

**MEMORANDUM**

DATE: March 12, 2004

TO: Montgomery County Planning Board

VIA: Joseph R. Davis, Chief
Michael Ma, Supervisor *Ma*
Development Review Division

FROM: Robert A. Kronenberg, RLA *RAK*
Planning Department Staff
(301) 495-2187

REVIEW TYPE: Site Plan

APPLYING FOR: 450 multi-family dwelling units and 820,000 square feet of office and 30,000 square feet of retail

PROJECT NAME: Fortune Parc

CASE #: 8-04015

REVIEW BASIS: Site Plan Review required in the I-3 zone [59-C-5.437] as set forth in division 59-D-3. Section 59-C-1.61 for development including Moderately Priced Dwelling Units

ZONE: I-3

LOCATION: Northwest intersection of Montrose Road and Interstate 270 on Montrose Road and Seven Locks Road

MASTER PLAN: Potomac Master Plan

APPLICANT: Fortune Parc Development Partners

FILING DATE: November 24, 2003

HEARING DATE: March 18, 2004



STAFF RECOMMENDATION FOR SITE PLAN: Approval of 450 multi-family dwelling units, including 61 MPDUs, 820,000 square feet of office use and 30,000 square feet of retail use in the I-3 Zone on 20.28 acres, and waiver to reduce parking and building setbacks, with the following conditions:

1. Site Plan Enforcement Agreement

Submit a Site Plan Enforcement Agreement, Development Review Program for review and approval prior to approval of the signature set as follows:

- a. Development Program to include phasing as follows:
 - 1) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - 2) Coordination of each section of the development of roads;
 - 3) Street tree planting must progress as street construction is completed, but no later than six months after completion of the buildings;
 - 4) Phasing of dedications, stormwater management, sediment and erosion control, or other features;
 - 5) Community-wide facilities, including the clubhouse and pool on Park Potomac Boulevard shall be completed prior to occupancy of the two apartment buildings, unless approved by M-NCPPC staff. Applicant to provide M-NCPPC staff Use and Occupancy permit issued by Montgomery County;
 - 6) The plaza/open area between buildings D and F shall be completed with construction of Buildings D, E and F.
 - 7) Prior to occupancy of any building for the proposed development, the applicant shall install a "super" bus shelter within the subject site, subject to approval of the Montgomery County Department of Public Works and Transportation (DPWT)-Transit Services Division. Applicant shall provide M-NCPPC with notice of application of occupancy permit at time of filing;
 - 8) Site Plan Enforcement Agreement to include recreation facility maintenance.
- b. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and the Montgomery County Department of Permitting Services issuance of sediment and erosion control permit.
- c. No clearing or grading prior to M-NCPPC approval of forest conservation plan and sediment and erosion control plan.

2. Signature Set

Prior to signature set approval of site/landscape plans, the following revisions shall be made, subject to staff review and approval:

- a. Site Plan:
 - 1) Show all easements, Limits of Disturbance, Rights-of-Way, Forest Conservation Areas and Stormwater Management Parcels, Condo Association Parcel and trails, planning board opinion, development program inspection schedule, numbers and dates of approval on the drawing.
 - 2) The location of all recreation facilities shall be clearly identified on both the site and landscape plans. Complete details and specifications demonstrating full conformance with the Recreation Guidelines shall be added to the plans.
 - 3) Location of the Moderately Priced Dwelling Units (MPDUs).
 - 4) Revise the MPDU/TDR computations to indicate the requirement to provide sixty-one (61) MPDU units on the subject site (8-04015) in accordance with Chapter 25A of the Montgomery County Code. The remaining fourteen (14) MPDU units will be located within the townhouse units for Site Plan 8-04012.

Revise the TDR computations to indicate the requirement to provide fifty-one (51) transferable density rights (TDRs) for the one hundred and two (102) TDR units required within the entire proposed development, which includes Site Plans 8-04012 and 8-04015.

- 5) Retaining walls shall compliment or match adjacent building materials. Details of the retaining walls to be reviewed and approved by M-NCPPC staff.
- 6) All internal sidewalks to be a minimum of 5 feet;

b. Landscape and Lighting Plan:

- 1) Provide a soil depth analysis of the area above the structured parking to determine the appropriate plant material to be installed. Details of the planting technique, material and location of the appropriate tree within the islands shall be reviewed and approved by staff prior to signature set approval;
- 2) Provide a detail of the amenity element to be installed within the raised planter east of the pool and clubhouse and between the two apartment buildings;
- 3) Planting islands to be a minimum of 8-foot wide;
- 4) Provide the "calc" zones for the lighting distribution areas. Coordinate with M-NCPPC staff to reduce the max./min. and ave./min. computations in "calc" zone 8 once the zones are established. Lighting standards to conform to the IESNA standards for lighting in commercial parking areas.
- 5) Provide shields on all light fixtures causing negative glare for vehicular traffic on I-270. Provide a detail of the shields on the lighting plan.
- 6) Correct the wattage provided for the 14 and 16 foot poles in the summary report.
- 7) Revise the light pole standards and details on sheet L2.3 to reflect the actual height, wattage and lumens of the proposed lights in the project.

3. Maintenance Responsibilities

Applicant shall provide documentation to prospective buyers of the multi-family units with regard to maintenance and responsibility of the plant material and hardscape materials within the public utility easement (PUE).

4. Stormwater Management

Conditions of Montgomery County Department of Permitting Services (DPS) stormwater management concept approval for Phase II dated March 11, 2003 and conditions of the Maryland Department of the Environment letter of approval dated October 8, 2003 [Appendix A].

5. Transportation Planning

Applicant shall comply with the conditions of approval as set forth in the Transportation Planning Memorandum dated March 9, 2004.

6. Forest Conservation

Applicant shall comply with the following conditions of approval of the Forest Conservation Plan. Final Forest Conservation Plan (including grading and tree protection information) shall satisfy all conditions referenced in the M-NCPPC Environmental Planning Memorandum dated February 2, 2004 [See Appendix A], prior to recording plat and the Montgomery County Department of Permitting Services (DPS) issuance of sediment and erosion control permit:

- a. Category I conservation easements to be placed over forest retention areas, forest

planting areas and environmental buffer areas. Easements to be shown on record plats.

7. Moderately Priced Dwelling Units (MPDUs)

Applicant to provide (61) sixty-one MPDUs on the subject site in accordance with Chapter 25A of the Montgomery County Code. The remaining (14) fourteen MPDUs shall be located within the one-family attached units for site plan #8-04012.

8. Transferable Density Rights (TDRs)

Prior to recording of plats, the applicant shall provide verification of the availability of the required (51) fifty-one transferable density rights (TDRs) for the (102) one hundred two TDR units within the entire Fortune Parc development, which includes site plans #8-04012 and #8-04015.

9. Public Utility Easement

Applicant to provide conduit within the public utility easement (PUE) adjacent to the public right-of-way in accordance with the letter from Verizon dated January 21, 2004 [Appendix A].

Summary of Issues:

During the course of site plan review and discussion, staff and the applicant reviewed the location of the commercial and multi-family units and their relationship to the Main Street, access to and from the site, location of recreational facilities. Issues have been addressed to satisfy the I-3 Trip Mitigation Guidelines for office development to create a shorter timeframe for transit riders from the site to the White Flint Metro Station.

Vehicular access will consist of a "Main Street" connecting Montrose Road through the commercial and retail segments. The residential portion of the site fronts on both the Main Street and the primary street connecting to Seven Locks Road through Phase I of this development. Pedestrian access will resemble an urban environment as envisioned in the Master Plan with a CBD style streetscape built into the framework. Improvements will consist of shade trees, specialty street lighting, brick walks, benches and amenity landscaping along the frontage of the buildings fronting the primary street.

Landscaping was reviewed for conformance to an urban setting, streetscape improvements and buffer requirements to adjacent uses. Lighting will resemble an urban environment with poles and fixtures that are similar to a CBD such as Bethesda and Silver Spring.

Discussion items focus on the implementation of transit services and a request for a waiver to reduce the building and parking setbacks along the I-270 right-of-way.

RELATED ISSUES PERTINENT TO SITE PLAN REVIEW:

A. Transit Services

During the preliminary plan hearing, two conditions were placed on the applicant for the Fortune Parc development to study the implementation of appropriate transit within the site [Preliminary Plan conditions #6 and #8]. The conditions are as follows:

Condition No. 6 states "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"; and condition No. 8 states "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".

Based on the continued work of M-NCPPC Transportation Staff, DPWT's Transit Services, and the applicant, the applicant has agreed to enter into a Trip Mitigation Agreement (TMA) to provide funding for the extension of Ride-On service (Routes 38 and 47) through Fortune Parc, starting with occupancy of the first multi-family or office building. As part of the TMA, the applicant has further agreed to provide funding for the purchase of an additional Ride-On bus and the operating costs of the bus to further expand Ride-On service by providing a new supplemental Ride-On route, which will run directly from Fortune Parc to the White Flint Metro Station and provide 15-minute headways during both the morning and evening weekday peak periods when 350,000 square feet of office development has been constructed. DPWT and M-NCPPC Transportation Planning has further worked with the applicant to provide a transit center designed into the project and a "super" bus shelter, to include lighting, heat, and real-time signage for the mixed-use development.

Applicant Position

The applicant has agreed to provide a transit center and "super" bus shelter within the site in accordance with DPWT Transit Services Division guidelines, which will function as a stop for Ride-On service within the Fortune Parc Development. The applicant has agreed to provide funding for the installation of the shelter and transit center on-site, as well as a new Ride-On bus and operating costs for the service into the site, as described in the March 9, 2004 Transportation Staff Memorandum.

Staff Recommendation

M-NCPPC Staff believes that the funding of Ride-On service through the site, phased addition of a new supplemental Ride-On route, and provision of a transit center and super bus

shelter as described provides an efficient and well thought out connection to Metrorail. Staff agrees with Transportation Staff and DPWT that the program will comply with the I-3 Special Trip Reduction Guidelines and conditions of the preliminary plan by mitigating a substantial number of peak hour site trips (estimated to be twice the goal referenced in the preliminary plan approval), as well as significant additional off-site peak hour trips along the new route. Additionally, the program will fulfill the important County goals of providing extended transit services and improving the reliability and frequency of Ride-On service. The developers' funding of a new bus and operating costs for the County's Ride-On program will provide a direct connection to the White Flint Metro Station that will shorten the timeframe for riders on the site to the station from 30 minutes to 15 minutes.

To implement the program, M-NCPPC Transportation Staff has recommended three conditions associated with the I-3 TMA with the ultimate goal of encouraging transit use and reducing the peak-hour trips that this development will generate. The bus shelter and transit center will contain real-time transit information for users of the development.

B. Waiver to Setback Requirement for Parking to Roadways

A waiver to reduce the building and parking setbacks from the property boundary at the I-270 off-ramp is being requested by the applicant. The applicant cites Section 59-C-5.4392(b)(2)(F) of the Zoning Ordinance, which provides the Planning Board the authority to approve a reduction from the required setbacks. The applicant is requesting a reduction of the required building setback from 100 feet to 85 feet and for the required parking setback from 50 feet to 35 feet between stations 541+01.93 to 541+55.95. The area within the boundaries of these station points protrudes into the site by approximately thirty feet.

Applicant Position

The applicant has requested the waiver for a reduction of both the building and parking setbacks [See Appendix C] due to compatibility issues associated with the layout of the parking facilities and the adjacent land use. The small triangular segment of the I-270 right-of-way protrudes into the site by approximately 30 feet from the closest point of the property line to the edge of the proposed building and parking facilities. The applicant contends that to conform to the setback would change the vehicular circulation and building location. Additionally, the applicant states that all other parking facilities, circulation areas and office buildings proposed along I-270 meet or exceed the setback requirements.

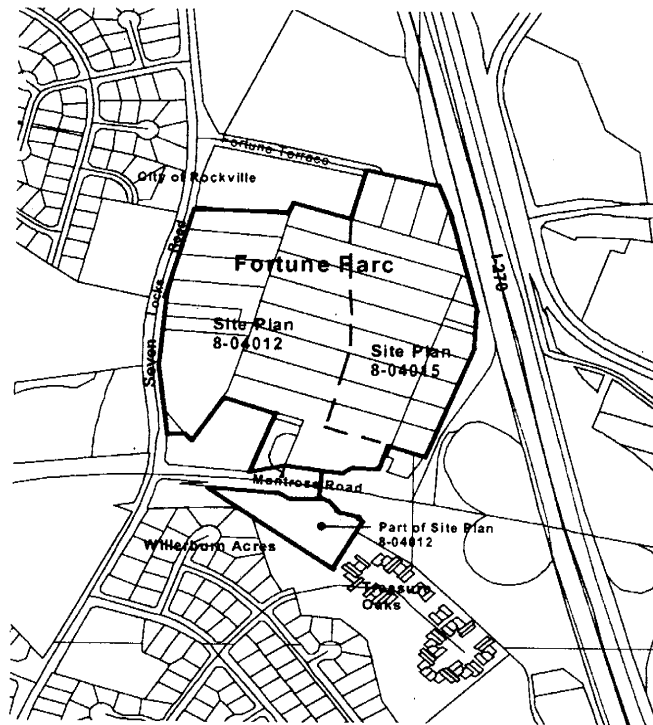
Staff Recommendation

M-NCPPC staff believes the small triangular portion of the right-of-way that protrudes into the site should not alter the layout of the building and parking within the station points referenced on the site plan. Staff accepts the justification offered by the applicant and has asked the applicant to increase the planting along the right-of-way to offset the reduction and provide additional screening from I-270.

PROJECT DESCRIPTION: Surrounding Vicinity

The site is located at the intersection of I-270 and Montrose Road directly abutting the east side of Seven Locks Road in Rockville, Maryland. This application is Phase II of a two-phase project for the site. Phase II is situated on the eastern boundary directly adjacent to the I-270 ramp. The site is compiled of twenty-seven different parcels or parts of parcels known as the Wheel of Fortune Parc. This portion of Fortune Parc is entirely within I-3 Zone. The City of Rockville boundaries are located directly to the north of the property and along the western frontage of Seven Locks Road. Seven Locks plaza is a commercial shopping center within the city limits of Rockville at the northwest corner of the subject property fronting on Seven Locks Road and Fortune Terrace. Fortune Terrace terminates at the northern property line of the subject site. Directly east across Seven Locks Road is the residential community of Potomac Woods East and Potomac Woods Park, also located in the city. The properties at the intersection of Seven Locks Road and Montrose Road are commercial offices zoned O-M. The two properties directly south of the subject property are part of a construction company [Lot 60, Block C Wheel of Fortune, Plat Book 552, page 6] and [Lot 40, Wheel of Fortune, Site Plan # 8-97027]. The office across Seven Locks [Plat Book 500, page 97] is the Potomac Racquet Club.

The property south of Montrose Road consists of two subdivisions; Wilerburn Acres [Plat Book , page] and Watkins's Glen [Plat Book , Page]. The communities are separated by the Bogley Branch south of Montrose Road and bounded by I-270 to the east and Seven Locks Road to the west.



PROJECT DESCRIPTION: Site Description

This 20.43 acre tract is considered as phase II of the overall 54.84 acre site situated at the intersection of I-270, Montrose Road and Seven Locks Road in Rockville, Maryland. The main body of the tract on the north side of Montrose Road is almost completely forested with the exception of an existing right-of-way known as Watkins Avenue that contains segments of asphalt paving. There are two groves of trees situated around the high point of the existing right-of-way.

Collectively, there are three prominent knolls on the property: one at the center of the property; and the other two closer to Seven Locks Road. The slopes near Seven Locks Road leading up to the knolls rise in elevation by approximately 50 to 55 feet. The slopes on the south side of the center knoll drop in grade by 25 feet before the elevation levels off an 8-10% consistent grade. The remaining slopes on the property are consistent at approximately 10% or less. The area around the circle drive providing the turn-around on Montrose Road are extremely steep but appear to be man-made.



PROJECT DESCRIPTION: Proposal

The applicant proposes to develop Phase II of a two-phase project with 450 multi-family dwelling units and 850,000 square feet of office and retail. Phase I (Site Plan #8-04012) was presented and approved at the Planning Board on February 12, 2004 for 150 one-family attached units. A total of 75 Moderately Priced Dwelling Units (MPDUs) for the entire Fortune Parc Development with 61 MPDUs being provided with this site plan. A total of 51 transferable density rights (TDRs) are required for the 102 TDR units within the entire development as well.

The primary access for the apartment units is directly off of the Main Street through the property and connecting to Montrose Road. The two public roads and their associated improvements will be constructed as part of the site plan for Phase I. The divided portion of Street A from Seven Locks Road terminates at the intersection of the multi-family apartments before intersecting with Street B. The apartment units will face onto Street A and Street B. Parking is proposed on both sides of the road creating traffic calming for residents and users of the future buildings. Phase II will take advantage of the private drive paralleling Street B. The drive aisles in the private drives are 20 feet wide with parking on one side of the drive. Access points for the garages are from the private drives.

The applicant has agreed to provide a transit center and "super" bus shelter with "real-time" transit information, as well as purchasing of a new Ride-On bus and future operating costs for the Ride-On within the site, as approved by DPWT-Transit Services Division. Elements of the "super" bus shelter include lighting, heating and the "real-time" transit information for riders.

The apartment buildings are proposed for four floors while the condo building is proposed for nine stories. The commercial buildings range in size from four to seven stories. Green area within the development consists of internal courtyard areas for the multi-family units and central clubhouse, pool and amenity plaza area between the apartment buildings providing a connection from the townhouses to the retail space. A large pedestrian plaza is also proposed at the intersection of the two public streets encompassed by three commercial buildings. The plaza area is a central feature to both site plans creating an active green space within the site. Additionally, a buffer is proposed from I-270 from the parking structures.

Landscaping consists of a combination of street trees in tree panels along the main roadways on the property. The private drives will include a mix of shade trees and smaller ornamental trees to create a pattern integral to the height and scale of the development. The fronts of the units will contain a foundation planting to accentuate the pedestrian and urban environment. Additional landscaping is provided for screening along the property boundaries to buffer the parking structures from I-270. Additional planting including shade trees are also prevalent throughout the parking structures for shade.

Lighting is provided in conjunction with the street trees along the public roads to resemble the CBD atmosphere to include Halophane style poles and fixtures. Bollards have been included in the pedestrian through-ways internally to the site where connections will be made for Phase I of the project down to the Main Street. Bollards have also been placed in the open plaza area to create a

space for pedestrian activities. This space has been designed to accommodate vehicular and pedestrian activities for community events.

The proposed development provides all of their recreational facilities on the site. A multi-age play area, swimming pool, seating areas and a series of pedestrian walkways are being provided in the courtyards and open areas within the building. A clubhouse, swimming pool and multi-age playroom are located between the two apartment buildings.

The units enable a more pedestrian friendly environment with fronts directly onto the public road and private drives. The varied eleven to thirteen-foot-wide paved walkways with integrated tree panels provide for pedestrian movement to the commercial areas and throughout the neighborhood.

Forest conservation requirements are being met on site through the retention of 7.03 acres of existing forest along the frontage of Seven Locks Road and the stream valley area on the south side of Montrose Road. The applicant has a planting requirement of 9.69 acres, which will be met through a combination of on-site landscaping and off-site forest plantings. The existing forested areas and planted areas on the site along the I-270 right-of-way will be placed in a Category I forest conservation easement.

This property has an approved stormwater management concept by MCDPS for Phase II dated March 11, 2003. Stormwater management 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 on-site recharge.

PRIOR APPROVALS

Preliminary Plan 1-03029 was approved on July 7, 2003 for a total of 600 dwelling units on 54.94 acres of land. A maximum number of 150 TDR's was conditioned as part of this approval. Site Plan 8-04012 was approved on February 12, 2004 by the Planning Board for 150 one-family detached units, including a total of 75 MPDUs and 102 TDRs on the overall site.

defining the street and structured parking to the rear. Buildings should not exceed eight stories and should include ground floor retail.

ANALYSIS: Conformance to Development Standards

PROJECT DATA TABLE

Zoning: I-3
Proposed Use: Multi-family dwelling units, Commercial office and retail
 Optional Method of Development
Total Site Area: 20.28 acres
 Total Tract Area of Fortune Parc: 54.84 acres
 (Site Plans 8-04012 and 8-04015)

<u>Development Standard</u>	<u>Permitted or Required</u>	<u>Proposed</u>
Permitted Density:		
Residential	600* d.u.'s	450 d.u.'s
Commercial Office	820,000 sf	820,000 sf
Commercial Retail	30,000 sf	30,000 sf
Coverage Limitations: (%)		
Green Space	35%	27%**
Off-Street Parking	no more than 45%	21%
Internal Green Space:	5%	6%
Building Height:	100	100
Building/Parking Setbacks (59-C-4.367):		
From abutting residentially Zoned property:	100	N/A
From abutting residentially Other than one-family development		
Non-residential	100	N/A
Residential	30	N/A
Limited Access Freeway	100/50	85/35***
Major Highway (Montrose)	50	50
Parking:		
Multi-family Residential		
1 Bedroom	191 spaces	
(1.25 spaces per unit @153 units)		
2 Bedroom	368 spaces	
(1.50 spaces per unit @245 units)		

3 Bedroom (2 spaces per unit @52 units)	104 spaces	
Total Residential	663	789
Non-Residential		
Office (820,000 gsf @2.9/1000)	2378	
Non FAR office (53,800 gsf @2.9/1000)	156	
Retail (30,000 gsf @5/1000)	150	
Total non-residential	2684	3030

*Total of 600 dwelling units (450 multi-family and 150 one-family attached) permitted by Potomac Master Plan

**Credit from site plan 8-04012 can be applied to this site. Site Plan 8-04012 provided 59% green space.

***Waiver request for a reduction of the setback to office building from 100 feet to 85 feet and for the parking setback from 50 feet to 35 feet between stations 541+01.93 to 541+55.95

MPDU/TDR CALCULATIONS

Base Density (8 d.u.'s/ac x 52.9 ac)	423 dwelling units
MPDUs Required (600 @12.5%=75)	75 dwelling units
MPDUS Provided in Phase II (#8-04015)	61 MPDUs
MPDUS Provided in Phase I (#8-04012)	14 MPDUs
TDRs Required (600 Max. # d.u.'s – 423 – 75 MPDUs)	102 TDRs

RECREATION CALCULATIONS

	<u>Tots</u>	<u>children</u>	<u>teens</u>	<u>adults</u>	<u>seniors</u>
<i>Demand Points (Required per 100 d.u.'s)</i>					
Apartments (290)	6.40	6.40	6.40	123.20	73.60
Condominiums (160)	<u>31.90</u>	<u>40.60</u>	<u>34.80</u>	<u>342.20</u>	<u>46.40</u>
 Total Demands Pts.	38.30	47.0	41.20	465.40	120.0

Supply Points

On-Site Facilities:

Apartments

Pedestrian system	0.64	1.28	1.28	55.44	33.12
Multi-age Playground	9.00	11.00	3.00	7.00	1.00
Indoor Community sp	0.64	0.96	1.92	36.96	29.44
Swimming Pool	0.35	1.31	1.31	30.80	11.04
PicnicSitting area (2)	<u>2.00</u>	<u>2.00</u>	<u>3.00</u>	<u>10.00</u>	<u>4.00</u>
 Total On-Site Supply	12.63	16.55	10.51	140.20	78.60

Percent of Requirements	197%	258%	164%	114%	107%
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*No credit is being taken for off-site facilities.

On-Site Facilities:

Condominiums

Pedestrian system	3.19	8.12	6.96	153.99	20.88
Swimming Pool	1.75	8.32	7.13	85.55	6.96
Indoor Community sp	3.19	6.09	10.44	102.66	18.56
Multi-age Playroom**	9.00	11.00	3.00	7.00	1.00
Open play area (2)	6.00	8.00	8.00	20.00	2.00
PicnicSitting area (6)	<u>6.00</u>	<u>6.00</u>	<u>9.00</u>	<u>30.00</u>	<u>12.00</u>
 Total On-Site Supply	29.13	47.53	44.53	399.20	61.40

Percent of Requirements	91%	117%	128%	117%	132%
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*No credit is being taken for off-site facilities.

**Multi-age playroom is using same supply values as multi-age playground. Recreation Guidelines don't include multi-age playroom.

FINDINGS for Site Plan Review:

1. *The site plan is consistent with an approved Development Plan or a project plan for the optional method of development, if required. Not Applicable*
2. *The site plan meets all of the requirements of the zone in which it is located. See Project Data Table above.*
3. *The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

a. **Location of Buildings and Structures**

The location of the buildings is adequate and efficient to the surrounding road network and urban setting. The buildings were designed to provide frontage on the public and private roads with vehicular access from the private alleys. The two apartment buildings are oriented toward one another forming interior courtyards with focal elements surrounding the pool and clubhouse. The condominium building has units facing the public streets and interior courtyard, while the northern units will look out onto green space associated with the multi-age play area from phase I.

The commercial buildings all relate to the public road with surface parking and structured parking in the rear. Buildings D, E and F all congregate at the intersection of Street A and B encompassing an open plaza and green area.

A total of 61 Moderately Priced Dwelling Units (MPDUs) have been selectively integrated into the framework of the market rate units for all three residential buildings. This provides for a mix of design and unit type within each block. The remaining 14 MPDUs were approved as part of Phase I (Site Plan 8-04015) within the townhouse layout for a total of 75 MPDUs required for the overall Fortune Parc subdivision.

b. **Open Spaces**

Open space for this project is generously laid out and conforms directly to the recommendations outlined in the Potomac Subregion Master Plan (2001). The property adjacent to the I-270 ramp provides a buffer from the parking structures associated with the commercial buildings

Additional open space is provided within the framework of the site in urban pocket parks and buffers to the adjacent shopping center to the north.

c. Landscaping and Lighting

The landscaping proposed is adequate and efficient.

Landscaping consists of street trees along the primary street from Seven Locks Road and along the "Main Street" (Potomac Park Boulevard) to emulate an urban environment similar to those of Silver Spring and Bethesda. The street trees will be spaced 40-feet on center on the primary street from Seven Locks Road and 35-feet on center along the Main Street". The street trees will be placed in tree pits and will include the Beldon blocks around the base. The fronts of the buildings on the streets will include ornamental trees and shrubs with massings of evergreens for the foundation. The rear of the buildings adjacent to the private drives will consist of ornamental trees, shrubs and groundcover where appropriate

Additional landscaping is provided for screening along the property boundaries to buffer the parking structures from I-270. Additional planting including shade trees are also prevalent throughout the parking structures for shade.

Lighting is provided in conjunction with the street trees along the public roads to resemble the CBD atmosphere to include Halophane style poles and fixtures. Bollards have been included in the pedestrian through-ways internally to the site where connections will be made for Phase I of the project down to the Main Street. Bollards have also been placed in the open plaza area to create a space for pedestrian activities. This space has been designed to accommodate vehicular and pedestrian activities for community events.

d. Recreation

The proposed development provides all of their recreational facilities on the site. A multi-age play area, swimming pool, seating areas and a series of pedestrian walkways are being provided in the courtyards and open areas within the building. A clubhouse, swimming pool and multi-age playroom are located between the two apartment buildings.

e. Vehicular and Pedestrian Circulation

Vehicular and pedestrian circulation is adequate, safe, and efficient, providing pedestrian connections and crossings from the street. Street A which begins at Seven Locks Road intersects at Street B (Potomac Park Boulevard). This section of road does not contain a divided median representing the start of a more pedestrian active area with apartment and condominium units and retail near the street. Potomac Park Boulevard has 6-foot-wide paved walkways from the back of the tree panels while the east side of the public road has a minimum of 8-foot-wide paved walkways from the

rear of the tree panels.

Vehicular access though the site consists of private drives for the office buildings with a parking garage abutting the I-270 off-ramp. The apartments and condos will be accessed via subsurface garages from the private drives to the west of the buildings.

The applicant has agreed to provide a transit center and "super" bus shelter with "real-time" transit information, as well as purchasing of a new Ride-On bus and future operating costs for the Ride-On within the site, as approved by DPWT-Transit Services Division. Elements of the "super" bus shelter include lighting, heating and the "real-time" transit information for riders.

Pedestrian access was established via the road network to the Seven Locks shopping center, Montrose Road and Seven Locks Road through site plan 8-04012.

4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The structure proposed is compatible with existing uses and adjacent development.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

Forest conservation requirements are being met on site through the retention of 7.03 acres of existing forest along the frontage of Seven Locks Road and the stream valley area on the south side of Montrose Road. The applicant has a planting requirement of 9.69 acres, which will be met through a combination of on-site landscaping and off-site forest plantings. The existing forested areas to be retained will be placed in a Category I forest conservation easement.

The overall forest conservation plan has been reviewed and conditionally approved for both site plans (8-04012 and 8-04015).

APPENDIX

- A. Memorandums from other agencies
- B. Preliminary Plan Opinion (1-03029)
- C. Waiver request-Letter dated October 28, 2002