



Park Potomac: Sketch Plan No. 320190020

BCB

Benjamin Berbert, Planner Coordinator, Area 3, Benjamin.Berbert@Montgomeryplanning.org 301-495-4644

SP

Sandra Pereira, Supervisor, Area 3, Sandra.Pereira@Montgomeryplanning.org 301-495-2186

RAW

Richard Weaver, Chief, Area 3, Richard.Weaver@Montgomeryplanning.org 301-495-4544

Completed: 05/31/19

Description

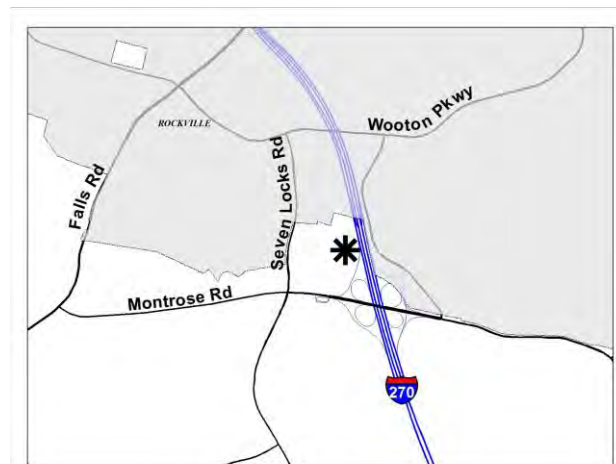
Park Potomac: Sketch Plan No. 320190020: Application for up to 2,326,279 sq. ft. of total development (1,693,406 sq. ft. existing), including up to 1,656,651 sq. ft. of residential use (including a minimum 12.5% MPDUs on all new development), and up to 669,628 sq. ft. of commercial uses; Located in the northwest quadrant of the interchange of Montrose Road and I-270, approximately 54.84 acres, CRT 1.25; C-0.5, R-0.75, H-100T; Potomac Sub-region Master Plan.

Recommendation – Approval with conditions

Applicant: Fortune Park Development Partners, LLC

Application Accepted: October 25, 2018

Review Basis: Chapter 59



Summary

- Staff recommends approval of the Sketch Plan with conditions.
- The 90-day Sketch Plan review period was extended for four months to June 27th by the Planning Board.
- The Sketch Plan Application is to allow for a total of up to 2,326,279 sq. ft. of development. 1,693,406 sq. ft. has already been constructed. Different development scenarios that favor residential or commercial were requested, with a maximum of 632,873 sq. ft. of new development. The new development includes three buildings, with building A/B as multi-family residential, building C as primarily office, and building F as primarily office or hotel use with ground level retail.
- The Sketch Plan Application covers the entire 54.84 acres of Park Potomac, however the proposed changes to structures, uses, open spaces and circulation is limited to approximately 22 acres within the more mixed-use eastern portion of the Subject Property closer to I-270.
- The existing improvements were built under the I-3 Optional Method of development, however with the approval of this Sketch Plan and subsequent Preliminary and Site Plans, the development will be developed under the CRT.
- The Sketch Plan provides the required schedule of proposed Optional Method Public Benefits necessary to achieve the Optional Method incentive density.

TABLE OF CONTENTS

SECTION 1: RECOMMENDATION AND CONDITIONS	3
SECTION 2: SITE DESCRIPTION Site Vicinity and Analysis	5
SECTION 3: PROJECT DESCRIPTION Regulatory History, Proposal, CCT Parking and Park-and-Ride	8
SECTION 4: COMMUNITY OUTREACH	12
SECTION 5: PROJECT ANALYSIS AND FINDINGS	13
SECTION 6: CONCLUSION	21

SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Sketch Plan No. 320190020, for up to 2,326,279 square feet of mixed-use development on 54.84 gross acres of land, zoned CRT 1.25; C-0.5, R-0.75, H-100T.

The site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required for the following elements, except as modified by the conditions below:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan drawings are illustrative and subject to refinement at the time of Site Plan.

Approval of the Sketch Plan is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 2,326,279 square feet of total development including up to 669,628 square feet of commercial development and up to 1,656,651 square feet of residential development.

2. Height

The development is limited to a maximum height of 100 feet, as shown on the Sketch Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 50 and be chosen from at least three categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Connectivity and Mobility, achieved through Minimum Parking
- b. Quality Building and Site Design, achieved through Architectural Elevations, Exceptional Design, Public Art, and Structured Parking; and
- c. Protection of the Natural Environment, achieved through Cool Roof.

4. Public Benefit Phasing

- a. The Applicant shall meet four of the six design criteria from the category of Quality Building and Site Design, Exceptional Design, during the Site Plan review for Building A/B, and Building F, and shall meet two of the six criteria for Building C. Each of the six categories shall be met at least once through the three phases.
- b. The Architectural Elevations public benefit shall be reviewed as part of the Site Plan for Building C.

5. Open Space and Amenities

- a. The Applicant must provide a minimum of 300,000 square feet (31% of townhouse area) of Common Open Space and a minimum of 81,588 square feet (10% of other building type area) of

Public Open Space on-site per the design criteria listed in the Zoning Ordinance and as generally depicted on the Sketch Plan. The final location, design and sizes of the open spaces will be finalized at Site Plans.

- b. The Site Plan that includes construction details for Building A/B shall include a review of the Public Open Space identified as Parcel E on the Sketch Plan for visibility and wayfinding purposes.
- c. The new Public Open Space area identified as the Montrose Road Entrance Area shall be completed prior to issuance of Use & Occupancy certificates for two out of the three buildings proposed by the Sketch Plan.
- d. The Public Art installation shall be completed prior to the issuance of Use & Occupancy certificates for the last of the three buildings reviewed by the Sketch Plan.

6. Moderately Priced Dwelling Units (MPDUs)

The Applicant must provide a minimum of 12.5% of the total new units as Moderately Priced Dwelling Units. The development must provide MPDUs in accordance with Chapter 25A.

7. Transportation

At the time of Preliminary Plan, the Applicant must address the following:

- a. Submit the necessary documentation to allow for the existing Adequate Public Facility determination to be updated. These documents should be a consolidated document including a copy of the updated traffic counts performed in 2017 and 2019, how the agreed upon trip cap of 1,725 vehicles in the peak hour peak period is reached, an explanation for how differing development scenarios including the requested mix of uses will remain at or under the trip cap, and a request to amend the Trip Reduction Agreement.
- b. Provide the appropriate justification to Staff for private streets as defined in Section 50.4.3.E.4.b of the Subdivision Code, including anticipated final road cross-sections and construction standards including any sidewalks, for the existing drive located east of future buildings A/B and C, and the new street connection to be located between buildings A/B and C
- c. Provide for a new pedestrian connection from the Subject Property to the north side of Montrose Road that avoids pedestrians crossing the slip ramps from Montrose Road onto the Subject Property. Timing of the construction of this sidewalk shall be determined at Preliminary Plan.

8. Future Coordination for Preliminary and Site Plan

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan, as appropriate:

- a. Ensure adequate Fire and Rescue access to all buildings and structures;
- b. Provide final design details for all new or renovated Public and Common Open Space areas;
- c. Submit a Noise analysis showing noise impacts to residential building A/B and including any necessary mitigation for interior spaces;
- d. Receive an approval of a Stage I SWM concept plan as part of a Preliminary Plan, and subsequent Stage II SWM plans with each Site Plan;
- e. Show compliance with the Recreation Guidelines for any new residential development;
- f. Coordinate with the Public Art Review Panel prior to submitting the Site Plan that would include the Public Art installation.

SECTION 2: SITE DESCRIPTION

Site Vicinity and Analysis

Location and Vicinity

The subject site is approximately 54.8 acres and is generally located in the northwest quadrant of the interchange with Montrose Road and I-270 and extends north to the City of Rockville border and west to Seven Locks Road (Property or Subject Property). West of the Property across Seven Locks Road is Potomac Woods Park and the Potomac Woods development, north of the Property is the Seven Locks Shopping Center, and east of the Property across I-270 is Tower Oaks; both located within the City of Rockville. South of the Property, across Montrose Road, is a neighborhood of one family attached and detached homes and the upper reaches of Cabin John Regional Park (Figure 1).

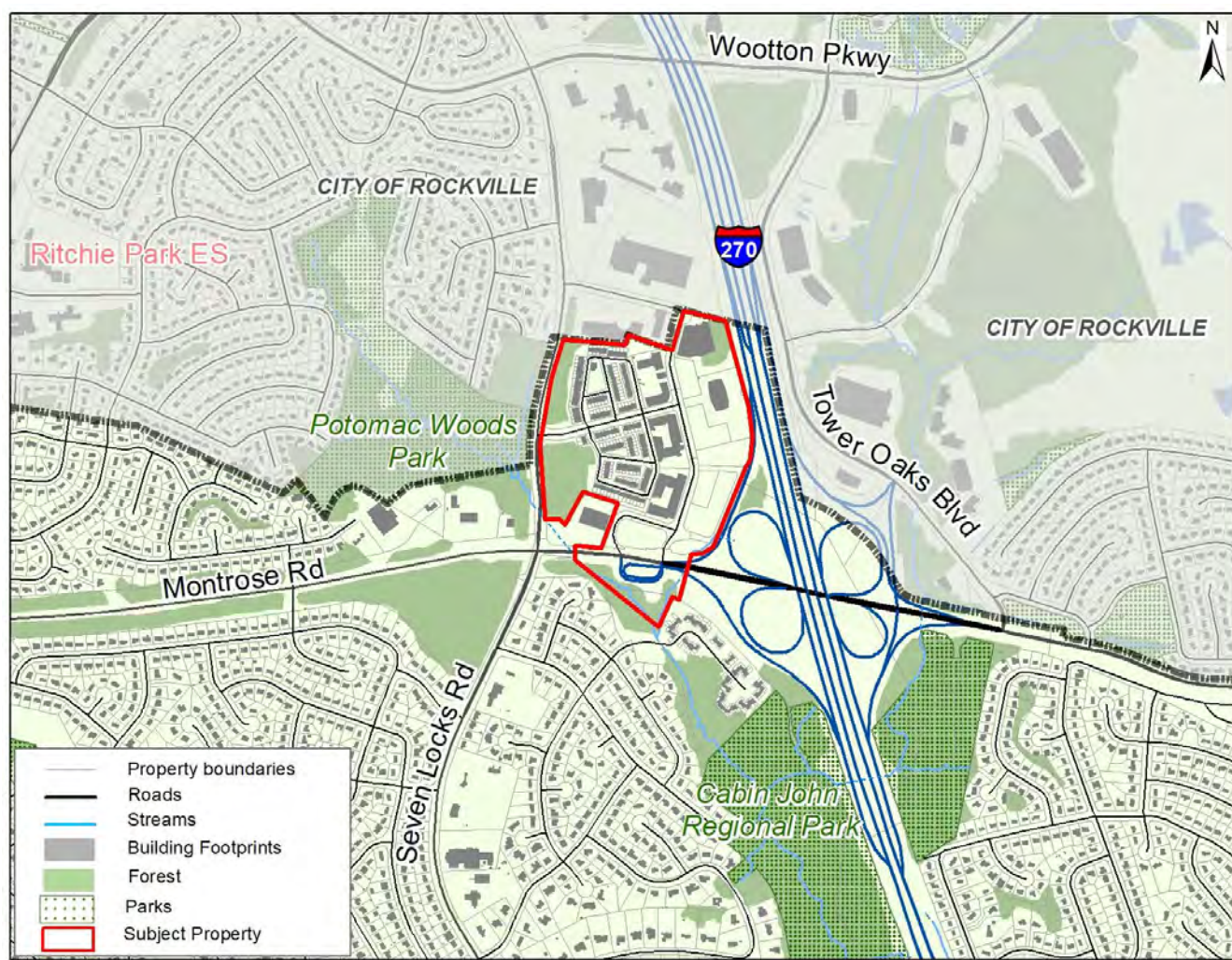


Figure 1 – Vicinity Map

The entire Park Potomac Property is zoned CRT 1.25; C-0.5, R-0.75, H-100T. The residential dwellings to the west are in Rockville's R-90 zone. North of the Property, the Seven Locks Shopping Center is in Rockville's Mixed-Use Corridor zone. Tower Oaks across I-270 is a combination of Rockville's Mixed-Use Employment Zone, and a Planned Development Zone. South of the Subject Property, the residential units are in the R-90 zone.

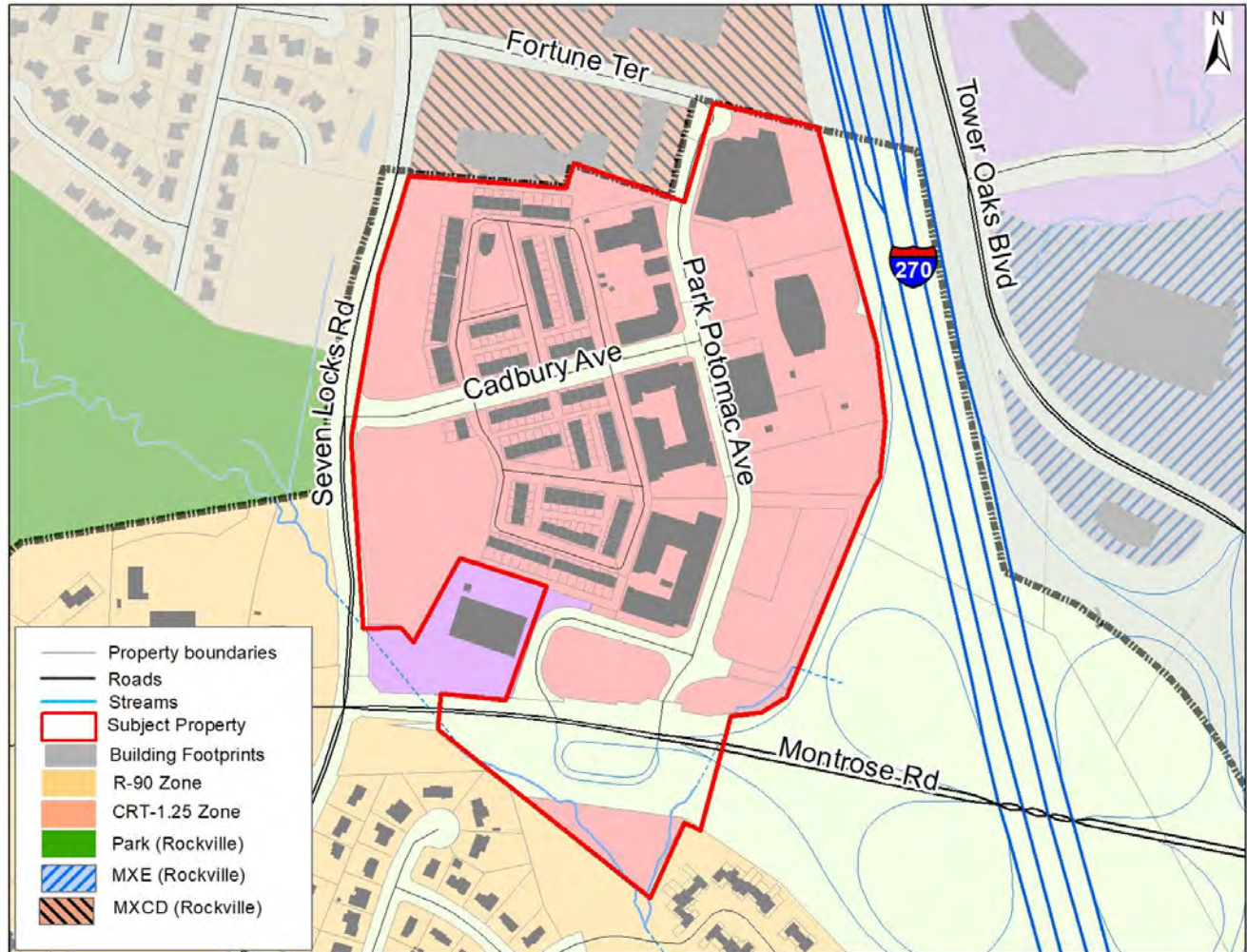


Figure 2 – Zoning Map

Site Analysis

Currently, the Subject Property is mostly developed as a mixed-use center, as permitted by the existing Preliminary and Site Plans for Park Potomac. The development pattern has forest conservation and lower density residential in the west, multi-family rental and condo buildings in the middle, and office and retail uses to the east adjacent to I-270. Existing forest conservation easements create a dense buffer between the development and Seven Locks Road. Within the eastern portion of the Property adjacent to I-270 are undeveloped areas, which are graded and have existing approvals for hotel and office uses. Stormwater management and an interchange with Montrose Road take up most of the Property's southern portion with forest conservation easements and a stream located in the southernmost portion of the Property south of Montrose Road. Generally, the terrain is highest in the northeast portion of the Property, and slopes to the south and to the west toward the off-site streams.



Figure 3 – Aerial Map

SECTION 3: PROJECT DESCRIPTION

Regulatory History

Preliminary Plan 120030290 and 12003029A

The Preliminary Plan that covers the Subject Property was designated No. 120030290 and was approved by Planning Board Resolution dated July 25, 2003 ("Preliminary Plan"). The Preliminary Plan approved a combination of up to 830,000 sq. ft. of office, up to 30,000 sq. ft. of retail, and up to 15,000 sq. ft. of restaurant, so long as the total non-residential uses did not exceed 850,000 square feet. In addition, the approval was for 450 multi-family units and 150 one-family attached units in the I-3 Zone. The Preliminary Plan was amended as Plan No. 12003029A by Planning Board Resolution dated April 30, 2008, which kept the cap of 850,000 sq. ft. of non-residential uses, but increased the total amount of retail allowed by 115,000 sq. ft. to a maximum of 145,000 sq. ft., and added a 156 room hotel to the allowed mix of non-residential uses.

Site Plan 820040120

By Opinion dated February 19, 2004 the Planning Board approved Site Plan No. 820040120 to allow the construction of 150 one-family attached units on the western 34 acres of the Subject Property, including a large area of forest conservation, and the new interchange ramps from Montrose Road onto the Subject Property.

Site Plan 820040150, as amended

The eastern 20 acres of the Subject Property was approved for Site Plan No. 820040150 by Planning Board Resolution dated March 19, 2004 for 450 multi-family dwelling units, 820,000 square feet of office use and 30,000 square feet of retail use in the I-3 Zone. This Site Plan has been amended a total of 13 times since then. A full list of the Site Plan amendments can be found in Attachment C. The following is a brief summary of the more substantial amendments to the Subject Property.

82004015A – Modified the building heights of the multi-family structures to be up to 100 feet tall as high-rise condominiums.

82004015B – Added retail to the ground floor of three buildings, and increased the total retail on the Property to 145,000 sq. ft.

82004015F – Modified existing landscaping and included the extension of Park Potomac Avenue north to intersect with Fortune Terrace.

82004015I – Converted the remaining unbuilt high-rise condominium buildings into five story tall apartment buildings.

82004015M – This amendment was withdrawn and the requested modifications were included as part of the N amendment.

82004015N – Amendment N reallocated retail space from unbuilt building F and transferred it to existing building E to allow for a 3,500 square foot expansion of the Founding Farmers restaurant.

Density and Buildings

Table 1 – Proposed Total Density

Legend:

- Subject Property (Red outline)
- Proposed Residential (Orange fill)
- Proposed Commercial (Dark Red fill)
- Existing Not Changing Residential Area (Light Gray fill)
- Existing Buildings (Yellow fill)

Map Labels:

- SEVEN LOCKS ROAD
- ANVIN CIRCLE DRIVE
- PRINCETON DRIVE
- WINDY AVENUE
- LINDA VIEW LANE
- EXISTING STORMWATER MANAGEMENT
- MONTPELIER ROAD
- PARK POTOMAC AVENUE
- INTERSTATE 270
- BUILDING A/B
- BUILDING C
- BUILDING D
- BUILDING E
- BUILDING F
- BUILDING G
- BUILDING H
- PROPOSED PARKING STRUCTURE

North Arrow: N

Vicinity Map: SITE

Scale: 1" = 200'

Project Information:

PROJECT NAME: PARK POTOMAC DEVELOPMENT
OWNER: WATSON, LLC
DESIGNER: WATSON, LLC
DATE: 08/11/2010

REVISIONS:

NO.	DATE	BY	DESCRIPTION
1	08/11/2010	WATSON	ISSUED FOR PERMIT

SKETCH PLAN

SK-100

9

The new residential development will provide 12.5% minimum MPDU's. The Applicant has proposed the new development in three different buildings. Building A/B is a proposed residential multi-family structure with an integrated parking garage and Building C is a proposed office building adjacent to an expanded public garage. Building F is proposed as a non-residential building on top of an existing parking garage, with the parking for Building F having already been built and accounted for with the existing garage. These three new buildings would be located in the eastern portion of the Subject Property surrounded by existing multi-family housing, office and retail uses. While the Sketch Plan boundary covers the entire Park Potomac property, the only proposed changes are three new buildings, some modifications to existing open space, and minor changes to circulation. The remaining buildings, open areas and circulation will generally remain unchanged. The height of all three of the proposed buildings will be at or under 100 feet, and the placement of the buildings will be street-oriented with each locating a main entrance onto Park Potomac Avenue.

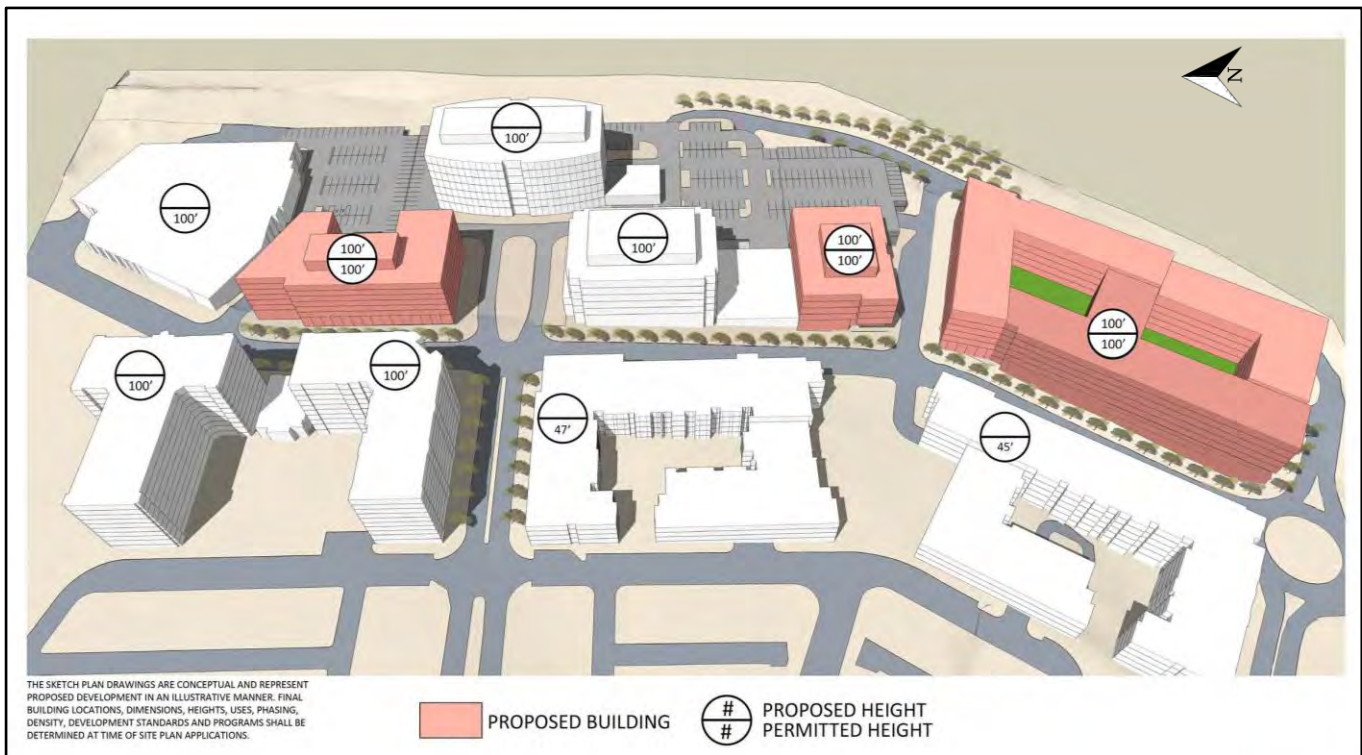


Figure 5 – Proposed Massing and Height

Open Spaces

The Sketch Plan proposes to add some additional open space, and to make modifications to existing areas of open space. Much of the Property was developed under the previous I-3 zone, which had a general green space requirement. The CRT zone however has specific requirements for the provision of Common Open Space for the townhouse development areas and Public Open Space for areas covered with other uses. The Sketch Plan shows approximately half of the Subject Property as associated with the townhouse building type which must provide Common Open Space. As shown in Figure 6, the existing open space areas on Parcels C, D, E, F, and X are proposed as the Common Open Space areas. Parcel C is improved with a small clubhouse and pool and playground, Parcel D is a pocket park with landscaping and seating, Parcels E and F are forest conservation areas with a natural surface trail that circulates through the entire forested area and Parcel X is the location of a trailhead connecting into the stream valley buffer and ultimately Cabin John Regional Park. These parcels add up to 303,148 square feet (34% of the townhouse area). The remaining half of the Subject Property is associated with the other building types in the CRT zone and must provide 10% Public Open Space. The proposed Public Open Spaces are a mix of existing and new spaces identified in Figure 6. Spaces 1, 2, 5, 6 and 7 are existing to the Property. Space 2 is a landscaped

area between the existing multi-family buildings commonly called the Serpentine Park or the Hill Climb, Space 5 is an existing playground and amenity area adjacent to the condominium buildings, and spaces 1, 6 and 7 combine to form a central plaza around the office buildings. The new space, number 8, is a proposed green area located adjacent to existing stormwater facilities and is highly visible to the southern entrance to the Property. This entrance green would include enhanced landscaping, terraces and seating that transitions into the stormwater facility. This particular stormwater facility has been converted from a wet to a dry facility and itself includes flat areas of grass and landscape trees. In total, 81,688 square feet of Public Open Space is proposed, which is about 11% of the Property area associated with buildings other than townhomes.

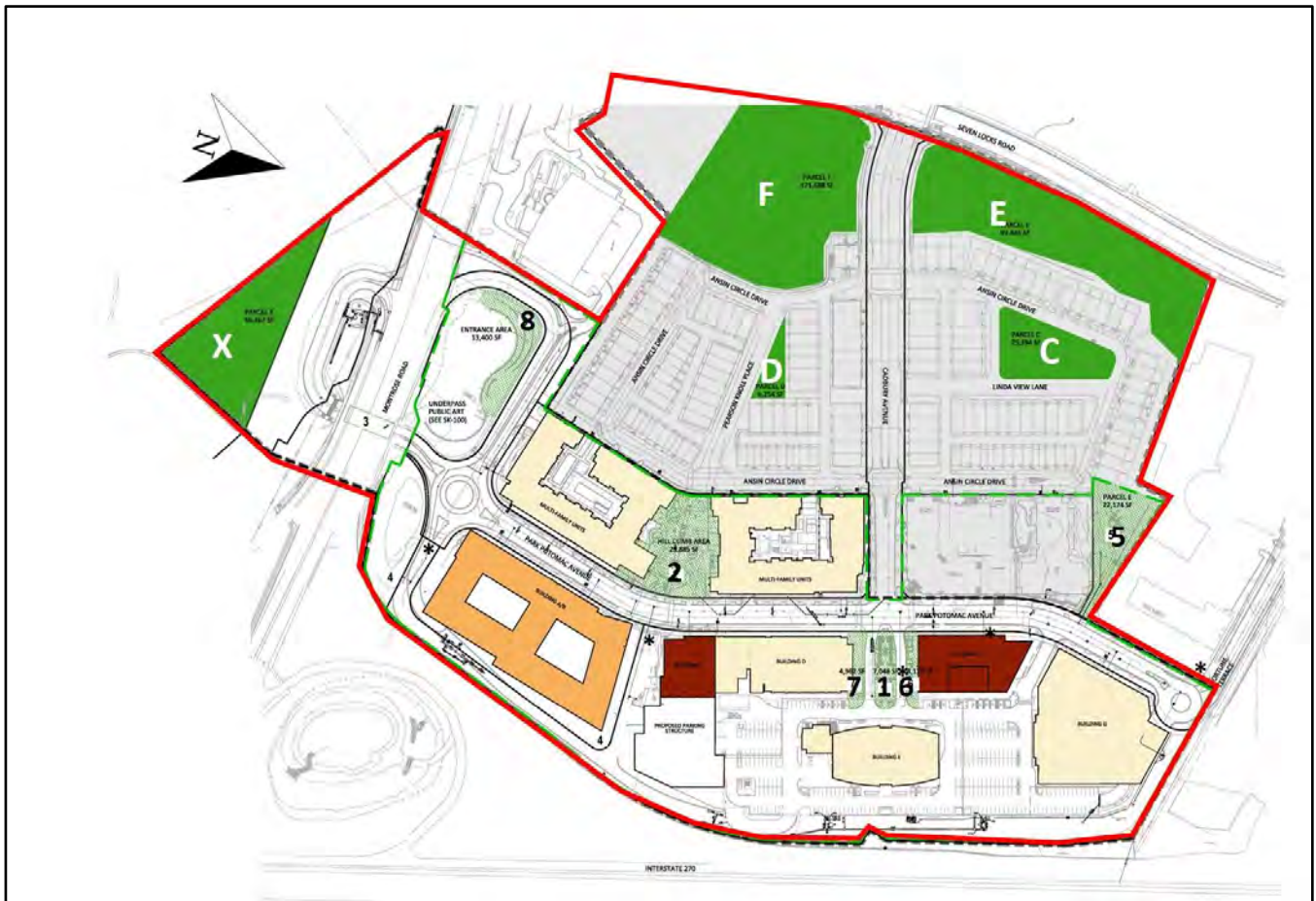


Figure 6 – Open Space Exhibit

Circulation

Site circulation will remain almost the same with the Sketch Plan, as the primary roadway and drive aisles, including sidewalks, have already been constructed by previous development. A new private street section will be provided between building A/B and building C that creates a new connection from Park Potomac Avenue to the private garage access way on the eastern edge of the Property. The Applicant is also proposing enhancements to the pedestrian sidewalks under the Montrose Road overpass, and a new pedestrian connection from the southern end of the Property to the sidewalks along the north side of Montrose Road. The large interconnected parking garage located under the existing office buildings will be extended south to run under and around proposed building C, and a new integrated parking garage would be provided for building A/B.

Public Benefits

The Sketch Plan provides the required schedule of proposed Optional Method Public Benefits necessary to achieve the Optional Method incentive density. The Applicant is requesting consideration of three categories; Connectivity and Mobility, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment. Under Connectivity and Mobility, the request is for providing Public Parking. Under Quality Building and Site Design, the requests include Exceptional Design, Public Art, and Structured Parking. Protection and Enhancement of the Natural Environment has proposed a Cool Roof.

SECTION 4: COMMUNITY OUTREACH

The Applicant has met all noticing requirements for a Sketch Plan. Notice was sent to all adjacent and confronting property owners and registered homeowners and community associations within one mile, and the Property is posted with signs notifying of the Application. The required pre-submittal public meeting was held on July 31, 2018 in the evening and included a presentation on the Applicant's purpose and current design for completing the undeveloped properties in Park Potomac. The Applicant engaged in a question and answer with those in attendance. In addition to the one required pre-submittal meeting, the Applicant has remained in contact with the residents of Park Potomac making themselves available to any questions they've received about the project.

As of the writing of this report, Staff has received two direct pieces of correspondence from the community. One was an e-mail from a resident in Park Potomac asking Staff to consider making the proposed Building F footprint permanent Open Space rather than development (Attachment F-1). Staff has talked to the Applicant about this as one of many options to meet the required Public Open Space requirements for the Application, but the Applicant has resisted losing the development potential of Building F. The existing Site Plan approval for Park Potomac includes a building F, so this location has always been contemplated for future development, and the construction of building F would finish framing the urban plaza immediately to its south. The other correspondence came from the president of the on-site condominium association, and they asked questions about procedure, process, and the ability of residents to comment on the Application publicly. Staff and the Applicant have coordinated with the HOA president on the process being taken, and have given assurance that any resident of Park Potomac may voice concerns with the Sketch Plan if they have any.

Staff has also met with a representative, whom the townhomes and condominiums HOAs retained to answer a prepared list of questions (Attachment F-2) and to have a general discussion about the Sketch Plan. Staff provided answers to all the questions and provided all of the requested documents to the representative. In addition to the questions in the questionnaire, the representative explained that the community has five major concerns broadly about the Sketch Plan: 1) how will pedestrian safety be improved especially along Cadbury and Park Potomac Avenues, 2) how is traffic being handled considering the adjacent development proposals in Rockville, 3) how can the community be assured that the retail does not become over-crowded leading to longer wait times and inventory availability, 4) is there a concern that parks/open spaces will become overcrowded, and 5) will the parking be adequate for the proposed uses. Concerns over pedestrian safety are something that will be taken up during the future Preliminary and Site Plan process as Staff coordinates with the community and MCDOT on appropriate and available measures including road and intersection design. The concerns over traffic are noted but the Sketch Plan is proposing uses that fit within the existing vehicle trip cap in the approved and valid APF review, therefore, conditions should not be any worse than already planned for. Staff also does not anticipate the Sketch Plan causing a capacity problem at any local park or open space and is ensuring Park Potomac provides its required share of Open Spaces. Parking is also looked at now and will be more thoroughly vetted at future Site Plans, but currently there is ample parking on-site, though much of it is not well used because it is located underground. The Applicant intends to increase wayfinding on-site to better direct visitors to the available

parking. Concerns about the capacity, wait times and operations at local retail establishments are not something that can be regulated by the Planning Board and are not one of the necessary findings for approval.

SECTION 5: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, and an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The Sketch Plan must:"

1. *meet the objectives, general requirements, and standards of this Chapter;*

The Sketch Plan meets the general development requirements and standards of Section 59.4.5.4, optional method of development in the CRT 1.25, C-0.5, R-0.75, H-100T zone, as shown in Table 2:

Table 2 - Sketch Plan Data Table, CRT zone		
Development Standard	Permitted/ Required	Proposed
Gross Tract Area	n/a	54.84 acres (2,388,868 sq ft)
Net Lot Area	n/a	43.17 acres (1,880,282 sq ft)
Density (GFA/ FAR)		
Residential Density	0.75 FAR (1,791,651 sq ft)	Up to 0.75 FAR (1,786,651 sq ft)
Commercial Density	0.50 FAR (1,194,434 sq ft)	Up to 0.28 FAR (669,628 sq ft)
Total FAR/GFA	1.25 FAR (2,986,085 sq ft)	Up to 0.99 FAR (2,359,079 sq ft)
Max. Building Height	100 ft	100 ft
Min. Site Wide Public Open Space	10% of Multi-Family & Commercial Site Area (81,588 sq ft)	10% (81,688 sq ft)
Min. Site Wide Common Open Space	10% of Townhouse Site Area (96,517 sq ft)	34.6% (303,148 sq ft)
MPDUs	12.5% Min ¹	12.5% or more
Parking	2,475-4,138 spaces	2,475 spaces

The Sketch Plan also conforms to the applicable General Development Requirements of the zoning ordinance in Division 59.6:

Site Access

The Sketch Plan shows generally how access will be provided to each of the existing and proposed uses on the Subject Property. All of the existing development has adequate access with the existing roads and alleys and this will not change as a result of the Sketch Plan. The proposed Building A/B will have pedestrian access to Park Potomac Avenue and will have parking and loading available from the existing

¹ While the Park Potomac site is located within an identified high-income planning area now subject to 15% minimum MPDUs, the Sketch Plan Application was accepted as complete before the initiation date of Bill 38-17. The MPDU's only apply to the new development proposed by the Sketch Plan.

service alley adjacent to I-270. Building C will also have access to Park Potomac Avenue and to a new private street, and Building F will be surrounded by existing roads and parking facilities providing opportunities to meet the necessary access.

Parking and Loading

Final parking numbers are not calculated for the Sketch Plan, but the Application has planned for adequate vehicle and bicycle parking and has submitted anticipated parking tables. Parking is not changing for any of the existing residential or commercial development, and the existing parking facilities were built to accommodate the development of Building F. The main parking structure in the commercial area will expand with the construction of Building C, and residential building A/B will include a private garage for the future residents. Final calculations for parking will be determined at the future Site Plans but the Applicant is currently proposing to provide minimum parking. Loading will also be determined at the time of Site Plan, however adequate space is available around all three proposed buildings to accommodate a loading area in a location that does not interfere with primary vehicle or pedestrian circulation routes.

Open Spaces and Recreation

As demonstrated in the Sketch Plan Data Table (Table 1), the Sketch Plan provides for adequate amounts of both Public and Common Open Space. The Common Open Space is a requirement of the existing townhome development and must be at least 10% the size of area that is associated with the townhouse development. Common Open Space is more than adequately met with 31.9% of the townhouse portion of the Property in Common Open Space including the existing clubhouse and playground area, and the forest conservation area with integrated natural surface trails. Public Open Space must also be provided as 10% of the total site for areas associated with all other building types. The Applicant is proposing 10% Public Open Space including the existing central gathering court between Buildings D, E and F, the existing grand staircase between the multi-family apartment buildings, and the existing open space and playground north of the multi-family condominium buildings as public open space. Some improved amenities and enhancements are proposed for these spaces to keep them relevant and ensure their accessibility. The new Public Open Space area proposed is called the Montrose Road Entrance Area located in the Properties south. This area would include upgrades to the landscaping and the addition of seating. While this space is a bit removed from the center of the Property, both Staff and the Applicant desire an upgrade to this entrance area and have coordinated on its inclusion as Public Open Space.

The Sketch Plan also conforms to the intent of the CRT zone as described below.

i. Implement the recommendations of applicable master plans.

The Sketch Plan substantially conforms to and implements the recommendations of the 2002 Potomac Subregion Master Plan (Master Plan). The Subject Property is identified in the Master Plan as Fortune Parc which at the time was a collection of undeveloped properties in the R-90 and R-200 zones. The Property was recommended for rezoning to the I-3 zone with the recommendation for TDRs, or a possible MXPDP floating zone if TDRs are not allowed under I-3. The Master Plan recommendations for the Property emphasize the addition of TDRs and residential uses because the Master Plan seeks to avoid creating a “sterile environment of a single-use office park”. Specific recommendations further include creating a mixed-use center with employment, housing and retail opportunities, providing a shuttle or other transit connection to

Metro, and ensuring the final combination of uses and densities on the Property do not exceed the vehicle trip generation rates equal to an all-office project build with an FAR of 0.5.

Land use and design guidelines for the Property included preserving the forest on the southwestern portion of the Property, creating a “main street” through the site that connects to Montrose Road, providing an additional connection to Seven Locks Road, providing a residential neighborhood with a variety of housing types and community facilities, and locating the office uses east of the “main street” with a height limit of eight stories, the buildings orientations toward the street, and parking adjacent to the highway.

The Subject Property is already partially developed and has met these recommendations and guidelines found in the Master Plan. The Property has been developed under the I-3 zone and has utilized 101 TDRs as part of the previous residential development. The identified road connections and main streets have been built and a mix of office and multi-family residential buildings with ground floor retail line the main street. A wide variety of residential uses have been built with adequate amenity spaces, and the Applicant has provided shuttle service to the Metro system.

The Sketch Plan Application requests the Property be reviewed under the CRT zone which was placed on the Property as part of the county-wide rezoning in 2014. The Applicant also proposes to adjust the allowed uses on the undeveloped portions of the Property from what is currently approved by existing Preliminary and Site Plans. The existing approvals under the I-3 zone have capped the development densities to those recommended by the Master Plan. On page 52, the Master Plan recommends that density will not exceed 800,000 square feet of 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 program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR. The Applicant is requesting through the Sketch Plan the ability to add a 352,373 sq. ft. residential building with 293 residential units above the Master Plan recommendation. The Applicant’s Statement of Justification (SOJ) (Attachment D) states that under the previous I-3 zone, density was typically measured as number of dwelling units, whereas the new CRT zone measures density as a function of FAR. In 2014, the Property was given CRT 1.25; C-0.5, R-0.75, H-100T as part of a special analysis to be consistent with the mixed-use vision of the Master Plan, since the standard conversion of I-3 into the new Zoning Ordinance would have been an EOF zone. The R-0.75 allows for almost 1.8 million sq. ft. of residential uses, which is more than the approximately 1.3 million sq. ft. currently built. Further, the Applicant contends that the original approvals for Park Potomac envisioned all of the multi-family as large condominium units that average 2,244 square feet in size, however 290 of the units were built as rental apartments averaging only 1,290 square feet each. The Applicant suggests this results in 281,522 square feet of approved but ‘unused’ residential density, therefore the proposed residential building is only 70,851 sq. ft. of an expansion from the original approvals. Finally, the Applicant’s traffic consultant looked at the existing development’s trip generation, including four different scenarios for full build-out that included adding additional residential density, showing how the Sketch Plan would generate equal or fewer trips than currently approved for and deemed Master Plan compliant for creating less trips than an office project developed at 0.5 FAR.

Staff agrees that the transition from the I-3 zone to the CRT zone did increase the zoned density above the currently built residential density and acknowledges that the constructed residential FAR is less than what was originally approved. It is unclear that this in itself justifies additional

residential dwelling units, however multiple recommendations within the Fortune Parc discussion include that creating a vibrant mixed-use development is a priority for the Property, and that the final mix of uses was given an ultimate trip cap. The Sketch Plan proposal of converting two unbuilt office buildings into one additional residential building and retaining two additional non-residential buildings does stay within the trip cap and continues to provide an employment emphasis. The Sketch Plan also meets all other property, land use, and design guidelines found in the Master Plan. Therefore, the Sketch Plan substantially conforms to, and implements the recommendations of the Master Plan.

- ii. *Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.*

While this Application is not redeveloping an existing single-use commercial site, it is proposing to continue to develop the Property with a mix of residential and commercial uses including structured parking.

- iii. *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Sketch Plan includes a wide variety of housing types including existing one-family attached, multi-family condominiums, and both existing and proposed multi-family rental housing. Within the new residential development, the 12.5% MPDU minimum will be met. There is also a varied mix of retail and office uses on the Subject Property including many restaurants, a grocery store and small goods and services retail options. While the location of the Property makes driving a primary mode of transportation to and from the site, the Applicant has and will continue to maintain an existing shuttle to the Metro system, and is served by Ride On route 42 which provides weekday service to White Flint Metro and the Montgomery Mall transit center, and route 47 which provides seven day service to Rockville and Bethesda Metros. The orientation of buildings, parking and streets ensures that parking is located either inside, under or behind the buildings generally in structured parking facilities, creating an urban pedestrian-oriented streetscape. All new buildings will also be constructed with adequate bicycle parking which will be reviewed at Site plan.

- iv. *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Sketch Plan utilizes a wide mix of uses, development densities and building heights in a manner that ensures compatible relationships with adjacent areas. The previous Preliminary and Site Plans for Park Potomac began to establish a pattern of development that placed the forest conservation areas farthest west along Seven Locks Road as a green buffer from off-site development, located the one-family attached dwellings generally in the middle of the Property, away from the noise of I-270, and located the highest density and heights closest to I-270. The forest conservation and one-family attached areas are not changing in the Sketch Plan and remain consistent with this pattern. The intensity of development in the eastern third of the Property contemplated by the Sketch Plan also continues to be the most intense with proposed multi-family and office development up to 100 feet tall on the undeveloped areas. There will be good visibility from I-270 for the mixed-use project and the high intensity of development will continue to be a good buffer of noise from the less intense development. No new development is proposed

along the northern boundary of the Subject Property, and the City of Rockville is currently reviewing their own proposal for a mixed-use retail and housing development on the north side of Fortune Terrace that will have similar uses and densities if approved as submitted.

- v. *Integrate an appropriate balance of employment and housing opportunities.*

The Sketch Plan will integrate an appropriate balance of employment and housing opportunities. The Subject Property has always been planned as a mixed employment and housing development along the I-270 corridor. While the Sketch Plan does propose to replace some of the unbuilt office density with additional housing, there are still two sites that will remain approved for office or hotel use, in addition to the two existing office buildings and variety of retail options located on the Property. The request to adjust the housing to employment mix on the Subject Property is not unique to this project as the office market and employment trends have shifted to a new equilibrium that needs less office space than in the past.

- vi. *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Sketch Plan proposes public benefit category and point quantities consistent with the requirements of Section 59.4.5.4.A.2 of the Zoning Ordinance. The Applicant is required to provide a minimum of 50 points from three categories and is currently proposing over 63 points from three categories. A more detailed analysis of the requested categories and points requested is located in finding 7 of this Staff Report. The final determination of public benefit points will be determined with future Site Plan(s).

2. *substantially conform with the recommendations of the applicable master plan;*

As discussed in Finding 1.i. above, the Sketch Plan substantially conforms to recommendations of the 2002 Potomac Subregion Master Plan. The Sketch Plan contemplates in-fill development into an existing mixed-use development which was found to be conformant to the Master Plan. A more detailed analysis of the Master Plan is located in finding 1 i, starting on page 14 of this report.

3. *satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a Development Plan or Schematic Development Plan.

4. *Under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under that provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014.*

The Subject Property's zoning on October 29, 2014 was not the result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*

The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development. The Sketch Plan is proposing infill development within an existing mixed-use community and continues the same pattern of uses and development densities that have already been

established by previous plans. The areas of new development are all within the eastern third of the Property where a mix of existing multi-family, retail and office buildings exist. The proposed building A/B is a multi-family building similar in scale to the existing multi-family buildings directly opposite Park Potomac Avenue. Building C is proposed as an office building and will be adjacent to existing office uses, and near the existing and proposed multi-family apartments. Building F is a building site surrounded by high-rise office, multi-family condominiums and retail, and will be either an office or hotel product. The height limits on all three building sites is 100 feet, which is consistent with the existing high-rise development on the Property. The existing forest buffer in the western part of the Property will remain and continue to buffer the existing off-site one-family detached housing. To the east and south is I-270 and Montrose Road, which are both wide busy highways that separate the Subject Property from other development. North of the Property is existing retail and a proposed mixed-use project including multi-family, senior housing and townhouses located within the City of Rockville. This proposed mixed-use project is of a similar intensity to the residential portions of the Sketch Plan.

6. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Generally, the Sketch Plan is not providing for any new transportation connections and is instead allowing for infill development in an existing mixed-use community. Existing vehicle and pedestrian access to the Property is provided in three locations; on Montrose Road from the south, Seven Locks road from the west and Fortune Terrace from the north. An established network of streets, drive isles and alleys already exist. The only new vehicle circulation proposed is between building A/B, and building C, and would connect Park Potomac Avenue to the access drive that leads into the main shared parking garage. This connection would improve on-site circulation and capacity. The existing circulation would provide adequate access for personal and delivery vehicles, pedestrians, and bicycles to each proposed building. Staff has also identified improvements that could be made to better pedestrian connectivity to Montrose Road, located west of the interchange ramps, which eliminates the need for pedestrians to cross the high-speed exit ramps. As conditioned, this sidewalk improvements will be required as part of amended Preliminary and Site Plans.

The Sketch Plan also analyzed the proposed density and mix of uses against the previously approved development in terms of APF transportation capacity. The Applicant has provided traffic counts performed in 2017 and 2019 to establish a baseline of existing trips generated by Park Potomac. The Applicant then studied four different development scenarios with varying amounts of office and residential development that would fit on the Property. The existing trip baseline, combined with any of the four proposed development scenarios all keep total peak hour peak period trips at or below the 1,725 peak hour vehicle trips that were approved with the initial Park Potomac approval. These documents were reviewed part of the Sketch Plan but will ultimately need to be submitted with the Preliminary Plan amendment process to formally amend the APF approval.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, Staff finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below. For the proposed development, the Zoning Ordinance requires a minimum of 50 points in three categories, and the Applicant is proposing to achieve 63.02 points

in a total of three categories utilizing five different tools. Although at the time of Sketch Plan review only the categories need be approved, Table 3 shows both the categories and points for the public benefits recommended at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Table 3 - Public Benefits Calculations		
Public Benefit	Incentive Density Points	
	Max Allowed	Requested
59.4.7.3C: Connectivity and Mobility		
Minimum Parking	10	10
59.4.7.3E: Quality of Building and Site Design		
Architectural Elevations	20	10
Exceptional Design	10	10
Public Art	15	10
Structured Parking	20	18.02
59.4.7.3F: Protection and Enhancement of the Natural Environment		
Cool Roof	10	5
TOTAL		63.02

Connectivity and Mobility

Minimum Parking: Up to 10 points are available based on a formula for how close the provided parking is to the minimum required parking. The Applicant has requested the full 10 points based on their anticipated available parking being right at the minimum required. The final details of the quantity and type of parking will be determined during Site Plan review, however staff supports the request for this category at this time.

Quality of Building and Site Design

Architectural Elevations: The Applicant is requesting 10 out of a possible 20 points for providing architectural elevations during the construction of Building C. 10 points are available for agreeing to a minimum amount of transparency on the ground floor, a minimum spacing between doors, and utilizing design priorities from the Master Plan or design guidelines. The Applicant is requesting the points be looked at with the construction of Building C, because coordinating the Building design will help continue the form and function of Park Potomac Avenue as the Main Street. The final details of the architecture will be determined at Site Plan, but Staff supports the request for this category at this time.

Exceptional design: The Applicant is requesting all 10 possible points for providing exceptional design. Five points are available for meeting four of the six criteria in the implementation guidelines and 10 points are available for meeting all of the requirements. The Applicant anticipates designing buildings that respond to the existing development while creating a sense of place that serves as a landmark and enhances the public realm. The Applicant is also pursuing innovative building techniques with the Department of Permitting Services to reduce costs and improve efficiency in office building construction which would be incorporated particularly into Building F. It is anticipated that Buildings A/B and F will incorporate the most exceptional design elements. The details of compliance with the criteria will be reviewed at Site Plan, but Staff supports the request at this time.

Public Art: Up to 15 points are available for providing public art. 7.5 points are appropriate for fulfilling at least five of the eight public art goals, with more or fewer points available based on the total number of goals achieved. The Applicant plans to place art both in a permanent location, and as part of a revolving programming in some of the open spaces. The permanent installation would be a light installation under the

current long dark underpass under Montrose Road, creating a real gateway into the community. The details will be reviewed by the Art Review Panel with the Site Plan, however Staff supports the request for points at this time.

Structured Parking: Applicants can request up to 20 points for providing structured parking, based on a formula that looks at total parking spaces, and the amount above and below grade in structures. The Applicant presents this as a desirable amenity to the community that allows maximum use of the infill development opportunities. Being a more suburban location, structured parking is not as common as in more urban and transit adjacent developments, therefore, Staff supports the request for utilizing the structured parking category at this time.

Protection and Enhancement of the Natural Environment

Cool Roof: The Applicant has requested five points for providing a cool roof. A cool roof must not be vegetated and have a minimum solar reflectance index of 75 on roof slopes below a ratio of 2:12. The Zoning Ordinance suggests a maximum of five points for providing a cool roof on properties greater than one acre in size. Final roof details will be determined at Site Plan and Staff supports the current category request at this time.

8. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The Statement of Justification that accompanied the Sketch Plan states that the Applicant envisions three phases of future development. Phase one is multi-family building A/B, Phase two is Building C which is an office building south of building D, and phase three is either an office or hotel building F. The Applicant has asked for flexibility in being able to construct these phases in any order, and possibly to combine one or more phases. Site Plan amendments would accompany each new phase of development to provide the necessary detail on building design, landscaping and circulation. There is no need for additional roadway dedication and the only new roadway connection would be open once Buildings A/B and C are open. Each phase will provide a public amenity, with improvements to the existing playground area tied to residential building A/B, the new public open space area tied to the second Building receiving a use and occupancy certificate, and the public art tied to the final Building. The Applicant has also proposed a phasing plan for the provision of the public benefits points with this Optional Method development. The Applicant's proposed schedule is shown in Table 4. This proposed schedule of public benefits was in coordination with Staff, and Staff supports the phasing recommended by the table. Point values shown are based on current expectations; final points will be determined during each building's Site Plan review.

Table 4, Public Benefit Phasing Schedule				
	Phase 1, (Bldg A/B)	Phase 2, (Bldg C)	Phase 3,(Bldg F)	Total
Connectivity & Mobility				
Minimum Parking	3	4	3	10
Quality Building & Design				
Architectural Elevations	0	10	0	10
Exceptional Design	5	0	5	10
Public Art	0	0	10	10
Structured Parking	6	6.01	6.01	18.02
Protection of Nat. Env.				
Cool Roof	1.65	1.65	1.70	5
Total	15.65	21.66	25.71	63.02

SECTION 6: CONCLUSION

The Sketch Plan application satisfies the findings under Section 59.4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the 2002 Potomac Subregion Master Plan. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Extension Request
- B. Sketch Plan Drawing
- C. Amendment History
- D. SOJ
- E. DOT Memo
- F. Correspondence & Questionnaire



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Consent
Item No.:
Date: 3/7/2019

Park Potomac: Sketch Plan No. 320190020 – Regulatory Review Extension Request No. 2

BCB

Benjamin Berbert, Planner Coordinator, Area 3, Benjamin.Berbert@Montgomeryplanning.org 301-495-4644

SP

Sandra Pereira, Supervisor, Area 3, Sandra.Pereira@Montgomeryplanning.org 301-495-2186

RAW

Richard Weaver, Chief, Area 3, Richard.Weaver@Montgomeryplanning.org 301-495-4544

Staff Report Date: 2/25/2019

Description

Park Potomac: Sketch Plan 320190020: Request for a four-month extension to the regulatory review of the Sketch Plan, for up to 2,986,085 square feet of density including up to 1,791,651 square feet of residential and 1,194,434 square feet of commercial uses; located on the east side of Seven Locks Road, North side of Montrose Road and west side of I-270; 54.84 acres, CRT 1.25, C-0.5 R-0.75 H-100T; 2002 Potomac Subregion Master Plan.

Applicant: Fortune Park Development Partners LLC

Submittal Date: October 25, 2018

Review Basis: Chapter 59



Summary

Section 59.7.3.3.C of the Montgomery County Zoning Ordinance provides that the Planning Board shall hold a public hearing no later than 90 days after the filing of a project plan application, though the Board may extend this period. For this application, the original 90-day deadline was January 24, 2019. The Planning Director granted one 30 day extension bringing the deadline to February 28, 2019. Section 59-7.3.4.C. of the Zoning Ordinance establishes the review procedures for a Site Plan application and states that:

~~“the Planning Board must schedule a public hearing to begin within 120 days after the date an application is accepted. The Planning Director may postpone the public hearing by up to 30 days once without Planning Board approval. The Planning Director or applicant may request an extension beyond the original 30 days with Planning Board approval. Any extension of the public hearing must be noticed by mail and on the hearing agenda with the new public hearing date indicated”.~~

The Applicant is requesting the Planning Board approve up to a four-month extension in the regulatory review for the Park Potomac Sketch Plan, bringing the site plan before the Board no later than June 20, 2019. The extension is necessary for the Applicant to respond to a variety of DRC comments including updated traffic counts which were unable to be done during the government shutdown, and an increased plan boundary which has required additional coordination and major revisions to the submitted drawings. The four-month extension is an adequate length of time to reconcile the outstanding review comments, and Staff is committed to bringing the Sketch Plan before the Planning Board as soon as the outstanding issues have been resolved.

Staff recommends **approval** of this extension request.



Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission

Page 1 of 2

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

www.montgomeryplanning.org

Effective: July 31, 2018

Phone 301.495.4550
Fax 301.495.1306

REGULATORY REVIEW EXTENSION REQUEST

☒ Request #1

☐ Request #2

MCPB Staff Use Only			
File Number		MCPB Hearing Date	
Date Received			

Plan Name: Park Potomac

Plan No. 320190020

This is a request for extension of:

☐ Project Plan

☐ Preliminary Plan

☒ Sketch Plan

☐ Site Plan

The Plan is tentatively scheduled for a Planning Board public hearing on: 1/31/19

The Planning Director may postpone the public hearing for up to 30 days without Planning Board approval. Extensions beyond 30 days require approval from the Planning Board.

Person requesting the extension:

☐ Owner, ☒ Owner's Representative, ☐ Staff (check applicable.)

Kofi Meroe

Fortune Parc Development Partners, LLC

Name

Affiliation/Organization

12435 Park Potomac Avenue, Suite 200

Street Address

Potomac

MD

20854

City

State

Zip Code

(240) 499-9695

kmeroe@foulgerpratt.com

Telephone Number

ext.

Fax Number

E-mail

We are requesting an extension for 1 months until 2/28/19

Describe the nature of the extension request. Provide a separate sheet if necessary.

Applicant is requesting an extension request to address and resolve comments provided for the November 20, 2018 DRC meeting.

Signature of Person Requesting the Extension
Fortune Parc Development Partners, LLC

By:

Signature

[Handwritten Signature]
Responsible Party

Date

12/17/18

Extension Review

Planning Director Review for Extensions 30 days or less

I, the Planning Director, or Director's designee, have the ability to grant extensions of the Planning Board public hearing date of up to 30 days and approve an extension of the Planning Board public hearing date from 1/31/19 until 2/28/19.

Gwen Nught
Signature

1/31/19
Date

Planning Board Review for Extensions greater than 30 days

The Montgomery County Planning Board reviewed the extension request on _____ and approved an extension for more than 30 days of the Planning Board public hearing date from _____ until _____.

LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW

February 11, 2019

Barbara A. Sears
bsears@linowes-law.com
301.961.5157

Ms. Gwen Wright
Director, Planning Department
Montgomery County Planning Dept.
Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Park Potomac – Sketch Plan Application 320190020

Dear Ms. Wright:

Attached please find a completed Regulatory Review Extension Request for Sketch Plan Application 320190020 for 120 days, or until June 20, 2019. The Sketch Plan is tentatively scheduled for Planning Board hearing on February 28, 2019. As a result of comments and suggestions received at the DRC meeting and several follow-up meetings with Staff on the Sketch Plan, the Applicant is requesting more time to complete its resubmission to Staff.

For example, one of the comments received requested new traffic counts to be taken. However, Applicant's transportation consultant has been delayed in taking these counts as a result of the Government shutdown. Other questions raised by Staff regarding, for example, public use space and internal road design, require work and coordination with consultants that we anticipate will take additional time and coordination with Staff.

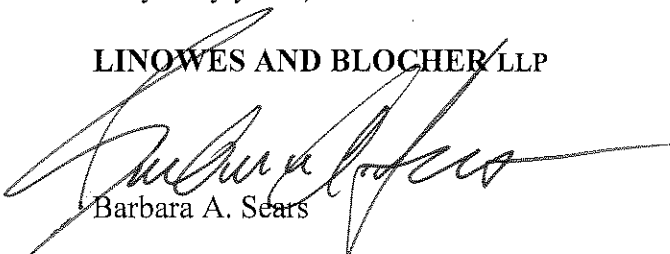
Because this application requests an extension beyond 30 days, we request that the application for extension be presented to the Planning Board. However, we request that the Application be scheduled for a hearing as early within this second extension period as feasible.

Ms. Gwen Wright
February 11, 2019
Page 2

Thank you for your attention to this matter. Should you require any further information, please contact me.

Very truly yours,

LINOWES AND BLOCHER LLP



Barbara A. Sears

cc: Sandra Pereira
Benjamin Berbert
Paul Mortensen
Kofi Meroe
Josh Etter
Sylke Knuppel
Joshua Sloan



Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission

Page 1 of 2

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

www.montgomeryplanning.org

Effective: February 6, 2019

Phone 301.495.4550
Fax 301.495.1306

REGULATORY REVIEW EXTENSION REQUEST

☐ Request #1

☒ Request #2

File Number		MCPB Hearing Date	
Date Received			

Plan Name: Park Potomac

Plan No. 320190020

This is a request for extension of:

☐ Project Plan
☐ Preliminary Plan

☒ Sketch Plan
☐ Site Plan

The Plan is tentatively scheduled for a Planning Board public hearing on: 02/28/2019

The Planning Director may postpone the public hearing for up to 30 days without Planning Board approval. Extensions beyond 30 days require approval from the Planning Board.

Person requesting the extension:

☐ Owner, ☒ Owner's Representative, ☐ Staff (check applicable.)

Kofi Meroe

Fortune Parc Development Partners, LLC

Name

Affiliation/Organization

12435 Park Potomac Avenue, Suite 200

Street Address

Potomac

MD



20854

City

State

Zip Code

(240) 499-9695

kmeroe@foulgerpratt.com

Telephone Number

Fax Number

E-mail

We are requesting an extension for 4 months until 06/20/2019

Describe the nature of the extension request. Provide a separate sheet if necessary.

Applicant is requesting an extension request to address and resolve comments provided for the November 20, 2018 DRC meeting. Because Applicant's response involves traffic counts, Applicant has been delayed by the Government shutdown. Other comments require consultation with consultants and preparation of resubmission materials. Please see attached letter. Thank you.

Signature of Person Requesting the Extension

Fortune Parc Development Partners, LLC

Signature

Date

2/11/2019

Extension Review

Planning Director Review for Extensions 30 days or less

I, the Planning Director, or Director's designee, have the ability to grant extensions of the Planning Board public hearing date of up to 30 days and approve an extension of the Planning Board public hearing date from _____ until _____.

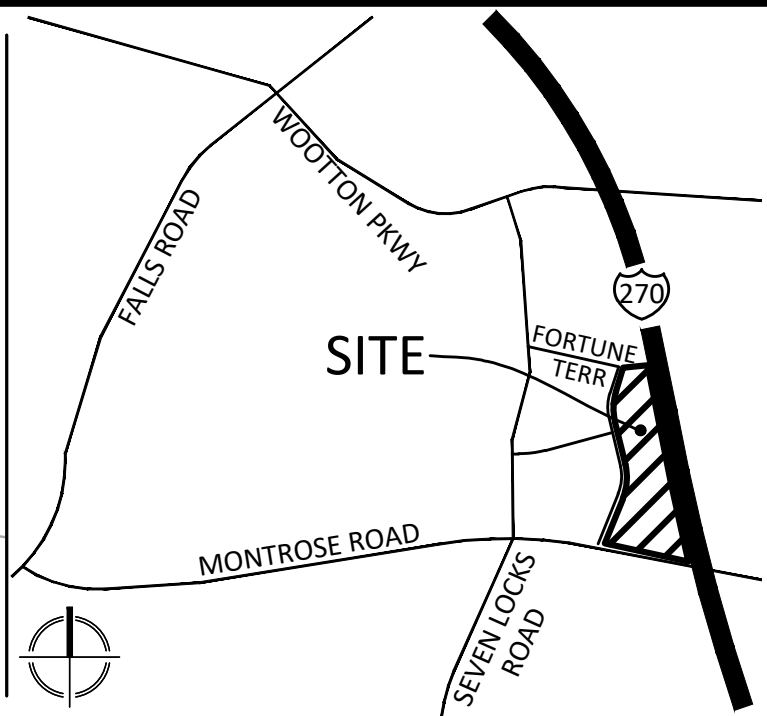
Signature

Date

Planning Board Review for Extensions greater than 30 days

The Montgomery County Planning Board reviewed the extension request on _____ and approved an extension for more than 30 days of the Planning Board public hearing date from _____ until _____.

Attachment B



VICINITY MAP
SCALE: 1" = 2000'



ENGINEERS PLANNERS
LANDSCAPE ARCHITECTS SURVEYORS
VIKA MARYLAND, LLC
20251 CENTURY BOULEVARD SUITE 400
GERMANTOWN, MARYLAND 20874
PHONE: (301) 916-4100
FAX: (301) 916-2262
GERMANTOWN, MD. TYSONS, VA.

PREPARED FOR:
FORTUNE PARC
DEVELOPMENT
PARTNERS, LLC
12435 PARK POTOMAC AVENUE
SUITE 200
POTOMAC, MD 20854
240.499.9600
BRIGG BUNKER

DESIGN CONSULTANTS
PLANNER, CIVIL ENGINEER
VIKA MARYLAND, LLC
20251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD 20874
301.916.4100
JEFF ANATEAU

ARCHITECT
WDG ARCHITECTURE
1025 CONNECTICUT AVENUE NW
SUITE 300
WASHINGTON, DC 20036
202.530.1387
SEAN STADLER

LANDSCAPE ARCHITECT
OCULUS
2400 11TH STREET NW
SUITE 201
WASHINGTON, DC 20009
202.588.5414
CHRISTIE CIABOTTI

REVISIONS	DATE
INITIAL SUBMISSION	10/4/2018
REVISED	3/26/2019
REVISED	4/30/2019

PROFESSIONAL SEAL

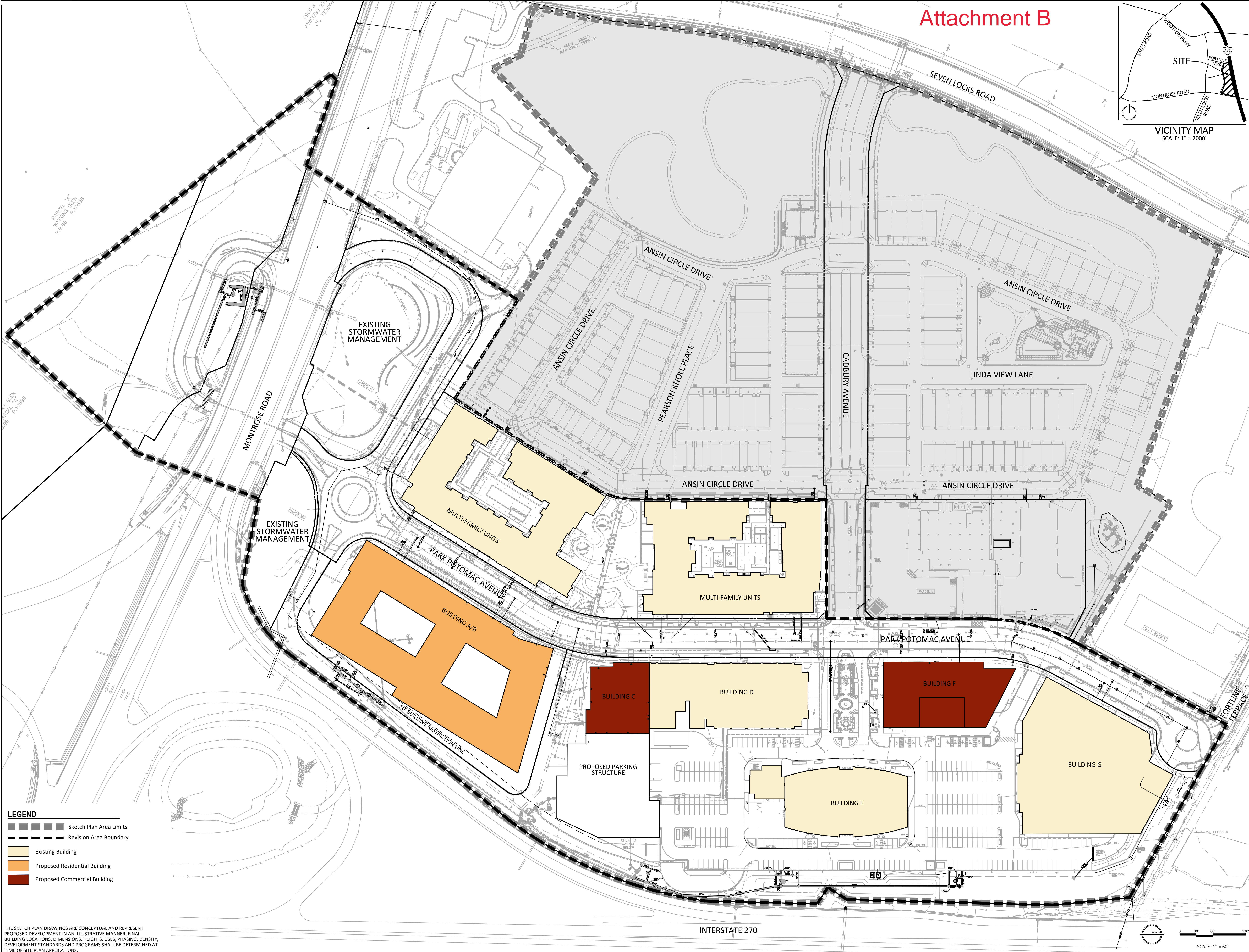
PARK
POTOMAC
4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 216NW07 & 08
TAX MAP: GQ123 & 343

SKETCH
PLAN

DRAWN BY: _____
DESIGNED BY: _____
DATE ISSUED: _____
VIKA PROJECT VM6601

SHEET NO. SK-100

320190020



- LEGEND**
- Sketch Plan Area Limits
 - Revision Area Boundary
 - Existing Building
 - Proposed Residential Building
 - Proposed Commercial Building

THE SKETCH PLAN DRAWINGS ARE CONCEPTUAL AND REPRESENT PROPOSED DEVELOPMENT IN AN ILLUSTRATIVE MANNER. FINAL BUILDING LOCATIONS, DIMENSIONS, HEIGHTS, USES, PHASING, DENSITY, DEVELOPMENT STANDARDS AND PROGRAMS SHALL BE DETERMINED AT TIME OF SITE PLAN APPLICATIONS.

LAYOUT: SKETCH PLAN SK-100, Plotted By: cohen

Attachment C

Previous Approvals

Application	Approval Date	Brief Description
Preliminary Plan No. 120030290	Presented: July 3, 2003 (mailed July 25, 2003)	Approved the abandonment of an unimproved Public Right-of-Way, maximum 835,000 square feet of general office space, maximum 30,000 square feet of general retail, 15,000 square feet of restaurant or an equivalent increase in general office and/or retail uses (based on peak hour trips for the restaurant use), 450 garden apartment units, and 150 one-family attached units on 54.9 acres of land zoned I-3 and O-M
Preliminary Plan Amendment 12003029A	Presented: June 21, 2007 (mailed April 30, 2008)	150 townhouse units, 450 High-rise apartment units, 145,000 square feet of general retail use, 570,000 square feet of general office use, 156 guest rooms for a hotel on 59.84 acres of land zoned I-3 and O-M.
Site Plan No. 820040150	Presented: March 18, 2004 (mailed March 19, 2004)	450 multi-family dwelling units (including 61 MPDUs), 820,000 square feet of office use, 30,000 square feet of retail use on 20.28 acres of land zoned I-3. Parking and building setback waivers were also approved (specifically between stations 541+01.93 to 541+55.95).
Site Plan No. 82004015A	Presented: May 4, 2006 (mailed January 12, 2007)	Approved the substitution of two 4-story apartment buildings with one 10-story and one 8-story condominium buildings in approximately the same locations. The maximum building height is 100 feet with a total of 450 multi-family dwellings (including 61 MPDUs). Parking configuration and tabulations were changed to include below grade parking (Increased parking by 151 spaces).
Site Plan No. 82004015B	Presented: June 21, 2007 (mailed September 19, 2007)	Modifications to the allowable density of retail use in the multifamily Buildings 1, 2, 3, 4, 5, 6 at the ground-floor. Reductions to the amount of allowable density within the mixed-use Buildings A, B and D. Increase to the amount of allowable density (max 115,000 sf. of restaurant/ retail uses) within the mixed-use building C, E, and F, which includes a grocery store (46,026 sf.) and reduce the max gross floor area of retail for mixed-use Building G. Redesign of public plaza, pedestrian access and streetscape. Add a roadway connection from Montrose Rd (east-

Application	Approval Date	Brief Description
		bound) thru the existing tunnel to Park Potomac Ave. Extension of median on Cadbury Ave.
Administrative Site Plan No. 82004015C	Approved March 6, 2008	Widen steps from the sidewalk to the public plaza; add SWM intake grates, and modifications to the landscape plan.
Administrative Site Plan No. 82004015D	Approved June 16, 2008	Redesign the main entrance of Buildings 1 and 2, the roundabout on Park Potomac Ave., revise the SWM, eliminate 5 parking spaces and modify the landscape planting at Building E.
Administrative Site Plan No. 82004015E	Approved July 28, 2009	Minor site adjustments to building heights (Building 1 and 2), grades for SWM pond, street lighting locations, bollard locations at the plaza (near Building E), surface parking layout (Building G), planters (Building E and G), and lighting photometrics. Revisions to plaza layout and the addition of a “zone of influence” for the condominiums and commercial buildings.
Limited Site Plan No. 82004015F	Presented: October 8, 2009 (mailed October 26, 2009)	Addition of roadway connection from Park Potomac Avenue to Fortune Terrace, wrought-iron fence around the pool pump room. Relocation of bike racks. Adjustments to the brick paver lead walks and landscape for Condo Building #1.
Administrative Site Plan No. 82004015G	Approved October 14, 2010	Adjustments to the outdoor seating areas at Building E and G. Addition of sidewalk ramp at the Clubhouse in Condo Building #1. Reallocation of retail/restaurant uses. Deletion of decorative walls.
Administrative Site Plan No. 82004015H	Approved January 13, 2012	Reallocation of office and retail uses, and addition of outdoor seating area for Building E. Adjustments to site tabulations.
Limited Site Plan No. 82004015I	Presented (July 26, 2012) (mailed September 12, 2012)	Modifications to the building heights, footprint and unit-mix within Buildings 3, 4, 5 and 6. The unit-mix changed the overall parking tabulations. A portion of the median on Cadbury Avenue was deleted from the Site Plan. The Lighting and Landscape Plans were also revised on Parcels KK and LL.

Application	Approval Date	Brief Description
Administrative Site Plan No. 82004015J	Approved August 2, 2013	Installation of generators and associated concrete pads; modifications to the circulation system within the central garden area; addition of outdoor seating areas; addition of lifeguard station to the amenity plaza of Buildings 5 and 6; deletion of retaining walls; and revision to the Landscape Plan.
Consent Site Plan No. 82004015K	Presented May 25, 2014 Approved June 3, 2014	Enlarge GFA of Building D by 13,000 sq ft and reduce GFA of Building B by 13,000 sq ft. Increase parking by 29 spaces, and minor modifications to landscape elements.
Administrative Site Plan No. 82004015L	Approved August 28, 2015	Increase GFA of Building A by 20,835 (+22,000 office, -1,165 retail), and decrease GFA of Building C by 20,835 (-22,000 office, + 1,165 retail), and slight adjustment to the building footprint for Building C.
Amendment 82004015M	Withdrawn	Approve a temporary parking plan in front of Building F that would allow areas shown as handicap parking to remain general parking up to and until Building F was completed.
Amendment 82004015N	Approved June 3, 2018	Transfer 3,500 square feet from building F to building E to expand the Founding Farmers restaurant, and associated modifications to circulation and parking.

REVISED JUSTIFICATION STATEMENT FOR SKETCH PLAN NO. 320190020

Sketch Plan Justification for Park Potomac

I. INTRODUCTION

Owner and Applicant, Fortune Park Development Partners, LLC (“Applicant”), by its attorneys, Linowes and Blocher LLP, submits this Sketch Plan Justification Statement to demonstrate conformance of the proposed development with all applicable review requirements and criteria. The tract consists of an area containing approximately 54.841 acres (2,388,868 square feet) for the purposes of determining density and is more particularly known as Parcels A, B, C, D, E, F, H, L, X, Z, AA, BB, CC, DD, EE, FF, GG, HH, II, JJ, KK, LL, MM, NN, Lots 1-150, Block “H,” Wheel of Fortune Subdivision, together with associated land owned by Applicant and dedicated to public use as shown on Tax Maps GQ 123 and 343 (the “Tract”), while the sketch plan application only seeks revisions to Parcels H, L, X, CC, DD, EE, FF, GG, HH, II, JJ, KK, LL, MM, and NN, Block “H” (the “Subject Property”). The Subject Property is a mixed-use community, and includes a grocery store, office buildings, multi-family condominiums and rental apartments, parking facilities, roadways, and open areas. It is currently zoned CRT-1.25 C-0.5 R-0.75 H-100 T and is subject to the recommendations of the Potomac Subregion Master Plan approved by the Montgomery County Council (sitting as the District Council) in March 2002 and adopted by the Maryland-National Capital Park and Planning Commission in April 2002.

Pursuant to the applicable provisions of Chapter 59 of the Montgomery County Zoning Ordinance (the “Zoning Ordinance”), and as discussed in greater detail below, Applicant submits this sketch plan application (the “Application”) for the overall development of the Tract (including the Subject Property) with 2,986,085 square feet of development consisting with up to 1,791,651 square feet of residential uses and up to 1,194,434 square feet of commercial uses, with maximum

building heights of 100 feet, structured parking, and associated public benefits to support incentive density (the “Project”).¹ The Application is intended to advance the success of the existing Park Potomac development with modifications to the mixed-use, walkable, and compact development, including additional Moderately Priced Dwelling Units (“MPDUs”) for residential development in excess of previously approved development. The proposed Project will promote the efficient use of land near existing transportation infrastructure and provide new housing and employment opportunities where such development can be served. The Project also advances the Potomac Subregion Master Plan’s vision of infill development with a variety of uses. Applicant respectfully requests that the Planning Board grant approval of the requested sketch plan Application, which utilizes the optional method of development in the CRT zone to achieve incentive density through the provision of public benefits.

II. BACKGROUND

A. Approval and Development of Park Potomac

The Park Potomac community is located at the northeast quadrant of the intersection of Montrose Road and Seven Locks Road. Park Potomac is bounded by Interstate 270 to the east, Montrose Road to the south, Seven Locks Road to the west, and the Seven Locks Shopping Center and Fortune Terrace to the north. In the vicinity of Park Potomac is the Potomac Woods Park, the Potomac Woods East neighborhood (within the City of Rockville), the Willerburn Acres neighborhood, and nearby office buildings. RideOn service is provided on the Subject Property via Route 47 between Bethesda and Rockville. Park Potomac currently contains 150 townhouses,

¹ As discussed in greater detail below, the preliminary plan of subdivision and associated 1,725 trip generation rate currently in effect for the Subject Property would permit up to 1,786,651 square feet of residential uses, up to 669,628 square feet of commercial uses, for a cumulative density of up to 2,359,079 square feet.

four multi-family buildings (both condominiums and rental) with ground floor commercial uses, two office buildings with ground floor commercial uses (Building D and Building E), a building containing a grocery and other commercial uses (Building G), open spaces, a grid network of streets, surface and structured parking facilities, and other associated amenities.

Park Potomac was approved under the previous optional method of development under I-3 zoning. Specifically, in 2003 and 2004, the Montgomery County Planning Board (the “Planning Board”) approved Preliminary Plan No. 120030290, Site Plan No. 820040120, and Site Plan No. 820040150 for 150 townhouses, 450 multi-family condominiums, 820,000 square feet of office, and 30,000 square feet of retail uses (collectively, the “Park Potomac Approvals”) pursuant to the I-3 optional method of development. The Park Potomac Approvals were subsequently amended several times to, among other things, accommodate the construction of four approved condominium buildings as rental apartment buildings. To date, 150 townhouses, 152 condominium units, 297 rental apartment units, and 389,128 square feet of commercial uses have been constructed at Park Potomac.

B. Comprehensive Revision of Zoning Ordinance and Zoning Map

In 2014, the Montgomery County Council adopted comprehensive revisions to the Zoning Ordinance and zoning map. As a result of these efforts, Park Potomac (including the Subject Property) was rezoned from I-3 to CRT 1.25 C-0.5 R-0.75 H-100 T. Therefore, the current zoning permits the following densities on the Tract:

CRT 1.25 C-0.5 R-0.75 H-100 T Zoning with Tract Area of 2,388,868 square feet	
<u>Commercial density</u>	1,194,434 square feet
<u>Residential density</u>	1,791,651 square feet
<u>Total cumulative density</u>	2,986,085 square feet

C. Remaining Unbuilt Density under Park Potomac Approvals

In contrast with Park Potomac's current CRT zoning, the previous I-3 zoning, as well as the Park Potomac Approvals reviewed under the I-3 optional method, expressed residential density in a number of dwellings (600 units) and not square footage. Amending the development as proposed requires a determination of the remaining residential density available under the Park Potomac Approvals by converting the approved density from dwelling units to square footage consistent with existing CRT zoning. This is achieved by calculating the square footage of the existing townhomes and approved condominiums based on average unit size. This calculation further recognizes that converting the unbuilt portion of condominium approvals to rental apartments resulted in less square footage than originally approved:

- Average size of constructed townhouses (3,840 sq. ft.) x 150: 576,000 sq. ft.
- Average size of constructed condominiums (2,244 sq. ft.) x 450: 1,009,800 sq. ft.
- **Approved (expressed in square feet): 1,585,800 sq. ft.**

Identifying the remaining amount of residential density under the Park Potomac Approvals, therefore, is achieved by subtracting the square footage of the constructed 150 townhouses, 152 condominiums, and 297 apartments from the approved residential density of 1,585,800 square feet:

- 1,585,800 sq. ft. – 579,840 sq. ft. of townhouses – 341,161 square feet of condominiums – 383,277 sq. ft. of apartments = **281,522 residential square feet** approved but not used when 297 condominium units were built as rental units

Computing the remaining amount of commercial density under the Park Potomac Approvals is identified by subtracting the amount of constructed commercial uses from the amount of approved commercial uses:

- 850,000 sq. ft. of commercial square feet under the Park Potomac Approvals less 389,128 sq. ft. of constructed commercial square feet = **460,872 commercial square feet** remaining to be used

Thus, the amount of remaining approved density under the Park Potomac Approvals is determined by adding the unbuilt residential square footage with the commercial square footage:

- 281,522 square feet of remaining residential density + 460,872 square feet of commercial residential density = **742,394 square feet of combined density** approved but unused

D. Calculation of Project Density

As discussed in the next section below, the Project proposes modifications to the Park Potomac Approvals resulting in three modified structures on the Subject Property (proposed Building A/B, Building C, and Building F) with a mix of residential and commercial uses, as well as a new structured parking facility. As noted above, because of the nature of these proposed modifications and the 2014 rezoning to CRT, a sketch plan approval is required before an amended site plan is filed. In order to maintain necessary flexibility for responding to market conditions and comply with the existing APFO approved trip cap of 1,725 trips (the “Trip Cap”), Applicant has analyzed four development scenarios with different mixes of residential and commercial development uses. Each scenario adheres to the Trip cap by utilizing the 281,522 square feet of unused residential density discussed above, shifting a portion of the unused commercial density from the Park Potomac Approvals to residential uses, and utilizes some of the remaining unused commercial density from the Park Potomac Approvals for additional commercial uses. Applicant presents two of these four scenarios below:

Residential Scenario <ul style="list-style-type: none"> • Building A/B and Building F with Residential Uses and Ground Floor Retail • Building C with Commercial Uses 			
	Constructed	Proposed Buildings A/B, C, and F	Project Total
<u>Residential</u>	1,304,278 sq. ft.	482,373 sq. ft. <ul style="list-style-type: none"> • Uses 281,522 square feet of unused residential density and shifts 200,851 sq. ft. of unused commercial density to residential use 	1,786,651 sq. ft. (0.75 FAR)
<u>Commercial</u>	389,128 sq. ft.	183,300 sq. ft. <ul style="list-style-type: none"> • Uses 183,300 sq. ft. of unused commercial density 	572,428 sq. ft. (0.24 FAR)
<u>Cumulative</u>	1,693,406 sq. ft.	665,673 sq. ft.	2,359,079 sq. ft. (0.99 FAR)

Commercial Scenario <ul style="list-style-type: none"> • Building C and Building F with Commercial Uses • Building A/B with Residential Uses and Ground Floor Retail 			
	Constructed	Proposed Buildings A/B, C, and F	Project Total
<u>Residential</u>	1,304,278 sq. ft.	352,373 sq. ft. <ul style="list-style-type: none"> • Uses 281,522 square feet of unused residential density and shifts 70,851 sq. ft. of unused commercial density to residential use 	1,656,651 sq. ft. (0.69 FAR)
<u>Commercial</u>	389,128 sq. ft.	280,500 sq. ft. <ul style="list-style-type: none"> • Uses 280,500 sq. ft. of unused commercial density 	669,628 sq. ft. (0.28 FAR)
<u>Cumulative</u>	1,693,406 sq. ft.	632,873 sq. ft.	2,326,279 sq. ft. (0.97 FAR)

The Application requests approval of the maximum densities allowed in the CRT zone for purposes of Sketch Plan approval. However, as explained, this density mix would not be supported by the agreed Trip Cap. As shown below, as well as in the previously submitted traffic statement, the Residential Scenario and Commercial Scenario comply with the Trip Cap:

Residential Scenario						
<ul style="list-style-type: none"> • Building A/B and Building F with Residential Uses and Ground Floor Retail • Building C with Commercial Uses 						
	AM In	AM Out	Total	PM In	PM Out	Total
New Proposed Trips	250	188	438	279	323	602
Existing Trips (Jan. 29-31, 2019)	320	357	677	402	394	796
Grand Total (Proposed + Existing)	570	545	1115	681	717	1398
Trip Cap	1009	415	1424	640	1085	1725
Difference (Trip Cap – Grand Total)	439	-130	309	-41	368	327

Commercial Scenario						
<ul style="list-style-type: none"> • Building C and Building F with Commercial Uses • Building A/B with Residential Uses and Ground Floor Retail 						
	AM In	AM Out	Total	PM In	PM Out	Total
New Proposed Trips	355	174	509	229	373	502
Existing Trips (Jan. 29-31, 2019)	320	357	677	402	394	796
Grand Total (Proposed + Existing)	655	531	1186	631	767	1398
Trip Cap	1009	415	1424	640	1085	1725
Difference (Trip Cap – Grand Total)	354	-116	238	9	318	327

The Applicant has provided the Residential Scenario and Commercial Scenario to show how the Trip Cap would be respected, while reserving the right to proceed under the other two analyzed scenarios that also comply with the Trip Cap limit.

III. NARRATIVE DESCRIPTION OF SKETCH PLAN

Applicant's Project as illustrated in the sketch plan proposes redeveloping the Subject Property with three modified structures (Building A/B, Building C, and Building F replacing Buildings A, B, C and F as currently shown in the Park Potomac Approvals) up to 100 feet in height along the central spine of Park Potomac Avenue to complement the existing mix of uses and buildings at Park Potomac on the Subject Property, which comprise two multi-family apartment structures, two office buildings with ground floor restaurants and retail in Building D and Building E, and a grocery with other retail in Building G. Building A/B is anticipated to contain multi-family residential uses with ground floor retail, while Building C and Building F are expected to contain non-residential uses with ground floor retail. The square footages of the Project's proposed development for Sketch Plan approval and in each of the two scenarios listed above utilize varying amounts of unused density from the Park Potomac Approvals, adhere to the FAR limits of the Subject Property's current CRT-1.25 C-0.25 R-0.75 H-100 T zoning and, in the instance of the Residential and Commercial Scenarios, comply with the Trip Cap set in the Park Potomac Approvals. The Project also includes a structured parking facility behind proposed Building C as originally contemplated.

As shown on the Open Space drawing submitted with the Application, the Project incorporates 10% of the identified site area as open space because the Tract equals to or exceeds six acres. *See* § 59.4.5.4.B.1.a of the Zoning Ordinance. Setbacks and building form standards will be established by the site plan approval process. *See* § 59.4.5.4.B.3&4 of the Zoning Ordinance.

Each of the three modified structures will engage Park Potomac Avenue, which serves as the main street of the Park Potomac neighborhood. Building A/B, Building C, and Building F will

be placed close to the roadway, are expected to contain ground floor uses with significant amounts of transparency and highly visible entrances, and will incorporate sidewalks and attractive landscaping to promote pedestrian activity, facilitate interactions, and create a sense of community. The Project's new structures are also intentionally designed with massing that blends in with the existing built environment through similar build-to lines, a continuous street wall, and comparable building heights with sufficient separation. Applicant's Project also includes open spaces around proposed Building A/B, Building C, and Building F with varied landscaping and amenities to accompany and connect with the existing plazas between the multi-family structures and at Park Potomac Avenue's intersection with Cadbury Avenue. This system of open areas accommodates passive and active recreation, and serves as a welcoming and enlivened gathering place for residents, employees, and visitors.

The Application also depicts that the Project includes significant environmental site design ("ESD") facilities implemented to the maximum extent practicable pursuant to State and County law. These ESD facilities will include green roof and micro-biofilters. In addition, pretreatment for the road surfaces will be provided using on-site "Hydrodynamic Separator (HS)" systems (Vortsentry) produced by Contech Stormwater Solutions, Inc. or approved equal. There is an existing State Highway Administration ("SHA") pond at the southeast corner of the subject property that was retrofitted in 2004 to provide quantity control for the entire future development of Park Potomac. Because the existing SHA pond provides quantity control for the proposed development of Buildings A/B, C, and F, the proposed ESD facilities for these buildings will be designed to treat the first inch of runoff from the impervious portion of their drainage area. Once the 1" water quality volume is achieved, additional flow will bypass the water quality structure via flow splitters and proceed into the existing SHA pond.

As shown on the materials submitted with the Application, the Project integrates efficient circulation patterns by using and enhancing Park Potomac's existing grid network of streets and sidewalks. The Project's current and proposed structures are all located along Park Potomac Avenue, which serves as the central north/south thoroughfare of the Park Potomac neighborhood by linking Montrose Road, Cadbury Avenue, and Fortune Terrace while providing convenient direct vehicular access to Interstate 270. Both Cadbury Avenue and Fortune Terrace offer separate signalized intersections with Seven Locks Road, which is an arterial road that connects important roadways in the area, such as Wootton Parkway, Montrose Road, Tuckerman Lane, and Democracy Boulevard. Additionally, the Project will maintain the existing private access drive behind future Building A/B, which parallels Park Potomac Avenue and will afford additional access to existing and proposed structured parking facilities and service needs. The Project also accommodates efficient pedestrian and bicycle circulation with wide sidewalks, landscaped areas, and street furniture to create safe connections between Park Potomac's residences, offices, retail space, grocery, services, open areas, and RideOn bus stops.

In order to achieve incentive density in the CRT zone, the Project provides a number of public benefits that are summarized in the proposed public benefits matrix included in the Application. Based on the Subject Property's zone, tract size, and maximum density, the Project seeks a minimum of 50 public benefit points in three public benefit categories. The current evaluation of the proposed benefits would yield a total of 63.02 points; however, as plans are refined, a minimum of 50 benefit points in three categories must be maintained. Specifically, the Application proposes achieving ten points for Minimum Parking in the Connectivity and Mobility category, ten points for Architectural Elevations related to one of the new proposed structures, ten points for Exceptional Design (to be met as discussed in greater detail below), ten points for Public

Art, and 18.02 points for Structured Parking in the Quality Building and Site Design category, and five points for Cool Roof in the Protection and Enhancement of the Natural Environment category.

As a sketch plan, all drawings submitted with the Application are conceptual and represent proposed development in an illustrative manner. Final building locations, dimensions, heights, uses, materials, phasing, density, development standards, parking, and programs will be determined at the time of site plan. A minimum of 50 public benefit points in the categories listed will be provided.

IV. COMPLIANCE WITH SECTION 59.7.3.3.E OF THE ZONING ORDINANCE

Section 59.7.3.2.E of the Zoning Ordinance provides the findings that the Planning Board must make before approving a sketch plan application. The following is an analysis of how the Application satisfies these findings:

1. meet the objectives, general requirements, and standards of this Chapter;

Applicant's proposed sketch plan for the Project satisfies the objectives, general requirements, and standards of the CRT zone. Under the Zoning Ordinance, the intent of the Commercial/Residential family of zones is to: 1) implement the recommendations of applicable master plans; 2) target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses; 3) encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street; 4) allow a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods; 5) integrate an appropriate balance of housing opportunities; and 6) standardize

optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.

These objectives are met in numerous ways. As discussed in the next subsection, the Project will substantially comply with and further the recommendations of the Potomac Subregion Master Plan. Additionally, the Project realizes the Property's full infill potential by continuing the transformation of a site proximate to regional roadways site and served by enhanced RideOn service and a shuttle program with mixed-use, compact, and walkable development. The Project also integrates additional housing (including MPDUs), commercial uses, structured parking and open spaces with existing residences, offices, restaurants, retail, parking facilities, and gathering areas to advance a live-work lifestyle, promote the efficient use of land near existing transportation infrastructure, and foster a vibrant and complete neighborhood.

The Project's existing and proposed uses, structures, and densities are also compatible with adjoining neighborhoods through locating residences with lower building heights near existing residential subdivisions, siting buildings with taller building heights and structured parking closer to Interstate 270, and providing ground floor retail and restaurants to activate Park Potomac Avenue. Applicant's Project also achieves an appropriate balance of jobs and housing by placing new residences, retail, and employment opportunities near existing employers and professional services. Lastly, as discussed in detail below, the Project supports incentive density by incorporating desirable public benefits such as minimum parking, exceptional design, public art, and cool roofs.

2. *substantially conform with the recommendations of the applicable master plan;*

The Project is in substantial conformance with the Potomac Subregion Master Plan, which identifies a 50.91 acre site (including the area of the Subject Property) as “Fortune Parc.” Potomac Subregion Master Plan, pg. 49.

However, since the approval of the original master plan, there have been numerous changes in the demand and supply for new development in the region that Applicant is attempting to satisfy while securing the continued growth and sustainability of the Park Potomac community. One such consideration is the observation that the region has seen a reduction in the demand for traditional commercial office space in lieu of alternative working spaces. In response to this market trend, Applicant is proposing a reduction in planned office space in lieu of more retail offerings. Additionally, the sub-market has seen an increase in companies relocating and making long term investments in the region, increasing the demand for quality housing along the Interstate 270 corridor. Applicant expects that, by adapting to these changes in the market, Park Potomac will be further activated with a more diverse tax base of residents who are strongly invested in their community.

The Potomac Subregion Master Plan recommends that the allowable density not exceed 850,000 SF and 600 residential units.² However, this is a recommendation based on the then I-3 Optional Method. The Potomac Subregion Master Plan explains that “[t]his plan’s recommendations set density limits consistent with the current I-3 Zone.” Potomac Subregion Master Plan, pg. 49. Under the CRT Zone, the density is controlled by square footage and

² “[T]he 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 TDR program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR.” Potomac Subregion Master Plan, pg. 52.

additional residential development would be permitted. A large amount of the square footage that would be applied to the increase in residential units was anticipated by the original sizing of the condominiums and the rest from a decrease in the originally approved commercial development, evidencing substantial compliance with the Potomac Subregion Master Plan. Other factors such as the residential/commercial percentage ratios and the impact of connection of Park Potomac Drive to Fortune Terrace should be also considered. Mixed-use projects evolve over time, and very often their success is dependent on the ability to respond to change in a positive way. Applicant believes that the changes requested for Park Potomac are in substantial conformance with the Potomac Subregion Master Plan and critical for continued success. For example, the Park Potomac Approvals originally called for a *cul-de-sac* at the terminus of Park Potomac Avenue. This resulted in no connection to Fortune Terrace, which serves the Potomac Woods Plaza. In order to promote a connection to Fortune Terrace, Applicant successfully worked with the owners of Potomac Woods Plaza and the City of Rockville to connect Park Potomac Avenue to Fortune Terrace. Although the City of Rockville had prevented this connection for several years, it was finally persuaded to permit the extension. The Applicant also worked with the owners of Potomac Woods Plaza to provide a well landscaped pedestrian access to the retail center directly from the Park Potomac community. Having this direct vehicular and pedestrian access increases the already diverse commercial availability at Park Potomac by approximately 54,460 square feet. The connections have served to be popular routes for residents who frequently enjoy the retail offering at Potomac Woods Plaza and help to support and balance the additional residential square footage.

Furthermore, the Project is also consistent with the Potomac Subregion Master Plan's land use and design guidelines for the Subject Property. Specifically, the Project's existing and modified buildings and uses align Park Potomac Avenue, which advances the vision of

[c]reat[ing] 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.

Potomac Subregion Master Plan, pg. 52. Consistent with these land use and design guidelines, the Project also locates residential uses with a variety of housing types on the western portion of the Subject Property while siting offices and parking facilities on the site’s east side “between the “Main Street” and I-270 with buildings defining the street and structured parking to the rear.” Potomac Subregion Master Plan, pg. 52-53. Additionally, the Project’s array of residences, offices, and shopping “[c]reates a mixed-use center that provides employment, housing, and retail opportunities configured to minimize environmental impact.” Potomac Subregion Master Plan, pg. 52.

3. *satisfy under Section 7.7.1.b.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;*

This provision is inapplicable as the Property is not subject to the binding elements of any development plan or schematic development plan in effect on October 29, 2014.

4. *under Section 7.7.1.b.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property’s zoning on October 30, 2014;*

This provision is inapplicable as the Property’s zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*

The Project is compatible with existing and pending nearby development. The Project’s residential structures step down in both height and density from multi-family buildings to

townhouses westward from Park Potomac Avenue westward towards Seven Locks Road. *See Potomac Subregion Master Plan, pg. 52.* The Project's existing and proposed commercial buildings and structured parking facilities are appropriately located on the Subject Property between Park Potomac Avenue and Interstate 270. *See Potomac Subregion Master Plan, pg. 53.* The Project's current and future buildings, which incorporate retail frontage, prominent entrances, sidewalks, landscaping, and street furniture, maintain Park Potomac Avenue as the neighborhood's central thoroughfare. *See Potomac Subregion Master Plan, pg. 52.*

As shown in the illustrative renderings included with the Application, the Project's proposed buildings are similar in mass and height to the existing structures on the Subject Property while offering appropriate variation for a visually interesting skyline. The Project has also thoughtfully dispersed a variety of open spaces throughout the Subject Property to offer inviting landscaped areas for gathering, recreation, and reflection. The entire Park Potomac neighborhood achieves external compatibility by using existing vegetation, suitable building setbacks, and adjacent roadways as effective buffers between surrounding development to the south, west, and north of the Subject Property.

6. *provide satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Project provides safe, adequate, and efficient circulation patterns. A redundant grid network of streets with sidewalks provides effective vehicular and pedestrian access to the Project's existing and proposed buildings, as well as to the surrounding roadway network. Consistent with the Potomac Subregion Master Plan, Park Potomac Avenue serves as the Project's central spine by efficiently connecting the Subject Property's development with Interstate 270, Montrose Road, and Fortune Terrace. Both Cadbury Avenue, which intersects with Park Potomac Avenue, and Fortune Terrace conveniently link the Subject Property with signalized intersections

at Seven Locks Road with crosswalks and pedestrian countdown timers. Additionally, the Project maintains a roadway along the Subject Property's southern and eastern boundary behind Building A/B that offers an additional means of access to the current structured parking facilities, as well as a new proposed parking structure behind Building C. The Project also incorporates a new east-west private roadway off of Park Potomac Avenue with sidewalks that will offer enhanced circulation and access to proposed Building A/B, Building C, and the proposed parking structure behind Building C. Connection to a system of wide sidewalks along Park Potomac Avenue, the new street between proposed Building A/B and C, the existing central plaza in front of Building E, and between Building F and Building G will also offer safe pedestrian and bicycle access by easily joining the Project's mix of residential, commercial, and retail uses.

As discussed above, Park Potomac Avenue has now been connected to Fortune Terrace, resulting in enhanced circulation and access to the site. This additional connection better disperses the traffic and provides more retail opportunities and pedestrian connections for the project and those who come and work in its mixed-use environment. Additional bus service to the Montgomery Mall Transit Center has formed part of the Project for many years and, recently, a shuttle system was implemented to serve the Project. The availability of these alternate transit modes will help support the additional residential and commercial uses as they move forward.

The Project is expected to provide the minimum amount of parking facilities for the development within the Subject Property (2,475) that responds to market demand while also promoting non-auto modes of transportation within a compact, walkable, mixed-use community. Additionally, the Project will adhere to the bicycle parking space requirements for number of spaces and percentage of long-term spaces. *See* § 59.6.2.4.C of the Zoning Ordinance. The Project will include off-street loading spaces in accordance with the Zoning Ordinance. *See* § 59.6.2.8.B

of the Zoning Ordinance. The final number and design of vehicle, bicycle, and loading spaces will be determined at the time of site plan.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community; and*

The Project proposes public benefits to support the requested incentive density under the optional method of development in the CRT zone. Generally, the Zoning Ordinance requires optional method of development projects on sites equal to or larger than 10,000 square feet or 1.5 maximum allowed FAR in the CRT zone or higher include a minimum of 50 public benefit points under 3 public benefit categories. *See* § 59.4.5.4.A.2.a of the Zoning Ordinance.

Pursuant to this requirement, the Application seeks to provide the following public benefits in the following categories that may be adjusted at site plan but must provide a minimum of 50 points:

Public Benefit	Incentive Density Points
<u>Connectivity and Mobility</u> <ul style="list-style-type: none"> • Minimum Parking 	Category Total: 10 points <ul style="list-style-type: none"> • 10.0 points
<u>Quality Building and Site Design</u> <ul style="list-style-type: none"> • Architectural Elevations • Exceptional Design • Public Art • Structured Parking 	Category Total: 48.02 points <ul style="list-style-type: none"> • 10.0 points • 10.0 points • 10.0 points • 18.02 points
<u>Protection and Enhancement of the Natural Environment</u> <ul style="list-style-type: none"> • Cool Roof 	Category Total: 5.00 points <ul style="list-style-type: none"> • 5.0 points
Total: 63.02 Public Benefit Points in Three Categories	

Within the Connectivity and Mobility category, the Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines (the “Incentive Density Guidelines”) based on a sliding scale up to 10 points for providing no more than the minimum number of spaces on site. The matrix included in the Application confirms that 10 public benefit points are appropriate as the amount of parking proposed is the minimum number allowed.

Providing minimum parking at Park Potomac is a desirable public benefit given the intent to create a mixed-use center that provides housing, employment, and retail opportunities, offers a balanced plan that advances the efficient use of parking facilities, encourages walking, cycling, and transit use, and ensures convenient access for both residents, employees, and visitors.

Relating to the Quality Building and Site Design category, the Project proposes incorporating architectural elevations for Building C and exceptional design. Applicant anticipates providing innovative solutions through urban inspired infill development that appropriately responds to the surrounding context, creates a sense of place and serves as a landmark, enhances the public realm in a distinct and original manner, introduces materials, forms or building methods unique to the immediate vicinity or applied in a unique way, offers compact development so living, working, and shopping environments are inviting and encouraged, and integrating low-impact development methods into the overall design of the site and building beyond green building or site requirements. structured parking. Through consultation with staff, Applicant proposes to phase exceptional design points by meeting four of the six Incentive Density Guidelines design criteria during the Site Plan review for Building A/B, and Building F, and meeting two of the six design criteria for Building C. Each of the six criteria shall be met at least once through the three phases.

Park Potomac will be distinguished by high quality architecture, a diversity of building styles, and coordination of heights to ensure a distinctive, cohesive, and attractive neighborhood. As the master developer, Applicant can ensure that the design of the public realm and buildings are coordinated to complement each other. Close attention will be given to the design of the ground floor where people will experience the buildings. The streetscaping and landscaping of the sidewalks and hardscape in the public realm are vital to the experience. The buildings have been

located to frame the streets and open spaces, with entrances off of Park Potomac Avenue to help activate the street and engage pedestrians.

Regarding public art, Applicant expects to install public art for review that will achieve aesthetic excellence, ensure an appropriate interaction between the art and the architectural setting in terms of scale, materials, and context, ensure public access and invite public participation, encourage collaboration between the artist and other project designers early in the design phase, offer long-term durability of permanent works through material selection and/or a documented maintenance program, promote a rich variety of arts, including permanent installations, revolving temporary works and event programming, increase public understanding and enjoyment of art through interpretive information and/or programmed events, contribute to a collection of commissioned art that is unique and fosters a positive community identity, and otherwise fulfill greater goals.

Applicant proposes to include a lighting and art installation at the Montrose Road underpass, which serves as one of the main points of ingress and egress into the Park Potomac communities. Although the underpass functionally circulates vehicular and pedestrian traffic through the space, an opportunity exists to create a more inviting space and support a unique sense of place. Applicant intends to transform this gateway into the Park Potomac community with an artistic expression that excites daily visitors and provides a community attraction. The installation will include an amalgamation of colorful painted artwork throughout the underpass with LED-powered lighting fixtures suspended above and around the underpass sidewalks that will illuminate the space 24 hours a day. Applicant expects to work closely with M-NCPPC, MCDPS, and SHA staff to develop a public art concept that when installed will become a piece of pride for the county.

On structured parking, the Incentive Density Guidelines includes a formula for determining public benefit points based on the amount of above-grade parking spaces, below-grade parking spaces, and total number of parking spaces. As shown in the matrix, applying this formula to the Project results in 18.02 public benefit points. Providing parking in above- and below-grade structures is a desirable amenity at a mixed-use and urban-inspired community like Park Potomac as it maximizes the Subject Property's infill development potential, allows for a more traditional neighborhood design, and improves the pedestrian experience.

Within the Protection and Enhancement of the Natural Environment category, the Project intends to incorporate cool roofs. Specifically, Applicant proposes constructing roof area that is not covered by a vegetated roof with a minimum solar reflectance index (SRI) of 75 for roofs with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12. The Incentive Density Guidelines permits up to 10 points for cool roofs and Applicant is requesting five points. Cool roofs enhance environmental sustainability, reduce energy costs, and promote state-of-the-art building design.

8. *establish a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

Applicant proposes constructing the Project, including the proposed structures, uses, rights-of-way, sidewalks, and any dedications, in at least one or more phases, with Phase I expected to include Building C, Phase II anticipated to include Building A/B, and Phase III envisioned to contain Building F. These phases may be sequenced in any order or combined. Applicant will file one or more site plan applications for the Project after the Application for sketch plan is approved.

The materials submitted with the Application also includes the proposed summary of public benefit phasing, which may be adjusted at the time of site plan:

		Bldg A/B Phase 1	Bldg C Phase 2	Bldg F Phase 3	Total
Phased Public Benefits Summary		Proposed Phasing			
59.4.7.3.C: Connectivity and Mobility	10				
(2) Minimum Parking	10	3	4	3	10
59.4.7.3.E: Quality Building and Site Design	48.02				
(1) Architectural Elevations	10	-	10.0	-	10.0
(2) Exceptional Design	10	5.0		5.0	10.0
(5) Public Art	10	-	-	10.0	10.0
(6) Structured Parking	18.02	6.0	6.01	6.01	18.02
59.4.7.3.F: Protection and Enhancement of the Natural Environment	5				
	5	1.65	1.65	1.70	5.00
Total		15.65	21.66	25.71	63.02

V. CONCLUSION

Applicant respectfully requests that the Planning Board grant approval of the Application for sketch plan, including use of the optional method of development in the CRT zone to support incentive density through the provision of public benefits. As explained above and shown in the plans submitted with the Application, the Project satisfies the findings that the Planning Board must make to approve a sketch plan under Section 59.7.3.3.E of the Zoning Ordinance.

Respectfully submitted,

LINOWES AND BLOCHER LLP

By: _____
Barbara A. Sears

By: _____
Phillip A. Hummel

7200 Wisconsin Avenue, Suite 800
Bethesda, Maryland 20814
(301) 961-5157 (Sears)
(301) 961-5149 (Hummel)

Attorneys for Applicants



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdieh
Director

May 30, 2019

Mr. Benjamin Berbert, Planner Coordinator
Area 3 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320190020
Park Potomac

Dear Mr. Berbert:

We have completed our review of the sketch plan uploaded to eplans on May 13, 2019. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on November 20, 2018. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

1. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
2. ***At the preliminary plan stage:***
 - A. Provide vehicle and pedestrian volume counts along Park Potomac Avenue between the northern and southern traffic circles.
 - B. Provide vehicle turning movement counts at the intersection of Park Potomac Avenue and Cadbury Avenue.
 - C. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

- D. Submit storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
 - E. Submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
 - F. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval. In addition, submit a completed, executed Sight Distance Evaluation certification for the proposed crosswalk on Park Potomac Avenue between Building C and the plaza between the existing multi-family unit buildings.
 - G. Coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Mr. Miller can be contacted at 240-777-5836 or wayne.miller2@montgomerycountymd.gov.
 - H. Submit a Traffic Impact Study (TIS), if required by Planning.
3. Coordinate with Ms. Beth Dennard (beth.dennard@montgomerycountymd.gov or 240-777-8384) of MCDOT – Commuter Services Section regarding the following TDM comments:
- A. Trip Reduction Agreement:

After Sketch Plan approval and before an amended site plan is filed, the Applicant must contact MCDOT Commuter Services to discuss an Amendment to the Trip Reduction Agreement executed in 2008. The 2008 TMAg required the Applicant to provide a trip reduction program to reduce peak-hour trips by six percent to and from the Project. An Amendment to Trip Reduction Agreement (related to Site Plan Amendment 82004015A and 82004015B) was drafted in 2016 to substitute Applicant support for a mobile commuter store for bus shelters and other TDM provisions. Because the site plan amendment application to be filed will not go to DRC, CSS recommends that the 2016 draft Amendment be jointly reviewed by the Applicant, MCDOT and MNCPPC to determine revisions needed per the approved sketch plan scenario.
 - B. Parking:
 - i. Minimize Parking: Commuter Services supports the award of 10 points for Minimum Parking. No more than the minimum number of parking spaces required should be provided. Regarding public parking, supports the provision of less than the maximum number of parking spaces allowed in the zone and the

minimum amount of parking facilities for the development. The availability of enhanced bus service to the Montgomery Mall Transit Center and the shuttle system that serves the Project help reduce the need for parking and support residential, commercial and retail uses.

- ii. Carpool/ Vanpool Parking for On-Site Employees: Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots to encourage employees on-site to car/vanpool.
- iii. Car Sharing Parking: Provide adequate number of car sharing vehicle parking spaces in highly visible, preferentially-located spots available to the public.
- iv. Electric Car Charging: Provide two electric car charging stations, or the number required by law, whichever is greater, for each residential building on site.

C. Displays and Communication of TDM Information:

- i. Incorporate display space into commercial lobby(ies) and other high pedestrian activity areas and opportunity for information on each level of parking facilities.
- ii. Provide opportunity and connections for monitors and Real Time Transit Information Signs in lobbies, elevators, and parking facilities. This will enable outreach to building tenants, employees, visitors, etc.
- iii. For hotel and apartment scenarios, provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.

D. Pedestrian and Bike Circulation: Given that Park Potomac Avenue has now been connected to Fortune Terrace, ensure that sidewalks along Park Potomac Avenue facilitate safe pedestrian and bicycle circulation. Additionally:

- i. Provide bike racks in weather protected, highly visible/active locations.
- ii. In any significantly sized office building, provide showers and changing rooms/lockers in any significantly sized office building). These enable larger numbers of employees to bike or walk to work or to/from transit in a variety of weather conditions.
- iii. Provide benches, trash and recycling containers, lighting, and landscaping that is both attractive and enhances safety.

E. Design Guidelines:

- i. Design building frontages/lobbies to provide two-way visibility for shuttles, transit vehicles, as well as taxis and other ride-sharing vehicles.
- ii. Where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate buses, vanpools, and paratransit service, e.g., MetroAccess vans.

Mr. Benjamin Berbert
320190020 Park Potomac
May 31, 2019
Page 4

4. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat. The permit may include, but not necessarily be limited to, the following improvements:
 - A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
 - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
 - C. Underground utility lines.
 - D. Street lights.
 - E. Street trees.
 - F. Permanent monuments and property line markers.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact William Whelan, our Development Review Area Engineer for this project, at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,



Rebecca Torma, Manager
Development Review Team
Office of Transportation Policy

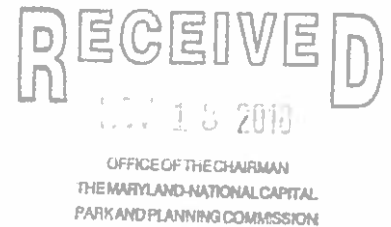
Sharepoint/transportation/development review/Whelan/ 321090020 Park Potomac - MCDOT review letter 053019.docx

cc: Plan letters notebook

cc-e:	Sylke Knuppel	VIKA
	Barbara Sears	Linowes & Blocher
	Sandra Pereira	M-NCP&PC
	Sandra Brecher	MCDOT CSS
	Beth Dennard	MCDOT CSS
	Wayne Miller	MCDOT DTS
	Sam Farhadi	MCDPS RWPR
	Marie LaBaw	MCFRS
	Mark Terry	MCDOT DTEO
	William Whelan	MCDOT OTP

November 4, 2018

Development Application and Regulatory Coordination Division
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760



To The Montgomery County Planning Board

I am writing in regard to the revised development plan for Park Potomac under consideration by the board. I have been a brownstone resident for eleven years and enjoy living in our walkable community. The open space designated as "Bldg. F" greatly contributes to the quality of life that makes Park Potomac such a wonderful place in which to live. As I have watched the community develop and the trees mature, I appreciate this green oasis and what it adds to our cityscape and hope you reconsider and leave the "Bldg. F" are undeveloped, and a public open green space for all to enjoy. The texture and ambience of the community will be negatively impacted if it is developed. With additional landscaping, benches and paths it could become even better. In order to make this economically feasible, allow the developer greater density in the remaining parcels.

Respectfully,

A handwritten signature in cursive script that reads "Clementine McLaughlin".

Clementine McLaughlin
7809 Cadbury Avenue
Potomac, Maryland 20854

QUESTIONS FOR MNCPPC

FOULGER-PRATT SKETCH PLAN

1. Is the Sketch Plan submittal which is labelled Project Number: 320190020 and posted on the DAIC site still under review?
 - a. If yes, what is the status?
 - b. Is the Planning Board required to hold a public hearing prior to Sketch Plan approval?
 - c. What's the earliest that the Sketch Plan might come before the Planning Board?
2. According to the July 31, 2018 [Pre-Submission Community Meeting minutes](#), the Sketch Plan is for 10401 Park Potomac:
 - a. Are any areas other than Buildings A/B, C and F pad sites included in 10401 Park Potomac?
3. Once the Sketch Plan is approved is a Site Plan amendment also required?
 - a. If yes, does this happen concurrently with Sketch Plan approval?
 - b. If not, will the Planning Board hold a separate hearing on the Site Plan amendment?
4. Foulger-Pratt asked the Park Potomac Master Association to approve inclusion of areas labeled on the Sketch Plan as *Not Part of this Application*.
 - a. Why would this be necessary?
 - b. What rights would be lost or what other effects would this have on the *Not Part of this Application* areas?
 - c. Specifically, do the current trip count calculations and/or density calculations use any portion of the excess allowed in the area *Not Part of this Application*?
5. The Development Review Committee (DRC) comments referenced in the March 6th Staff Report do not appear to be present on the DAIC page for Project Number: 320190020.
 - a. Where can the DRC comments be found?
 - b. If the DRC comments are not present on the DAIC page, is there another site where this and other documents can be found?
6. Where is the existing approved Park Potomac site plan posted?
7. Where can I find the Traffic Impact Study (TIS) that was part of the Site Plan approval?
8. Will a full TIS be required as part of the Sketch Plan-Site Plan amendment process?
 - a. If yes will the TIS address existing traffic, that from the Foulger-Pratt Sketch Plan, and all other development in the area which is currently under review including Potomac Woods?
 - b. How far out will the TIS go with regard to other development?
 - c. Will the TIS address traffic congestion-delay, pedestrian-cyclist safety, and parking?
9. A 1,725 Trip Cap is referenced in the [Statement of Justification](#) (SoJ).
 - a. I assume this is 1,725 trips per hour not day; correct?
 - b. Does this limit apply to the entirety of Park Potomac?
 - c. How can I obtain the Preliminary Plan of Subdivision referenced in the SoJ as the source of the trip limit?

- d. Text on SoJ page 5 indicates the 1,725 Trip Cap was approved through the Adequate Public Facilities Ordinance (APFO). Has congestion or any other factors changed sufficiently since the Trip Cap was originally determined that it might change?
10. On SoJ page 12 it is stated *Additionally, the Project will maintain the existing private road behind future Building A/B, which parallels Park Potomac Avenue and will afford additional access to existing and proposed structured parking facilities and service needs.*
- a. Is this the partial Ring Road that runs from the southern traffic circle then north between Buildings A/B and I-270?
 - b. If yes, has MNCPPC been asked to consider allowing the Ring Road to be eliminated?
 - c. If this request has NOT been made, would MNCPPC allow the Ring Road to be eliminated?
 - d. Would MNCPPC see value in extending the Ring Road north to connect with Fortune Terrace?
11. While Park Potomac Avenue presently has a number of complete street features that should enhance pedestrian-cyclist safety, an unusually hazardous situation may in fact exist.
- a. Do the approved plans call for additional traffic calming or other pedestrian safety measures?
 - b. If yes, what are they and when will they be implemented?
 - c. If not, would the County be open to options such as raised pedestrian crossings?
12. The following text appears on SoJ page 18: *The Project also incorporates a new east-west private roadway off of Park Potomac Avenue with sidewalks that will offer enhanced circulation and access to proposed Building A/B, Building C, and the proposed parking structure behind Building C.*
- a. What is the location of the new east-west private roadway extension?
13. On SoJ page 12 reference is made to a *proposed public benefits matrix* included in the Application.
- a. Is the matrix the table on SoJ page 20?
 - b. If not, where would I find the matrix?
 - c. Is [*Commercial/Residential and Employment Zones*](#) the primary guidance document for computing public benefit points?
14. Why is it that the SoJ does not reference compliance with the [*Recreation Guidelines*](#)?
- a. Does MNCPPC require that the applicant show that the Sketch Plan will comply with the Recreation Guidelines?
15. I understand that a transit center was to be built in one of the buildings east of Park Potomac Avenue, but never was.
- a. Is it correct that a transit center was required?
 - b. If yes why wasn't it built?
 - c. Would the transit center significantly increase ridership, thereby making the reduced parking viable? Especially with the proposed addition of 400 additional living units.
16. I believe that the underground parking is underutilized and this may be due to Park Potomac Avenue drivers not being aware it exists.
- a. The Wayfinding document does not appear to address this issue.
 - b. Is this a concern to MNCPPC?

- c. I understand Foulger-Pratt has floated the idea of a new garage entrance along Park Potomac Avenue and an elevator to the garage near Harris Teeter. Has either been proposed to MNCPPC?
- 17. Are the “cool roofs” referenced on SoJ page 22, the same as stormwater management “green roofs”?
- 18. What was the gist of the 2018 APA Park Potomac presentation and the challenges referenced in Slides 92 posted at: http://montgomeryplanning.org/blog-design/wp-content/uploads/2018/05/2-New-Suburbanism-APA-2018-Presentation_gwen.pdf?

POTOMAC WOODS - FINMARK

- 19. While Potomac Woods is located within the City of Rockville, does the project require approvals from Montgomery County?

OTHER DEVELOPMENT

- 20. We’ve heard a rumor that Potomac Woods Plaza, which is also in Rockville, may be redeveloped. Has MNCPPC been approached about this redevelopment project?

CEDS TO DO’S

- 21. Review CRT zoning regulations [COMCOR](#) 50/59.00.01
- 22. Review [Potomac Subregion Master Plan](#) p. 49 Fortune Parc