

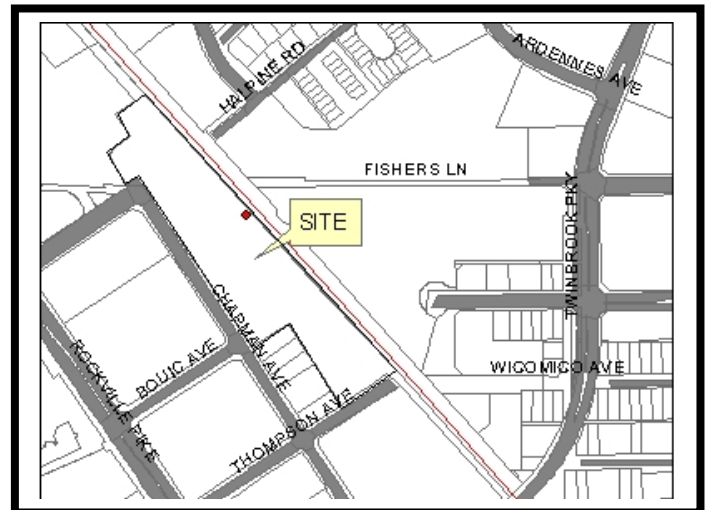
**CITY OF ROCKVILLE PLANNING DIVISION  
STAFF REPORT**

June 22, 2005

**SUBJECT:** Use Permit USE2005-00685 for  
Preliminary Development Plan  
PDP2004-00009, Twinbrook Commons

**Applicant:** Holland and Knight, LLP  
Attorneys for:  
Twinbrook Commons LLC  
Suite 800, 3 Bethesda Metro Center  
Bethesda, MD 20814-6301

**Owner:** Washington Metropolitan Area Transit  
Administration (WMATA)  
600 5<sup>th</sup> Street NW  
Washington, DC 20001



**Date Filed:** May 9, 2005

**Location:** A portion of the Twinbrook Commons development that is located west of the railroad tracks, east of Chapman Avenue and north of Thompson.

**REQUEST:**

- The applicant seeks use permit approval for a portion of the Twinbrook Commons development. This use permit application consists of Phase 1C (block A4), Phase 2A (block B1 through B2) and Phase 2B (block A1 through A3).

**PREVIOUS RELATED ACTIONS:**

- Preliminary Plan 1-04054, approved by the Montgomery County Planning Board for the portion of the project within current County jurisdiction, May 6, 2004.
- Site Plan 8-05011, approved by the Montgomery County Planning Board for Phase I development within current County jurisdiction, December 9, 2004
- TXT2004-00213, approved by the Mayor and Council on February 28, 2005, to amend Article XIV, creating a new Section 21-710.28 to provide a for a Preliminary Development Plan Optional Method of Development in the RPC zone Metro Performance District.
- ANX2004-00136, approved by the Mayor and Council on April 4, 2005, for the annexation of 16.95 acres of land, more or less, know as Twinbrook Metro Station site of the WMATA, owners, including 6,336 square feet of property known as Parts of Lots 13 and 14, Block 8, Spring Lake Park Subdivision, and a portion of Ardenes Avenue right of way, Montgomery County Maryland, owners.

- MAP2004-00090, approved by the Mayor and Council on June 6, 2005, to rezone the annexed portion of the site to RPC, to change the zoning on the 1.77 acre Suburban Propane piece to RPC, and re-affirm the RPC zoning of the portion of the project located on the east side of the tracks.
- PDP2004-00009, approved by the Mayor and Council on April 4, 2005 for a Preliminary Development Plan under Optional Method; Twinbrook Commons LLC and Washington Metropolitan Area Transit Authority (WMATA) applicants.

### **RELEVANT ISSUES**

Staff has worked closely with the applicant to assure that the conditions of the approved Preliminary Development Plan (PDP) have been met.

### **ANALYSIS**

#### **Background**

On April 4, 2005, the Mayor and Council approved a Preliminary Development Plan, annexation agreement, a Zoning Map change, and a text amendment for the development at Twinbrook Metro Station known as "Twinbrook Commons." Previous to the City of Rockville's approval, the County approved a Preliminary Plan on May 6, 2004 and a site plan on December 9, 2004, since a portion of the development is in the County that would be annexed into the City. The 26-acre site was approved for a mixed-use development to include 1,595 residential units, 325,000 square feet of office use and 220,000 square feet of retail use with 2,409 private parking spaces and 1,151 parking spaces for WMATA commuters. The building heights ranged from a 55 feet to 170 feet for the residential buildings and up to 170 feet for the office buildings.

The applicant has proposed at least three phases for this development. Since each use permit will have multiple buildings, the applicant has labeled different buildings by block. This use permit is for the entire Twinbrook Commons development west of the railroad tracks.

#### **Property Description and Proposal**

This request is for approval of a use permit located on the west side of the railroad tracks and consists of blocks A1 through A4 and B1 through B3. The applicant proposes a mixed-use development with retail on the ground floor and either residential or office above. There are two parking garages proposed for this side and a "Kiss and Ride" loop for commuters.

Blocks A1 through A4 will be connected and contain retail with residential above and a parking garage. The retail and residential building will be 16-stories (maximum height of 170 feet) in block A1 and taper down to four stories (maximum height of 55 feet) in block A2. The retail consists of 78,850 square feet of retail that will be located on the ground floor and on the mezzanine level. In addition, there will be 359 residential units located in floors two through 16.

The parking for the retail space and residential units will be structured and surrounded on two sides by them. The garage will contain 1023 spaces. Four of the parking garage levels will be below grade, the other two will be above grade and will only be seen from the railroad tracks. This garage will also be adjacent to the WMATA (block A4) above grade, parking garage. This garage will be

for commuters using the Twinbrook Metro and will be seven levels with 428 spaces. The garage will be owned and operated by WMATA. The applicant proposes to have the parking garage to be seen from the street right of way for the first few years. After three years, if the applicant has not built the “liner building” that will hide the parking garage, the applicant has agreed to get approval for a façade treatment or construct the liner building. Staff has added a condition (Condition #15).

	<b>Approved in PDP</b>	<b>Proposed in this Use Permit</b>	<b>Additional amount to be built</b>
<b>WMATA parking spaces</b>	1,151	428	1,151*
<b>Private Parking spaces</b>	2,409	1,838	571
<b>Office (square footage)</b>	325,000	325,000	0
<b>Retail (square footage)</b>	220,000	97,600	122,400
<b>Residential (units)</b>	1,595	359	1,236

\* Applicant must maintain 1,151 parking spaces.

### Architecture

The applicant’s proposal for the architecture is generally consistent with what was presented with the approved PDP. All of the proposed buildings in this use permit will have a unified look. The applicant proposes buildings mostly with hip roofs and dormers. Where the buildings have flat roofs the applicant proposes an architectural detail at the top of the tallest windows. All buildings will be differentiated with various building materials and/or colors between the first floor, the center of the building and the top floor. The applicant also proposes to highlight the major entrances to the building. In addition, since this side of the Twinbrook Commons development has buildings that will be over 135 feet in height, the approved PDP requires that the frontages of such buildings that face a public street must be setback 25 in height at the 135-foot limit. The applicant’s plans do reflect this setback requirement.

The applicant proposes the WMATA garage to be seen initially from the street. Staff has placed and the applicant has agreed to a condition that would permit the garage to open for a period of three years after they have received an occupancy permit. At the end of that period, if the applicant has not submitted plans to the City for a liner building, they must submit a plan for Planning Commission approval of an alternative façade treatment of the building.

### TRANSPORTATION

#### Traffic

The applicant was required to submit a traffic study in conformance with the City’s Comprehensive Transportation Review methodology with their PDP application and provide mitigation of traffic impacts. In order to mitigate the impacts identified in the Transportation report, the applicant must (1) pay the required Montgomery County Development Impact Tax; (2) enter into a trip Reduction Agreement with the City of Rockville, which includes an annual Transportation Demand Management fee; (3) construct off-site roadways and multi-modal improvements as outlined in the PDP; and (4) construct a transit resource center.

## **Parking**

Staff has required the applicant to have to each phase stand on its own including providing parking for development. This use permit will have three major parking garages, one will be for WMATA commuters and the other two will be for the retail, office and residential buildings. The commuter garage will be a seven level, 428-space parking garage operated by WMATA. Another parking garage will be just south of the WMATA garage and be used for the residential and retail buildings in blocks A1 and A2 and contain 1023 spaces. The last parking garage will have 815 parking spaces and an above grade pedestrian walkway to the rest of the development on the west side. This garage will be located closest to the office development and will be their primary parking area.

The loading for the west side will be provided at an entrance along Chapman Avenue and Thompson Avenue. The applicant proposes three loading bays at the Chapman Avenue entrance, which will serve the north side of the development that includes the residential, and retail. The other loading area will be below the office portion of this development. This area will be accessed from a surface driveway that will loop around the parking garage.

## **Pedestrian Access and Bicycle Paths**

Pedestrian access will be provided from Halpine Road, Chapman Avenue, Thompson Avenue, and the interior of the site. Bike access will be provided from these streets as well. The applicant will continue to provide 24-hour access to the WMATA parking lots during and after construction of this development. In addition, the applicant is required per the PDP to provide off-site pedestrian mitigation including crosswalks and countdown signals at various locations.

The applicant will provide bicycle parking spaces per Condition #26. Bicycle parking shall be provided as follows: Block A- 36 bicycle locker parking spaces for residential use and 30 bicycle rack parking spaces for the retail uses. Block B- 30 bicycle locker parking spaces for office use and four bicycle rack parking spaces for retail uses.

For the overall project, the applicant is also required to maintain the sidewalks, Village Green, stormwater management facilities within the street right of way, other open spaces and those improvements to the dedicated streets that are above the City of Rockville standard improvements through a Twinbrook Commons Management Group (TCMG). All non-residential and residential property owners are required to participate in the TCMG.

## **Transit**

The site is located on the west side of the Twinbrook Metro Station. The applicant is required per the PDP, to maintain the existing 1,151 parking spaces for commuters during and after construction of the development. The applicant will be providing commuter parking to include a parking garage (this use permit) and surface lot (USE2005-00686).

Per the PDP, a temporary transit resource center shall be provided in connection with the first three use permits for the development and shall remain operational until the permanent transit resource center is constructed. The timing, location and design of the temporary center shall be approved by Department of Public Works prior to the issuance of the first use permit. The permanent transit

resource center will contain 2,000 square feet and be located in a highly visible location on the east side of the Metro Station.

## **WATER AND SANITARY SEWER**

Water and sanitary sewer service for the West side will be provided by the City of Rockville. Any water and sanitary sewer service for Phase 1C will connect to existing public mains adjacent to the site. There are no required upgrades to the water or sanitary sewer associated with Phase 1C since the garage will not have a sprinkler system and usage will be minimal.

For Phase 2, new water services will connect to the existing water lines adjacent to the site in Chapman Avenue. Per the PDP resolution, the applicant is required to contribute 29% of the costs associated with the Lewis Avenue water main improvements, currently in the City's Capital Improvement Program. The Lewis Avenue water main will be upgraded from an 8" line to a 12" line and will primarily improve fire flows along all of the properties adjacent to Chapman Avenue. Sanitary sewer service will connect to the existing main that is located under the WMATA and CSX tracks. Portions of the line will be reconstructed based on the proposed building layout. The developer will complete a sanitary sewer capacity study for DPW review and approval to determine if any upgrades are required to the sanitary sewer lines located within their project limits. Once on the east side of the CSX tracks, the sanitary sewer system is maintained by WSSC. At the northern limits of the development the sanitary sewer becomes City maintained. The City has completed a sanitary sewer capacity analysis and has determined there is adequate sanitary sewer capacity in the receiving mains that are located in the Twinbrook community.

## **STORMWATER MANAGEMENT**

Stormwater management for this project phase will be provided per the Stormwater Management Concept approval letters dated June 8, 2005 and June 21, 2005, as may be amended by the Department of Public Works.

A vault beneath the WMATA garage, building A4, and an onsite underground filtering device will provide quality and quantity treatment for Phase 1C. A vault beneath the B3 parking garage and several underground filtering devices will provide quality and quantity treatment for all of Phase 2. If Phase 2B is constructed prior to Phase 2A then the existing pond (located on same site as B3 parking garage) will be retrofit or the vault beneath B3 parking garage will be constructed without the B3 parking garage.

## **LANDSCAPING**

The applicant proposes pavers with street trees along all street frontages of the site. In addition, they propose to have the areas not covered by buildings with trees and shrubbery that will enhance the buildings' features. A landscape plan for this development has been submitted and is under review per the requirements of condition number two (2) noted below.

## **Forest/Tree Preservation**

A Forest Conservation Plan (FCP) is required to be submitted for this site for approval by the City Forester demonstrating that a minimum of 85 percent of the tree preservation and planting requirements of the FCP shall be met on site. Staff has put a condition (Condition #22) in this phase.

### **Equipment Screening**

All of the electrical transformers for this site will be provided underground. All transformers or telecommunications equipment is required by the City of Rockville to be placed underground or within buildings. Any equipment that the applicant proposes to place above ground must be approved in accordance with the submission and approval of a waiver of the city's underground utility requirements. This waiver must be approved by the City of Rockville Planning Commission. No waivers are requested for this application.

### **PUBLICILY ACCESSIBLE ART IN PRIVATE DEVELOPMENT**

For the overall project, the applicant has agreed and staff has added a condition to comply with the Publicly Accessible Art in Private Development requirement. Under this requirement, the applicant is required to expend approximately \$477,241.25 to provide for publicly accessible art. In order to satisfy this expenditure requirement, Twinbrook Commons LLC, proposes a performance space for the Musical Theater Center, a qualifying Eligible Arts Organization. The space is to be located in a portion of Building G2 as identified on the Twinbrook Commons PDP. The space will include a ground floor lobby, which will provide a street level presence to the remaining space to be located below. As proposed, the provision of art space will involve rent subsidies and build-out equal to or greater than the entire art subsidy figure. This use is conditional upon execution of a lease agreement with the Musical Theater Center and if negotiations with them fail, the applicant will put a more traditional arts program into place.

### **CONCLUSION AND RECOMMENDATION**

The Planning Commission is required to find that a use permit is generally consistent with the Preliminary Development Plan. If determined to be a substantial deviation from the Preliminary Development Plan, the application would require an amendment of the approved Twinbrook Preliminary Development Plan by the Mayor and Council. Staff considers this application to be consistent with the approved Twinbrook Preliminary Development Plan, and recommends approval subject to the conditions listed below.

### **STAFF RECOMMENDATION**

Approval is recommended for these phases, subject to the following conditions:

1. Submission, for approval by the Chief of Planning, of eleven (11) copies of the site plan, revised according to Planning Commission Exhibit A.
2. Submission for the approval of the Chief of Planning, of eleven (11) copies of a Landscape Plan that is revised according to Planning Commission Exhibit B.
3. Applicant shall comply with all conditions detailed in the stormwater management concept approval letters dated June 8, 2005 and June 21, 2005, as may be amended by the Department of Public Works.

4. All the internal and external traffic control devices (i.e., signs, signals, markings, and devices placed on, over or adjacent to a roadway or pathway to regulate, warn, or guide pedestrians and/or vehicular traffic) must comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD); which is currently the Millennium Edition. A signage and pavement-marking plan must be submitted to the Department of Public Works and approved by the Chief of Traffic and Transportation before the issuance of a Public Works Permit.
5. Post bonds and obtain permits from Department of Public Works.
6. Submit detailed engineering plans for approval by Department of Public Works for sediment control and stormwater management and public improvements.
7. All curb ramps must be aligned with crosswalks per Department of Public Works.
8. Sidewalks, open areas, stormwater management facilities in the streets and certain street maintenance responsibilities will be subject to a Declaration of Reciprocal Easements and Covenants ("Declaration") or similar document. Said Declaration will also provide the City and the public with unobstructed public access across the public open space and sidewalks. The Applicant and the City will enter into the Declaration prior to the issuance of the first occupancy permit. Applicant shall minimize the placement of stormwater management facilities in the street rights-of-way.
9. The PDP requires the "Applicant [to] establish and fund a Twinbrook Commons Management Group ("TCMG") or other comparable entity responsible for the maintenance and operations of the sidewalks, Village Green, stormwater management facilities within the street right-of-way, other open spaces, and those improvements to the dedicated streets that are above and beyond the City's standard improvements. The TCMG's responsibilities shall include, but are not necessarily limited to: snow removal and cleaning of sidewalks; all components associated with landscaping, including but not limited to planting, irrigation and maintenance; sidewalk repair and maintenance; repair and maintenance of special surface treatment within the dedicated streets; coordination with City of community activities and events within the development; and promotion of Twinbrook Community. All non-residential and residential property owners, including condominium owners, will be required to participate in the TCMG."
10. Applicant must grant to the City such easements across the Property as may be necessary to allow for the installation and maintenance of various City-owned improvements, including, but not limited to street lights, street signage, storm drains, parking meters, and traffic signals.
11. Applicant must provide the Department of Public Works with cost estimates of the Off-site Transportation Improvements prior to construction of each improvement and with invoices within 60 days of the completion of each improvement per PDP resolution.
12. The applicant is required to provide for art in the Twinbrook Commons development in accordance with the Publicly Accessible Art in Private Development ordinance (adopted February 2004). The required expenditure for the entire project calculated in accordance with current rates is \$477,241.25 and calculated as follows:

<b>Residential units*</b>	
First 100 units x \$485.10 per d.u. =	\$48,510
Next 100 units x \$363.86 per d.u. =	\$36,386
For units in excess of 200 (1,155 units) x \$242.55 =	\$280,145.25
<b>Total</b>	<b>\$365,145.25</b>
<b>Commercial</b>	
First 100,000 square feet x \$.32 =	\$32,000
Second 100,000 square feet x \$.25 =	\$25,000
Additional 345,000 square feet x \$.16 =	\$55,200
<b>Total</b>	<b>\$112,200</b>
<b>Total Commercial and Residential</b>	<b>\$477,241.25</b>

\* The remaining 240 units are MPDUs and do not pay a fee.

Applicant is considering satisfying its art requirement by providing infrastructure and/or art space to the Musical Theatre Center. Because this will not be implemented until later stages of the project development, Applicant is required to post bond(s) or other acceptable forms of security to guarantee satisfaction of the art requirement. Prior to the issuance of a building permit for each non-garage structure, Applicant shall post a bond in the amount of its art obligation attributable to that structure calculated in accordance with the contribution rate in effect at the time of building permit approval. This means that the art obligation for each successive building permit will be recalculated in accordance with the contribution rates in effect at that time. Applicant shall also enter into a recordable agreement with the City setting forth the terms and conditions governing the bond and satisfaction of the art requirement, including, but not limited to, the establishment of a date by which the art requirement must be implemented, and such other terms and conditions acceptable to the City Attorney's office. With the approval of City staff, the Applicant can elect at any time to "front load" its art obligation by bonding the remaining amount of its art obligation under USE2005-00684 and USE2005-00685 or for the entire project, said bond amount to be calculated in accordance with the contribution rates in effect at the time such bond is posted.

13. Bike locker detail must be submitted for review and approval by DPW prior to detailed engineering.
14. Applicant must provide written approval from Ride-On for relocated bus stops and written approval from CSX for site approval prior to issuance of first building permits.
15. Liner Building (Phase 2B) construction must begin within 3 years of completion of garage or upgraded facade treatments must be constructed. The Planning Commission must approve all facade treatments.
16. Applicant must commence construction of second right turn lane on northbound Chapman Avenue at Twinbrook Parkway (Item 15 on off-site mitigation table) prior to issuance of occupancy permit for WMATA garage and construction must be completed within one year of issuance of occupancy permit for WMATA garage. Design and permits must be issued for Halpine/Chapman intersection and Halpine Road from Chapman to MD 355 (Items 3 and 9 on off-site mitigation table) within 4 years of issuance of occupancy permits for WMATA garage or in conjunction with permitting for phases 2A or 2B, whichever is first per DPW requirements.
17. Private driveway entrance at intersection of Halpine Road and Chapman Avenue shall be properly aligned with Chapman Avenue, per Department of Public Works approval.

18. Provide an access easement for the existing off site lots that will utilize the entrance at the intersection of Chapman Avenue and Halpine Road.
19. Applicant shall construct a 6-foot sidewalk and a 7-foot tree lawn on Bouic Avenue from Chapman Avenue to Rockville Pike per Department of Public Works requirements and per PDP approval, they must be constructed prior to issuance of occupancy permits for garage.
20. Applicant shall comply with all WMATA parking standards per PDP resolution for WMATA parking facilities and all other garages must meet City of Rockville standards per Department of Public Works requirements.
21. On the record plat, the applicant shall show future right of way dedication for extension of Chapman Avenue, including a future Public Utility Easement that is a minimum 10 feet wide beyond the tree panel.
22. This use permit requires Forest Conservation Plan (FCP) approval. Significant tree replacement and afforestation required on-site. Forest Conservation Easement required over entire site along with signed maintenance agreement and bond. Seven-foot continuous soil panels required for streetscape. Overall FCP for entire project must be approved prior to permit release. This approval to include recordation of easement, execution of maintenance agreement and posting of forestry bond.
23. All streetlights shall be decorative post top style lights such as post M1925 poles with style "G" luminaire, by Union Metal Corp. or Washington Style post with Lincoln luminaire, by Spring City Electrical Mfg. Co. Posts shall be 12 feet or 14 feet in height. The lamps shall be 100 watt HPS. All street light specifications, locations, and spacing shall be as approved the Department of Public Works during detailed engineering review.
24. The applicant must mill and overlay Thompson Avenue prior to issuance of garage B3 occupancy permit.
25. Provide drainage study at detailed engineering for Chapman Avenue and Thompson Avenue.
26. Applicant shall provide bicycle parking spaces at locations approved by the Department of Public Works. Bicycle parking shall be provided as follows: Block A- 36 bicycle locker parking spaces for residential use and 30 bicycle rack parking spaces for the retail uses. Block B- 30 bicycle locker parking spaces for office use and 4 bicycle rack parking spaces for retail uses.
27. Contribute 29 percent of Lewis Avenue water main prior to issuance of first non-garage building permit for Phase 2.
28. Provide minimum 16-foot vertical clearance over sanitary sewer under pedestrian bridge per Department of Public Works requirements.
29. Provide adequate lighting along Chapman Avenue for each phase.
30. Concrete bus pads in the right of way must be maintained by TCMG.
31. Location of crosswalks at drop off loop shall be approved by Department of Public Works prior to the issuance of the first building permit for Phase 2.
32. Provide a canopy/shelter for waiting area at building "B1."
33. Assuming phase 2B proceeds phase 2A, the applicant shall mill and overlay Chapman Avenue along the frontage of phase 2B (excluding the "kiss and ride" loop) prior to the issuance of the first occupancy permits for phase 2B. If building permits for phase 2A are not issued within one year of issuance of final occupancy permits for phase 2B, the remainder of the site frontage must be milled and overlaid at that time. Within two months of completion of mill and overlay work for phase 2B, the applicant shall relocate and install lighted crosswalk on Chapman Avenue at north edge of "kiss and ride" loop. If phase 2A proceeds phase 2B, the applicant shall mill and overlay Chapman Avenue along the frontage of phase 2A (excluding the kiss and ride loop) prior to the issuance of first occupancy permits for

- phase 2A. If building permits for phase 2B are not issued within one year of issuance of final occupancy permits for phase 2A, the remainder of the site frontage must be milled and overlaid at that time.
34. Provide a minimum of 25-foot driveway entrance at the building face for all non-loading driveway entrances.
  35. Show all pedestrian and other access points from garages and buildings.
  36. Provide 16" pavers along back of curb within the tree panel on all streets with parking.
  37. Show square footage and dwelling unit numbers per buildings on plans.
  38. Underground utilities along east side of Chapman Avenue.
  39. No tiebacks or foundations are permitted in the right of way.
  40. The following must be constructed prior to the issuance of occupancy permits for either phase 2A or 2B, whichever comes first if not constructed within four (4) years of construction of WMATA garage:
    - a. Install raised intersection at Halpine Road and Chapman Avenue.
    - b. Construct reduced road section with bike lanes on Halpine Road, between Chapman Avenue and Rockville Pike.
  42. The following must be constructed prior to issuance of first occupancy permits for Phase 2A:
    - a. Install stamped crosswalks at Chapman Avenue and Thompson Avenue
    - b. Remove channelized right turns on southbound Chapman Avenue and westbound Twinbrook Parkway.
    - c. Construct right turn on westbound Twinbrook Parkway at Rockville Pike.
    - d. Re-stripe westbound Bou Avenue at Rockville Pike for triple left turn.
  43. The following must be constructed prior to issuance of first occupancy permits for Phase 2B:
    - a. Construct second left turn on westbound Rollins Avenue at East Jefferson Street.
  44. Provide sanitary sewer capacity analysis of sanitary sewer system within the development, including under WMATA and CSX tracks prior to first building permit in Phase 2. Per Department of Public Works and WSSC requirements, upgrade sanitary sewer system including sleeves for all new lines beneath WMATA and CSX tracks.
  45. Applicant must contribute TDM fees per Trip Reduction Agreement and PDP.
  46. No occupancy permits will be issued for any phase until the stormwater management facilities for that phase have been constructed and accepted by Department of Public Works.
  47. Locations of parking lot gates and/or booths at all garage entrances shall be approved by Department of Public Works prior to the issuance of any building permits.

## NOTIFICATION

Postcard notices were sent to approximately 1300 residences and businesses.

## APPROVAL LIMITATIONS

Section 25-193(d) of the Zoning Ordinance requires that **construction or operation must commence within two (2) years of the date of this decision or application approval shall expire.** If the applicant can show just cause, a maximum of two (2) time extensions may be granted by the Planning Commission, each not to exceed one year. However, time extensions are not automatically approved, and sufficient detail and justification will be required in order for the Planning Commission to consider granting an extension.

Attachments:

1. Concept Stormwater Management Plan
2. Off-site mitigation
3. Phasing plan
4. Composite plan
5. Circulation plan
6. Right of way plan
7. Site plan
8. Hardscape and Lighting plan
9. Planting plan
10. Building and garage elevations
11. Approved PDP2004-00009 Concept plan
12. Approved PDP2004-00009 Resolution text