



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

June 26, 2003

**MEMORANDUM**

TO: Malcolm Shaneman, Supervisor  
Development Review Division

VIA: Ronald C. Welke, Supervisor  
Transportation Planning *RCW*

FROM: Jeff Price, Senior Planner  
Transportation Planning *JP*

Ed Axler, Coordinator/Planner *EA*  
Transportation Planning

SUBJECT: Preliminary Plan No. 1-03029  
Fortune Parc  
Potomac Policy Area

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary 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 preliminary plan:

1. Limit the preliminary plan up to the maximum of the following land uses:
  - a. Commercial development up to 850,000 square feet consisting of the following:
    - 1) 820,000 square feet of general office
    - 2) 15,000 square feet of general retail
    - 3) 15,000 square feet of high turnover sit-down restaurant 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
  - b. Residential development consisting of the following:

- 1) 450 garden apartment units
  - 2) 150 single-family attached units
2. To satisfy Local Area Transportation Review (LATR), construct the following intersection improvements in accordance with Montgomery County Department of Public Works and Transportation (DPWT) standards:
    - a. Construct a northbound right-turn lane on Seven Locks Road at the intersection with Tuckerman Lane.
    - b. Reconfigure the southbound approach lanes on Tower Oaks Boulevard at the intersection with Montrose Road as follows:
      - 1) From: one right-turn lane and two left-turn lanes
      - 2) To: one exclusive right-turn lane, a combination left-turn and right-turn lane, and one exclusive left-turn lane
  3. To provide safe and efficient site access from Seven Locks Road:
    - a. Design and install a traffic signal at the proposed Site Access Road with Seven Locks Road including pedestrian signals and crosswalks subject to and in accordance with the requirements of DPWT.
    - b. Construct on Seven Locks Road at the proposed intersection with the Site Access Road the following:
      - 1) Add a southbound left-turn lane on Seven Locks Road
      - 2) Convert the right-most northbound lane from a through lane to a combination through and right-turn lane on Seven Locks Road
  4. Coordinate with the City of Rockville regarding the following within their Corporate limit:
    - a. Provide a third public access point from the terminus of Fortune Terrace for the Fortune Parc site.
    - b. Upgrade Fortune Terrace as a primary industrial road from a 30-foot to a 36-foot cross-section.
    - c. Provide an eight-foot asphalt path on the north side of Fortune Terrace.
    - d. Conduct a traffic signal warrant study and install a traffic signal at the intersection of Seven Locks Road and Twin Oaks Drive, if warranted and subject to City of Rockville's requirements and approval.

5. 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 prior to Site Plan approval in accordance with the *Potomac Master Plan* (appropriate Adopted Master Plan pages attached).
6. Designate the two internal "main streets" within Fortune Parc as public roadways for access and maintenance purposes. An east-west "main street" provides access from Seven Locks Road through the site and connects to a north-south "main street". The north-south "main street" provides access from Montrose Road through the site to Fortune Terrace.
7. Satisfy the *I-3 Trip Mitigation Guidelines* for office development by entering into a Traffic Mitigation Agreement (TMA) with the Planning Board and DPWT at Site Plan. 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 draft TMA has been submitted to Transportation Planning staff and is being reviewed with DPWT staff. The TMA must be executed prior to release of any building permits.

## **DISCUSSION**

### **Site Location and Access**

The site is located on the west side of I-270, east of Seven Locks Road, between Montrose Road and Fortune Terrace. Proposed vehicular access points are at the following locations:

1. Montrose Road and I-270 ramps at the existing underpass.
2. Seven Locks Road at a Site Access Road located between Montrose Road and Fortune Terrace.
3. A third access point is proposed at the terminus of Fortune Terrace as coordinated with and if approved by the City of Rockville.

Pedestrian facilities connect to the Fortune Parc access points. Montrose Road has sidewalks located on both sides of the road extending from the east side of I-270 past the site west to Seven Locks Road. Along Seven Locks Road, a sidewalk is on the east side adjacent to the site and a shared-use (pedestrian and bicycle) path is on the west side. For the proposed access point at the terminus of Fortune Terrace, a sidewalk is located on the south side extending from Seven Locks Road to the street terminus. The submitted Preliminary Plan shows an extension of the existing pedestrian and bicycle facilities from the site access points into the Fortune Parc site. Further details

regarding the connections of pedestrian and bicycle facilities within the Fortune Parc site should be provided at Site Plan.

A weaving analysis, completed by the applicant's traffic consultant, examined the impact of Fortune Parc's traffic along Montrose Road between the I-270 southbound off-ramp and the site access. The results of the analysis concluded that the length of the weaving section as built would operate with adequate weaving design and distance and at a level of service 'B' for both weekday morning and evening peak hours. The applicant is coordinating with the Maryland State Highway Administration regarding plans for access to and from the Fortune Parc site from Montrose Road and the I-270 ramps.

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 Uniformed 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 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.

### **Potomac Springs' Access via Twin Oaks Drive at Seven Locks Road**

As requested by the City of Rockville, 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**

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 scheduled to start construction in July 2004.

### **Local Area Transportation Review**

The site-generated trips for the proposed Fortune Parc development are included in Table A. The total site-generated trips are equal to the sum of the new, diverted, pass-by, and internal trips. Off-site trips are the trips whose destinations are beyond the Fortune Parc site. Internal trips are trips that occur between different land uses within the site. Pass-by and diverted trips are trips whose primary destinations are none of the land uses on the site. Pass-by trips will continue with the same route, while diverted trips will deviate from the original route.

The background traffic condition consists of approved, un-built development in the near-term including a portion of the approved development from phased long-term developments.

Fortune Parc is being developed in the I-3 zone under Section 59-C-5.439 of the Zoning Ordinance as an optional method of development. The proposed mixed-used development is permitted as long as it does not generate a greater number of peak-hour trips than that by general office development at a FAR of 0.5 equaling 1,183,859 square feet. As shown in Table A, the peak-hour trips generated by 1,183,859 square feet of general office use are greater than that by the "Sum of the Off-site Peak-hour Trips" generated by the proposed mixed-use development. Thus, the proposed mixed-use development satisfies the requirements in Section 59-C-5.439.

**TABLE A – PEAK-HOUR TRIPS GENERATED BY FORTUNE PARC**

Land Use	Square Footage or Units	Morning Trips		Evening Trips	
		Total	Off-site	Total	Off-site
General Office	820,000	1,386	1,330 <sup>1,3</sup>	1,201	1,121 <sup>1,3</sup>
General Retail	15,000	46	23 <sup>2,3</sup>	185	90 <sup>2,3</sup>
High-Turnover Sit-down Restaurant <sup>4</sup>	15,000	139	69 <sup>2,3</sup>	163	80 <sup>2,3</sup>
Garden Apartments	450	183	155 <sup>2</sup>	213	181 <sup>2</sup>
Townhouses	150	75	63 <sup>2</sup>	107	91 <sup>2</sup>
<b>Sum of Off-site Peak-Hour Trips</b>			<b>1,640</b>		<b>1,563</b>
General Office at a 0.5 FAR	1,183,859		2,005		1,725
<b>Greater Number of Peak-Hour Trips</b>			<b>365</b>		<b>162</b>
Footnotes:					
No. 1: Total trips reduced by the sum of the internal trips of the four other land uses.					
No. 2: Total trips reduced by 15 percent for internal trips by all land uses except general office.					
No. 3: Total trips reduced by 42 percent for pass-by and diverted trips by general, retail, and restaurant uses.					
No. 4: The restaurant use may change to general retail and/or general office development for an equivalent number of peak-hour trips and the corresponding square footage.					

For the existing, background, total, and total improved traffic conditions, the critical lane volumes (CLV) were determined in the traffic study dated January 6, 2003, and supplement dated May 2, 2003. The CLV is summarized in Table B. The intersections at Seven Locks Road and Tuckerman Lane and at Montrose Road and Tower Oaks Boulevard exceed the congestion standard. The proposed intersection improvements at these intersections increase the capacity and result in reducing the CLV to below their congestion standard.

**TABLE B – CRITICAL LANE VOLUMES - FORTUNE PARC**

Int #	Intersection	CLV Congestion Standard	Peak Hour	Traffic Condition			
				Existing	Back-ground	Total	Total Improved
1	Falls Rd & Wootton Pkwy	1550	AM	1379	1457	1531	-
			PM	1102	1168	1231	-
2	Falls Rd & Montrose Rd	1525	AM	1026	1062	1094	-
			PM	1268	1364	1457	-
3	Seven Locks Rd & Wootton Pkwy	1550	AM	970	1051	1245	-
			PM	910	963	1069	-
4	Seven Locks Rd & Montrose Rd	1550	AM	1260	1369	1369	-
			PM	1032	1115	1133	-
5	Seven Locks Rd & Tuckerman Ln	1525	AM	1552*	1626*	1656*	1408 <sup>2</sup>
			PM	1529*	1585*	1606*	1456 <sup>1</sup>
6	Tower Oaks Blvd & Montrose Rd	1600	AM	1482	1320**	1350**	1324 <sup>2</sup>
			PM	1388	1723*	1749*	1512 <sup>2</sup>
7	Seven Locks Rd & Fortune Terrace	1550	AM	454	469	647	-
			PM	720	737	876	-
8	Seven Locks Rd & Site Access Rd	1550	AM	-	-	512	-
			PM	-	-	723	-
9	Montrose Rd & Site Access Rd	1550	AM	-	-	825	-
			PM	-	-	891	-

Notes:  
 \* CLV exceeds the appropriate congestion standard.  
 \*\* Increase in overlapping eastbound left-turns from Montrose Rd reduced the southbound right-turn CLV from Tower Oaks.

Footnotes:  
 No. 1: Int # 5 Improvement: northbound Seven Locks Rd right-turn lane.  
 No. 2: Int # 6 Improvement: southbound Tower Oaks Blvd left-turn lane re-stripped to a combination left-or-right-turn lane.

**Policy Area Transportation Review/Staging Ceiling Condition**

Development in the Potomac Policy Area is controlled by zoning and water and sewer constraints and not subject to Policy Area Transportation Review. Thus, the transportation staging ceiling is not applied for Policy Area Transportation Review under the *FY 2003 Annual Growth Policy (AGP)*.

JP:EA:ct  
 Attachment

- cc: Greg Cooke  
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