Parcel N978 is 120 feet.
4. Security Lane is an unclassified business street with an 80-foot right-of-way and no bikeway.
5. Edson Lane is designated as a two-lane primary residential street, P-6, with a 70-foot right-of-way and a planned on-road Class 3 bikeway. For this east-west street, the existing right-of-way varies from 60 to 80 feet.

Local Area Transportation Review

The existing and proposed development would generate the following peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Development Type	Land Use	Square Footage	Peak-Hour Vehicular Trips	
			Morning	Evening
Demolished	General Office	49,043	75	91
Proposed	General Office	36,240	54	72
Proposed	R & D Office	30,000	47	49
Total Proposed		66,240	101	121
Net Additional Trips		+17,197	+26	+30

A traffic study was submitted because the total (i.e., existing and proposed addition) development generates 50 or more peak-hour trips during the weekday morning and evening peak periods. Based on the submitted traffic study, the calculated critical lane volume (CLV) values at the nearby intersections are shown in the table below:

Intersection	Congestion Standard	Peak Hour	Traffic Condition		
			Existing	Background	Total
Nicholson Lane and Woodglen Drive	1,800 White Flint	Morning	529	553	554
		Evening	688	724	731
Nicholson Lane and Rockville Pike	1,800 White Flint	Morning	1,069	1,170	1,171
		Evening	1,392	1,533	1,539
Rockville Pike and Northern Site Access	1,800 White Flint	Morning	690	750	753
		Evening	737	871	872
Rockville Pike and Southern Site Access	1,800 White Flint	Morning	653	706	707
		Evening	685	765	789
Rockville Pike and Edson Lane	1,600 North Bethesda	Morning	951	1,026	1,030
		Evening	1,065	1,230	1,233
Woodglen Drive and Site Access	1,800 White Flint	Morning	145	169	185
		Evening	325	395	418

All six intersections have calculated CLV values that do not exceed their appropriate CLV congestion standard of 1,800 or 1,600. As a Metrorail Policy Area, queuing analysis is not required because the calculated CLV values are below the congestion standard.

Policy Area Review/Staging Ceiling Condition

The site is located in the White Flint (Metrorail station) Policy Area, which has a transportation staging ceiling of a positive 1,228 jobs as of May 31, 2003, under the *FY 2003 Annual Growth Policy*. The previous office building of 49,043 square feet was equivalent to 218 jobs. The additional office space of 17,197 square feet in the proposed building is equivalent to 76 jobs.

EA:ct

Attachments

cc: Mary Goodman
 Pat Harris
 John Kraus
 Kristin O'Connor
 Michael Workosky