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ATTORNEYS AT LAW

July 13, 2018

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**By Hand**

Mr. James Wasilak  
Chief of Zoning  
City of Rockville Department of Community Planning and Development Services  
111 Maryland Avenue  
Rockville, Maryland 20850

**Re: Pre-Application Meeting Submission for Site Plan Amendment for Redevelopment of 1503 Piccard Drive (the "F-7 Parcel") and 801 King Farm Boulevard (the "F-8 Parcel")**

Dear Mr. Wasilak:

King Farm Associates, LLC, owner and applicant (the "Applicant") is filing the required pre-application meeting submission (the "PAM Application") for a Site Plan application pursuant to Sections 25.07.02, and 25.07.05 of the City of Rockville Zoning Ordinance (the "Zoning Ordinance"). The PAM Application seeks to redevelop the F-7 Parcel and the F-8 Parcel with 65 townhouse dwellings (collectively, the "Project") in lieu of an approved but unbuilt office building with ground floor retail identified below. The Project will, among other things, provide additional housing, including affordable units, near employment, services, and transportation, offer a horizontal mix of uses within King Farm's Irvington Centre neighborhood, and incorporate architectural design that is compatible with existing development.

**Property Background**

The F-7 Parcel and F-8 Parcel are located in the City of Rockville (the "City") and included in the 345,155 square feet area of land (or 7.9237 acres) identified as Parcel AB, Block M on a subdivision plat recorded among the Land Records of Montgomery County on November 13, 2002 as Plat No. 22359 (the "Subdivision Plat"). The F-7 Parcel and F-8 Parcel consist of Ownership Lots AB-1 (the F-8 Parcel at 801 King Farm Boulevard) and AB-3 (the F-7 Parcel at 1503 Piccard Drive) King Farm: Irvington Centre subdivision. As shown on an ownership plat identified as Plat No. 23627 recorded among the Land Records of Montgomery County on May 25, 2007 (the "Ownership Plat"), the F-7 Parcel contains 34,318 square feet (or .7878 acres) and

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the F-8 Parcel contains 40,695 square feet (or 0.9342 acres). The F-7 Parcel and F-8 Parcel are zoned PD-KF (Planned Development-King Farm). The F-7 Parcel is located southeast of the intersection of Piccard Drive and Choke Cherry Road and the F-8 Parcel is located along King Farm Boulevard north of Piccard Drive. The F-7 Parcel is improved as a surface parking lot, abuts a multi-story office building to the south and a surface parking lot to the east, as well as confronts the Upper Rock development across Piccard Drive to the north and west. The F-8 Parcel is currently unimproved and abuts a multi-story office building to the west, a surface parking lot adjoining a parking structure to the north, and open space to the east. The F-7 Parcel and F-8 Parcel are proximate to existing office, townhouse, hotel, and senior housing uses. The F-7 Parcel and F-8 Parcel also offer convenient access to Interstate 270, Maryland State Route 355 (MD 355), Interstate 370, the Intercounty Connector (Maryland State Route 200), and numerous public transportation services, including Metrorail Red Line service at the Shady Grove Metro. The F-7 Parcel and F-8 Parcel are also near many established employment and retail uses.

### **Entitlement History**

The over 400 acre King Farm site, which includes the F-7 Parcel and the F-8 Parcel, was annexed into the City via an Annexation Agreement recorded among the Land Records on November 7, 1995 (the "Annexation Agreement"). The Annexation Agreement provided that the King Farm development would be developed pursuant to the City's then-existing Comprehensive Planned Development procedures. Under the Annexation Agreement, a concept plan would provide for, among other things, 3,200 dwelling units, with a potential increase to 3,600 dwelling units "subject to the reasonable approval of Rockville."

On July 8, 1996, the City adopted Resolution No. 10-96 approving Concept Plan Application CPD95-0002 (the "Concept Plan").<sup>1</sup> Resolution No. 10-96 recognized, among other things, that the total number of dwelling units may be increased from 3,200 to 3,600 "subject to the approval of the Mayor and Council." The development summary shown on the approved Concept Plan noted that 300 of the potential additional 400 residential units may be developed on the portion of the King Farm site designed for office use (presently known as Irvington Centre). The Mayor and Council then adopted a resolution on September 9, 2013, pursuant to the Annexation Agreement and Concept Plan approving a request to allow 144 townhouse units on King Farm Parcel F-5 and Parcel F-6 within the Irvington Centre neighborhood of King Farm.

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<sup>1</sup> The Mayor and Council has since approved two amendments to the Concept Plan in 2003 and 2005 permitting a hotel and independent living, assisted living, and/or nursing home uses in lieu of approved office space.

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The Planning Commission subsequently approved separate site plans for 129 townhouses on Parcel F-5 and Parcel F-6.

On May 14, 2007, the City issued a letter approving a detailed application for comprehensive planned development CPD2003-02AC2 with two six-story office buildings containing ground floor retail on the F-7 Parcel and the F-8 Parcel (the "Previous Approval"). Specifically, the Previous Approval permitted, subject to certain conditions, one building containing 151,522 square feet of office and 3,595 square feet of retail on the F-7 Parcel, as well as one building containing 157,642 square feet of office with 5,119 square feet of retail on the F-8 Parcel. These approved buildings have not been built on the F-7 Parcel and F-8 Parcel.

On June 27, 2017, Applicant filed a request for additional residential dwelling units on the F-7 Parcel and F-8 Parcel. After the City adopted Resolution No. 8-17 on October 16, 2017 allowing the development of 162 multiple unit dwellings, Applicant's agreement with a builder to construct the approved additional residential uses unexpectedly terminated. Thereafter, Applicant reached agreement with a new builder to develop the F-7 Parcel and F-8 Parcel with townhouses instead. Thus, on January 19, 2018, Applicant submitted a letter requesting the Mayor and Council amend Resolution No. 8-17 to permit the construction of 65 townhouse dwelling units, including 15% Moderately Priced Dwelling Units ("MDPUs") on the F-7 Parcel and F-8 Parcel instead of the multiple unit dwellings. On April 30, 2018, the Mayor and Council adopted Resolution No. 5-18 to approve the request for developing the F-7 Parcel and F-8 Parcel with 65 townhouses, subject to the provision of a tot lot at Terminus Park.

This PAM Application follows the Mayor and Council's approval.

### **The Project**

The Project will transform a surface parking lot on the F-7 Parcel and an unimproved open area on the F-8 Parcel into a vibrant new residential community containing 65 townhouses, 10 of which (or 15%) are proposed to be MPDUs. These townhouse units are proposed to be offered in a blend of widths: 14' x 25', 14' x 37', 16' x 22', and 16' x 37' to respond to market demand and provide a range of homeownership options in the desirable King Farm community. As noted on the Pre-Application Area Meeting Preliminary Site Plan, the proposed layout, parking, driveways, areas (square feet), building locations and dimensions, and utility locations are conceptual and subject to change.

The Project also embraces principles of traditional neighborhood design to provide compatible infill development in accordance with the Annexation Agreement, Concept Plan, and Design Guidelines. Specifically, the townhouses will be served by alleys with rear loaded



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garages in order for buildings to front Piccard Drive, King Farm Boulevard, or the internal drive aisle to frame the street. The townhouses are also intended to include large windows and prominent entries with attractive landscaping along street frontages to promote a sense of community. The Project's contemporary architecture, massing, and potential building materials and color palate complements the existing surrounding office structures and townhouses while offering visual interest to convey a unique sense of place. The proposed single-family building type also offers an appropriate transition between the surrounding commercial buildings, mixed-use structures, multi-family buildings, and single-family attached units to create variations in height. As discussed in greater detail below, the Project incorporates an appropriate amount of parking in garages, off-street spaces, driveways, and on-street spaces (some of which are proposed to be shared by easement with the adjacent office uses). The Project will also include high-quality amenities to future residents. Specifically, the townhouses are presently designed to incorporate rooftop decks to offer opportunities for outdoor gathering, reflection, and interaction. Additionally, the Project is proximate to numerous nearby green areas, including Terminus Park (to include a future tot lot as part of the Project) and Mattie Stepanek Park.

The Project's townhouses will also place new residential uses close to existing employment, retail, services, and public facilities to strengthen King Farm's mixed-use neighborhood fabric. The F-7 Parcel and F-8 Parcel are convenient to a number of transportation facilities, including being serviced by the King Farm Shuttle, which offers frequent access throughout the King Farm community to the Shady Grove Metrorail Station, RideOn bus, and Capital Bikeshare. The Project's townhouses will also be proximate to many nodes of activity, including King Farm Village Center, Upper Rock, and the Shady Grove Road and MD 355 corridors. By encouraging non-auto modes of transportation, creating infill development in a mixed-use neighborhood, and integrating state-of-the-art stormwater management facilities, the Project will also advance environmental sustainability. In short, the Project will enhance the vitality of King Farm, create new opportunities for homeownership (including units affordable to those making less than area median income) near public transportation, retail, and jobs, offer a differing architecture and product sizing, and strengthen the horizontal mix of uses within the Irvington Centre neighborhood.

### **Community Outreach**

On April 26, 2018, Applicant held a pre-application area meeting at the King Farm Community Center, which was attended by approximately seven individuals.

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**Compliance with the Zoning Ordinance**

The Project satisfies the requirements of Section 25.07.01.a.3(a) of the Zoning Ordinance as follows.

**The Project Will Not Adversely Affect the Health or Safety of Persons Residing or Working in the Neighborhood of the Proposed Project**

First, approval of the Project will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed project in accordance with Section 25.07.01.a.3(a).i of the Zoning Ordinance. The Project proposes appropriate single-family infill development that is well-integrated with the surrounding community. As stated in the Annexation Agreement and the Concept Plan, and as recognized by the Mayor and Council, additional residential units are anticipated within King Farm's Irvington Centre neighborhood. The Project contains a thoughtful design including residential units that engage the street with wide sidewalks, highly visible entrances, large windows, attractively landscaped front yards, and appropriate setbacks. By placing additional residential uses near existing transit, employment, and retail, the Project strengthens the horizontal mix of uses and promotes pedestrian and bicycle activity. As stated in the Trip Generation Memorandum submitted with the PAM Application, the Project will also generate significantly less traffic than the office and retail uses in the Previous Approvals granted for the F-7 Parcel and the F-8 Parcel.

**The Project Will Not Be Detrimental to the Public Welfare or Injurious to Property or Improvements in the Neighborhood**

Next, the Project would not be detrimental to the public welfare or injurious to property or improvements in the neighborhood pursuant to Section 25.07.01.a.3(a).ii of the Zoning Ordinance. The Project is consistent with the previously approved townhouses on King Farm's Parcel F-5 and Parcel F-6 along Piccard Drive to the west, expresses a contemporary architectural design that is congruent with the appearance of the existing office buildings, and offers an appropriate transition between the multi-family uses to the west, and the commercial structures to the east. The Project's incorporation of wide sidewalks with landscaping, use of alleys serving rear loaded garages, and proximity to a grid network of streets offers safe, efficient, and effective pedestrian, bicycle, and vehicular circulation. The Project promotes sustainable development by offering new townhouses, including needed MPDUs, near significant transportation infrastructure, employment opportunities, retail services, and public facilities, as well as integrating modern stormwater management. As noted above the Project will result in a considerable reduction in traffic over the Previous Approvals for the F-7 Parcel and the F-8 Parcel. The Project also includes appropriate parking facilities and will locate new

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residents proximate to existing and planned public transit and bicycle facilities. Furthermore, the Project's proposed uses will provide new residents to support existing retail in King Farm Village Center and Upper Rock.

### **The Project Will Not Overburden Existing and Programmed Public Facilities**

Additionally, the Project will not overburden existing and programmed public facilities as set forth in Article 20 of the Zoning Ordinance and as provided in the adopted Adequate Public Facilities Standards in accordance with Section 25.07.01.a.3(a).iii of the Zoning Ordinance. Per Section 25.20.04.a of the Zoning Ordinance, "[a]ny Planned Development identified in Section 25.14.07 of [the Zoning Ordinance] is deemed to satisfy the Adequate Public Facilities Standards[.]"<sup>2</sup> King Farm is such a Planned Development project. *See* § 25.14.07.c.2 of the Zoning Ordinance (identifying PD-KF – King Farm as a "principally mixed-use residential and commercial development"). The adequacy of public facilities, including transportation, water and sewer service, and schools are comprehensively addressed in the Annexation Agreement and/or Concept Plan.

### **The Project Will Not Adversely Affect the Natural Resources or Environment of the City**

Furthermore, the Project will not adversely affect the natural resources or environment of the City of surrounding areas under Section 25.07.01.a.3(a).iv of the Zoning Ordinance. The Project will enhance sustainability by, among other things, reducing reliance on the automobile by locating new housing (including 15% MPDUs) near public transit and bicycle facilities, achieving infill development proximate to existing employment, retail and services, and integrating environmental site design to the maximum extent possible. Although stormwater management for the entire King Farm development is comprehensively covered in the Annexation Agreement and Concept Plan approvals, with considerable stormwater infrastructure already constructed on King Farm, the Project is submitting a Pre-Application Stormwater Management Concept Plan with the PAM Application covering the redevelopment of the F-7 Parcel and F-8 Parcel.

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<sup>2</sup> As neither the Annexation Agreement nor the Concept Plan specify the number of years that public facilities are deemed adequate, the validity period ends 25 years from November 1, 2005 (or November 1, 2030). § 25.20.04.a of the Zoning Ordinance.



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### **The Project Will Not Be In Conflict with the Master Plan**

Under Section 25.07.01.a.3(a).v of the Zoning Ordinance, the Project will also not be in conflict with the City's 2002 Comprehensive Master Plan (the "Comprehensive Plan"). The Project is consistent with the Comprehensive Plan's description of King Farm as a "neo-traditional neighborhood designed with a grid street pattern and a mixture of uses and housing types incorporated into the design." Comprehensive Plan, pg. 11-58. The Project's provision of residential uses close to multiple public transit options, as well as the inclusion of pedestrian and bicycle friendly design achieves the neighborhood's accommodation of "multi-modal transportation needs with sidewalks, bikeways, and a connection to the Metro system." *Id.* By providing development that conforms to King Farm's governing documents, the Project achieves the Comprehensive Plan's recommendation to "[f]ollow the [C]oncept [P]lan as [site plans] are submitted for approval." *Id.* at 11-58.

### **The Project Will Not Constitute A Violation of Any Provision of the City Code or Other Applicable Law**

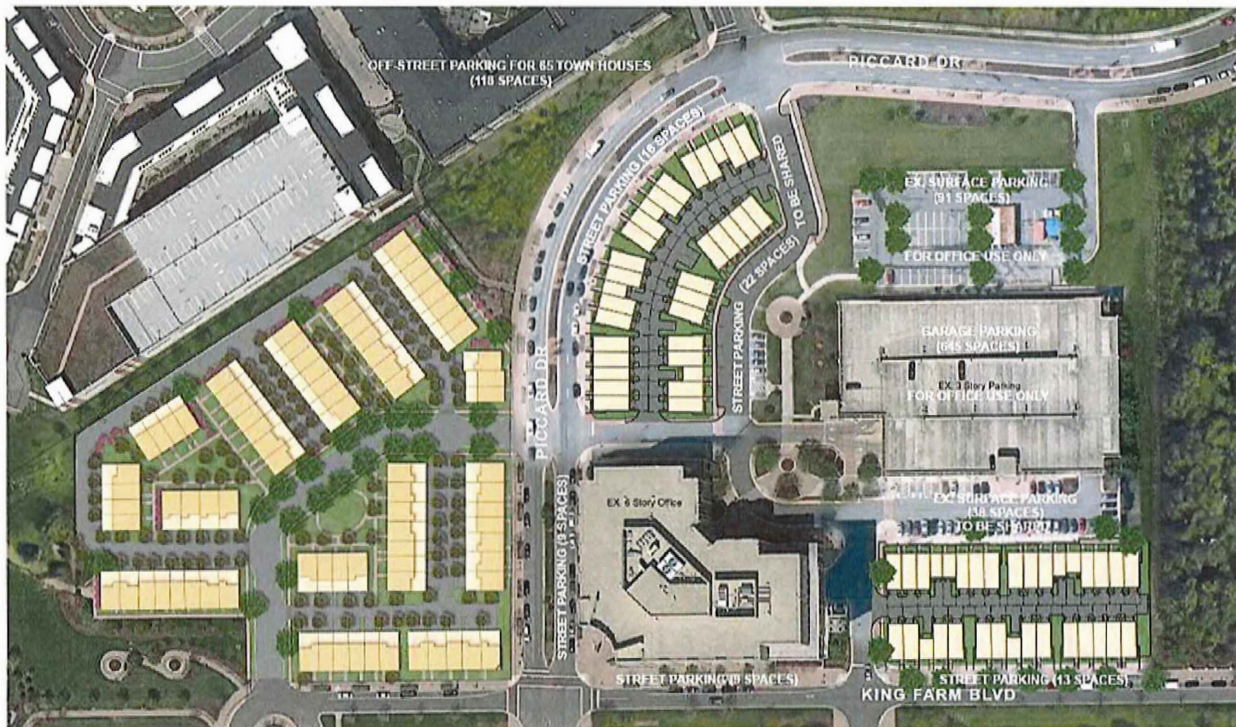
Furthermore, the Project will not constitute a violation of any provision of this Code or other applicable law in conformance with Section 25.07.01.a.3(a).vi of the Zoning Ordinance. As shown on the concept site plan included in the PAM Application, the Project will meet the development standards as covered in the Concept Plan and be consistent with the Design Guidelines, as it relates to, among other things, building height, setbacks, parking, character, architecture, and landscaping. Compliance with all applicable laws, such as relevant Zoning Ordinance provisions, Chapter 10.5 of the City Code (Forest and Tree Preservation), and Chapter 19 of the City Code (Sediment Control and Stormwater Management) will be analyzed in greater during development review of the subsequent site plan application.

### Parking Reduction Request

The Project is also designed to provide an appropriate amount of parking in a mixed-use, transit-oriented, and traditional neighborhood designed development such as King Farm. Article 16 of the Zoning Ordinance provides for flexibility in parking standards that are suitable for the Project. Pursuant to this authority, Applicant requests to reduce the number of required vehicle parking spaces for the townhouse development by 12 spaces (equaling an approximately 9% reduction) and the required vehicle parking spaces on Parcel AB, Block M (excluding the 60 vehicle parking spaces shared by easement) by 108 parking spaces (equaling an approximately 11% reduction). Applicant seeks to provide 118 vehicle parking spaces for the proposed townhouses. This would result in the provision of 914 vehicle parking spaces for the overall

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development on Parcel AB, Block M, 60 of which would be available for sharing with the new residential uses on Parcel F-7 and Parcel F-8. This is shown on the following image:<sup>3</sup>



As discussed in greater detail below, this reduction is appropriate under Section 25.16.03.h.1 of the City's Zoning Ordinance given the availability of 60 parking spaces shared by easement

<sup>3</sup> The 914 vehicle parking spaces on Parcel AB, Block M (including the 60 parking spaces to be shared by easement between the office and residential uses) are proposed to be apportioned as follows:

- 645 parking spaces in the existing garage (for office use only)
- 91 parking spaces in the existing North Lot (for office use only)
- 38 parking spaces in the existing South Lot (available for sharing with the new townhouses)
- 22 new on-street parking spaces on the internal drive aisle connecting the F-7 Parcel and F-8 Parcel (available for sharing with the new townhouses)
- 118 off-street parking spaces for 65 new townhouses



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between the office uses and townhouses, the proximity of 47 on-street spaces along King Farm Boulevard and Piccard Drive to the proposed townhouses, the convenience of nearby bus service offering many connections to Metrorail and transit centers, the existence of existing and planned bicycle facilities providing linkages throughout the City, and the adherence to smart growth planning principles.

The Approving Authority is authorized to permit reductions in the number of parking spaces required under Section 25.16.03.h.1 of the Zoning Ordinance if any one of six separate grounds are satisfied. The following demonstrates how three of the six grounds are satisfied in this matter:

- (i) *There are three (3) or more bus routes in the immediate vicinity of the building or buildings; or*

There are multiple bus routes in the immediate vicinity of the F-7 Parcel and F-8 Parcel that are convenient to the proposed development. According to the MyMontgomery online service locator tool (results from which are attached as Exhibit "A"), the RideOn system map (attached hereto as Exhibit "B"), and the King Farm Shuttle system map (attached hereto as Exhibit "C") there are nine (9) bus routes with multiple stops within 0.72 miles of the F-7 Parcel and F-8 Parcel:

<b>Route</b>	<b>Distance (Closest Stop to Property)</b>	<b>Service</b>
King Farm Shuttle (Orange and Blue Routes)	Less than 0.10 miles	Shady Grove Metro via King Farm Village Center
RideOn 63	0.15 mi.	Rockville Metro – Shady Grove Metro
RideOn 66	0.15 mi.	Shady Grove Metro – Traville Transit Center (via Research Boulevard)
RideOn 43	0.33 mi.	Shady Grove Metro – Traville Transit Center (via Shady Grove Road)
King Farm Shuttle (Red Route)	0.55 mi.	Shady Grove Metro via King Farm Community Center

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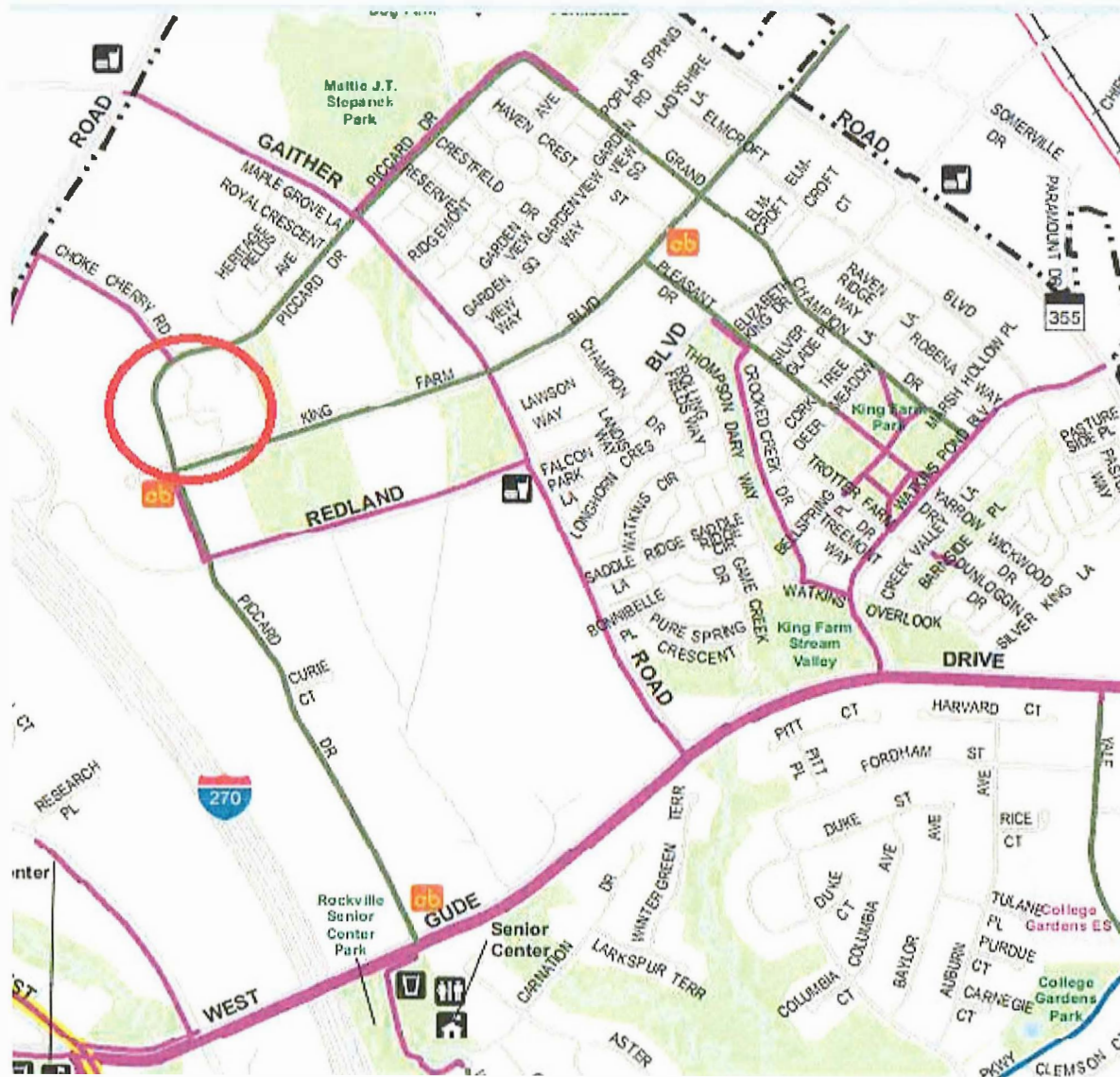
Route	Distance (Closest Stop to Property)	Service
RideOn 55	0.72 mi.	Rockville Metro – Germantown Transit Center (via Shady Grove Metro, Lakeforest Transit Center, and Milestone Center Park & Ride)
RideOn 59	0.72 mi.	Rockville Metro Station – Montgomery Village Center (via Shady Grove Metro and Lakeforest Transit Center)
RideOn 67	0.72 mi.	Shady Grove Metro – Traville Transit Center (via I-370 and Dufief Mill Road)

This bus service offers both local and regional connections for future residents and visitors to a wide array of transportation infrastructure, including two Metrorail stations, three transit centers, and multiple park & ride facilities.

(ii) *Where there is a bikeway in close proximity to the site and the applicant demonstrates that the uses in the proposed development are conducive to bicycle use; or*

The F-7 Parcel and F-8 Parcel are also located near to cycling infrastructure providing connections throughout King Farm and the City. As shown on the following segment of the Rockville Bicycle Map, the subject properties (marked by the red circle) are in close proximity to many shared use pathways, including along Gaither Road, Redland Road, Choke Cherry Road and Piccard Drive, as well as shared roadway facilities, such as along Piccard Drive and King Farm Boulevard. These facilities provide convenient access through the King Farm development, as well as offer connections to the Carl Henn Millennium Trail at West Gude Drive.

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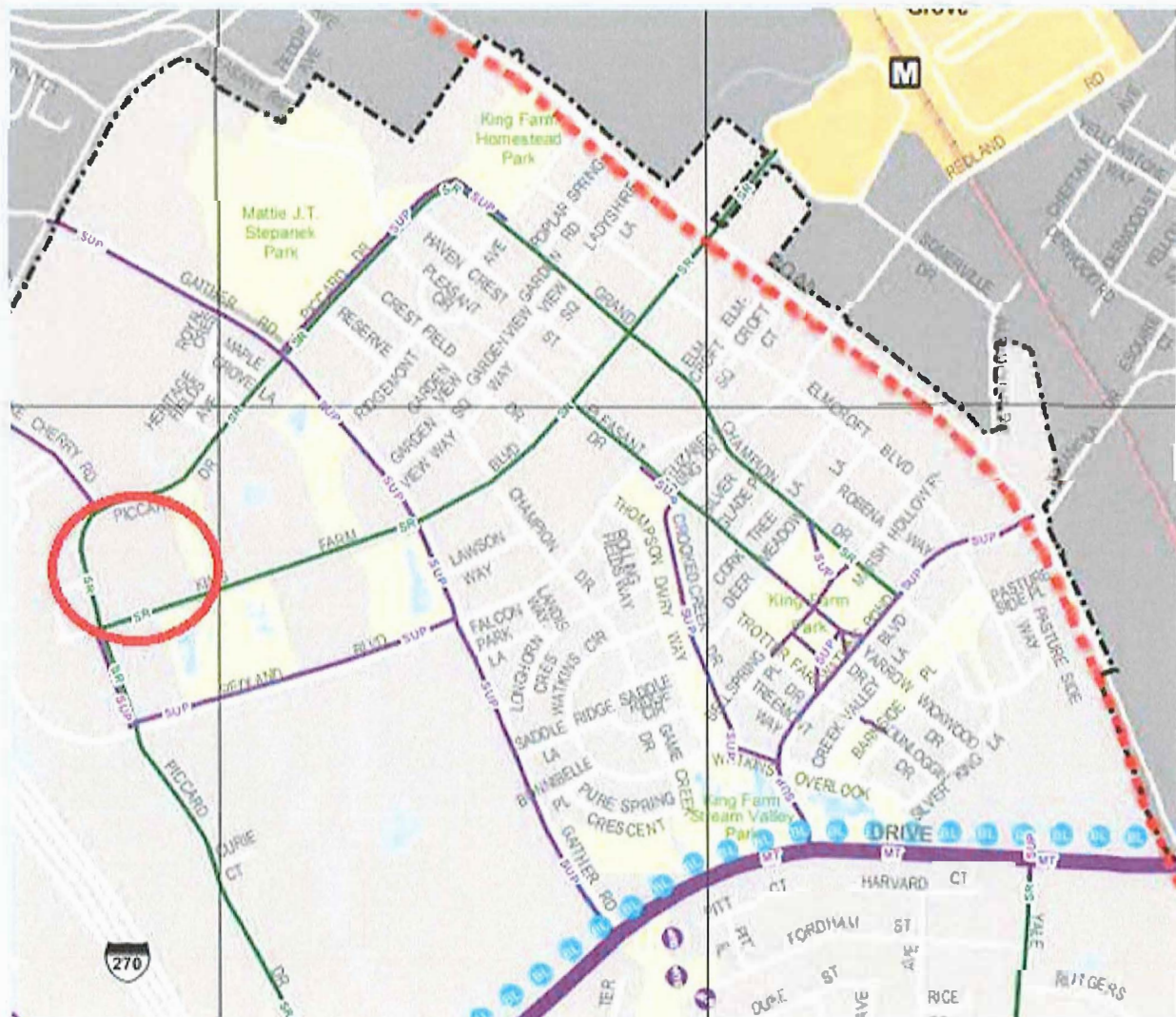
As shown on the above map, the F-7 Parcel and F-8 Parcel are also sited near three Capital Bikeshare stations. According to Capital Bikeshare's website, these three stations have 48 docks:



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Station	Number of Docks
King Farm Blvd. & Piccard Dr.	15
King Farm Blvd. & Pleasant Dr.	15
Piccard Dr. & W. Gude Dr.	18

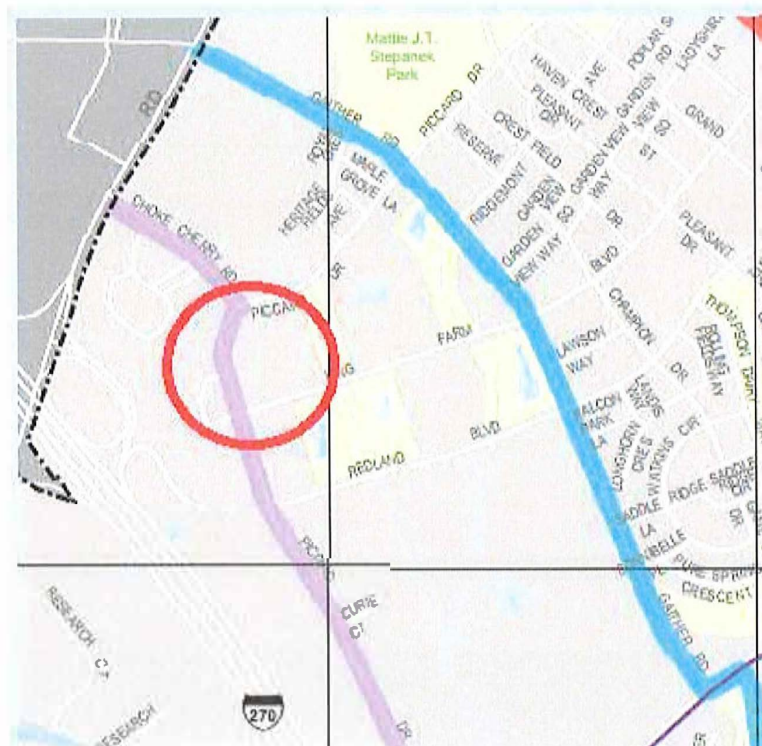
Additionally, as shown on the following section of the Proposed Facilities map included in the 2017 Bikeway Master Plan, the F-7 Parcel and F-8 Parcel are also proximate to a future cycle track (shown in the broken red line) along Maryland State Route 355 (MD 355).



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This cycle track is anticipated to run along the entire length of MD 355 within the City and would create a new regional route offering connections between Gaithersburg and the Pike District and links to significant public transportation options.

Lastly, the following section of the Crosstown Routes map included in the 2017 Bikeway Master Plan illustrates that the subject properties are located between two crosstown master-planned routes:



These two routes are Upper Rock to Potomac Woods (pink) and King Farm to Tower Oaks (blue).

(iii) *For any other good cause shown.*

There are additional compelling reasons to support Applicant's requested parking reduction:

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Proposed Parking Would Satisfy Existing Demand

Most significantly, Applicant's proposed parking is sufficient to meet proposed demand. For example, a parking occupancy survey conducted by Wells & Associates between June 19 and 21, 2018 (attached hereto as Exhibit "D") reveals that peak utilization of the existing parking garage was 325 of the 645 available vehicle parking spaces (or approximately 50%). This reflects the trend of jurisdictions across the United States, including Montgomery County, to reduce parking requirements in activity centers within mixed-use zones, such as the F-7 Parcel and F-8 Parcel within the overall King Farm development.<sup>4</sup> Applicant also anticipates supplementing the PAM application with an analysis conducted by Premier Parking confirming that Applicant's proposed parking satisfies the projected need.

Given the utilization rate of existing parking facilities, as well as the convenience of abundant non-auto modes and the availability of shared and on-street parking, it is reasonable to conclude that Applicant's proposed vehicle parking for the 65 townhouse units will satisfy anticipated need.

Existence of King Farm Shuttle, Shared Parking, and On-Street Parking

The presence of the King Farm Shuttle, which is a unique, nationally recognized, and highly successful local circulator bus, also supports Applicant's request for reducing parking requirements. The King Farm Shuttle provides continuous-loop service on three routes throughout King Farm five days a week, Monday through Friday, 6:30 a.m. until 7:30 p.m. Each line offers 20 minutes headways with service to the Shady Grove Metrorail station while offering

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<sup>4</sup> The City requires 2 parking vehicle parking spaces for each townhouse dwelling unit, while Montgomery County requires a minimum of 1 space per townhouse dwelling unit for properties within Commercial/Residential and Employment zones (similar in nature to the PD-KF zoning within the City). Compare § 25.16.03.d of the City's Zoning Ordinance with § 59.6.2.4.B of Montgomery County's Zoning Ordinance. Applying this reduction to Applicant's townhouse development would more than cover the magnitude of the requested parking reduction in this matter.

Applicant also observes that the City's Zoning Ordinance does not allow adjustments to vehicle parking for restricted housing types (such as MPDUs), while Montgomery County's Zoning Ordinance allows a 50% reduction for the same. See § 59.6.2.3.1.2.b of the Montgomery County Zoning Ordinance. Applying a combination of the reduced parking requirement for properties within Commercial/Residential and Employment zones and the 50% adjustment for MPDUs would also cover the requested parking reduction.



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internal links to different neighborhoods within King Farm, including the King Farm Village Center, Watkins Pond, Baileys Commons, and Irvington Centre.

Furthermore, the proposed townhouses on the F-7 Parcel and the F-8 Parcel will be easily accessible to 60 parking spaces shared by easement with the existing office uses on Parcel AB, Block M. As noted above, 38 of these shared spaces will be located on the South Lot just north of the F-8 Parcel, while the remaining 22 shared spaces will be sited along the internal drive aisle linking the F-7 Parcel with the F-8 Parcel. This is consistent with the City's Zoning Ordinance, which allows reductions for shared uses in recognition of the variance in demand for office and residential uses at different times of the day. *See* Section 25.16.03.h.6 of the City's Zoning Ordinance. These shared parking spaces would be in addition to 22 on-street parking spaces along King Farm Boulevard near the F-8 Parcel, as well as the 25 on-street parking spaces along Piccard Drive near the F-7 Parcel, all of which would be conveniently located to the proposed residential uses. Thus, the 118 off-street vehicle spaces, in combination with the 60 shared vehicle parking spaces and 47 on-street vehicle parking spaces, will both meet and exceed the demand generated by the proposed 65 townhouses.

Applicant's Request is Consistent with City's Planning Principles

Granting Applicant's proposed parking reduction based on planned development, a mix of uses, and proximity to public transit and bike infrastructure is also harmonious with the City's 2002 Comprehensive Master Plan (the "Comprehensive Master Plan"). The Comprehensive Master Plan properly recognizes that King Farm "is being developed as a comprehensive planned development" and suitably characterizes the King Farm development as a "neo-traditional neighborhood design with a grid street pattern and a mix of uses and houses incorporated into the design." Comprehensive Master Plan, pg. 11-58. Additionally, the Comprehensive Master Plan correctly recognizes that "[t]he neighborhood accommodates multi-modal transportation needs with sidewalks, bikeways, and a connection to the Metro system." *Id.*

Finally, Applicant's parking reduction request promotes the current policies for the Rockville 2040 update to the City's Comprehensive Master Plan currently under consideration. This includes "reducing carbon emissions through land use planning that encourages walking, biking, and transit" and "establish[ing] a flexible zoning regulatory and approval procedure" addressing, among other things, parking.

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Summary

Based on the foregoing, Applicant's request satisfies numerous grounds under Section 25.16.03.h.1 of the City's Zoning Ordinance. Thus, the Planning Commission should approve Applicant's proposed parking, which is summarized in the following chart:

Required Parking	Proposed Parking
962 parking spaces <ul style="list-style-type: none"><li>832 parking spaces for existing uses (office, fitness accessory to office use, restaurant)</li><li>130 off-street parking spaces for townhouses</li></ul>	914 parking spaces, 60 of which are to be shared by easement between the office uses and townhouses <ul style="list-style-type: none"><li>645 parking spaces in existing garage (for office use only)</li><li>91 surface parking spaces in North Lot (for office use only)</li><li>38 surface parking spaces in South Lot (to be shared by easement between the office use and townhouses)</li><li>22 on-street parking spaces along connector road (to be shared by easement between the office use and townhouses)</li><li>118 off-street parking spaces for townhouses</li></ul> 47 additional on-street spaces available along King Farm Boulevard and Piccard Drive

Parking will be assessed during review of the subsequent site plan application and the final number of parking spaces will be established at the time of building permit.

**The Project Will Not Be Incompatible With The Surrounding Uses or Properties**

Lastly, the Project will not be incompatible with the surrounding uses or properties under Section 25.07.01.a.3.(a).vii of the Zoning Ordinance. As stated above, the Annexation Agreement and the Concept Plan anticipated additional residential units, such as the Project's 65 townhouses, within King Farm Irvington Centre's neighborhood. The Project has been intentionally designed to conform to the Concept Plan's development standards and the Design Guidelines. The Project's single-family residential uses bolsters the horizontal mix of uses,

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including commercial, multi-family dwellings, retail, and parks, within the surrounding community. The Project's structures offer a suitable variation in building heights between the existing office, multi-family, and mixed-use structures within King Farm and Upper Rock. Additionally, the Project includes an appropriate amount of off-street, on-street, and shared parking spaces to serve future residents and visitors. Furthermore, the Project will generate less traffic than the Previous Approval for the F-7 Parcel and F-8 Parcel, convey a contemporary architectural style that is harmonious with existing buildings, and frame the street with prominent entrances, significant amounts of transparency, attractive landscaping, and comfortable sidewalks.

**List of Enclosures**

- (1) Completed application with application filing fee
- (2) Preliminary Site Plan (12 copies and 1 CD with PDF version)
- (3) Transportation Scoping Intake Form (12 copies)
- (4) Pre-Application Stormwater Management Concept Package with fee
- (5) NRI/FSD

We look forward to working with you on the Application, which will bring mixed-use, transit oriented, and infill development in the heart of Rockville's Town Center. Please feel free to contact us if you have any questions.

Very truly yours,

**LINOWES AND BLOCHER LLP**

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Enclosures

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