JUSTIFICATION STATEMENT FOR PRELIMINARY PLAN NO. 12003029B

Preliminary Plan Amendment Justification Statement for Park Potomac

I. INTRODUCTION

Owner and Applicant, Fortune Parc Development Partners, LLC ("Applicant"), by its attorneys, Miles & Stockbridge P.C., submits this Preliminary Plan Amendment Justification Statement to demonstrate conformance of the proposed development with all applicable review requirements and criteria. The subject property consists of approximately 54.84 acres of land in the northwest corner of the intersection of Interstate 270 and Montrose Road (the "Overall Site" or "Park Potomac") 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 1-133 & 140-156, Block "H," Wheel of Fortune Subdivision together with associated land owned by Applicant and dedicated to public use. The Overall Site is shown on Tax Map GQ 123 and GQ 343, as well as on Plat Nos. 23029, 23030, 23031, 23032, 23025, 23407, 23736, 23960, and 24661 recorded among the Land Records for Montgomery County between October 15, 2004 and September 24, 2013.

Park Potomac is a mixed-use community that includes a grocery store, office buildings, medical offices, restaurants, retail, multi-family condominiums, rental apartments, parking facilities, roadways, and open areas. It is currently zoned CRT-1.25 C-0.5 R-0.75 H-100T 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 (the "Master Plan").

Pursuant to the applicable provisions of Chapter 50 of the Montgomery County Code (the "Subdivision Regulations"), Applicant submits this application (the "Application") to amend Preliminary Plan No. 12003029A by consolidating existing Parcels DD and EE into one parcel for a new apartment building identified as Building A/B, updating the data table to reflect current zoning development standards and approved Sketch Plan No. 32019002A, and demonstrating the proposed development program's compliance with the trip cap for the existing determination of public facilities (collectively, the "Preliminary Plan Amendment").

As discussed in greater detail below, the Preliminary Plan Amendment will accommodate the anticipated future phases of Park Potomac, take advantage of the Overall Site's CRT zoning, and conform to Master Plan recommendations. Applicant respectfully requests the Montgomery County Planning Board (the "Planning Board") approve the requested Preliminary Plan Amendment.

II. THE PROPERTY AND SURROUNDING AREA

As noted above, the Overall Site is located at the northwest corner of the intersection of Interstate 270 and Montrose Road. The Overall Site is generally bounded by Interstate 270 to the east, Montrose Road and an office building located at 7811 Montrose Road to the south, Seven Locks Road to the west, and Potomac Woods Plaza and Fortune Terrace to the north. The Park Potomac community contains 150 townhouses, four multi-family buildings (both condominiums and

rental) with ground floor commercial uses, two office buildings with ground floor commercial uses (identified on Sketch Plan No. 320190020 as Building D and Building E), a building containing a grocery and other commercial uses (identified on Sketch Plan No. 320190020 as Building G), open spaces, a grid network of streets, surface and structured parking facilities, and other associated amenities.

The Overall Site is proximate to a range of commercial uses, residential neighborhoods, and community facilities. This includes the Potomac Woods Plaza shopping center, office buildings located at 1201 Seven Locks Road and 7811 Montrose Road, the Potomac Woods, Willerburn Acres, and Watkins Glen subdivisions, Potomac Woods Park, and Montgomery County's Seven Locks Transportation Systems Technical Center/Division of Highway Services (Bethesda Depot)/Materials Testing Lab/Sign & Marking Unit. The Overall Site is served by RideOn Route 42, which offers service between the White Flint Metroral station and the Westfield Montgomery Mall. Park Potomac has frontage on Montrose Road and Seven Locks Road and is conveniently linked to Interstate 270, which provides access between the Capital Beltway (Interstate 495) and Rockville, Gaithersburg, Interstate 370/Sam Eig Highway/Intercounty Connector (Maryland State Route 200), Germantown, Clarksburg, Urbana, and Frederick.

III. PREVIOUS APPROVALS AND COMPREHENSIVE REZONING

A. Development Approvals Under Previous I-3 Zoning

Park Potomac was originally reviewed and approved under the previous optional method of development from the then-existing I-3 zone. A summary of these development approvals follows.

(1) Preliminary Plan

By corrected resolution mailed on July 25, 2003, the Planning Board approved Preliminary Plan No. 120030290 for the redevelopment of the Overall Site with 850,000 square feet of non-residential development (consisting of 820,000 – 835,000 square feet of general office, 15,000 – 30,000 square feet of general office, 15,000 square feet of high turnover sit-down restaurant or other uses generating an equivalent amount of peak-hour trips), 450 garden apartment units, and 150 single-family attached units.

Thereafter, by corrected resolution mailed on April 30, 2008, the Planning Board approved an amendment to Preliminary Plan No. 120030290 in Preliminary Plan No. 12003029A (together with Preliminary Plan No. 120030290 as amended in Preliminary Plan No. 12003029A, the "Preliminary Plan"). This modified the approved development program to comprise up to 150 townhouses, up to 450 high-rise apartment units, up to 145,000 square feet of general retail uses, up to 570,000 square feet of general office uses, and a hotel with up to 156 guest rooms. Under the optional method of development standards of the then-existing I-3 zone, the amount of allowable density could not generate a greater number of peak hour automobile

trips than the total amount of peak hour automobile trips that would be generated by general office development of the gross tract at a 0.5 FAR, equating to 1,725 peak hour trips in the evening (the "Trip Cap"). See § 59-C-5.4392(b)(1) of the Montgomery County Zoning Ordinance (2004). As part of its approval of Preliminary Plan No. 12003029A, the Planning Board determined there were adequate public facilities, including transportation, to serve the proposed development program (the "APF Determination").

(2) Site Plans

Shortly after approval of Preliminary Plan No. 120032090 in 2003, the Planning Board approved Site Plan No. 820040120 on February 19, 2004 for 150 townhouses on an approximately 34.41 acre portion of the Overall Site abutting Seven Locks Road (the "Townhouse Site Plan"). On January 25, 2006, Planning Department staff approved an amendment to the Townhouse Site Plan in Site Plan No. 82004012A to revise lot lines between then-existing Lots 135-138, as well as refine the layout of the pool and clubhouse area. On August 1, 2007, the Planning Board issued a resolution approving an amendment to the Townhouse Site Plan in Site Plan No. 82004012B to widen the road on the east side of Seven Locks Road, correct plan dimensions for units 67-73, modify playground features, and make minor landscape revisions to the front of the units.

Meanwhile on March 19, 2004, the Planning Board approved Site Plan No. 820040150 for 450 multi-family dwelling units, 820,000 square feet of office use, and 30,000 square feet of retail use on an approximately 20.28 acre portion of the Overall

Site adjacent to the Interstate 270 ramp (Site Plan No. 820040150, together with subsequent amendments described below, the "Mixed-Use Site Plan"). The Planning Board and Planning Staff have approved several amendments to the Mixed-Use Site Plan as summarized in the following chart:

Site Plan No.	Amendment Description	Approval Date
82004015A	Substitute two four-story apartment buildings with one 10-story and one eight-story condominium building, change height of 9-story condominium building to 10 stories, provision of below grade parking with additional spaces, removal of clubhouse and leasing office	January 12, 2007
82004015B	Redistribute office, retail, and restaurant uses among the office and multi-family residential buildings, reduce the maximum allowable building height for one office building, allowed a 156-room hotel, added a free-standing grocery store, redesigned the central public plaza and retail sidewalk along Park Potomac Avenue, add a site entrance and an exit along Montrose Road, revise minor streetscape elements, reduce the required setbacks from I-270 for Building E	September 19, 2007
82004015C	Amend the retail plaza at Building 2	February 13, 2008 (approved by Planning Director)
82004015D	Redesign the main residential entrance for Buildings 1 and 2 with a new canopy, front doors, and associated landscaping; change the design and materials of the roundabout on Park Potomac Avenue; lower the proposed outfall walls at the Montrose Road entrance; eliminate 5 parking spaces and	June 16, 2008 (approved by Planning Director)

Site Plan No.	Amendment Description	Approval Date	
	modify foundation planting at Building E		
82004015E	Adjust building height measurement point for Buildings 1 and 2; adjust pond grading of "Sandfilter #1"; add a 2-foot "zone of influence" for the condominium and commercial buildings; adjust the location of street lights at the Park Potomac Avenue and Montrose Road entrances; revise the parking lot light locations at Building G; add bollards at Building G; revise the light and bollard locations at the plaza and at Building E; adjust the surface parking layout at Building G; add a canopy to and revise the layout of the bank drive aisle at Building E; adjust the shape of the planters at Buildings E and G; revise the landscape material in the bioswale at Buildings E and G; revise the planter material from precast concrete to Carderock; reconfigure the plaza layout to accommodate field grading issues;	July 28, 2009 (approved by Planning Director)	
	revise on-site lighting photometric plan to reflect proposed changes		
82004015F	Modifications to roadway connections, pedestrian walkways, bike rack locations, and landscape plans for Condo Building 1	October 29, 2009	
82004015G	Illustrate location of outdoor seating areas at Buildings E and G; add a sidewalk ramp in from of the clubhouse at Condo Buildings 1 and 2; reallocate retail/restaurant uses between buildings; delete decorative walls at Sandfilters 1-3	October 13, 2010 (approved by Planning Director)	
82004015H	Relocate Building E office and restaurant/retail areas; increase to the surface parking facility associated with Building E by two	January 13, 2012 (approved by Planning Director)	

Site Plan No.	Amendment Description	Approval Date	
	spaces; add outside patio area for Building E; revise site tabulations		
82004015I	Change footprint, height, and unit mix within Buildings 3, 4, 5, and 6; modify the parking tabulations; delete a portion of the median on Cadbury Avenue; revise the lighting and landscape plans on Parcels KK and LL	September 12, 2012	
82004015J	Install generator and associated concrete pads; modify the circulation system within the central garden area; add outdoor seating areas; add lifeguard station to the amenity plaza of Buildings 5 and 6; delete retaining walls, revise landscape plan	July 31, 2013 (approved by Planning Director)	
82004015K	Increase the office space in Building D by 13,000 square feet; decrease the office space in Building B by 13,000 square feet; sidewalk improvements; minor revisions to landscape plan	June 3, 2014	
82004015L	Reallocate retail and office square footage in Buildings A and C; modify the footprints for Building C, revise streetscape design, modify transit layout, construct temporary parking facilities on Parcel CC	August 28, 2015 (approved by Planning Director)	
82004015M	Replace existing pavers with poured concrete at the courtyard plaza intersection; revert to a previously approved temporary striping plan for accessible spaces until the completion of Building F	Withdrawn by Applicant	
82004015N	Increase the retail area and total size of Building E by 3,500 square feet in exchange for a reduction to Building F's retail area by 3,500 square feet; further reduction of gross floor area by an additional 800 square feet, reduce parking by six spaces, and include modified architecture,	July 3, 2018	

Site Plan No.	Amendment Description	Approval Date	
	landscaping, and circulation around		
	Building E		
82004015O	N/A		
82004015P	Add 31-foot free-standing pylon sign	February 3, 2020	

Note: Applicant has filed Site Plan No. 820230030 to replace two approved but unbuilt commercial buildings and surface parking with an apartment building identified as "Building A/B" containing 307 multi-unit dwellings, structured parking, public and private open space, and other associated amenities. Per Planning staff direction, this application will be processed as a new standalone site plan instead of an amendment to the existing site plan (which would be Site Plan No. 82004015Q).

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 under the Preliminary Plan, the Townhouse Site Plan, and the Mixed-Use Site Plan.

B. 2014 Comprehensive Rezoning and 2019 Sketch Plan

(1) Rezoning from I-3 to CRT

Effective October 30, 2014, the County Council (sitting as the District Council) adopted a County-wide comprehensive rezoning (District Map Amendment G-956) and a revised Zoning Ordinance. As a result, the Overall Site was rezoned from I-3 and O-M to CRT-1.25 C-0.5 R-0.75 H-100T.

(2) Sketch Plan

In order to redevelop the remaining phases of Park Potomac in accordance with the optional method of development under the CRT zone, Applicant filed Sketch Plan No. 320190020 (the "Sketch Plan") on October 25, 2018. Although the Sketch Plan

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¹ Under Section 59.4.5.4.A.1 of the Zoning Ordinance, the optional method of development in the CRT zone requires approval of a sketch plan.

covers all of Park Potomac, it only proposed changes to an approximately 22 acre portion of the Overall Site comprising the existing rental apartment multi-family buildings, the two office buildings with ground floor commercial uses (Buildings D and E), and the building containing the grocery store and other commercial uses (Building G).² Within this 22-acre area, the Sketch Plan proposed three street-oriented new structures on the east side of Park Potomac Avenue: Building A/B, Building C, and Building F, each building up to 100 feet in height.

As part of its Sketch Plan application, Applicant calculated the remaining available residential density available under the Preliminary Plan, Townhouse Site Plan, and Mixed-Use Site Plan for use by future Buildings A/B, C, and F. This involved converting the previously approved residential density (expressed as number of dwelling units in the I-3 zone) to square footage (as expressed in the CRT zone) and subtracting the area of the previously constructed townhouses, condominiums, and rental apartments. As a result, there were 281,522 residential square feet approved but not used after accounting for 297 approved condominium units that were built as smaller rental units.³ Identifying the approved but unbuilt commercial density required subtracting the amount of constructed commercial uses from the amount of approved commercial uses, resulting in 460,872 commercial

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² The Sketch Plan excluded the townhouses and the condominium multi-family buildings (along with their respective associated amenities).

³ The 600 approved dwelling units (150 townhouses and 450 condominiums) translates to an area of 1,585,800 square feet. After subtracting the constructed square footages of the 150 townhouses (579,840 sq. ft.), 152 condominiums (341,161 sq. ft.), and 297 apartments (383,277 sq. ft.), the amount of remaining approved but unbuilt residential density equals 281,522 square feet.

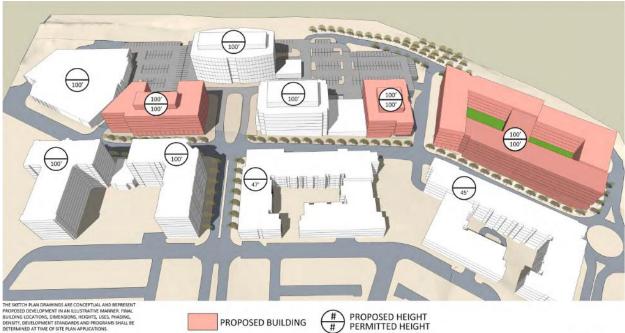
square feet remaining to be used.⁴ Thus, the amount of remaining approved density available to Buildings A/B, C and F was 742,394 square feet.

The development program for these three new structures would also need to comply with the Trip Cap associated with the APF Determination from the Preliminary Plan. Applicant presented four development scenarios for Buildings A/B, C, and F that accounted for the trips generated by the previously constructed development and adhered to the Trip Cap, with Building A/B as a primarily residential building, Building C as a primarily office building, and Building F as either primarily an office building, a hotel, or a residential building.

Applicant's Sketch Plan is depicted on the following plans illustrating the locations, potential uses, and massing of the three new structures:

⁴ 850,000 square feet of approved commercial square feet less 389,128 square feet of constructed commercial uses equals 460,872 commercial square feet.





These plans also show the site circulation patterns remain substantially the same as the existing built conditions, with the completion of a new private street shown on the Preliminary Plan between Buildings A/B and C that will connect Park Potomac Avenue to the private drive offering access to the existing structured parking facility.

As an optional method of development project in the CRT zone, the Sketch Plan also included the proposed the following five public benefits in three categories:

Public Benefit	Incentive Density Points Requested		
Connectivity and Mobility			
Minimum Parking	10		
Quality of Building and Site Design			
 Architectural Elevations 	10		
• Exceptional Design	10		
Public Art	10		
 Structured Parking 	18.02		
Protection and Enhancement of the			
Natural Environment			
Cool Roof	5		
Total Proposed Points: 63.02			

Final public benefit points will be established at the time of applicable site plan approval.

The Planning Board approved the Sketch Plan through the adoption of Resolution MCPB No. 19-064 on June 19, 2019 (the "Sketch Plan Resolution"). The Sketch Plan Resolution includes conditions of approval relevant to the Application. Condition 7 of the Sketch Plan Resolution requires Applicant to address the following transportation matters at the time of preliminary plan amendment: 1) submitting the necessary documentation for updating the APF Determination with updated traffic counts from 2017 and 2019 to demonstrate how the proposed development scenarios comply with the Trip Cap, along with a request to amend the trip reduction agreement; 2) providing appropriate justification for private streets for the drive between Buildings A/B and C; and 3) providing a new pedestrian connection from the

Overall Site to the north side of Montrose Road that avoids pedestrians crossing the slip ramps from Montrose Road. The Sketch Plan also requires Applicant to receive approval of a Stage I SWM concept plan as part of a preliminary plan. See Sketch Plan Resolution, Condition 8d. Compliance with these Sketch Plan conditions are addressed in detail in the next section of this statement.⁵

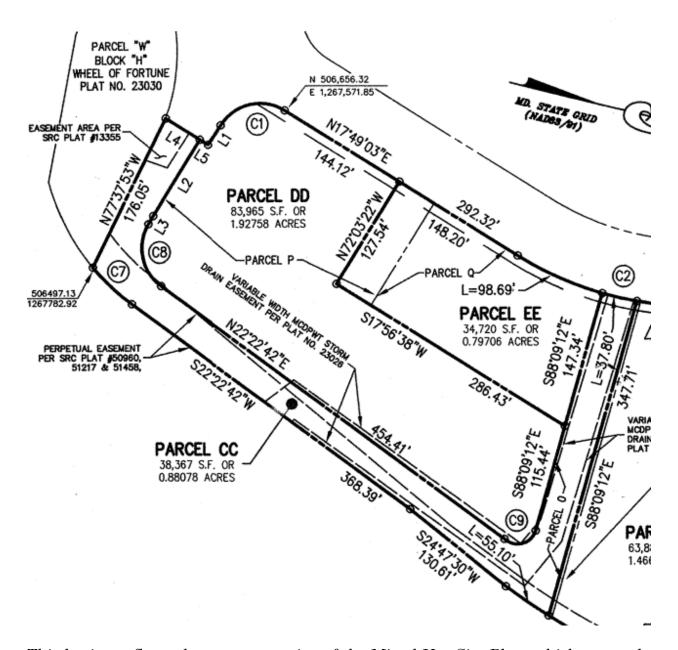
IV. NARRATIVE DESCRIPTION OF PRELIMINARY PLAN AMENDMENT

The purposes of Applicant's Preliminary Plan Amendment are to accommodate the construction of Building A/B as an apartment building with multi-family units and satisfy the applicable conditions of approval from the Sketch Plan Resolution. A description of amendment items follows:

A. Consolidation of Existing Parcels DD & EE, Block H

The Application requests the consolidation of existing Parcels DD & EE, Block H, Wheel of Fortune Subdivision. An excerpt of Plat No. 23736 recorded among the Land Records for Montgomery County on November 14, 2007 depicting these parcels is shown below:

⁵ On June 23, 2022, the Planning Board adopted a resolution amending the Sketch Plan (Sketch Plan No. 32019002A) to extend the Sketch Plan's eligible period for submitting a site plan application by 18 months.



This lotting reflects the current version of the Mixed-Use Site Plan, which currently depicts two separate commercial structures (one on each parcel) with surface parking. Applicant's concurrently filed site plan application (the "Site Plan Application") seeks to replace these two approved but unbuilt commercial structures and surface parking with Building A/B. As such, the Application seeks to consolidate Parcel DD and

Parcel EE, Block H into Parcel PP to accommodate Building A/B as proposed in the accompanying Site Plan Application filed with this Application.

B. Update Preliminary Plan Data Table to Reflect CRT Zoning

As noted above, the Preliminary Plan was approved under the optional method of development for the then-existing I-3 zone. This is reflected on the certified version of Preliminary Plan No. 12003029A (then known as 1-03029A) approved by Planning Staff on July 25, 2008. Since approval of this plan, the District Council comprehensively rezoned Park Potomac from I-3 and O-M to CRT and the Planning Board approved the Sketch Plan to permit future phases of redevelopment at the Overall Site under the optional method of development in the CRT zone. Therefore, the Preliminary Plan Amendment includes an updated plan sheet with development tabulations demonstrating compliance with the standards of the CRT zone under the optional method of development.

C. Compliance with Condition 7 of the Sketch Plan

Condition 7 of the Sketch Plan requires Applicant to address the following transportation matters at time of Preliminary Plan Amendment:

(1) <u>Submission of Supporting Data Confirming Proposed Development Scenarios Comply with the APF Determination's Trip Cap</u>

Applicant presented a traffic statement with its Sketch Plan application demonstrating how four different development scenarios for Buildings A/B, C, and F complied with the Trip Cap previously established under the Preliminary Plan's APF Determination. This analysis was based on traffic counts from 2017 and 2019 collected by Applicant's traffic consultant. Focusing on two of the development

scenarios for Buildings A/B, C and F as more fully discussed below, Planning staff agreed the scenarios complied with the Trip Cap and requested Applicant resubmit this documentation as part of a preliminary plan amendment so that it would be included as a formal part of the existing and valid APF Determination from the Preliminary Plan. Per the Sketch Plan Resolution, the submitted material "should be a consolidated document including a copy of the updated traffic counts performed in 2017 and 2019, how the agreed upon [T]rip [C]ap of 1,725 vehicles in the peak hour is reached, [and] an explanation of for how differing development scenarios including the requested mix of uses will remain at or under the [T]rip [C]ap." Sketch Plan Resolution, Condition 7(a).

In compliance with this Sketch Plan condition, the Preliminary Plan Amendment includes copies of the previously submitted 2017 and 2019 traffic counts, as well as newly developed supporting information from Applicant's traffic engineer affirming the following two development scenarios (identified in the tables below as the "Apartment Scenario" and the "Office Scenario") will generate traffic that will remain at or under the Trip Cap associated with the APF Determination. As part of the submitted data, the traffic consultant took new traffic counts to analyze Trip Cap compliance further. Thus, the submitted analysis uses updated traffic counts from 2022 for calculating the number of existing baseline trips:

Apartment Scenario - Building F as Multi-Family and Retail Building

- Building A/B with 307 multi-family dwelling units (352,373 sq. ft.)
- Building C with 97,000 sq. ft. of office and 5,000 sq. ft. of retail
- Building F with 93 multi-family dwelling units (130,000 sq. ft.) and 22,000 square feet of retail

•	Peak AM	Peak AM	Total	Peak PM	Peak PM	Total
	In	Out		In	Out	
New	214	168	382	175	247	422
Proposed						
Trips						
2022	499	321	820	552	627	1179
Existing						
Trips						
Grand	713	489	1202	727	874	1601
Total						
(Proposed						
+						
Existing)						
Trip Cap	1009	415	1424	640	1085	1725
Difference	296	-74	222	-87	211	124
(Trip Cap						
- Grand						
Total)						

Office Scenario - Building F as Office and Retail Building

- Building A/B with 307 multi-family dwelling units (352,373 sq. ft.)
- Building C with 97,000 sq. ft. of office and 5,000 sq. ft. of retail
- Building F with 98,000 sq. ft. of office and 22,000 square feet of retail

	AM In	AM Out	Total	PM In	PM Out	Total
New	322	153	475	174	339	513
Proposed						
Trips						
2022	499	321	820	552	627	1179
Existing						
Trips						
Grand	821	474	1295	726	966	1692
Total						
(Proposed						
+						
Existing)						
Trip Cap	1009	415	1424	640	1085	1725
Difference	188	-59	129	-86	119	33
(Trip Cap						
- Grand						
Total)						

As shown, the Apartment Scenario and the Office Scenario proposed by the Preliminary Plan Amendment comply with the approved amount of cumulative residential and commercial density (both proposed and existing) shown in the approved Sketch Plan. Further, the above chart demonstrates these scenarios also comply with the Trip Cap. Therefore, the Trip Cap is complied with whether 2017 and 2019 traffic counts (as referenced in the Sketch Plan Resolution) or 2022 traffic counts (as referenced in the documentation submitted with the Application) are used for the baseline number of existing trips.

(2) Trip Reduction Agreement

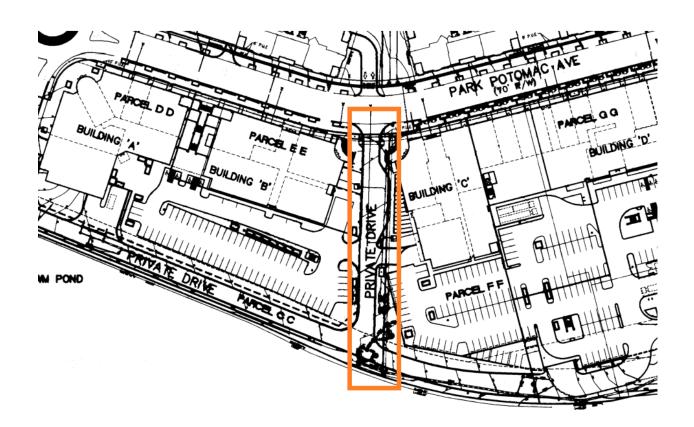
Applicant has also included information regarding the Trip Reduction Agreement (the "TRA"). By way of background, Applicant in 2016 negotiated with staff an amendment to the original 2008 TRA for Park Potomac (the "TRA Amendment"). The TRA Amendment was initiated by the County's changes to the Ride-On service affecting Park Potomac, as well as its experience with how Ride-On was meeting community needs. The TRA Amendment substituted Ride-On service with a shuttle service to be run by Applicant from Park Potomac to the White Flint Metrorail station, as well as included other modifications to the written agreement reflecting this and other changes. The TRA Amendment was approved by staff, signed by Applicant, and submitted back to M-NCPPC. Planning Staff did not have the Planning Board designee sign the approved TRA Amendment because it wanted to take the matter to the Board with the next site plan application for Park Potomac prior to signature. The shuttle was put into service as planned and remained in

service until it was necessarily paused due to the COVID-19 pandemic. Applicant is in process of restarting the shuttle per the TRA Amendment.

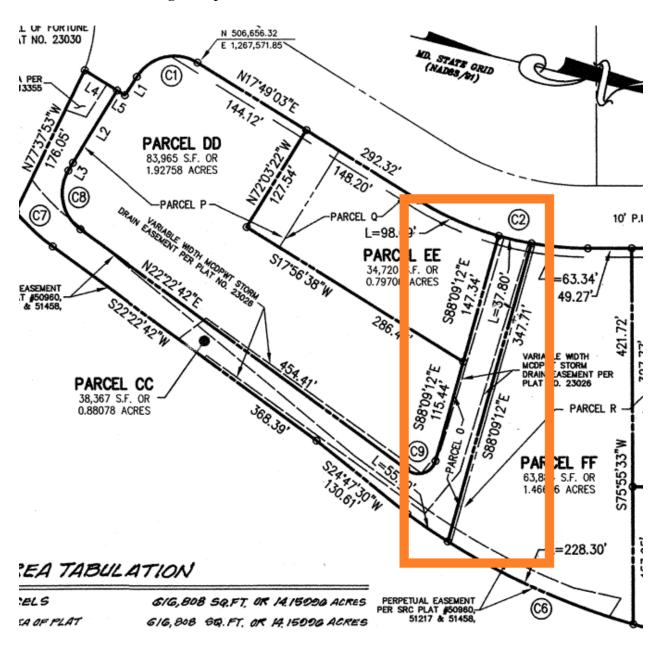
Applicant therefore requests that the TRA Amendment be included as part of a site plan application as originally anticipated, with reference to the 2016 start date of the shuttle service and with the anticipation that the TRA Amendment will incorporate additional minor modifications to be discussed with staff that reflect further experience at Park Potomac.

(3) New Private Street

As shown on the preliminary plan drawing included with the Application, Applicant carries forward the private drive between Building A/B and Building C. This private drive will complete the connection between Park Potomac Avenue and the existing private drive on the Overall Site's eastern boundary. This private drive is shown on the certified version of Preliminary Plan No. 12003029A approved by Planning staff on July 25, 2008 and identified as a portion of Parcel CC (highlighted with orange rectangle):



Parcel CC containing this private drive connection is also shown on Plat No. 23736:



Thus, the private drive within its own private road parcel between Buildings A/B and C has already been approved by the Planning Board and is reflected on the current certified preliminary plan and subdivision record plat. As such, no further justification for private streets under the Subdivision Regulations is needed.

(4) New Pedestrian Connection

Applicant's civil engineering consultants carefully reviewed the possibility of providing a new pedestrian connection from Park Potomac to the north side of Montrose Road that avoids pedestrians crossing the slip ramps from Montrose Road onto the Overall Site and concluded that such a connection cannot be accommodated for several reasons. First, there is insufficient room within the Overall Site to incorporate a new pedestrian connection to the north of the existing pedestrian crosswalk. Applicant's civil engineering consultants have confirmed the Overall Site's property line ends at the back of the existing curb of the access drive linking the adjacent office building's structured parking with Montrose Road. In other words, there is not enough space inside the boundaries of the Overall Site to place a new sidewalk and landscaped lawn panel on the opposite side of the existing sidewalk. Furthermore, Applicant's civil engineers advise the existing grades on the abutting property, as well as conflicts with existing improvements, make installation of a new sidewalk infeasible.

The Application does propose to improve pedestrian circulation in this area of the Overall Site. Specifically, Applicant seeks to install a raised pedestrian walkway through the stormwater pond, as well as provide a continuous sidewalk around the north, east, and west sides of the stormwater pond. The raised walkway will connect the sidewalk along the northern edge of the stormwater pond with the existing crosswalk from the slip ramps from Montrose Road. These features are intended to

allow pedestrians to utilize existing infrastructure along Montrose Road and cross roadways at safe locations via sidewalks and marked crosswalks.

D. Compliance with Condition 8d of the Sketch Plan

Per Condition 8d of the Sketch Plan, Applicant has included a proposed Stage I Stormwater Concept Plan as part of the Application submission.

V. COMPLIANCE WITH SECTION 50.4.2.D OF THE SUBDIVISION REGULATIONS

Section 50.4.2.D of the Subdivision Regulations provides the findings the Planning Board must make before approving a preliminary plan. The following is an analysis of how the Application satisfies these findings:

1. The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59;

The proposed layout is appropriate for the subdivision. Applicant seeks to consolidate two recorded parcels (Parcel DD and Parcel EE, Block H) by removing an internal lot line, while the remaining segment of the private drive connecting Park Potomac Avenue with the current private drive along the Overall Site's eastern boundary will be constructed within the existing recorded private road parcel (Parcel CC, Block H). This minor modification will allow the accommodation of Building A/B as illustrated in the proposed Sketch Plan.

2. The preliminary plan substantially conforms to the master plan;

The Planning Board made findings in its Sketch Plan Resolution detailing the Sketch Plan's substantial conformance and implementation to $_{
m the}$ recommendations of the Master Plan. Specifically, the Planning Board found that the Master Plan emphasizes creating a vibrant mixed-use development and that the final mix of uses was given a trip cap. The Sketch Plan, which depicted the conversion of two approved but unbuilt commercial buildings on existing Parcels DD and EE, Block H to a residential building, conformed to the Trip Cap, allowed the maintenance of an employment emphasis, and met all other property, land use, and design guidelines from the Master Plan. The Preliminary Plan Amendment is entirely consistent with these findings as the principal purpose of the Application is to implement the Sketch Plan through developing Building A/B. Therefore, the Application substantially conforms to the Master Plan.

3. Public facilities will be adequate to support and service the area of the subdivision;

The Preliminary Plan's APF Determination remains valid. Specifically, the APF Determination had an initial validity period of 145 months from the July 25, 2003 date of mailing of the Planning Board's Preliminary Plan opinion (August 25, 2015). Since then, the County Council has approved five two-year automatic extensions of determinations of adequate public facilities.⁶ As a result, the APF

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⁶ See Ord. No. 16-35 (SRA 09-01 (2009)); Ord. 17-04 (SRA 11-01 (2011)); Ord. 17-31 (SRA 13-01 (2013)); Ord. 18-04 (SRA 15-01 (2015)); Ord. No. 19-12 (SRA 20-01 (2020)).

Determination for the Preliminary Plan is valid until August 25, 2025. Therefore, public facilities will be adequate to support and service the Preliminary Plan Amendment.

4. All Forest Conservation Law, Chapter 22A requirements are satisfied;

As detailed in the Preliminary Forest Conservation Plan submitted with the Application, the Preliminary Plan Amendment will satisfy all applicable requirements of Chapter 22A of the Montgomery County Code.

5. All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied;

As detailed in the Sediment and Erosion Control and Stormwater Management Plans submitted with the Application, the Preliminary Plan Amendment will satisfy all applicable requirements of Chapter 19 of the Montgomery County Code.

6. Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Cemetery Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.M; and

Applicant has neither actual nor constructive knowledge of any burial site and the subject property is not included in the Montgomery County Cemetery Inventory.

7. Any other applicable provision specific to the property and necessary for approval of the subdivision is satisfied.

Applicant has concurrently submitted the Site Plan Application to replace the previously approved but unbuilt commercial structures and surface parking on existing Parcels DD and EE, Block H for the construction of Building A/B as an apartment building with multi-family units and structured parking. Otherwise, the

Application complies with the relevant conditions of the Preliminary Plan, the Mixed-Use Site Plan, as well as the binding elements and applicable conditions of the Sketch Plan.

VI. CONCLUSION

Applicant respectfully requests the Planning Board grant approval of the Preliminary Plan Amendment. As explained above and as shown in the materials submitted with the Application, the Preliminary Plan Amendment satisfies the findings the Planning Board must make to approve a preliminary plan under Section 50.4.2.D of the Subdivision Regulations.

Respectfully submitted,

MILES & STOCKBRIDGE P.C.

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Attorneys for Applicant

Attachment B

EXISTING SHOPPING CENTER

EXISTING SHOPPING CENTER

BUILDING 'G'

PARCEL J J

SEVEN LOCKS ROAD
MONTGOMERY COUNTY (80' RIGHT-OF-WAY)
PLATS No.14 & 15

PARCEL KK

EXISTING FOUR STORY OFFICE BLDG.

PARCEL H

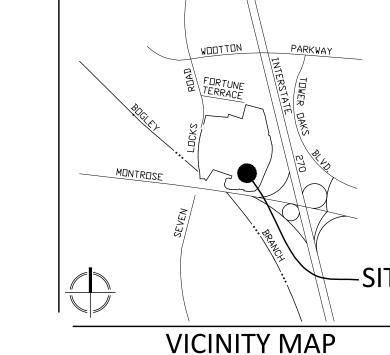
SWM POND PARCEL N N

CATEGORY 1 — CONSERVATION EASEMENT

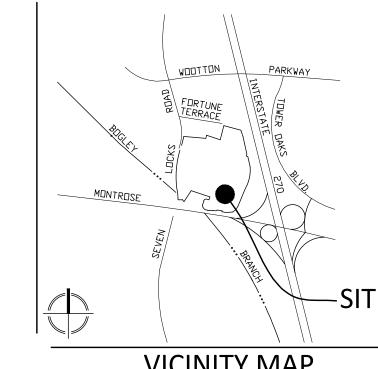
PARCEL L

BUILDING 'E'

PARCELE



VICINITY MAP SCALE: 1" = 2000'



CONTACT: KOFI MEROE EMAIL: kmeroe@foulgerpratt.com **DESIGN CONSULTANTS**

POTOMAC, MD, 20854 204-499-9695

PREPARED FOR:
FOULGER PRATT

DEVELOPMENT, INC. 12435 PARK POTOMAC

AVENUE, SUITE 200

20251 Century Blvd., Suite 400 Germantown, MD 20874 301.916.4100 | vika.com

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PLANNER, CIVIL ENGINEER
VIKA MARYLAND, LLC
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ARCHITECTS TORTI GALLAS AND PARTNERS, INC 1300 SPRING STREET

SUITE 400 SILVER SPRING MD, 20910 301.588.4800 CONTACT: AARON GARBUTT

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MILES AND

STOCKBRIDGE, P.C.
11 N. Washington Street
SUITE 700
ROCKVILLE MD, 20850

301.517.4814 CONTACT: Philip A. Hummel LANDSCAPE ARCHITECT LANDSCAPE

ARCHITECTURE BUREAU 714 7TH STREET WASHINGTON DC, 20003 202.543.6550 CONTACT: TIM BRAGAN

PARK

POTOMAC 4TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 216NW08 & 216NW07

TAX MAP:GQ123 & GQ343

PP# 12003029B

PRELIMINARY

PLAN



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

ENGINEER'S NAME: Jason Evans, P.E. LICENSE No.: 39885 EXPIRATION DATE: January 16, 2025 THE INFORMATION, DESIGN AND CONTENT OF THESE DRAWINGS OR DOCUMENTS ARE PROPRIETARY TO VIKA MARYLAND, LLC AND CONSTITUTE ITS PROPRIETARY
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MAY BE UTILIZED FOR CONSTRUCTION PURPOSES.

DRAWN BY: NP/SG DESIGNED BY: _____JS____

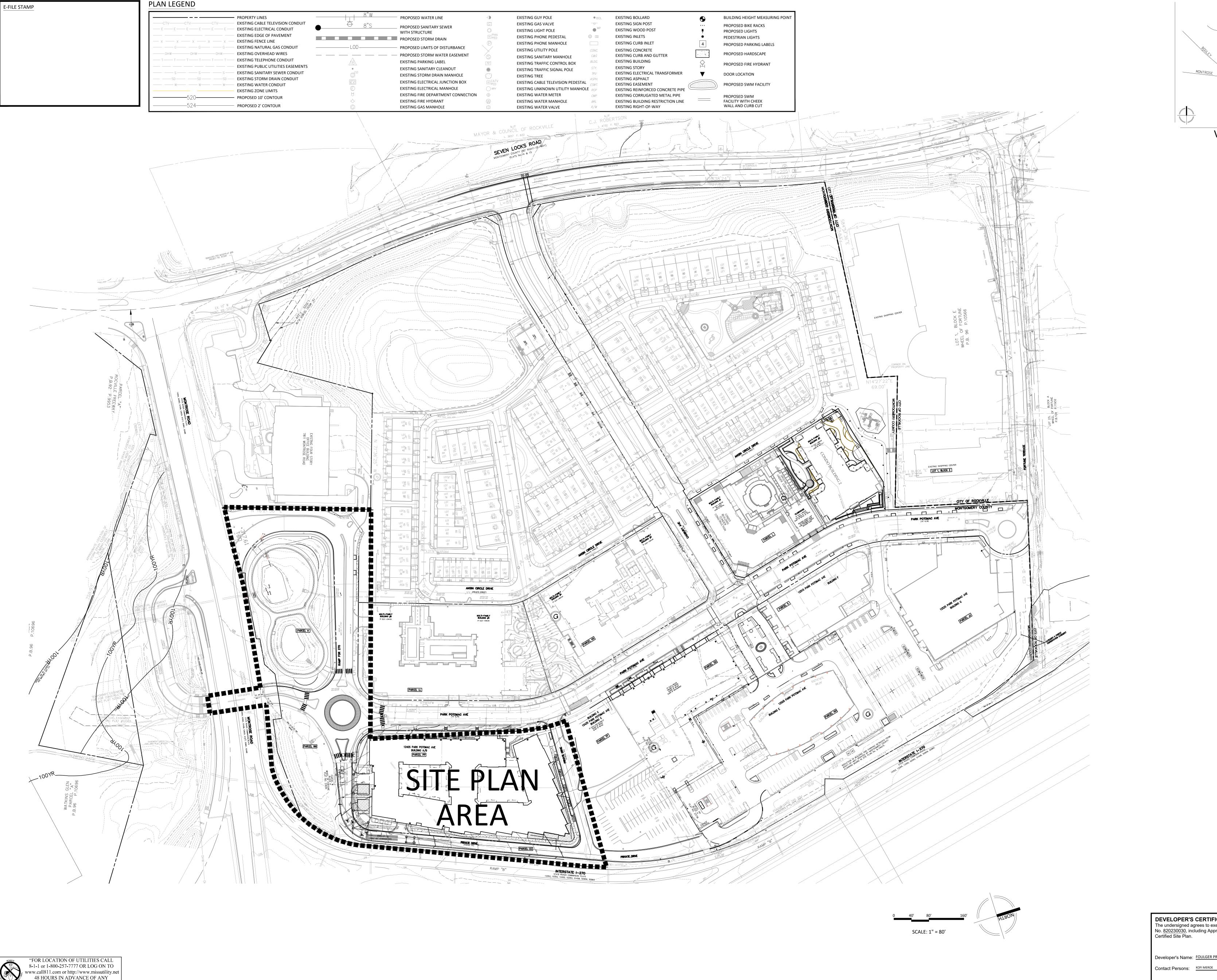
DATE ISSUED: xx/xx/2022

PRELIMINARY PLAN AMENDMENT MODIFICATIONS:

- CONSOLIDATING EXISTING PARCELS DD & EE, BLOCK H INTO NEW PARCEL PP, BLOCK H TO ACCOMMODATE AN APARTMENT BUILDING (BUILDING A/B) CONTAINING 307 MULTI-FAMILY UNITS.
- 2. SUBMITTING SUPPORTING DATA CONFIRMING PROPOSED DEVELOPMENT SCENARIOS COMPLY WITH THE TRIP CAP ASSOCIATED WITH THE VALID APF DETERMINATION. ADDRESSING PREVIOUSLY APPROVED PRIVATE DRIVE BETWEEN PROPOSED BUILDING
- A/B AND FUTURE BUILDING C. 4. INCLUDING PREVIOUSLY APPROVED 2016 TRIP REDUCTION AGREEMENT WITH
- ADDITIONAL MINOR MODIFICATIONS. MPROVING PEDESTRIANS CIRCULATION WITH NEW WALKWAYS/SIDEWALK AROUND EXISTING STORMWATER POND.

- "FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"
- The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

LAYOUTAYORF.LIMREARNINARN,PEAN, temideved negreaperez



MONTROSE

VICINITY MAP SCALE: 1" = 2000'

20251 Century Blvd., Suite 400 Germantown, MD 20874 301.916.4100 | vika.com Our Site Set on the Future. PREPARED FOR: **FOULGER PRATT**

DEVELOPMENT, INC. 12435 PARK POTOMAC AVENUE, SUITE 200 POTOMAC, MD, 20854 204-499-9695 CONTACT: KOFI MEROE EMAIL: kmeroe@foulgerpratt.com

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

CONTACT: JOSHUA SLOAN, RLA **ARCHITECTS** TORTI GALLAS AND PARTNERS, INC 1300 SPRING STREET

301.916.4100

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ARCHITECTURE BUREAU 714 7TH STREET WASHINGTON DC, 20003 202.543.6550 CONTACT: TIM BRAGAN

PARK POTOMAC

4TH ELECTION DISTRICT MONTGOMERY COUNTY, WSSC GRID: 216NW08 & TAX MAP:GQ123 & GQ343 SP# 820230030

COMPOSITE SITE PLAN



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. ENGINEER'S NAME: Jason Evans, P.E. LICENSE No.: 39885 EXPIRATION DATE: January 16, 2025 THE INFORMATION, DESIGN AND CONTENT OF THESE DRAWINGS OR DOCUMENTS ARE PROPRIETARY TO VIKA MARYLAND, LLC AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MUST NOT BE FORWARDED, SHARED,
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MAY BE UTILIZED FOR CONSTRUCTION PURPOSES. DRAWN BY: NP/SG

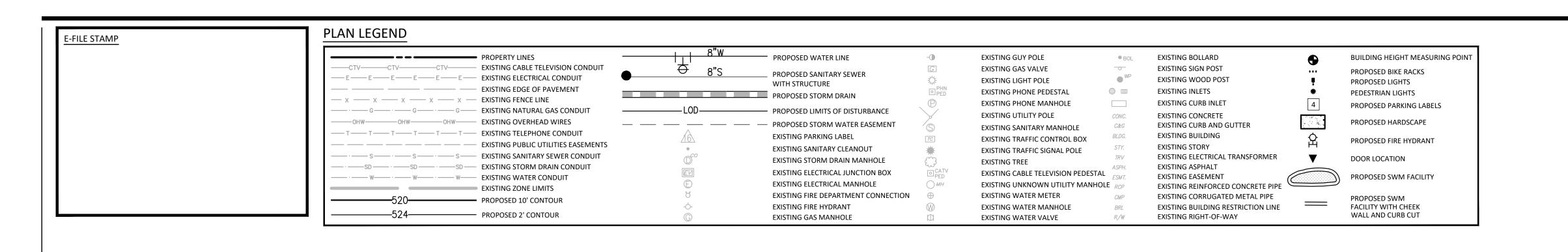
DESIGNED BY: _____JS DATE ISSUED: xx/xx/2022

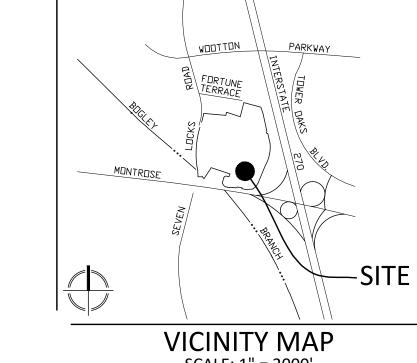
DEVELOPER'S CERTIFICATE The undersigned agrees to execute all the features of the Site Plan Approval No. 820230030, including Approval Conditions, Development Program and

Developer's Name: FOULGER PRATT DEVELOPMENT, INC

12435 PARK POTOMAC AVENUE; SUITE 200; POTOMAC, MD 20854 Address: Phone:

WORK IN THIS VICINITY"





SCALE: 1" = 2000'

CONTACT: KOFI MEROE EMAIL: kmeroe@foulgerpratt.com DESIGN CONSULTANTS

> PLANNER, CIVIL ENGINEER VIKA MARYLAND, LLC 20251 CENTURY BOULEVARD SUITE 400 GERMANTOWN MD, 20874 301.916.4100 CONTACT: JOSHUA SLOAN, RLA

20251 Century Blvd., Suite 400

Our Site Set on the Future.

Germantown, MD 20874

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PREPARED FOR:

FOULGER PRATT

POTOMAC, MD, 20854

204-499-9695

DEVELOPMENT, INC.

AVENUE, SUITE 200

12435 PARK POTOMAC

TORTI GALLAS AND PARTNERS, INC 1300 SPRING STREET SUITE 400

SILVER SPRING MD, 20910 301.588.4800 CONTACT: AARON GARBUTT MILES AND

STOCKBRIDGE, P.C. 11 N. Washington Street SUITE 700 ROCKVILLE MD, 20850

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ARCHITECTURE BUREAU 714 7TH STREET WASHINGTON DC, 20003 202.543.6550 CONTACT: TIM BRAGAN

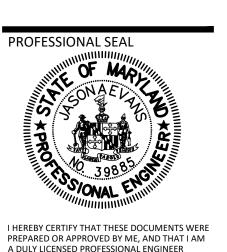
REVISIONS

PARK

POTOMAC 4TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 216NW08 & 216NW07 TAX MAP:GQ123 & GQ343

SP# 820230030

SITE & UTILITY PLAN



UNDER THE LAWS OF THE STATE OF MARYLAND.

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ENGINEER'S NAME: Jason Evans, P.E. LICENSE No.: 39885 EXPIRATION DATE: January 16, 2025

ALL PAVEMENT MARKINGS AND SIGNAGE ON PUBLIC STREETS ARE FOR REFERENCE ONLY AND WILL BE FINALIZED AT ROW PERMIT UNDER SIGNING AND MARKING PLAN.

FINAL STEPS AND ELEVATIONS OF BUILDING ENTRY POINTS SUBJECT TO REFINEMENT AT BUILDING PERMIT.

ALL PUBLIC SIDEWALKS TO BE ADA-COMPLIANT.

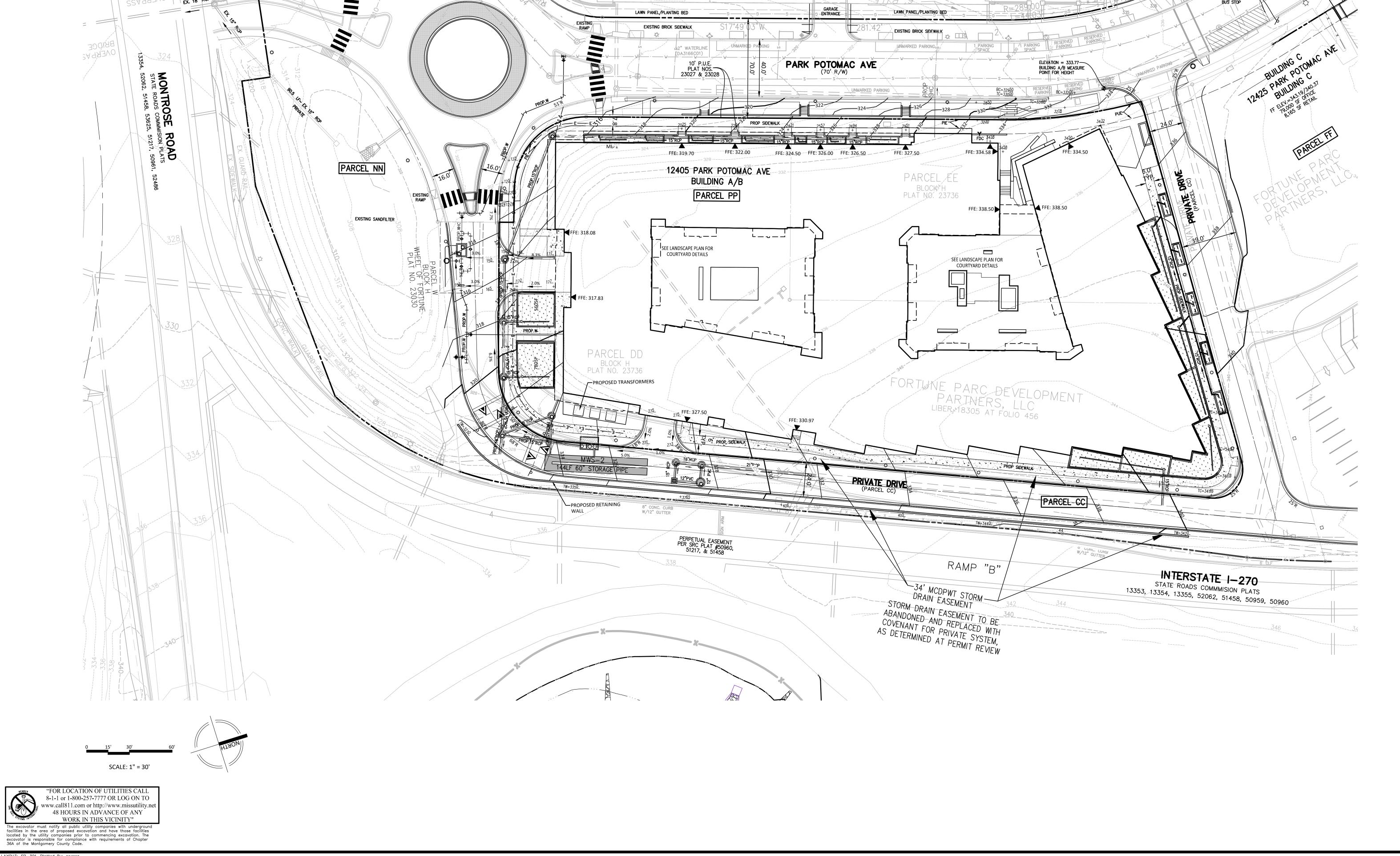
Contact Persons: KOFI MEROE

Address:

DEVELOPER'S CERTIFICATE The undersigned agrees to execute all the features of the Site Plan Approval No. 820230030, including Approval Conditions, Development Program and Certified Site Plan. Developer's Name: FOULGER PRATT DEVELOPMENT, INC

DESIGNED BY: JS DATE ISSUED: xx/xx/2022 12435 PARK POTOMAC AVENUE; SUITE 200; POTOMAC, MD 20854

DRAWN BY: NP/SG



MAIN LOBBY 332.00 160 UNITS IN TOTAL 4,576 SF RETAIL IN TOTAL BUILDING

HEIGHT = 45' APPROXIMATELY

AS MEASURED FROM ANSIN CIRCLE DRIVE

MEASURE POINT

PARCEL LL

Attachment C

MCPB No. 19-064 Sketch Plan No. 320190020 Park Potomac Date of Hearing: June 13, 2019

JUN 19 2019

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on October 25, 2018, Fortune Park Development Partners LLC ("Applicant") filed an application for approval of a sketch plan for construction of up to 2,326,279 square feet of development including up to 1,656,651 square feet of residential and up to 669,628 square feet of commercial on 54.84 acres of CRT 1.25, C-0.5, R-0.75, H-100T zoned-land, located in the northwest quadrant of the interchange of Montrose Road and I-270 ("Subject Property") in the Potomac Policy Area and 2002 Potomac Subregion Master Plan ("Master Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320190020 Park Potomac ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated May 31, 2019, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on June 13, 2019, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320190020, Park Potomac, for construction of up to 2,326,279 square

Approved as to

Legal Sufficiency:

feet of development including up to 1,656,651 square feet of residential and up to 669,628 square feet of commercial on the Subject Property, subject to the following binding elements and conditions:¹

- A. <u>Binding Elements</u>. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:
 - 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 are illustrative.

B. <u>Conditions</u>. This approval 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

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

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 pedestrian connection 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.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.

a. <u>Development Standards</u>

The Subject Property includes approximately 54.84 acres zoned CRT 1.25, C-0.5, R-0.75, H-100T. The data table below demonstrates the Application's conformance to the applicable development standards of the zone.

Sketch Plan Data Table, CRT zone					
Development Standard	Permitted/ Required	Approved			
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	10% of Multi-Family &	10% (81,688 sq ft)			
Open Space	Commercial Site Area (81,588 sq ft)				
Min. Site Wide	10% of Townhouse Site	31.9% (303,148 sq ft)			
Common Open Space	Area (96,517 sq ft)				
MPDUs	12.5% Min ²	12.5% or more			
Parking	2,475-4,138 spaces	2,475 spaces			

b. General Requirements

i. Site Access

The Sketch Plan provides adequate access to each of the uses located on the Subject Property. The three new Buildings will abut a street with sidewalks providing both vehicle and pedestrian access, and the existing network of streets and sidewalks adequately provide access to all existing buildings and uses.

ii. Parking, Queuing, and Loading

The existing parking is adequate for the existing development, and the new Buildings will be built accompanied with adequate parking and loading opportunities. New residential Building A/B will have access to an exclusive parking garage and loading areas on the back of the Building. Building C will be built with an associated expansion of the existing parking structure and can load from a new street extension. The parking for Building F has already been

² 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. MPDU's only apply to the new development approved by the Sketch Plan.

constructed within the existing parking garage and loading can occur from the side of the building adjacent to the at-grade parking.

iii. Open Space and Recreation

The Sketch Plan provides for more than 10% of both Common and Public Open Space. At least 10% Common Open Space is required for the portion of the Subject Property developed with townhouses and the Sketch Plan provides for approximately 34% of that area as Common Open Space. The Common Open Space is located in existing forest conservation areas with a natural surface trail network, and also includes parcels with a playground and clubhouse. The 10% Public Open Space requirement for the portion of the Subject Property associated with other uses is met through an existing central plaza adjacent to Buildings D, E and F, an existing playground north of the high-rise condominiums, an open space between the existing apartment buildings, and a new open space that will be implemented adjacent to the stormwater facilities near Montrose Road.

iv. General Landscaping and Outdoor Lighting
Room to provide for landscaping and lighting consistent with the
requirements of Chapter 59 is provided with the Sketch Plan.

C. Requirements of the CRT Zone

- Implement the recommendations of the applicable Master Plan
 The Sketch Plan implements the recommendations of the Potomac Master Plan. The analysis of the Master Plan recommendations is further found in Finding 2 in this Resolution.
- ii. Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.
 The Sketch Plan does not re-develop a single-use commercial area but does provide for a mix of uses primarily parked with 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 provides for a variety of housing types including the existing townhouse, condominium and multi-family rental housing types, and proposes additional multi-family development. The Sketch Plan also provides for a variety of retail and service spaces currently

occupied by restaurants, retailers and a grocery store. Additional retail opportunities will be provided within the new construction. The Subject Property is adjacent to the interstate, major highways, and is serviced by three ride-on bus routes and a private Metro shuttle allowing for multiple types of access. For all new development there will not be parking provided between the buildings and the street.

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 provides for a mix of uses, densities and building heights that ensure compatibility with adjacent neighborhoods. The boundary along Seven Locks Road was placed in a conservation easement to protect forest and buffer the development from one-family developments to the west. The highest density high-rise residential and office is located adjacent to the interstate. Mid-height development and townhouses are located toward the center of the Subject Property. The new buildings will be of similar scale to the existing ones with mid-rise multi-family and office located in the mixed-use area.

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

The Sketch Plan provides an appropriate balance of employment and housing opportunities. The existing development is a mix of housing, retail and office development and the additional new development will continue the mix of housing and employment uses with one new multifamily building and two new office buildings.

- 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 to meet the public benefit requirements achieving more than 50 points from three categories, consistent with the requirements of Section 59.4.5.4.A.2. The analysis of the public benefit categories is further explained in Finding 7 of this Resolution.
- 2. The Sketch Plan substantially conforms to the recommendations of the Master Plan.

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 prior to the Master Plan was a collection of undeveloped properties in the R-90 and R-200 zones. The Master Plan recommended for rezoning to the I-3 zone

with the recommendation for TDRs, or a possible MXPD floating zone if TDRs are not allowed under I-3. The Property recommendations emphasize the addition of TDRs and residential uses 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 Subject Property include preserving the forest on the southwestern portion of the Subject 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, orienting the buildings toward the street, and parking adjacent to the highway.

The Subject Property is already partially developed under the I-3 zone (optional method with TDRs) and has met these recommendations and guidelines found in the Master Plan. The identified road connections and main street 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 brings the Subject Property review under the CRT zone which was placed on the Property as part of the county-wide rezoning in 2014. The existing approvals under the I-3 zone have capped the development densities to those recommended by the Master Plan on page 52, including that density will not exceed 800,000 square feet of office, street retail and hotel, 300 apartments and 150 single family homes, with an additional 150 dwelling units available 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 The Applicant is requesting through the Sketch Plan the ability to add a 352,373 sq. ft. residential building with up to 293 residential units above the Master Plan recommendation. The Applicant's Statement of Justification (SOJ) 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 because the standard conversion for I-3 was EOF, which does not allow the amount of retail the Master Plan envisioned. 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, resulting 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 approved FAR. In addition, the Applicant's traffic consultant looked at the existing development's trip generation to confirm that the new mix of uses would create equal to or less trips than previously approved, which was found to conform to the Master Plan recommendation of creating less trips than an office project developed at 0.5 FAR.

The Board finds the CRT zone did increase the allowed zoned density above the currently built residential density and acknowledges that the constructed residential FAR is less than what was originally approved. Multiple recommendations within the Master Plan discussion emphasize creating a vibrant mixed-use development is a priority for the Subject Property, and that the final mix of uses was given an ultimate trip cap. The Sketch Plan converting two unbuilt office buildings to a residential building and retaining two more unbuilt non-residential buildings stays within the previous trip cap, continues to provide an employment emphasis, and 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.

3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of 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. The Sketch Plan satisfies the green area requirement in effect on October 29, 2014.

There were no green area requirements in effect on October 29, 2014.

5. The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.

The Sketch Plan provides compatible internal and external relationships between existing and pending nearby development. The Sketch Plan includes new infill development within an existing mixed-use community. Each of the new buildings will be a mid-rise structure, surrounded by other mid and high-rise structures or adjacent to the interstate. The existing development on the

Subject Property was laid out in a way that established compatible external relationships with the townhouse development and conservation easements adjacent to and opposite other residential development, and the more intense uses nearest to the interstate. The Sketch Plan will also be compatible with the proposed mixed-use predominantly residential redevelopment proposed in the City of Rockville just north of Fortune Parc Terrace, which will have a similar scale and type of housing as found in Park Potomac.

- 6. The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The Sketch Plan provides for satisfactory vehicular, pedestrian, and bicyclist access, circulation, parking and loading. The existing development on the Subject Property provided adequate access to each building with an existing network of roads and alleys that include sidewalks and accommodations for bicycles. Each existing use also has provided the necessary amount of on-site The new buildings will integrate with the existing roads and sidewalks, with one new section of street to be built between Building A/B and Building C improving circulation, and an improved sidewalk connection to Montrose Road will be provided enhancing pedestrian access. An expansion of the existing primary public parking garage will accommodate the parking for Buildings C and F, and an integrated parking garage will serve Building A/B. Each of the new buildings will also provide bicycle parking consistent with the Zoning Code and has shown where loading can be provided. The details for amending the APF for Park Potomac were reviewed to confirm the methodology for determining the trip cap, how many trips under that cap the current development is, and how the planned development will remain under that cap.
- 7. The Sketch Plan proposes 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, the Planning Board 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. Final determination of public benefit point values will be determined at Site Plan(s).

Public Benefits Categories				
Public Benefit	Incentive Density Point			
	Max Allowed	Approved In Concept		
59.4.7.3C: Connectivity and Mobility		Water Back Til		
Minimum Parking	10	10		
59.4.7.3E: Quality of Building and Site Desi	gn			
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 Environm	ent		
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 plans to provide the minimum parking required. The final details of the quantity and type of parking will be determined during Site Plan review; however, the Board supports the request for this category at this time.

Quality of Building and Site Design

Architectural Elevations: The Applicant requests 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 Board finds Building C is an appropriate location to apply the category because it helps extend the Main Street context down Park Potomac Avenue, and the Building will be on a new corner. The final details of the architecture will be determined at Site Plan, but the Board supports the request for this category at this time.

Exceptional design: The Applicant is requesting all 10 possible points for providing exceptional design which requires meeting all six elements. Buildings A/B and F will both provide at least four of the exceptional design elements to be eligible for at least 5 points and combined the two buildings will cover all six elements. The details of compliance with the criteria will be reviewed at Site Plan, but the Board supports the request for this category 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 permanent light installation will be under the current 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, the Planning Board supports the request for points for this category at this time.

Structured Parking: Up to 20 points are available for providing structured parking, based on the provided formula. Providing most parking in structures, mostly below grade is encouraged in all mixed-use developments, especially more suburban locations, therefore the Board 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 with a minimum solar reflectance index of 75 on roof slopes below a ratio of 2:12 on a property greater than one acre in size. Final roof details will be determined at Site Plan, but the Board supports the current category request at this time.

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

The Sketch Plan establishes a feasible and appropriate phasing plan for all elements of the Application. There are three identified phases of development, each tied to a Building. Phases may happen in any order based on economic conditions. The visibility improvements to the existing playground will happen with the construction of Building A/B, the new open space area near Montrose Road with the occupancy of whichever Building is second built, and the public art tied to the last building occupancy. No dedications are needed, and the new roadway connection will open upon the completion of Buildings A/B and C. Below is the table outlining the anticipated provision of public benefits across the three phases.

	Public B	enefit Phasing Schedu	le	
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.				Spinh Land
Cool Roof	1.65	1.65	1.70	5
Total	15.65	21.66	25.71	63.02

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Master Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Park Potomac, Plan No. 320190020 received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Dreyfuss, seconded by Commissioner Cichy, with Chair Anderson, Vice Chair Dreyfuss, and Commissioners Cichy and Patterson voting in favor, and Commissioner Fani-González absent at its regular meeting held on Thursday, June 13, 2019, in Silver Spring, Maryland.

Casey Anderson, Chair

Montgomery County Planning Board

DEVELOPMENT APPLICATIONS AND REGULATORY COORDINATION ADOPTED RESOLUTION ROUTING SHEET

Plan No: 310190020					
MCPB No: 19-064					
DATE RECEIVED FROM CHAIRMAN'S OFFICE: 6/17					
	Reviewed/Routed By:	Date:			
1. ROUTED TO AREA TEAM LEAD REVIEWER:					
A) DARC Admin. Name:		6/17			
2. REVIEWED BY AREA TEAM LEAD REVIEWER: B A) Resolution Reviewed for layout and typos; and found to be okay B) Resolution Routed back to DARC Admin identified above 3. RESOLUTION MAILING:	133	6/18 6/18			
A) Resolution mailing list includes: a) all registered hearing speakers (from Technical Writers), b) all individuals who sent correspondence in response to the staff report, and c) the applicant/attorney/engineer. B) Resolution date stamped (2 places) C) Resolution mailed	m				
 4. RESOLUTION CLOSEOUT: A) Original and 1 copy of Resolution to Technical Writer B) Copy of Resolution to Legal C) Copy of Resolution to the Board Chair's Office D) Copy of the Resolution to File 					
 5. HANSEN UPDATE: A) Resolution Mailing Date and Validity Periods added to Hansen B) Resolution and mailing list scanned into DAIC 					

Montgomery Planning

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 8, 2022 Consent Agenda July 14, 2022

MEMORANDUM

TO:

Casey Anderson, Chair, Montgomery County Planning Board

VIA:

Jeff Server, Planner III, Upcounty Planning \mathcal{J} Sandra Pereira, Supervisor, Upcounty Planning Patrick Butler, Chief, Upcounty Planning \mathcal{P} \mathcal{B}

JUL 1 9 2022

FROM:

Gwen Wright, Planning Director

RE:

Corrected Resolution: MCPB No. 22-058

Sketch Plan No. 32019002A

Park Potomac

Attached, please find the Corrected Resolution for Sketch Plan No. 32019002A, Park Potomac, MCP8 No. 22-058. The Resolution was mailed out to all parties of record on June 23, 2022. Minor corrections to this Resolution have become necessary because the adopted Resolution included a typographical error related to name of the Applicant, which required corrections to the third paragraph. The revisions do not alter the conditions approved by the Planning Board and the Certified Site Plan will reflect the correct name of the Applicant identified in the attached Corrected Resolution.

Staff is requesting the Planning Board's approval so that the Corrected Resolution can be issued to all parties of record.

GW:PB:js

Attachment

cc:

Sandra Pereira, Regulatory Supervisor, Upcounty Planning Jeff Server, Planner III, Upcounty Planning

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 22-058 Sketch Plan No. 32019002A Park Potomac

Date of Hearing: June 16, 2022

CORRECTED RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on June 19, 2019, the Planning Board, by Resolution MCPB No. 19-064, approved Sketch Plan No. 320190020 for construction of up to 2,326,279 square feet of development including up to 1,656,651 square feet of residential and up to 669,628 square feet of commercial on 54.84 acres of CRT-1.25, C-0.5, R-0.75, H-100T zoned-land, located in the northwest quadrant of the interchange of Montrose Road and I-270 ("Subject Property"), in the Potomac Policy Area and 2002 Potomac Subregion Master Plan") area; and

WHEREAS, on May 13, 2022, Fortune Park Development Partners, LLC ("Applicant") filed an application for approval of an amendment to the previously approved sketch plan to extend the Sketch Plan's eligible period to submit a Site Plan by eighteen (18) months on the Subject Property; and

WHEREAS Applicant's application to amend the sketch plan was designated Sketch Plan Amendment No. 32019002A, Park Potomac ("Site Plan," "Amendment," or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated June 3, 2022, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on June 16, 2022, the Planning Board held a public hearing on the Application and voted to approve the Application subject to certain conditions, by motion of Commissioner Rubin, seconded by Vice Chair Verma, with a vote of 5-0; Chair Anderson, Commissioners Cichy, Patterson, Rubin and Verma voting in favor.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board adopts Staff's recommendation and analysis set forth in the Staff Report and hereby approves Sketch Plan Amendment No. 32019011A, subject to the following new condition, while all other conditions of the original approval remain in full force and effect:¹

New Condition

9. Site Plan submittal

The associated site plan, in conformance with Section 59.7.3.3.G of the Zoning Ordinance, must be submitted within eighteen (18) months of the date of the resolution for Sketch Plan Amendment No. 32019002A.

BE IT FURTHER RESOLVED that all other sketch plan conditions of approval for this project remain valid, unchanged, and in full force and effect; and

BE IT FURTHER RESOLVED that having given full consideration to the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board FINDS, with conditions of approval, that the necessary elements of the Sketch Plan, as amended, are appropriate in concept and appropriate for further review at site plan and that:

Modified Finding

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

The Application is envisioned to be built within three identified phases of development, each tied to one of the buildings. The limitations set forth by Section 59.7.3.3.G of the Zoning Ordinance require submittal of a site plan within 36 months (three years) after the date of the resolution mailing unless

¹ For the purpose of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

a longer period is established by the resolution. The original Sketch Plan Resolution (MCPB 19-064) was mailed on June 19, 2019 and did not establish a longer period. The Applicant initially submitted this Application to extend the submittal period on May 13, 2022, prior to the site plan submission deadline. In the Applicant's Statement of Justification, the Applicant noted that complex design and engineering issues related to the new buildings on the Subject Property, as well as integrating them within the context of the existing mixed-use development, connected with the COVID-19 Pandemic, and ongoing market uncertainties had resulted in several unavoidable delays in finalizing a site plan design.

Based on the Application's design and engineering complexities on the Subject Property, combined with integrating the proposed buildings within the context of the existing mixed-use development, the Applicant's request to allow additional time, until December 2023, is a reasonable request and will not alter the Applicant's ability to deliver the Application within the three phases as previously approved.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Master Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Park Potomac, Sketch Plan No. 320190020, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution remains June 23, 2022, which was the date that the original Resolution was mailed to all parties of record.

* * * * * * * * * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Rubin, seconded by Vice Chair Verma, with a vote 5-0, Chair Anderson, Vice Chair Verma, and Commissioners Cichy, Patterson, and Rubin voting in favor at its regular meeting held on Thursday, July 14, 2022, in Wheaton, Maryland and via video conference.

Casey Anderson, Chair

Montgomery County Planning Board

MR. RICHARD BRUSH, MANAGER MCDPS-WATER RES. PLAN REVIEW 255 ROCKVILLE PIKE 2ND FLOOR

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MR. ATIQ PANJSHIRI MCDPS-RIGHT-OF-WAY

PERMITTING

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By email gene.vongunten@montgomerycountymd.gov

Josh Sloan 20251 Century Boulevard, Suite 400 Germantown, MD 20874

Phillip Hummel 11 North Washington Street, Ste 700 Rockville MD 20850

> **MNCPPC** Intake 2425 Reedie Drive, 14th floor Wheaton, MD 20902



Date Mailed: July 25, 2003

Action: Approved Staff Recommendation

Motion of Comm. Robinson, seconded by

Comm. Bryant with a vote of 5-0;

Comms. Berlage, Bryant, Perdue, Robinson and Wellington voting in favor

CORRECTED MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan 1-03029

NAME OF PLAN: FORTUNE PARC

On 10/28/02, F.P. HOMES ASSOCIATES submitted an application for the approval of a preliminary plan of subdivision of property in the I-3 and O-M zones. The application includes 54.9 acres of land. The application was designated Preliminary Plan 1-03029. On 7/03/03, Preliminary Plan 1-03029 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-03029 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-03029.

Approval, Including Abandonment of an Unimproved Public Right-of-Way and Subject to the Following Conditions:

- 1) Approval under this preliminary plan is limited to the following:
 - a. Non residential development not to exceed 850,000 square feet consisting of the following:
 - 820,000 835,000 square feet of general office
 - 15,000 30,000 square feet of general retail
 - 15,000 square feet of high turnover sit-down restaurant or an equivalent increase in square feet of general office and/or general retail uses based on the peak-hour trips generated by the restaurant
 - b. Residential development consisting of the following:
 - 450 garden apartment units
 - 150 single-family attached units
- 2) To satisfy Local Area Transportation Review (LATR), construct the following intersection improvements in accordance with Montgomery County Department of Public Works and Transportation (DPWT) standards:
 - a. Construct a northbound right-turn lane on Seven Locks Road at the intersection with Tuckerman Lane.
 - b. Reconfigure the southbound approach lanes on Tower Oaks Boulevard at the intersection with Montrose Road as follows:

- From: one right-turn lane and two left-turn lanes
- To: one exclusive right-turn lane, a combination left-turn and right-turn lane, and one exclusive left-turn lane
- 3) To provide safe and efficient site access from Seven Locks Road:
 - a. Design and install a traffic signal at the proposed Site Access Road with Seven Locks Road including pedestrian signals and crosswalks subject to and in accordance with the requirements of DPWT.
 - b. Construct on Seven Locks Road at the proposed intersection with the Site Access Road the following:
 - c. Add a southbound left-turn lane on Seven Locks Road
 - d. Convert the right-most northbound lane from a through lane to a combination through and right-turn lane on Seven Locks Road
- 4) Although not required as a condition of the preliminary plan, if Applicant wishes to pursue a third access point to the Fortune Parc Development, then Applicant will coordinate with the City of Rockville regarding the following within their Corporate limit:
 - a. Provide a third public access point from the terminus of Fortune Terrace for the Fortune Parc site.
 - b. Upgrade Fortune Terrace as a primary industrial road from a 30-foot to a 36-foot cross-section.
 - c. Provide an eight-foot asphalt path on the north side of Fortune Terrace.
- 5) Conduct a traffic signal warrant study and install a traffic signal at the intersection of Seven Locks Road and Twin Oaks Drive, if warranted and subject to City of Rockville's requirements and approval.
- 6) Submit a study on the feasibility of operating a private shuttle bus service or other transit connection from the site to the nearest Metrorail Station prior to Site Plan approval in accordance with the Potomac Master Plan (appropriate Adopted Master Plan pages attached).
- 7) Designate the two internal "main streets" within Fortune Parc as public roadways for access and maintenance purposes. An east-west "main street" provides access from Seven Locks Road through the site and connects to a north-south "main street". The north-south "main street" provides access from Montrose Road through the site to Fortune Terrace.
- 8) Satisfy the I-3 Trip Mitigation Guidelines for office development by entering into a Traffic Mitigation Agreement (TMA) with the Planning Board and DPWT at Site Plan. The trip mitigation goal for I-3 zoned land in the Potomac Policy Area (as a "Group II" policy area) is to reduce the peak-hour trips by six percent where the peak-hour trips are determined using standard trip-generation rates for the proposed land uses on the site. A draft TMA has been submitted to Transportation Planning staff and is being reviewed with DPWT staff. The TMA must be executed prior to release of any building permits.
- 9) Compliance with the conditions of approval for the preliminary forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits.
- 10) All road rights-of-way shown on the approved preliminary plan shall be dedicated, by the applicant, to the full width mandated by the Potomac Master Plan unless otherwise designated on the preliminary plan.
- 11) All road right-of ways shown on the approved preliminary plan shall be constructed, by the applicant, to the full width mandated by the Potomac Master Plan, and to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly

designated on the preliminary plan, "To Be Constructed By _____" are excluded from this condition.

- 12) Final approval of a Planning Board resolution for abandonment of a portion of the unimproved right-of-way prior to recordation of plat(s)
- 13) Record plat to reflect a Category I easement over all areas of forest conservation
- 14) Record plat to reflect common ingress/egress and utility easements over all shared roadways and driveways
- 15) Prior to recordation of the property, the applicant and technical staff will be able to make a final determination of the total number and configuration of lots on the property. These lot(s) shall be reflected on the final plat(s) and recorded among the land records
- 16) Prior to site plan approval, applicant to work with M-NCPPC staff to provide, at Applicant's expense, a Public Use Trail Easement and natural surface trail therein from the Fortune Parc subdivision sidewalk system, extending south under Montrose Road and providing a suitable pedestrian connection to the Cabin John Regional Park trail system. Said trail to be sufficiently aligned and constructed, if reasonably possible, to be handicapped accessible and to include any necessary crossings of Bogley Branch or its tributaries. Easement and trail to be clearly identified and signed
- 17) Compliance with the conditions of approval of the MCDPS stormwater management letter dated, March 11, 2003
- 18) Compliance with conditions of approval of MCDPWT letter dated, June 23, 2003, unless otherwise amended
- 19) Prior to site plan submission, the applicant shall obtain DPWT approval for public "Street A" and "Street B" roadway cross-section, structural design, right-of-way widths, any non-standard design features, and intersection configuration. If DPWT approval cannot be obtained, staff shall return this condition to the Planning Board for further consideration
- 20) No clearing, grading or recording of plats prior to site plan enforcement agreement approval
- 21) Final approval of the number and location of buildings, dwelling units, on-site parking, site circulation, sidewalks, and bikepaths will be determined at site plan
- 22) Final number of MPDU's and TDR's (maximum of 150 TDR's) as per condition #15 above to be determined at the time of site plan
- 23) A landscape and lighting plan must be submitted as part of the site plan application for review and approval by technical staff
- 24) This preliminary plan will remain valid for 145 months from the date of mailing of the Planning Board opinion. Record plats for this project may be recorded in phases based on the following schedule:

Phase I (expires 37 months ((3 years)) from the date of mailing of the Planning Board Opinion): 120,000 square feet of commercial development <u>OR</u> 150 dwelling units Phase II (expires 73 months ((6 years)) from the date of mailing of the Planning Board Opinion): 120,000 square feet of commercial development <u>OR</u> 150 dwelling units Phase III (expires 109 months ((9 years)) from the date of mailing of the Planning Board Opinion): 120,000 square feet of commercial development <u>OR</u> 150 dwelling units Phase IV (expires 145 months ((12 years)) from the date of mailing of the Planning Board Opinion): All remaining development

- 25) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for one hundred forty five (145) months from the date of mailing of the Planning Board opinion
- 26) Other necessary easements



Agenda Date: March 17, 2008

Agenda Item No. 11

MEMORANDUM

TO:

Montgomery County Planning Board

FROM:

Rollin Stanley, Planning Director

VIA:

Rose Krasnow, Chief

Richard Weaver, Planner Coordinator (301) 495-4544

Development Review Division

Re:

Correction of Resolution for Preliminary Plan No. 12003029A, MCPB

No. 07-160, Park Potomac (A.K.A. Fortune Parc)

Attached, please find a redlined version of the Resolution for Preliminary Plan No. 12003029A (Park Potomac). The Resolution was signed by the Chairman at the September 6, 2007, Planning Board Hearing, and was mailed out to all parties of record on October 2, 2007. This Corrected Resolution addresses two errors on page 2 of the original Resolution

The first correction is to clarify that the development of general office use space was approved for up to 570,000 square feet, not 470,000 square feet. This error was in the staff report presented to the Planning Board but was brought to the attention of the Board, by staff, at the June 21, 2007, public hearing on the preliminary plan. The Board acknowledged the typo in the staff report and included the correct square footage in their final action on the preliminary plan. The Resolution failed to make the correction.

The second correction is to address a typographical error in the Resolution. The hotel was actually approved for 156 rooms, not 15 as shown in the Resolution. The staff report correctly identified the 156 room limitation and the Planning Board's final action at the June 21, 2007, hearing was based on 156 rooms. The correction of these mistakes will ensure consistency with the submitted plans and the intended conditions of approval.



APR 3 0 2008

MCPB No. 07-160 Preliminary Plan No. 12003029A Park Potomac Amendment Date of Hearing: June 21, 2007

MONTGOMERY COUNTY PLANNING BOARD

CORRECTED RESOLUTION¹

WHEREAS, pursuant to Montgomery County Code Chapter 50, the Montgomery County Planning Board ("Planning Board" or "Board") is vested with the authority to review preliminary plan applications; and

WHEREAS, on October 19, 2006, Fortune Parc Development. L.L.C, et. al., ("Applicant"), filed an application to revise the previous conditions of approval to a previously approved subdivision located on 54.841 acres of land in the northwest corner of the intersection of Interstate 270 and Montrose Road ("Property" or "Subject Property"), in the Potomac Subregion master plan area ("Master Plan"); and

WHEREAS, Applicant's preliminary plan application was designated Preliminary Plan No. 12003029A, Park Potomac ("Preliminary Plan" or "Application"); and

WHEREAS, Staff issued a memorandum to the Planning Board, dated June 11, 2007, setting forth its analysis, and recommendation for approval, of the revised Application subject to certain conditions ("Staff Report"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and the staffs of other governmental agencies, on June 21, 2007 the Planning Board held a public hearing on the Application; and

WHEREAS, at the hearing, the Planning Board heard testimony and received evidence submitted for the record on the Application; and

Approved as to Legal Sufficiency: DRC 4/30/08

¹ This Resolution constitutes the written opinion of the Board in this matter and satisfies any requirement under the Montgomery County Code for a written opinion.

WHEREAS, on June 21, 2007, the Planning Board approved the Application subject to certain conditions, on motion of Commissioner Bryant seconded by Commissioner Robinson, with a vote of 3-0, Chairman Hanson voting in favor and Commissioners Wellington and Perdue absent.

NOW, THEREFORE, BE IT RESOLVED THAT, pursuant to the relevant provisions of Montgomery County Code Chapter 50, the Planning Board approved an amendment to Preliminary Plan No. 12003029A to revise Condition #1 as described below, for the Subject Property, as follows:

1) Condition #1 from Preliminary Plan No. 120030290 shall be amended as follows:

"The Applicant must limit the proposed development to the following land uses:

- Townhouses up to 150 units.
- High-rise apartment up to 450 units.
- General retail uses up to 145,000 square feet.
- General office uses up to 470,000 570,000 square feet.
- Hotel up to 45 156 guest rooms.

All other previous conditions of approval as contained in the Planning Board Opinion dated July 25, 2003 remain in full force and effect.

BE IT FURTHER RESOLVED, that, having given full consideration to the recommendations and findings of its Staff, which the Board hereby adopts and incorporates by reference and upon consideration of the entire record, the Montgomery County Planning Board FINDS, with the conditions of approval, that:

1. The Preliminary Plan substantially conforms to the master plan.

The proposed revision does not alter the Board's previous finding that the Preliminary Plan substantially conforms to the Master Plan. The plan continues to conform to the land use recommendations of the Potomac Subregion Master Plan

2. Public facilities will be adequate to support and service the area of the proposed subdivision.

Based on the review of the Development Review Committee and with the recommendations of approval from all agencies including the Montgomery County Department of Public Works and Transportation (roads and access), the Montgomery County Department of Permitting Services (stormwater and

drainage), the Maryland State Highway Administration (roads and access), Montgomery County Public Schools (school capacity) and the Montgomery County Department of Fire and Rescue Services (emergency service), public facilities are adequate to serve the proposed development.

The Board heard testimony from one citizen that the Planning Board's Local Area Transportation Review (LATR) methodology, which is set forth in the Board's LATR Guidelines and the Annual Growth Policy, is flawed and that the Seven Locks Road intersections at Tuckerman Road and Post Oak Road fail to adequately convey traffic at certain times of the day. Mr. Garson requested that the Board require the Applicant to provide an "auxiliary" northbound lane on Seven Locks Road to alleviate the afternoon traffic flows, and that the Board reconsider its methods to review traffic, suggesting that rush hour now extends throughout the day, not just during the morning and evening rush hours. Mr. Garson also supported an additional Potomac River crossing.

The Planning Board heard other testimony from Mr. Andrew Cavanus, Vice President of the Regency Estates Citizen's Association that the Potomac Master plan recommends keeping Seven Locks Road as a two lane "rural" road, and that widening the road to four lanes should only come as part of a Master Plan revision.

The Planning Board also heard from the Applicant's traffic engineer, who explained that the applicant is required to provide an additional right-turn lane on Seven Locks Road at Tuckerman Road to relieve queuing. This project is permitted and ready for construction. Mr. Guckert also explained that the nearby Montgomery Mall project is required, as part of its approval, to construct a double left-turn lane on westbound Tuckerman at Seven Lock Road. This project is under design and should also relieve congestion.

The Planning Board considered this testimony and found that the traffic improvements required of this Applicant are appropriate under LATR. Further, the traffic improvements required of this Applicant, in concert with those required of other projects will alleviate some of the concerns raised. The contention that the LATR methodology is flawed and the possibility of a second Potomac River crossing are not issues that can be appropriately addressed in an individual subdivision proceeding.

3. The size, width, shape, and orientation of the proposed lots are appropriate for the location of the subdivision.

The configuration of the lots was not changed as part of this plan revision. Lot shape, size, width and orientation remain in compliance with Chapter 50.

4. The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A.

At the initial hearing, the plan was reviewed for compliance with Chapter 22A off the Montgomery County Code and found to be able to comply with all requirements of that Chapter by the Planning Board. The revision required no changes to the forest conservation plan, and continues to comply with Chapter 22A.

5. The Application meets all applicable stormwater management requirements and will provide adequate control of stormwater runoff from the site. This finding is based on the determination by the Montgomery County Department of Permitting Services ("MCDPS") that the Stormwater Management Concept Plan meets MCDPS' standards.

The Montgomery County Department of Permitting Services reviewed and approved a stormwater management concept for the entire project at the initial review. The concept was not required to be changed as part of this revision and remains valid.

BE IT FURTHER RESOLVED, that this Preliminary Plan will remain valid for 36 months from its Initiation Date (as defined in Montgomery County Code Section 50-35(h), as amended) and that prior to the expiration of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded among the Montgomery County Land Records or a request for an extension must be filed; and

BE IT FURTHER RESOLVED, that the date of this Resolution is _________ (which is the date that this Resolution is mailed to all parties of record and

BE IT FURTHER RESOLVED, that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

CERTIFICATION

At its regular meeting, held on Thursday, March 27, 2008, in Silver Spring, Maryland, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission ADOPTED the above Corrected Resolution, on motion of Vice Chair Robinson, seconded by Commissioner Bryant, with Chairman Hanson, Vice Chair Robinson, and Commission Bryant present and voting in favor, and with Commissioner Cryor absent. This Resolution constitutes the final decision of the Planning Board, and memorializes the Board's findings of fact and conclusions of law for Preliminary Plan No. 12003029A, Park Potomac Amendment.

Royce Hanson, Chairman

Montgomery County Planning Board



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue Silver Spring, Maryland 20910-3760 301-495-4500, www.mncppc.org

MONTGOMERY COUNTY PLANNING BOARD

OPINION

DATE MAILED:

March 19, 2004

SITE PLAN REVIEW #:

8-04015

PROJECT NAME:

Fortune Parc

Action: Approval subject to conditions. Motion was made by Commissioner Robinson, seconded by Commissioner Perdue, with a vote of 3-0, Commissioners Berlage, Robinson, Perdue voting for. Commissioners Bryant and Wellington were necessarily absent.

The date of this written opinion is March 19, 2004, (which is the date that this opinion is mailed to all parties of record). Any party authorized by law to take an administrative appeal must initiate such an appeal, as provided in the Maryland Rules of Procedure, on or before April 19, 2004 (which is thirty days from the date of this written opinion). If no administrative appeal is timely filed, this Site Plan shall remain valid for as long as Preliminary Plan #1-03029 is valid, as provided in Section 59-D-3.8.

On March 18, 2004, Site Plan Review #8-04015 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and evidence submitted in the record on the application. Based on the testimony and evidence presented and on the staff report, which is made a part hereof, the Montgomery County Planning Board finds:

- 1. The Site Plan is consistent with the approved development plan or a project plan for the optional method of development if required;
- 2 The Site Plan meets all of the requirement of the I-3 Zone;
- 3. The location of the buildings and structures, the open spaces, the landscaping, and the pedestrians and vehicular circulation systems are adequate, safe, and efficient:
- 4. Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development;
- 5 The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation,

STAFF RECOMMENDATION FOR SITE PLAN: Approval of 450 multi-family dwelling units, including 61 MPDUs, 820,000 square feet of office use and 30,000 square feet of retail use in the I-3 Zone on 20.28 acres, and a waiver to reduce parking and building setbacks of 15 feet between stations 541+01.93 to 541+55.95, with the following conditions:

1. Site Plan Enforcement Agreement

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

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

2. Signature Set

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

- a. Site Plan:
 - 1) Show all easements, Limits of Disturbance, Rights-of-Way, Forest Conservation Areas and Stormwater Management Parcels, Condo Association Parcel and trails, planning board opinion, development program inspection schedule, numbers and dates of approval on the drawing.
 - 2) The location of all recreation facilities shall be clearly identified on both the site and landscape plans. Complete details and specifications demonstrating full conformance with the Recreation Guidelines shall be added to the plans.

- 3) Location of the Moderately Priced Dwelling Units (MPDUs).
- 4) Revise the MPDU/TDR computations to indicate the requirement to provide sixty-one (61) MPDU units on the subject site (8-04015) in accordance with Chapter 25A of the Montgomery County Code. The remaining fourteen (14) MPDU units will be located within the townhouse units for Site Plan 8-04012. Revise the TDR computations to indicate the requirement to provide fifty-one (51) transferable density rights (TDRs) for the one hundred and two (102) TDR units required within the entire proposed development, which includes Site Plans 8-04012 and 8-04015.
- 5) Retaining walls shall compliment or match adjacent building materials. Details of the retaining walls to be reviewed and approved by M-NCPPC staff.
- 6) All internal sidewalks to be a minimum of 5 feet;
- b. Landscape and Lighting Plan:
 - 1) Provide a soil depth analysis of the area above the structured parking to determine the appropriate plant material to be installed. Details of the planting technique, material and location of the appropriate tree within the islands shall be reviewed and approved by staff prior to signature set approval;
 - 2) Provide a detail of the amenity element to be installed within the raised planter east of the pool and clubhouse and between the two apartment buildings;
 - 3) Planting islands to be a minimum of 8-foot wide;
 - 4) Provide the "calc" zones for the lighting distribution areas. Coordinate with M-NCPPC staff to reduce the max./min. and ave./min. computations in "calc" zone 8 once the zones are established. Lighting standards to conform to the IESNA standards for lighting in commercial parking areas.
 - 5) Provide shields on all light fixtures causing negative glare for vehicular traffic on I-270. Provide a detail of the shields on the lighting plan.
 - 6) Correct the wattage provided for the 14 and 16 foot poles in the summary report.
 - 7) Revise the light pole standards and details on sheet L2.3 to reflect the actual height, wattage and lumens of the proposed lights in the project.
- 3. Maintenance Responsibilities

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

- 4. Stormwater Management
 - Conditions of Montgomery County Department of Permitting Services (DPS) stormwater management concept approval for Phase II dated March 11, 2003 and conditions of the Maryland Department of the Environment letter of approval dated October 8, 2003.
- 5. <u>Transportation Planning</u>
 - Applicant shall comply with the conditions of approval as set forth in the Transportation Planning Memorandum dated March 9, 2004.
- 6. Forest Conservation
 - Applicant shall comply with the following conditions of approval of the Forest Conservation Plan. Final Forest Conservation Plan (including grading and tree protection information) shall satisfy all conditions referenced in the M-NCPPC

Environmental Planning Memorandum dated February 2, 2004, prior to recording plat and the Montgomery County Department of Permitting Services (DPS) issuance of sediment and erosion control permit:

- a. Category I conservation easements to be placed over forest retention areas, forest planting areas and environmental buffer areas. Easements to be shown on record plats.
- 7. <u>Moderately Priced Dwelling Units (MPDUs)</u>

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

- 8. Transferable Density Rights (TDRs)
 Prior to recording of plats, the applicant shall provide verification of the availability of the required (51) fifty-one transferable density rights (TDRs) for the (102) one hundred two TDR units within the entire Fortune Parc development, which includes site plans #8-04012 and #8-04015.
- 9. <u>Public Utility Easement</u>
 Applicant to provide conduit within the public utility easement (PUE) adjacent to the public right-of-way in accordance with the letter from Verizon dated January 21, 2004.

Attachment D



Marc Elrich County Executive Rabbiah Sabbakhan Director

May 1, 2023

Mr. Jason Evans, PE VIKA Maryland, LLC 20251 Century Blvd., Suite 400 Germantown, MD 20874

Re: COMBINED STORMWATER MANAGEMENT

CONCEPT/SITE DEVELOPMENT

STORMWATER MANAGEMENT PLAN for

Park Potomac Building AB 12405 Park Potomac Avenue Preliminary Plan 12003029B Site Plan 820230030

SM File #: 288533

Tract Size/Zone: 2.72 ac/ 118,600 sq. ft.
Total Concept Area: 3.58 ac/ 186,000 sq. ft.
Legal Description: Wheel of Fortune/Parcel PP

Watershed: Cabin John Creek/I-P

Types of Development: New Development

Dear Mr. Evans:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via Environmental Site Design (ESD) utilizing Micro-bioretention, Modular Wetlands and Green Roof. Volume not able to be treated in ESD measures will receive treatment in two existing surface sand filters.

This concept supports the concurrent preliminary plan amendment and site plan noted above and was originally approved as SM File #206882 for the overall development.

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

- 1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
- 2. An engineered sediment control plan must be submitted for this development.
- 3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
- 4. Landscaping in areas located within the stormwater management easement which are shown on the approved Landscape Plan as part of the approved Site Plan are illustrative purpose only and



Mr. Jason Evans, PE May 1, 2023 Page 2 of 2

may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Montgomery County Department of Permitting Services, Water Resources Section.

- 5. Proposed amenities are currently shown on existing surface sand filter #3 (Asset #28061). Design and maintenance of the proposed amenities will need to be coordinated with the Department of Environmental Protection (DEP) at the final design stage. Any modifications to the existing stormwater management easement for this asset will be determined at the final design stage.
- 6. There are existing DEP assets which fall within the limit of disturbance. At final design stage, these assets must be shown and their removal must be detailed on the plans. DEP Asset #33299 (Baysaver) on private road should be replaced with an equivalent device treating an equivalent drainage area at final design stage. The existing stormwater management easement and covenant recorded in Book 51051 at page 203 must be terminated and extinguished when the new easements are dedicated.
- 7. Remaining volume provided in the existing surface sand filters may not exceed the maximum rainfall depth of 2.6" from the contributing impervious area within the limit of disturbance. If this volume cannot be provided at final design stage, a partial waiver will be considered.

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

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

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Sherryl Mitchell at 240-777-5206 or sherryl.mitchell@montgomerycountymd.gov.

Sincerely,

Wark Etheridge, Manager Water Resources Section

Division of Land Development Services

Neil Braunstein SM File # 288533

CC:

ESD: Required/Provided 22,517 cf / 13,841 cf PE: Target/Achieved: 2,20"/1,35"

STRUCTURAL: 8,970 cf WAIVED: n/a ac.



Department of Permitting Services Fire Department Access and Water Supply Comments

DATE: 26-Mar-23

TO: Jason Evans VIKA, Inc

FROM: Marie LaBaw

RE: Park Potomac

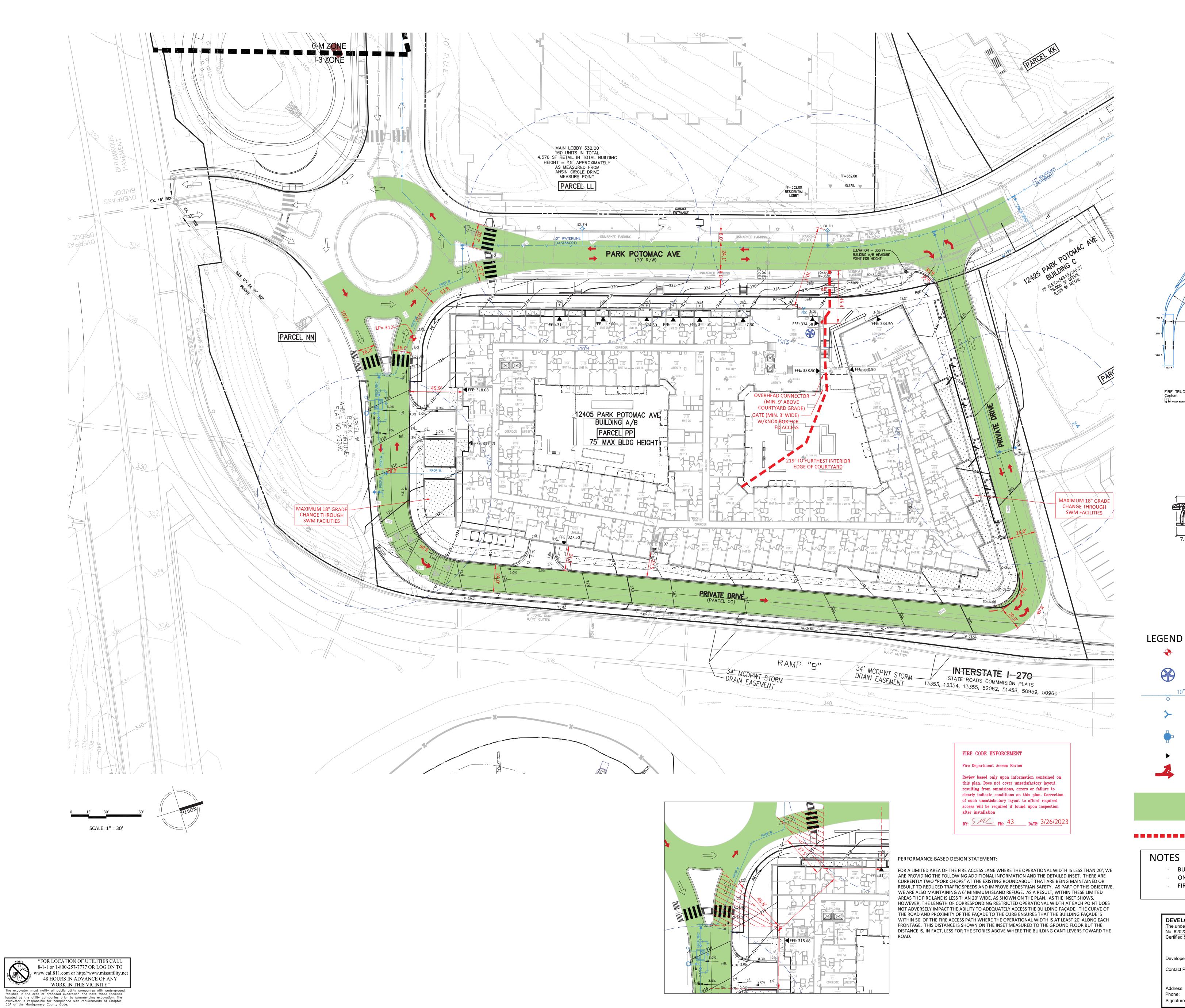
820230030

PLAN APPROVED

1. Review based only upon information contained on the plan submitted 23-Mar-23. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.

2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

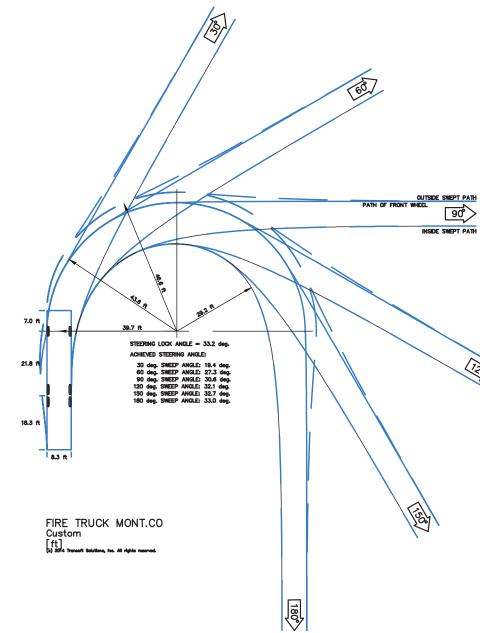
*** See statement of performance based design on plan sheet ***



AYOUT: 13-FDA-820230030-FA4, Plotted By: nperez

WOOTTON VICINITY MAP

SCALE: 1" = 2000'



PLANNER, CIVIL ENGINEER
VIKA MARYLAND, LLC
20251 CENTURY BOULEVARD GERMANTOWN MD, 20874 301.916.4100 CONTACT: JOSHUA SLOAN, RLA ARCHITECTS TORTI GALLAS AND PARTNERS, INC 1300 SPRING STREET SUITE 400 SILVER SPRING MD, 20910 301.588.4800 CONTACT: AARON GARBUTT ATTORNEY
MILES AND STOCKBRIDGE, P.C. 11 N. Washington Street SUITE 700 ROCKVILLE MD, 20850 301.517.4814 CONTACT: Philip A. Hummel LANDSCAPE ARCHITECT LANDSCAPE ARCHITECTURE BUREAU, 714 7TH STREET
WASHINGTON DC, 20003 202.543.6550 CONTACT: TIM BRAGAN

20251 Century Blvd., Suite 400 Germantown, MD 20874

Our Site Set on the Future.

301.916.4100 | vika.com

DEVELOPMENT, INC.

AVENUE, SUITE 200 POTOMAC, MD, 20854

CONTACT: KOFI MEROE

DESIGN CONSULTANTS

12435 PARK POTOMAC

EMAIL: kmeroe@foulgerpratt.com

PREPARED FOR: FOULGER PRATT

204-499-9695

REVISIONS

PARK

POTOMAC

4TH ELECTION DISTRICT MONTGOMERY COUNTY,

MARYLAND

WSSC GRID: 216NW08 &

216NW07

TAX MAP:GQ123 & GQ343

SP# 820230030

FIRE

DEPARTMENT

ACCESS

PLAN

PROFESSIONAL SEAL

Lock to Lock Time : 6.00 Steering Angle : 33.20

LOWEST POINT OF FD VEHICULAR ACCESS MAIN ENTRANCE

WATER LINE AND FITTING

FIRE DEPARTMENT CONNECTION FIRE HYDRANT

BUILDING ENTRY FIRE TRUCK MOVEMENT (AT 729 TRUCK)



FIRE ACCESS PATH

FIRE ACCESS FOOT PATH

NOTES

Phone:

Signature:

 BUILDING IS NOT A HIGH-RISE ONLY 1 FDC IS REQUIRED - FIRE COMMAND CENTER IS NOT REQUIRED

204-499-9695

DEVELOPER'S CERTIFICATE The undersigned agrees to execute all the features of the Site Plan Approval No. 820230030, including Approval Conditions, Development Program and Certified Site Plan. Developer's Name: FOULGER PRATT DEVELOPMENT, INC Contact Persons: KOFI MEROE

12435 PARK POTOMAC AVENUE; SUITE 200; POTOMAC, MD 20854

MARYLAND. ENGINEER'S NAME: JASON A. EVANS, P.E. LICENSE No.: 39885 EXPIRATION DATE: JANUARY 16, 2025 THE INFORMATION, DESIGN AND CONTENT OF THESE DRAWINGS OR DOCUMENTS ARE PROPRIETARY TO VIKA MARYLAND, LLC AND CONSTITUTE ITS PROPRIETARY
INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MUST NOT BE FORWARDED, SHARED, COPIED, DIGITALLY CONVERTED, MODIFIED OR USED FOR ANY PURPOSE, IN ANY FORMAT, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKA MARYLAND, LLC
VIOLATIONS MAY RESULT IN PROSECUTION. ONLY APPROVED, SIGNED AND SEALED PLANS OR DRAWINGS
MAY BE UTILIZED FOR CONSTRUCTION PURPOSES.

> © 2019 VIKA MARYLAND, LLC DRAWN BY: NP/SG DESIGNED BY: _____JS DATE ISSUED: xx/xx/2022

I HEREBY CERTIFY THAT THESE
DOCUMENTS WERE PREPARED OR
APPROVED BY ME, AND THAT I AM A DULY

LICENSED PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE STATE OF

SHEET NO. FA-4



Marc Elrich

County Executive

Christopher Conklin Director

March 23, 2023

Mr. Ryan Sigworth, Planner II Downcounty Planning Division The Maryland-National Capital Park & Planning Commission 2425 Reedie Drive Wheaton, MD 20902

RE: Preliminary Plan No. 12003029B

Park Potomac

Dear Mr. Sigworth:

We have completed our review of the amended preliminary plan uploaded to eplans on February 2, 2023. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on September 27, 2022. We recommend approval of the plans subject to the following comments:

Significant Plan Review Comments

- 1. The proposal for private streets, as shown on the preliminary plan uploaded to eplans on February 2, 2023 (and documented in the September 27, 2022, Statement of Justification), is acceptable to this Department. The proposed private streets are not in the master plan and are not needed for general circulation. We support Planning Board approval of the private streets subject to execution and recordation of a Declaration of Restrictive Covenants (for private roads). The deed reference for this document is to be identified on the record plat.
- 2. Prior to the permit stage, non-standard items such as reserved parking signs, pavement markings, dog waste disposal stations, etc., must be removed from the Park Potomac Avenue right-of-way.
- 3. The constructed portion of Park Potomac Avenue has not been accepted by MCDOT for maintenance. Prior to the issuance of any permit, the applicant shall coordinate with Ms. Linda Kobylski, Division Chief of MCDPS-Land Development, to bring the bonds up to current status for all public right-of-way construction. Any permits for rights-of-way that are needed must be approved by DPS. Ms. Kobylski can be contacted at <a href="maintenance-lindaw-up-needle-by-nee
- 4. The existing Ride-On bus stop on Park Potomac Avenue might need to be relocated because of the extension on the private drive to Park Potomac Avenue. Do not relocate the stop further south.

Mr. Ryan Sigworth Preliminary Plan No. 12003029B March 23, 2023 Page 2

Also, pavement parking markings will need to be removed to allow for bus access. Please contact Mr. Wayne Miller at 240-777-5836 or wayne.Miller2@montgomerycountymd.gov to ensure that the bus stops meet MCDOT and ADA requirements.

- 5. Prior to the permit stage, the applicant shall submit plans to MCDOT to improve the pedestrian crossings and reduce curb radii at the intersection of Park Potomac Avenue and Cadbury Avenue.
- 6. Coordinate with Mr. James Carlson (<u>james.carlson@montgomerycountymd.gov</u> or 240-777-8384) of MCDOT Commuter Services Section regarding the following TDM comments:

A. Trip Reduction Agreement:

Prior to the permit stage, 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

Mr. Ryan Sigworth Preliminary Plan No. 12003029B March 23, 2023 Page 3

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.

Standard Plan Review Comments

- 4. All Planning Board Opinions relating to this plan or any subsequent revision, project plans 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.
- 5. The sight distance study has been accepted. A copy of the Sight Distance Evaluation certifications form is included with this letter.
- 6. The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream County storm drain system for this plan.

Mr. Ryan Sigworth Preliminary Plan No. 12003029B March 23, 2023 Page 4

- 7. Design all vehicular access points to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway.
- 8. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
- 9. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
- 10. In all underground utility installations, install identification tape or other "toning" device approximately two feet above the utility.
- 11. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
- 12. Trees in the County rights of way spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
- 13. Posting of a ROW permit bond is a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - a. Paving, curb, gutter, sidewalk, handicap ramps and street trees along Park Potomac Avenue.
 - b. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
 - c. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by MCDPS.

Mr. Ryan Sigworth Preliminary Plan No. 12003029B March 23, 2023 Page 5

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,

William Whelan

William Whelan Development Review Team Office of Transportation Policy

SharePoint/transportation/directors office/development review/WhelanW/12003029B Park Potomac - MCDOT letter 032323.docx

Enclosures (1)

Sight Distance Certifications

cc: Correspondence folder FY 2023

cc-e: Joshua Sloan VIKA

Chris Van Alstyne MNCP&PC
Mark Terry MCDOT DTEO
Kutty Menon MCDOT DTEO
Linda Kobylski MCDPS DLD
Sam Farhadi MCDPS RWPR



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich County Executive

Scott Bruton Acting Director

March 8, 2023

Mr. Phillip Estes Montgomery County Planning Department 8787 Georgia Avenue Silver Spring, Maryland 20910

Re: Park Potomac

Site Plan # 820230030

Dear Mr. Estes:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval for the 307 total units including 39 (12.7%) MPDUs in Potomac, Maryland. DHCA understands that this site plan is part of a four (4) phase development that will provide mixed-use buildings including up to 600 total townhomes, apartments, and condos.

The current site plan reflects one (1) 1-bedroom MPDU that would need to be switched for a two- or three-bedroom MPDU to abide by the Chapter 25A bedroom distribution regulations.

An Agreement to Build must be submitted to DHCA before building permits are obtained from the Department of Permitting Services (DPS). The final MPDU locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build stage and must be in accordance with Chapter 25A.

Sincerely,

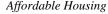
Maggie Gallagher, Program Manager I Affordable Housing Programs Section

Myt Gallyl-

Division of Housing

Landlord Tenant Affairs

Multifamily Housing



RING TO YOU 240-773-3556 TTY



P

2425 Reedie Drive Floor 14 Wheaton, MD 20902



MontgomeryPlanning.org

FROM: Meghan Flynn,

Acting Public Art Coordinator

PROJECT: Park Potomac

SITE PLAN No. 820230030

DATE: November 9, 2022

The Park Potomac project was reviewed by the Art Review Panel on Nov. 9, 2022. The following meeting minutes summarize the Applicant's presentation, the discussion (thereafter) and recommendations regarding the public art for the public benefits package. The Panel's final recommendations will be sent to the Applicant and lead reviewer in the Planning Department. Prior to the release of the first building permit, the site plan will be revised to include site details of the proposed public artwork. Should you have any additional questions and/or comments please feel to contact the Public Art Coordinator.

Attendance:

Sara Brandt-Vorel (Applicant)
Kofi Meroe (Applicant)

Mansur Abdul-Malik (Panelist, Real Estate Developer)

Natasha Fahim (MNCPPC Staff, future panel coordinator)

Meghan Flynn (MNCPPC Staff, outgoing panel coordinator)

Lee Goodwin (Panelist, Attorney & Artist)

Hiroshi Jacobs (Panelist, Artist & Architect)

Molline Jackson (MNCPPC Staff, Public Art Coordinator emeritus)

Suzan Jenkins (Panelist, PATSC Manager)

Claudia Rousseau (Panelist, Art Historian, Curator and PATSC Representative)

Aaron Savage (MNCPPC Staff, future panel coordinator)

Melissa Williams (MNCPPC Staff, PATSC Planning Rep.)

Summary of the Applicant's Presentation:

Park Potomac is a mixed-use community that includes a grocery store, office buildings, medical
offices, restaurants, retail, multi-family condominiums, rental apartments, parking facilities,
roadways and open areas. Applicant filed Sketch Plan No. 320190020 (the "Sketch Plan") to





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redevelop the remaining phases of Park Potomac in accordance with the optional method of development under the CRT zone. The Sketch Plan approved 10 public benefit points in concept for providing public art under the Quality of Building and Site Design category. Applicant proposed a permanent light installation under the Montrose Road overpass to create a gateway into the Park Potomac community. Condition 8(f) of the Sketch Plan requires applicant to coordinate with the Public Art Review Panel prior to submitting the site plan that includes the public art installation. Applicant coordinated with Public Art Review Panel staff prior to filing the Site Plan for the development of Parcels DD and EE, Block H with an apartment building containing approximately 307 multi-unit dwellings.

 Applicant is developing two mural concepts for installation in the existing Montrose Road underpass at the southern entrance of Park Potomac. Murals are proposed for both sides of the underpass walls. Each wall is approximately 12' in height and 130' in length, for an area of 1,550 square feet per wall and a total of 3,100 square feet for total mural area.

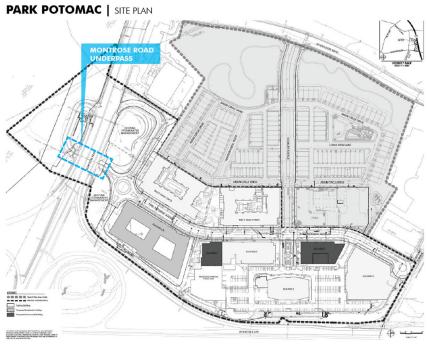


Figure 1 – Underpass location in blue

Applicant's proposal is a collaboration between muralist Cecilia Lueza and BEAM lighting
specialists to create a dynamic art experience within the Montrose Road underpass that will
establish an attractive gateway to the southern entrance of the Park Potomac community. The
unique mural concept would adorn both sides of the concrete underpass and enhanced with
lighting to highlight the unique design of each mural. Both mural concepts described below will
use lighting to develop an exploration of perception through the use of slow shifting color light
sources.







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Figure 2 – Two murals presented at daytime: Option 1 (LEFT) and Option 2 (RIGHT)



Figure 3 – Two murals presented at night: Option 1 (LEFT) and Option 2 (RIGHT)

Discussion Points:

- Safety Panel requested more information regarding coordination with DOT and possible
 interference of the lighting design on vehicular/driver safety. Applicant team provides detail
 about high levels of preplanning with DOT, and two independent lighting systems: one related
 to the art (slowly changing rope lights, an even wash of light, entirely customizable) and one for
 vehicle and pedestrian safety (white light geared toward county photometric requirements,
 aimed away from the mural).
- Practical Panel is interested in upkeep and practicalities, including electrical (to be paid by the Park Potomac HOA), maintenance budget (TBD), artist selection (via RFP), sustainability (LEDs, new SWM), and lighting (on-site maintenance). Applicant team points to strong record of wellmaintained murals, and provides the parenthetical answers above.







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- Placement Panel wonders if other venues were considered for this piece, considering that a
 relatively small number of pedestrians may be around to appreciate the design up close.
 Applicant team points to a new residential building and a nature trail nearby, and ongoing plans
 to expand the network of pedestrian routes.
- Signage Panel brings up the importance of artist attribution, and applicant agrees that a plaque with artist, light designer, and date will assist with "telling the story".



Figure 4 – Existing conditions, facing South on Park Potomac Ave

Panel Recommendations:

The following conditions are recommended by the Public Art Review Panel to the lead reviewer, Phillip Estes, regarding Site Plan 820230030, Park Potomac:

- The Certified Site Plan must contain site details that clearly indicate the overall dimensions, prescribed materials, necessary lighting fixtures, footers, and fasteners to ensure adequate safety and proper inspection of the artworks by the Arts and Humanities Council of Montgomery County (AHCMC) and Montgomery County Department of Permitting Services (DPS). This information will come from engineered drawings, certified by a structural engineer.
- The Developer and Artist(s) will execute a maintenance agreement for the public artwork(s) and will present the signed document to the DPS and Montgomery County Planning Department prior to the issuance of the first building permit.
- The appropriate signage should be visible and accessible to visitors. Appropriate signage will
 identify the title of the artwork, artist name or group, materials, completion date, and overall
 dimensions.







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- Prior to final inspection of the public artwork(s), the Developer must submit to the Public Art
 Coordinator with the Montgomery County Planning Department at least three images of the
 artwork on-site and information regarding the 1) associated project number, 2) title of the
 piece, 3) date of completion, 4) description of materials used, and 5) address. This information
 will be added to the existing inventory of the public artworks throughout the County
 (mcatlas.org/art).
- The Developer must comply with the implementation section of the Art Review Panel Policies and Procedures.

Attachment E

Park Potomac Coalition

March 3, 2023

Montgomery County Planning Board ATTN: Mr. Jeff Zyontz, Chair 2425 Reedie Drive Wheaton, Maryland 20902

VIA EMAIL AND US POST

Subject: Foulger-Pratt Development Application

Dear Mr. Zyontz

In January we wrote to you regarding our community's concerns regarding pedestrian safety on Park Potomac Avenue.¹ It has recently been brought to our attention that Foulger-Pratt wrote to the Board regarding our letter.² We want to take this opportunity to comment on Foulger-Pratt's letter.

We acknowledge that Foulger-Pratt undoubtedly followed all the commonly accepted procedures and applicable standards for the conduct of required traffic studies. Our contention is that, for whatever reason, the existing studies simply do not correspond to the facts on the ground, or the prospect for the future.

We do not claim to be traffic engineering experts, and we don't have the resources to hire consultants or take our concerns to the courts. But what we do know is what we see with our own eyes or hear with our own ears. Whether it is motorcycle races on Sunday morning, the "bad actors" (including the Montgomery County buses) that routinely are driving in excess of the speed limit, or motorists that treat the four-way stop at the intersection of Park Potomac Avenue and Cadbury Avenue as more of a suggestion than a legal requirement,

¹ Park Potomac Coalition letter to Montgomery County Planning Board dated January 5, 2023, subject: Foulger Pratt Development Application.

² Foulger-Pratt letter to Montgomery County Planning Department, dated January 19, 2023, subject: Response to Park Potomac Coalition letter dated Jan 5, 2023, Preliminary Plan Amendment No. 12003029B, Site Plan No. 820230030.

our conclusion is that something must be done in the way of "traffic calming" to reduce the threat of bodily injury to our residents.

We are simply trying to impress on the Planning Board the importance of dealing with the real-life threats to the dangerous conditions that our residents, many of whom are elderly with hearing and mobility limitations, experience every day; a situation that is only going to get worse when hundreds of new living units are occupied on a development just to the north of us with direct access to Park Potomac Avenue.³

Regarding the latter, we need to emphasize that Park Potomac Avenue will be without any doubt an attractive shortcut to and from US Route 270 for the residents of the 400 plus living units in Potomac Woods. We cannot overstate our conviction that unless Foulger-Pratt is required to include traffic calming on Park Potomac Avenue in their Building A/B project, this additional traffic will certainly result in an increase in the probability of pedestrian injury or death.

We respectfully request that this letter be made a part of the hearing record and that the Board staff **REQUIRE** traffic calming measures as part of their final recommendations. We would be pleased to meet with the staff to discuss the matter further.

Thank you for your consideration.

Sincerely,

Bruce M. Fonoroff

Vice-President

Park Potomac Homeowners

Association, Inc.

Nicholas Marzella President Pro Tem

Nubles Milla

The Brownstones at Park Potomac

CF: Mr. Josh Etter, Foulger-Pratt, Senior Vice-president Development

Mr. Marc Solomon, Finmarc Management, Inc., Co-founder and Principal

Mr. Phillip Estes, Montgomery County Planning Department

³ Finmark and EYA approved mixed use development "Potomac Woods" consisting of approximately 99 townhouses, 96 condominium units, and 213 senior living units.

Park Potomac Coalition

January 5, 2023

Montgomery County Planning Board ATTN: Mr. Jeff Zyontz, Chair 2425 Reedie Drive Wheaton, Maryland 20902

VIA EMAIL AND US POST

Subject: Foulger-Pratt Development Application

Dear Mr. Zyontz

One of us (Fonoroff) is the former President and current Vice-President of the Park Potomac Homeowners Association, Inc., and the other (Johnson) is the President of the Brownstones at Park Potomac Homeowners Association. Together, we represent more than 300 living units in Park Potomac. We are writing to you about our concerns regarding the Foulger-Pratt Park Potomac Development Application for Preliminary Plan Amendment 1200029B and Site Plan Amendment 820230030.

Park Potomac is a special place. As the poster child for what is sometimes called "new urbanism," Foulger-Pratt and the Commission were way ahead of their time in creating a walkable environment in which residents and visitors alike can live, work, shop, eat and play in a safe and environmentally friendly manner. While the reclassification of Building A/B from commercial to residential will change the character of the neighborhood in some ways, it is pedestrian safety that is our greatest concern.

Park Potomac Avenue is our "Main Street." Our residents, many of whom are elderly, must cross this street daily to take advantage of the many amenities that are available to us: banks, restaurants, grocery store, retail, etc. Increasingly, this street is being used as a speedway for irresponsible outsiders who are putting our citizens at risk.

Exacerbating this situation is a new development located in the City of Rockville just to the north of us known as Potomac Woods (consisting of town homes, condos, a senior living facility, and a fitness center). One of our primary concerns is that the connection of this new neighborhood to the north end of Park Potomac Avenue provides an attractive short cut for access to US Route 270. While some additional traffic is to be expected, it is the potential for some portion of that traffic to consist of bad actors whose reckless speeding is of grave concern.

To their credit, the Potomac Woods developer, Finmarc Management, Inc., and the Rockville City Department of Traffic and Transportation have included in their plan a requirement that makes it somewhat less convenient to use Park Potomac Avenue as a shortcut to 270—for which we are very grateful, see attached drawing. Unfortunately, this one gesture does not solve our problem.

We remind the Board that at the Sketch Plan Hearing on June 13, 2019, the Board admonished the Foulger-Pratt representative that traffic planning associated with the new residential Building A/B cannot, and must not, be considered as an island. That is, the matter of pedestrian safety must be viewed as a global problem which includes the impact from the surrounding neighborhoods.

We believe that Foulger-Pratt and Finmarc Management are responsible developers and are trying to do the right thing within their own economic constraints. In fact, Foulger-Pratt has indicated a willingness to address our concerns, and Finmarc has informed us that they are prepared to work with Foulger-Pratt in doing so. But the fact is that no constructive steps are being taken to ensure that our residents can continue to enjoy all that our neighborhood has to offer without risking life and limb. In short, we want the Board to insist that adequate traffic calming measures are included in any future Building A/B approvals¹.

We have reviewed the traffic studies prepared by Foulger-Pratt and found them lacking. The dates and times of the measurements they have taken do not reflect the reality of the day-to-day threat that we face; a reality that will only get worse as Potomac Woods and Building A/B come online.

¹ Institute of Transportation Engineers, "Traffic Calming Fact Sheets," May 2018, and U.S. Department of Transportation, Federal Highway Administration, "Traffic Calming ePrimer," February 2017.

We respectfully request that this letter be made a part of the hearing record and that the Board staff **REQUIRE** traffic calming measures as part of their final recommendations. We would be pleased to meet with the staff to discuss the matter further.

Thank you for your consideration.

Sincerely,

Bruce M. Fonoroff

Vice-President

Park Potomac Homeowners

Association, Inc.

Richard Johnson

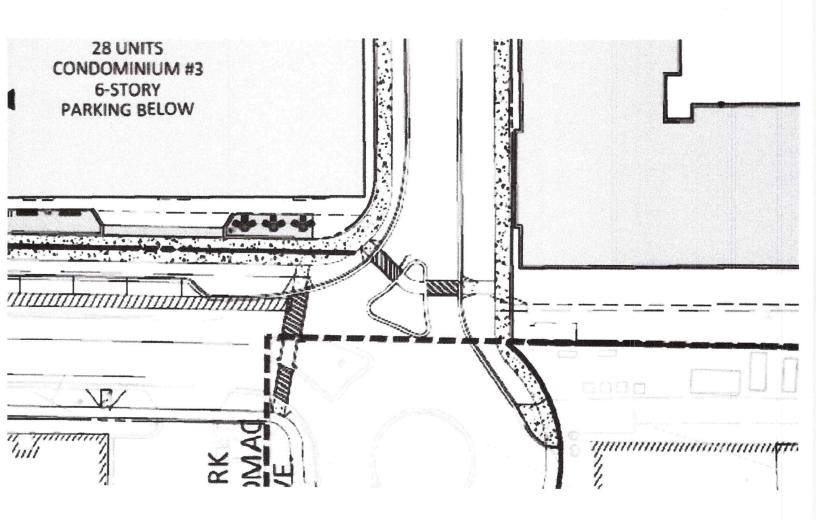
President

The Brownstones at Park Potomac

CF: Mr. Josh Etter, Foulger-Pratt, Senior Vice-president Development

Mr. Marc Solomon, Finmarc Management, Inc., Co-founder and Principal

Mr. Phillip Estes, Montgomery County Planning Department



1/19/23

Sandra Pereira / Phillip Estes Montgomery County Planning Department 2425 Reedie Drive, 14th Floor Wheaton, MD 20902

RE: Response to "Park Potomac Coalition" Letter Dated Jan 5, 2023
Preliminary Plan Amendment No. 12003029B
Site Plan No. 820230030

Dear Sandra,

We are in receipt of the letter noted above. We have met with Mr. Fonoroff and Mr. Johnson, who collectively represent the residential homeowners' associations at Park Potomac, bimonthly, for approximately the last three calendar years. The purpose of these regular meetings is to provide and discuss frequent updates on the design intent and schedule of the currently pending Preliminary Plan Amendment No. 12003029B and Site Plan No. 820230030 (collectively, the "Applications"). During our conversations on the Applications, Mr. Fonoroff and Mr. Johnson voiced the following concerns about vehicular traffic on Park Potomac Avenue, which are reflected in their January 5, 2023 letter:

- a. More development in Park Potomac will bring more people/vehicles to Park Potomac
- b. There will be significant cut through traffic along Park Potomac Avenue to/from Finmarc's recently approved development in the City of Rockville north of Fortune Terrace ("Potomac Woods") to the I-270 interchange
- c. People are driving too fast on Park Potomac Avenue

We have diligently responded to these concerns by taking the following actions:

- a. Analyzed how the change in use proposed in the Applications (a multi-family building in lieu of previously approved but unconstructed office buildings, as permitted by Sketch Plan No. 320190020) has reduced the previously planned traffic volume/parking needs in the community. Confirmed via an independent traffic study prepared by The Traffic Group that the Applications meet the density, parking, and trip cap requirements as required by the conditions of Sketch Plan No. 320190020. Further details can be found within the traffic statement submitted with the Applications.
- b. During our examination of the Applications' compliance with the trip cap, we also investigated if additional "cut through" trips were expected on Park Potomac Avenue from the Potomac Woods project. The Traffic Group found the Potomac Woods project will generate 14 to 15 additional trips on Park Potomac Avenue during peak AM/PM hours when compared to their previous uses. Although this analysis was not a requirement, it was referenced in the traffic statement submitted with the Applications.

- c. We completed another independent traffic study to determine the current vehicular speeds on Park Potomac Avenue. The results were:
 - a. Average Speed on Park Potomac Avenue north of Cadberry Avenue: 18 MPH; 85th percentile speed of 22 MPH
 - b. Average Speed on Park Potomac Avenue south of Cadberry Avenue: 21 to 24 MPH; 85th Percentile Speed 25 to 28 MPH

Please note this analysis is not a requirement of the Applications. However, we can provide further information upon your request.

d. We've agreed to engage with MCDOT during the first quarter of 2023 to review the signage plan along Park Potomac Avenue.

In summary, we believe we have acted in considerable good faith to engage with community stakeholders. We've also had a well-respected traffic engineering firm examine their concerns in accordance with applicable standards. The results of these analyses reveal they are unfounded and not supported by objective data. We are happy to discuss this matter with the Planning Department and MCDOT further as necessary.

Sincerely,

Josh Etter

Senior Vice President, Development

Authorized Agent for Fortune Park Development Partners, LLC

From: Sidney Rosenzweig
To: Pereira, Sandra
Cc: Kave, Josh

Subject: Re: Park Potomac Development

Date: Saturday, August 21, 2021 8:46:46 PM

Attachments: <u>image013.jpg</u>

image002.png image004.png image006.png image008.png image010.png image012.png

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Thank you very much for your thoughtful email and your help. I look forward to hiking through the park in years to come. Thanks again, Sid Rosenzweig

On Fri, Aug 20, 2021 at 4:16 PM Pereira, Sandra < sandra.pereira@montgomeryplanning.org > wrote:

Dear Mr. Rosenzweig,

Thank you for letting us know about the trails on Parcel X in Parc Potomac. Previous site plan approvals for this property might have included trails on Parcel X similar to those shown on the sketch plan. If so, we will have the ability to require conformance with the approved plans, which would result in the most immediate action to have the trails cleaned up and improved. Josh Kaye, Inspectors Supervisor (copied) is investigating and will report back on any noncompliance issues.

If these trails were not shown in previous approvals, future development applications that implement the approved sketch plan will be the next opportunity to ensure that this trail network is fully implemented both through Parcel X and offsite to the Cabin John Park trail network. We agree that these are important public amenities that allow for connectivity and recreation, which our staff and the Planning Board continuously advocate for.

We'll be in touch shortly with updates. Have a great weekend.

Thank you,

Sandra





From: Sidney Rosenzweig < sid9dc@gmail.com>

Sent: Monday, August 16, 2021 7:55 PM

To: <u>richard.weaver@montgomeryplanning.org</u>; Pereira, Sandra <<u>sandra.pereira@montgomeryplanning.org</u>>; Berbert, Benjamin

<benjamin.berbert@montgomeryplanning.org>

Subject: Park Potomac Development

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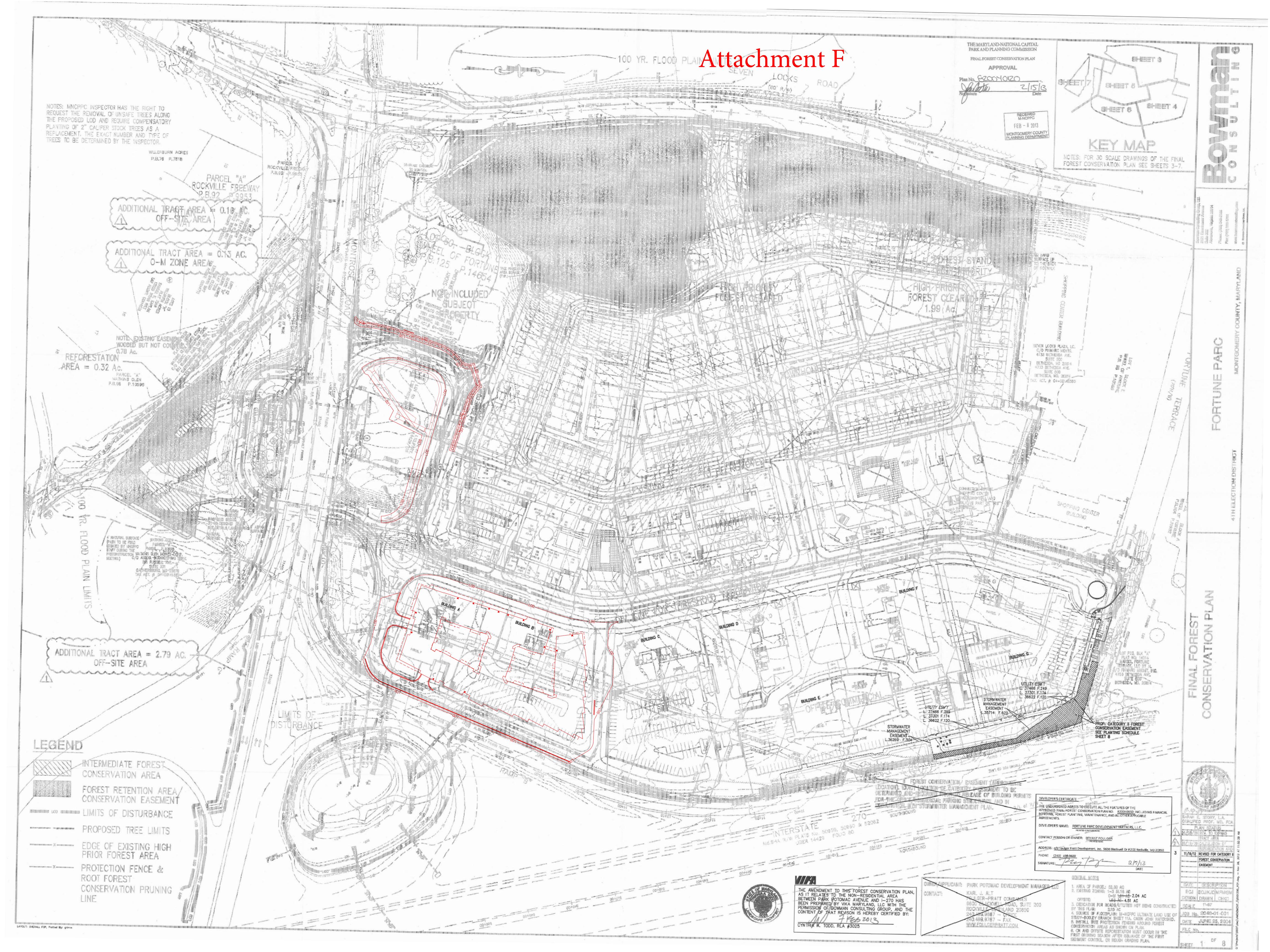
Dear Richard, Sandra, and Benjamin: I obtained your names from the June 13, 2019, sketch plan for further development at Park Potomac. My parents recently purchased a townhouse in Park Potomac. Last weekend, based on the representations of the June 13, 2019 sketch plan (page 10), I tried to take my wife and children for a hike through Parcel X, south of Montrose Road, which Foulger Pratt relies upon for demonstrating adequate public space for its development. A trailhead exists in Parcel X, but, to the extent that there is a trail, it appears to have been abandoned long ago (though you may see evidence of our attempt to walk there). Parcel X is a poorly-kept piece of land overrun by various thorny vines (including wineberry) and brambles. As far as I can tell, there is no way to access the Cabin John Park trail network through parcel X, nor is there any reason for a person to recreate in, around, or through Parcel X. By the end of our attempted hike (we had to turn back -- we couldn't make it through), my kids were crying from the thorns, brambles, and frustration. I do not believe that keeping a weedy derelict lot that has no discernable benefits to the public is within the letter or spirit of the county's preservation of public space. I am similarly dubious of Foulger Pratt's attempt to rely on an emptied drainage pond for a public space dedication.

Before the process for further development continues, I would encourage the Board, as well as any other members of county government, to visit Parcel X to see for itself. Among other things, the Board may wish to require Foulger Pratt to implement significant improvements as a condition for further development. I see around Cabin John Mall, where EYA is currently building townhouses, there is some effort to link the new townhouses there to the established network of trails in Cabin John Park, with the beginnings of a crushed stone trail. Foulger Pratt should be required to do something similar both within Parcel X itself, and north of Goya Street in Cabin John Park itself. If a Cabin John trail were to extend to Montrose Road, at least there'd be some use to Parcel X. Unlike the forest buffer around Cabin John Mall however, Parcel X of Park Potomac is overrun with invasive weeds. Parcel X will require more improvement to make it useful (including clearing invasive species that should not be there) than the buffer around Cabin John Mall does. In my view, it is the County's obligation to ensure that such improvements are made before signing off on a developer's plans for significant further development.

Thank you,

Sidney Rosenzweig

Garrett Park, MD





June 6, 2022

Kofi Meroe Foulger-Pratt 12435 Park Potomac Ave, Suite 200 Potomac, MD 20854

Traffic Noise Impact Analysis: Park Potomac Building A/B

Location: Montgomery County, MD

Report #6187

Mr. Meroe,

Polysonics has completed a Traffic Noise Impact Analysis for the Park Potomac Building A/B project located in Montgomery County, Maryland.

We performed an on-site traffic noise measurement. Forecasted traffic volumes and proposed grading information were used to determine future noise contours for the site.

The Montgomery County Noise Guidelines stipulate a 65 dBA L_{dn} maximum noise level for outdoor recreation areas and 45 dBA L_{dn} for indoor areas.

The results of the analysis indicate that future traffic noise levels will be below 65 dBA L_{dn} in all of the proposed outdoor areas. Therefore, no outdoor mitigation is needed to meet the Montgomery County Noise Guidelines.

Future noise levels calculated at upper floor locations indicate that the eastern, southern, and northern facades will exceed 65 dBA L_{dn} . Therefore, higher rated construction will likely be required to achieve an interior level of 45 dBA L_{dn} for interior areas and meet the Montgomery County Noise Guidelines.

Please let me know if you would like any further information.

Sincerely, Polysonics

Christopher Karner Senior Consultant

Direct line: 540-341-4988 x-2102

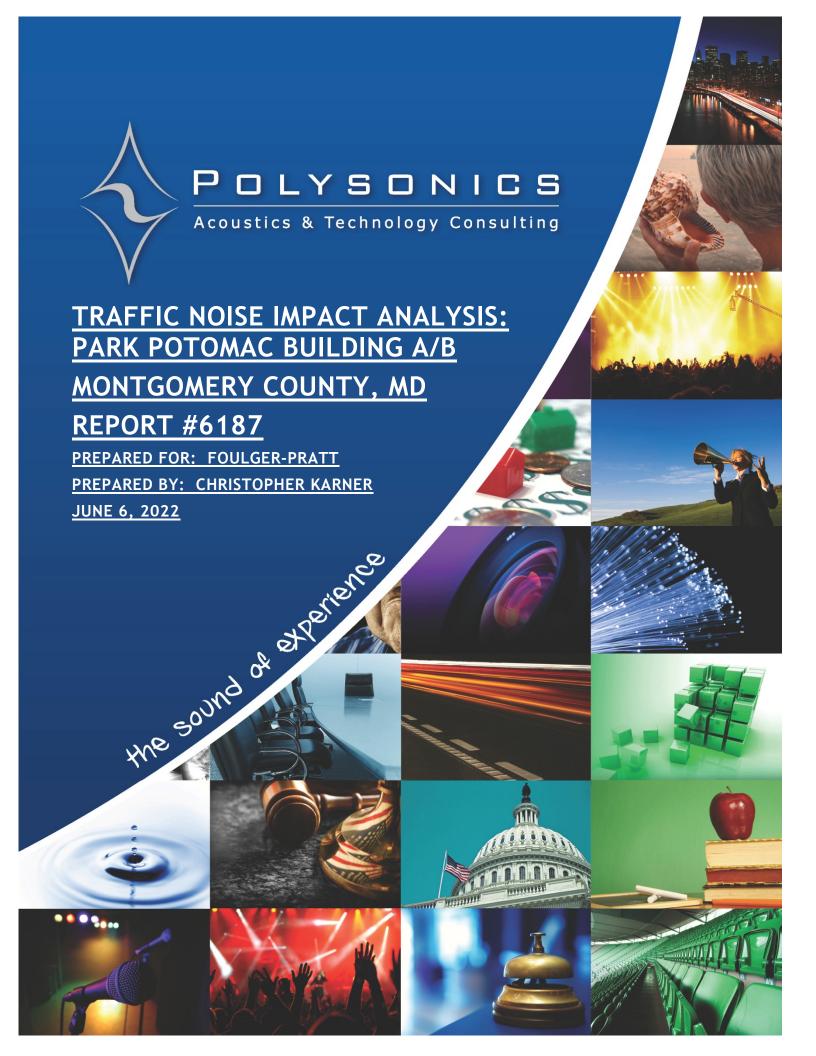


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EXECUTIVE SUMMARY

Polysonics has completed a Traffic Noise Impact Analysis for the Park Potomac Building A/B project located in Montgomery County, Maryland.

We performed an on-site traffic noise measurement. Forecasted traffic volumes and proposed grading information were used to determine future noise contours for the site.

The Montgomery County Noise Guidelines stipulate a 65 dBA L_{dn} maximum noise level for outdoor recreation areas and 45 dBA L_{dn} for indoor areas.

The results of the analysis indicate that future traffic noise levels will be below 65 dBA L_{dn} in all of the proposed outdoor areas. Therefore, no outdoor mitigation is needed to meet the Montgomery County Noise Guidelines.

Future noise levels calculated at upper floor locations indicate that the eastern, southern, and northern facades will exceed 65 dBA L_{dn}. Therefore, higher rated construction will likely be required to achieve an interior level of 45 dBA L_{dn} for interior areas and meet the Montgomery County Noise Guidelines.

Details of this study are provided herein.

MONTGOMERY COUNTY NOISE GUIDELINES

The Montgomery County "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development" regulate traffic noise impact on residential developments. The noise guidelines are shown in Table 1.

TABLE 1: MONTGOMERY COUNTY TRAFFIC NOISE GUIDELINES

Maximum Guideline Value	Area of Application
55 dBA L _{dn}	Permanent rural areas and where residential zoning is 5 or more acres.
60 dBA L _{dn}	Residential areas of the county where suburban densities predominate. Noise attenuation is recommended to allow attainment of this level.
65 dBA L _{dn}	This guideline is applied to the urban ring, freeway, and major highway corridors. Noise attenuation is strongly recommended to achieve this level.
45 dBA L _{dn}	Interior noise level guideline. Applicable if a waiver of exterior noise guidelines is granted. Exterior noise levels exceeding the applicable guideline are to be attenuated by the building shell.

The outdoor limits apply to outdoor recreational activity areas, such as the courtyards.

We performed a review of the Montgomery County Areas of Application for Exterior Noise Guidelines for Residential Areas and Other Noise Sensitive Land Uses. The map is used to determine which guideline to apply to the site.

The site location on the map is shown in Figure 1 in the Appendix.

POLYSONICS

TRAFFIC NOISE IMPACT ANALYSIS: PARK POTOMAC BUILDING A/B

JUNE 6, 2022

Based on the site location and the language shown in Table 1, Polysonics determined that the noise guideline for the site is 65 dBA L_{dn} .

MEASURED NOISE CONDITIONS

On Monday March 28 to Thursday March 31, 2022, Polysonics conducted a traffic noise measurement at the project site to determine current traffic noise impact from 270, Montrose Road, and the adjacent exit ramps. The traffic noise measurement was made at two locations on the property, designated as M1 and M2 on Figure 2.

The instrumentation used for the survey included one Bruel & Kjaer Type 2238 and one Bruel & Kjaer Type 2236 Integrating Sound Level Meter. These instruments are capable of measuring noise levels and calculating statistical results over the measured time period. The units meet ANSI S1.4 standards for Type I Sound Level Meters and were calibrated prior to the measurement survey, traceable to the National Institute of Standards and Technology (NIST). All measurements were made in the standard dBA metric, which best simulates human hearing and is in accordance with Montgomery County guidelines.

 L_{eq} is a metric describing the average noise level measured over a given time period. One-minute L_{eq} results were measured and logged into the instrument. The one-minute L_{eq} results from the traffic noise measurement can be seen in Figures 3 and 4.

The L_{eq} result is used to determine the Day-Night average noise level, L_{dn} . L_{dn} is a 24-hour, time-averaged noise level with a 10-dBA "penalty" added during the nighttime hours of 10:00 p.m. to 7:00 a.m. to account for human sensitivity to noise at night. The Montgomery County noise guidelines are written in terms of L_{dn} .

The results on Tuesday March 29, 2022 are shown in Table 2.

TABLE 2: NOISE SURVEY RESULT

Measurement Location	Measured Ldn
M1	63.4 dBA
M2	70.4 dBA

The weather station at Montgomery County Airpark reported periods of light rain between 1:15 pm and 2:00 p.m. and sporadic periods of wind gusts over 10 mph between midnight and 5:00 p.m. on March 29, 2022.

TRAFFIC NOISE MODEL

Noise levels were calculated using the Federal Highway Administration's Traffic Noise Model (TNM) Version 2.50.

TNM is a three-dimensional computer model that is used to determine traffic noise impact to surrounding areas of interest. The model considers factors such as topography, type of vehicle, and vehicle speed. The average noise level is calculated at selected receiver points. TNM has been adopted by Montgomery County and FHWA.

POLYSONICS

TRAFFIC NOISE IMPACT ANALYSIS: PARK POTOMAC BUILDING A/B

REPORT#6187

PAGE 4 OF 23

We performed evening rush-hour traffic counts at the site from 5:00 p.m. to 6:09 p.m. during the measurement. The results from the on-site measurements during this time were compared to a calibration model in TNM, which used the exact same inputs as observed during our traffic counts (speed, vehicle classification, geographic location, etc.).

It is generally accepted that if the calibration model is within 3 dB, the calibration is acceptable. Once calibrated, the same model can then be used with present and future Average Daily Traffic (ADT) values to predict and evaluate the traffic noise levels of various scenarios.

The results from the calibration model 1.2 dB below the measured data for both M1 and M2. With this good agreement between the model and measured results, TNM can be used to accurately predict future noise levels.

The 2019 and 2040 Average Annual Daily Traffic (ADT) volumes were obtained from the Maryland State Highway Administration. Data for the local and express lanes was not available, so Polysonics used the split shown in our traffic counts (77% express, 23% local). Vehicle classification percentages were obtained from the Maryland State Highway Administration, where available. For the exit ramps, Polysonics used our rush-hour counts. The percent of nighttime traffic was obtained from our measurements.

The roadway information shown in Table 3 through 7 was used to analyze traffic noise levels adjacent to the site.

TABLE 3: INPUT PARAMETERS – 270 EXPRESS

Parameter	TNM Input
Vehicle Speed	55 mph
2019 ADT	195,614
2040 ADT	241,561
Autos	93.9%
Medium Trucks	3.5%
Heavy Trucks	1.9%
Buses	0.7%
Motorcycles	0.1%
Daytime/Nighttime %	85%/ 15%

TABLE 4: INPUT PARAMETERS – 270 LOCAL

Parameter	TNM Input
Vehicle Speed	55 mph
2019 ADT	57,231
2040 ADT	70,674
Autos	93.9%
Medium Trucks	3.5%
Heavy Trucks	1.9%
Buses	0.7%
Motorcycles	0.1%
Daytime/Nighttime %	85%/ 15%

POLYSONICS

TRAFFIC NOISE IMPACT ANALYSIS: PARK POTOMAC BUILDING A/B

TABLE 5: INPUT PARAMETERS – MONTROSE ROAD

Parameter	TNM Input
Vehicle Speed	45 mph
2019 ADT	30,155
2040 ADT	31,775
Autos	96.3%
Medium Trucks	3.3%
Heavy Trucks	0.2%
Buses	0.1%
Motorcycles	0.1%
Daytime/Nighttime %	85%/ 15%

TABLE 6: INPUT PARAMETERS – 270S TO MONTROSE E RAMP

Parameter	TNM Input
Vehicle Speed	30 mph
2019 ADT	11,330
2040 ADT	13,380
Autos	100%
Daytime/Nighttime %	85%/ 15%

TABLE 7: INPUT PARAMETERS – MONTROSE W TO 270S RAMP

Parameter	TNM Input
Vehicle Speed	45 mph
2019 ADT	3,825
2040 ADT	4,190
Autos	98.1%
Medium Trucks	1.0%
Heavy Trucks	1.0%
Daytime/Nighttime %	85%/ 15%

A grid of receivers was placed at 5 feet (grade), and 50 feet (top story windows).

The current and proposed topography, current and proposed building locations, and the locations of the roadways were obtained from the 6601-PRESURVEY-BASE.dwg AutoCAD and Building Overlay - SWM & Road Grades.pdf files. Data absent from the files (such as topography and roadway locations) was obtained from Google Maps.

We modeled the existing and proposed building as barriers.

Detailed inputs for TNM are available upon request.

OUTDOOR NOISE IMPACT

The Montgomery County Noise Guidelines state that impact occurs if traffic noise levels exceed 65 dBA L_{dn} in outdoor recreational activity areas at this site location.

The existing noise contours can be seen in Figures 5 and 6.

The 2040 noise contours can be seen in Figures 7 and 8.

As can be seen in Figure 7, the courtyards are impacted by noise levels below 65 dBA L_{dn}. Therefore, no outdoor mitigation is needed.

INDOOR NOISE IMPACT

The Montgomery County Noise Guidelines state that a noise impact occurs if indoor noise levels due to traffic at the buildings exceed 45 L_{dn}. Indoor limits apply to noise sensitive spaces inside residential living units such as bedrooms, living rooms, dens, etc.

A residential unit of standard construction is expected to reduce exterior noise levels to interior levels by 20 dBA without modification. Standard construction assumes STC 36 walls (such as vinyl siding), STC 26 windows and doors (typical off-the-shelf windows and doors), and 30% glazing (per total wall surface area). Therefore, residential units located outside the of 65 dBA L_{dn} noise contour are expected to meet the required interior noise level of 45 L_{dn} with standard construction.

Figure 9 in the Appendix shows the noise levels impacting the facades of the building.

As seen in Figure 9, the 65 dBA L_{dn} noise contour (and higher) is expected to impact the northern, southern, and eastern facades. This image represents the loudest-case scenario, where the lower floors may have lower sound levels.

Generally recommended STC ratings of materials for impacted units are listed in Table 8.

Noise Impact Element Rating Walls 36 STC $65-69 dBA L_{dn}$ Windows and Doors w/ <20% Glazing at least 26 STC Windows and Doors w/ >20% Glazing up to 28 STC Walls 36 STC $70 - 75 \text{ dBA } L_{dn}$ Windows and Doors w/ <20% Glazing at least 34 STC Windows and Doors w/ >20% Glazing up to 36 STC

TABLE 8: ESTIMATED STC RATINGS FOR IMPACTED UNITS

A Building Shell Analysis will allow us to determine the exact STC ratings for the exterior walls, windows, and doors required to meet the indoor requirements. The Building Shell Analysis is included in our current proposal and should be started once architectural drawings are in the DD phase.

RESULTS AND CONCLUSIONS

- The Montgomery County Noise Guidelines require outdoor recreational activity areas to be 65 dBA L_{dn} or lower.
 - o All outdoor areas will be lower than 65 dBA L_{dn}.
 - o No outdoor noise mitigation is necessary.
- The Montgomery County Noise guideline for indoor residential noise levels at the site is $45\ dBA\ L_{dn}$.
 - o The facades will be impacted by noise levels just up to 75 dBA L_{dn}.
 - o Higher rated STC walls, exterior doors, and windows are likely to be required to meet the county guidelines.

TRAFFIC NOISE IMPACT ANALYSIS: PARK POTOMAC BUILDING A/B

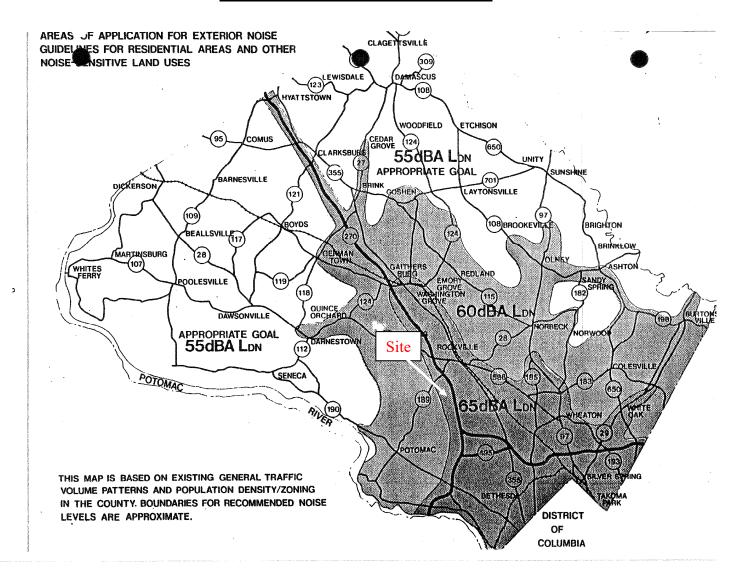
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APPENDIX

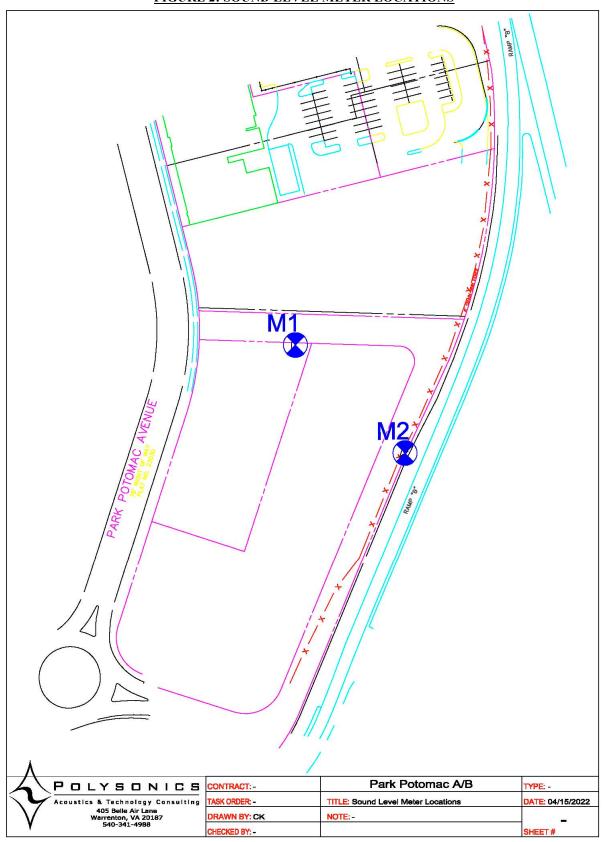
MONTGOMERY COUNTY NOISE GUIDELINE MAP

FIGURE 1: EXTERIOR NOISE GUIDELINES



TRAFFIC NOISE SURVEY

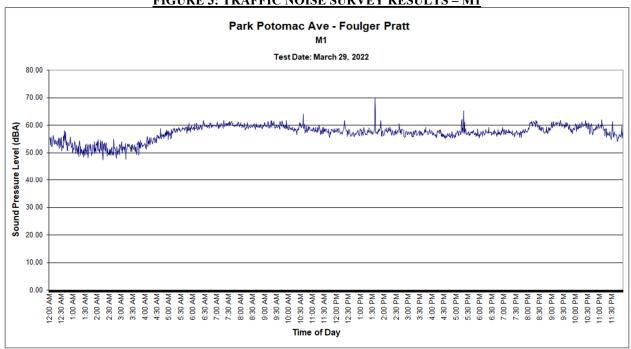
FIGURE 2: SOUND LEVEL METER LOCATIONS



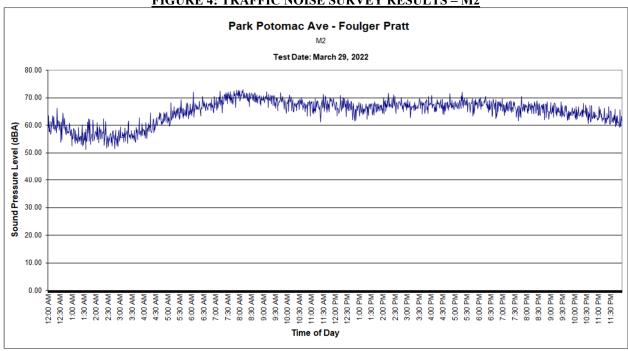
POLYSONICS

Traffic Noise Impact Analysis: Park Potomac Building $\ensuremath{A/B}$

FIGURE 3: TRAFFIC NOISE SURVEY RESULTS - M1







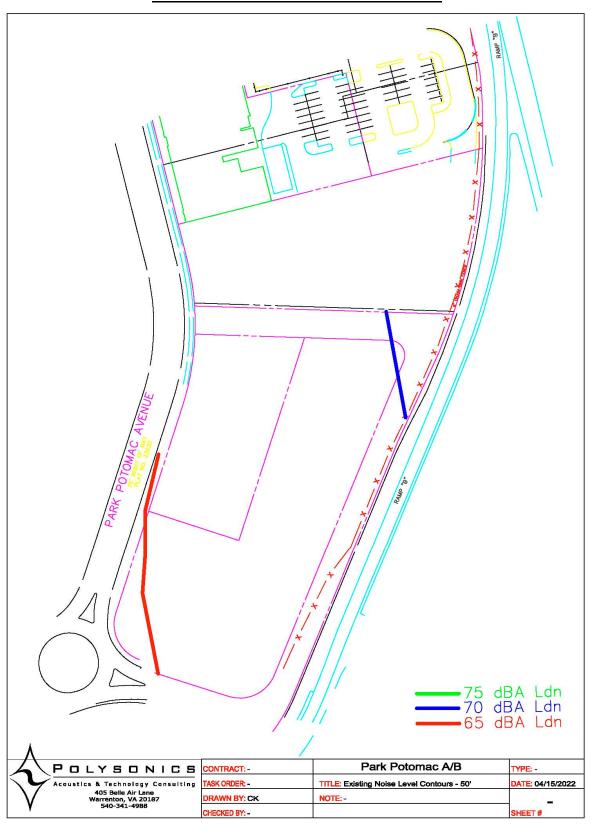
EXISTING NOISE CONTOURS

FIGURE 5: EXISTING NOISE CONTOURS - 5' (GROUND)



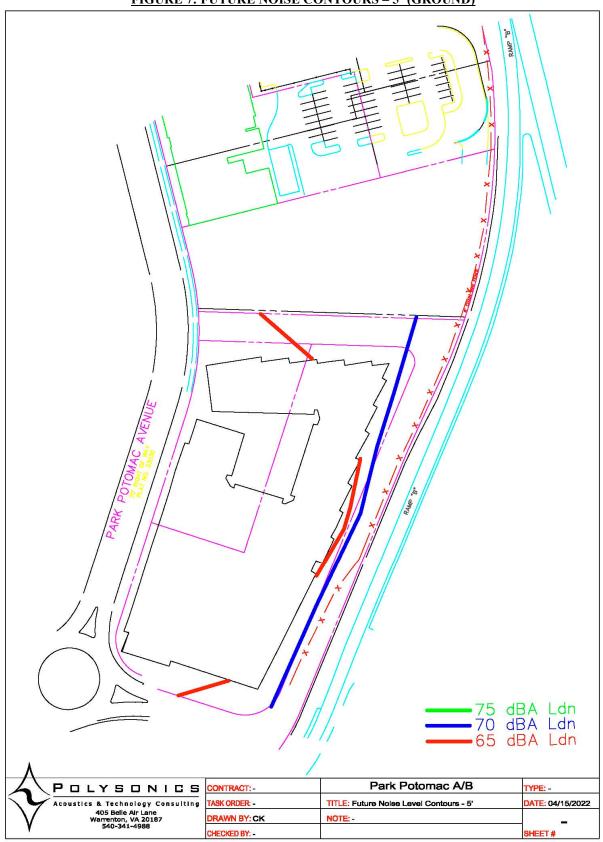
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FIGURE 6: EXISTING NOISE CONTOURS – 50'



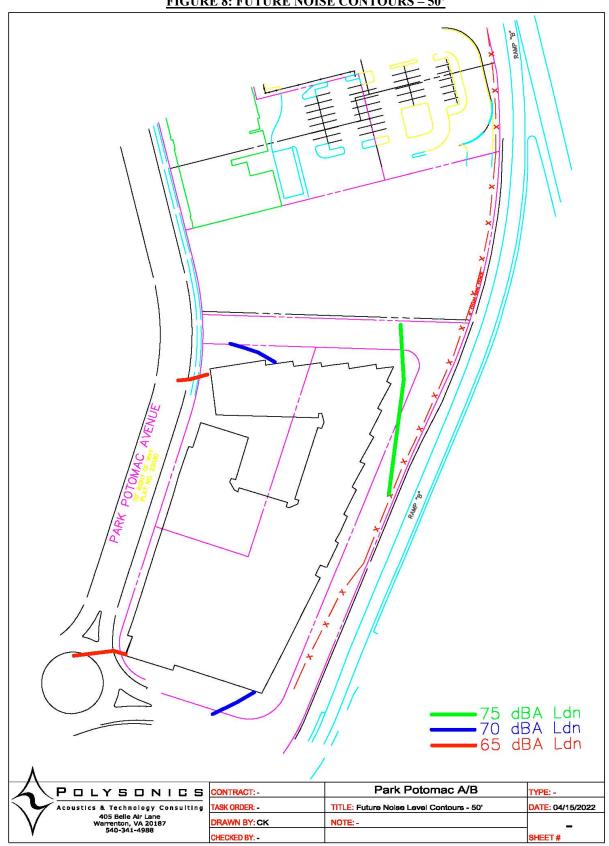
FUTURE NOISE CONTOURS

FIGURE 7: FUTURE NOISE CONTOURS - 5' (GROUND)



POLYSONICS

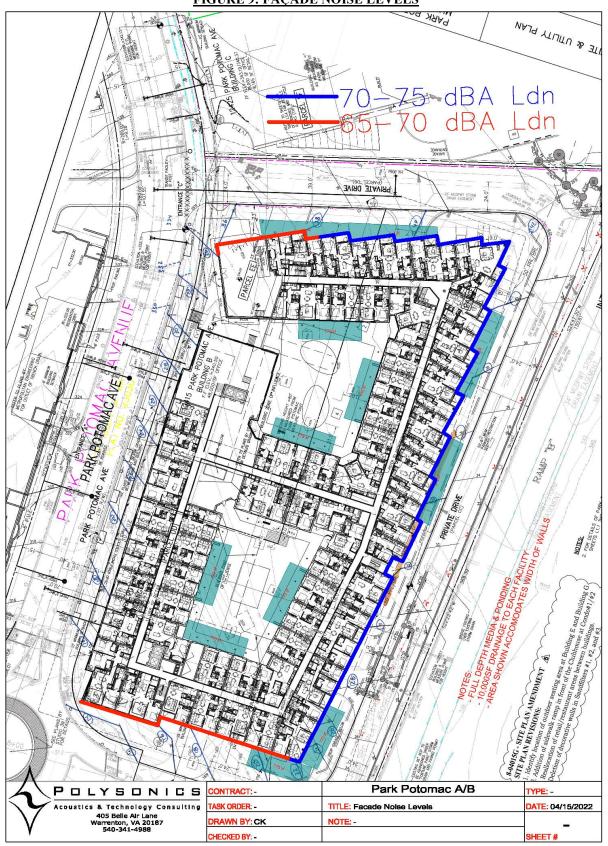
FIGURE 8: FUTURE NOISE CONTOURS - 50'



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FAÇADE NOISE LEVELS

FIGURE 9: FAÇADE NOISE LEVELS



POLYSONICS





July 11, 2022

Kofi Meroe Foulger-Pratt 12435 Park Potomac Ave, Suite 200 Potomac, MD 20854

Building Shell Analysis: Park Potomac Building A/B

Location: Montgomery County, MD

Report #6205

Mr. Meroe,

Polysonics has completed a Building Shell Analysis for the Park Potomac Building A/B project located in Montgomery County, Maryland.

Polysonics previously performed a Traffic Noise Impact Analysis, dated June 6, 2022.

The Montgomery County Noise Guidelines stipulate a 45 dBA L_{dn} maximum noise level for indoor areas.

We reviewed architectural drawings to determine the proposed structures' exterior surface area, the window and door sizes, the construction of the exterior walls, and the size and finish of the rooms.

Wall modifications and higher rated STC windows/doors will be required for most. Wall modifications include the use of resilient channels (when a masonry façade is not used), and windows/doors rated up to STC 38.

Please let me know if you would like any further information.

Sincerely,

Polysonics

Christopher Karner Senior Consultant

Direct line: 540-341-4988 x-2102

555 HOSPITAL DRIVE WARRENTON, VA 20186

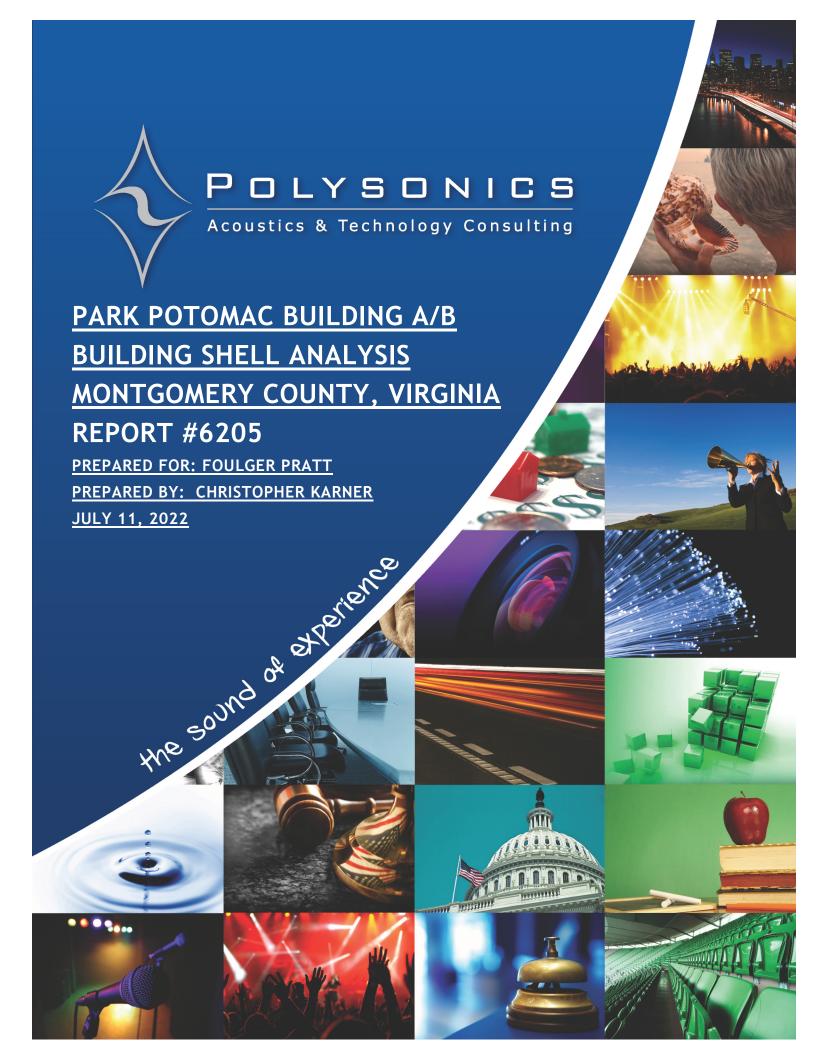


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EXECUTIVE SUMMARY

Polysonics has completed a Building Shell Analysis for the Park Potomac Building A/B project located in Montgomery County, Maryland.

Polysonics previously performed a Traffic Noise Impact Analysis, dated June 6, 2022.

The Montgomery County Noise Guidelines stipulate a 45 dBA L_{dn} maximum noise level for indoor areas.

We reviewed architectural drawings to determine the proposed structures' exterior surface area, the window and door sizes, the construction of the exterior walls, and the size and finish of the rooms.

Wall modifications and higher rated STC windows/doors will be required for most. Wall modifications include the use of resilient channels (when a masonry façade is not used), and windows/doors rated up to STC 38.

Details of the analysis including discussion of applicable standards, analysis methodologies, and resultant noise impact are provided herein.

MONTGOMERY COUNTY NOISE GUIDELINES

The Montgomery County "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development" regulate traffic noise impact on residential developments. The noise guidelines are shown in Table 1.

TABLE 1: MONTGOMERY COUNTY TRAFFIC NOISE GUIDELINES

Maximum Guideline Value	Area of Application
45 dBA L _{dn}	Interior noise level guideline. Applicable if a waiver of exterior noise guidelines is granted. Exterior noise levels exceeding the applicable guideline
- un	are to be attenuated by the building shell.

FAÇADE NOISE IMPACT

Polysonics previously performed a Traffic Noise Impact Analysis, dated June 6, 2022. Details regarding the traffic noise impact analysis can be found in that report.

The revised (more detailed) image of the façade impact is shown in Figure 1 in the Appendix.

BUILDING SHELL ANALYSIS

In order to perform the Building Shell Analysis, we reviewed architectural drawings to determine the proposed structures' exterior surface area, the window and door sizes, the construction of the exterior walls, and the size and finish of the rooms. This information is utilized to calculate the indoor noise level. If a proposed structure does not maintain the required indoor noise level, then design modifications can be specified for different building components to ensure the required indoor noise level is achieved.

POLYSONICS

BUILDING SHELL ANALYSIS: PARK POTOMAC BUILDING A/B

JULY 11, 2022

Polysonics assumed the minimum window rating to be minimum STC 26, which is the standard off-the-shelf rating. Polysonics assumes the exterior doors will match the window STC rating. The exterior façade of the building consists of fiber cement (STC 40) or brick (STC 50).

We reviewed the 50% DD Submission, dated April 8, 2022. Based on the façade impact shown in Figure 1, Polysonics has determined the impact at the facades of the units.

Table 4 in the Appendix lists the façade impact and the calculated interior impact.

Table 2 below summarizes the information in Table 4. Where "X" is shown, it represents the floor of the unit (X61 is equal to 161, 261, 361, and so on).

TABLE 2: BUILDING SHELL ANALYSIS SUMMARY

Unit	Room	Window/Door	Wall	Unit	Room	Window/Door	Wall
X17	LR	31	-		LR	38	RC
X19	LR	29	-	X43	BR1	34	RC
X21	LR	31	-		BR2	35	RC
X23	LR	31	-		LR	38	RC
A23	BR1	29	-	X45	BR1	34	RC
X25	LR	31	-		BR2	35	RC
V27	LR	32	-		LR	38	RC
X27	BR1	30	-	X47	BR1	34	RC
	LR	34	RC		BR2	35	RC
X29	BR1	33	-	V/10	LR	38	RC
-	BR2	34	RC	X49	BR1	35	RC
	LR	36	RC		LR	37	RC
W21	BR1	30	-	W.5.1	BR1	37	RC
X31	BR1	31	-	X51	BR1	37	RC
-	BR3	34	RC		BR3	37	RC
	LR	36	RC		LR	37	RC
W22	BR1	30	-	X53	BR1	33	-
X33	BR1	31	-		BR2	34	RC
-	BR3	34	RC		LR	35	RC
	LR	35	RC	X55	BR1	31	-
X35	BR1	30	-		BR2	32	-
-	BR2	34	RC		LR	35	RC
W27	LR	37	RC	X57	BR1	31	-
X37	BR1	34	RC		BR2	32	-
	LR	37	RC		LR	35	RC
X39	BR1	33	-	W50	BR1	31	-
-	BR2	34	RC	X59	BR1	33	-
	LR	37	RC		BR3	34	RC
X41	BR1	33	-		LR	33	RC
	BR2	34	RC	X61	BR1	29	-
					BR1	31	-

POLYSONICS

Building Shell Analysis: Park Potomac Building $\ensuremath{A/B}$

As can be seen in Tables 2 and 4, wall modifications and higher rated STC windows/doors will be required for several units. Wall modifications include the use of resilient channels (when a masonry façade is not used), and windows/doors rated up to STC 38.

Table 3 below summarizes the wall modifications shown in Tables 2 and 4.

TABLE 3: WALL STC RATINGS

Wall Type	Exterior Side	Studs	Interior Side	STC Rating
RC	Vinyl Siding, 7/16" Sheathing	2" x 4" wood stud, Batt Insulation	1/2" Resilient Channel , 1 layer of 1/2" Gypsum board	47
-	HardiPlank, 7/16" Sheathing	2" x 4" wood stud, Batt Insulation	1 layer of ½" Gypsum board	40

Please also note that the estimated STC ratings in Table 3 assume good quality construction techniques, following the manufacturer instructions on all resilient channel installation.

Please also note that if brick or stone options are used, then no wall modifications will be necessary.

CONCLUSIONS

- The Montgomery County Policy Plan states that a noise impact occurs if residential noise-sensitive indoor area noise levels exceed 45 dBA L_{dn}.
 - o Most units will meet the Policy Plan requirement by using STC 28 windows and exterior doors.
 - o Wall modifications and higher rated STC windows and doors will be required for several lots.
 - o Improvements to the standard construction include wall modifications and windows rated up to STC 38.

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BUILDING SHELL ANALYSIS: PARK POTOMAC BUILDING A/B

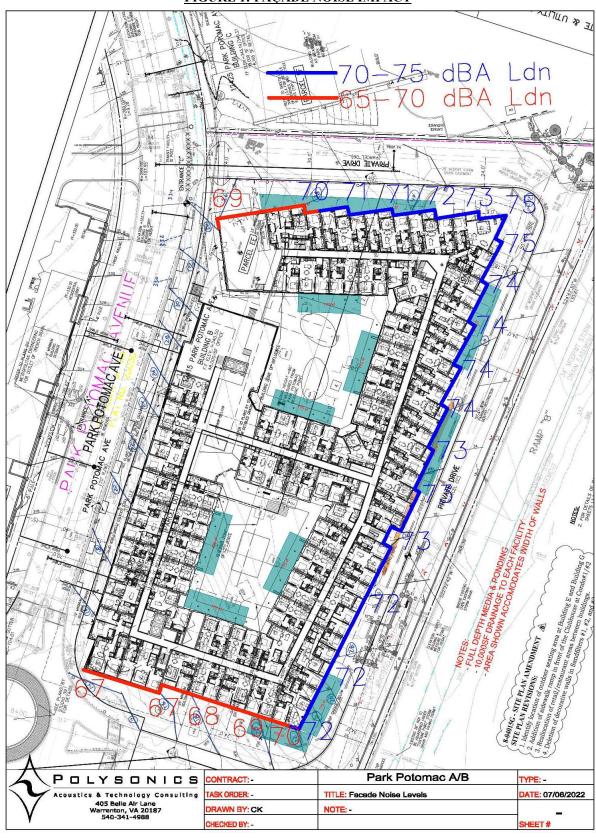
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APPENDIX

FAÇADE NOISE IMPACT

FIGURE 1: FAÇADE NOISE IMPACT



POLYSONICS

BUILDING SHELL ANALYSIS

TABLE 4: BUILDING SHELL ANALYSIS

Unit	Unit	Façade		Window/	Wall	Interior	
Number	Туре	Impact, dBA L _{dn}	Room	Door STC	Modification	Noise Level, dBA L _{dn}	
			LR	31	-	44	
	25	6	BR1	28	-	41	
U117	3D	67	BR1	28	-	43	
			BR3	28	-	44	
			LR	29	-	45	
U119	2G	67	BR1	28	-	43	
			BR2	28	-	40	
11121	1 D	(0	LR	31	-	45	
U121	1B	68	BR1	28	-	42	
11122	1 A	60	LR	31	-	44	
U123	1A	68	BR1	29	-	44	
11125	1 D	60	LR	31	-	45	
U125	1B	68	BR1	28	-	43	
U127	1A	69	LR	32	-	44	
0127	1A	69	BR1	30	-	29	
			LR	34	RC	44	
U129	2K	72	BR1	33	-	45	
			BR2	34	RC	44	
			LR	36	RC	44	
U131	3B	72	BR1	30	-	45	
0131	ЭБ	72	BR1	31	-	44	
			BR3	34	RC	45	
			LR	36	RC	44	
U133	2 D	72	BR1	30	-	45	
0133	3B	3B	12	BR1	31	-	44
			BR3	34	RC	45	
			LR	35	RC	44	
U135	2A	72	BR1	30	-	45	
			BR2	34	RC	44	
U137	JR1B	73	LR	37	RC	45	
0137	JKID	73	BR1	34	RC	44	
			LR	37	RC	44	
U139	2D	73	BR1	33	-	45	
			BR2	34	RC	45	
	_		LR	37	RC	44	
U141	2D	73	BR1	33	-	45	
			BR2	34	RC	45	
			LR	38	RC	45	
U143	U143 2D	74	BR1	34	RC	45	
			BR2	35	RC	45	
	25	.	LR	38	RC	45	
U145	U145 2D	74	BR1	34	RC	45	
			BR2	35	RC	45	
	25	.	LR	38	RC	45	
U147	2D	74	BR1	34	RC	45	
			BR2	35	RC	45	

TABLE 4: BUILDING SHELL ANALYSIS (cont.)

Unit Number Type Impact, dBA Ldn Number Type dBA Ldn Number Type dBA Ldn Number Type dBA Ldn Number Type dBA Ldn Number Nu			Façade				Interior	
U149				Room				
U149	Number	Type		Koom	Door STC	Modification		
U151 3A 75 BRI 35 RC 45				LR	38	RC		
U151 3A 75 BR1 37 RC 45 BR1 37 RC 45 BR1 37 RC 45 BR3 37 RC 45 A5 BR3 37 RC 44 A5 BR3 37 RC 44 A5 BR2 34 RC 44 A5 BR2 34 RC 44 A5 BR2 32 - 44 A5 BR3 33 - 45 A5 BR3 34 RC 45 BR1 31 - 45 BR1 31 - 45 BR1 31 - 45 BR1 33 - 45 BR1 33 - 45 A5 BR3 34 RC 45 BR1 28 - 43 BR3 28 - 44 A5 BR3 28 - 43 A5 BR3 A5 A5 BR3 A5 A5 A5 A5 BR3 A5 A5 A5 A5 BR3 A5 A5 A5 A5 A5 A5 A5 A	U149	1E	74					
U151								
U151								
BR3 37	U151	3A	75					
U153 2D 73 BR1 33 - 45								
U153 2D 73 BR1 33 - 45								
BR2 34 RC 45	U153	2D	73					
U155 2D 71 BR1 31 -	0133	20	, 5					
U155 2D 71 BR1 31 -								
BR2 32 -	U155	2D	71					
U157 2D 71 BR1 31 - 45	0133	2.0	, 1					
U157 2D 71 BR1 31 -								
BR2 32 -	11157	2D	71					
U159 3G-1 72 ER 35 RC 44 44 BR1 31 - 45 45 BR1 33 - 44 44 BR3 34 RC 45 45 BR1 28 - 41 41 BR1 28 - 43 BR3 28 - 44 44 BR1 28 - 43 BR2 28 - 40 45 BR1 28 - 43 BR2 28 - 40 40 BR1 28 - 43 BR2 28 - 40 A1 BR1 28 - 43 BR2 28 - 40 A1 BR1 28 - 43 A1 A1 BR1 28 - 43 A1 A1 BR1 28 - 43 A1 A1 BR1 29 - 44 A1 BR1 29 - 44 A1 BR1 28 - 43 A1 A1 A1 A1 A1 A1 A1 A	0137	2.0	/ 1					
U159 3G-1 72 BR1 31 -								
U217 3D 67 BR1 33 -								
BR3 34 RC 45	U159	3G-1	72					
U217 3D 67 BR1								
U217 3D 67 BR1 28 - 41 BR1 28 - 43 BR3 28 - 44 U219 2G 67 BR1 28 - 45 BR2 28 - 40 U221 1B 68 LR 31 - 45 BR1 28 - 43 U223 1A 68 LR 31 - 44 U223 1A 68 LR 31 - 44 U225 1B 68 LR 31 - 45 BR1 29 - 44 U225 1B 68 BR1 29 - 44 U227 1A 69 LR 31 - 45 BR1 30 - 44 U229 2K 72 BR1 30 - 44 U231 3B 72 BR1 30 - 45 BR1 30 - 45 BR1 30 - 45 BR1 30 - 45 BR1 31								
BR1								
BR3 28 - 44	U217	3D	BD 67					
U219 2G 67 BR1 28 28 28 28 28 28 28 28 28 28 28 29 28 28 29 28 28 29 28 29 29 29 29 29 29 29 29 29 29 29 29 29								
U219 2G 67 BR1 28 - 43 BR2 28 - 40 U221 1B 68 LR 31 - 45 BR1 28 - 43 U223 1A 68 LR 31 - 44 U225 1B 68 LR 31 - 45 BR1 29 - 44 U225 1B 68 BR1 28 - 43 U227 1A 69 LR 32 - 44 U227 1A 69 BR1 30 - 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 U231 3B 72 BR1 30 - 45 BR1 31 - 45 - 45 BR3 34 RC								
BR2 28	U219	2G	67					
U221 1B 68 LR 31 - 45 BR1 28 - 43 U223 1A 68 LR 31 - 44 U225 1B 68 LR 31 - 45 BR1 28 - 43 U227 1A 69 LR 32 - 44 BR1 30 - 44 LR 34 RC 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 30 - 45 BR1 30 - 45 BR3 34 RC 44 BR3 34 RC 45	0219	20						
U221 IB 68 BR1 28 - 43 U223 1A 68 LR 31 - 44 U225 1B 68 LR 31 - 45 BR1 28 - 43 U227 1A 69 LR 32 - 44 U227 1A 69 BR1 30 - 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 30 - 45 BR1 31 - 45 BR3 34 RC 45								
U223 1A 68 LR 31 - 44 U225 1B 68 LR 31 - 45 BR1 28 - 43 U227 1A 69 LR 32 - 44 BR1 30 - 44 LR 34 RC 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 30 - 45 BR1 31 - 45 BR1 31 - 45 BR3 34 RC 45	U221	1B	68					
U223 IA 68 BRI 29 - 44 U225 1B 68 LR 31 - 45 BR1 28 - 43 U227 1A 69 LR 32 - 44 BR1 30 - 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 31 - 45 BR3 34 RC 45								
U225 1B 68 LR 31 - 45 BR1 28 - 43 U227 1A 69 LR 32 - 44 BR1 30 - 44 LR 34 RC 44 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 31 - 45 BR3 34 RC 45	U223	1A	68					
U225 IB 68 BR1 28 - 43 U227 1A 69 LR 32 - 44 BR1 30 - 44 LR 34 RC 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45								
U227 1A 69 LR 32 - 44 BR1 30 - 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45	U225	1B	68					
U229 2K 72 BR1 30 - 44 U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR2 34 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 30 - 45 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45								
U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 LR 36 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45	U227	1A	69					
U229 2K 72 BR1 33 - 45 BR2 34 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45						RC		
U231 3B 72 BR2 34 RC 44 LR 36 RC 44 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45	U229	2K	72.					
U231 3B 72 ER 36 RC 44 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45								
U231 3B 72 BR1 30 - 45 BR1 31 - 44 BR3 34 RC 45								
BR1 31 - 44 BR3 34 RC 45	U231 3B							
BR3 34 RC 45		3B	3B 72					
RR1 30 - 45								
U233 3B 72 BR1 31 - 44	U233	3B	72					
BR3 34 RC 45								

TABLE 4: BUILDING SHELL ANALYSIS (cont.)

Unit Number	Unit Type	Façade Impact, dBA L _{dn}	Room	Window/ Door STC	Wall Modification	Interior Noise Level, dBA L _{dn}
			LR	35	RC	44
U235	2A	72	BR1	30	-	45
			BR2	34	RC	44
			LR	37	RC	45
U237	JR1B	73	BR1	34	RC	44
			LR	37	RC	44
U239	2D	73	BR1	33	-	45
		, -	BR2	34	RC	45
			LR	37	RC	44
U241	2D	73	BR1	33	-	45
0211	20	,,,	BR2	34	RC	45
			LR	38	RC	45
U243	2D	74	BR1	34	RC	45
0243	210	/ -	BR2	35	RC	45
			LR	38	RC	45
U245	2D	74	BR1	34	RC	45
0243	21)	/-	BR2	35	RC	45
			LR	38	RC	45
U247	2D	2D 74	BR1	34	RC	45
0247	2D		BR2	35	RC	45
			LR	38	RC	44
U249	1E	74	BR1	35	RC	45
			LR	37	RC	45
			BR1	37	RC	45
U251	3A	75	BR1	37	RC	45
			BR3	37	RC	45
			LR	37	RC	44
U253	253 2D	73	BR1	33	- KC	45
0233	2D	/3	BR2	34		45
					RC	44
11055	2D	71	LR	35	RC	
U255	2D	71	BR1	31	-	45
			BR2	32	- D.C.	44
11257	2D	7.1	LR	35	RC	44
U257	2D	71	BR1	31	-	45
			BR2	32	- D.C.	44
			LR	35	RC	44
U259	3G	70	BR1	31	-	45
		, ,	BR1	33	- D.C	44
			BR3	34	RC	45
			LR	34	RC	43
U261	3F	69	BR1	29	-	45
			BR1	31	-	44
			BR3	28	-	45

TABLE 4: BUILDING SHELL ANALYSIS (cont.)

		Façade				Interior		
Unit	Unit	Impact,	Room	Window/	Wall	Noise Level,		
Number	Type	dBA L _{dn}	1100111	Door STC	Modification	dBA L _{dn}		
			LR	31	-	44		
11217	20	67	BR1	28	-	41		
U317	3D	67	BR1	28	-	43		
			BR3	28	-	44		
			LR	29	-	45		
U319	2G	67	BR1	28	-	43		
			BR2	28	-	40		
11221	1 D	60	LR	31	-	45		
U321	1B	68	BR1	28	-	43		
11222	1 A	60	LR	31	-	44		
U323	1A	68	BR1	29	-	44		
11225	1 D	60	LR	31	-	45		
U325	1B	68	BR1	28	-	43		
U327	1A	69	LR	32	-	44		
0327	1A	69	BR1	30	-	44		
			LR	34	RC	44		
U329	2K	72	BR1	33	-	45		
			BR2	34	RC	44		
			LR	36	RC	44		
U331	3B	72	BR1	30	-	45		
0331	30	72	BR1	31	-	44		
			BR3	34	RC	45		
			LR	36	RC	44		
U333	2 D	72	BR1	30	-	45		
0333	3B	3B	3B	12	BR1	31	-	44
			BR3	34	RC	45		
			LR	35	RC	44		
U335	2A	72	BR1	30	-	45		
			BR2	34	RC	44		
U337	JR1B	73	LR	37	RC	45		
0337	JKID	7.5	BR1	34	RC	44		
			LR	37	RC	44		
U339	2D	73	BR1	33	-	45		
			BR2	34	RC	45		
			LR	37	RC	44		
U341	2D	73	BR1	33	-	45		
			BR2	34	RC	45		
			LR	38	RC	45		
U343	U343 2D	74	BR1	34	RC	45		
			BR2	35	RC	45		
			LR	38	RC	45		
U345	2D	74	BR1	34	RC	45		
			BR2	35	RC	45		
	_		LR	38	RC	45		
U347	2D	74	BR1	34	RC	45		
			BR2	35	RC	45		

TABLE 4: BUILDING SHELL ANALYSIS (cont.)

Unit Number	Unit Type	Façade Impact, dBA L _{dn}	Room	Window/ Door STC	Wall Modification	Interior Noise Level, dBA L _{dn}
11240	1.		LR	38	RC	44
U349	1E	74	BR1	35	RC	45
			LR	37	RC	45
11051	2.4	7.5	BR1	37	RC	45
U351	3A	75	BR1	37	RC	45
			BR3	37	RC	45
			LR	37	RC	44
U353	2D	73	BR1	33	-	45
			BR2	34	RC	45
			LR	35	RC	44
U355	2D	71	BR1	31	-	45
			BR2	32	-	44
			LR	35	RC	44
U357	2D	71	BR1	31	-	45
			BR2	32	-	44
			LR	35	RC	44
11250	3G	70	BR1	31	-	45
U359	3G	70	BR1	33	-	44
			BR3	34	RC	45
			LR	33	RC	44
U361	215	3F 69	BR1	29	-	45
0361	31	69	BR1	31	-	44
			BR3	28	-	45
U421	1B	68	LR	31	-	45
0421	10	08	BR1	28	-	43
U423	1A	68	LR	31	-	45
0423	1A	08	BR1	29	-	44
U425	1B	68	LR	31	-	45
0423	10	08	BR1	28	-	43
U427	1A	69	LR	32	-	44
0427	IA	09	BR1	30	-	44
			LR	34	RC	44
U429	2K	72	BR1	33	-	45
			BR2	34	RC	44
			LR	36	RC	44
11/21	2D	72	BR1	30	=	45
0431	U431 3B	12	BR1	31	=	44
			BR3	34	RC	45
			LR	36	RC	44
U433	3B	72	BR1	30	-	45
0433	ЭD	12	BR1	31	-	44
			BR3	34	RC	45
			LR	35	RC	44
U435	2A	72	BR1	30	-	45
			BR2	34	RC	45

TABLE 4: BUILDING SHELL ANALYSIS (cont.)

		- I				т, •
Unit Number	Unit Type	Façade Impact, dBA L _{dn}	Room	Window/ Door STC	Wall Modification	Interior Noise Level, dBA L _{dn}
			LR	37	RC	45
U437	JR1B	73	BR1	34	RC	44
			LR	37	RC	44
U439	2D	73	BR1	33	-	45
0.35	20	7.5	BR2	34	RC	45
			LR	37	RC	44
U441	2D	73	BR1	33	-	45
		, -	BR2	34	RC	45
			LR	38	RC	45
U443	2D	74	BR1	34	RC	45
		, .	BR2	35	RC	45
			LR	38	RC	45
U445	2D	74	BR1	34	RC	45
		, .	BR2	35	RC	45
			LR	38	RC	45
U447	2D	74	BR1	34	RC	45
		, -	BR2	35	RC	45
			LR	38	RC	44
U449	1E	74	BR1	35	RC	45
			LR	37	RC	45
			BR1	37	RC	45
U451	3A	75	BR1	37	RC	45
			BR3	37	RC	45
			LR	37	RC	44
U453	2D	73	BR1	33	-	45
		, -	BR2	34	RC	45
			LR	35	RC	44
U455	2D	71	BR1	31	-	45
			BR2	32	-	44
			LR	35	RC	44
U457	2D	71	BR1	31	-	45
			BR2	32	-	44
			LR	35	RC	44
T.1.50	2.0	5 0	BR1	31	-	45
U459	3G	70	BR1	33	-	44
			BR3	34	RC	45
			LR	33	RC	44
11461	25	60	BR1	29	-	45
U461	3F	69	BR1	31	-	44
			BR3	28	-	45
			LR	31	-	44
11517	20	67	BR1	28	-	41
U517	3D	67	BR1	28	-	43
			BR3	28	-	44
11501	1 D	60	LR	31	-	45
U521	1B	68	BR1	28	-	43

TABLE 4: BUILDING SHELL ANALYSIS (cont.)

		Façade				Interior
Unit	Unit	Impact,	Room	Window/	Wall	Noise Level,
Number	Type	dBA L _{dn}	1100111	Door STC	Modification	dBA L _{dn}
11522	1.4	69	LR	31	-	44
U523	1A	68	BR1	29	-	44
11525	1D	60	LR	31	-	45
U525	1B	68	BR1	28	-	43
11507	1.4	60	LR	32	-	44
U527	1A	69	BR1	30	-	44
			LR	34	RC	44
U529	2K	72	BR1	33	-	45
			BR2	34	RC	44
			LR	36	RC	44
11521	20	72	BR1	30	-	45
U531	3B	72	BR1	31	-	44
			BR3	34	RC	45
			LR	36	RC	44
11522	20	72	BR1	30	-	45
U533	3B	72	BR1	31	-	44
			BR3	34	RC	45
			LR	35	RC	44
U535	2A	72	BR1	30	-	45
		, 2	BR2	34	RC	44
11505	ID 1D	5 2	LR	37	RC	45
U537	JR1B	73	BR1	34	RC	44
			LR	37	RC	45
U539	2D	73	BR1	33	-	45
			BR2	34	RC	45
			LR	37	RC	44
U541	2D	73	BR1	33	-	45
			BR2	34	RC	45
			LR	38	RC	44
U543	2D	74	BR1	34	RC	45
			BR2	35	RC	45
			LR	38	RC	45
U545	2D	74	BR1	34	RC	45
			BR2	35	RC	45
			LR	38	RC	45
U547	2D	74	BR1	34	RC	45
			BR2	35	RC	45
11540	117	7.4	LR	38	RC	44
U549	1E	74	BR1	35	RC	45
			LR	37	RC	45
11551	2.4	7.5	BR1	37	RC	45
U551	3A	75	BR1	37	RC	45
			BR3	37	RC	45
			LR	37	RC	44
U553	2D	73	BR1	33	-	45
			BR2	34	RC	45

TABLE 4: BUILDING SHELL ANALYSIS (cont.)

Unit Number	Unit Type	Façade Impact, dBA L _{dn}	Room	Window/ Door STC	Wall Modification	Interior Noise Level, dBA L _{dn}
			LR	35	RC	44
U555	2D	71	BR1	31	-	45
			BR2	32	-	44
			LR	35	RC	44
U557	2D	71	BR1	31	-	45
			BR2	32	-	44
			LR	35	RC	44
U559	3G	70	BR1	31	-	45
0339	30	70	BR1	33	-	44
			BR3	34	RC	45
U561			LR	33	RC	44
	2E	60	BR1	29	-	45
	3F	69	BR1	31	-	44
				BR3	28	-



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Attachment I

Demand, Supply & Adequacy Report

Project Location Master Plan:

M-NCPPC

POTOMAC SUBREGION 2002

Proposed Residential Project - Units by Type and their Demand Points

Code	Housing Type	Quantity	Tots	Children	Teens	Young Adults	Adults	Seniors
TH	Townhouses and Single-Family attached	0	0	0	0	0	0	0
Mid-Rise	Multiple-Family, 4 stories or less	0	0	0	0	0	0	0
SFD	Single-Family Detached	0	0	0	0	0	0	0
Hi-Rise	Multiple-Family, 5 stories or more	307	30.70	21.49	9.21	224.11	171.92	76.75
	Total Demand Points =	307	30.70	21.49	9.21	224.11	171.92	76.75

Existing Offsite Park Facilities and their Supply Points

Park Facility	Quantity	Tots	Children	Teens	Young Adults	Adults	Seniors
Bikeways	1	1.54	2.15	1.38	33.62	25.79	7.68
Woodland	1	1.54	1.07	0.92	22.41	17.19	3.84
Total Offsite Supply Points:		3.07	3.22	2.30	56.03	42,98	11.51
35% of Total Offsite Supply Points:		1.07	1.13	0.81	19.61	15.04	4.03
Max Allowed Pts (35% of Total Demand Pts):		10.75	7.52	3.22	78.44	60.17	26.86
Actual Assigned Offsite Supply Pts:		1.07	1.13	0.81	19.61	15.04	4.03

Proposed Onsite Recreation Facilities and their Supply Points

Recreation Facility	Quantity	% Bonus Points	Tots	Children	Teens	Young Adults	Adults	Senior
Bicycle Parking Garage	1	0%	0	7	14	14	12	5
Indoor Fitness Room	1	0%	0	2.15	0.92	56.03	34.38	11.51
Natural Area	1	0%	1.54	1.07	0.92	22.41	17.19	3.84
Playground (Age 2-5) [Tot Lot]	2	0%	18	4	4	6	6	6
Resident Lounge	1	0%	0	2	5	10	8	7
Interior Courtyard, Garden or Lawn	1	0%	2	3	4	7	7	5
Multi-Purpose Lobby Area	1	0%	0	0	2	3	3	2
Internet Cafe	1	0%	0	0	5	7	4	3
Urban Plaza	1	0%	4	6	6	18	15	6
Lounge Pool	1	0%	0	0	2.30	89.64	51.58	11.51
Terraced Garden Area	1	0%	2	2	2	2	2	2
Grilling Area	1	0%	0	0	2	6	6	5
Total Onsite Supply Points=			27.54	27.22	48.14	241.08	166.15	67.8

Results: Demand, Supply & Adequacy

Age Group	Total Demand Points	Offsite Supply Points	Onsite Supply Points	Total Supply Points	Adequacy
Tots	30.70	1.07	27.54	28.61	Adequate
Children	21.49	1.13	27.22	28.35	Adequate
Teens	9.21	0.81	48.14	48.95	Adequate
Young Adults	224.11	19.61	241.08	260.69	Adequate
Adults	171.92	15.04	166.15	181.19	Adequate
Seniors	76.75	4.03	67.86	71.89	Adequate

Project Location is in Master Plan:

POTOMAC SUBREGION 2002

