

APPENDIX A



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

February 4, 2004

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

Mr. Robert Kronenberg, Planner
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-03029
Fortune Parc

Dear Mr. Kronenberg:

This letter is to confirm the agreements reached during a February 2, 2003, telephone conversation between representatives for the applicants and our respective offices regarding the non-standard design elements proposed within the public rights-of-way for Streets A and B of this project. This letter should enable the applicants' pending Site Plans to be reviewed by the Planning Board as scheduled. DPWT conditionally supports the non-standard elements subject to the following comments:

1. **Rights-of-way for Streets A and B:** we agree with the rights-of-way shown on the "Proposed Road Exhibit" drawing.
2. **Transition between divided and undivided typical sections for Street A:** DPWT is amenable to the proposed divided roadway between Seven Locks Road and centerline station 3+68.95. We do not support providing the transition (from divided to undivided typical sections) at an intersection, as currently proposed. We have proffered two options which are under consideration by the applicants and your office:
 - Introduce a monumental entrance median, beginning at approximately centerline station 8+10, and then transition to the undivided section. The median should be at least fifty feet long. The width of the median will be dependent on traffic and parking movements at the nearby intersection and in the area around the median. Trees will not be allowed if the median is less than sixteen feet wide; low level ground cover or shrubbery may be allowable. In order to remain within the proposed right-of-way, parking restrictions may be required in the vicinity of the median.
 - or
 - Pull back the proposed median to approximately centerline 4+50 and then transition to an undivided section.

We agreed to defer the final decision on the Street A typical sections until the permit stage.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

3. **Sidewalk widths along Streets A and B:** we agreed with the proposal on the current plans to have a minimum clear sidewalk width of six feet on the west side of Street B. We have accepted a minimum clear sidewalk width of five feet on both sides of the entire length of Street A and full width sidewalk (between the curb and the right-of-way line, with tree boxes) on the east side of Street B.
4. **Streetscaping along Streets A and B:** DPWT supports allowing the proposed streetscaping (including brick paver sidewalks, street tree maintenance and replacement, any additional landscaping within the right-of-way, benches, trash cans, etc.) subject to the applicants executing and recording a perpetual Maintenance and Liability Agreement for these amenities. A separate agreement between the applicants and DPWT may be necessary for streetlighting maintenance, if any unique streetlighting poles and/or fixtures are being proposed for this subdivision. The applicants will also need to provide appropriate bonding for the perpetual maintenance and liability of these features. This agreement will remain in place until the County establishes an Urban District (for the maintenance of those streetscaping items) or those amenities have been removed from the public right-of-way. This approach is similar to that used on other mixed use developments located outside the Urban Districts.
5. **Crosswalk locations:** DPWT agrees with the recommendations for those crosswalks proposed at the intersections along Streets A and B. We have deferred our decision on the location of mid-block crosswalk(s) until the permit stage, pending our review of sight distances, parking, and traffic operations in the vicinity of the mid-block crosswalk(s).

DPWT will not allow the installation of concrete paver crosswalks on County-maintained streets. We will allow the installation of synthetic asphalt-based compounds (such as "Imprint") for unique crosswalks. Since those materials are currently being installed on a trial basis, DPWT will assume the maintenance of these unique crosswalks.

6. **Driveway locations along Street B in the vicinity of its intersection with Street A:** DPWT supports the proposed driveway spacing, provided the curb radii of the driveway aprons are constructed so as to limit access to the private street to passenger vehicles and reasonably preclude the prohibited movements.
7. **Design at the intersection of the private driveway and the northbound ramp from Montrose Road/I-270:** Staff recommends approval of the applicants' proposed modified plan (Attachment L) – with minor revisions to the proposed lane markings. We agreed to defer the final design on the ramp/driveway intersection until the permit stage.
8. **Street B termini and narrowing opposite in the vicinity of centerline station 15+30:** DPWT supports approval of the proposed traffic circle at the Street B intersection with the ramp from Montrose Road and I-270, provided the traffic circle is designed to accommodate the turning movements of tractor trailers. DPWT does not support the proposed pavement reduction in the vicinity of centerline station 15+30; the typical (forty foot wide) pavement should be built through this location. DPWT supports approval of the proposed cul-de-sac, with an interior island, just south of Fortune Terrace; it was agreed that this cul-de-sac will be removed if Street B is extended to intersect with Fortune Terrace.

Mr. Robert Kronenberg
Preliminary Plan No. 1-03029
February 4, 2004
Page 3

9. **Improvements along Seven Locks Road:** The amended traffic signal warrant study remains under review by this Section. DPWT remains concerned with the proposed pavement widening plan. We have accepted the applicants' proposal to provide eleven foot wide lanes for the four through and one southbound left turn movements at this intersection. However, we remain concerned about the proposed narrowing of the grass shelf between the western curbline and the existing Class I bikepath. We have requested the applicants to explore various option(s) to provide more clearance between vehicles and users of the bike path. Relocation of the existing bikepath and existing utility poles to the west and/or widening the pavement to the east should be investigated; retaining walls may also be necessary to limit side slope grading. We agreed to defer a final decision on the improvements to Seven Locks Road until the permit stage.

Thank you for your cooperation and assistance on this project. If you have any questions or comments regarding this letter, please contact Mr. Jeffrey Riese at 240-777-2190.

Sincerely,



Emil J. Wolanin, Chief
Traffic Engineering and Operations Section

EJW/GML/je

M:\Subdivision\GML\DOCS\PP\1-03029, Fortune Parc, non-standard design conditional approval ltr, 020304.doc

cc: Malcolm Shaneman
Ronald Welke
Michael Ma
Bryant Foulger
Wyndham Robertson
Barbara Sears
Chuck Irish
Marwan Mustafa
Joseph Cheung
Sarah Navid
Patrick Bradley
Jeffrey Riese
Gregory Leck



**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**
Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

TO: Robert Kronenberg, Development Review

FROM: Mark Pfefferle, Planning Coordinator, Environmental Planning *MP*

DATE: February 2, 2004

SUBJECT: Site Plan Number 8-04012, Fortune Parc

STAFF RECOMMENDATION

Staff recommends approval of final forest conservation for plan #8-04012.

BACKGROUND

The proposed development site is located immediately northwest of the intersection of I-270 and Montrose Road. The majority of the property is located north of Montrose Road and less than 2 acres of the 54-acre site is located south of Montrose Road. The northern portion of the site extends west to Seven Locks Road and north to the Rockville city limits. The site is entirely within the Cabin John Creek watershed, a Use I-P stream.

Approximately 41 acres of the site is considered forest. The remainder of the property consists of abandoned fields undergoing succession, abandoned access roads, and a former home site. Tulip trees, oaks, and maples are the dominant overstory species identified on the majority of the site. The western portion of the site consists of steep slopes and a mature oak and hickory forest. The western portion of the property contains the largest trees as well as two eight-foot tall American Chestnut trees. The American Chestnut tree is classified as a rare, threatened, and endangered species by the State of Maryland.

This forest conservation plan will address the forest conservation plan requirements for site plans 8-04012 and 8-04015. The areas for these site plans were included in preliminary forest conservation plan number 1-03029.

Proposed Project

The proposed onsite project work for site plan 8-04012 consists of 150 townhouse units. The proposed onsite project work for site plan 8-04015 consists of 450 multi-family residential units and 820,000 gsf of office space. The subject property is zoned I-3 and O-M. Approximately 49 acres is zoned I-3 and the balance is O-M.

Environmental Buffers

Runoff from the property flows into Cabin John Creek, a Use I-P stream. An environmental buffer is located on the portion of the property south of Montrose Road. There are no streams, wetlands, floodplains, or environmental buffers on the subject property north of Montrose Road. However, there are steep slopes running parallel to Seven Locks Road. Within the environmental buffer south of Montrose Road exists on ramps to I-270. The applicant has proposed to locate either a natural surface trail or boardwalk trail through the environmental buffer south of Montrose Road. Environmental planning supports this proposal. Environmental Planning does not support a hard surface trail through the environmental buffer for it would be inconsistent with the long-term protection agreement for category I forest conservation areas.

Forest Conservation

The property consists of approximately 41 acres of forest and the site plan is subject to the forest conservation law. Section 22A-12(b) of the Montgomery County code states that the primary objective of the forest conservation plan should be to retain existing forest and trees and avoid reforestation. Subsection (2) of 22A-12(b) identifies that the areas to be protected in forest conservation plans to include, but not limited to: environmental buffers; steep slopes; critical habitats; rare, threatened and endangered species; and areas which have been designated as priority save areas in a master plan or functional plan.

The applicant is proposing retention of existing forest and additional forest plantings within environmental buffer; preservation of the mature upland forest on the southwest portion of the site; and retention of the forest along the steep slopes parallel to Seven Locks Road. By preserving the forest in the steep slopes along Seven Locks Road, the preliminary forest conservation plan preserves the rare, threatened and endangered American Chestnut trees. The protected forested buffer surrounding the American Chestnut trees exceeds the 100-foot recommended buffer established by the Maryland Department of Natural Resources.

The applicant is proposing to remove 33.95 acres of forest and preserve 7.03 acres of forest. The applicant has a forest planting requirement of 9.69 acres, which will be met through a combination of on-site landscape planting and off-site forest plantings. The applicant is proposing to provide a landscape buffer parallel to I-270. The buffer will consist of native plants and include canopy trees. The buffer size and plant densities should be sufficient to screen the exposed parking areas and the lower levels of the office/commercial buildings from I-270. The off-site planting area has not been determined at this time. The applicant has the option of planting within the watershed, or by utilizing a forest conservation banks.

Since part of the site includes single-family residences and an optional method of development is proposed the site plan must meet the forest conservation threshold on-site to satisfy section 22A-12(f) of the Montgomery County code. The final forest conservation plan reconfirms the preliminary forest conservation plan and that this is that the residential portion of the site will meet the forest conservation threshold onsite. This will be accomplished by preserving the mature upland forest and the forest along steep slopes parallel to Seven Locks Road.

Stormwater Management

The stormwater management concept consists of off-site channel measures via upgrading the existing State Highway Administration's stormwater management facility; on-site quality control via biofiltration; surface sand filters and onsite recharge. The Department of Permitting Services approved the stormwater concept on March 11, 2002.



MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore MD 21230

410-537-3000 • 1-800-633-6101

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Kend P. Philbrick, Acting Secretary

October 8, 2003

Mr. Raja Veeramachaneni, Chief
Highway Hydraulics Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Attn: Brandon Scott

Re: SHA Hydraulic File No. 03-UP-MO-004
Fortune Parc @ I-270 and Montrose Road -
Request to Expand Existing SHA Pond as a Joint Use Facility

Dear Mr. Veeramachaneni:

The Administration has received and reviewed the October 2003, additional submittal for the above referenced project in Montgomery County. The review was in accordance with Sections 4-106 and 4-205 of the Department of the Environment Article, Annotated Code of Maryland with regard to Sediment Control and Stormwater Management.

The submitted information indicates that the existing extended detention pond can be expanded to provide sufficient capacity to accommodate stormwater management storage for the referenced development and the pond can be upgraded to present day standards. Therefore, WMA has no objections to the expansion of the existing pond in accordance with the Fortune Parc Construction Drawings dated April, 2003, revised October 7, 2003 and the accompanying Stormwater Management Report dated July, 2003, revised September 2003, in order to provide Stormwater Management for the proposed development.

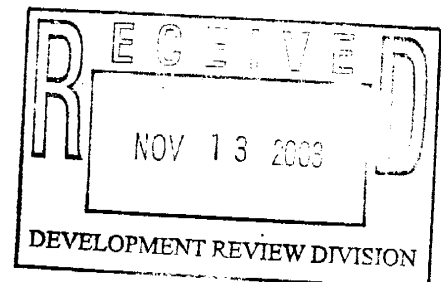
Sediment and erosion control must be submitted and approved by the local control agency prior to the start of construction.

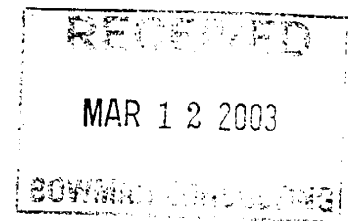
Please call me at (410) 537-3563 with any questions or comments.

Sincerely,

James K. Tracy, P.E., Chief
Sediment and Stormwater Plan Review Division
Water Management Administration

JKT/SPA/spa





DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

March 11, 2003

Mr. Marwan Mustafa
Bowman Consulting Group
2121 Eisenhower Ave. Suite 302
Alexandria, VA 22314

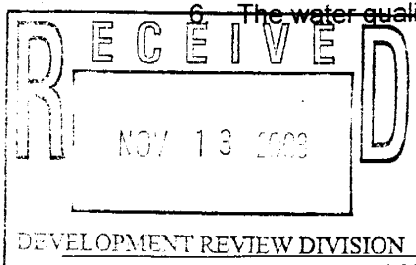
Re: Stormwater Management **CONCEPT** Request
for Fortune Parc
Preliminary Plan #: 1-03029
SM File #: 206882
Tract Size/Zone: 50.5 acres/I-3
Total Concept Area: 50.5 acres
Watershed: Cabin John Creek

Dear Mr. Mustafa:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of off-site channel protection measures via upgrading of the existing State Highway Administration pond; on-site water quality control via biofiltration, surface sand filters and Stormfilters; and onsite recharge via storage beneath the sand filters and the biofiltration.

The following **conditions** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. All areas which drain to the Stormfilters will also be treated within the State Highway Administration pond wetlands. Please make sure you size the wetlands accordingly. Submit the wetland design computations with your sediment control plan submittal.
4. An asbuilt of the SHA pond will be submitted to this office. If the Maryland Department of the Environment does not require an asbuilt plan, then one will be submitted to this office for review and approval.
5. The construction on the existing SHA pond must be started before any impervious surfaces are constructed on this site.
6. The water quality volume will be flow split to all quality facilities.



This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is not required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Nadine Vurdelja Piontka at 240-777-6334.

Sincerely,

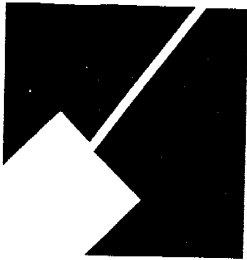


Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:enm 206882

cc: M. Shaneman
S. Federline
SM File # 206882

QN -offsite; Acres: 50.5 acres
QL - onsite; Acres: 50.5 acres
Recharge is provided



February 5, 2004

MEMORANDUM

TO: Robert Kronenberg, Planner-Coordinator
Development Plan Review Division

VIA: Callum Murray, Potomac Team Leader ^{CM}
Community-Based Planning Division

FROM: Jean Kaufman, Planner-Coordinator ^{JK}
Community-Based Planning Division

SUBJECT: Site Plan #8-04012
Fortune Parc

STAFF RECOMMENDATION:

Community-Based Planning staff recommends approval of the Site Plan as it is in conformance with the approved and adopted 2002 Potomac Subregion Master Plan.

ANALYSIS

Fortune Parc (Preliminary Plan #1-03029) consists of 54.84 acres of I-3 zoned land located at the northeast quadrant of Seven Locks Road and Montrose Road in Potomac. It is recommended in the Master Plan for the I-3 Optional Method. This zoning option requires site plan review and adherence to all numerical and other guidelines in the Master Plan. This site plan includes the townhouse portion and the public streets in the site. As shown in the following analysis, Site Plan #8-04012 conforms to the Master Plan's general design principles as well as the site-specific guidelines.

Land Use

The Master Plan recommends a mixed-use center on the site: *“Create a mixed-use center that provides employment, housing, and retail opportunities configured to minimize environmental impact.”*

The proposed application is for the townhouse portion of the site. However, as approved in the Preliminary Plan, Fortune Parc is a mixed-use center that combines all the recommended uses while preserving a significant forest area.

Densities

The Master Plan specifies density limits for each of the recommended uses as follows: *“Including the adjacent Lot 40, the allowable density on the site will not exceed 850,000 square feet (0.39 FAR) of commercial space or, without Lot 40, 800,000 square feet; office, street retail, and hotel, 300 apartments, and 150 single family homes. An additional 150 to dwelling units may be provided as part of a TDR program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR.”*

This application is for 150 single family attached units as recommended in the Plan. Site plan #8-04015, which will be reviewed by the Planning Board at a later date, includes 850,000 SF of commercial development and 450 multi family units. The trip generation for this combination of densities will not exceed the rates for office at 0.5 FAR.

Street Pattern

The Master Plan specifies two public streets within this site: *“Create a public “Main Street” through the site that connects to existing office development on Montrose Road and with commercial development at Fortune Terrace. This axial street should contain buildings with ground floor retail uses where appropriate, including restaurants and sidewalk cafes that animate the street.”* And, *“Provide a public street to connect “Main Street” to Seven Locks Road.”*

Two public streets are shown, as described in the Master Plan. Street “B” or “Main Street”, which conforms to Business Street standards with a seventy-foot right-of-way, runs parallel to I-270 and connects Montrose Road to Fortune Terrace. A second public street, Street “A”, connects Seven Locks Road to Main Street, thus providing a second point of access to the site.

Site Configuration

The Master Plan specifies the location of the recommended land uses as follows: *“Locate a residential neighborhood with a variety of housing types and adequate community and recreation facilities on the site’s west side.”* And, *“Locate offices on the site’s east side, between the “Main Street” and I-270, with buildings defining the street and structured parking to the rear. Buildings should be limited to eight stories unless the Planning Board finds during development review that*

additional height would be compatible with surrounding development. Buildings should include ground floor retail where appropriate.”

The general location of uses is consistent with the Master Plan recommendations. The office buildings and their related parking structures are located east of street “B”, thus benefiting from high visibility on I-270. Housing is located west of Street “B” with the apartments buildings along the street for a balanced street section. The single family attached units, which are part of this application, are generally located between the apartments and Seven Locks Road. This configuration results in a gradual reduction of densities and massing toward the single family detached neighborhoods west of Seven Locks Road. In addition, the office structures protect the residential neighborhood from noise generated by I-270.

The townhouse section is separated from Seven Locks Road by a significant tree save area. Several centrally located open spaces are proposed, which include a variety of recreational amenities.

Environment

The Master Plan recommends preservation of *“the mature upland forest on the southwest portion of the site and, to the maximum extent possible, the steep slopes along Seven Locks Road.”*

The mature upland forest will be preserved, as recommended.

Trip Mitigation

The Master Plan includes specific recommendations for promoting transit use, as *“convenient access to transit”* is required in the Zone. *“A shuttle service or other transit connection should be provided to Metro when development supports the service as determined at time of development plan approvals. Additional trip mitigation measures such as the provision of a park-and-ride facility, or financial contribution to such a facility, should be considered at site plan.”*

The applicants will fund the extension of Ride-On bus service from the site to the nearest Metrorail station. A transit center is proposed on Street “B” within the site.

Design Principles

The Master Plan includes several Design Principles. These principles promote cohesive communities that are pedestrian and bike friendly and include:

- An environmentally sustainable development that minimizes imperviousness and incorporates innovative techniques for storm water management;*
- A grid of intersecting streets consisting of short blocks;*
- Pedestrian friendly streets defined by buildings, animated by ground level uses, and streetscape;*
- Visible and active open spaces and community facilities;*
- Incentives to minimize car trips; and*

-Links to adjacent developments.

The site is designed in a grid system of walkable blocks. All streets are tree-lined and include sidewalks that are adequately sized for the pedestrian circulation. However, the proposed sidewalk on street "B" should be of a size that allows for bike circulation. The site is well linked to surrounding neighborhoods south of Montrose Road and west of Seven Locks Road as well as to the shopping center at Fortune Terrace. Open spaces and community facilities are centrally located and highly visible with housing in close proximity.

CONCLUSION

Community-Based Planning staff recommends approval of the Site Plan as it is in conformance with the approved and adopted 2002 Potomac Subregion Master Plan.



3901 Calverton Blvd. Floor 3RD
Beltsville, MD 20705-3420

January 21, 2004

Mr. Robert A. Kronenberg, RLA
Development Review Division
MNCPPC
8787 Georgia Ave
Silver Spring, MD.20910

RE: Fortune Parc Site Plan # 8-04015

Dear Robert;

This is to letter is to summarize the meeting I had with Mr. J. Wyndham Robertson of Eakin Youngentob and Mr. Gary Sullivan of Richter& Assoc. to address Verizon's concerns in the Fortune Parc Project.

It is my understanding from this meeting that the developer intends to install conduit to Verizon standards and will submit the plans for our approval before it is built. Verizon will determine the number of conduits needed to serve this development and the developer will make provisions in the HOA documents to obligate the HOA to restore the hardscape and landscape if in the future the these areas need to be excavated to repair the conduit. A certified land surveyor will stake the alignment of all Verizon conduits.

It is also my understanding that the developer will grant all necessary easements to provide telephone service to the project and they will make provisions in the HOA documents for any future easements that are needed for upgrades to the telephone system to be granted.

The developer will copy the HOA documents once they are finalized
If you have any questions I can be reached on 301 595-6052.

Very Truly Yours

A handwritten signature in black ink that reads "Robert E. Thompson". The signature is written in a cursive style with a large, stylized "R" and "T".

Robert E. Thompson

January 20, 2004

Mr. Robert E. Thompson
Right of Way Agent
Verizon
3901 Calverton Boulevard
3rd Floor
Beltsville, MD 20705

Re: Future Verizon Service to the Fortune Parc Project

Dear Bob,

Thank you again for meeting with Gary Sullivan and me this afternoon to discuss the Fortune Parc project, and to discuss what we can do to facilitate your ability to provide phone service to the project. As promised, I wanted to send you this letter to memorialize what we agreed to in our meeting.

As the Development Manager of the Fortune Parc project, you have our commitment to work closely with you and your engineers to establish adequate areas for the installation of your facilities to serve the project both now and in the future. We will commit to working with you to establish the necessary easements on the project to handle the installation of Verizon's hardware (SAIC boxes, light spans, etc.) in various open space areas throughout the project. We will also work with you to help plan for any future expansion of your facilities that may arise as the project nears completion or that you may anticipate as you gain a clearer understanding of what the needs are for Fortune Parc in the future.

We will also honor our commitment to grant easements to Verizon in any areas where we are planning your facilities that are not in a PUE, and we will agree to have all Verizon conduits and/or direct buried lines staked by a certified land surveyor to assure that all Verizon facilities are properly constructed within easements throughout the project. As I stated in our meeting, we will dedicate easements to Verizon when we are ready to proceed with recordation of our record plats that establish our building lots at Fortune Parc. We will coordinate the design of the Verizon easements with you or your designee.

Lastly, we will copy you on our recorded Homeowners Association documents once they are finalized in order to show you what rights are retained by us as declarant to dedicate future easements over lots and/or common areas for future utility installations.

Thank you for your willingness to meet with us on such short notice, and specifically for your offer to call Robert Kronenberg to let him know that Verizon has approved the Conceptual Utility Layout Plan that we reviewed today. Upon receipt of this letter, I would greatly appreciate it if you could fax the approval letter we left with you to my attention so that I may forward it on to Robert at Park and Planning.

Sincerely,

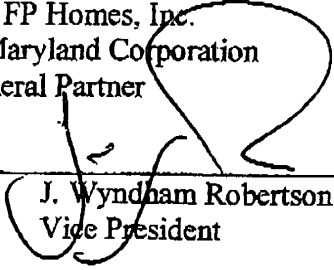
FP Homes Associates Limited Partnership

By: FP Homes, Inc.

A Maryland Corporation

General Partner

By:



J. Wyndham Robertson
Vice President

January 21, 2004

Mr. Robert E. Thompson
Right of Way Agent
Verizon
3901 Calverton Boulevard
3rd Floor
Beltsville, MD 20705

Re: Future Verizon Service to the Fortune Parc Project

Dear Bob,

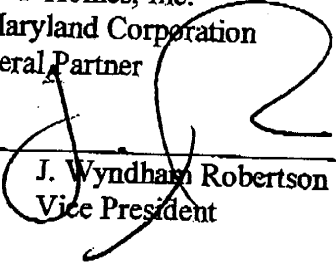
In my letter dated January 20, 2004, I neglected to mention our agreement relative to HOA maintenance of non-standard sidewalk sections as well as landscaping placed in Verizon's easements. As I stated, all brick paver sidewalks and all landscaping that is installed within Verizon's easements will be maintained by the Homeowners Association. This obligation will be addressed in our HOA documents that I have agreed to forward to you prior to recordation for your review.

Should you have any questions, please call me at (703) 525-5565.

Sincerely,

FP Homes Associates Limited Partnership
By: FP Homes, Inc.
A Maryland Corporation
General Partner

By:



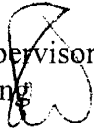
J. Wyndham Robertson
Vice President



February 4, 2004

MEMORANDUM

TO: Robert Kronenberg, Planner/Coordinator
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning 

FROM: Ed Axler, Planner/Coordinator **FA**
Transportation Planning

SUBJECT: Site Plan No. 8-04012
Fortune Parc
Potomac Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject site plan in the I-3 zone.

RECOMMENDATIONS

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

1. Limit the site plan up to the maximum of 150 single-family attached residential units.
2. Provide bicycle facilities including five bicycle racks at the pool/club house. Reconstruct/relocate a Class I bikeway along the west side of Seven Locks Road with a physical separation of the bicyclist from the vehicular traffic. Construct a Class I bikeway along the south side of Montrose Road from Seven Locks Road to I-270 interchange.
3. In accordance with the letter dated February 4, 2004, from the Department of Public Works and Transportation (DPWT) (refer to Attachment No.1), coordinate with DPWT and the Montgomery County Department of Permitting Services (DPS) regarding the following:

- a. Traffic calming measures along Street "A".
 - b. The transition between the divided (i.e., beginning at Seven Locks Road) and undivided typical section for Street "A".
 - c. Amenities along Streets "A" and "B" for the installation and maintenance of streetscaping, street trees, street lighting, trash cans, and benches.
 - d. Crosswalk design and installation at the intersection of Street "A" and Street "B".
 - e. Street "B" design including (1) driveway spacing, curb radii, and prohibited turning movements, (2) a traffic circle at the Montrose Road ramp (to I-270), and (3) a cul-de-sac south of Fortune Terrace.
4. Design and install a traffic signal at Street "A" with Seven Locks Road including providing pedestrian signals, pedestrian crosswalks, a southbound left-turn lane from Seven Locks Road, and a northbound through/right-turn lane converted from the current right-most (Seven Locks Road) through lane subject to and in accordance with the requirements of DPWT.
 5. Coordinate with the City of Rockville regarding the following:
 - a. A possible traffic signal installation at the intersection of Seven Locks Road and Twin Oaks Drive, if warranted and subject to City of Rockville's requirements and approval within their Corporate limit.
 - b. A pedestrian connection between the Street "B" northern cul-de-sac and Fortune Terrace.
 6. Fund the extension of Ride-On bus service from the site directly or indirectly to the nearest Metrorail Station as agreed with DPWT in the applicant's transportation consultant's letter dated January 9, 2004, and DPWT's letter dated May 13, 2003 (refer to No. 2 and No. 3). The extension of Ride-On bus service is in lieu of operating a private shuttle bus service or other transit (i.e., in accordance with the *Potomac Master Plan* -- refer to Attachment No. 4 for the appropriate Adopted Master Plan pages) that was reviewed for the projected ridership and found not to be feasible.
 7. Execute the Trip Reduction Agreement (TRA) with the Planning Board to satisfy the *I-3 Trip Mitigation Guidelines* for office development prior to release of any building permits. The trip mitigation goal for I-3 zoned land in the Potomac Policy Area (as a "Group II" policy area) is to reduce the peak-hour trips by six percent where the peak-hour trips are determined using standard trip-generation rates for the proposed land uses on the site. A final draft TRA has been submitted and is being reviewed by Transportation Planning staff.

DISCUSSION

Site Location, Vehicular Access Points, and Pedestrian Facilities

The site is located on the east of Seven Locks Road between Montrose Road and Fortune Terrace. Proposed vehicular access points are at the following locations:

1. Seven Locks Road at Street "A" located between Montrose Road and Fortune Terrace.

Similar to the previous preliminary plan review, a signal warrant analysis was completed by the applicant's traffic consultant for a traffic signal at the proposed intersection at Seven Locks Road and the Site Access Road. The following traffic signal warrants from the *Manual on Uniform Traffic Control Devices* were satisfied:

- Warrant #2, Condition B – Interruption of Continuous Traffic
- Warrant #10.1 – Four Hour Volumes
- Warrant #11 – Peak Hour Volumes

DPWT is still reviewing the traffic warrant traffic study for installation of a traffic signal at this proposed intersection. The applicant has agreed to design and install the signal if approved by DPWT.

2. Montrose Road and I-270 ramps at the existing underpass.

A third access point is not proposed at the terminus of Fortune Terrace, but could be coordinated with and approved by the City of Rockville.

Pedestrian facilities connect to the Fortune Parc access points. Sidewalks and bicycle facilities are provided along the following roadways:

1. Montrose Road – A sidewalk is located on the north side of the road extending from the east side of I-270 past the site west to Seven Locks Road and a Class I bikeway is proposed on the south side.
2. Seven Locks Road – A sidewalk is located on the east side adjacent to the site and an existing Class I shared-use (pedestrian and bicycle) path is on the west side.
3. The proposed access point at the terminus of Fortune Terrace - A five-foot sidewalk connection into the site.
4. Street "A" – Six-foot sidewalks on both sides.
5. Street "B" – Six-foot sidewalks on both sides.
6. The other internal private streets – Five-foot sidewalks on both sides.

7. A pedestrian connection from the site (i.e., along Street “B”) to Cabin John Regional Park.

Potomac Springs’ Access via Twin Oaks Drive at Seven Locks Road

As requested by the City of Rockville at the time of preliminary plan review, a queuing analysis was performed by the transportation consultant and determined that there are adequate gaps for motorists to exit Twin Oaks Drive from Potomac Springs at the unsignalized intersection with Seven Locks Road. If the City of Rockville approves installation of a traffic signal at Seven Locks Road and Twin Oaks Drive, the applicant has agreed to design and install the traffic signal as stated in the traffic study dated May 2003.

Master Plan Roadways and Bikeways

In accordance with the applicable master plan, the master plan roadways and bikeways are as follows:

1. The nearby roadways are classified as follows according to the *Potomac Master Plan*:
 - a. Seven Locks Road between Bradley Boulevard and the Rockville City Line is classified as an arterial, A-79, with an 80-foot right-of-way. A shared-use, pedestrian and bicycle path (Class I bikeway) is located along the west side of Seven Locks Road from Wootton Parkway to River Road (MD 190).
 - b. Montrose Road between Falls Road (MD 189) and I-270 is classified as an arterial, A-293, with a 300-foot right-of-way. A shared-use path (pedestrian and bicycle) Class I bikeway is located along the north side of Montrose Road from Seven Locks Road to Falls Road.
 - c. Tuckerman Lane between Falls Road and I-270 is classified as an arterial, A-71, with an 80-foot right-of-way. A shared-use path (pedestrian and bicycle) Class I bikeway is planned along the north side of Tuckerman Lane from Falls Road to Seven Locks Road to connect with the existing bikeway adjacent to the Herbert Hoover Middle School and Winston Churchill High School.
 - d. I-270 between the Rockville City Line and the I-270 Spur is classified as a freeway, F-1, with a 300-foot right-of-way.
2. Montrose Road between I-270 and Old Bridge Road is classified as an arterial, A-90, with a 300-foot right-of-way according to the *North Bethesda/Garrett Park Master Plan*.
3. Fortune Terrace is classified as a primary industrial road, with a 44-foot cross section and eight-foot asphalt path on the north side according to the *City of Rockville Master Plan*.

On-Going Transportation Project

The Montrose Parkway West, Capital Improvement Program (CIP) Project No. 500311, includes the design and construction of approximately 5,700 feet of a four-lane divided parkway between Montrose Road and Old Georgetown Road (MD 187). The proposed Montrose Road/Montrose Parkway intersection will be located approximately 600 feet east of Tildenwood Drive. The segment of Montrose Road between Tower Oaks Boulevard and Montrose Parkway will be widened to a six-lane divided roadway. Five-foot-wide sidewalks will be provided along both sides of the roadway. The project is funded for construction within the first five years of the CIP and is projected to start construction in March 2005.

Adequate Public Facility Review

The APF review was approved by the Planning Board with its approval of Preliminary Plan No. 1-03029 on September 3, 2003, for the whole development consisting of the following land uses:

1. Residential: 150 single-family attached units and 450 apartment units.
2. Non-Residential: 820,000 square feet of general office use, 15,000 square feet of general retail use, and 15,000 square feet of high turnover sit-down restaurant (i.e., or an equivalent increase in square feet of general office and/or general retail uses based on the peak-hour trips generated by the restaurant).

The subject site plan's 150 single-family attached units compared to all of the approved land uses generate:

1. During the weekday morning peak period (6:30 to 9:30 a.m.), 63 peak-hour trips of the total 1,640 peak-hour trips.
2. During the weekday evening peak period (4:00 to 7:00 p.m.), 91 peak-hour trips of the total 1,563 peak-hour trips and 90 peak-hour trips.

These site-generated trips include internal trips and off-site new, diverted, and pass-by trips. Internal trips are trips that occur between different land uses within the site. The off-site trips are the trips whose destinations are beyond the Fortune Parc site where pass-by and diverted trips are trips whose primary destinations are not to the internal Fortune Parc land uses. Pass-by trips will continue with the same route, while diverted trips will deviate from the original route.

For Local Area Transportation Review, a traffic study was required because the approved land uses generated 50 or more peak-hour trips during the weekday morning and evening peak periods. Based on the review of the submitted traffic study, the critical lane volume (CLV) values at two of the nine analyzed intersections exceeded their congestion standard – at Seven Locks Road/Tuckerman Lane and at Tower Oaks Boulevard/Montrose Road. Two of the conditions of preliminary plan approval included providing the following intersection improvements:

1. Construction of a northbound right-turn lane on Seven Locks Road at the intersection with Tuckerman Lane.
2. Reconfiguration of the southbound approach lanes on Tower Oaks Boulevard at the intersection with Montrose Road from one right-turn lane and two left-turn lanes to one exclusive right-turn lane, a combination left-turn/right-turn lane, and one exclusive left-turn lane.

For Policy Area Transportation Review (LATR), the transportation staging ceilings are not applied under the *FY 2004 Annual Growth Policy (AGP)* because development in the Potomac Policy Area is controlled by zoning and water and sewer constraints as discussed in Footnote No. 3 of (Attachment No. 5) Research and Technology's Table 1. However, the transportation staging ceilings for the Potomac Policy Area have been shown in Table 1. The staging ceilings for jobs and housing units were as established in the *FY 1988 AGP*, but not adjusted to increase the staging ceilings when the boundary areas were expanded with additional transportation links.

EA:RCW:gw
Attachments

cc: Greg Cooke
Mary Goodman
Wes Gucket
Dan Hardy
Shulin Li
Larry Marcus
Karl Moritz
Jeff Riese
Barbara Sears

Mmo 8-04012 - Fortune Parc



**DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION**

February 4, 2004

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

Mr. Robert Kronenberg, Planner
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-03029
Fortune Parc

Dear Mr. Kronenberg:

This letter is to confirm the agreements reached during a February 2, 2003, telephone conversation between representatives for the applicants and our respective offices regarding the non-standard design elements proposed within the public rights-of-way for Streets A and B of this project. This letter should enable the applicants' pending Site Plans to be reviewed by the Planning Board as scheduled. DPWT conditionally supports the non-standard elements subject to the following comments:

1. **Rights-of-way for Streets A and B:** we agree with the rights-of-way shown on the "Proposed Road Exhibit" drawing.
2. **Transition between divided and undivided typical sections for Street A:** DPWT is amenable to the proposed divided roadway between Seven Locks Road and centerline station 3+68.95. We do not support providing the transition (from divided to undivided typical sections) at an intersection, as currently proposed. We have proffered two options which are under consideration by the applicants and your office:
 - o Introduce a monumental entrance median, beginning at approximately centerline station 8+10, and then transition to the undivided section. The median should be at least fifty feet long. The width of the median will be dependent on traffic and parking movements at the nearby intersection and in the area around the median. Trees will not be allowed if the median is less than sixteen feet wide; low level ground cover or shrubbery may be allowable. In order to remain within the proposed right-of-way, parking restrictions may be required in the vicinity of the median.

or

 - o Pull back the proposed median to approximately centerline 4+50 and then transition to an undivided section.

We agreed to defer the final decision on the Street A typical sections until the permit stage.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

3. **Sidewalk widths along Streets A and B:** we agreed with the proposal on the current plans to have a minimum clear sidewalk width of six feet on the west side of Street B. We have accepted a minimum clear sidewalk width of five feet on both sides of the entire length of Street A and full width sidewalk (between the curb and the right-of-way line, with tree boxes) on the east side of Street B.
4. **Streetscaping along Streets A and B:** DPWT supports allowing the proposed streetscaping (including brick paver sidewalks, street tree maintenance and replacement, any additional landscaping within the right-of-way, benches, trash cans, etc.) subject to the applicants executing and recording a perpetual Maintenance and Liability Agreement for these amenities. A separate agreement between the applicants and DPWT may be necessary for streetlighting maintenance, if any unique streetlighting poles and/or fixtures are being proposed for this subdivision. The applicants will also need to provide appropriate bonding for the perpetual maintenance and liability of these features. This agreement will remain in place until the County establishes an Urban District (for the maintenance of those streetscaping items) or those amenities have been removed from the public right-of-way. This approach is similar to that used on other mixed use developments located outside the Urban Districts.
5. **Crosswalk locations:** DPWT agrees with the recommendations for those crosswalks proposed at the intersections along Streets A and B. We have deferred our decision on the location of mid-block crosswalk(s) until the permit stage, pending our review of sight distances, parking, and traffic operations in the vicinity of the mid-block crosswalk(s).

DPWT will not allow the installation of concrete paver crosswalks on County-maintained streets. We will allow the installation of synthetic asphalt-based compounds (such as "Imprint") for unique crosswalks. Since those materials are currently being installed on a trial basis, DPWT will assume the maintenance of these unique crosswalks.

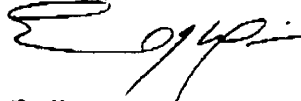
6. **Driveway locations along Street B in the vicinity of its intersection with Street A:** DPWT supports the proposed driveway spacing, provided the curb radii of the driveway aprons are constructed so as to limit access to the private street to passenger vehicles and reasonably preclude the prohibited movements.
7. **Design at the intersection of the private driveway and the northbound ramp from Montrose Road/I-270:** Staff recommends approval of the applicants' proposed modified plan (Attachment L) – with minor revisions to the proposed lane markings. We agreed to defer the final design on the ramp/driveway intersection until the permit stage.
8. **Street B termini and narrowing opposite in the vicinity of centerline station 15+30:** DPWT supports approval of the proposed traffic circle at the Street B intersection with the ramp from Montrose Road and I-270, provided the traffic circle is designed to accommodate the turning movements of tractor trailers. DPWT does not support the proposed pavement reduction in the vicinity of centerline station 15+30; the typical (forty foot wide) pavement should be built through this location. DPWT supports approval of the proposed cul-de-sac, with an interior island, just south of Fortune Terrace; it was agreed that this cul-de-sac will be removed if Street B is extended to intersect with Fortune Terrace.

Mr. Robert Kronenberg
Preliminary Plan No. 1-03029
February 4, 2004
Page 3

9. **Improvements along Seven Locks Road:** The amended traffic signal warrant study remains under review by this Section. DPWT remains concerned with the proposed pavement widening plan. We have accepted the applicants' proposal to provide eleven foot wide lanes for the four through and one southbound left turn movements at this intersection. However, we remain concerned about the proposed narrowing of the grass shelf between the western curbline and the existing Class I bikepath. We have requested the applicants to explore various option(s) to provide more clearance between vehicles and users of the bike path. Relocation of the existing bikepath and existing utility poles to the west and/or widening the pavement to the east should be investigated; retaining walls may also be necessary to limit side slope grading. We agreed to defer a final decision on the improvements to Seven Locks Road until the permit stage.

Thank you for your cooperation and assistance on this project. If you have any questions or comments regarding this letter, please contact Mr. Jeffrey Riese at 240-777-2190.

Sincerely,



Emil J. Wolanin, Chief
Traffic Engineering and Operations Section

EJW/GML/je

M:\Subdivision\GML\DOCS\PP1-03029_Fortune Parc, non-standard design conditional approval ltr, 020304.doc

cc: Malcolm Shaneman
Ronald Welke
Michael Ma
Bryant Foulger
Wyndham Robertson
Barbara Sears
Chuck Irish
Marwan Mustafa
Joseph Cheung
Sarah Navid
Patrick Bradley
Jeffrey Riese
Gregory Leck



MEMO

TO: Fortune Parc Development Partners, LLC

FROM: Wes Guckert

DATE: January 9, 2004

RE: Fortune Parc

Page 1 of 2

As a condition of preliminary plan approval, the Applicant was required to submit a study on the feasibility of operating a private shuttle bus service or other transit connection from the site to the nearest Metrorail station in accordance with the Potomac Master Plan. The Master Plan recommends that a "...shuttle service or other transit connection should be provided to Metro when development supports the service as determined at time of development plan approvals."

To determine the feasibility of operating a private shuttle bus service, The Traffic Group, Inc. prepared an analysis of anticipated transit riders expected to and from the project. Based on our findings, including the anticipated ridership, as more fully detailed below, it is the opinion of The Traffic Group, Inc. that a private shuttle service to the Metro (the closest Metrorail stations being White Flint and Twinbrook) is not warranted.

The Traffic Group, Inc. agrees with the findings of the Division of Transit Services for Montgomery County that the extension of Ride-On bus service to the property as outlined in the attached letter dated May 13, 2003 from Phil McLaughlin, Manager, Operations Planning, will provide a viable and appropriate connection to Metro.

1. Projected Transit Ridership for Fortune Parc

- a) Office Component – 820,000 sq ft; assume 250 sq ft/employee = 3,280 employees
- b) 3,280 employees
 - assume 10 percent carpool
 - assume 5 percent bus
 - assume 3 percent transit
- c) 3 percent transit = 98 employees
- d) 98 x 2 – 196 transit trips/day for office

- e) Assume no transit trips for retail or restaurants – critical mass too small
- f) Apartment and townhouse trips off-site – 272 in PM peak hour – 2-way
- g) Assume 3 percent use transit = 8 resident transit trips
- h) Total transit trips per day at build-out = 204 (c + h)

2. Analysis of Private Shuttle Bus Service to Metro

- a) If we assume that 50 percent of the total transit riders (204 riders) would have a desire to utilize Metrorail, that would result in 10 to 15 riders during the morning and 10 to 15 riders during the evening. (The balance throughout the day.)
- b) The cost of one standard 21-passenger mini-coach is \$41 per hour for a one-year term, or about \$500 per day (12 hours). Overall, the rental cost would be ± \$123,500 per year.
- c) There is an estimated 20- to 25-minute round-trip travel time from the site to the Twinbrook and White Flint Metro stations. The be desirable, the time between buses should be about half that time or a 10- to 12-minute “headway” for riders. This would require two mini-coaches during peak hours. The second coach would increase the cost by about \$61,500 per year, to a total of ± \$184,500 per year.

In our opinion, the number of anticipated trips is too low to warrant a private shuttle bus system.

3. Connection to Metro by Extension of Ride-On Bus Service

As you are aware, the Division of Transit Services has reviewed the proposed development, including the Bus Circulation Plan proposed by the Applicant, which includes a Transit Center, bus stops, and anticipated bus routes, and has given conceptual approval to extending Ride-On bus service to the property as proposed. In this regard, Ride-On bus service exists along Montrose Road and Seven Locks Road, and may be logically extended through the proposed project. The proposed development integrates all necessary facilities and roadways into the planned construction so that Ride-On bus service may be easily and economically extended through the community. In our opinion, facilitating this extension through the proposed development design and construction, and the long-term operation of the transit center, fully complies with the recommendations of the Master Plan to provide a transit connection.

JWG:smb

(2001-0302/wp/Memo)
(email)



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

May 13, 2003

Mr. Robert Youngentob
Eakin-Youngentob Associates, Inc.
1000 Wilson Boulevard
Suite 2720
Arlington, Virginia 22209

Mr. Bryant Foulger
Foulger-Pratt Development, Inc.
9600 Blackwell Road
Suite 200
Rockville, Maryland 20850

Re: Fortune Parc – Preliminary Plan No. 1-03029 (the “Preliminary Plan”) – Ride On Bus Service

Dear Mr. Youngentob and Mr. Foulger:

We have reviewed the referenced Preliminary Plan, which proposes the development of 600 dwelling units (including 150 single-family attached units and 450 multi-family units) and 850,000 square feet of commercial uses (including between 820,000-835,000 square feet of general office use and 15,000-30,000 square feet of restaurant/retail uses) (the “Project”) on the Fortune Parc Property, which is located on the north side of Montrose Road between Seven Locks Road and I-270 (the “Property”). We have also reviewed the attached Bus Circulation Plan, prepared by The Lessard Architectural Group and dated February 25, 2003, showing proposed bus circulation routes, bus stops, and the location of a Transit Center on the Property. The purpose of this letter is to provide conceptual approval for the extension of Ride-On bus service to the Property, in a manner similar to that shown on the February 25, 2003 Bus Circulation Plan, when ridership levels at the Project and funding for the extension of the service permit.

Upon review of this letter, if you have any questions, please contact me. Thank you.

Sincerely,

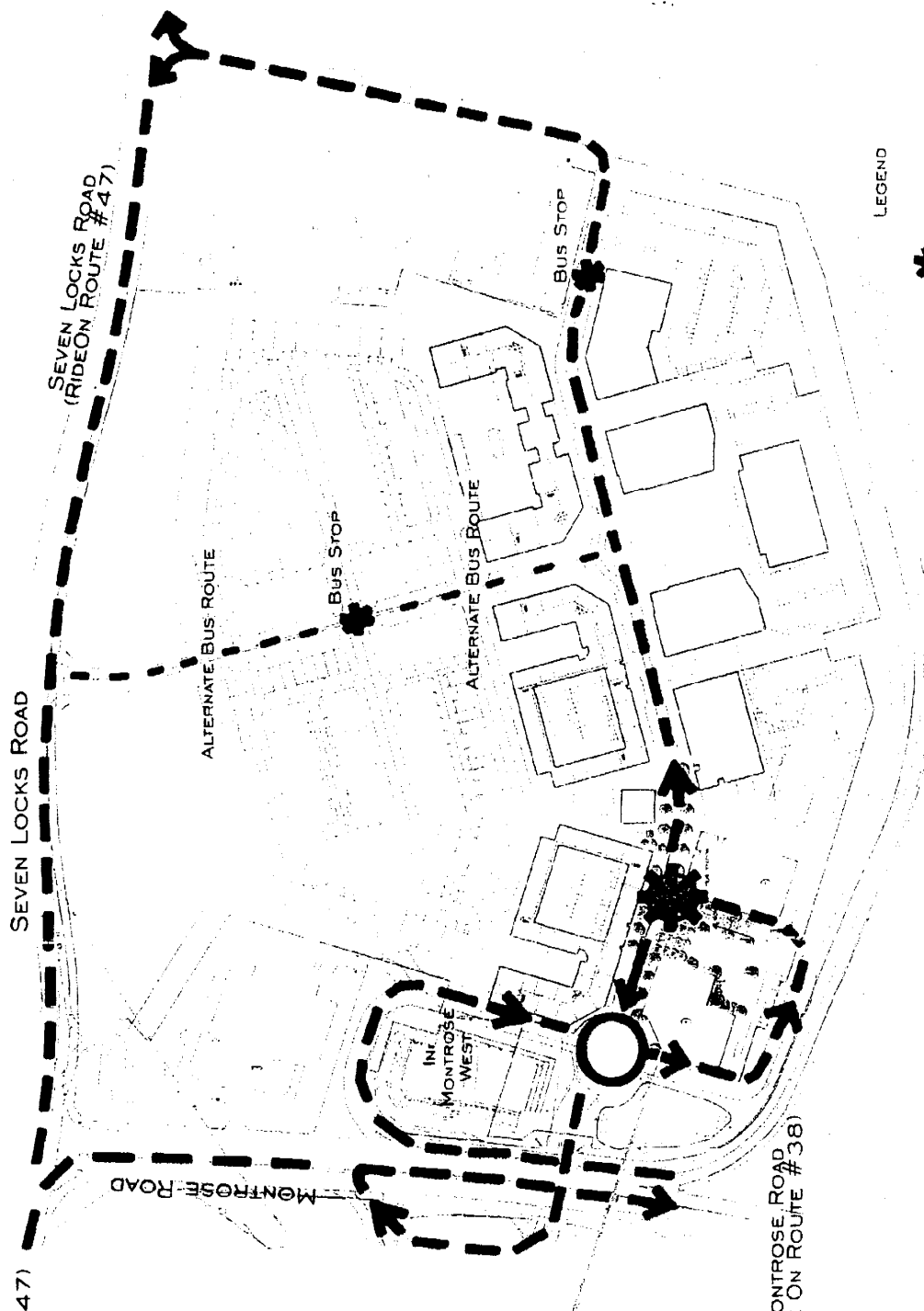
Phil McLaughlin,
Manager, Operations Planning
Division of Transit Services
Dept. of Public Works/Transportation

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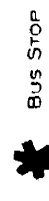


Division of Transit Services

SEVEN LOCKS ROAD
(RIDE ON ROUTES # 38, # 47)



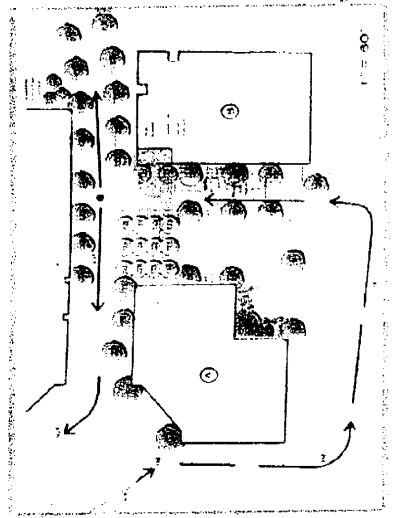
LEGEND



BUS STOP



TRANSIT CENTER



MONTROSE ROAD
(RIDE ON ROUTE # 38)

FORTUNE PARC

MONTGOMERY COUNTY, MARYLAND
EVA 1.09B.00

FEBRUARY 25, 2000

FORTUNE PARC ASSOCIATES, EAKIN/YOUNG/TOB ASSOCIATES

BUS CIRCULATION PLAN

THE LESSARD ARCHITECTURAL GROUP INC.
1003 WASHINGTON SQUARE DRIVE, SUITE 100, WASHINGTON, VA 22102 703/761-0314



N



Resolution No.: 14-1170
Introduced: March 5, 2002
Adopted: March 5, 2002

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

By: District Council

Subject: Approval of Planning Board Draft Potomac Subregion Master Plan

1. On September 28, 2001 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Potomac Subregion Master Plan.
2. The Planning Board Draft Potomac Subregion Master Plan amends the approved and adopted Master Plan for the 1980 Master Plan for the Potomac Subregion, as amended; the Gaithersburg Vicinity Master Plan, January 1985, as amended; the Master Plan of Bikeways, May 1978, as amended; and the Master Plan of Highways within Montgomery County.
3. On October 24, 2001, the County Executive transmitted to the County Council his fiscal analysis of the Potomac Subregion Master Plan.
4. On December 4 and December 6, 2001 the County Council held a public hearing regarding the Planning Board Draft Potomac Subregion Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On January 15, 22, and 28, 2002 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Potomac Subregion Master Plan.
6. On February 5, 2002, the County Council reviewed the Planning Board Draft Potomac Subregion Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

parking structure must be designed with compatibility features that minimize its bulk such as landscaped building elevations, wall offsets, and architectural articulation. The shelter shall be designed to shelter grocery store shoppers from inclement weather.

Page 47: Amend the bullet language under “Cabin John Center guidelines” as follows:

Second bullet:

- To achieve a more compatible site layout that accommodates a significant residential component, the required building setbacks may be reduced to 50 feet with appropriate landscaping in the following locations (See Figure 1.): along Cabin John Park, along the R-90 zoning boundary line at the stormwater management pond, and along Coddle Harbor Lane if residential townhouses are provided.

Page 47: Amend the third paragraph under the heading “Fortune Parc” as follows:

Fortune Parc is currently zoned R-200 and R-90, but was recommended for I-3 in the 1980 Plan in response to the site’s size, location, and [increasing] development trends in the I-270 Corridor.

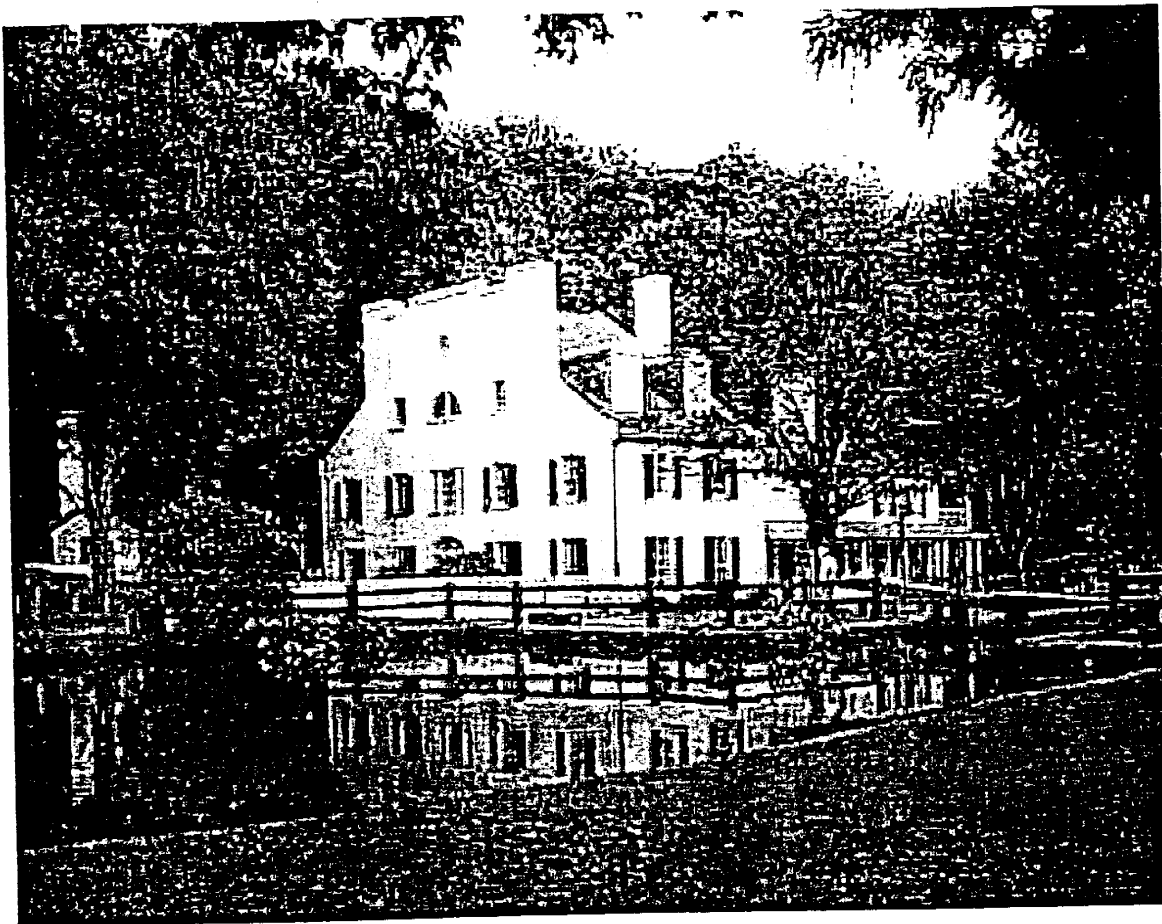
→ No changes to page 48! ←

Page 50: Amend the bulleted language under the heading “Recommendations” as follows:

- Create an option in the I-3 Zone adding housing and retail uses to create a mixed-use development with a commercial component having an employment emphasis, when recommended by the applicable master plan. A TDR program should be part of this option and housing for the elderly should be a permitted use. In the event that the County Council does not adopt a zoning text amendment to create such an option, this master plan recommends the I-3 zone at time of sectional map amendment and the floating MXPDP Zone as the ultimate zone for the property.
- Create a mixed-use center that provides employment, housing, and retail opportunities configured to minimize environmental impact.
- Including the adjacent Lot 40, the allowable density on the site will not exceed 850,000 square feet (0.39 FAR) of commercial space or, without Lot 40, 800,000 square feet; office, street retail, and hotel, 300 apartments, and 150 single family homes. An additional 150 dwelling units may be provided as part of a TDR[S] program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR.
- Should Lot 40 not be incorporated into the development plan for the Fortune Parc tract, this plan reconfirms the O-M Zone existing on the property.
- Include the property in the Washington Suburban Sanitary District (WSSD).
- [This development must provide a] A shuttle service or other transit connection should be provided to Metro when development supports the service as determined at time of development plan approvals. Additional trip mitigation measures such as the provision of a park-and-ride facility, or financial contribution to such a facility, should be considered at site plan.

POTOMAC SUBREGION MASTER PLAN

MONTGOMERY COUNTY PLANNING DEPARTMENT



*An Amendment to the Master Plan for the Potomac Subregion,
May 1980, as amended; the Gaithersburg Vicinity Master Plan,
January 1985, as amended; the Master Plan of Bikeways, May 1978,
as amended; the Master Plan of Highways
within Montgomery County, as amended.*

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

The following guidelines apply to the optional method of development:

- Provide public facilities and amenities, such as a green park.
- To achieve a more compatible site layout that accommodates a significant residential component, the required building setbacks may be reduced to 50 feet with appropriate landscaping in the following locations (See Figure 1.): along Cabin John Park, and along Coddle Harbor Lane if residential townhouses are provided.
- Locate the housing for the elderly in proximity to Cabin John Park and integrate it with other residential projects on the site.
- Ensure compatibility of housing for the elderly with the adjacent townhouses at Inverness Knolls in terms of setbacks, landscape, height, bulk, and architectural details.

Fortune Parc

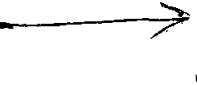
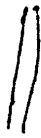
This wooded, 50.91-acre site is located at the northwest quadrant of I-270 and Montrose Road and includes the adjacent 1.85-acre Cohen site on Montrose Road (Lot 40, zoned O-M) and land south of Montrose Road that will remain undeveloped. (See Map 8.) Agreements between Fortune Parc, the State Highway Administration, and the abutting property owner to the south have included land purchases and exchanges, and construction of an access road system and underpass from Fortune Parc to Montrose Road and I-270.

The site is within the City of Rockville's Urban Growth Area Limit and could be annexed to the City. The majority of Fortune Parc lies within the City of Rockville sewer service district. State law requires the Montgomery County Council to consent to annexation if the proposed land use is not substantially different from that recommended by the County master plan. In this case, the *City of Rockville Master Plan* (1993) recommends that Fortune Parc be developed as campus-like offices with visual buffers and height limits. This Plan recognizes the site's commercial potential, but envisions an environment developed with mixed uses and a compact pedestrian-friendly development pattern, interspersed with open spaces.

Fortune Parc is currently zoned R-200, but was recommended for I-3 in the 1980 Plan in response to the site's size, location, and increasing development in the I-270 Corridor. In 1980, the maximum density in the I-3 Zone was 1.5 FAR, which could have yielded 3,326,459 square feet of development on Fortune Parc. The I-3 Zone was subsequently amended to reduce the FAR to 0.5, yielding a maximum of 1,108,820 square feet.

This Plan's recommendations set density limits consistent with the current I-3 Zone. While employment uses are highly desirable along the I-270 corridor, it is also important to create a mix of uses rather than the sterile environment of a single-use office park.

Recommendations

- Create an option in the I-3 Zone adding housing and retail uses to create a mixed-use development with a commercial component having an employment emphasis, when recommended by the applicable master plan. A TDRS program should be part of this option. Housing for the elderly should be a permitted use.
- Create a mixed-use center that provides employment, housing, and retail opportunities configured to minimize environmental impact.
- Including the adjacent Lot 40, the allowable density on the site will not exceed 850,000 square feet (0.39 FAR) of commercial space; office, street retail, and hotel, 300 apartments, and 150 single family homes. An additional 150 dwelling units may be provided as part of a TDRS program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR.
- Include the property in the Washington Suburban Sanitary District (WSSD).
-  This development must provide a shuttle service to Metro. Additional trip mitigation measures such as the provision of a park-and-ride facility, or financial contribution to such a facility, should be considered at site plan. 

Land Use and Design Guidelines

- Development on this site shall meet this Plan's general design principles.
- Preserve the mature upland forest on the southwest portion of the site and, to the maximum extent possible, the steep slopes along Seven Locks Road.
- Create a public "Main Street" through the site that connects to existing office development on Montrose Road and with commercial development at Fortune Terrace. This axial street should be lined with retail uses, including restaurants and sidewalk cafes that animate the street. (See Figure 2.)
- Provide a public street to connect "Main Street" to Seven Locks Road.
- Locate a residential neighborhood with a variety of housing types and adequate community and recreation facilities on the site's west side.
- Locate offices on the site's east side, between the "Main Street" and 1-270, with buildings defining the street and structured parking to the rear. Buildings should not exceed eight stories and should include ground floor retail.

TABLE 1

Remaining Capacity Under FY 04 AGP Transportation Staging Ceilings as of January 31, 2004
(January 2003 Base)

Policy Area ¹	Jobs Ceiling ²	Pipeline	Remaining Capacity	Housing Ceiling ²	Pipeline	Remaining Capacity
	A	B	C=A-B	D	E	F=D-E
Aspen Hill ^{1c}	120	86	34	(6,297)	918	(7,215)
Bethesda CBD ^{5,6,10}	997	255	742	1,614	1,581	33
Bethesda/Chevy Chase	1,210	820	390	5,335	346	4,989
Clarksburg	2,855	3,666	(811)	1,580	6,608	(5,028)
Cloverly ^{1c}	121	143	(22)	1,466	220	1,246
Damascus	866	33	833	550	242	308
Derwood ^{1c}	2,303	1,480	823	2,046	7	2,039
Fairland/White Oak ^{9,10}	5,694	4,755	1,939	(2,238)	1,317	(3,555)
Friendship Heights	4,144	4,164	(20)	796	933	(135)
Gaithersburg City ^{3,10}	(1,756)	7,327	(9,083)	(3,406)	874	(4,280)
Germantown East ^{1c}	9,060	8,045	1,015	3,493	374	3,119
Germantown West ^{1c}	11,225	9,300	1,925	1,588	1,408	180
Germantown Town Center ^{1c}	5,182	1,827	3,355	1,149	550	599
Glenmont	200	17	183	499	122	377
Grosvenor	80	52	28	2,195	1,293	902
Kensington/Wheaton ^{1c}	3,025	255	2,770	2,657	126	2,531
Montgomery Village/Airpark ^{1c}	588	551	37	(5,177)	347	(5,524)
North Bethesda	5,249	5,243	6	1,163	1,125	38
North Potomac	615	35	580	1,410	195	1,215
Olney ^{7,10}	2,126	212	1,914	386	350	36
Potomac ^{3,10}	3,605	3,605	0	1,110	843	267
R & D Village	7,763	13,281	(5,518)	1,370	946	424
Rockville City ^{3,10}	1,716	28,222	(26,506)	(2,076)	2,965	(5,041)
Shady Grove	998	213	785	500	0	500
Silver Spring CBD ³	7,479	4,619	2,860	5,944	890	5,054
Silver Spring/Takoma Park ^{1c}	1,411	191	1,220	2,351	18	2,333
Twinbrook	1,150	660	490	1,260	0	1,260
Wheaton CBD	2,663	726	1,937	1,398	370	1,028
White Flint	13,116	7,954	5,162	3,298	1,830	1,468
Total Policy Areas ⁴	97,561	108,737	29,028	45,160	26,798	29,946

¹ Rural policy areas (Goshen, Travilah/Darnstown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and sewer constraints.

² The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first five years of the current adopted capital budgets. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

³ Although ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established by the Silver Spring Sector Plan. The AGP does not control development in Gaithersburg and Rockville, and deficits shown for those localities, if any, have no practical effect.

⁴ For all totals, negative numbers are treated as zero. The total net remaining capacity is the amount of capacity available for new subdivision approvals.

⁵ In Bethesda CBD, up to 1,500 housing units in net remaining capacity may be converted, upon demand by standard method non-residential development applicants, to job capacity at a rate of .75 jobs for every one housing unit. For display purposes, the above table shows that conversion as if it has already taken place.

⁶ Once Bethesda CBD has entered the second stage of development described in its 1994 Sector Plan, up to 2,500 housing units of capacity in Bethesda-Chevy Chase can be converted to jobs capacity in Bethesda CBD at a rate of 0.9 jobs for every housing unit.

⁷ Special ceiling allocation for affordable housing: Olney, 100 units.

⁹ Adjustment to the ceiling: traffic mitigation: Fairland/White Oak, 27 units.

¹⁰ Adjustment to pipeline due to subdivisions expiring in 2003.

Source: Montgomery County Planning Department, Research & Technology Center, February 2, 2004.